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DRAFT REPORT

on ensuring European transportation works for women
(2022/2140(INI))

Committee on Women's Rights and Gender Equality

Rapporteur: Elżbieta Katarzyna Łukacijewska

Rapporteur for the opinion of the associated committee pursuant to Rule 57 of the Rules of Procedure
Caroline Nagtegaal, Committee on Transport and Tourism

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MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

on ensuring European transportation works for women
(2022/2140(INI))

The European Parliament,

– having regard to Articles 2 and 3 of the Treaty on European Union,

– having regard to Articles 8, 10, 19 and 157 of the Treaty on the Functioning of the European Union,

– having regard to Articles 21 and 23 of the Charter of Fundamental Rights of the European Union,

– having regard to the UN 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDGs) thereof, in particular SDG 5 and its targets and indicators,

– having regard to the UN Convention on the Elimination of All Forms of Discrimination against Women of 18 December 1979,

– having regard to the EU directives from 1975 onwards on various aspects of equal treatment for women and men, including Council Directive 79/7/EEC of 19 December 1978 on the progressive implementation of the principle of equal treatment for men and women in matters of social security[1], Council Directive 92/85/EEC of 19 October 1992 on the introduction of measures to encourage improvements in the safety and health at work of pregnant workers and workers who have recently given birth or are breastfeeding[2], Council Directive 2004/113/EC of 13 December 2004 implementing the principle of equal treatment between men and women in the access to and supply of goods and services[3], Directive 2006/54/EC of the European Parliament and of the Council of 5 July 2006 on the implementation of the principle of equal opportunities and equal treatment of men and women in matters of employment and occupation[4], Directive (EU) 2019/1158 of the European Parliament and of the Council of 20 June 2019 on work-life balance for parents and carers and repealing Council Directive 2010/18/EU[5] and Directive 2010/41/EU of the European Parliament and of the Council of 7 July 2010 on the application of the principle of equal treatment between men and women engaged in an activity in a self-employed capacity and repealing Council Directive 86/613/EEC[6],

– having regard to the Commission communication of 17 June 2009 entitled ‘A sustainable future for transport: Towards an integrated, technology-led and user-friendly

[1] OJ L 6, 10.1.1979, p. 24.
[2] OJ L 348, 28.11.1992, p. 1.
[3] OJ L 373, 21.12.2004, p. 37.
[4] OJ L 204, 26.7.2006, p. 23.
[5] OJ L 188, 12.7.2019, p. 79.
[6] OJ L 180, 15.7.2010, p. 1.

system' (COM(2009)0279),

– having regard to the Commission communication of 5 March 2020 entitled 'A Union of Equality: Gender Equality Strategy 2020-2025' (COM(2020)0152),

– having regard to the Commission communication of 9 December 2020 entitled 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future' (COM(2020)0789),

– having regard to the Commission communication of 14 July 2021 entitled 'Fit for 55': delivering the EU's 2030 Climate Target on the way to climate neutrality' (COM(2021)0550),

– having regard to the Commission communication of 14 December 2021 on the new EU urban mobility framework (COM(2021)0811),

– having regard to Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs[7],

– having regard to its resolution of 21 January 2021 on the gender perspective in the COVID-19 crisis and post-crisis period[8],

– having regard to its resolution of 21 January 2021 on the EU strategy for gender equality[9],

– having regard to its resolution of 6 October 2021 entitled 'EU Road Safety Policy Framework 2021-2030 – Recommendations on next steps towards 'Vision Zero'[10],

– having regard to the European Institute for Gender Equality (EIGE) 2022 Gender Equality Index,

– having regard to the study of the Policy Department for Citizens' Rights and Constitutional Affairs of its Directorate-General for Internal Policies of 16 December 2021 entitled 'Women and transport',

– having regard to the Commission report of 14 September 2022 entitled 'Study on the social dimension of the future EU transport system regarding users and passengers – Final report',

– having regard to Rule 54 of its Rules of Procedure,

– having regard to the opinion of the Committee on Transport and Tourism,

[7] OJ L 249, 31.7.2020, p. 1.
[8] OJ C 456, 10.11.2021, p. 191.
[9] OJ C 456, 10.11.2021, p. 208.
[10] OJ C 132, 24.3.2022, p. 45.

– having regard to the report of the Committee on Women's Rights and Gender Equality,

A. whereas gender equality is a core EU value and must be mainstreamed in all EU policies; whereas the right to equal treatment and non-discrimination is a fundamental right enshrined in the Treaties and in the Charter of Fundamental Rights of the European Union;

B. whereas research performed across the Member States has shown that gender-based violence in public spaces and on collective transport is a growing problem;

C. whereas poorly-designed transport policies can exacerbate existing poverty and social exclusion; whereas there continues to be a lack of sex-disaggregated data and gender analysis on transport, hindering the application of well-targeted transport policies for individuals and families in all their diversity;

D. whereas adopting a gender-responsive approach to urban planning is instrumental in improving the quality of life of women;

E. whereas transport use differs according to gender, as well as other factors, in terms of complexity, frequency, mode, duration, purpose, cost, security and safety;

F. whereas understanding transport patterns and mobility is fundamental to the development of gender-sensitive transport policies, so that female transport users can share safe, accessible, reliable, sustainable and non-discriminatory modes of transport;

G. whereas more women than men use more sustainable modes of transport, and often perform trip chaining;

H. whereas the welcome adoption of new vehicle and automation technologies should take the specific needs of women into consideration;

I. whereas sustainable transport requires equal access to infrastructure, through measures that guarantee greater mobility for all and the same quality of service in urban and rural areas;

J. whereas the design of vehicles, including safety features, often assumes a larger, stereotypically male physical form, leading to lower efficacy for smaller people;

K. whereas transport infrastructure with well-designed, monitored and safe surroundings has a positive impact on both actual safety and perceived safety[11];

L. whereas mobility barriers hinder women's access to jobs and key services, such as health and education, affecting both their own and their children's human capital accumulation;

M. whereas women are underrepresented in transport employment at all levels; whereas underrepresentation in decision-making, planning and research reinforces the lack of gender mainstreaming in transport;

[11] International Transport Forum, *Women's Safety and Security: A Public Transport Priority*, OECD Publishing, Paris, 2018.

N. whereas the working environment in the transport sector does not take into consideration women-specific needs, which has wider implications for women's safety;

O. whereas transport companies face significant recruitment problems; whereas the employment of women could be a remedy for staff shortages in the transport sector[12];

P. whereas it is important to promote and preserve efficient and affordable mobility in rural areas; whereas connectivity within rural areas is not adequately developed;

Q. whereas women living in rural areas experience barriers in receiving support when they are victims of gender-based violence;

1. Reaffirms the EU's commitment to achieving gender equality in transport, while noting the progress achieved so far; underlines that concrete measures are needed to improve security, mobility-access and employment opportunities;

2. Emphasises that gender mainstreaming in transport has positive effects across the board, including social inclusion and employment opportunities; underlines the importance of transport gender mainstreaming in achieving the green and digital transitions;

3. Recalls that gender stereotyping and prejudice exclude women from economic and social activities, leading to a lack of efficiency and increased waste of human resources; identifies the need for resources to ensure that women are represented in research and decision-making on transport matters;

4. Regrets the lack of standardised, sex-disaggregated transport data and gender analysis across all modes of transport; welcomes, in this regard, that 'energy and transport' is the thematic focus of the 2023 edition of the EIGE Gender Equality Index;

5. Highlights the ability of artificial intelligence (AI) to aggregate anonymised datasets on public transport usage;

6. Welcomes the launch of the Commission's new Ambassadors for Diversity in Transport Network initiative, which will seek to promote diversity, equality and inclusion within the EU transport sector;

7. Calls for safety performance tests and crash tests to include biofidelic female models; underlines the need for AI to increase our understanding of how the diverse human physique reacts differently in emergency situations;

Understanding women's mobility and equity in transport

8. Underlines the differing expectations, travel patterns, needs and experiences of women as transport users; calls for relevant legislation in transport to fully integrate women's needs;

Inclusive mobility services and adequate infrastructure

9. Calls for the integration of sustainable transport options into women's daily lives,

[12] European Commission, Directorate-General for Mobility and Transport, *Good staff scheduling and rostering practices in transport – Final report*, Publications Office of the EU, Luxembourg, 2021.

enabling comfortable, safe and stress-free multimodal journeys to become a reality;

10. Calls on the Member States to ensure that road infrastructure, notably when being upgraded, fully takes into account the continuity and accessibility of sustainable pedestrian connections;

Ensuring women's safety and security in transport environments

11. Calls for an increased emphasis on safety in urban mobility, such as adequate, sustainable street lighting, to avoid situations where women have to face dark, eerie spots when commuting; calls additionally for integrated transport designs to take into account 'the last mile', especially at non-peak times;

12. Stresses the importance of the AI Act[13] in assisting law enforcement authorities in combating crime in public transport systems and reducing harassment against female and LGBTQI+ transport users;

13. Notes that women play a large role in shaping the mobility choices of families, and that their negative experiences using sustainable modes of transport can be off-putting;

14. Notes the challenges faced by women in rural areas with relatively underdeveloped public transport, who are often faced with roles as carers; stresses that policies aiming to promote sustainable transport must not exclude vulnerable groups, women or those living in rural areas;

Women in employment

15. Underlines that female transport workers at all levels face barriers such as gender bias, as well as a lack of or ill-suited facilities, leading to harassment and violence; notes, as a result, the difficulty in attracting and keeping women in transport jobs;

Empowering women in the transport sector

16. Stresses that the lack of women in the transport sector should also be seen as an opportunity; calls on the Commission, the Member States and stakeholders to take proactive measures to boost women's employability and competitiveness in this sector;

Raising awareness and encouraging behavioural change

17. Calls on the Member States to combat market segmentation in transport and science, technology, engineering and mathematics careers; notes that the promotion of entrepreneurship among girls from an early age could reduce existing educational stereotypes and ensure that more women enter the logistics, engineering and transport sectors;

18. Notes the need for campaigns and social media actions to ensure a culture of zero tolerance against harassment and unsafe working environments;

[13] Commission proposal for a regulation of the European Parliament and of the Council laying down harmonised rules on artificial intelligence (Artificial Intelligence Act) and amending certain union legislative acts (COM(2021)0206).

19. Notes that digitalisation and new transport models can provide better, safer and more accessible working environments for women;

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20. Instructs its President to forward this resolution to the Council and the Commission.

EXPLANATORY STATEMENT

Mobility and transport matters to all citizens of our Union, constantly evolving and modernising with time. By far the biggest challenge facing the transport sector is the need to significantly reduce emissions and become increasingly more sustainable. The road to achieving a carbon neutral transport system will have a considerable impact on both users and passengers alike, as well as on people working in the sector. It will certainly afford citizens great opportunities for better life quality, new and exciting prospects for jobs, as well as bringing new products and services closer to Europeans than ever before. But at the same time it is incumbent on us all to recognise the challenges ahead: it will indeed create new impetus for society to choose more sustainable means of transport, which has the potential to result in wider transport poverty and create exclusion for certain groups.

The rapporteur believes however that this does not need to be the case. It goes without saying that this exciting evolution of transforming our transport systems into green, affordable and sustainable mobility should leave no one behind. Yet even now there are far too many examples of inequality and shortcomings in transport for both transport users and workers respectively.

This report seeks to emphasise the difficult situation women oftentimes face in transportation, paying particular attention to women who perform the majority of care duties and that have different travelling patterns than men. It is one of the scourges of our time that women face more discrimination in their place of work and that the transport sector does not always represent a place of exemplary employment. The report also analyses the situation of other vulnerable groups who have for far too long been side-lined and their needs overlooked. It attempts to find ways of improving the existing situation in the sector while ensuring that the benefits of the green transition works for all.

Firstly, to better understand and analyse what is necessary to ensure EU transportation works for women, sex disaggregated data and gender analysis in transport is needed. It will help improve the design of policies, relevant legislation, programmes and actions that mirror the needs and concerns of women in all their diversity, as well as develop open data to support transport innovation.

Additionally, more focus must be put on passengers' safety in collective transport which in connection to gender and mobility has several far-reaching implications. As users of collective transport, women are subject to the worrying phenomenon of sexual harassment and different kinds of assaults. It is extremely difficult for them to commute to and from work, carrying shopping bags, strollers and simultaneously taking care of children.

Subsequently, while designing cars and other modes of transport, women's physiology tends not to be taken into account, which means they are less protected than men when involved in a vehicle crash.

Another major problem is transport poverty and transport exclusion, especially in rural areas and the outermost regions. Women have fewer alternatives than men in choosing which mode of transport to use. And when thinking about decarbonising transport, one must refrain from eliminating cars completely from peoples' lives, particularly in cases where there are no sustainable, affordable, safe and frequent transport connections provided.

As far as the employment sphere is concerned, the transport sector is not yet sufficiently attractive for women, as not enough attention is paid to women's safety issues and the accessibility of proper infrastructure facilities. The unacceptable cases of sexual harassment, bullying, intimidation and violence are far too prevalent and pervasive within the sector. In addition, due to a lack of awareness and exposure to career pathways, women continue to be underrepresented in transportation occupations. In this respect, more incentives and early education for girls that would encourage women to pursue careers in STEM are recommended. The report also seeks to find solutions and ways of increasing women's engagement and interest in transport and logistics.

Therefore, ensuring that our transport system is truly resilient against future crises and that it works for women and vulnerable groups must be a crucial objective of the EU's transport policy going forward and paramount to the sector's growth and long-term sustainability. If it works for women, it will work for everyone - there is no time to waste when taking advantage of all the exciting developments transport has to offer in the field of technology and competitive, safe and resilient employment