

# Gender Mainstreaming and Disaggregated Data in the Transport, Health and Environment Pan-European Programme

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**THE PEP**

Transport, Health  
and Environment  
Pan-European Programme



- 1. Gender Mainstreaming in THE PEP**
- 2. What is gender mainstreaming?**
- 3. Why is it important for THE PEP?**
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- 5. Key Takeaways**

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## Gender Mainstreaming in THE PEP

- Recommendations for Green and Healthy Sustainable Transport
- Side event on gender in transport, health and environmental policies
- Vienna Declaration
- 19<sup>th</sup> Session of the Steering Committee and the Workplan for 2021–2025

The poster features a blue background with a white silhouette of a woman with a shopping bag. The text is in white and blue. At the top, it reads 'Transport, Health and Environment Pan-European Programme' and 'The Gender Perspective'. Below that, it says 'Side event to the Fifth High-Level Meeting of Ministers of Transport, Health and Environment' and '10 May 2021 12:30 - 14:30'. A registration link is provided: <https://hopin.com/events/the-gender-perspective>. The main title is 'Gender Mainstreaming in the Transport, Health and Environment Pan-European Programme'. The word 'Introduction' is in blue. The text below discusses the challenges of gender mainstreaming in the transport, health, and environment sectors, noting that it is a male-dominated field and that there is a lack of women in STEM disciplines. It also mentions that gender mainstreaming is becoming an imperative focus within the United Nations system.

Transport, Health and Environment Pan-European Programme  
The Gender Perspective

Side event to the Fifth High-Level Meeting of Ministers of Transport, Health and Environment  
10 May 2021 12:30 - 14:30  
Registration link: <https://hopin.com/events/the-gender-perspective>

Gender Mainstreaming in the Transport, Health and Environment Pan-European Programme

**Introduction**

Issues and challenges regarding gender and transport have been discussed and researched for decades. Despite this, there has only been gradual progress regarding safety, ease of access, participation in decision making processes and several other issues regarding gender and transport. Additionally, the transport and mobility sector is a male dominated field and there is a lack of women undertaking education in science, technology, engineering and mathematics (STEM) disciplines, which provide an entry point to careers in the sector, as well as other subjects that commonly lead to careers in the sector. As such, the sector lacks a diversity of perspectives, knowledge and thinking, which has contributed to the challenges faced today.

As gender mainstreaming is increasingly becoming an imperative focus within the United Nations system, taking greater action on these matters in the Transport, Health and Environment Pan-European Programme (THE PEP) is fundamental. Moreover, there have been few discussions which combine the transport, health and environmental aspects of gender mainstreaming in transport and mobility, which is a key gap that THE PEP could seek to fill.

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- A tool to achieve gender equality by assessing the implications for women and men of any planned or ongoing investment or policy in all areas and at all levels.



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## Why is it important for THE PEP?

- Transport is not gender neutral.
- Male thinking and perspectives dominate society.
- Deeply ingrained societal perspectives on gender have implications on women's travel and employment in the transport and mobility sector.

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# Women as users of transport and mobility services

## Health Aspects

- Security and safety
- Air pollution
- Cycling

## Environmental Aspects

- 'Agents of change'
- Analysing environmental benefits through a gender lens

## Social/Economic Aspects

- Empowering vs Limiting
- Time poverty

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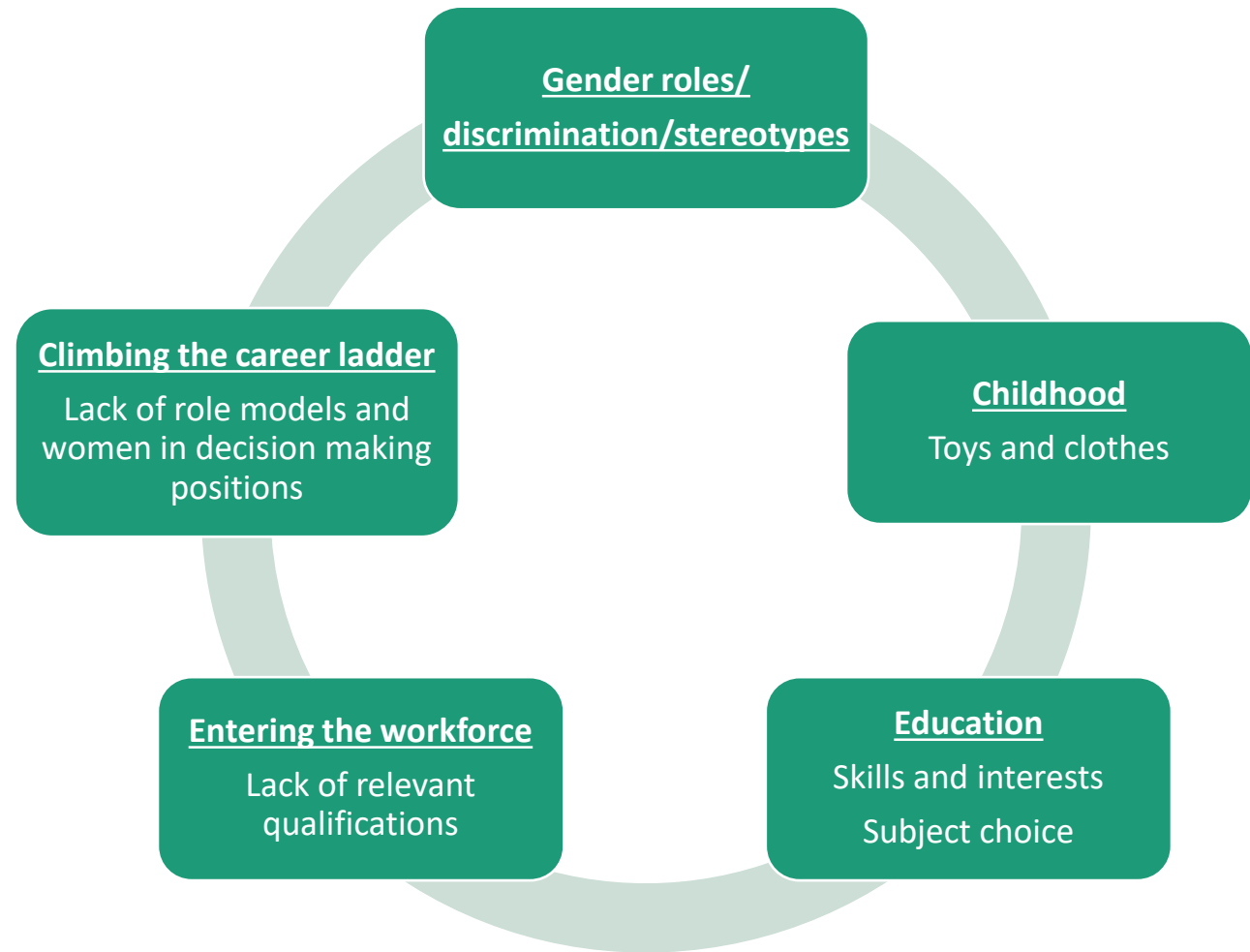


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# Women as jobholders in the transport and mobility industry



# Disaggregated Data

## What are we facing?

### More people affected in the future

The reported number of people exposed to harmful traffic noise levels has not shown a significant drop or increase since 2012. However, estimations before the COVID-19 pandemic show that the population exposed to environmental noise is projected to increase because of future urban growth and an increased demand for mobility. Outlooks for 2030 predict, for example, an increase in the number of people affected by road traffic noise during the day-evening-night of another 7.8% in urban areas and 16.4% in areas near major roads in the EU (27). Implementing WHO noise guidelines would not only prevent the situation getting worse, but could also help to reduce the negative health impacts from traffic noise.

### Noise limits do not meet WHO guidelines

For EU Member States, the major legislation concerning environmental noise is the Environmental Noise Directive (END), which sets some reporting thresholds. Those are not legal limits, but countries are obliged to submit data on population

exposed above these thresholds and to develop action plans. The situation on national noise limits across the WHO European Region is not homogeneous. Most, if not all, national noise limits are above the WHO guidelines (27, 28).

### Lack of sufficient and useful data

Health impact assessments show that traffic noise is one of the major environmental concerns in the UNECE and WHO European region, but data on traffic noise is incomplete.

Data for noise is available for the 33 countries covered by EEA studies, but is incomplete, and data for the other 23 countries of the WHO European Region is lacking. Although some progress has been made on the reporting of noise mapping by countries, more than 30% of data required is still not available after the 2017 END legal reporting deadline (27). For proper health impact estimations, we need valid data on exposure for the whole of the region and at exposure ranges in accordance with the WHO guidelines.

### Monitoring and evaluation need attention

Only a limited number of transport interventions have evaluated health outcomes in relation to changes in noise levels. Most often, the noise management/control literature of interventions reports a change in noise emissions or in noise levels; the actual impact on health remains unknown. Under the END, countries are obliged to assemble action plans, but there is no follow-up or obligation to monitor whether the action plans are implemented or the measures are successful. In terms of reporting on noise action plans, significant delays and poor quality suggest that countries may not have taken the necessary steps to address noise pollution (27).

### Policy objectives not yet achieved

Policy objectives on environmental noise have not yet been achieved: the number of people exposed to high levels of noise has not decreased, and millions of people remain exposed to noise levels harmful to health. Therefore, the objective of the 7<sup>th</sup> Environment Action Programme of the EU, of significantly reducing noise

pollution in the EU and moving closer to the WHO recommended levels by 2020, has not been achieved. Countries are undertaking a variety of actions to reduce and manage environmental noise, but as yet it is difficult to evaluate their benefits in terms of positive health outcomes (27).

That raises the question of whether there should be an overarching health objective on traffic noise for the whole UNECE and WHO European region, to be achieved in the next years. To protect the health of the pan-European population, better implementation of an approach similar to END, or even more stringent regulations, is needed – with a focus on road traffic noise as a cause of major health impacts.



## What are we facing?

### The SDG target to halve road traffic deaths and injuries by 2020 is not yet in sight

In August 2020, the United Nations General Assembly, recognizing the lack of progress towards the original 2020 target, adopted a new resolution, extending the objective of SDG 3.6 of a 50% reduction in road traffic deaths and injuries until 2030.

### Road traffic injuries do not affect everyone equally

Road traffic injuries and related deaths are a major public health risk, unevenly distributed among and within countries in the UNECE and WHO European region. Income, age and sex affect road traffic death rates. Despite decreasing trends, significant inequalities by age and sex persist. Systematic equity-sensitive monitoring and reporting of road traffic deaths and injuries is needed from all countries in order to allow a more accurate assessment of inequalities. Average mortality rates in low- and middle-income countries are more than twice as high as those in high-income countries; the rate decreased in most EU countries during 1999–

2001 and 2011–2013, but it has increased in many eastern European countries (45).

Men get killed and injured more often than women in all UNECE Member States (41, 47). The number of car drivers and passengers killed and injured in road traffic, is declining over time (41, 48). In contrast, the number of pedestrians killed or injured is not declining. The number of young people killed in road traffic crashes has strongly declined since 2010, but worldwide, road traffic continues to be the number one killer of children and youngsters (47, 48). Senior citizens are increasingly at risk from road traffic (48).

### More harmonized data needed

The data availability in the EU for road traffic deaths is good, which is linked to EU policy development over the years requiring monitoring data at subnational level. However, this is not the case for the whole UNECE and WHO European region. Also, there are major gaps in injury data, and no standardization of injury definitions across the region.

While almost all countries report the totals of deaths and injured persons, not all countries report the full disaggregation of these data into the detailed categories, such as type of road user, age and gender of victim, road conditions, time of day and year, and type of accident. It is important that countries provide the widest possible disaggregation of data in line with international reporting.

Explaining road safety trends, seen in the figures for road deaths by user group, requires exposure data. Looking at vulnerable road users (pedestrians, bicycle and motorcycle users), for example, exposure data would include the number of trips or distance travelled on foot or by bicycle. The emergence of new modes of transport such as e-scooters must also be considered.

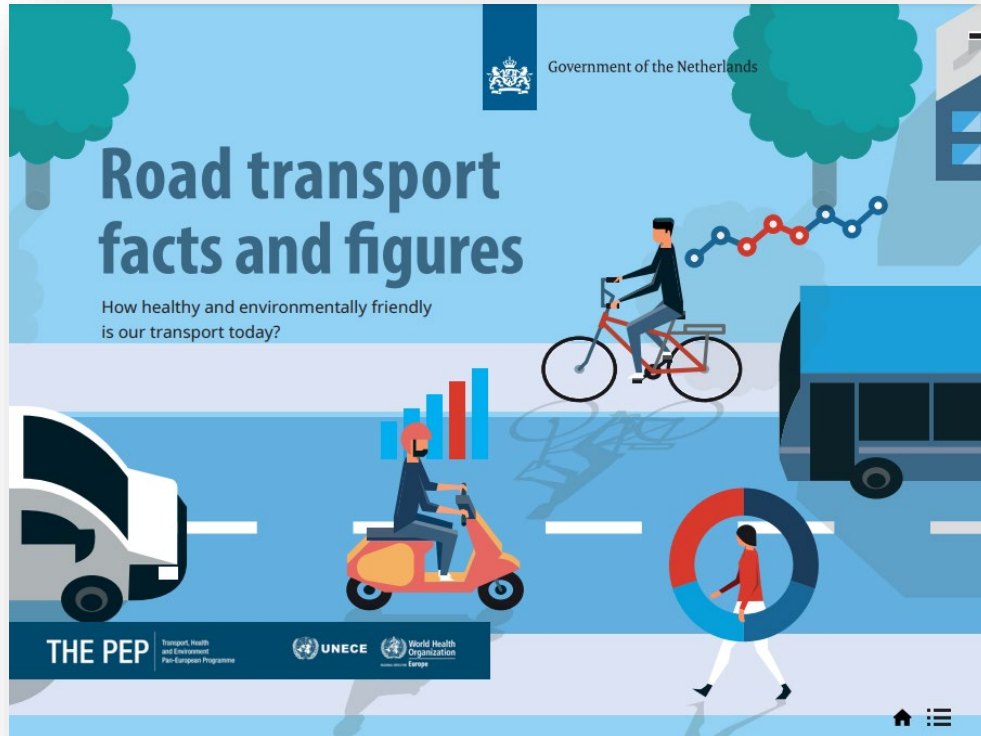
### Lack of data limits analysis and effective policy-making

Changes in exposure as a result of decreasing activity, for instance fewer pedestrians taking a walk, may explain a reduction in road deaths rather than a reduction in risk. This may be the

case, for example, for young pedestrians. Data from several countries indicate that young people walk less than previous generations.

Inadequate disaggregation of data can limit analysis, particularly in relation to emerging modes of transport. The lack of standardized exposure data hinders more in-depth analysis of trends across countries.





## Key Challenges Highlighted

- Lack of data covering the whole pan-European region
- Lack of comparable/harmonized data

**The lack of data limits analysis and effective policy-making**

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# Disaggregated Data: Case Studies

## Gender Equality in Transport in Serbia

- Men drive cars on 40% of their trips vs 16% of women
- 71% of adult men own a driving license vs 35% of adult women

### Qualitative survey results:

“From a young age, we behave as if boys are predestined to drive cars”



# Disaggregated Data: Case Studies

## Gender Equality in Transport in Serbia

- Women's use of public transport is higher than men; however, the availability of public transport is limited in many parts of Serbia.
- In Subotica and Kruševac, waiting times sometimes exceed 1.5 hours at bus stations according to focus group discussions.
- Subsidy programmes for electric and hybrid cards and investments into the public transport system.



# Disaggregated Data: Case Studies

## H2020 Diamond Project: Bike Sharing Services

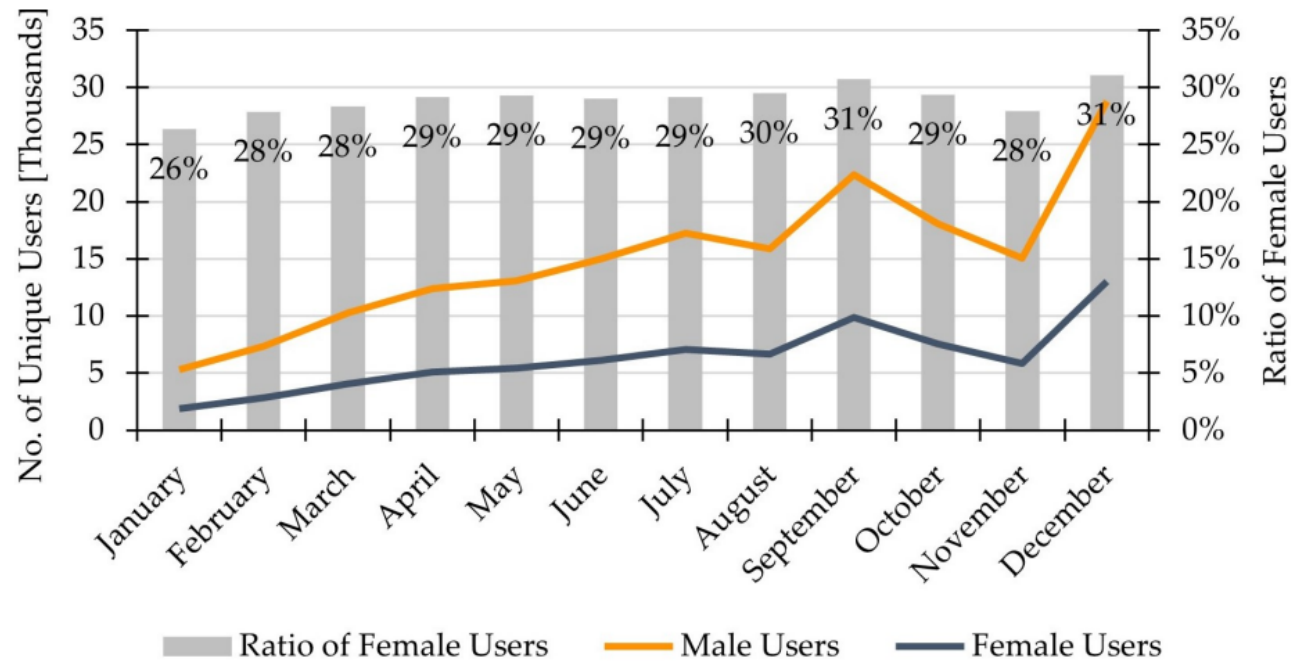


Figure 5. The ratio of female users over the overall users' number of the selected docking stations.

# Disaggregated Data: Case Studies

## H2020 Diamond Project: Bike Sharing Services

Barriers and Considerations for women's participation in bike-sharing

- Accessibility and Spontaneity
- Safety & Security
- Social Constraints
- Weather and Topography

**Over 40% of docking stations had negative features related to safe environment and perceived personal safety**

**No bikes were reported to have a child seat to be able to cycle with children**

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## Key Takeaways

- The case studies are rare situations.
- Gender mainstreaming and collecting sex-disaggregated data to inform policies can have a positive environmental, social and economic impact.
- Collecting quantitative data on specific characteristics alongside qualitative data and insights.
- Analysing sex-disaggregated data through a gender lens:
  - Conclusions
  - Responses
  - Solutions

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# Many thanks for your attention

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