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GENDER INCLUSIVE TRANSPORT: WHAT ARE THE ISSUES?

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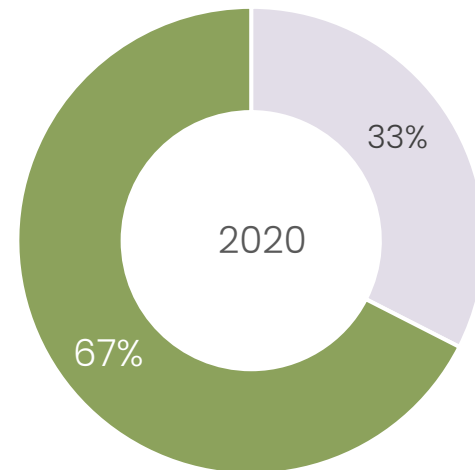
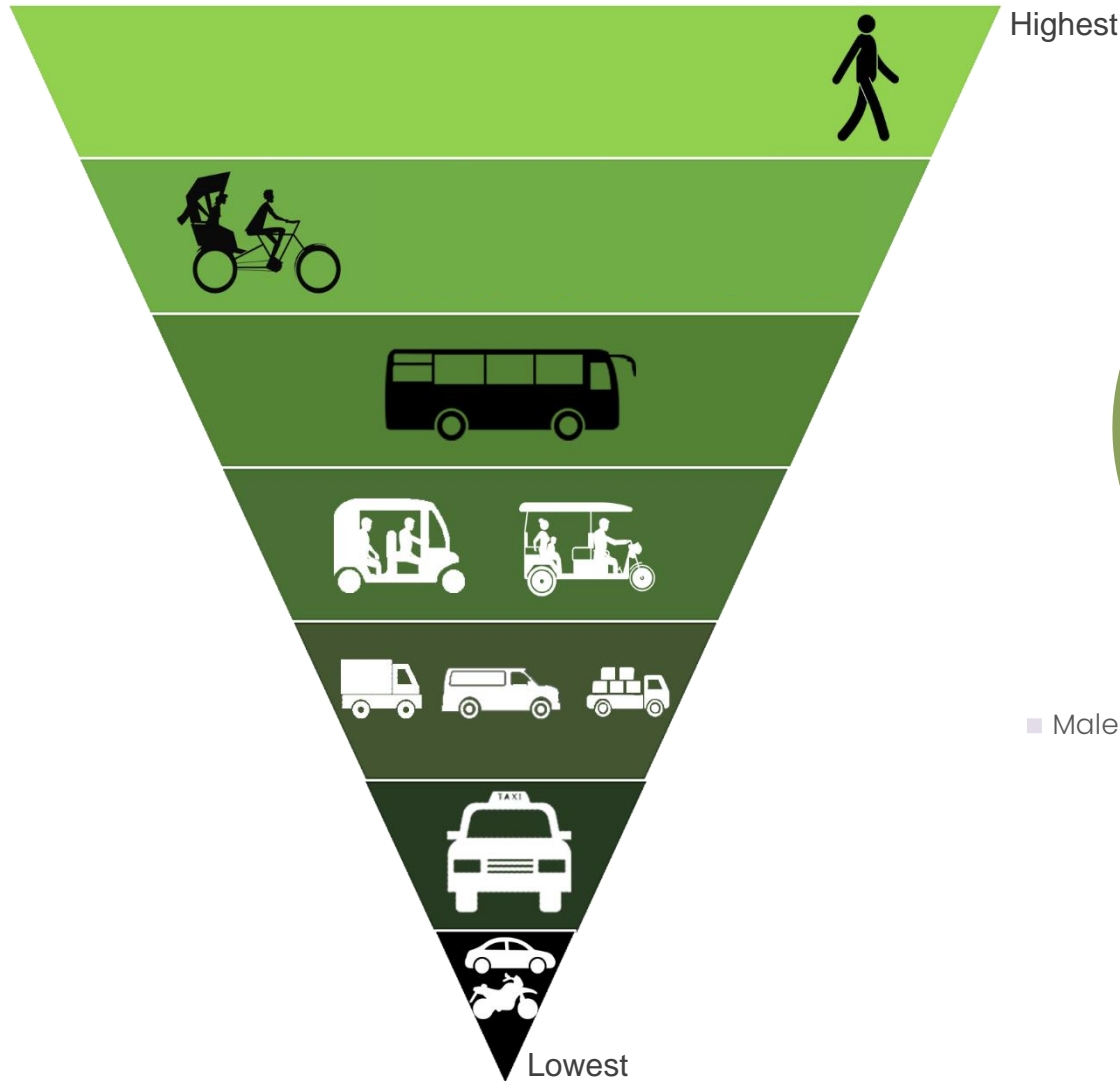
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GENDER & SOCIO-ECONOMIC
CONTEXT INFORMS MOBILITY CHOICES

POLL: QUESTION 1

TRANSPORT FOR WHOM?

MODE PRIORITY



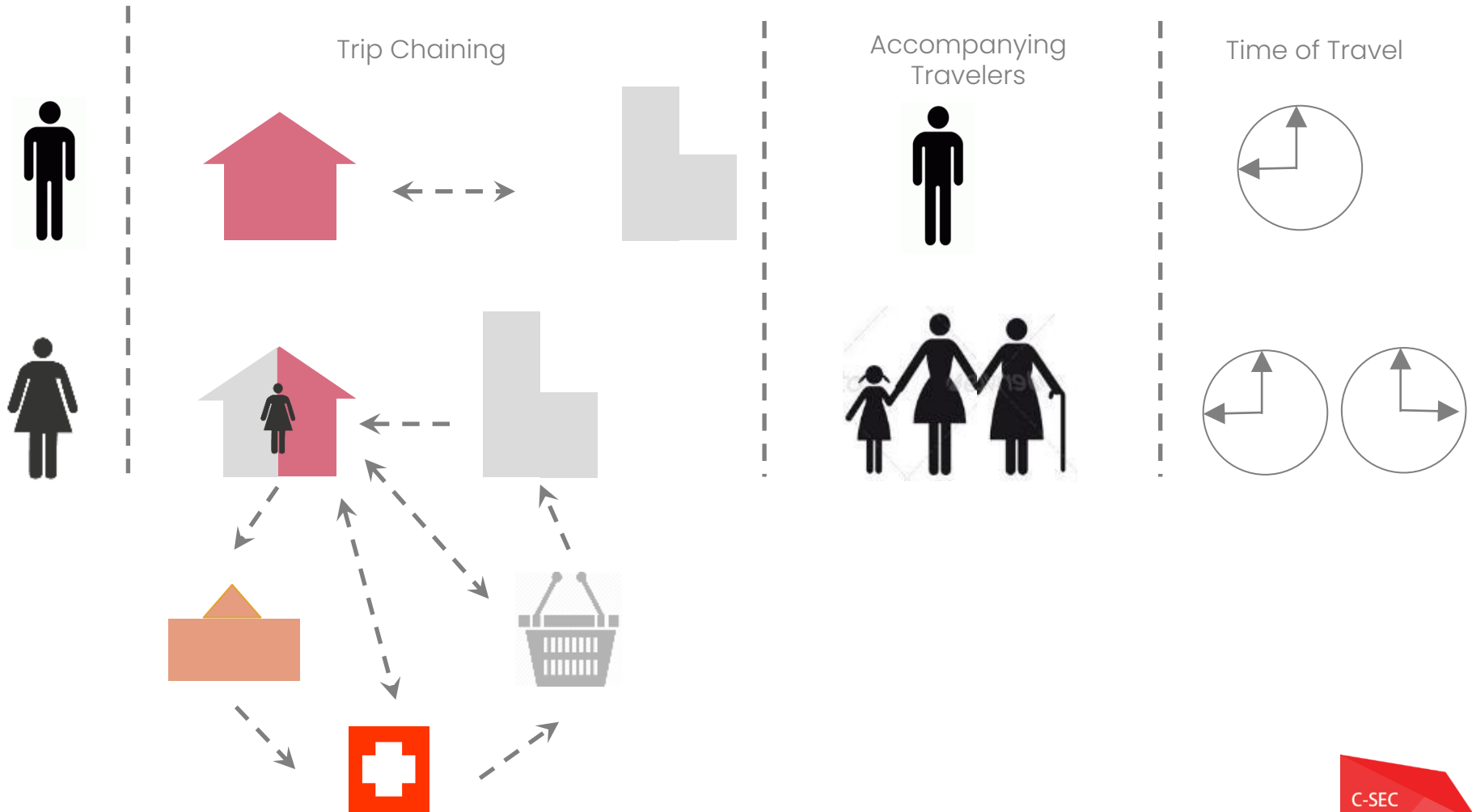
■ Male (15-59) ■ Women and girls
Infants, toddlers and adolescents
Elderly

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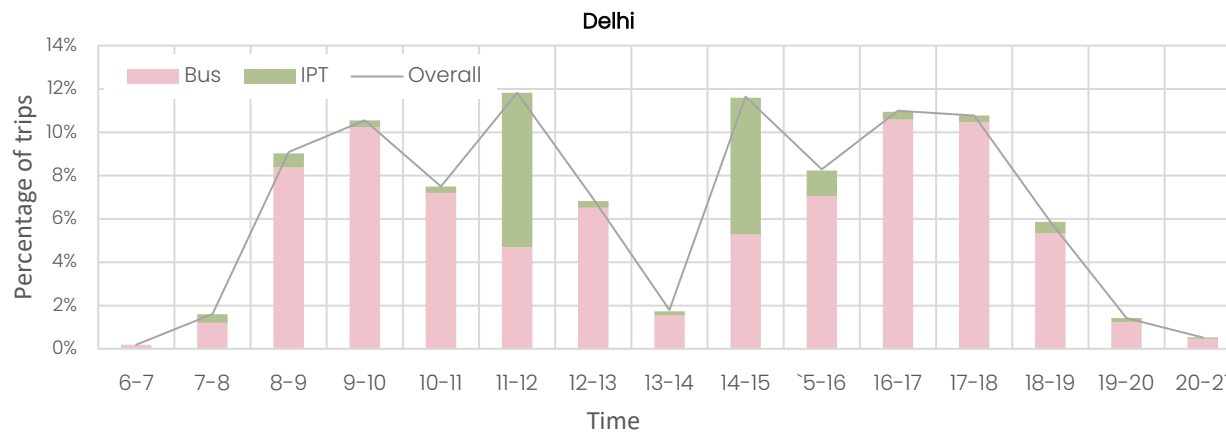
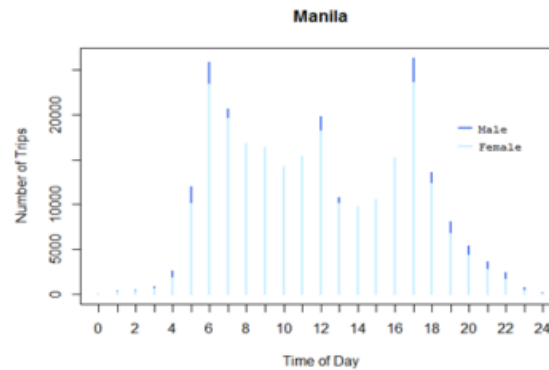
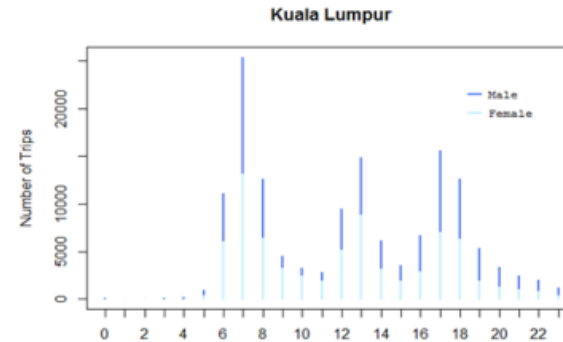
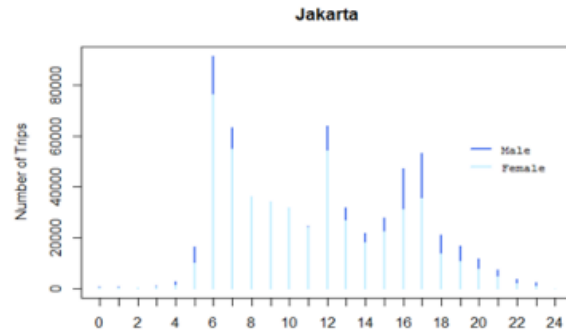
POLL: QUESTION 2

WHAT ARE THE GENDER DIFFERENCES
IN MOBILITY & ACCESS?

GENDER AND MOBILITY DIFFERENCES

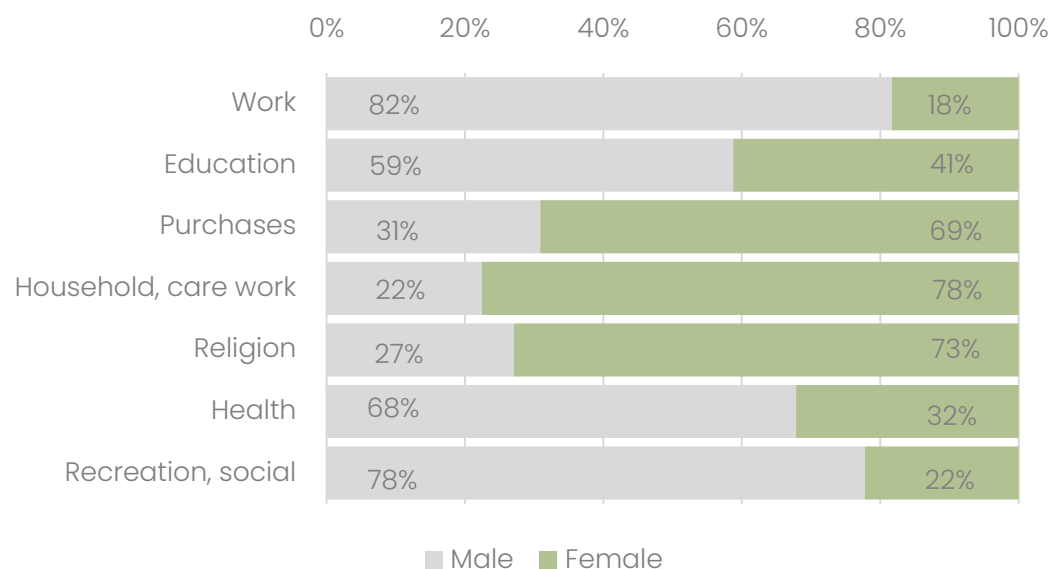
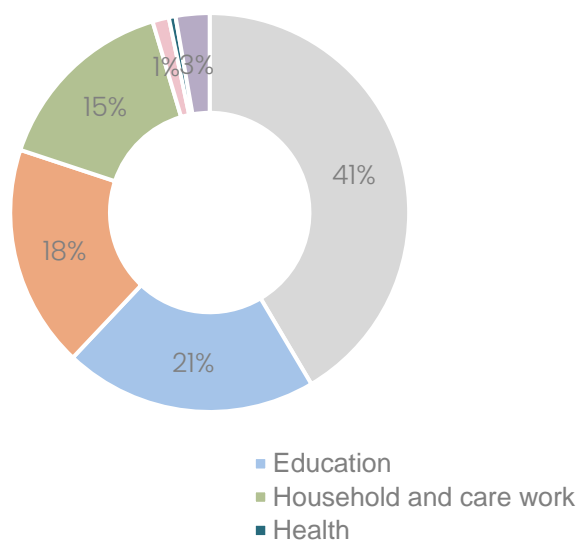


TRAVEL DISTANCE, TIME OF TRAVEL



MOBILITY OF CARE: URBAN BIHAR, INDIA

Travel purpose



Travel purpose (L) and travel purpose by sex (R)



Viet Nam: Women tend to walk and use nonmotorized transport more than men, resulting in longer travel times even when men traveled longer distances (World Bank. 2011)

THE PROBLEM: WOMEN, GIRLS AND CYCLING



Access to bicycles, cycle design

Knowing how to ride and maintain a bicycle

Road safety, safe cycling infrastructure, junctions

Harassment

OWNERSHIP OF PERSONAL VEHICLES

China: 29.6% of cars owned by women

India: 35% of 2-wheelers owned by women



THE PROBLEM: MOBILITY AND ACCESS TO WORK

In Bangladesh, better rural roads led to a 49% increase in male labor supply and a 51% increase in female labor supply (W. Yunxian and Z. Qun, 2012)

Lack of access to transportation reduces women's participation in workforce by 16.5% (ILO, 2017)



POLL: QUESTION 3

THE PROBLEM: SAFETY & FOREGONE OPPORTUNITIES



The fear of harassment and of becoming a victim can constrain how women travel and be the primary decision-making factor for mode choice, route selection and time of day of travel (Smith 2008, Loukaitou-Sideris 2014, Gardner et al. 2017)

THE PROBLEM: INFRASTRUCTURE AND SERVICES

Dhaka, Karachi, Kathmandu, Jakarta: 50%-80% of women travelling in public transport face sexual harassment (Gekoski, A., et al, 2016)

In Kerala, 68% of the female commuters faced sexual harassment, with those in the age group of 18-24 years (74%) being most vulnerable (GIZ, 2021)

Japan: Various surveys indicate upto 70% commuters face 'chikan' (Hori & Burgess, 2012)





THE PROBLEM: INFRASTRUCTURE AND SERVICES

Deserted and crowded public spaces and transport, dark spaces, lack of visibility, ineffective grievance redressal systems, mindsets



THE PROBLEM: INFRASTRUCTURE AND SERVICES



THE PROBLEM: INFRASTRUCTURE AND SERVICES



THE PROBLEM: TRAVEL COST AND PRIORITY

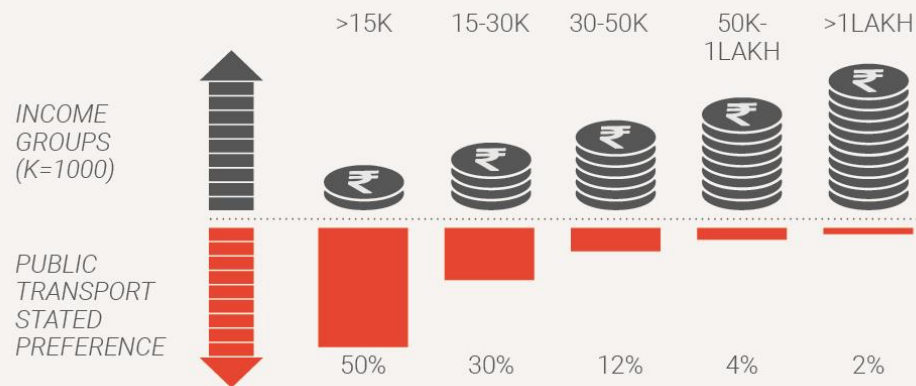


Fig 1: Women's stated preference for public transport



Fig 2: Women's willingness to shift to public transport

GENDER GAP IN TECHNOLOGY

Women in LMICs in Asia are 10% less likely than men to own a mobile and 23% less likely to use mobile internet

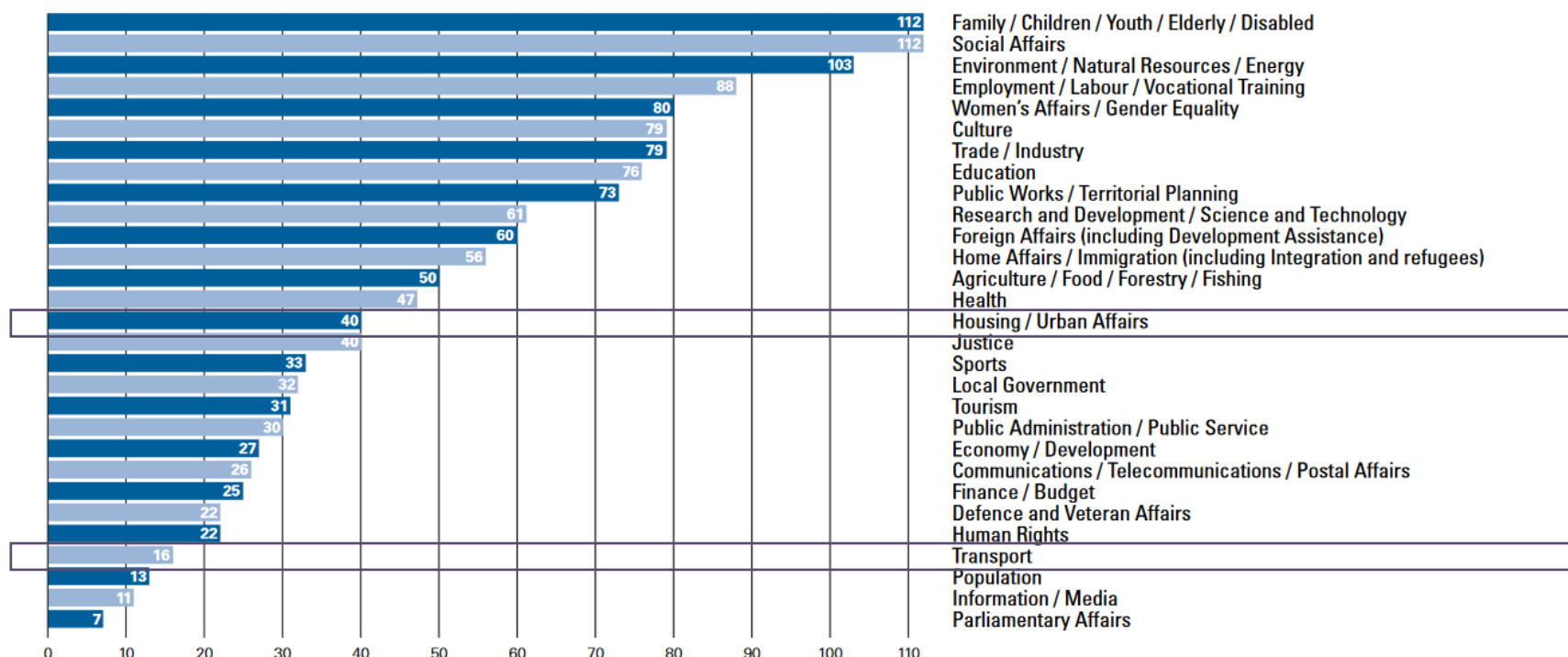


POLL: QUESTION 4

THE PROBLEM: DECISION-MAKING IN TRANSPORT

Portfolios held by Women Ministers

(1451 portfolios in 190 countries)



THE PROBLEM: EMPLOYMENT



<20%



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Thank you

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