



Summary

Women and Road Safety: Are We on Track to Meet SDG Target 3.6?

International Women's Day Corporate Partnership Board Event

8 and 9 March 2022



March on Gender

RAISING THE BAR: BETTER
POLICIES FOR GENDER **EQUALITY**



Background

With over 1.3 million people killed on the world's roads every year, improving road safety in its 63 member countries and beyond is a priority for the [International Transport Forum](#), and several members of the ITF's [Corporate Partnership Board](#) are fully committed to supporting global road safety.

Road safety is a target of the United Nations Sustainable Development Goal 3. Even though SDG 3 focuses on ensuring healthy lives and promote well-being for all at all ages, the specific target of SDG 3.6 is to 'halve the number of global deaths and injuries from road traffic accidents'.

As we move forward in the 2020-2030 Decade of Action for Road Safety, what are we doing to halve the number of global deaths and injuries from road traffic road crashes? What needs to be done over the next eight years in order to reach that target?

Event objectives

Starting on March 8th, International Women's Day, through March 9th, this event fit into to the theme of the 2022 ITF Summit – Transport for Inclusive Societies, and the outputs of the discussions will act as inputs to the Ministerial Roundtable on 19th May "Meeting the road safety challenge: Halving the deaths and injuries by 2030". It will also aim to provide input to the UN High-Level Meeting on Road Safety in New York in June-July 2022.

This event took place as part of the OECD's March on Gender Programme, a series of events through the month of March focusing on gender aspects of different policy discussions.



Event summary

The event was divided into two different sessions. A first 60-minute session reviewed the current state of play of road safety at a global and regional level. It tried to answer the question 'How are the needs of women being taken into account in the formulation of road safety policies?'. A second 60-minute session covered some product development issues with regards to crash test dummies and biometrics.

The panel dynamic was similar in both sessions – there were two rounds of interventions for each speaker, moderated by ITF staff. The first session had five speakers and was moderated by Sharon Masterson, Manager of the Corporate Partnership Board. The second session had three speakers and was moderated by Véronique Feypell, Policy Analyst and Road Safety Specialist. The second session took questions from the audience.

Please refer to the ITF's Youtube channel in order to watch the replay:

- [Session 1 How are the needs of women being taken into account in the formulation of road safety policies?](#)
- [Session 2 Deep Dive on Product Development: Crash Test Dummies and Biometrics](#)



Summary of Session 1: Tuesday 8 March

After some opening remarks from **ITF's Secretary-General**, Young Tae Kim, **Israeli Minister of Transport and Road Safety**, Merav Michaeli, gave a keynote. Minister Michaeli underlined the importance of mainstreaming gender, which is considered a priority in the Ministry she leads, and welcomed the ITF's initiative to use gender-lens to address the issue of road safety on International Women's Day.

The first round of interventions focused on understanding the role of the speakers' organisations in road safety and, in particular, how they were taking a gender approach to reduce fatalities.

Nneka Henry, Head of **United Nations Road Safety Fund (UNRSF)**, a UN Multi-Partner Trust Fund whose vision is to build a world where roads are safe for every road user around the globe, explained their five main areas of work. These are: road safety management; vehicle safety; road user behaviour –with a focus on speed–; reclaiming streets for pedestrians and cyclist; and provision of post-crash care.

Maolin Macatangay, Communications Manager and **Youth for Road Safety (YOURS)**, stated that the mission of her organisation is to bridge the gap between policymakers and youth worldwide. YOURS provides young people with the resources, opportunities and partnerships they need in order to contribute to the implementation of road safety policies in their countries and regions. It also raises awareness of young people's experiences as transport users.

Sirma Boshnakova, CEO of insurance-provider **Allianz Partners**, highlighted that road safety is a common mission that cannot be solved by one stakeholder. As two examples of how Allianz Partners is delivering road safety solutions to micromobility users, Sirma mentioned helmet provision and the need to launch road safety education programmes for micromobility drivers. She stated the importance to work with local authorities on road infrastructure investments to prevent road crashes. Finally, she mentioned the work that Allianz is currently undertaking on crash tests.

Lotte Brondum, Executive Director at the **Global Alliance of NGOs for Road Safety**, explained that her organisation's mission is to bring together, mobilise and empower NGOs present in 99 countries to work on a common agenda for road safety. Peer-to-peer learning, advocacy trainings and capacity building are among their main workstreams.



Lotte showed that addressing gender equality in road safety also requires thinking about the intersectionality of gender with other issues, such as poverty, with an example from a professional experience in Viet Nam. To prevent deaths and serious injuries among motorbike riders her organisation gave helmets to the local population. If they gave a helmet, it was worn by the driver, who was almost always a man. If they gave two helmets to the same household, the second helmet was not worn by the mother of the family, but by the oldest male child, who was assumed to be the one who would take care of the family in the event of the father's absence.

Kate Barnes, Head of Public Policy, Safety and Inclusion at **TIER Mobility**, explained that since its inception TIER has acknowledged that urban mobility is not gender neutral and has been committed to changing this reality. For that purpose, TIER has partnered with Safe & The City and has lead MaaS integration. Kate mentioned that TIER is also exploring the real drivers of safety and the role that regulation and infrastructure could play in meeting women's safety needs.



Key policy messages

The following are the key policy messages emanating from the discussions of the first session:

Ensure all groups of society are represented in decision making processes

It is important to have meaningful participation of all groups of society, including women and girls in the design, planning and implementation stages of sustainable mobility policies. This includes professionals working on the ground.

Mainstream gender in road safety policies

Attention should be paid to ensuring SDG 5 is reached in every step of road safety policy, implementation and strategies. Not only women and girls, but also men and boys, should be included in mainstreaming discussions.

Mainstream road safety as a development priority in emerging and developing economies

To this end, successful case studies should be highlighted to be able to fund road safety policies.

Identify and bridge gender data gaps

We need to harness good quality, gender-disaggregated data to help identify and quantify different effects that road safety issues have on diverse groups.



Summary of Session 2: Wednesday 9 March

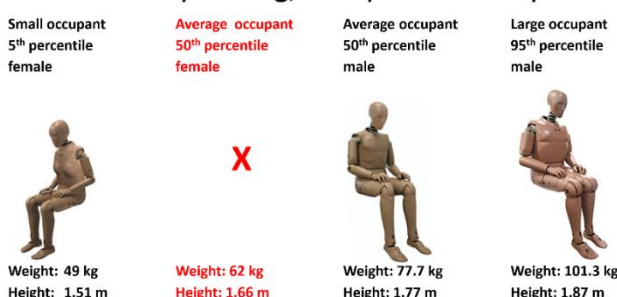
ITF's Secretary-General, Young Tae Kim, gave some opening remarks. This session also featured a keynote from Trudy Harrison, **Parliamentary Under Secretary of State, Department for Transport (DfT), United Kingdom**, who mentioned the relevance of road safety for the UK DfT.

The first round of interventions served to connect with the overall discussion in the previous day and to get into the subject matter of the session.

Radoslaw Czapski, Programme Manager for the **Global Road Safety Facility (GRSF) at the World Bank**, explained that gender equality is a priority of his organisation and that this is reflected in their road safety operations and their support to regional road safety observatories. Examples of these are [GRSF's reports](#) and collecting crash and road safety data. Radoslaw mentioned that gender disaggregated data on crashes is not always available in the 160 countries where GRSF operates. This poses a challenge as to assist countries in the formulation of targeted policies to tackle gender inequality in road safety, and have therefore highlighted the need for this in the [toolkit for conducting road safety data reviews](#) GRSF has recently published in collaboration with the ITF. Developing women-specific needs on the formulation road safety.

Astrid Linder, Professor of Traffic Safety at the **Swedish National Road and Transport Research Institute**, shared her experience regarding gender-blind road safety policies. Astrid focused her intervention on analysing the gender differences in road safety assessments, and in particular gender representation in crash-test dummies at the European level¹. She showed that European regulatory safety assessments tests requires an average male dummy to test seatbelts, frontal crashes and side impacts, but that none of these tests mandate the use of a female dummy. As can be seen in the image on the right, the biggest problem is that there is not even a female crash test dummy with the 50th percentile characteristics, although progress has been made with digital tests.

Current safety testing, occupant diversity



Source of pictures: www.humaneticsatd.com, crash-test-dummies/frontal impact/Hill

vti

¹ To learn more about her research, please refer to [this website](#).



Carolyn Roberts, Safety Researcher at **Arrival**, started her intervention by highlighting [a study](#) proving that both male and female safety standards have improved over time, although not at the same pace. Historically, data collection has been centred around the average male, and thresholds for injury are all based in the male anatomy. Carolyn argued that there is still a need to collect female fundamental data to ensure that both crash tests dummies and computer models are accurate to female responses.



Key policy messages

While much has been done in past decades on safety development in vehicles, political will is needed to change existing regulations and habits that are leaving women behind

Current passive safety development in vehicles has been a major breakthrough in the past decades and improvements in vehicle safety cannot be overlooked, since they have led to a reduction in crash fatalities in all groups of society, yet the barriers to changing existing regulations that are leaving women behind are purely political, and therefore ensuring that these are overcome require political will.

Policymakers are encouraged to engage with key stakeholders to ensure that gender equality is mainstreamed

The private sector also has an important role to play. Policymakers are encouraged to engage with key stakeholders to ensure that gender equality is mainstreamed, that women are engaged as employees in the transport sector.

Fund research on female fundamental data on injuries and fatalities from road crashes

It is not enough to just acknowledge the gap and the fact that the gap needs to be bridged. Funding is needed in order to do so and to ensure that all road safety data collection systems are gender disaggregated in order to enable gender-specific implementations.

Data collected from different sources should be collated to optimise the overview

One of the difficulties researchers have in getting a complete picture of road crashes is that the data is collected by several institutions (e.g. when a crash does not result in death, the police do not collect data on it; instead, hospitals do) or not collected at all (for instance, pedestrian experiences when infrastructure is poorly developed). This means that sometimes disabilities resulting from road crashes are not counted in national statistics.



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