



2022/2140(INI)

16.2.2023

AMENDMENTS

1 - 138

Draft opinion

Caroline Nagtegaal
(PE737.510v01-00)

Ensuring European transportation works for women
(2022/2140(INI))

AM_Com_LegOpinion

Amendment 1
Tilly Metz

Draft opinion
Citation 7 a (new)

Draft opinion

Amendment

— *having regard to its Resolution of 29 November 2018 on the situation of women with disabilities (2018/2685(RSP))*

Or. en

Amendment 2
Tilly Metz

Draft opinion
Citation 7 b (new)

Draft opinion

Amendment

— *having regard to the EU Strategy for the Rights of Persons with Disabilities 2021-2030,*

Or. en

Amendment 3
Tilly Metz

Draft opinion
Recital -A (new)

Draft opinion

Amendment

-A. whereas according to available data, women tend to travel with public transport and walk to a greater extent than men who are more likely to travel by car; whereas women tend to often take multiple, non-direct journeys in one day (trip-chaining), while men's travel pattern is more linear; whereas women more often travel during off-peak hours while

men are more likely to travel during peak hours;

Or. en

Amendment 4
Tilly Metz

Draft opinion
Recital -A a (new)

Draft opinion

Amendment

-Aa. whereas although women are motivated to travel actively for health reasons, concerns about lack of time, travelling with family members and trip-chaining, as well as concerns about their personal safety and harassment are barriers preventing them from cycling and walking^{1a};

*^{1a} Sustrans, 2018. "Are We Nearly There Yet? Exploring Gender and Active Travel",
<https://www.sustrans.org.uk/media/2879/2879.pdf>*

Or. en

Amendment 5
Tilly Metz

Draft opinion
Recital -A b (new)

Draft opinion

Amendment

-Ab. whereas only 22% of the transport workforce consist of women; whereas women transport workers face a number of barriers making the transport sector less attractive for them, in particular a masculine culture and gender stereotypes,

discrimination and unequal treatment, lack of work-life balance, lack of health and safety measures, including access to decent sanitary facilities and high levels of violence and harassment^{1a};

^{1a} Making the transport sector fit for women to work in, study by European Transport Workers' Federation.

Or. en

Amendment 6
Tilly Metz, Karima Delli

Draft opinion
Recital -A c (new)

Draft opinion

Amendment

-Ac. whereas women face a greater risk of violence and harassment in public transit than men, which negatively affects women's transport choices, employment, education and social opportunities;

Or. en

Amendment 7
Caroline Nagtegaal

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas any discrimination based on any ground 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 or sexual orientation are against the European Union's founding

values;^{1a}

1a Art. 21 EU Charter of Fundamental Rights

Or. en

Amendment 8

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. Whereas in the transport workforce, women are dramatically underrepresented. Only 22^{1a}% of transport employees in the European Union are female. Women are particularly rare in management roles in the transport, logistics and infrastructure sectors

1a

https://transport.ec.europa.eu/transport-themes/social-issues-equality-and-attractiveness-transport-sector/equality/women-transport-eu-platform-change_en

Or. en

Amendment 9

Elena Kountoura

Draft opinion

Recital A a (new)

Draft opinion

Amendment

Aa. Whereas only 22% of workers in the transport sector are women while at the same time the transport sector suffers of considerable shortage of workers in all transport modes;

Or. en

Amendment 10
Dorien Rookmaker

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. Whereas research into the causes of underrepresentation of women in the transport sector is necessary in order to ultimately formulate appropriate policies;

Or. nl

Amendment 11
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Recital A a (new)

Draft opinion

Amendment

Aa. whereas equality between women and men is paramount and should never be compromised and the EU should remain a world leader in this field;

Or. en

Amendment 12
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. whereas on 1 January 2021, there were 229 million women and 219 million men in the European Union^{1a}, which should be reflected in tailored policy measures within transport decision making in each Member State; whereas the different body morphology of men and women, different mobility patterns of both sexes as well as specific needs of various age groups should be particularly taken into account while designing and implementing chosen transport policy measures; whereas their monitoring and reporting could serve as a basis for further modification of measures already in place, in particular thanks to best practice sharing and consultations with local stakeholders;

1a

<https://ec.europa.eu/eurostat/cache/digpu b/demography/bloc-1b.html?lang=en>

Or. en

Amendment 13

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. Whereas the transport sector is facing an unprecedented crisis of shortages of people willing to work in the industry due to deteriorating working conditions and poor salaries, particularly during and in the aftermath of COVID-19

Amendment 14
Elena Kountoura

Draft opinion
Recital A b (new)

Draft opinion

Amendment

Ab. Whereas making the transport sector more attractive for women would be beneficial for all workers and would improve its resilience and sustainability;

Or. en

Amendment 15
Elena Kountoura

Draft opinion
Recital A c (new)

Draft opinion

Amendment

Ac. Whereas the main barriers to attract and retain women in the transport sector are a dominant culture of masculinity and gender stereotypes, discrimination and unequal treatment at work, lack of work-life-balance and ‘the care trap’ for women, deficiencies in provision for women’s health and safety at work including access to decent sanitary facilities, high levels of violence and harassment against women in the work place;

Or. en

Amendment 16
Elena Kountoura

Draft opinion
Recital A d (new)

Draft opinion

Amendment

Ad. Whereas shift work is widespread in transport and often entails late night working including the travel to and from work; whereas ILO Convention C190 concerning the elimination of violence and harassment in the world of work applies to commuting to and from work;

Or. en

Amendment 17

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Recital B

Draft opinion

Amendment

B. whereas there is a lack of the reliable *gender-disaggregated data* needed to underpin policy initiatives to make the EU transport sector more inclusive and to ensure its accessibility to all user groups;

B. whereas there is a lack of the reliable *sex-disaggregated data and gender analysis which are* needed to *further* underpin policy initiatives to make the EU transport sector more inclusive and to ensure its accessibility to all user groups; *whereas, at present the data available is not always comparable, standardised and cannot be efficiently used; whereas in order to sufficiently address gender differences, the data disaggregated by gender and socio-economic factors, such as income, family status and employment status could further serve as valuable input for science-based transport policy that adequately addresses gender differences^{2a};*

^{2a}

[https://www.europarl.europa.eu/RegData/etudes/STUD/2021/701004/IPOL_STU\(2021\)701004_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2021/701004/IPOL_STU(2021)701004_EN.pdf)

Amendment 18
Caroline Nagtegaal

Draft opinion
Recital B

Draft opinion

B. whereas there is a lack of the reliable gender-disaggregated data needed to underpin policy initiatives to make the EU transport sector more inclusive and to ensure its accessibility to all user groups;

Amendment

B. whereas there is a lack of the reliable gender-disaggregated data needed to underpin policy initiatives ***and measures, monitoring progress and assessing the impact of targeted actions, in order*** to make the EU transport sector more inclusive and to ensure its accessibility to all user groups;

Amendment 19
Tilly Metz

Draft opinion
Recital B

Draft opinion

B. whereas there is a lack of ***the*** reliable gender-disaggregated data needed to underpin policy initiatives ***to*** make the EU transport sector more inclusive ***and*** to ensure its accessibility to all user groups;

Amendment

B. whereas there is a lack of reliable gender-disaggregated data needed to underpin policy initiatives ***in order to overcome the gender gap in EU transportation and*** make the EU transport sector more inclusive ***as well as*** to ensure its accessibility to all user groups;

Amendment 20
Elena Kountoura

Draft opinion

Recital B a (new)

Draft opinion

Amendment

Ba. whereas sexual harassment toward women, whether they are walking on the street, taking buses, or riding trains, is a major problem that has a very serious impact on women's travel behaviour; whereas fear of harassment in public space is not only limited to women and girls, it is also prevalent in the LGBTQI community limiting their access to other services especially jobs, health care facilities, and education;

Or. en

**Amendment 21
Caroline Nagtegaal**

**Draft opinion
Recital B a (new)**

Draft opinion

Amendment

Ba. whereas women represent only around 22% of the European transport workforce, well below their share in the overall economy;

Or. en

**Amendment 22
Elena Kountoura**

**Draft opinion
Recital B b (new)**

Draft opinion

Amendment

Bb. Whereas, women tend to walk more and make greater use of public transport;

Amendment 23

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital C

Draft opinion

C. whereas *too little* attention is *still* being paid to women's needs in *public* transport or infrastructure planning, including safety issues;

Amendment

C. whereas *a comprehensive understanding of the different users of transport is needed in any attempt to advance inclusion in transport in an equitable manner; whereas still to this day not enough* attention is being paid to women's needs in *collective* transport or infrastructure planning, including safety issues;

Amendment 24

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Recital C

Draft opinion

C. whereas too little attention is still being paid to women's needs in public transport or infrastructure planning, including safety issues;

Amendment

C. whereas too little attention is still being paid to women's needs in public transport or infrastructure planning, including safety issues; *whereas most users of public transport are affected by transport -poverty and have a low-income.*

Amendment 25

Tilly Metz

Draft opinion
Recital C

Draft opinion

C. whereas too little attention is still being paid to women's needs in public transport or infrastructure planning, including safety issues;

Amendment

C. whereas too little attention is still being paid to women's needs in public transport, ***urban mobility*** or infrastructure planning, including ***security and*** safety issues;

Or. en

Amendment 26

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. whereas understanding transport patterns and mobility needs are fundamental to the development of gender sensitive transport policies which should provide an enabling environment for both men and women to enjoy safe, accessible, reliable, sustainable and freely chosen mobility option;

Or. en

Amendment 27
Tilly Metz

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. whereas many cities in the EU have been largely designed by men in the past and were planned to accommodate

the mobility pattern of men; whereas women are underrepresented as experts and decision-makers in the transport sector and urban mobility planning;

Or. en

Amendment 28
Elena Kountoura

Draft opinion
Recital C a (new)

Draft opinion

Amendment

Ca. Whereas women's mobility patterns are often more complex than those of men as they often require different means of transport when they engage in care work within families

Or. en

Amendment 29
Tilly Metz

Draft opinion
Recital C b (new)

Draft opinion

Amendment

Cb. whereas eradicating mobility poverty across the Union is an essential part of the EU Green Deal's objective of ensuring a just transition where no one is left behind; whereas women are more likely to suffer from mobility poverty, in particular single mothers, who represent 85% of single parent families, women minority groups, women with low income, as well as single women, women with disabilities, or elderly women;

Or. en

Amendment 30

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital C b (new)

Draft opinion

Amendment

Cb. whereas differences in body structure and biology between men and women are a key issue with regard to vulnerability in car crashes;

Or. en

Amendment 31

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D

Draft opinion

Amendment

D. whereas EU legislation should promote gender equality, diversity and inclusiveness in all modes of transportation;

D. whereas EU legislation should ***further*** promote gender equality, diversity and inclusiveness in all modes ***and at all levels*** of transportation;

Or. en

Amendment 32

Maria Grapini

Draft opinion

Recital D

Draft opinion

Amendment

D. whereas EU legislation should promote gender equality, diversity and inclusiveness in all modes of

D. whereas EU legislation should promote ***and implement*** gender equality, diversity and inclusiveness in all modes of

transportation;

transportation;

Or. ro

Amendment 33
Andor Deli, Livia Járóka

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. draws attention to the repeated violations of the right to freedom of movement that the elderly and, in particular, groups living with a locomotor disease or disability may encounter on public transport; urges the adoption of arrangements that contribute to enabling these groups to use the various public transport vehicles safely and without exclusion.

Or. hu

Amendment 34
Tilly Metz

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. whereas female drivers are less prone to risky driving behaviour, in particular speeding, than men and they have more positive attitudes towards traffic regulations and safety; whereas women are mainly killed as pedestrians and car passengers and men are mainly killed as car and motorcycle drivers^{1a};

^{1a} ETSC, “Back on track to reach EU 2020 Road Safety Target, p.59,

Or. en

Amendment 35
Elena Kountoura

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. Whereas among the 384 transport sector-related measures in the national Recovery Plans of 23 Member States, zero measures included priority ‘Improve conditions and attractiveness of working in transport’ and zero measures included priority ‘Gender equality’;

Or. en

Amendment 36
Caroline Nagtegaal

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. whereas women should enjoy equal pay and equal opportunities with regard to career development and representation at all levels, including management and decision-making roles;

Or. en

Amendment 37
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Recital D a (new)

Draft opinion

Amendment

Da. whereas recent survey data collected by EIGE shows that 35% of women and 30% of men in the EU use public transportation as their main mean of transport^{3a};

^{3a} <https://eige.europa.eu/gender-mainstreaming/policy-areas/transport>

Or. en

Amendment 38
Andor Deli, Lívía Járóka

Draft opinion
Recital D b (new)

Draft opinion

Amendment

Db. draws attention to the violation of the right to free movement of persons caused by the lack of access to public transport, mainly in disadvantaged regions and regions experiencing a combination of disadvantages, where the partial or complete lack of public services leads, over the long term, to infrastructure problems that may also impact progress in the education of children and young people, and are further linked to the limited participation in employment by those living in slums and segregated settlements;

Or. hu

Amendment 39
Tilly Metz

Draft opinion
Recital D b (new)

Draft opinion

Amendment

Db. whereas men are more likely to be involved in a car crash, but women involved in a car crash are 47% more likely to be seriously injured, 71% more likely to be moderately injured^{1a} and 17% more likely to die than men^{2a} ; whereas women are also twice as likely as men to be trapped in a crashed vehicle^{3a} and are more likely to suffer from whiplash injuries^{4a};

1a

https://www.washingtonpost.com/local/trafficandcommuting/female-dummy-makes-her-mark-on-male-dominated-crash-tests/2012/03/07/gIQANBLjaS_story.html

2a

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811766>

3a

<https://www.theguardian.com/world/2022/may/17/women-almost-twice-likely-trapped-crashed-vehicle-study>

^{4a} <https://www.bbc.com/news/technology-62877930>

Or. en

Amendment 40
Elena Kountoura

Draft opinion
Recital D b (new)

Draft opinion

Amendment

Db. Whereas mobility poverty presents a gender dimension as women more often than men have no alternatives to public transports and working conditions are

more disadvantageous for women in the EU than for men;

Or. en

Amendment 41

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D b (new)

Draft opinion

Amendment

Db. whereas more women than men use more sustainable transport means such as public transport, cycling and walking^{4a};

^{4a} <https://eige.europa.eu/gender-mainstreaming/policy-areas/transport>

Or. en

Amendment 42

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D c (new)

Draft opinion

Amendment

Dc. whereas the European Commission Cities Mission states that 100 EU cities shall become climate-neutral by 2030 through various incentives including the establishment of the car free city centres which could make the citizens solely reliant on collective transport and low emission transport solutions;

Or. en

Amendment 43
Tilly Metz

Draft opinion
Recital D c (new)

Draft opinion

Amendment

D c. whereas cars, seat belts, and car seats have been designed using mainly crash test dummies based on an average male human body; whereas a prototype for a crash test dummy based on the average female human body has been developed but is not yet legally required in crash tests standards;

Or. en

Amendment 44
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Recital D d (new)

Draft opinion

Amendment

Dd. whereas the research performed across Europe has shown that gender-based violence in public spaces and public transport facilities is a major and growing problem; whereas the survey conducted by e.g. Barcelona Area Metropolitan Transport Authority (ATM), IERMB, Gencat revealed that 91.6% of women between the ages of 16 and 25 have experienced a situation of harassment on public transport; whereas by linking secure and efficient AI systems with facial recognition to the collective transport agencies' and law enforcement's surveillance cameras could help law enforcement not only to prevent crimes, but also to react rapidly when they occur,

providing a very powerful tool to investigate serious crimes committed in collective transport systems;

Or. en

Amendment 45

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D e (new)

Draft opinion

Amendment

De. whereas the environment around transit infrastructure makes a real difference in both actual safety and the perception of safety particularly amongst women who are the most vulnerable group of passengers^{5a};

^{5a} https://www.itf-oecd.org/sites/default/files/docs/womens-safety-security_0.pdf

Or. en

Amendment 46

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D f (new)

Draft opinion

Amendment

Df. whereas the new European green policy seeks to promote zero-emission mobility including sustainable and zero emission urban logistics through sustainable mobility plans (SUMP) where a large emphasis is put on the development and promotion of active

modes in urban nodes which could largely contribute to achieving union climate goals but which are not always an efficient mobility solution especially for women;

Or. en

Amendment 47

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D g (new)

Draft opinion

Amendment

Dg. whereas in general women account only for 22 % of all transport workers;

Or. en

Amendment 48

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D h (new)

Draft opinion

Amendment

Dh. whereas transport companies across nearly all transport modes face significant recruitment problems, particularly in relation to mobile staff; whereas the employment of women could be a remedy for staff shortage in the transport sector^{6a};

^{6a} *European Commission, Directorate-General for Mobility and Transport, Good staff scheduling and rostering practices in transport : final report, Publications*

Or. en

Amendment 49

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D i (new)

Draft opinion

Amendment

Di. whereas the proportion of women employed in the urban public transport is only 17,5% ^{7a}; whereas less than 10% of drivers are women and less than 6% of employees in other technical functions are women; whereas due to demographic changes the transport sector faces staff shortages;

^{7a}

https://www.itfglobal.org/sites/default/files/node/page/files/Women_in_Public_Transport_OPT.pdf

Or. en

Amendment 50

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D j (new)

Draft opinion

Amendment

Dj. whereas the truck transport accounts for 75% of Europe's total freight volume^{8a}; whereas the shortage of professional truck drivers is significant, continuously growing and has

consequences for the entire logistic industry and economy; whereas there is a very low share of women truck drivers, despite important levels of female unemployment; whereas tailored policy measures at Member State level could attract more women working in the sector; whereas an important condition to facilitate greater women's employment in the sector would be to tackle truck driver safety concerns, insufficient number of secure parking spaces and work-life balance related issues;

^{8a} Eurostat 2021

Or. en

Amendment 51

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D k (new)

Draft opinion

Amendment

Dk. whereas women account for only 29% of the overall workforce in the general maritime industry and 20% of workforce of national maritime authorities in Member States; whereas women seafarers make up just 2% of the crewing workforce and 34% in ship owning companies^{9a};

^{9a}

<https://wistainternational.com/news/imo-wista-women-in-maritime-survey-highlights-current-gender-diversity-across-the-sector-and-sets-a-benchmark-for-progress/>

Or. en

Amendment 52

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D m (new)

Draft opinion

Amendment

Dm. whereas in the railway sector in Europe the average share of women is around 20%^{10a};

^{10a}

https://transport.ec.europa.eu/news/european-commission-announces-winners-women-rail-award-2022-03-08_en

Or. en

Amendment 53

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Recital D n (new)

Draft opinion

Amendment

Dn. whereas in air transport women employees account for 40% of the total workforce in Europe^{11a}; whereas the majority of female employees in aviation work in customer service and administration; whereas only 3% of the airline pilots worldwide are women;

^{11a} ***Eurostat, 2017***

Or. en

Amendment 54

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

**Draft opinion
Recital D o (new)**

Draft opinion

Amendment

Do. whereas private mobility and collective transport are essential for rural areas and outermost regions, especially considering the particular needs of the elderly, women, young people, tourists, or those who are economically marginalised; whereas preserving efficient mobility options for women and men in these territories are key for greater economic and social opportunities and very often for their survival;

Or. en

Amendment 55

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

**Draft opinion
Subheading 1**

Draft opinion

Amendment

A renewed push for more gender-disaggregated data collection and statistics

A renewed push for more gender-disaggregated data collection and statistics
to further optimise mobility

Or. en

Amendment 56

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

**Draft opinion
Subheading 1 a (new)**

Draft opinion

Amendment

Calls on Member States, regional and local authorities to continue designing and implementing transport policy measures that correspond with demographic developments, mobility patterns and equality policies, in particular work life balance measures; Calls furthermore on Member States to implement the existing legislation with regards to transport, employment and equality policies;

Or. en

Amendment 57

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Subheading 1 b (new)

Draft opinion

Amendment

Points out that monitoring and reporting of undertaken transport measures are essential for their further modification to match changing mobility patterns of women and men or of an aging society; in this regard, stresses that best practice sharing and consultations with local stakeholders are of added value to optimise transport policy measures;

Or. en

Amendment 58

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Subheading 1 c (new)

Draft opinion

Amendment

Stresses that the stakeholder engagement is critical in order to better comprehend and meet transport users' needs, especially specific needs of women as well as secure a stakeholder buy-in^{12a};

^{12a} European Commission, Directorate-General for Mobility and Transport, Kouris, S., Study on the social dimension of the future EU transport system regarding users and passengers: final report, Publications Office of the European Union, 2022, <https://data.europa.eu/doi/10.2832/482141>

Or. en

Amendment 59

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Subheading 1 d (new)

Draft opinion

Amendment

Welcomes the establishment of a Women in Transport – EU Platform for change, which was launched on November 27, 2017, where European stakeholders can learn from each other, for the benefit of women and men in the transport sector and exchange best practices also in the field of safety and security in transport; calls in this respect for more initiatives boosting and prioritising women's employability in the transport sector;

Or. en

Amendment 60

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean

Marinescu, Barbara Thaler

Draft opinion

Subheading 1 e (new)

Draft opinion

Amendment

Notes that an on-demand mobility service has been a popular solution proposed for low demand and rural areas as well as outermost regions and has the potential to meet some of the needs unmet by the declining quality of collective transport in these areas;

Or. en

Amendment 61

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Subheading 1 f (new)

Draft opinion

Amendment

Welcomes the Commission guidance on cycling projects in the EU that brings together existing advice into a single, coherent and universal online guidance resource that enables users to identify the most relevant information for their situation; stresses that it is utmost important to improve security and safety of cyclist, including safety of bike lanes and common guidance on cycling safety equipment, which are key to increase interest in cycling among women; in this regard calls on the Parliament and the Council to agree on cycling infrastructure covered alongside publicly accessible road network by intelligent transport systems within reasonable period of time while amending Directive 2010/40/EU;

Or. en

Amendment 62
Tilly Metz

Draft opinion
Paragraph 1

Draft opinion

1. ***Considers that*** Member States and regional and local authorities ***should collect data*** and establish key indicators, such as gender-sensitive statistics ***and age-related*** data, in order to identify and overcome barriers for women in transport and to contribute to public transport design and policy initiatives related to transport workers; recalls that EU policy-making in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to ***help design better EU policies***;

Amendment

1. ***Calls on the Commission***, Member States and regional and local authorities ***to improve data collection*** and establish key indicators, such as gender-sensitive statistics, ***and gender differentiated mobility data on usage, requirements, attitudes, modes of transport and risk exposure, as well as age-and disability related*** data, in order to identify and overcome barriers for women in transport, ***to improve road safety*** and to contribute to public transport design and policy initiatives related to transport workers; recalls that EU policy-making in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, ***therefore calls on the Commission to ensure that a gender impact assessment is carried out for all transport related proposals***, so as to ***ensure that a gender-responsive approach is mainstreamed in all EU transport strategies, actions and legislation***;

Or. en

Amendment 63
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 1

Draft opinion

1. Considers that Member States and regional and local authorities should collect

Amendment

1. Considers that Member States and regional and local authorities should

data and establish key indicators, such as gender-sensitive statistics and age-related data, in order to identify and overcome barriers for women in transport and to contribute to **public** transport design and policy initiatives related to transport workers; recalls that EU policy-making in the **field of** transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to help design better EU policies;

further collect data and establish key indicators, such as gender-sensitive statistics, **socio-economic factors** and age-related data, in order to identify and overcome barriers for women in transport and to **understand travel patterns and to optimise mobility taking into account women's needs and to** contribute to **sustainable** transport design and policy initiatives related to **both** transport **users and** workers; recalls that EU policy-making, **at all levels**, in the transport **sector** should be based on reliable, accessible and detailed data, together with impact assessments, so as to help design better **more gender-sensitive** EU policies **to be able to effectively address women's needs**;

Or. en

Amendment 64 **Dorien Rookmaker**

Draft opinion **Paragraph 1**

Draft opinion

1. Considers that Member States and regional and local authorities should collect data and establish key indicators, such as gender-sensitive statistics and age-related data, in order to identify and overcome barriers for women in transport and to contribute to public transport design and policy initiatives related to transport workers; recalls that EU policy-making in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to help design better EU policies;

Amendment

1. Considers that Member States and regional and local authorities should **identify the causes of underrepresentation of women in the transport sector, should** collect data and establish key indicators, such as gender-sensitive statistics and age-related data, in order to identify and overcome barriers for women in transport and to contribute to public transport design and policy initiatives related to transport workers; recalls that EU policy-making in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to help design better EU policies;

Or. nl

Amendment 65
Caroline Nagtegaal

Draft opinion
Paragraph 1

Draft opinion

1. Considers that Member States and regional and local authorities should collect data and establish key indicators, such as gender-sensitive statistics and age-related data, in order to identify and overcome barriers for women in transport and to contribute to public transport design and policy initiatives related to transport workers; recalls that EU policy-making in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to help design better EU policies;

Amendment

1. Considers that ***the Commission***, Member States and regional and local authorities should collect data and establish key indicators, such as gender-sensitive statistics and age-related data, in order to identify and overcome barriers for women in transport and to contribute to public transport design and policy initiatives related to transport workers; recalls that EU policy-making in the field of transport should be based on reliable, accessible and detailed data, together with impact assessments, so as to help design better EU policies;

Or. en

Amendment 66
Tilly Metz

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Welcomes the recently adopted General Product Safety Regulation (GPSR), which ensures that in order to consider a product safe, manufacturers will have to assess the impact of gender differences on health and safety; calls on the Commission and Member States to tackle the gender safety gap by ensuring that national standards bodies and standards developing organisations include a plan for gender responsive standards and standards development in their gender action plan, in line with the actions outlined in the Gender Responsive

Amendment 67
Caroline Nagtegaal

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Notes that the results of the ‘Women and Transport’ study^{1b} showed a lack of gender-disaggregated data and other criteria such as age and disability; therefore, calls on the Commission to assess whether to include gender data sharing amongst transport actors in the Common European Data Space in order to address data gaps in transport and to inform policy making;

1b

[https://www.europarl.europa.eu/thinktank/en/document/IPOL_STU\(2021\)701004](https://www.europarl.europa.eu/thinktank/en/document/IPOL_STU(2021)701004)

Amendment 68
Vera Tax, Erik Bergkvist, Marianne Vind, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on Member States to implement the Woman on Boards directive (COM/2012/0614) in transport companies, also by applying penalties for non-compliance.

Amendment 69

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 1 a (new)

Draft opinion

Amendment

1a. Calls on the Member States and regional and local authorities to make the collected data available to all interested parties;

Amendment 70

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Paragraph 1 b (new)

Draft opinion

Amendment

1b. Calls on all Member States to address the gender pay gap and to implement the Pay Transparency-Directive. Stress that no country has yet achieved equal earnings for men and women in the EU. Highlights the difficulty of earning equal pay for men and women in the transport sector, as well as equal pay for equal value of work.

Amendment 71

Tilly Metz

Draft opinion
Subheading 1 a (new)

Draft opinion

Amendment

Women as transport users

Or. en

Amendment 72
Tilly Metz

Draft opinion
Paragraph 1 b (new)

Draft opinion

Amendment

1 b. Underlines that measures enhancing the further modal shift to public transport and active mobility, including measures reducing the centrality of private cars, would not only contribute to achieving the goal of climate neutrality but also be an appropriate answer to women's needs; highlights that prioritising women's need in transport supports the green transition;

Or. en

Amendment 73
Tilly Metz

Draft opinion
Paragraph 1 c (new)

Draft opinion

Amendment

1c. Calls on Member States and local authorities to incorporate gender mainstreaming in all transport and urban mobility planning and to consult women and girls, in all their diversity, including women with disabilities, in the decision-making processes to ensure that transport

*and city planning effectively meet
women's needs;*

Or. en

Amendment 74

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Paragraph 1 c (new)

Draft opinion

Amendment

1c. Calls the Commission and Council to address the lack of workforce, in particular female workforce, promoting social dialogue and collective bargaining that promote gender balance and inclusion.

Or. en

Amendment 75

Tilly Metz

Draft opinion

Paragraph 1 d (new)

Draft opinion

Amendment

1d. Recognizes that a well-designed public transport network should address accessibility, availability and affordability for women and it should take into account women's needs in terms of mobility pattern, proximity to services as well as security and safety; points out that preventive measures such as bus stops located in places with high visibility, increased lighting, security cameras and buttons, available staff on-board and drop-offs at requested locations during the night can increase safety; underlines

furthermore that better infrastructure design such as bus stations within short walking distance, more availability during off-peak hours, increased availability of service for women living in rural areas and stroller-friendly infrastructure can increase usability for women and encourage women to use public transport;

Or. en

Amendment 76

Tilly Metz

Draft opinion

Paragraph 1 d (new)

Draft opinion

Amendment

1d. Encourages Member States to adopt measures to reduce motor vehicle traffic around schools and childcare facilities and develop safe routes to schools^{1a};

^{1a} Reducing Child Deaths on European Rods, ETSC report; 2022, <https://etsc.eu/reducing-child-deaths-on-european-roads-pin-flash-43/>

Or. en

Amendment 77

Tilly Metz

Draft opinion

Paragraph 1 f (new)

Draft opinion

Amendment

1f. Calls on Member States and local authorities to develop targeted plans to increase the female cycling uptake, as women experience a higher barrier of

entry to cycling; highlights that segregated and widened cycling lanes not only increase ridership overall but also support the closing of the gender-cycling-gap; recognizes that women are more likely to benefit from a greater promotion and accessibility of cargo bikes due to their greater flexibility^{1a}; calls for secure bicycle parking and storage facilities and for minimum requirements of sanitary facilities in offices and public buildings that meet the needs of female cyclists;

^{1a} <https://womenmobilize.org/can-cargo-bikes-close-the-gender-mobility-gap/>

Or. en

Amendment 78
Tilly Metz

Draft opinion
Paragraph 1 g (new)

Draft opinion

Amendment

1g. Points out that women with disabilities encounter specific barriers and discrimination in transportation and as transport workers, which often remain invisible and unaddressed; calls on Member States and the Commission to mainstream accessibility into all policies and legislation; encourages furthermore Member States to develop public transport policies that facilitate mobility for women with disabilities and promote training for public transport professionals in accessibility;

Or. en

Amendment 79
Tilly Metz

Draft opinion
Paragraph 1 h (new)

Draft opinion

Amendment

1h. Recalls that a wide range of EU funding instruments, are available for Member States to invest in women's mobility needs and female employment in the transport sector, as well as to address mobility poverty, including the European Regional Development Fund (ERDF), the Recovery and Resilience Facility (RRF), European Social Fund+ (ESF+), the Social Climate Fund (SCF) and the Cohesion Fund; calls on the Commission and Member States to ensure that measures and investments supported by those funds respect the principle of gender equality and that particular attention is given to ensure that women benefit from the implementation of those funding instruments;

Or. en

Amendment 80
Tilly Metz

Draft opinion
Paragraph 1 i (new)

Draft opinion

Amendment

1i. Regrets that despite the fact that about one third of Recovery and Resilience Fund under the green transition pillar is allocated to sustainable mobility, not enough funding is dedicated to promote gender equality in the transport sector; calls on the Commission and Member States to propose and implement gender equality projects in the transport sector under the Recovery and Resilience Fund;

Amendment 81
Tilly Metz

Draft opinion
Paragraph 1 j (new)

Draft opinion

Amendment

1j. Calls on the Commission to develop crash test dummy standards that include requirements for testing with dummies that are based on the average female body, including dummies representing a variety of aspects such as age, gender, size and stature for users both within and outside vehicles;

Or. en

Amendment 82
Tilly Metz

Draft opinion
Subheading 2

Draft opinion

Amendment

A safe and secure workplace

A ***fair***, safe and secure workplace

Or. en

Amendment 83
Dorien Rookmaker

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Calls on the Commission to *consider gender-related provisions in all relevant legislation, in order to ensure a*

2. Calls on the Commission to *await the outcome of the study on the causes of underrepresentation before making policy*

safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³;

proposals.

³ *Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).*

Or. nl

Amendment 84
Elena Kountoura

Draft opinion
Paragraph 2

Draft opinion

2. Calls on the Commission to **consider** gender-related provisions in all relevant legislation, in order to ensure a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an

Amendment

2. Calls on the Commission to **introduce** gender-related provisions in all relevant legislation, in order to **address gender based discrimination and inequalities, and** ensure a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote **a gender-balance approach to health and safety at work including gender-specific risk assessment of the workplace, safe access**

immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³ ;

to adequate sanitary facilities at the work place and along transport infrastructure including the necessary breaks and measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³ ;

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

Or. en

Amendment 85

Caroline Nagtegaal

Draft opinion

Paragraph 2

Draft opinion

2. Calls on the Commission to consider gender-related provisions in all relevant legislation, in order to ensure a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); ***calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels***

Amendment

2. ***Stresses that any form of discrimination, harassment, bullying, intimidation or violence in the workplace must be eliminated; therefore,*** calls on the Commission to consider gender-related provisions in all relevant legislation, in order to ensure a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas);

³ *Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).*

Or. en

Amendment 86

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 2

Draft opinion

2. Calls on the Commission to ***consider gender-related*** provisions in all relevant legislation, in order to ensure a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where ***they are needed, such as*** unattended charging stations, enabling an immediate connection to local emergency services, ***as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³ ;***

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

Amendment

2. Calls on the Commission to ***intensify efforts to include gender related*** provisions in all relevant legislation, ***in line with the Sustainable and Smart Mobility Strategy^{13a}, and Gender Equality Strategy^{14a}*** in order to ensure a safe working environment for women in all transport modes, ***at all levels***, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where ***possible, for example in*** unattended charging stations, enabling an immediate connection to local emergency services;

^{13a} <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52020DC0789>

^{14a} *Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).*

Or. en

Amendment 87 Tilly Metz

Draft opinion Paragraph 2

Draft opinion

2. Calls on the Commission to consider gender-related provisions in all relevant legislation, in order to ensure a **safe** working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³ ;

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

Amendment

2. Calls on the Commission to consider gender-related provisions in all relevant legislation, in order to ensure a **fair, safe and secure** working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³ ;

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

Amendment 88
Maria Grapini

Draft opinion
Paragraph 2

Draft opinion

2. Calls on the Commission to consider gender-related provisions in all relevant legislation, in order to ensure a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³;

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

Amendment

2. Calls on the Commission to consider gender-related provisions in all relevant legislation, in order to ensure ***equal opportunities in*** a safe working environment for women in all transport modes, as well as any necessary preventive and dissuasive measures (e.g. safe and secure parking areas); calls, furthermore, on the Commission to promote measures for emergency situations, such as camera surveillance systems and emergency call buttons in places where they are needed, such as unattended charging stations, enabling an immediate connection to local emergency services, as recently envisaged in the proposal for a new Alternative Fuels Infrastructure Regulation³;

³ Proposal for a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021)0559).

Or. ro

Amendment 89
Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Underlines that new digital technologies, in particular AI, can greatly improve safety and security in the transport system; points out in this regard that since transport hubs are among the locations most exposed to crime and frequent locations for violence and serious disturbances, many citizens, women in particular, refrain from using collective transport due to the experience of insecurity; stresses, therefore, that the EU should create a strategy to increase the uptake of advanced AI based surveillance systems, in order to prevent and combat gender based violence in collective transport;

Or. en

Amendment 90

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls on the Commission to promote equal training opportunities for men and women. Highlights that training is one of the cornerstones of professional and personal development to maintain an equivalent professional level for men and women, including specific training in equality and work-life balance.

Or. en

Amendment 91

Rovana Plumb

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Notes that the Mobility Package goes hand in hand with the proper enforcement of EU social legislation; calls on the Member States to tackle unfair competition, fight against the distortion of working and employment conditions, and ensure adequate social protection for women workers in transport;

Or. en

Amendment 92
Seán Kelly

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2a. Calls on the Member States to put in place measures to promote higher gender-balanced participation, especially by micro-enterprises and SMEs, in transport-related industries, including infrastructure development.

Or. ga

Amendment 93
Elena Kountoura

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a. Calls on Member States, and regional and local authorities and on employers to ensure safe commuting to

work in particular for women at all times through gender specific risk assessment;

Or. en

Amendment 94

Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 2 b (new)

Draft opinion

Amendment

2b. Deplores that the AI Regulation which is currently underway would significantly hamper the law enforcement's ability to combat crime in the collective transport systems, especially violent offenses like robberies, assaults and sexual harassment that women fall victims to; Calls on the co-legislators to reject the parts of the Commission's proposed Regulation that would ban law enforcement's and transport agencies' use of AI in real-time surveillance systems; Underlines that such advanced AI systems could be a powerful tool to combat crimes that women fall victims to, and greatly improve safety, security and attractiveness of collective transport, in particular in locations without physical surveillance;

Or. en

Amendment 95

Elena Kountoura

Draft opinion

Paragraph 2 b (new)

Draft opinion

Amendment

2b. Calls on the Commission and Members States to ensure the

implementation of legislation related to a better work-life-balance, pay transparency and the elimination of the gender pay gap also in transport;

Or. en

Amendment 96

Vera Tax, Erik Bergkvist, Marianne Vind, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

**Draft opinion
Paragraph 3**

Draft opinion

3. Calls on the Council and all Member States to promote initiatives to prevent all kinds of discrimination, as well as to promote measures ensuring safe and secure workplaces, and training aimed at preventing violence and harassment in all transport-related workplaces.

Amendment

3. Calls on the Council and all Member States to promote initiatives to prevent all kinds of discrimination, as well as to promote measures ensuring safe and secure workplaces, and training aimed at preventing violence and harassment in all transport-related workplaces. ***Calls for the Commission to include in future transport legislation to offer protection to women who have been victims of gender violence as well as reporting procedures for incidents of psychological or sexually motivated harassment, supported by practical strategies for prevention and risk assessment of gender violence, including psychosocial risks.***

Or. en

Amendment 97

Tilly Metz, Karima Delli

**Draft opinion
Paragraph 3**

Draft opinion

3. Calls on the Council and all

Amendment

3. Calls on the Council and all

Member States to promote initiatives to prevent all kinds of discrimination, as well as to promote measures ensuring safe and secure workplaces, **and** training aimed at preventing violence and harassment in all transport-related workplaces.

Member States to promote initiatives to prevent all kinds of discrimination, as well as to promote measures ensuring safe and secure workplaces, training, **and protocols with clear legal procedures** aimed at preventing violence and harassment in all transport-related workplaces, **while making sure that staff working in the transportation sector is trained to react in case of harassment, both in their place of work and among the transit users;**

Or. en

Amendment 98
Caroline Nagtegaal

Draft opinion
Paragraph 3

Draft opinion

3. Calls on the Council and all Member States to promote initiatives to prevent all kinds of discrimination, as well as to promote measures ensuring safe and secure workplaces, **and training** aimed at preventing violence and harassment in all transport-related workplaces.

Amendment

3. Calls on the Council and all Member States to promote initiatives to prevent all kinds of discrimination, as well as to promote measures ensuring safe and secure workplaces, **including awareness campaigns and trainings** aimed at preventing violence and harassment in all transport-related workplaces.

Or. en

Amendment 99
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 3

Draft opinion

3. Calls on the Council and all Member States to promote initiatives to prevent all kinds of discrimination, as well

Amendment

3. Calls on the Council and all Member States to promote initiatives to prevent all kinds of discrimination, as well

as to promote measures ensuring safe and secure workplaces, and training aimed at preventing violence and harassment in all transport-related workplaces.

as to promote measures ensuring safe and secure workplaces, and training aimed at preventing **gender-based** violence and harassment in all transport-related workplaces.

Or. en

Amendment 100

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 – subparagraph 1 (new)

Draft opinion

Amendment

A safe and secure transport and mobility

Or. en

Amendment 101

Caroline Nagtegaal

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Considers that the labour shortages in transport can offer opportunities for women, which requires to eliminate barriers to female employment and increased awareness by employers of the existence and implications of these barriers; stresses that company-based measures should be supported by broader institutional and societal efforts in order to drive the necessary changes and to increase female employment in the transport sector as well as technical expertise such as science, technology, engineering and mathematics; stresses in this regard that stereotypes should be eliminated from an

early age through education, expanding their career opportunities; therefore, calls on the Commission to engage European and national stakeholders in discussing relevant issues at the EU level and in Member States;

Or. en

Amendment 102
Rovana Plumb

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Underlines the potential imbalances in the transport sector workforce regarding the recruitment and selection policies; calls on the Member States to promote specific advertising campaigns encouraging women to apply to work in transport sectors, to promote gender responsive corporate governance and human resources policies, such as equal wage policies, on-site childcare facilities, flexible work schedules and the possibility of part-time work; and the adequate design of working facilities, such as personal protective equipment and clothing, drivers' cabins, sufficient and safe changing and sanitary facilities, etc.

Or. en

Amendment 103
Dorien Rookmaker

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Takes the view that it is not right to adjust existing budgets for established objectives, not even if the adjustments are aimed at eliminating the underrepresentation of women in the transport sector. Points out that broadening objectives and adding them to programmes, projects and funds could jeopardise the achievement of the original objectives;

Or. nl

Amendment 104

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on the Commission to promote systems for collecting and recording data on incidents, reviewing and learning from incidents and building this into organisational changes and improvements in working conditions; Calls Council and Members State to address the issue of lack of sanitary facilities for women at the workplace, particularly in the transport sector.

Or. en

Amendment 105

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on the Member States to ensure that safety performance and crash tests include biofidelic female models and more attention to female physiology is paid when designing the ergonomics of vehicles and their safety systems;

Or. en

Amendment 106
Tilly Metz, Karima Delli

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on the Member States to raise awareness, including via information campaigns, on measures to prevent and fight harassment of women in public transport network and in the public sphere;

Or. en

Amendment 107
Elena Kountoura

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3a. Calls on Member States to use RRF funds to make the transport sector more attractive and safe and for women workers;

Or. en

Amendment 108
Tilly Metz

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. Calls on the Member States and the Commission to implement policies and legislation to counter the gender pay gap and improve working conditions for women in the transport sector, including measures or initiatives that may improve the work-life balance, which would benefit all workers; in this regard, calls on the Member States for a swift transposition of the Pay Transparency Directive and calls on the Commission and the Member States to better enforce the Work-Life Balance Directive;

Or. en

Amendment 109
Caroline Nagtegaal

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. Considers that women are traditionally underrepresented in technical education and expertise such as science, technology, engineering and mathematics, which are key for the development of mobility and the transport sector; stresses that Horizon Europe contributes to the European Green Deal through research and innovation; therefore, calls on the Commission to promote and support gender-sensitive projects and to identify female role models;

Or. en

Amendment 110
Elena Kountoura

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. *Calls on Member States and regional and local authorities to take into account the caregivers' mobility needs when planning public transport timetables and connections prioritising local area transport plans and ensuring busses and trains and trams are designed considering caregivers' needs;*

Or. en

Amendment 111
Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3b. *Calls on the Member States and local authorities to set up walkable neighbourhoods, with well communicated, safe, collective transport services in order to deliver a cost and time efficient, sustainable, clean, equitable and vibrant city;*

Or. en

Amendment 112
Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3 b. Safe and secure transportation

Or. en

Amendment 113

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 c (new)

Draft opinion

Amendment

3c. Calls on the Member States to ensure that sustainable private mobility is complemented by appropriate collective transport, active mobility and other modes of transport; calls furthermore on Member States to encourage regional and local authorities to develop and implement sustainable urban mobility plans with a focus on integration of gender equality measures in their sustainable transport and urban transport planning, by improving the safety, comfort and physical accessibility of transportation modes and facilities; notes that the provision of better quality and improved quantity of transport services and systems, including an intermediate collective transport for safe and efficient first and last mile connectivity is of key importance;

Or. en

Amendment 114

Caroline Nagtegaal

Draft opinion

Paragraph 3 c (new)

Draft opinion

Amendment

3c. Notes that Eurostat found that in 2018, the employment rate for women aged between 20-64 in the EU stood at 67%, and compared to the European transport workforce that number is even lower (22%); notes in this regard that of employed women in the EU, one-third was working part time (30%), which is nearly four times the rate for men (8%)[1]; calls therefore on Member States to promote and support full time jobs for women, possibly by way of policy incentives such as accessible child care; [1] <https://ec.europa.eu/eurostat/web/products-s-eurostat-news/-/EDN-20200306-1>

Or. en

**Amendment 115
Elena Kountoura**

**Draft opinion
Paragraph 3 c (new)**

Draft opinion

Amendment

3c. Calls on the Member States to involve women's and organisations LGBTQI associations into the process of transport planning and to train transport staff and transport security staff on gender based violence and sexual harassment; calls on the Commission to adopt guidelines for inclusive transport infrastructures and to support campaigns against gender-based violence and sexual harassment in public transport and increase awareness on the matter;

Or. en

**Amendment 116
Tilly Metz**

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3c. Calls on the Member States and on social partners to take initiatives, where necessary, to strengthen the social dialogue, ensure collective bargaining and collective agreements, and to promote gender parity in workers' representative bodies as a basis for improving women's working conditions in the transport sector;

Or. en

Amendment 117

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion
Paragraph 3 c (new)

Draft opinion

Amendment

3c. Emphasizes that women should always be able to use transportation without threats, uncomfortable situations or the presence of danger.

Or. en

Amendment 118

Elżbieta Katarzyna Łukacijewska, Jörgen Warborn, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3 d. Calls on the Member States,

national authorities and transport agencies to pay attention to unsupervised spaces in the transport system which lack the physical presence of transport workers such as guards or conductors, and to deploy safety buttons and advanced AI based surveillance systems, where possible, as a means to combat crime and improve the security and attractiveness, in particular for women, of the public transport system;

Or. en

Amendment 119
Caroline Nagtegaal

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3d. Notes that women represent roughly 52% of the overall population in Europe, but constitute 34.4% of the self-employed and 30% of start-up entrepreneurs^{1c}; calls on the Commission and Member States to promote the role of women in business and female entrepreneurship in the transport sector by supporting networking and training opportunities and mentoring programmes;

1c

https://www.eib.org/attachments/thematic/why_are_women_entrepreneurs_missing_out_on_funding_en.pdf, p. 12

Or. en

Amendment 120
Elena Kountoura

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3d. Calls on the Commission and Member States to make affordable, reliable and efficient public transport a priority of transport policy, which will help guarantee women's access to employment and social life;

Or. en

Amendment 121

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion
Paragraph 3 d (new)

Draft opinion

Amendment

3d. Calls on the Commission and Member States to analyse the needs of women of all ages taking public transport to ensure that the transport system is inclusive, accessible and safe for everybody;

Or. en

Amendment 122
Caroline Nagtegaal

Draft opinion
Paragraph 3 e (new)

Draft opinion

Amendment

3e. Notes public transport is often more used by women than by men; notes furthermore, that women often declare that they do not feel safe when using

public transport, especially during the dark hours of the day and in isolated neighbourhoods; calls on the Commission and Member States to come up with national plans against sexual harassment on public transport^{1d} and provide guidance to stakeholders with the use of toolkits, possibility in cooperation with the Women in Transport Platform;

^{1d} Commission research Women in Transport: ‘In 2015, the French Government presented the first national plan of action for fighting sexual harassment on public transport systems. All actors were involved in the discussion of the plan. It included training for professionals to deal with sexual harassment and sexual violence and innovation in the organisation of the public transport system. A national awareness-raising campaign was organised on equality and sexuality, ensuring a better application of the law and the necessary human and financial resources to implement the national action plan.’ <https://www.haut-conseil-egalite.gouv.fr/violences-de-genre/actualites/article/avis-du-hcefh-relatif-au>

Or. en

Amendment 123

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 e (new)

Draft opinion

Amendment

3e. Notes that the ongoing implementation of sustainable transformation solutions in Europe, especially in city centres such as car free

city zones, shall work towards citizens' safety and security as well as increased use of sustainable mobility solutions; calls in this respect on Member States and local authorities to improve safety in collective transport services, transit hubs and safer low emission mobility infrastructure such as e.g. safer cycling lanes and pedestrian areas.

Or. en

Amendment 124

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Paragraph 3 e (new)

Draft opinion

Amendment

3e. *Calls on the Commission and Member States to always integrate the gender perspective and social dimension when developing policies in the transportation sector, through gender mainstreaming, and gender budgeting.*

Or. en

Amendment 125

Elena Kountoura

Draft opinion

Paragraph 3 e (new)

Draft opinion

Amendment

3e. *Call on Member States to consider gender differentiated levels of risk to users in the design of footways, pedestrian crossing facilities and road junctions;*

Or. en

Amendment 126
Caroline Nagtegaal

Draft opinion
Paragraph 3 f (new)

Draft opinion

Amendment

3f. Notes that unattended petrol stations and charging station pools without staff could be stationed in remote areas where women could feel unsafe; therefore, calls on the Commission to promote measures for emergency situations, such as camera surveillance systems and an emergency call button in relevant places allowing for the immediate correspondence with local emergency services, as recently included in the Alternative Fuels Infrastructure Regulation;^{1e}

1e

https://www.europarl.europa.eu/doceo/document/A-9-2022-0234_EN.html

Or. en

Amendment 127
Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion
Paragraph 3 f (new)

Draft opinion

Amendment

3f. Highlights the importance of employers and public authorities working together to ensure safe public transport for female employee when commuting to and from work, including the responsibility for employers to provide

and pay for safe transport for workers commuting at night following a late shift or where public transport is not available.

Or. en

Amendment 128

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 f (new)

Draft opinion

Amendment

3f. Calls on the Member States and local authorities to take into account adequate lighting and clear sight lines as well as eliminating nooks, corners, and isolated, eerie areas that could facilitate assaults when designing transport infrastructure especially in transit transport hubs^{15a};

^{15a} https://www.itf-oecd.org/sites/default/files/docs/womens-safety-security_0.pdf

Or. en

Amendment 129

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 g (new)

Draft opinion

Amendment

3g. Calls on the Member States to take appropriate measures when planning new transport infrastructure or when upgrading the existing one to ensure accessibility and safety for all users,

especially women, persons with disabilities or reduced mobility and other people in situation of vulnerability; Notes that seeking synergies between different nodes and the promotion of active modes which contribute to reducing carbon footprint and reduction of congestion should take into account safety and security so that women are able to take advantage of active mode infrastructure without hindrances;

Or. en

Amendment 130

Vera Tax, Erik Bergkvist, Marianne Vind, István Ujhelyi, Maria Grapini, Isabel García Muñoz, Rovana Plumb, Andreas Schieder, Kathleen Van Brempt, Sara Cerdas, Josianne Cutajar

Draft opinion

Paragraph 3 g (new)

Draft opinion

Amendment

3g. *Calls on the Commission and Member State to share best practices on how to ensure safety for women using transportation, also by facilitating this dialogue for transportation companies.*

Or. en

Amendment 131

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 h (new)

Draft opinion

Amendment

3h. *Empowering women in transport sector through improved employment measures*

Amendment 132

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 i (new)

Draft opinion

Amendment

3i. Notes that women employees are needed in all transport sectors and at all levels, which is not only a question of importance of gender equality and its various benefits for entire society, but also improved decision-making more effectively meeting women's specific transport needs;

Or. en

Amendment 133

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 j (new)

Draft opinion

Amendment

3j. Calls on the Member States to ensure that women are equally represented among decision-makers as well as in government-appointed bodies and institutions dealing with defining, planning and implementing transport policies, in order to better include the gender perspective; calls on the Member States and stakeholders to promote gender balance and ensure better representation of women in management and supervisory roles within the transport sector;

Or. en

Amendment 134

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 k (new)

Draft opinion

Amendment

3k. Calls on the Member States, transport operators and national associations to facilitate access to the truck driver profession through a harmonised EU framework, as well as to encourage more women to the truck driver profession through education and training programmes, financial support to mitigate licence costs as well as the increased availability of safe and secure parking spaces and appropriate rest areas, showers and restrooms^{16a};

^{16a} <https://www.iru.org/resources/iru-library/iru-intelligence-briefing-truck-driver-profession-europe-access-and-attractiveness-executive-summary>

Or. en

Amendment 135

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 l (new)

Draft opinion

Amendment

3l. Calls on the Member States, transport operators and national associations to develop training courses, through EU programmes such as the ERDF and the ESF, designed to encourage women's interest in the

transport sector; calls on the Member States to pay attention to gender balance in training projects and programmes on smart technologies and green transformation, and to focus on empowering women, through education and training, with the competences and qualifications they need in their individual career development;

Or. en

Amendment 136

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 m (new)

Draft opinion

Amendment

3m. Welcomes initiatives, such as Aviation 4 Girls event, that encourage women to pursue careers in science, technology, engineering, and mathematics (STEM) where women are still underrepresented;

Or. en

Amendment 137

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 n (new)

Draft opinion

Amendment

3n. Welcomes the recent signing of the agreement between the European social partners in the railway sector, the community of European Railway infrastructure companies (CER) and the European Transport Workers'

Federation, which sets minimum standards and introduces new measures to improve gender balance and diversity as well as establishes measures for combatting discrimination, gender segregation and harassment; calls on other European transport stakeholders to launch similar initiatives;

Or. en

Amendment 138

Elżbieta Katarzyna Łukacijewska, Tomasz Frankowski, Gheorghe Falcă, Marian-Jean Marinescu, Barbara Thaler

Draft opinion

Paragraph 3 o (new)

Draft opinion

Amendment

3o. Welcomes the thematic focus of the 2023 Edition of the Gender Equality Index by EIGE which will contribute to the knowledge base concerning the probable impacts of the transition towards a low carbon society from a gender and intersectional perspective; Supports the fact that it will focus on two specific priority sectors namely Energy and Transport; Notes that it will include survey data on women's and men's environmentally-friendly behaviours concerning transport and potential impacts on the time spent on unpaid care;

Or. en