

The summary of key findings is based on responses to the survey from 26 ITF member countries: Argentina, Australia, Belgium, Canada, Chile, China, Colombia, Croatia, the Czech Republic, France, Ireland, Japan, Latvia, Lithuania, Mexico, Mongolia, the Netherlands, New Zealand, Portugal, Republic of Moldova, Romania, Russian Federation, Spain, Sweden, Turkey and the United Kingdom.

- **Policy frameworks for integrating a gender perspective in transport**

According to the questionnaire, at least 40% of the ITF member countries have a national strategy or action plan or national legislation on gender equality that provides frameworks for promoting equal rights for men and women while strengthening economic and social empowerment for women and preventing violence against women and girls (VAWG).

Sectoral ministries or agencies implement these frameworks, including the authorities responsible for transport policies. Transport ministries in at least 30% of the ITF member countries contribute to implementing national gender strategies with measures and plans to promote gender equality in transport. Practices include gender-based analysis, impact and risk assessments, gender-responsive budgeting initiatives, collection of gender disaggregated data, and awareness-raising initiatives. Transport ministries often coordinate with other government departments and create special directorates to promote gender equality. Box 1 includes examples of integrating gender perspectives into transport policies.

Women's participation in the transport workforce remains the most common challenge; the transport sector is male-dominated, especially within modes such as aviation and maritime, or road transport, where ensuring women have high-level positions can be complex. Countries' initiatives to integrate gender aspects into transport policy include the following areas: access and accessibility in transport, climate change, sustainable mobility, combating VAWG, and gender equity (including indigenous communities and vulnerable groups). Countries also take initiatives to promote women's participation in transport-related education and training, enhance women's leadership, and use of gender-sensitive and inclusive language.

Some countries do not consider gender aspects in transport policy making, noting that transport policy in their countries is mainly organised around transport modes (i.e. public transport, road, railways, aviation, maritime sector) rather than special groups. For other countries, gender is not considered a priority in transport policy making.

Gender equality is also a part of the sustainable transport development plans in at least 25% of ITF member countries.

- **Gender disaggregated data and indicators**

At least 30% of ITF member countries collect transport gender-disaggregated data, while another 15% collect gender indicators specific to transport. Examples of transport and gender data and indicators collected are mostly labour, public transport, education (training), safety, and modal share. Box 2 presents examples of gender indicators.

Gender indicators are more often perceived as related to transport regarding road safety and modal share topics. Gender indicators concerning the participation of women in transport-related education and the transport workforce help to better understand the gender balance of the transport workforce. Several countries are interested in a better understanding of the interface between women's economic empowerment and access to transport, be it through the participation of women in the transport workforce or household expenditures on transport.

National statistics offices are the most important gender-disaggregated data collection actor, followed by ministries responsible for transport. Most countries consider that transport ministries and statistical offices should take the lead if transport gender-disaggregated data collection needs to be improved.

- **Remaining challenges and the way forward**

In terms of the challenges of integrating gender aspects into transport policy making, the collection of reliable data remains a significant barrier to overcome. Guidelines for gender mainstreaming in transport are limited. There is still insufficient information to guide policy makers in collecting gender-disaggregated and gender-sensitive data in the transport sector. Lack of human resources and budget restrictions are often obstacles to collecting gender-disaggregated data.

A related challenge is the lack of action plans on integrating gender aspects into transport policies. Impact assessments are also a challenge, mainly when introducing the assessments to all levels of projects related to transport, likewise encouraging research on gender in transport. Critical issues to address in transport policies include the following aspects:

- Increase women's participation in the transport workforce.
- Promote actions to stop violence against women and girls.
- Strengthen the availability of a gender-sensitive budget in investment projects.
- Address gender inequalities resulting from the fact that transport has been traditionally a male-dominated sector.

Women's low participation in decision making and policy making needs to be tackled to develop more inclusive and sustainable transport policies.

Addressing the gender gap in transport would result in women and girls being the primary beneficiaries of greater gender equality in the sector by enhancing their access to human capital, desired jobs, or services. In addition, societies as a whole would benefit from a more gender-responsive transport, including economies (in terms of GDP growth), businesses (transport service providers) and the environment (transport decarbonisation, biodiversity protection and air pollution reduction).