



Achieving Gender Equity *in* Urban Mobility: Why a Reform *is* Imperative

An Analysis of Gender Issues in Transport in Africa with Case Studies from Abuja, Cape Town, Cairo and Pune, India, and Policy Recommendations



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Proceedings of
**3RD AFRICA SUSTAINABLE
URBAN MOBILITY COURSE**
Special Gender Edition to Mark the International Women's Day 2021

**Theme: Achieving
Gender Equity in
Urban Mobility:
Why a Reform is
Imperative**



9th & 10th
March, 2021,



10am to 4pm daily

#SumCourseAbuja #ChooseToChallenge #IWD2021

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- b. **Keynote speakers,** Her Excellency, Dame Pauline K. Tallen OFR, KSG, Honourable Minister of Women Affairs and Social Development for her presence and notable speeches,
- c. **Speakers of the 2020 course:** Nour El Deeb (ITDP Egypt), Dr. Felica Nwanosike (NITT, Zaria Nigeria), Engr. Joyce Daser Adams (Auto Ladies Coy, Nigeria), Marcela Gurrerou Cassas (Open Street Cape Twon South Africa), Dr. Pranjali Despande (World Bank Consultant, India), Ndeye Awa Sarr (LASERS Int'l Senegal), Glory Oche (Ochenuel Int'l School, Nigeria), Engr. Emmanuel John (Ochenuel Mobility, Nigeria)
- d. **Andrew Benjamin and Ochoyoda Ada Olotu**

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BACKGROUND TO THE COURSE

The Africa Sustainable Urban Mobility Course is an initiative of Ochenuel Mobility in collaboration with UN Habitat, Transforming Urban Mobility Initiative (TUMI), Institute of Transport and Development Policy (ITDP), Transportation Growth Initiative and National Open University of Nigeria. The Course started in 2019 with a physical maiden edition in Abuja having 35 transport experts from 6 African Countries, and have undergone changes owing to the new normal occasioned by the COVID19, hence we hosted 2-day free short courses on topical urban mobility issues virtually. These sets of virtual editions culminates into the comprehensive physical event in November each year.

This first virtual edition for 2021 focused on addressing women issues in urban transport with particular emphasis on cities of Africa. It was designed with the theme Achieving Gender Equity in Urban Mobility: Why a Reform is Imperative to mark the International Women's Day held on 8th March annually. The Course examined issues such as sexual and other violence in public transport, women employments in the transport sector, how provided infrastructure, vehicle designs and other systems accommodate the needs of women knowing that the male and female folks have different patterns of travel, etc.

Worthy of note is that, whereas gender issues in transportation has become public discuss and are gradually taking center stage in many climes, and there are awareness on the issues by the female folk who are leading advocacies together with civil society groups in their climes, the opposite seem to be the case in many countries of Africa, where even the women for which course this advocacy is being instituted are not sufficiently aware of this gaps and see some of these issues as normal to everyday life. This provides a key

purpose for this short Course.

Also, the theme for the 2021 International women's Day was Women in Leadership: Achieving an Equal Future in a COVID-19 World and with the hash tag #ChooseToChallenge. We consider it that there is no better time to challenge the statuesque in the current practices and developments of urban transportation than now, with a view to generating the required awareness that will enable champions and women leaders take up the advocacy for gender equity in transport systems development in Africa.

Objectives

The course had the following objectives, to:

- a. increase the knowledge and expertise of decision makers, engineers, planners, operators, women groups and other stakeholders in the urban mobility development and user value chain,
- b. put critical issues affecting women in the urban mobility system into public discuss, and elicit appropriate response by appropriate authorities which have roles to play in this matter
- c. present reports of studies from cities of Africa and x-ray case studies relevant to main streaming gender equity in the urban mobility systems, and
- d. set out new advocacy platform for main streaming gender in urban mobility towards a comprehensive reform.

Participation

The 3rd Africa Sustainable Urban Mobility Course had 102 experts from 19 countries of predominantly Africa, but also from Asia, Europe and the Americas. These includes, transport and mobility experts and women

groups, including decision makers, advocates, engineers/planners, and user groups. There were robust technical and operational presentations, exclusive case studies, dialogue sessions with positive feedbacks from participants who were of diverse background.

Opening Session

The Course Coordinator, Engr. Emmanuel John opened up the session with a short presentation on the purpose of the courses, brief on previous editions and what these have achieved, and what to expect in the 3rd edition, which coincide with the International Women's Day 2021. This was followed by a remark from the Executive Secretary of Transportation Growth Initiative, Nigeria, Dr. Adeyemi Omidiji who charged participants and presenters alike to learn and bare their minds and set out new advocacy to change mobility to a more inclusive, gender sensitive system for the good of all citizens.

The Nigeria's Minister of Women Affairs and Social Development, Dame Pauline K. Tallen, OFR, KSG, represented by Mrs. Udemé Abia gave the keynote speech. A full text of the speech is below.

On day two of the event, a Deputy Director in the Department of Road Transport and Mass Transit Administration in the Federal Ministry of Transportation Nigeria, Mrs. Akoji Perpetual also gave a remark where she expressed the happiness of the Ministry towards the course and the particular focus of the 3rd edition. She noted that the Ministry will support outcomes of the course and willing to collaborate on the very important issues being addressed in the Africa Sustainable urban Mobility Course sessions.

KEYNOTE

Keynote Address by the Honourable Minister, Federal Ministry of Women Affairs Her Excellency, **Dame Paulen K. Tallen, Ofr, Ksg** at the Occasion of Special Edition of the 3rd Africa Sustainable Urban Mobility Course in Commemoration of the 2021 International Women's Day Held Virtual (zoom) from Tuesday 9th March 2021 To Wednesday 10th March, 2021.



H.E Dame Pauline K. Tallen OFR, KSG
Hon. Minister, Women Affairs, Nigeria

Protocol,

I am so delighted to be part of this Special Edition of the 3rd African Sustainable Urban Mobility Course being organized by Ochenuel Mobility, Transportation Growth Initiative and their partners with the theme: “Achieving Gender Equality in Urban Mobility: Why a reform is imperative”.

2. The Ministry is indeed encouraged by this course and particularly impressed with its timeliness as it is organized during the period when we are commemorating the 2021 International Women's Day celebration. The theme of the 2021 International Women's Day is “Women in Leadership: Achieving an Equal Future in a COVID-19 World. The choice of

this theme is in the context of building on and sustaining the gains so far made in the empowerment of women and girls.

3. The Federal Ministry of Women Affairs has the unique responsibility of addressing the issues and concerns of women, children and the vulnerable which make up 70% of Nigerian's population. Despite this numerical strength, issues of women have always been relegated to the background.

4. In general, women engage in more non work travel such as running household errands and are more likely to travel with children and older persons. They travel shorter distances and within a more restricted geographical area. They make more (multi-stop) trips and rely more on public transport.

5. Women travel at lower speeds and spend a higher percentage of their income on transport than men. There are exceptions however. Women represent the largest percentage of public transport users around the world and yet they face many barriers that limit their mobility. 80% of women are afraid of being harassed in public space.

6. When speaking about women in transport, gender differences are related to four issues:

(i) The issue of Security. Women face harassment in much bigger numbers than men. This can take place on public transportation or in a public space. It is estimated that 80% of women around the world have experienced harassment. It is about culture and the fact that attention has not been given to this issue.

(ii) The second issue is about design and accessibility of the infrastructure. Some women find it difficult to run and catch buses for instance because they are either carrying heavy load, helping with the elderly or wearing long

skirts or wrappers; and running can lead to injury or even death.

(iii) Another issue is the design of the system, considering the fact that the travel pattern of men and women is not the same, designing bus routes should take such peculiarities into account. Imagine having to struggle with hours of commuting (Nyanya-Maraba axis) everyday and then arriving home to take care of the family.

(iv) Women pay more on transportation services. Women around the globe travel on public transportation more than men. For example, mothers with kids spend twice than men while taking their kids to and from school, plus the short distance chores that women do to the pharmacy or market etc.

7. Other road challenges are:

- (i) Poor road infrastructure or poor state of the roads.
- (ii) Poorly maintained roads.
- (iii) Road congestion due to rapid urbanization and over population
- (iv) Accidents.

(v) Poor state or inadequacy of other means of transport especially railway transport.

(v) Environmental pollution.

8. Having identified these challenges, the following are the way forward:

(i) The need to engender transportation as it has a direct impact on the economy, for example, if women do not have the chance to move in a way that is affordable and safe, they will not be able to access services and opportunities that may be available in a certain location.

(ii) Transportation should be designed in such a way that everyone benefits from it. It has to take into consideration the differences among the users.

(iii) Technology is showing real opportunities to engender transportation, to fine tune projects and deliver results that cover a wider range of needs.

9. There is need for a well-planned package of reforms that would improve travel options and reduce automobile dependency and this can substantially increase social equity.

10. Finally, I like to commend the efforts and initiative of the organizers for organizing this all important course. I wish you all a fruitful deliberation.

11. Thank you for your listening attention

SPEAKERS AND PRESENTATIONS

A total of 11 technocrats, lead persons for sustainable transport projects with particular focus on women and other vulnerable residents and women groups were invited as speakers, two were unable to make it due to last minute unforeseen matters. Nine(9) technical and operational presentations were made by the speakers, these includes exclusive case studies based on research on gender matters and practices from the cities of Abuja, Cairo, and Cape Town in Africa and Pune in India as well as other general issues regarding women in transport. A quick summary of the presentations are as follows:

DAYONE – 9TH MARCH, 2021

MAIN TRAINING SESSION 1: THE WOMAN AND PRINCIPLES OF UNIVERSAL ACCESS

Paper 1



Report of Study on Mainstreaming Gender in Urban Mobility in Abuja 1: The Gender Bias of Transport Infrastructure and Systems in Africa by ***Engr. Emmanuel John, Coordinator,***

Africa Sustainable Urban Mobility Course & Glory Oche Emmanuel, Director Ochenuel International School, Abuja. The paper presents the first of the two part report on “Mainstreaming Gender in Urban Mobility in Abuja” this first part focused on “The Gender Bias of Transport Infrastructure and Systems in Africa”. It showed that the travel needs of women and men are not totally the same, this is based on a variety of factors amongst which are the fact that women and men do not usually play the same role depending on the composition of the household, women links multiple trips than men and carries more stuff than men, women and men don't dress the same way to commute, women are under-represented in decision making positions, Planning, design and operations of transport systems. Specifically for instance, the report showed that:

- a. 84% of those carrying at least 2 bags are women, as against 16% men, and 62% of those carrying at least a bag are women as against 38% men
- b. Of the 119 commuters found carrying children, 95% are women as against 5% men
- c. The pedestrian bridges in Abuja are about 260m away from the actual crossing point, have as long as 140m crossing lent and steep staircases of a two story building
- d. As a result of the contradictions above, 90% of women crossing the road in area 3 run on foot across the 10 lane, maximum speed car traffic, including some directly under the bridge. A questionnaire administered to these women indicates varying reasons.
- e. In identifying mode split for women, 29% currently uses personal car to commute, asked if the women had choice, the number jumped to 79%, but when asked if there is better provision of

sustainable systems, the number dropped back to 29%

- f. On the contrary, percentage mode split for bus is currently 39%, by wish based on current scenarios, it would be 14, but with provision of sustainable systems, it would jump up to 55%

The paper therefore assert that policies, system designs and practices that does not take into full cognizance the gender differences will not reach its full potentials. That the current under representation of women in the urban mobility development value chain needs to be addressed, while the principles of universal access must take center stage if the gender biases in the mobility system of Abuja will be address. It made other far reaching recommendations such as the need for development of a stand-alone, all inclusive urban mobility policy with clear gender considerations, review of road design manuals, and implementation of the 12 global road safety goals and particularly targets 3 and 4.

Paper 2



Women's Access to Public Transport: Holistically Addressing Safety of Women During an Entire Trip Length by *Nour*

ELDeeb, Country Manager, Institute for Transport and Development Policy (ITDP), Egypt. The paper examined the safety, security and general accessibility issues for women on an entire trip in the city of Cairo, Egypt. It focused on public transport and walking especially en route public transport terminals. It described the current public transport situation in terms of gender; from the Cairo metro, to the city buses, mini buses and vans, and the proposed BRT systems. It also described the condition of walking facilities. It then presented the outcome of questionnaires administered on women and women groups on the accessibility and safety issues, and came up with far reaching recommendations. Some of the results from the study indicates the following:

- a. 25% of public transport passengers are women, even as only 1 out of five women are licensed to drive
- b. Many men's trips are work-related compared to more varied trips for women
- c. Whereas women experience sexual harassments throughout the different stages of their trip, the highest harassment is during the ride in the vehicle (57%)
- d. Although women feel insecure throughout the different stages of their trip, the highest feeling of insecurity is in the CTA Bus (high capacity) at 38%
- e. Respondents highest mode share is the shared taxi at 54%, and UBER/CAREE is next at 27%, private car is 5% and the rest modes including all category of buses is 13%
- f. At least 71% of women suggest separating women from men in the public vehicles will address their concerns

The paper ended with a variety of recommendations which implementation will substantially address the gender gaps in the mobility system of the city of Cairo, it also provides sufficient fulcrum for ensuring that gender issues are factored into the planned

BRT project which construction is hoped to commence soon in the city.

Paper 3

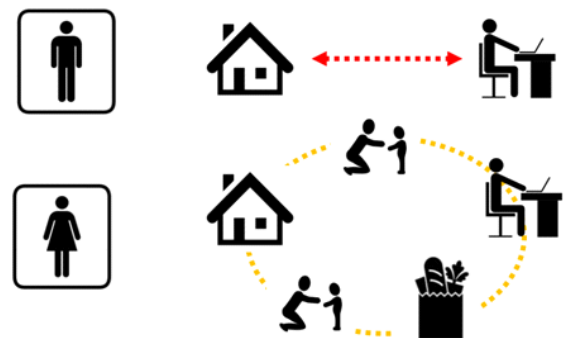


Road Design Manuals and Standards: Gender Safety & Security in Street, Terminals and Other Transport Facility Design? by *Pranjali Deshpande, World Bank Consultant & Domestic Expert, and Researcher, Pune, India*

The paper examined the urban street design concerns with today's transport and with a view to enabling better mobility infrastructure for gender equity in the city of Pune, India. It emphasized that the current gender challenges is “Because the focus is on counting vehicles and not people”. This proves the fact that cities gets what they design for; when we should design to move people, we've been designing to move cars, hence people are at risk especially the vulnerable residents like women and children.

The paper also emphasized that whereas the travel pattern of men and women are not the same, mobility infrastructure have not sufficient address these differences, however, a number of measures are being taken to address the gaps in recent years, which could serve as examples to learn from. It therefore noted the

following and made appropriate recommendations to change the current narrative in developing countries:



- a. Mode split for women in India is 34% public transport as against 25% men
- b. Women noted overcrowding at public transport systems on the one side and poor lighting on street as major reasons for the unsafe feeling during a trip.
- c. In addressing this, street design basic principles needs to be adhered to, with sufficient spaces to avoid contacts, and adequate lighting of the streets
- d. The need to remove all on street obstacles, make them continuous, ensure safe crossing such as raised (speed table) zebra crossing, and use of bollards to prevent encroachments. Also the need to develop dense pedestrian network; avoid 'cul-di-sacs/ dead ends'
- e. It emphasized the need to promote mixed land-use that will help security at all times of the day, make cycle infrastructure safe for women: Wide & Continuous cycle tracks with adequate intersection treatments
- f. Make streets vibrant through appropriate furniture, rest areas, on street seating areas, open shops, playgrounds, etc. These, she noted, will enable more eyes on the streets which means safer streets.
- g. Improve public transport: wide doors, Wide gangways Women friendly interior such as low height supports, Low floor, real time information to reduce waiting time ITC friendly elements at terminals e.g: baby feeding booths, diaper changing area, etc.

- h. Level boarding to improve accessibility: low floor buses BRT rationalize routes to manage the system with optimum fleet and improve frequency
- i. Make terminals and other infrastructure women friendly; improve permeability, shade and shelter. Conduct safety audit of public transport infrastructure, and implement recommendations
- j. Employ women in mobility sector; women drivers conductors, wardens etc Conduct mobility safety audits
- k. Reserved seat in buses for women in special conditions; pregnant/sick women, entry from front door for women, free transit for women where possible, special discount passes and campaigns for perpetrators of harassments to be punished while creating awareness for victims and bystanders to help.

Paper 4



The Project Planning, Design and Implementation Team, are Women Adequately Represented? Engr. Emmanuel John, Coordinator, Africa Sustainable Urban Mobility Course. The paper discusses the need for general gender considerations for all transport system development from the planning and design stage to the implementation stage. It emphasizes the need to ascertain the adequate participation of women, not only because of the need for gender balance or the need for women to test the usability of the systems during the development process, but also because transport systems need to be contextually seen and planned from the perspective of all users.

The paper attempted to describe the fact that transport as a male dominated profession has had its infrastructure and systems designed by the male folk, and in our climes, with the assumptions that we are all equal and perhaps with the same travel pattern, this is obvious in the design of systems that are now laden with gender gaps leading to the current complexities. It therefore specifically outlined the following

- a. The need to contextually use “mobility” instead of transport to describe urban commute to enable focus on the needs, convenience and comfort of people rather than the demand side that de-emphasizes these ingredients.
- b. The need to adopt universal design principles in the planning, design and implementation of infrastructure and systems for the benefit of all genders
- c. The need to reconstitute the planning, design and implementation teams of all transport projects to ensure adequate representation of women and persons with disability
- d. Where women and persons with disability have no adequate expertise to be represented in the various segments of the transport development value chain, there is the need to put all plans and design to public scrutiny, let the civil society criticize it.
- e. A strategic effort should be geared towards enhancing expertise of women in the transport field through education and skills development

DAY TWO – 10TH MARCH, 2021
MAIN TRAINING SESSION 2: THE SAFETY OF WOMEN, GIRLS AND OTHER VULNERABLE GROUPS ON TRANSIT AND IN THE TRANSPORT BUSINESS

Paper 5

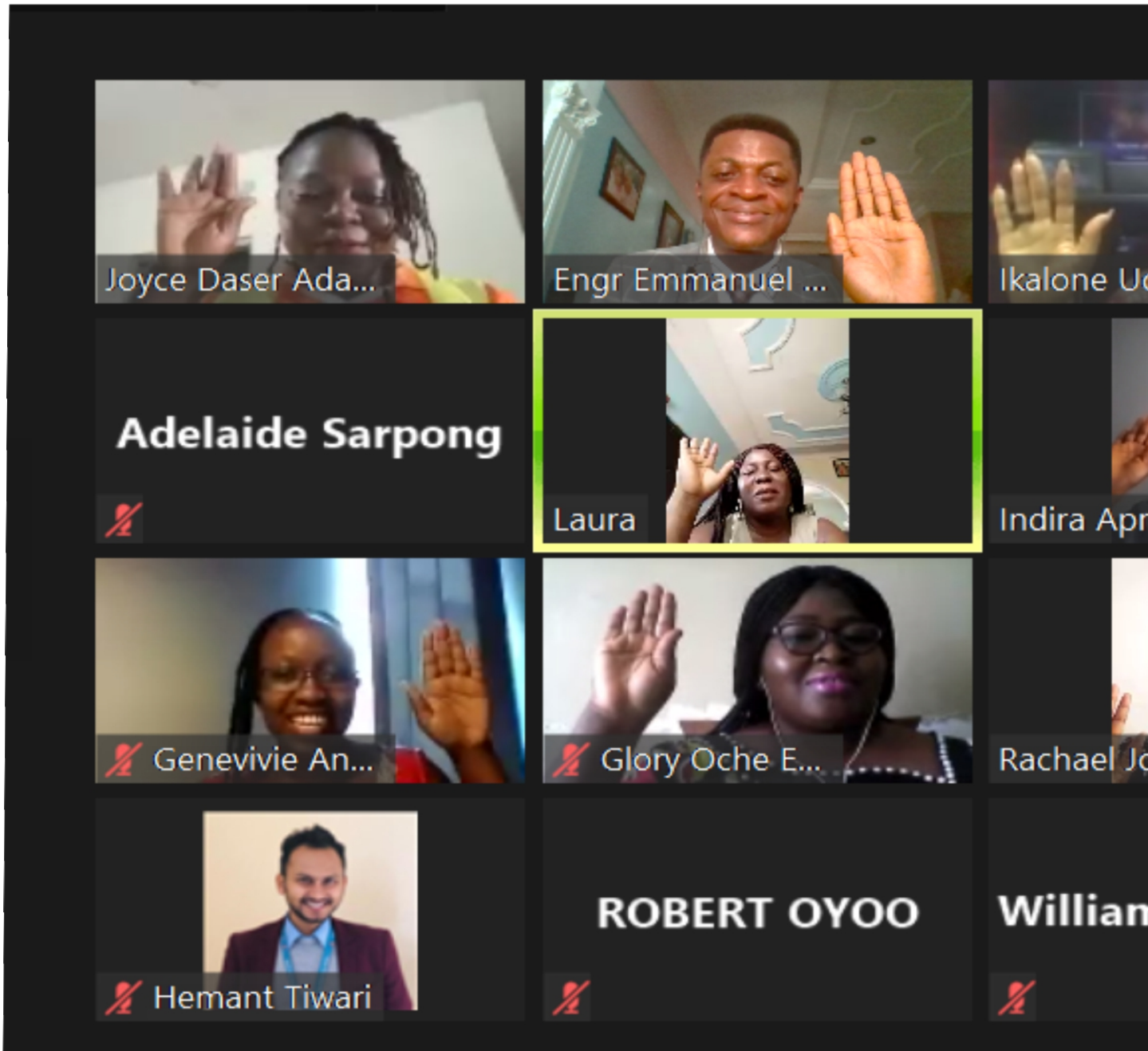


Report of Study on Mainstreaming Gender in Urban Mobility in Abuja 2: Sexual Violence in Transit by *Engr. Emmanuel John, Coordinator, Africa Sustainable Urban Mobility Course & Glory Oche Emmanuel, Director Ochenuel International School, Abuja*. The paper presents the second of the two part report on the “Mainstreaming Gender in Urban Mobility in Abuja” the first part focused on “The Gender Bias of Transport Infrastructure and Systems in Africa”. This second part presents the report of survey about sexual harassment on public bus on transit along Abuja Masaka route in the Federal Capital City of Nigeria.

The paper drew on conclusion that today's public transport and shared taxi system is socially unjust and the provisions of transport systems is un-inclusive thereby exposing

women to inconvenient and unsafe travel conditions. That there are no deliberate policies, regulations and practices to cater for the plight of women in transport in the capital city or elsewhere in Nigerian cities. That sexual harassments and other gender based violence is significant in the mobility system but with limited awareness by the public. That due to a culture of victim-blaming and shaming, victims of sexual violence rarely speak up or seek help, this is more so that there is a worrisome inadequacy of platforms that victims could run to for immediate attention. And that the absence/inadequacy of empirical data, especially those relating to gender may have contributed significantly to the current nature of transportation characterised by inefficiency and gender bias. Some of the highlights includes:

- a. That on sexual violence alone, one out of 3 women have been harassed sexually on transit along the Abuja city center to Masaka corridor
- b. Even though attempted rape/actual rape is only 1% and unsolicited touch/deliberate contact is 40% and unsolicited sexual comments directed at a person is 34%, yet the Statutory legal instrument “Violence against persons prohibition Act” seem to define sexual harassment as Actual Penetration of Virginal, anus and mouth of a person. This tend to limit the scope of the law in prosecuting offenders, hence there is need to examine the law and other legislations and publish details or where necessary reenact the law to cover the gaps
- c. About 34% of victims did nothing, another 24% alight from the bus by the next stop even though they have not reached their destination, the reasons for this are quite intriguing. This is particularly worrisome in the face of unclear legal system.
- d. Whereas 8% victims raise alarm reporting to the bus driver, rather than the driver or the passengers coming to the aid of the victim, 30% of the victims who raise alarm where mocked.
- e. The paper went further to presented the



ITDP

Women's access to Transport

Nour El Deeb, Country Manager
March 2021

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Africa Sustainable Urban Mobility Course, Hojup

Nour El Deeb

Engr Emmanuel John

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Engr Emmanuel ...

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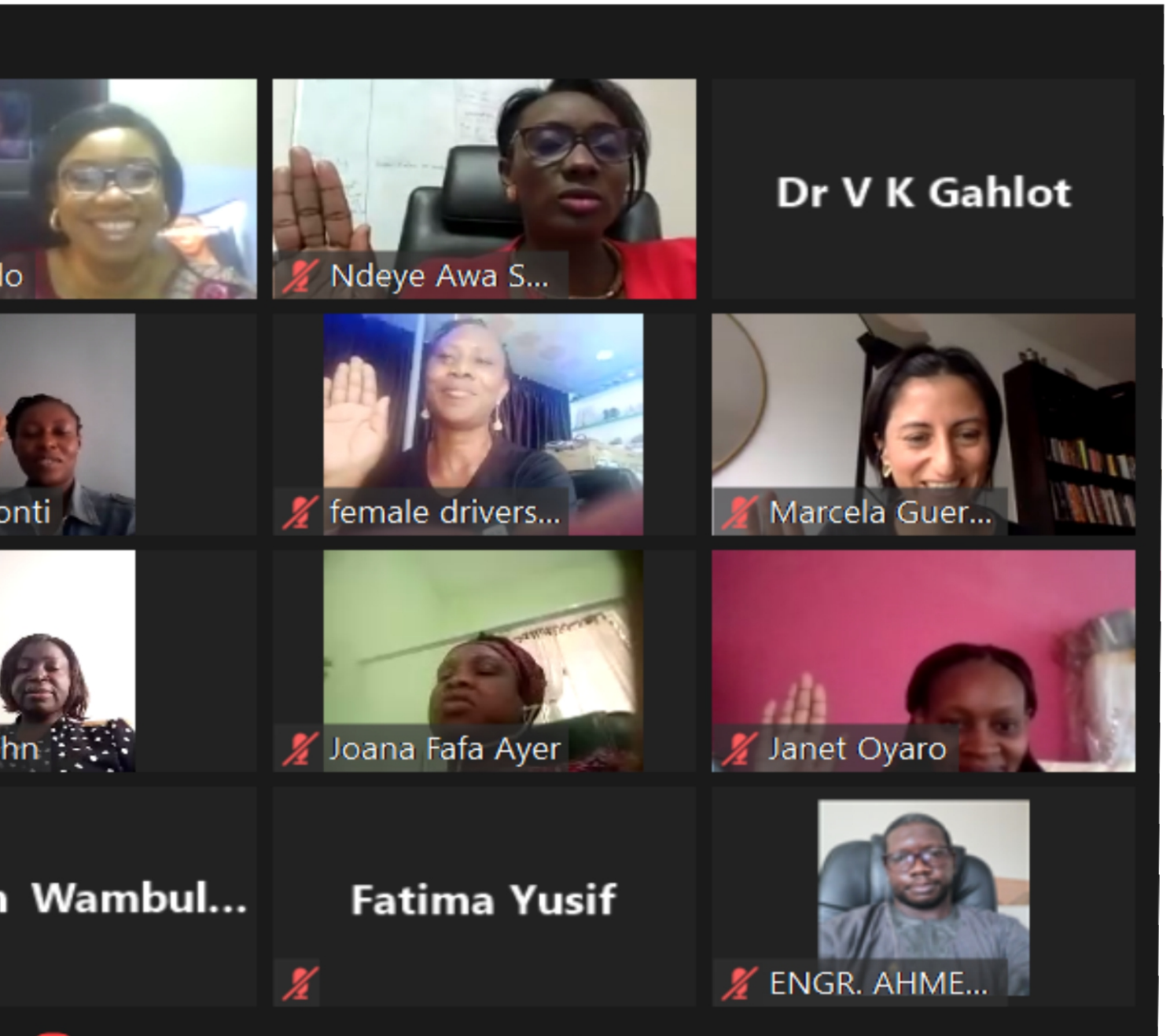
Marcela Guerrer...

Laura

Recording...

A short history of Open Streets

OF THE EVENT



Women and Transport

Better mobility infrastructure for better gender equity

Pranjali Deshpande

Domestic Expert, CITIS program by Smart Cities Mission, AFD & NJIA
World Bank Consultant
March 2021

ITDP Experience with harassment

Both men and women feel women are unfairly harassed

80% MALE
8% FEMALE

49% During the walk
56% While waiting
57% During the ride

Most women are harassed during all stages of the journey

Women accompany their children outside the home in order to protect them from harassment.

"Sometimes we women resort to the man organizing the bus stop, or the man selling tea to the drivers and passengers, and we ask them to help us find a place in the minibuses. Then some passengers start calling us names and mocking that we have a secret relationship with that man, and in fact we do not even know them."
- Focus group participant

- globally acceptable definition of sexual harassment and urge for adoption of same with update of relevant legislation
- f. It then presented a range of recommendations to addressing the problems and for effective prosecution of offenders.

Paper 6



Transport Employment for Women and the Auto Ladies COY Example: How to Survive the Competition and Get More Women Engaged in the Profession by *Engr. Joyce Daser Adama, Founder and CEO, Auto Ladies Synergy COY Ltd, Abuja Nigeria*. The paper began with series of questions to participants on the under representation of women in the transportation sector, the responses were obvious as men dominates transport company ownership, mechanics, traffic wardens, drivers, conductors, etc. It further showed the representation of women on global scale in the Maritime – 20%, Aviation – 40%, and Land transport – 14% subsectors respectively quoting Panteia, based on EUROSTAT's Labor Force Survey. This indicates the crucial need to up the game in the representation of Women in the transport sector.

As an entrepreneur and employer in the transport sector, Engr. Joyce emphasize the stiff challenges and high level competitions faced in the sector. She listed some of the challenges as:

- a. Discrimination and stereotyping, where some society belief that females are not suitable for the task demand in the transport profession.
- b. The stereotype makes many ladies reluctant to study and apply for jobs in the sector because she knows how the society perceive her gender in that industry, or the employer may refuse to employ her with the thought that she might not fit in into that male dominated industry
- c. Labor requirement and work condition demand of the transport industry seem to be gender biased; from flexibility of work times, to where and how a working mother handle her new baby and general maternity issues, laborious responsibilities and many others
- d. Lack of Cooperate Gender Policy in the transport work place
- e. Lack or inadequacy of technical skills by the female gender which limits their opportunities in the transportation workplace
- f. She made far reaching recommendations bordering on addressing the above stated challenges

Paper 7



The Open Streets Initiative as a Tool for Urban Transition, and Liberation of Women, Children

and Older Persons in Our Cities, *Marcela Guerrero Casas, Founder and pioneer Managing Director, Open Streets Cape Town, South Africa*. The paper began with a brief history of the open streets initiative, origin and purpose, it highlighted the network of open streets in the global south and the strategic efforts that has gone into promoting the initiatives across cities of Africa. This efforts include the opens streets exchange hosted by the Open Streets Cape Town, South Africa, from 22nd to 29th October, 2018 that drew participants from across Africa. The outcome of the exchange led to the birthing of a rage of open streets initiatives in different cities including, Abuja, Addis Ababa, Kampala, Nairobi and still counting. It further stated how open streets initiative is become a new form of activism through which mobility is changing, public places is advocated for and citizens are taking ownership of their city away for the car-centric developments that characterize African city's landscape. The paper concluded with the nature of transport during the covid19 pandemic which practically exemplifies the open streets initiative justifying why the open streets vision should prevail in cities.

Paper 8



Transport Education: How Sufficient is the Sustainability Content, and are Women Adequately Represented? *Dr. Felicia*

Nwanosike, Director, Transport School, Nigeria Institute of Transport Technology, Zaria. The presenter began with a bold words that says “The highest performing education systems are those that combine equity with quality”. This paper focuses on sustainable transport education and representation of women in the sector. It also looked at opportunities for success and advancement, and the barriers faced by women in terms of education and training, and the level of social support available to women who work in the transport sector. It gave a historical background of the development of transport from the 19th century and how the under representation of women is systemic and will take deliberate effort to restore inclusiveness. She emphasized the critical role of curriculum development in transport education, and how that the traditional focus of engineering curricula is now supplemented by “soft skills” that stress management concepts (e.g., working in multidisciplinary teams) and policy issues (e.g., moving beyond the needs of local society to cover global issues). She listed a number of factors responsible for under representation of women in transport education, among these are

- Poor working conditions render the transport sector especially unappealing to women, most notably in relation to working time, shift-working (24/7)
- the location of employment (e.g. on-board a vessel at sea, driving a truck long distances from home, or assignment to foreign airport under the multi-base crewing strategy of an international airline), when she yet has the responsibility for home making.
- The lack of attraction is reinforced by gender stereotypes – prejudices about what women can do and what men can do – that are perhaps most deeply embedded in male dominated sectors such as transport
- She went further to show practically the representation of women in the transport courses that the Nigerian Institute of Transport Technology runs. Of the 5 sessions of the different courses run by the institute between 2014 and 2019,

women participation are; Masters degrees 11%, Post Graduate Diploma 13.6%, Advance Diploma 13.2%, Diploma 3.2% and Certificate course 9% respectively.

- The presentation also showed the number of resources persons/lecturers at the Institute with women being only 20.5%
- She made strong recommendations for addressing this huge gaps

Paper 9



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mic Impact of Road Crashes on Women and Families: What Roles Can Women Groups and Civil Society play, *Ndeye Awa Sarr, LASER International and Secretary General of Global Alliance of NGOs on Road Safety, Dakar Senegal*. The paper began with an overview of global road safety emphasizing that whereas developed countries have 52% of global infrastructure, developing countries have 48% but the developed countries have 10% of road fatalities while developing nations

have 90% fatalities, an irony that tells a great deal about the state of affairs in Africa. Other key highlights includes:

- a. Three times more men than women die in road crashes globally, but women's and children's are more physically vulnerable (47 % of higher risk of serious injuries and a five times higher risk of whiplash injury; Intrinsic gender skeleton differences may be one reason for higher rates of injury in women: combined response of the spine (smaller vertebra), less musculature, and response of the head
- b. Men die on the roads mainly as car drivers and motorcycle riders, while women are killed mainly as pedestrians and car passengers. (due to men's driving behavior: involved in a road crash earlier in their driving career, drive at higher speed, more risky driving behavior and less regard for traffic laws)
- c. Unsecure transport facilities and infrastructure constrain women's lives limiting their access to education and social services (for ex, without safe and secure travel options, women simply can't take advantage of economic and social opportunities
- d. The author gave vivid examples of different initiatives that LASER International has embarked upon, from school zone facility treatments to women inclusion program on road safety education and persons with disability education, etc, which can serve as case studies for cities and countries to learn from.

SUMMARY OF OUTCOME

The 3rd Africa Sustainable Urban Mobility Course, special gender edition brought to the fore the obvious fact that the needs of women has not been adequately catered for in the provision of transport infrastructure and systems around cities of Africa. This is particularly in the face of the fact that transport infrastructure and systems that are safe, convenient and accessible for women are usually fit for all residents irrespective of age, gender, class and abilities.

In his speech, the keynote speaker noted that “women engage in more non work travel such as running household errands and are more likely to travel with children and older persons. They travel shorter distances and within a more restricted geographical area. They make more (multi-stop) trips and rely more on public transport”. She also noted further that “women find it difficult to run and catch buses for instance because they are either carrying heavy load, helping with the

elderly or children, or wearing clothing that running can lead to injury or even death. These are a few of very many travel differences with women.

Also in the words of Ndeye Awa Sarr, the Director of LASER International, she said, “unsecure transport facilities and infrastructure constrain women's lives, limiting their access to education and social services (for instance, without safe and secure travel options, women simply can't take advantage of economic and social opportunities. While affected by road safety, it comes together with health, poverty, environment, employment, and education issues for them and their children”. This means that the socio-economic impact of transport systems that are not gender sensitive is enormous on society, hence, transport policies, systems and practices that undermines these critical travel difference and consequences will not reach its full potential. It is for these reasons that the undermentioned conclusions are reached and the following recommendations are drawn.

CONCLUSION

We are particularly delighted with the diversity of participants in this edition of the course and therefore strongly believed that the outcome of this course and the policy recommendations contained therein shall reach diverse audiences and be duly implemented. We also hope that support for different levels of collaborations shall be expedited, as we, together, have boldly, #ChooseToChallenge, with a view to changing transport for the greater good. For instance. The assurances of the representatives of the Federal Ministry of Transportation and the Federal Ministry of Women affairs in Nigeria are carefully noted and we hope that gender mobility desks shall be established in these ministries to sustain the advocacy for gender equity, Such actions are expected and thus requested in similar ministries in different countries of Africa, where such does not currently exist. Participants also noted that:

- a. Urban mobility policies and or strategies that takes adequate cognizance of gender issues are limited across cities of Africa
- b. even though the travel pattern of men and women differs, as proven severally by the case studies and research reports, the provision of transport systems and services have not taken cognizance of this
- c. There seem to be a low awareness and understanding of the gender gaps among actors in the urban mobility development value chain, this may have accounted for the lack or limited attention to the issues
- d. Sexual and other violence are significant in the public transport system of Africa and there is a dare need to act fast
- e. There are no adequate platform for reporting sexual violence that can enable timely response to prevent or rescue victims in transit
- f. Even though there are NGOs and CSOs within transport and non-transport sectors, including women groups, advocating for gender equity and inclusion in the transport sector across Africa, their voices seem not strong enough to compel adequate action by decision makers
- g. Employment and businesses in the transport sector are male dominated, and currently, the competitions leaves no much space for women to occupy, except for a few courageous women who should be commended and encouraged
- h. The participation of women in transport education is greatly limited, for instance at the Nigeria Institute of Transport Technology in Nigeria, it is a paltry 13% at Maters degree, 15.6% at post graduate diploma, 3% at advance diploma, 0.6% at diploma and 1.8% at certificate levels respectively. While a comprehensive study is required in this area, this data may not be significantly different in other educational institutions in countries of Africa. This may have played a role in the under representation of women in transport employment
- i. Gender mobility desk offices does not exist in relevant departments and ministries of government to facilitate and galvanize gender issues both for public discuss and for actions
- j. Data on transportation and particularly gender in transport is greatly limited and may have contributed to the low level of

actions.

- k. Poor and no lighting of walkways, transport terminals/stops, and in vehicle illumination poses serious safety risk to women and may have significantly contributed to the current state of transport insecurity
- l. While we miss the presentation on vehicle design standards and regulations at the event, it is doubtful if existing regulations and policy documents on public transport vehicles, their design and installed facilities took adequate cognizance of the needs of women
- m. Three times more men than women die in road crashes globally, but women's and children's are more physically vulnerable (47 % of higher risk of serious injuries and a five times higher risk of whiplash injury; Intrinsic gender skeleton differences may be one reason for higher rates of injury in women: combined response of the spine (smaller vertebra), less musculature, and response of the head
- n. Men die on the roads mainly as car drivers and motorcycle riders, while women are killed mainly as pedestrians and car passengers. (due to men's driving behavior: involved in a road crash earlier in their driving career, drive at higher speed, more risky driving behavior and less regard for traffic laws)

POLICY RECOMMENDATIONS TOWARDS GENDER FRIENDLY URBAN MOBILITY REFORM

GENERAL POLICY RECOMMENDATIONS

- a. Participants call for general policy reforms across cities of Africa for adequate, clear and definitive representation of gender issues in existing and future urban mobility policies
- b. Women groups in cities of Africa should take the lead with mass awareness campaign for gender equity in urban mobility
- c. Women transport entrepreneurs, women leading transport projects and initiatives, and other women experts in the sector should take responsibility for mentoring up-coming ladies, especially at school level to generate their interest in transport education
- d. Researchers, advocates, academics and institutions responsible for urban transport should upscale research and publish relevant data that will enable understanding of the situation while enabling decision making by appropriate authority
- e. Departments/Ministries of women affairs, transport, urban development, etc, at national, regional/state and city levels should establish transport gender desk offices to facilitate gender issues and work with advocates to mean stream
- f. Government authorities should facilitate and or fund researches and advocacy initiatives to foster availability of data for development
- g. There should be priority seating for pregnant women, older persons and the sick in public transport as a matter of

policy

- h. A gender in transport strategic training and capacity development should be embarked upon specifically for all transport decision makers, planners, designers, engineers, implementers and managers of transport systems in any city. This expertise should be a key criteria for defining the human resource for transport development in a city.

POLICY RECOMMENDATIONS ON TRANSPORT INFRASTRUCTURE AND SYSTEMS

- a. Authorities responsible for road and other transport infrastructure should comply and fully implement the 12 global road safety targets, especially targets 3 and 4 respectively, which implementation provides road systems that meets the needs of all including women cyclists, pedestrians and persons with disability
- b. Road and other infrastructure design manuals/ standards should be reviewed to comply with principles of universal access, and to adequately address the needs of women and other vulnerable residents
- c. Gender groups and the disability community should asses all road and transport infrastructure designs before construction/installation and should test each facility upon completion to ascertain their usability prior to commissioning and public use
- d. While policies, standards and manuals are being developed, there is the urgent need to assess current infrastructure and make slight adjustments that can mean safer and more convenient mobility for women.

POLICY RECOMMENDATIONS ON SEXUAL AND OTHER VIOLENCE ON PUBLIC TRANSPORT

- a. Authorities should develop a gender in urban mobility guidelines drawn from the policy, the guidelines should, among other things, specify vehicle in transit safe practices, infrastructure and vehicle design minimum standards that are gender sensitive
- b. The necessity for automation of fare collection and implementation of other ITS solutions in all public transport systems is now and should be hence commenced.
- c. By policy, public transport vehicles should be adequately illuminated and made mandatory during dark hours, cameras installed in them with data accessible to security agencies when the need arise
- d. Current legal and regulatory frameworks for reporting, prompt attention and prosecution of gender violence in transport should be further assessed and where necessary, new laws and regulations enacted to address the challenge.
- e. A strong awareness campaign should be intensified by advocates, women groups and government women organizations to mainstream the gender bias of transport in cities of Africa

POLICY RECOMMENDATIONS ON WOMEN EMPLOYMENT IN THE TRANSPORT SECTOR

- a. A assessment of women employed in the transport development value chain in cities should be undertaken to understand the representation per sub-unit in the transport sector, thereby exposing the gaps
- b. To the extent of the availability of expertise, women should be involved in the entire transport development value chain. This should include a deliberate recruitment drive to bridge the gaps
- c. Deliberate policies needs to be introduce to encourage women participation in transport business, while the few women currently involved should be commended and supported at all level.
- d. Transport work place policies that address the needs of women, from maternity issues to time flexibility and similar should be vigorously pursued
- e. Avenues for reporting of gender discrimination in the transport workplace should be created through the gender mobility desks while perpetrators be brought to justice

3RD AFRICA SUSTAINABLE URBAN MOBILITY COURSE 9TH – 10TH MARCH, 2021

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