

Gender in Transportation Bridging the Gap Among Countries A View from the Global South

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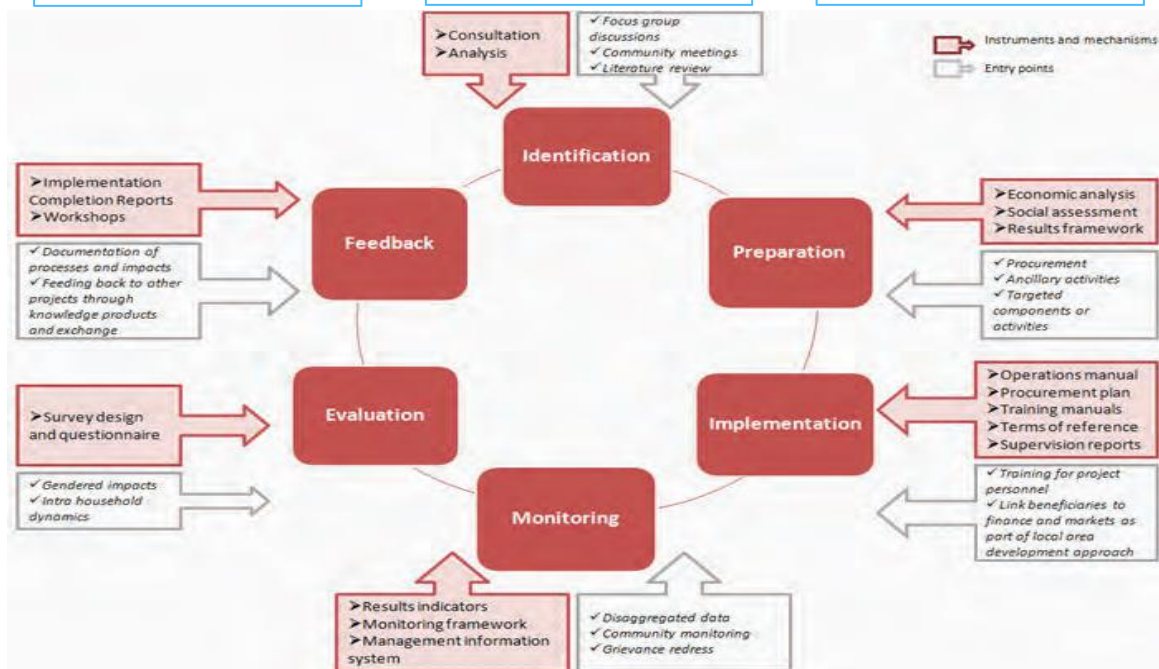
- 1. Informing Country Policy Dialogue**
- 2. Enhancing Country level gender diagnostics**
- 3. Scaling up lending for domestic priorities**
- 4. Investing in gender-relevant data and evidence**
- 5. Leveraging partnerships**



Criteria for Assessing Gender Integration



Analysis	Actions	M&E
<ul style="list-style-type: none"> Identify and analyze gender issues <i>relevant</i> to the project report findings of country/regional gender diagnostics or undertake project specific analysis reflect the results of consultations on the project objectives or components with women/girls/men/boys and/or gender NGOs 	<ul style="list-style-type: none"> show how interventions are expected to narrow existing disparities include specific or targeted actions that address the needs and constraints of women, girls, men, or boys include actions to offset risks of adverse gender impacts 	<ul style="list-style-type: none"> propose the collection of gender and/or sex-disaggregated indicator(s) include an evaluation strategy which will analyze the gender-specific impacts of the project



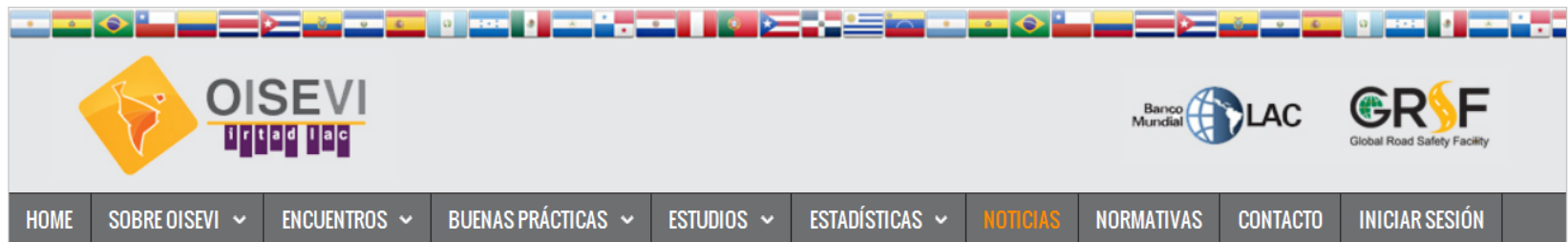
Operational Entry Points in Transport

- Fostering women's employment in transport
- Considering women's mobility patterns for addressing transport needs
- Including women in project design and investment

Project type	Gender action
Urban Transport	<ul style="list-style-type: none"> - Address safety and mobility issues for both men and women: street lighting and access roads, safety audits - Taking into account women's needs (routes and timing) - Women and Men's ownership and use of taxis, bicycles, etc
Rural Roads	<ul style="list-style-type: none"> - Address participation of women in labor force - Take into account women's/girls need in terms of access to education/health and employment

Road Safety Data Leveraging Partnerships

- **Data reliability** → Accelerate knowledge transfer to developing countries
- **Gender-disaggregated data** (observational surveys) for better policies (eg designated driver campaigns; CRS use)
- **Women Participation** → work with RS NGOs expanded to domestic violence issues



Viernes, 01 Noviembre 2013 17:03

El Secretario General de la ONU, Ban Ki-Moon, resalta la creación y actividad del OISEVI IRTAD-LAC



El Secretario General de la ONU, Ban Ki-Moon, ha publicado un informe titulado "Mejora de la seguridad vial en el mundo", antes de la 68ª sesión de la Asamblea General de la ONU. En el informe del Secretario General de la ONU se destacan los logros mundiales y nacionales destinados a mejorar la seguridad de las carreteras y los vehículos.

En el mismo Ban Ki-Moon resalta la creación y actividad del Observatorio Iberoamericano de Seguridad Vial (OISEVI) y su base de datos IRTAD-LAC como una gran iniciativa para mejorar y homogenizar el sistema de recolección de datos y la calidad de los mismos en la región Iberoamericana.

El OISEVI se perfila como una de las instituciones dedicadas a la homogenización de datos y políticas a

nivel regional, que debe replicarse a nivel global. (Página 19).

Desde Secretaría Técnica nos sentimos muy orgullosos de que el trabajo realizado por TODOS los países miembros haya sido resaltado y reconocido por la ONU al máximo nivel internacional.

El informe se encuentra en nuestra página web. Al mismo se puede acceder a través del siguiente [link](#).

BUSCAR POR PAÍS

Argentina

Bolivia Brasil Chile

Colombia Costa Rica

Ecuador El Salvador España

Guatemala México Nicaragua

OISEVI Paraguay

Republica Dominicana

Uruguay



BETTER SAFETY DATA

More Data, Better Policies

- Similar average commuting times but men faster speeds & larger distances.
- Trips made by women w/ children at lower speeds.
- Combination of qualitative, quantitative and time-series methods to better understand underlying causes of women's mobility disadvantage, to analyze the linkage between commuting constraints and labor market choices more thoroughly.

Table 1: Travel times, distances and speeds for work trips for men and women.
Work Trips. ENMODO 2009. Expanded Survey

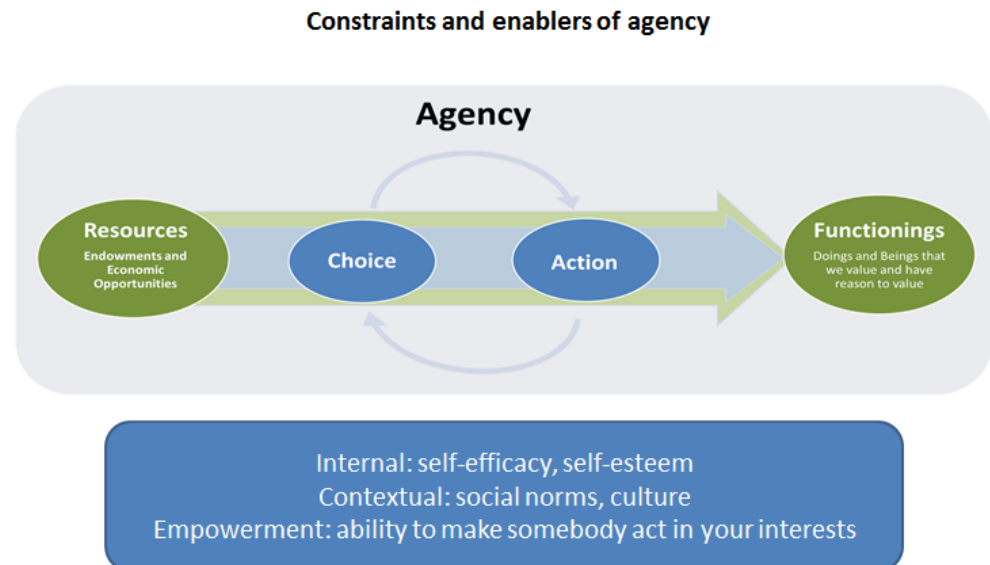
	Average Time (min)	Average Distance (km)	Average Speed (km/hr)
Women without Children	45.3	7.50	9.92
Men without Children	43.3	8.67	12.01
Women with Children	47.7	7.92	9.98
Men with Children	48.7	9.96	12.27

- Policy Makers: adapt transport systems to suit women's needs better. Interventions may include:
 - ✓ Improving mobility during the time of day and along the routes that are used by women.
 - ✓ NMT infrastructure + Culture for bicycling
 - ✓ Public transport routes and services
 - ✓ Innovative tariff structures
 - ✓ Infrastructure changes like co-locating retail, childcare, healthcare and municipal services around transport hubs



WDR: Gender and Development, 2012

- **Agency** “the ability to make choices to achieve desired outcomes”; an individual’s (or group’s) ability to make effective choices and to transform those choices into desired outcomes”
- **Agency matters.** *Intrinsic* value + *instrumental* value to reduce poverty
- **There are barriers to Agency.** Social norms, beliefs and practices supporting male dominance, inadequate services and legal provisions, or lack of awareness of such services and legal provisions
- **Interventions can be designed to remove such barriers and promote Agency.**
- **Five Expressions of Agency:**
 - ✓ Control over resources
 - ✓ Ability to move freely
 - ✓ Decision making over family formation
 - ✓ Freedom from risk of violence
 - ✓ Ability to have a voice in society an influence policy



Measuring Agency in Rural Roads WB Operations in LAC

- To expand data and evidence on gender agency in selected Bank transportation projects in Latin America, for **replicability**
- **Qualitative analysis** of the impact on **agency of women** in rural roads in Peru and Nicaragua, and Northern Argentina
- Encouraging women's **participation + Employment opportunities + Income** generation activities:
 - ✓ Women's employment in the microenterprises of routine maintenance through a gender quota (25%) (**Peru**);
 - ✓ women's participation in the Cobblestone Community Modules (MCAs) in charge of surfacing rural roads (**Nicaragua**);
 - ✓ entrepreneurial activities of indigenous women linked to handcrafts and indigenous culture "*La Ruta de la Cultura QOM*" (**Argentina**)

Theory of Change

- Women are able to access remunerated activities (traditionally reserved for men)
- The Theory of Change: women are now empowered to make effective choices and exercise control over their lives (agency)
- Strengthened Agency encourages women to make decisions and undertake other activities



Some Indicators

Some indicators are:

- Number of women that look for another job after the project
- Number of women that decided to create/invest on a business
- Number of women that joined a community association or ran for public office
- Number of women that bought a house, land or car/truck
- Number of women that learned a new skill.



Bridging the Gap, Final Thoughts

- **Collection of information:** Fill knowledge gaps
- **Promote dialogue** on constraints to women
- Provide **technical assistance** to governmental counterpart teams
- Conduct surveys and produce micro data bases
- Document **barriers**, which may be worsened by the interaction of gender and ethnicity
- Use **data-based analysis** to understand challenges and appropriate interventions
- Help **design policy:** improve design and implementation
- Strengthening **institutional capacity** of transport planning and management government agencies