



**Asia-Pacific
Economic Cooperation**

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Gender Perspective into Public Investment

Submitted by: TANDEM



**Best Practices Workshop on Public Investment
Systems
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 **CSP** INDUSTRIAL ENGINEERING
UNIVERSITY OF CHILE
CENTRE FOR PUBLIC SYSTEMS

 **TANDEM**

GENDER PERSPECTIVE INTO PUBLIC INVESTMENT

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**Asia-Pacific
Economic Cooperation**

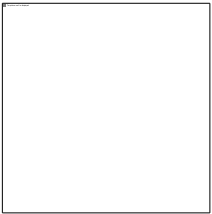
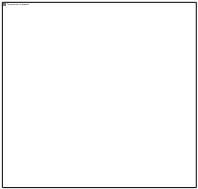
*Best Practices on Public Investment
Systems (EC 08 2018A)*



ODS



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Our agenda

1. Gender mainstreaming and public management
2. Why gender matters? The case of public transportation
 - a. Gender trip patterns
 - b. Mobility constraints
 - c. Safety concerns
3. Gender policy considerations
4. Tools



Gender mainstreaming and public management

- Gender-equitable policy reforms are still needed to overcome gender biases and to ensure women’s and men’s equal access to basic services, labor markets, resources, and assets, and to promote equal voice in decision making.
- Public institutions and processes, such as planning, budgeting, and administration, are often considered **“gender-neutral” which reinforces gender biases and disparities.**

TARGET 5-1	TARGET 5-2	TARGET 5-4	TARGET 5-5	TARGET 5-A	TARGET 5-C
					
END DISCRIMINATION AGAINST WOMEN AND GIRLS	END ALL VIOLENCE AGAINST AND EXPLOITATION OF WOMEN AND GIRLS	VALUE UNPAID CARE AND PROMOTE SHARED DOMESTIC RESPONSIBILITIES	ENSURE FULL PARTICIPATION IN LEADERSHIP AND DECISION-MAKING	EQUAL RIGHTS TO ECONOMIC RESOURCES, PROPERTY OWNERSHIP AND FINANCIAL SERVICES	ADOPT AND STRENGTHEN POLICIES AND ENFORCEABLE LEGISLATION FOR GENDER EQUALITY

Gender mainstreaming and public transportation

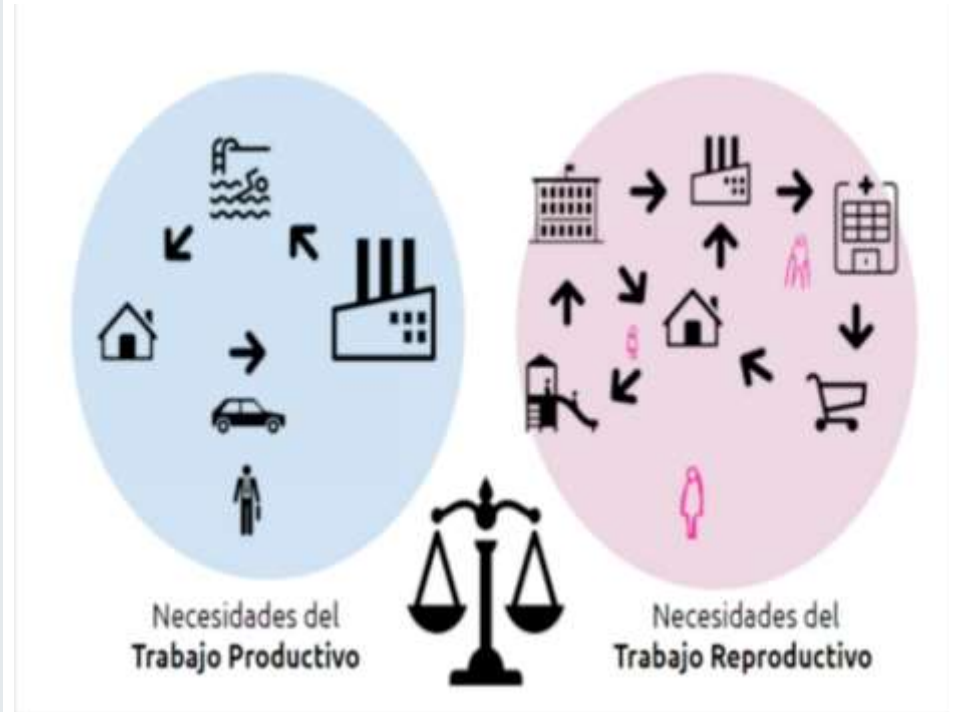
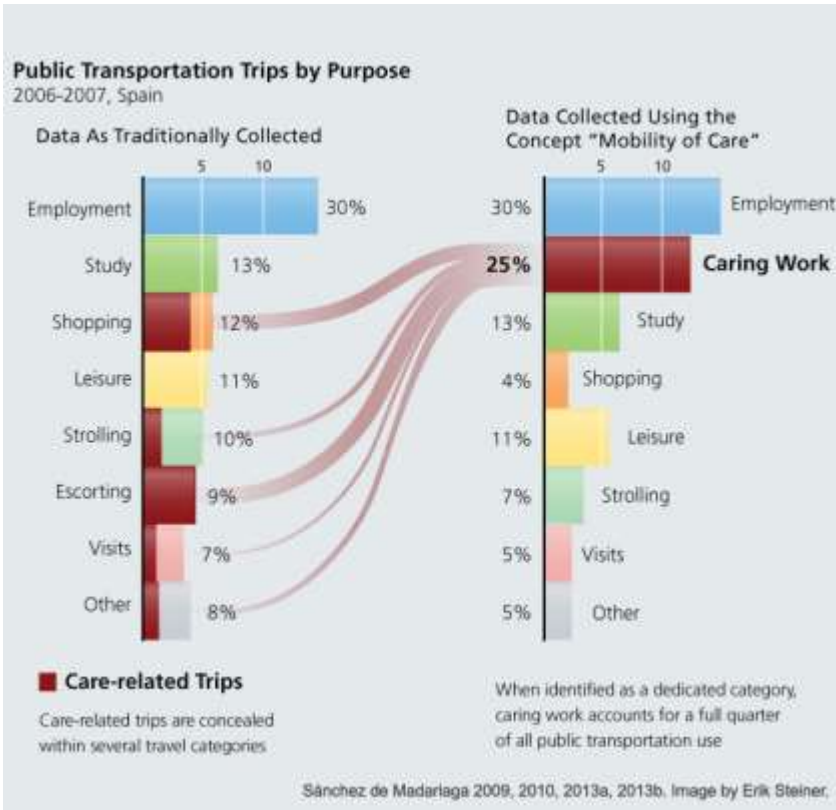
- The provision of **equitable, affordable, clean and safe** transport is critical for accessing resources and opportunities required for development.
- Equity, affordability and safety **does not mean the same for men and women.** Studies have shown that men and women have different travel and transport needs and face different constraints in terms of access to transport.
- Gender-based inequalities in transport **will slow** economic growth and poverty reduction advances. An integrated multi-modal and safe public transport system provides access to education, work, health care, cultural and other important activities and **it is crucial to women's participation in society overall, as well as, increasing their contribution to economic growth.**
- Systematic inclusion of gender concerns at the policy and project levels has not yet been achieved as many transport projects **still ignore gender** and other social dimensions.

Gender mainstreaming and public transportation

- Identifying and addressing gaps in gender equality that will impact sector policies as well as the design, planning, and provision of transport infrastructure and services.
- Travel behaviors of both women and men in terms of frequency of trips, travel time and mode choice must be examined to ensure that both men and women can equally afford and safely access and use transport.
- **We need to do more!**



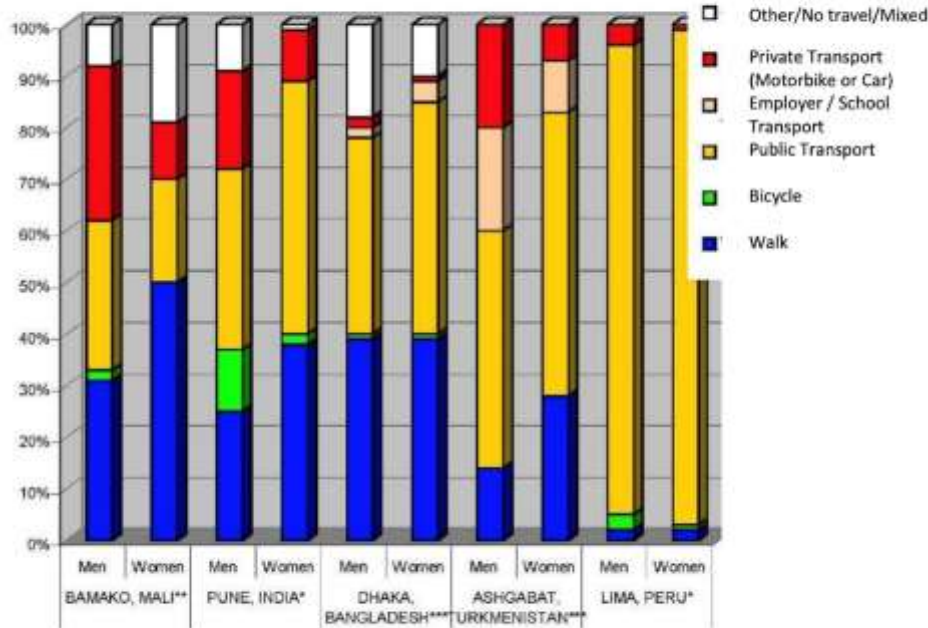
Why gender matters / Gender trip patterns



Why gender matters / Gender trip patterns

- Women are less likely than men to use bicycles or other intermediate means of transport, but are more dependent on feeder services and door-to-door transport provision.

Figure 11: Gendered Mode Choice in 5 Southern Cities



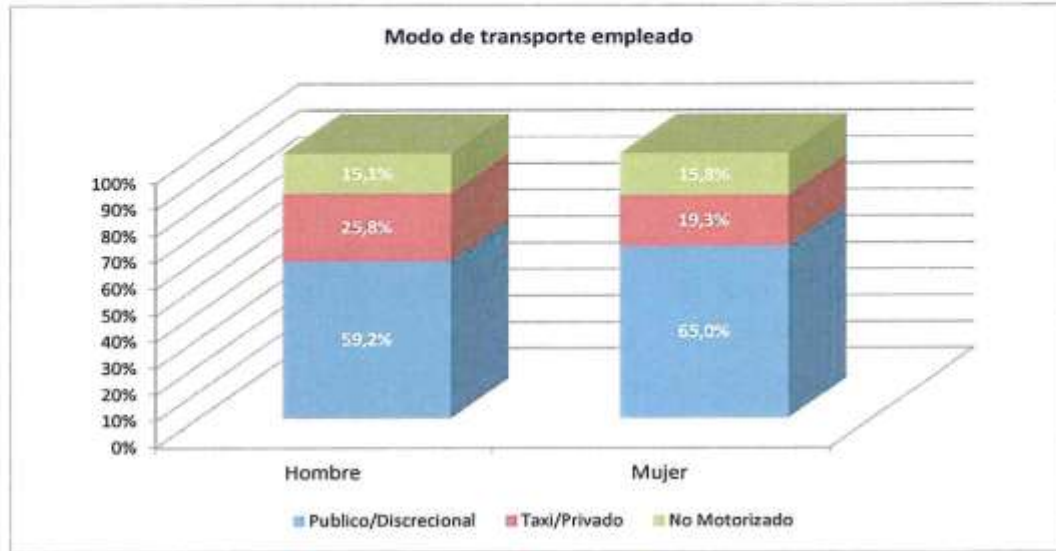
Source: Compiled by Peters (2001) through reaggregating data provided in order of presentation: Pochet et al. (1995:33, Astrop (1996:227), Paul-Maiumder & Shefalli (1997:24), Kudat et al. (1997:170), Gomez (2000a:15)

- WOMEN USE MORE PT AND WALK MORE THAN MEN**
- Having a **CHILD** at school makes a woman's number of trips increase by **23%**
- Women take their children to school **3 TIMES** more often than men
- Women with children under 5 are **87% LESS** likely to drive a car than a man
- Women are more likely to make stops on their trips (**school, supermarket, work, among others**)

Why gender matters / Gender trip patterns

Se observa que los hombres realizan mayor proporción de viajes en vehículo privado (23,4%), mientras que las mujeres presentan porcentajes superiores en transporte público y en taxi (56,3% y 4,1% respectivamente).

Gráfico n° 32. Distribución modal de los viajes en laborable según género



Why gender matters / Gender trip patterns

10.4. CAUTIVIDAD

La distribución modal anteriormente analizada se encuentra fuertemente asociada al hecho de que el porcentaje de mujeres que no dispone de un vehículo privado (auto o moto), para realizar sus viajes es sensiblemente más alto que el de hombres.

Tabla nº 96. Disponibilidad de vehículo privado para realizar los viajes

Dispone de vehículo	Hombres	Mujeres	Total
No	67,8%	75,9%	71,9%
Sí, como pasajero	10,1%	16,6%	13,4%
Sí, como conductor	22,1%	7,6%	14,6%
Total	100,0%	100,0%	100,0%

Why gender matters / Gender trin patterns

Tabla nº 97. Motivo de viaje en laborable según género

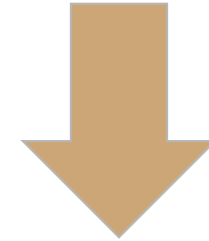
Motivo de viaje	Hombres	Mujeres	Total
➔ Acompañar a otra persona	1,2%	2,1%	1,6%
➔ Asunto personal	19,8%	28,5%	24,0%
➔ Compras	3,1%	6,6%	4,8%
Estudios	34,2%	31,2%	32,7%
Gestiones de trabajo	9,1%	4,6%	6,9%
➔ Médico	1,6%	4,5%	3,0%
Ocio/Deporte	2,3%	1,5%	1,9%
Otros	1,1%	1,4%	1,2%
Trabajo	27,6%	19,6%	23,8%
Total	100,0%	100,0%	100,0%

Why gender matters / Gender trip patterns

Box. 1. Women travel patterns and mobility constraints in developing countries

Urban	Peri-urban	Rural
<ul style="list-style-type: none"> • Women more likely to walk • Diverse destinations and modal splits • Greater reliance on public transport 	<ul style="list-style-type: none"> • Few transport options • Higher transport costs and waits • Number of trips and distance travelled linked to transport accessibility 	<ul style="list-style-type: none"> • Travel by foot/ headloading • Cycles and animal-drawn carriages and unaffordable modes of transport • Infrequent and unreliable public transport • Lack of accessible roads and poor pathway conditions • Access to IMTs (carts, bicycles, animals) can be limited

Personal safety, Harassment; Comfort; Cultural constraints and norms



DO NOT FORGET THAT WOMEN ARE NOT A ONE SIZE FITS ALL TRANSPORT USER.

THERE ARE BIG DIFFERENCES BETWEEN URBAN, PERI-URBAN AND RURAL WOMEN.

Why gender matters / Gender trip patterns

- Transport planning models do not consider women's specific travel patterns, particularly differences in relation to **trip purposes, frequency and distance of travel, mode of transportation used, mobility constraints** to access other services such as health.
- **Lack of data on women's movements:** planners do not know enough about how women move so it is difficult to estimate the size of any inefficiencies in transport systems, nor gauge the potential benefits of public transport if we made it work better for women. **The majority of transport systems are planned without proper information on their main user base.**
- **Inefficiencies are almost always translated into higher costs.** These affect women more than men as they tend to be captive public transport riders and have fewer other transport options available to them, especially as they trip chain more than men.

Why gender matters / Mobility constraints

Physical barriers

These prevent women from having easy and convenient mobility via public transportation while carrying small children, children's strollers, and packages.

Part of the problem is the lack of storage space for strollers and the difficulty of bringing packages into the vehicle and storing them conveniently.



Why gender matters / Mobility constraints

Personal security

Studies indicate that women are less willing to use public transportation after dark.

Bus stops that are outside residential areas, in bad or remote neighborhoods, or in empty parking lots all affect a woman's decision about how and when to use public transportation.



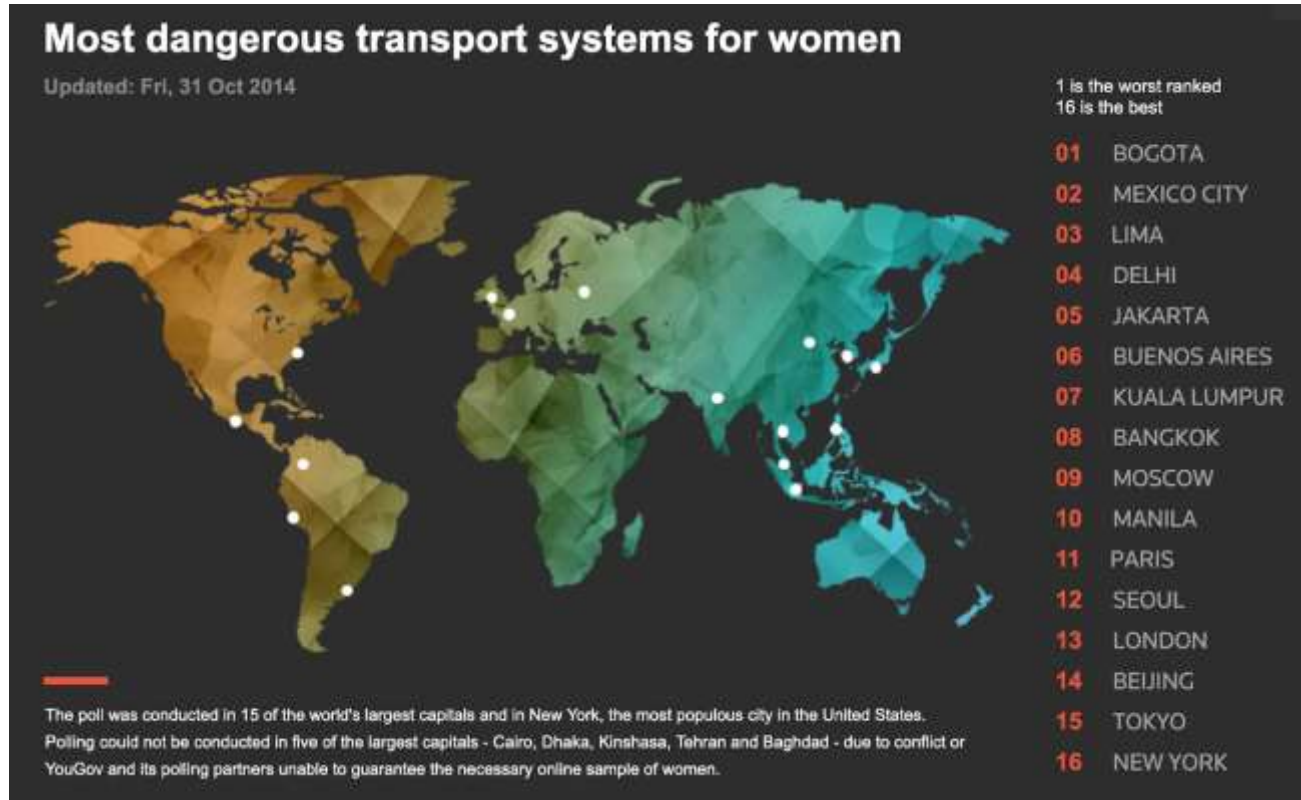
Why gender matters / Mobility constraints

Affordability of travel

- Fare costs and the fare structure must be affordable for women who make frequent trips.
- Weekly or monthly tickets are generally more worthwhile for people who work full-time, but many women have part-time jobs.
- High fares or a fare structure based on individual trips can be financially burdensome for women.

Available, clear, and reliable information is needed in various formats and languages about the schedule, frequency, fares, routes, connections, and safety. Since women are a majority of the passengers, and women's journeys are more complex, often involving several lines or even changing to a different mode of transportation, the availability of information like this is particularly important.

Why gender matters / Safety concerns



Why gender matters / Safety concerns

Most 18-24 year old women have been sexually harassed in a public place in the last 5 years

Have you experienced sexual harassment in a public place (e.g. on public transport, walking down the street, at work, in a park etc.) in the last five years?
% of 3,293 British women



Men underestimate sexual harassment levels

What percentage of women in Britain would you guess say they have been sexually harassed by a man? %

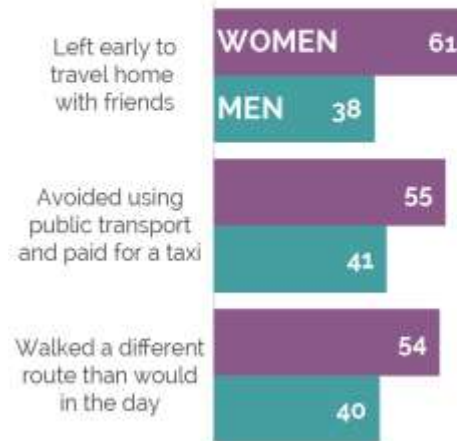


Oct. 18-20, 2017

Personal safety and gender

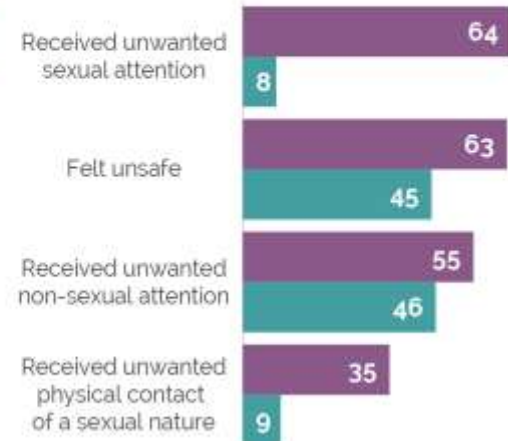
% of British women and men who have experienced the following

To stay safe when out in the evening have... (past year)



February 26 - March 1, 2015

Have been in a public space and... (ever)



February 26 - March 1, 2015

Gender policy considerations

- **Raising awareness and building capacity for gender mainstreaming**
 - Gender awareness needs to be increased at all levels of government to ensure that state gender policy is incorporated in policies and planning.
 - Capacity building is often required because transport and other line ministries are generally weak or lacking capacity to address gender and other social factors affecting projects and policies.
 - Establish monitoring systems to assess and monitor gender data and implementation of gender policies.

Gender policy considerations

- **Analyze gender differences for every policy or project**
 - Include women in stakeholder consultations for the planning and implementation phases.
 - Data on user needs and access constraints should be gender-disaggregated and collected through routine project monitoring and evaluation processes.
 - Include women in participatory consultations. In many societies, traditions restrict women from sharing their views in public meetings. Women's open and active participation may require the separation of men and women during the meetings, the ability for women to bring their not yet school-aged children and facilitation of the women's discussion by women.

Gender policy considerations

- **Understand local practices, local social rules and cultural practices and beliefs that shape the gendered ways in which households and communities function**
 - The social and cultural context of gender differences affecting and affected by transport, such as time spent on social, economic and household-related tasks, needs to be analyzed at both the household and the community level.

Gender policy considerations

- **Integrating women into the decision-making bodies of planning, research, and consulting**
 - Integrating women into the policymaking, decision-making, and planning of public policies. The proportion of women should be gradually increased with specific targets, for example 40% in five years. Affirmative action.
 - Attract women, outreach to women for job retraining programs. Think about women's needs in the workplace.
 - Ensure that the language and visuals used in all communication efforts are unambiguous and direct, yet culturally sensitive.

Tools

Figure 1 Gender Analysis Tools to Inform Public Sector Management Program/Project Designs



Gender issues in public sector management are not always immediately apparent.

Sometimes, not even with the presence of women.

Good practices / Tools



- **Diversity is key.** Not all women represent all women (urban, rural, head of households...)
- The preparation team should cast a wide net and ensure that representatives of both women and men are included.
- NGOs, academia, users, associations, experts, etc.

Good practices / Tools

A rounded rectangular box with a light orange background and a dark orange border. The text inside is centered and reads "Gender-Aware Institutional and Organizational Analysis".

Gender-Aware
Institutional and
Organizational
Analysis

- A **gender lens** should be applied to any analysis of government institutions or organizations.
 - Are there any rules?
 - To what extent are women involved in the sector/organization?
 - To what extent do women and men have access to key resources.
 - Who makes the decisions? Are women involved?
- Assess the **gender responsiveness** of an institution or organization.
 - Policy and commitment to implement
 - Budget: money allocation
 - Capacity and responsibility of implementers
 - Culture that affect women? Harassment
 - Gender balanced staff

Good practices / Tools

An orange rounded square icon with a white shadow, containing the text "Gender-Aware Poverty and Social Impact Analysis" in a dark grey, sans-serif font.

Gender-Aware
Poverty and
Social Impact
Analysis

- Because women and men are likely to have different economic circumstances and household responsibilities, and may be subject to different constraints (e.g., on their mobility), gender specific mitigation strategies may be needed to minimize the negative effects of policy changes.
- Consider male and female differences in the division of labor, access to and control over assets and resources, and voice in decision making.
- **Case:** Regulation for informal transport services in rural or peri urban communities.

Good practices / Tools



- Changes in laws, regulations, or regulatory processes. While laws and regulations often seem gender-neutral, **they may have disparate impacts on women and men**, or on particular groups of women and men.

Land Titles for Women

In 2008, Nepal introduced tax exemptions of 25% in urban areas (municipalities), 30% in rural areas, and 40% in remote areas to promote women's land ownership and inheritance rights. By 2011, land registered in joint titles (male/female) increased by 25%.

Source: UN Women. 2011. *Progress on the World's Women: In Pursuit of Justice*. New York. p. 22.

Good practices / Tools



- Public budgets and expenditures reflect government priorities.
- Gender analysis of a government's fiscal management activities can ensure that the government's gender equality commitments are adequately funded, and that revenue-raising and expenditure patterns are gender-equitable.
- Establish **gender units** within finance and sectoral ministries can help mainstream gender and provide a focal point for knowledge of gender issues within sectors.
- **It is not about creating a separate "women's budget."**
- **Case:** Vietnam

As long as women remain unequal, there will
be the need for a gender lens in ALL we do

Thank you

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