MIND THE MOBILITY GENDER DATA GAP

Women and girls experience mobility and moving in public space differently from men and boys. Women across the world regularly experience limitations to transport access and safety, so much so that it has been estimated to be "the greatest obstacle to women's participation in the labour market in developing countries, reducing their participation probability by 15.5 percentage points" (ILO, 2017). Despite women making up the majority of public transport users, transport policies for most countries remain unrelentingly gender blind. This is directly linked to the lack of gender disaggregated mobility data that is needed to provide nuanced and evidence-based policy making. Women-MobilizeWomen, GIZ Albania (SUTi) and GIZ Peru (CIMO) have supported each other's efforts to collect, publish and evaluate gender disaggregated data. This data is crucial in ensuring that our respective decision makers and practitioners plan mobility projects, policies and measures around the intersectional realities of all members of society. All projects are committed to continuing work and becoming light houses at GIZ in conducting innovative and diverse methodologies to close the gender data gap in mobility.

What Is the Mobility Gender Data Gap?

The mobility gender data gap results from the lack of readily available and openly accessible data on the mobility patterns and needs of different groups. This gap blankets all groups as homogeneous and is usually premised by the typical male commuter. In emerging-market cities, where general mobility information is already hard to come by, obtaining gender disaggregated data on public transport dynamics is even more of a challenge.

Bridging the gender data gap in mobility is important in establishing and promoting gender-sensitive and equitable transport policies and actions. Overall, a greater understanding of women's travel patterns and preferences — through innovative and diverse user-centric methodologies — creates a more inclusive picture of how everyone travels, including children, the elderly, and people with disabilities.

What is the Gender Data Gap in Transport?

Non-existing or limited mobility options affect women's access to education and employment opportunities, excluding them for gaining an independent income in the future.

Long-term Economic Implications

Travel Patterns and Needs

Women, men, and gender-diverse individuals often have different travel patterns and needs. For example, women may be responsible for more household trips, including trips related to caregiving or shopping.

Access and Barriers

What transportation options are available for everyone, not only from an infrastructure and services point of view, but also in terms of individual accessibility (e.g. people with disabilities)? Inadequate consideration of women's experiences and needs in the design of transportation infrastructure and services lead to a non-inclusive transport offer.

Safety Concerns and Gender-based Harassment

Women frequently face safety concerns when using public transportation and moving through streets, especially during evening and night-time travel, or in poorly lit areas.

Informal and Non-motorized Transport

Women often rely on non-motorized modes of transportation, such as walking and cycling, or informal modes, like shared taxis or rickshaws, as they are often the only mode of transport available. But how affordable and safe are these options?

A joint application for the GIZ Gender Competition 2024 by

SUTi Sustainable Urban Transport in Tirana

CIMO Ciudades en movimiento

Women Mobilize Women

"Sustainable Urban Transport in Tirana (SUTi) Project" in Albania

Digital Marginal Gains towards Sustainable Urban Mobility (2020 – 2024)

The project uses data management processes to promote improvements in walking, cycling and public transport in Tirana, Albania. By turning data into actionable information, numerous demonstration projects have been implemented, informing political decision-making in Albania and facilitating the adoption of gender-sensitive mobility measures.

Promoting Gender Equality

General Data Approach and Some Insights: Through a comprehensive gender-sensitive data approach, SUTi institutionalizes gender-disaggregated data for urban mobility, enabling data-driven policies and turning data into actions. These institutionalized processes are vital for the Municipality of Tirana (MoT) to make informed decisions and communicate the evolving mobility transition landscape. Municipal data routines reveal that women constitute the majority of public transport users (60-65%), emphasizing the need for improvements in public transport and active mobility to enhance gender equity in the capital of Albania.

Gender Disaggregated Data for Better Bus Service Quality: SUTi implemented a gender-disaggregated bus service management approach, utilizing data processes such as the first Bus Customer Feedback Portal and satisfaction surveys. Achievements: Establishment of gender-disaggregated data management approach, which guides targeted investments and improvements in bus service quality, addressing concerns that benefit all passengers, especially women (majority of passengers).

**Tirana School Street Programme — "Streets for Kids" Project:** The SUTi project, jointly with a local NGO and the Municipality, are im-proving street spaces around schools by implementing traffic calming and child-friendly design measures, creating more space for pedestrians, for strolling, resting and play. Achievements: The School Streets Programme has transformed seven school streets, and the Municipality has committed to tendering more than ten schools in 2024, expected to impact in total over 13,000 children directly (approx. half girls) and over 50,000 residents of neighborhoods.

The Cycling School Programme:

The cycling school seeks to address the gender gap among cyclists in Tirana, responding to a survey indicating that only 20% of cyclists are women. The program aims to close this gap by providing cycling and traffic rule education to all school children. Activities include a train-the-trainers program, piloting and pop-up cycling trainings in primary schools. The inaugural cycling school opened in 2023, with a second one set to launch in early 2024. Achievement: Collaboration results in the training of 1,138 children, with 50% being girls, fostering road safety awareness.

Gender as a Quality Feature of Our Work

Gender disaggregated data guides political and technical decisions at the Municipality of Tirana, facilitating effective communication of the mobility transition and gender-sensitive issues to the public. Project partners demonstrate commitment with a 50% female participation goal in all urban mobility training and workshops. Deputy Mayor Anuela Ristani, honoured as a 2023 "Remarkable Feminist Voice in Transport" by GIZ's Women Mobilize Women Initiative, spearheads a cross-sectoral Walking Taskforce, advancing gender-sensitive active mobility in Tirana. The Albanian Government increases spending on public transport, recognizing its impact on women's lives and societal participation. Tirana's successful school street program and cycling academy, primarily benefiting girls and women, inspire replication in other Albanian cities.

Women **20**% Men **80**%
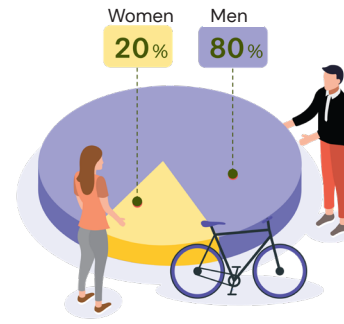
Distribution of cyclists by gender in Tirana (in%)

Women **62**% **38**% Men
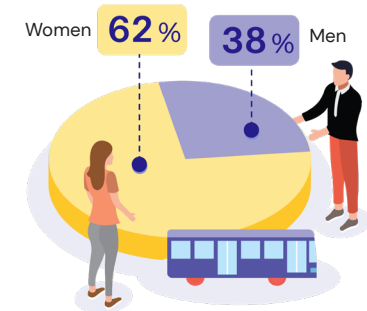
Distribution of bus passengers by gender (in %)

Implementing Feminist Core Principles

Gender Disaggregated Mobility Data and Gender Disaggregated Data for Better Bus Service Quality: Institutionalizing a gender disaggregated data collection approach that feeds into gender-sensitive decision-making and interventions to improve sustainable mobility.

Tirana School Streets Programme: Supporting the implementation of safe and enjoyable school streets, directly benefitting children and their caretakers (primarily women in the Albanian context). This results in improved safety, reduced stress for both children and caretakers, and overall improved access to key caretaker destinations (i.e.: schools).

The Cycling School Programme: Bridging the gendered gap of cyclists and improving overall sustainable mobility by training children on how to cycle.

before

after
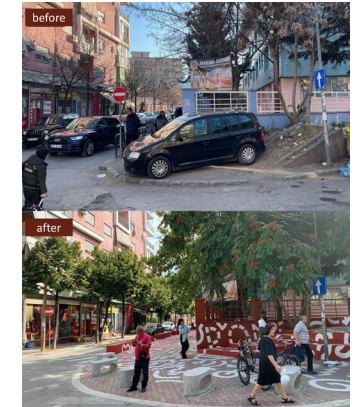
Cooperation

Success factors: Integrating gender-disaggregated data into newly developed and digitalized management processes in Albania has been crucial for breaking institutional inertia and establishing a new normal. The inclusion of gender perspectives alongside other data perspectives has proven successful in advancing explicit gender agendas.

Challenges: Overcoming sector barriers and shifting perspectives on "mobility realities" through impactful data stories, identifying and engaging young change makers, and fostering collaborations with key stakeholders remain ongoing challenges.

Collaborators: Collaborations with the Mayor and Deputy Mayor of Tirana, local NGOs, technical staff, UN partners, and civil society have played a pivotal role in promoting gender-champions in urban mobility and amplifying their voices through joint efforts in storytelling with data.

SUTi
Sustainable Urban Transport in Tirana

"Ciudades en Movimiento (CIMO) Project " in Peru

CIMO
Ciudades en movimiento

"Supporting the implementation of the urban transport national policy in Peru" Project of the German cooperation for development and the Swiss State Secretariat for Economic Affairs – SECO, implemented by Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH (2022 – 2026)

CIMO (Ciudades en Movimiento) supports the implementation of the National Urban Transport Policy in Peru. Co-financed by the Swiss State Secretariat for Economic Affairs (SECO), working in partnership with the Ministry of Transport and Communication (MTC) at the national level and collaborating with Piura, Trujillo, Arequipa (three intermediate cities in Peru of regional importance). One key focus is on gender, implementing the "Protocol for addressing cases of sexual harassment in public transportation" at both national and regional levels. The current actions of CIMO are:

- Conducting a diagnostic analysis of the current situation of women in the public transport sector in the three cities of Piura, Arequipa, and Trujillo through focus groups and surveys.
- Staff training from the Ministry of Transportation and Communications, municipal employees, and private transport companies.
- Advocating for the inclusion of gender-related aspects in new transportation regulations.
- Implementing the "Protocol for addressing cases of sexual harassment in public transportation."
- Enhancing the safety of school streets in Piura and Trujillo, especially in front of schools for girls.

Promoting Gender Equality

CIMO builds on the experience of two predecessor projects which laid the foundations for the institutional and legal framework for sustainable urban mobility in Peru. According to a 2018 diagnostic by GIZ, at that time, 7 out of 10 women in Lima reported ha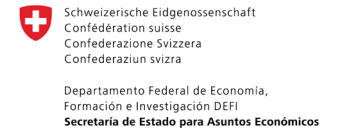ving experienced harassment in public transport at some point in their lives. Recognizing the urgency revealed by this data, GIZ has been addressing gender issues in public transport since 2018. Meaningful progress has been made in 2018. In collaboration with GIZ, the Ministry of Transport and Communications (MTC) conducted the first diagnostic regarding sexual harassment in public transport in Lima, and in 2020, a similar diagnostic was carried out in Trujillo.

- In 2019, GIZ proposed to the MTC the legal approval and activation of a protocol as a safety measure in case of sexual harassment in the public transport.
- In 2019, gender objectives were included in the National Urban Transport Policy (action plan).
- In 2020, the MTC approved the protocol through the legal instrument of "Decreto Supremo" (executive order).
- In 2021, the MTC, with the support of GIZ, launched the campaign "NovaSola" aiming to engage transport users, drivers, conductors, collectors, inspectors, and service providers to be allies against the culture of sexual harassment.
- In 2022, gender issues have been included in several normative acts established by the MTC and the Ministry of Housing in collaboration with GIZ.

Gender as a Quality Feature of our Work

The approach of GIZ has been widely appreciated at various levels: On the institutional side, GIZ is regarded as a reference for the gender equality approach by the commissioning parties that collaborate, accept, and enhance the proposal. This was evident in the approval of the "Protocol against sexual harassment in public transport" and the communication campaign, which was personally launched by former President Francisco Sagasti and the Council of Ministers.

Stakeholders also endorse GIZ's work, as exemplified in the case of school streets. Families of the students, the school director and staff, local NGOs, and other stakeholders see GIZ as a reference for best practices.

Implementing Feminist Core Principles

In the transportation sector, feminist core principles, along with intersectional and gender-inclusive, post-colonial, and power-critical approaches, are key factors since they facilitate the organization of urban mobility based on user experience, with benefits extending to everyone. These principles humanize the traditional engineering approach to mobility across various aspects–, including, operational systems, public management and urban planning. CIMO is systematically integrating these principles into every activity in collaboration with its commissioning parties.

Cooperation

The gender approach in Peru faces challenges due to the widespread informality in the public transport sector. Recognizing this, CIMO actively promotes dialogue and monitors project details to ensure effectiveness in gender equality initiatives. In conclusion, three key success factors are as follows:

- Demonstrate resilience and adapt strategies to unexpected situations and challenges.
- Maintain robust partnerships with various stakeholders, institutions, NGOs, and civil society, providing training and support throughout all activities.
- Integrate the promotion of gender equality seamlessly across different projects, striving to incorporate it into all activities.
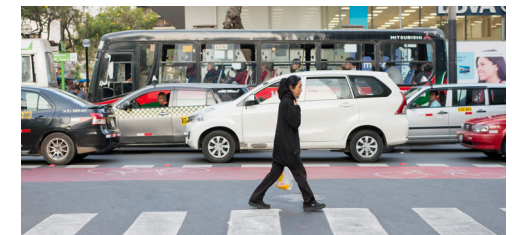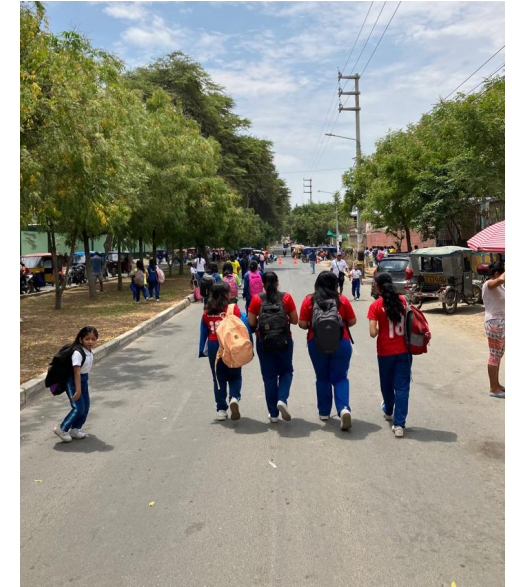
"Bridging the Gender Data Gap"- Study in Africa

Study in Ivory Coast, Kenya, Nigeria & South Africa in 2022 implemented by the Women Mobilize Women Initiative hosted at the Sector Programme Sustainable Mobility (SV NaMo)

This is a data collection study in five African cities piloting two different data collection methodologies. The first methodology envisioned a "big data approach" — 32,000 data points from over 1,000 respondents were collected. Collaborating with a network of small shop strategically located along commuter lines the survey was filled through an app on show owners' smartphones while shopping.

The second methodology employed a mixed-method approach (quantitative and qualitative surveying methods), using "Ride Alongs" and "Home Visits", where a surveyor profiled six different female passengers by following them on their daily commutes. The observations were later discussed with focus groups to test hypothesis and better understand female mobility decision making.

Promoting Gender Equality

Objective: Piloting two data collection methodologies aimed to test the hypothesis that traditional surveying methods alone are insufficient for generating outcomes that guide decision-makers toward gender-transformative transport planning.

Results: Methodology 1 that focused on collecting "big data" struggled to reveal an understanding WHY women move in a certain way. The study's outcome was only able to describe HOW women move which is not sufficient to formulate necessary changes to the current transport system. In comparison, Methodology 2 focusing on a combination of approaches was able to present the HOW women move, WHY and WHAT needs to change.

Achievement: A systematic approach to collect gender-sensitive data around women's experiences in the public transport sector was developed to catalyse evidence-based deci-

sion-making on providing transport services that adequately serve ALL citizens.

Impacts: The approach can serve as a template for establishing gender-sensitive data collection policies. In the long-term, the comparison of the methodologies can also inform discussions on the usefulness of big data, AI or machine learning to highlight that technological innovation will not ultimately lead to better outcomes.

Gender as a Quality Feature of our Work

Since its 2018 inception, the Women Mobilize Women (WMW) initiative has undertaken diverse activities to foster discussions on gender-transformative solutions in the transport sector. These include pilot projects, annual publications, studies, and global agenda-setting events, enhancing outreach and international recognition. Notably, WMW has served as the implementation basis for Germany's Feminist Development Policy since last year, garnering recognition from PtS Dr. Bärbel Kofler and Managing Director of GIZ, Ingrid-Gabriela Hoven.

Implementing Feminist Core Principles

Mere gender-disaggregation of data is insufficient, as women form a diverse group with varying needs based on factors like race, age, class, occupation, and household structure. Relying solely on quantitative data collection lacks the capacity to create an intersectional understanding. Practitioners in the transport sector must unlearn technocratic data collection approaches and recognize that innovative technology alone cannot offer gender-sensitive insights. Adopting a user-centric approach in data collection is crucial for revealing the nuanced aspects of lived experiences, and qualitative methods provide depth beyond the percentage findings obtained through traditional surveys.

Cooperation

Challenges: Creating research outcomes on women's safety requires in-depth considerations of various decision-making factors like driver perception or mode used — drivers may be perceived as threatening by some women, whereas in other instances, some women may trust a driver with their child's trip to school. There is a sliding scale of trust when it comes to drivers.

Success factors: Mobility behaviours are often unconsciously shaped by worries about disposable household income or fear of sexual harassment and violence. Enabling women to open up about their mobility requires a safe space (e.g. small focus group). Involving civil society representatives and conducting interviews in the local language builds trust and allows to communicate past experiences better. Ask women! Across cities, public transport services generally re-

ceived low satisfaction", with women actively expressing enthusiasm and providing vocal suggestions for potential solutions and areas of improvement.

WE USE DATA TO UNDERSTAND INCLUSIVE MOBILITY - SO WE CAN ACT ON IT

Data Guides Gender-Sensitive Policies and Actions

The three projects share a common emphasis on using data to inform gender-sensitive policies and actions in urban mobility across different scales, from the local (SUTi — capacity development, infrastructure investments) to the regional (CIMO — public transport regulation), to the international (WMW study — global agenda setting, awareness raising and advocacy).

In Tirana, a comprehensive gender-sensitive data approach by SUTi enables the Municipality to make informed decisions and address gender-specific concerns, especially for most women using public transport. In five African cities, a data collection study employs both "big data" and mixed method approaches to understand female mobility decision-making, testing hypotheses through surveys and focus groups. Meanwhile, CIMO in Peru collaborates with the Ministry of Transport to implement gender-focused actions, including staff training, advocating for gender aspects in regulations, and conducting diagnostics on women's experiences in public transport at the national and regional levels. All three projects highlight the transformative power of utilizing data to drive gender-inclusive policies and actions in the urban mobility landscape.

Women Mobilize Women

Federal Ministry for Economic Cooperation and Development

giz Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

tumi