



2021/2046(INI)

15.7.2021

OPINION

of the Committee on Women's Rights and Gender Equality

for the Committee on Transport and Tourism

on a Sustainable and Smart Mobility Strategy
(2021/2046(INI))

Rapporteur for opinion: Elżbieta Katarzyna Łukacijewska

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SUGGESTIONS

The Committee on Women's Rights and Gender Equality calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

- A. whereas when gender concerns are not taken into account in the design, planning, implementation and evaluation of transport and mobility solutions, they tend to be gender blind, reproducing society's existing gender biases, norms and inequalities; whereas women are dramatically underrepresented in the transport workforce in the EU, where only 22 % are females¹; whereas this underrepresentation among decision-makers as well as researchers, planners, engineers and designers in the transport sectors, combined with the gender data gap and unconscious gender biases, are some of the reasons why mobility and transport is still designed for men, and why it benefits men more than women;
 - B. whereas according to the International Transport Forum², gender is one of the most robust determinants of transport choice; whereas research shows that a higher proportion of men travel by car and motorcycle, while women walk and use public transport and bicycles more than men; whereas trip patterns also vary between genders due to the existing unequal distribution of gender roles, with men's trips being more likely to be individual and with the aim of commuting to work while women tend to travel shorter distances, stop more frequently and travel while carrying groceries and/or accompanying children or older family members³; whereas understanding all the uses and patterns of people's mobility is essential to fulfilling everyone's needs and promoting sustainable and equitable mobility solutions for all; whereas promoting sustainable and equitable mobility solutions for all, and diverse transport choices including public transport, would contribute to the green digital transition;
 - C. whereas the majority of transport-related statistics generally do not differentiate between genders and even in cases where attention is paid to collecting sex-disaggregated data, these often do not provide disaggregated data on time or day of travel or the full nature of multi-purpose complex journey patterns undertaken by women; whereas more gender statistics are needed in order to better design policies in the transport sector;
1. Calls on the Commission and the Member States to include and substantially strengthen gender mainstreaming and an intersectional approach⁴ in all transport-related legislation, policy, programmes and action, to include gender criteria and work-life balance in the design of mobility planning, and to support cooperation with stakeholders and the exchange of good practices to encourage women towards transport professions;

¹ European Commission, Women in Transport - EU Platform for Change,

https://ec.europa.eu/transport/themes/social/women-transport-eu-platform-change_en

² ITF, *Transport Innovation for Sustainable Development: A Gender Perspective*, 2021, OECD Publishing, Paris.

³ Civitas, *Smart choices for cities Gender equality and mobility: mind the gap!*, 2020.

⁴ Pirra M., et al. 'A preliminary analysis on gender aspects in transport systems and mobility services: presentation of a survey design' 2021, *Sustainability*, 13(5) 2676.

highlights that significant progress is needed in transport research on gender, as is further collection and analysis of comparable gender-sensitive statistics and data on behaviour, travel patterns, needs and concerns in women's mobility with the view to designing relevant legislation, policy, programmes and actions that mirror the needs and concerns of women, as well as developing open data to support transport innovation; calls on the Commission to take them into account in the revision of the Urban Mobility Package; urges cities to include gender-based statistical data and research in the revision of their Sustainable Urban Mobility Plans;

2. Stresses that women transport workers encounter significantly higher numbers of barriers, such as male-dominated workplaces, gender bias, persistent stereotypes, a lack of female role models, discrimination, unequal treatment, digitalisation in transport and new technologies affecting women and men transport workers differently, a lack of work-life balance exposed by irregular, unpredictable and long working hours, which highlights the need for work schedules and working times which are adapted to the needs of parents and carers in order to ensure that they are not penalised in pay or career opportunities for fulfilling their care responsibilities, deficiencies in provisions for women's health and safety, including access to decent sanitary facilities, and high levels of violence and harassment; regrets that these barriers create a working environment that fails to attract women to the transport professions and to retain them in the sector; highlights in this regard the importance of the effective implementation of the work-life balance directive for all families in all their diversity;
3. Calls on the Commission to issue recommendations with the aim of diversifying the transport workforce, in particular to attract women and young workers to the transport sector, and to develop other concrete initiatives and incentives based on the experiences learnt from the Women in Transport - EU Platform for Change and the International Labour Organization (ILO), among others; emphasises the right to safe and attractive workplaces in the transport sector, where all workers are free from violence or sexual harassment and their health and safety at work is ensured, including access to decent sanitary facilities, appropriate tools and equipment including work gear, as well as a good work-life balance; encourages the Commission to integrate measures to ensure these rights in the upcoming strategic framework on health and safety at work for 2021-2027; calls on the Commission and the Member States to promote standards as laid down in ILO Convention No. 190 on Violence and Harassment and to implement without delay a zero-tolerance policy towards violence and harassment in the workplace; calls on the Commission and the Member States to further invest in programmes such as the Transport Innovation Gender Observatory (TIInnGO), the European Observatory for Gender Smart Transport and the Women in Transport – EU Platform for Change initiative, and to implement their gender action plans and best practices; welcomes the pay transparency directive as a tool to detect gaps and discrimination within this sector;
4. Notes that digitalisation will result in fundamental changes in the transport sector which will create countless opportunities but also present new challenges; highlights that the persisting gender gap in STEM (sciences, technologies, engineering and mathematics) careers and studies negatively affects the related positions within the transport sector such as those in artificial intelligence (AI), as well as the design, development and implementation of these technologies in a way that replicates stereotypes, and gender-

biased algorithms in mobility products; highlights, for example the fact that women are 47 % more likely than men to sustain serious to fatal injuries in a car collision as a consequence of data bias; urges the Commission, therefore, to initiate new standardised safety and dummy systems for thorough safety tests of vehicles that take into account the specificities of diverse female morphology; calls on the Commission, the Member States and the industries concerned to evaluate systems from a gender perspective, to increase women's participation in this regard and to ensure that AI respects the principles and values of gender equality and non-discrimination as enshrined in Article 21 of the Charter of Fundamental Rights;

5. Highlights that strengthening social dialogue between social partners is key to eliminating discrimination and unequal treatment in the transport sector; welcomes the negotiations of the social partners in the rail sector on an autonomous agreement on women in rail and calls on other sectors to follow this example;
6. Highlights that mobility is experienced in different ways by women and men; stresses that women tend to use new mobility services such as ride-sharing or leasing, especially for e-scooters and bikes, less often, as their daily travel patterns are very different to and more complex than men's⁵; points out that women are more likely to be exposed to dangerous and life or health-threatening situations and carry a bigger 'travel burden' relating to cost, time and stress, which constitutes a barrier to employment, education, training and healthcare and leads to social isolation; stresses that smart, sustainable and affordable mobility solutions should be designed fairly to improve mobility, safety, connectivity and accessibility for all, paying special attention to care-giving purposes and travellers with young children and pushchairs; calls on the Commission, the Member States, and local and regional governments to ensure participatory mobility planning and design that associates different categories of users in all their diversity with the customisation of public means of transport, and responds to all needs, especially of those in vulnerable situations, facing multiple and intersecting forms of discrimination, based on identities such as sex, race, colour, ethnic or social origin, genetic features, language, religion or belief, political or any other opinion, membership of a national minority, property, birth, disability, age, sexual orientation, gender identity and expression, and class and/or migration status as well as persons lacking connectivity in and from suburban and rural areas; encourages the Commission to streamline the implementation of the strategy with the its anti-racism action plan and other Union anti-discrimination and equality policies; calls on the Commission to include this perspective in the development of the planned European mobility data space, in the collection of disaggregated data and comparable statistics on the needs of all groups, including disadvantaged and underrepresented ones, the development of relevant AI tools and the planned digital applications facilitating consumers' mobility;
7. Recalls that mobility is heavily shaped by the gender roles performed by women and men; highlights that women spend on average 42 % of their total commuting time in a typical week on mobility of care and account for 80 % of people in charge of mobility

⁵ Kawgan-Kagan, I., Popp, M., 'Sustainability and Gender: a mixed-method analysis of urban women's mode choice with particular consideration of e-carsharing', *Transportation Research Procedia*, Vol 31, 2018, pp. 146-159.

of care⁶; recalls that most of these caring trips are made by women using sustainable modes of transport, such as walking and using public transport, and tend to involve shorter, local and more frequent trips within a short time span; urges transport planners to find a balance between the supply of transport systems designed for work-related trips and the unmet mobility needs of those who travel for care-giving purposes;

8. Calls on the Commission, the Member States, local authorities and the relevant stakeholders to provide a transport system that is tailored to women's actual needs, and to focus on the modes of transport that women actually prefer to use, by improving accessibility, connectivity between services, security, safety (particularly during the pandemic), service provision and comfort when walking, cycling and using public transport; calls for the prioritisation of adequate investment in sustainable transport modes and infrastructures for everybody, while including gender budgeting; calls on the Commission and the Member States to carry out gender impact assessments on transport legislation with a view to correcting and eliminating the prevalent unconscious bias in transport and mobility planning and design, and to promoting better mobility for all; highlights that proposals for transport legislation should be compliant with the Commission's gender equality strategy and disability strategy; calls for measures to address the specific needs in terms of accessibility and safety of young and old transport users, as well as intersectional discrimination, especially against travellers, women in rural areas, women with disabilities, women of diverse racial and ethnic backgrounds, LGBTIQ+ people, single mothers, Roma women, women with caring responsibilities, women with socio-economic disadvantages and women belonging to religious minorities;
9. Considers that women's mobility is more likely to be affected by unsafe experiences and concerns over personal safety; stresses that fear of harassment and assault when walking, cycling and using public transport influences women's lives every day; calls on the Commission and the Member States to take initiatives to make public spaces in European cities safe and free of harassment and other forms of violence, and in doing so to ensure women's right to mobility, by sharing best practices and improving legislation to develop gender-based metrics and indicators, improving management, policies, infrastructure and security technology including safe sidewalks, safe segregated cycling infrastructure, reducing speed and access for cars to certain streets or areas, and developing sustainable and flexible mobility solutions that offer adaptability that is suited to everyone's needs and travel patterns; stresses the need not to victimise women but to include their safety and security concerns in the design of solutions, as an integral part of the project; calls on the Commission, the Member States and local authorities to improve the quality of roads and bicycle paths and to adjust public spaces such as bus stops, for example through improving landscape architecture, in predominantly rural areas in order to enhance the feeling of security among the female part of rural population;
10. Calls on the Commission, the Member States and local authorities to consider the

⁶ ITF, *Transport Innovation for Sustainable Development: A Gender Perspective*, 2021, OECD Publishing, Paris, p. 17, <https://www.itf-oecd.org/sites/default/files/docs/transport-innovation-sustainable-development-gender.pdf>

introduction of a ‘telecare’ system⁷ (a combination of multiple services in one building, such as community-based organisations, shops, transport hubs, health-related institutions) which could tackle service-related problems and lead to an increase in women’s independence in the rural areas;

11. Urges the Commission to issue recommendations to promote and further increase women’s participation in mobility-related consultation, planning and decision-making processes that are based on equality, diversity and inclusion; encourages companies to tackle the underrepresentation of women and ensure equal opportunities for all workers, with a particular focus on innovation and digitalisation in transport for everyone’s benefit, the shift towards sustainable and greener mobility, attracting and retaining talent, improving working conditions and environment through flexibility, and reducing the abusive use of atypical contracts and hours; stresses the importance of achieving and maintaining diversity and an inclusion-based approach in order to secure a fairer transportation model; calls on the Commission and the Member States to further develop mechanisms to achieve gender balance through increased women’s participation in the workforce and social dialogue focused on eliminating gender discrimination practices, and to use synergies with other policy fields to close the gender employment gap; urges the Member States in this regard to unblock the Women on Boards Directive;
12. Calls on the Commission to continue to support and strengthen stakeholder cooperation and exchange of good practices on the Women in Transport – EU Platform for Change, in order to help increase the number of women in transport professions and ensure equal opportunities for women and men in the transport sector, as well as to present the first outcomes of the functioning of the platform.

⁷ Manthorpe, J., & Livsey, L., ‘European challenges in delivering social services in rural regions: a scoping review: Les services sociaux des régions rurales de l’Europe: une étude des recherches’, 2009, *European Journal of Social Work*, 12(1), pp. 5-24.

INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted	13.7.2021
Result of final vote	+: 26 -: 2 0: 2
Members present for the final vote	Isabella Adinolfi, Simona Baldassarre, Robert Biedroń, Vilija Blinkevičiūtė, Annika Bruna, Margarita de la Pisa Carrión, Rosa Estaràs Ferragut, Frances Fitzgerald, Cindy Franssen, Heléne Fritzon, Lina Gálvez Muñoz, Alice Kuhnke, Elżbieta Katarzyna Łukacijewska, Karen Melchior, Andżelika Anna Mozdżanowska, Pina Picierno, Sirpa Pietikäinen, Samira Rafaela, Evelyn Regner, Diana Riba i Giner, María Soraya Rodríguez Ramos, Christine Schneider, Sylwia Spurek, Jessica Stegrud, Isabella Tovaglieri, Hilde Vautmans, Chrysoula Zacharopoulou, Marco Zullo
Substitutes present for the final vote	Lena Düpont, Kira Marie Peter-Hansen

FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

26	+
ID	Simona Baldassarre, Isabella Tovaglieri
PPE	Isabella Adinolfi, Lena Düpont, Rosa Estaràs Ferragut, Frances Fitzgerald, Cindy Franssen, Sirpa Pietikäinen, Christine Schneider, Elżbieta Katarzyna Łukacijewska
Renew	Karen Melchior, Samira Rafaela, María Soraya Rodríguez Ramos, Hilde Vautmans, Chrysoula Zacharopoulou, Marco Zullo
S&D	Robert Biedroń, Vilija Blinkevičiūtė, Helène Fritzon, Lina Gálvez Muñoz, Pina Picierno, Evelyn Regner
Verts/ALE	Alice Kuhnke, Kira Marie Peter-Hansen, Diana Riba i Giner, Sylwia Spurek

2	-
ECR	Jessica Stegrud, Margarita de la Pisa Carrión

2	0
ECR	Andzelika Anna Mozdzanowska
ID	Annika Bruna

Key to symbols:

+ : in favour

- : against

0 : abstention