

SB28 - Side-Event - Bonn 9.06.2008

GenderCC - women for climate justice

***More effective policies and measures -
Engendering better results through integrating Gender aspects***



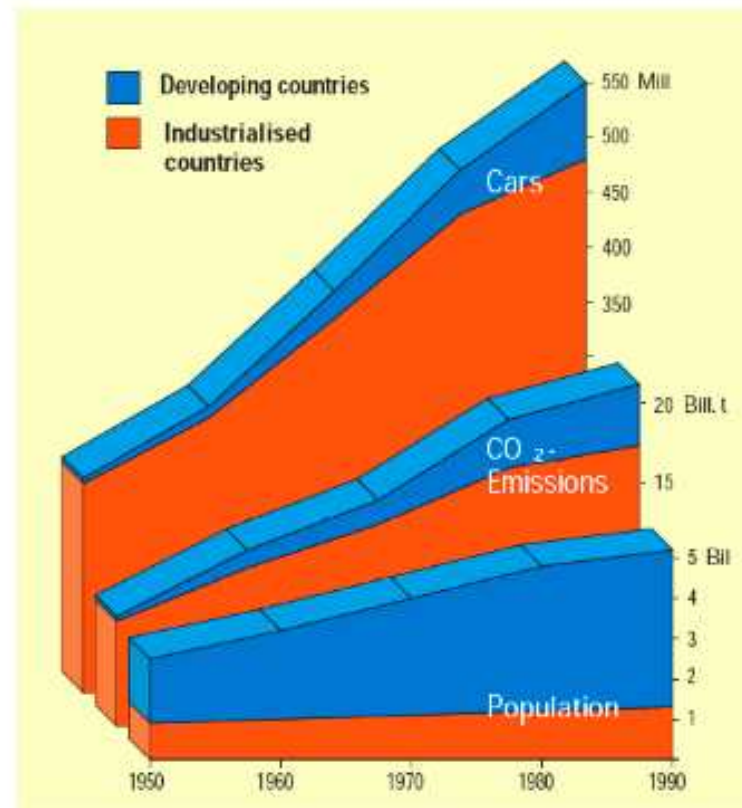
**The need for gendered approaches
in Transport policy**

**Results from case studies in industrialised
and developing countries**

Meike A. Spitzner

What is the theme talking about growth?

CO₂-Emissions and Number of Cars

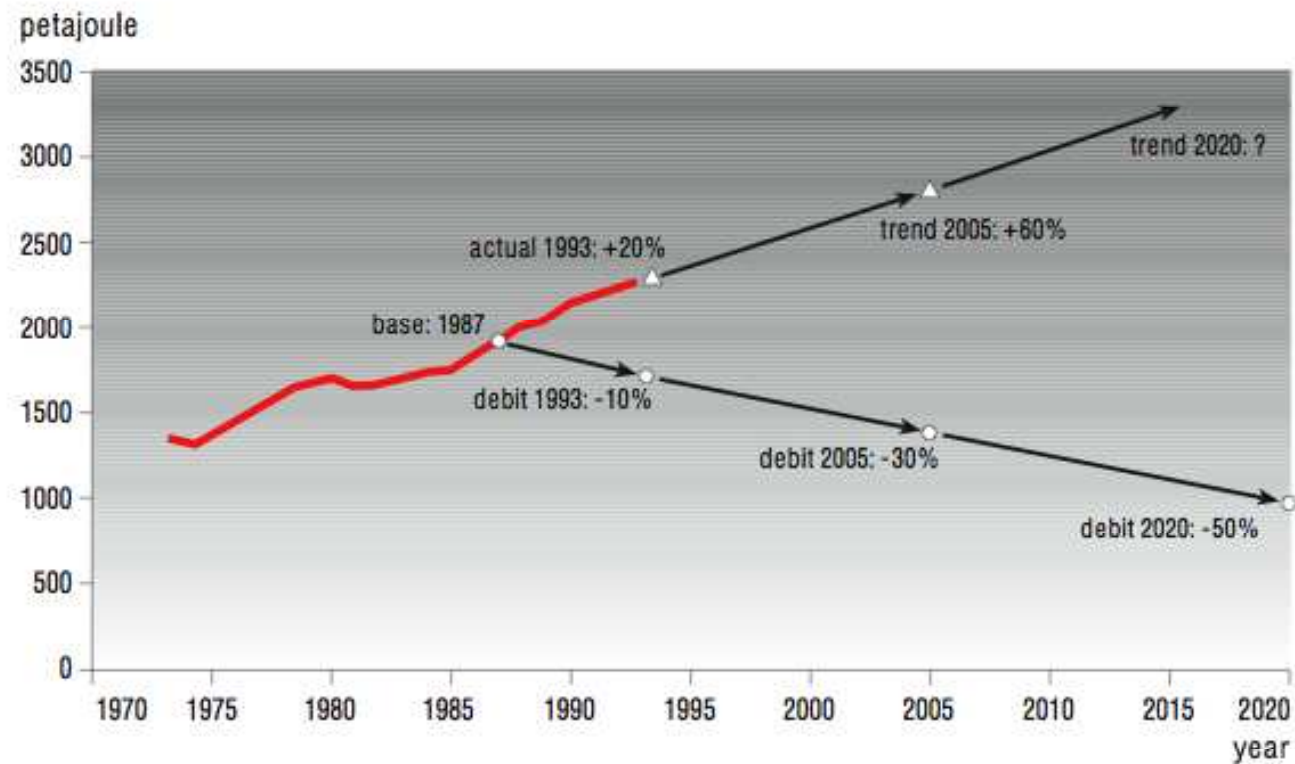


Why not talking about cars & their growth? Why not talking about these responsibilities of the North?

Car transport sector: Gender-specific promoted • high financed by public budgets •
• high level symbol of „modernism“, exported + inducing (gender-specific) assimilation towards non-sustainability

Traffic end-energy consumption

actual, debit- and trend development



Source for 1973-92: DiW, Traffic in numbers 1991 and 1993; Data for 1991 and 1992 preliminary.
Data for 1993 own assessment

Wuppertal Institut VE-169e / 94

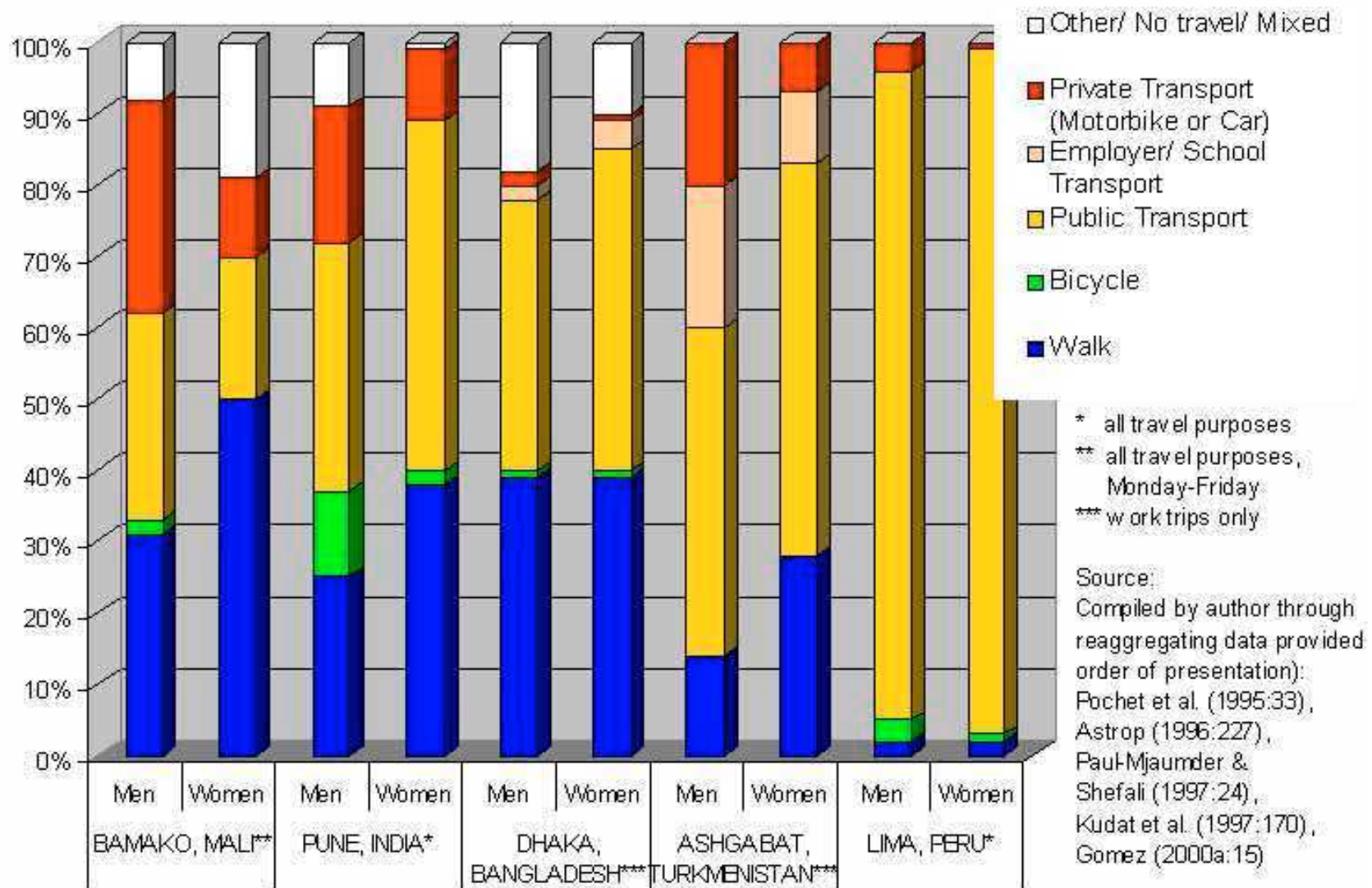
Transport situation of housework and caring economy in cities



Gender Equality Problems in today's mainstream transport policies & planning

- Gender bias in chances of mobility - Conditions of access to participate in mobility, public life and society
(looking on differences in availability of cars, of licences etc.)
 - Mobility and transport planning for both gender
 - Gender-balance in the offering + prioritisation of competing transport systems (Footpath system - bicycle s. - public transport - private car road transport)
- Societal division of work
 - Significance and value of housework/ caring economy within transport policy and planning
 - Mobile Compatibility of paid work and housework
- Allocation of responsibilities for social qualities
 - (e.g. Escorting transport services for transport system generated immobilities “)
- Allocation of responsibilities to cope environmental impacts
 - (e.g. Caring for transport system generated impacts)
- Security from gender-specific sexual harassment
- Visibility and Diversity:
 - Transport representation of the everyday-life conditions of women (categories of purposes of ways) and of their diversity

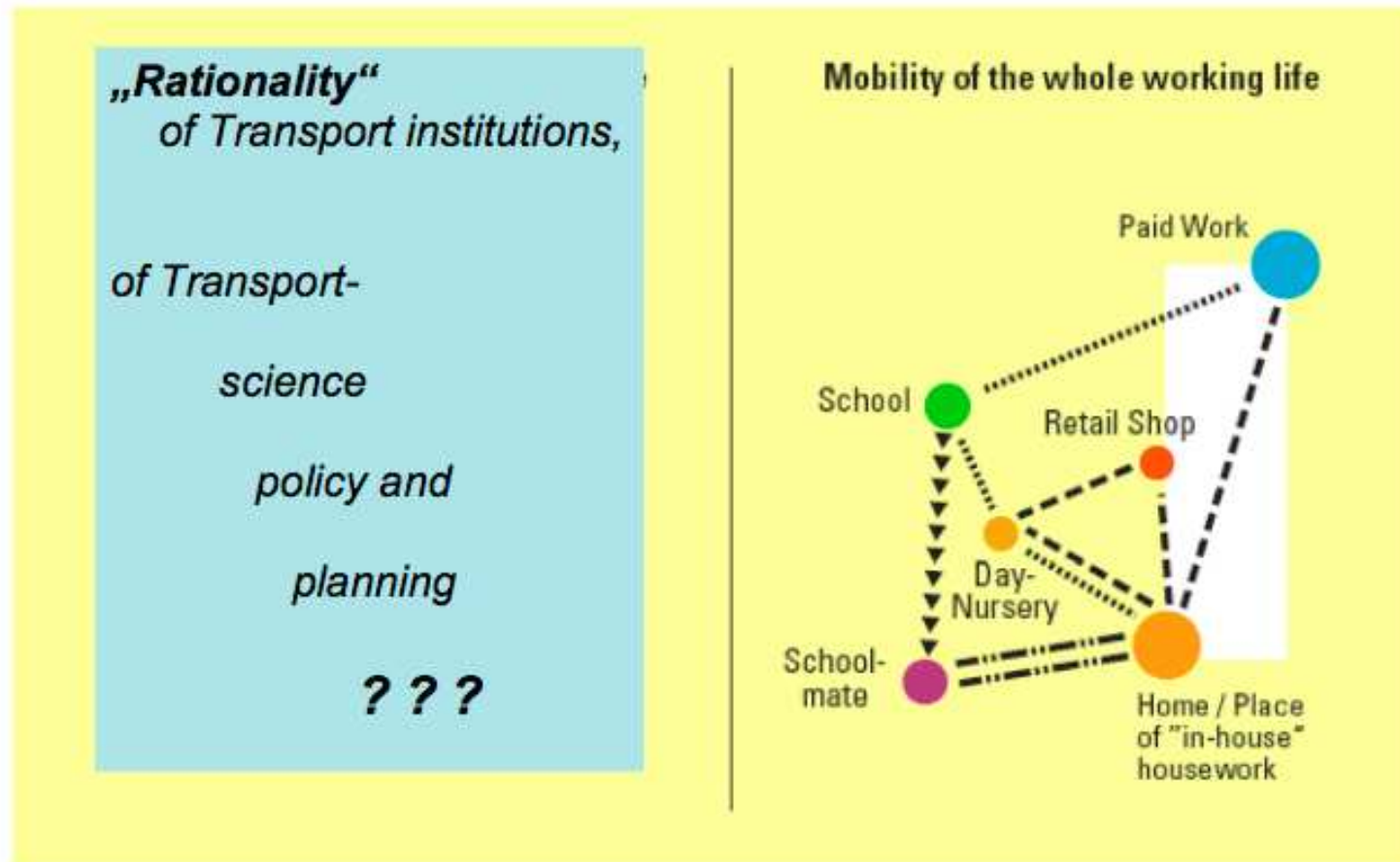
Figure 3: Gendered Mode Choice in 5 Southern Cities



Quelle: Deike Peters 2002
 Meike Spitzner

What is "Mobility"? What is the Object of "Transport Planning"?

Differences in the Understanding of "Mobility" by the background of different Every-day Working Life



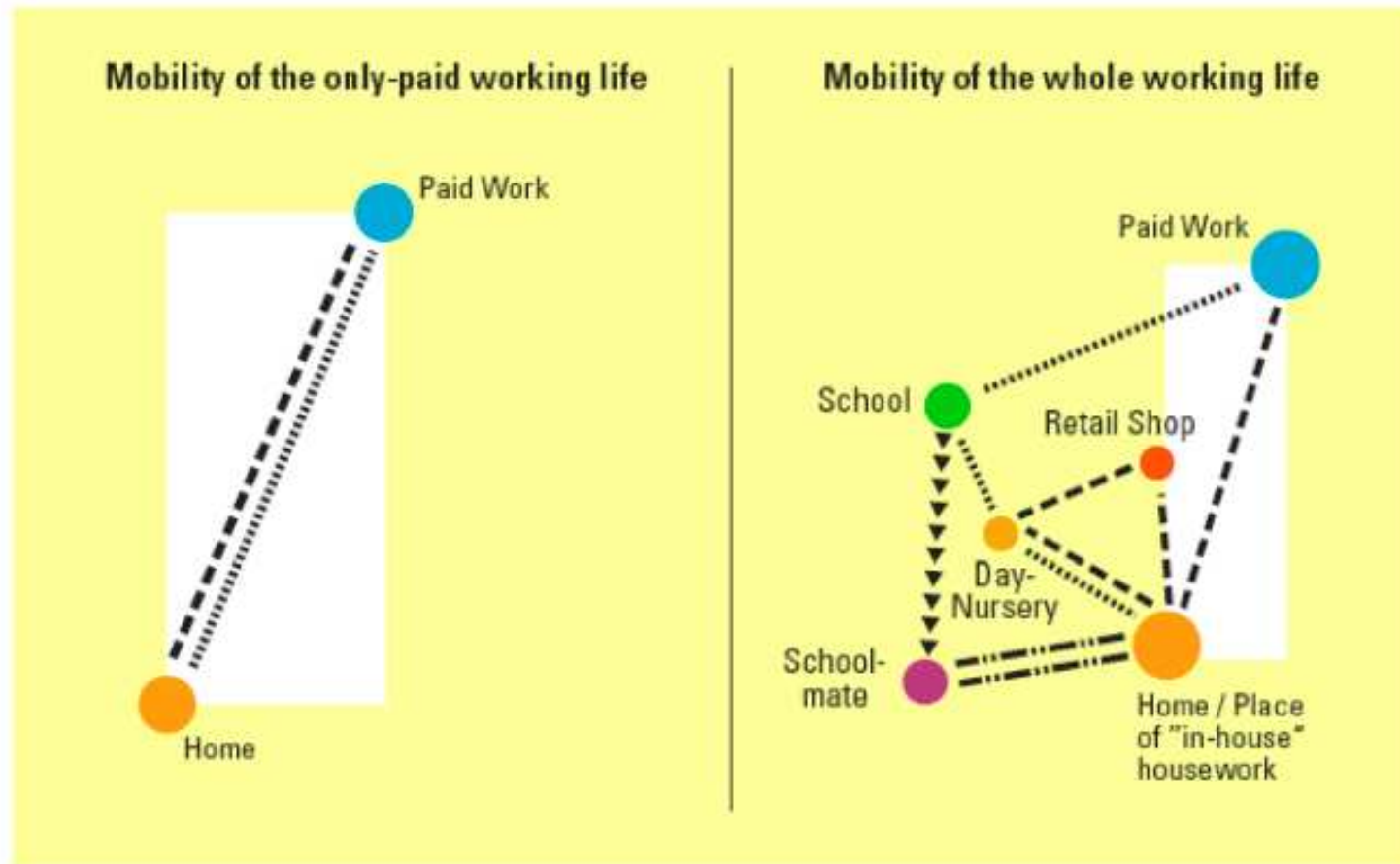
Arbeitsbereich „Feministische Ansätze zur Verkehrsvermeidung“ in der Abteilung Verkehr des Wuppertal Instituts

Source: Spitzner, Meike; Beik, Ute (1996);

Wuppertal Institut VE-155-1e

What is "Mobility"? What is the Object of "Transport Planning"?

Differences in the Understanding of "Mobility" by the background of different Every-day Working Life



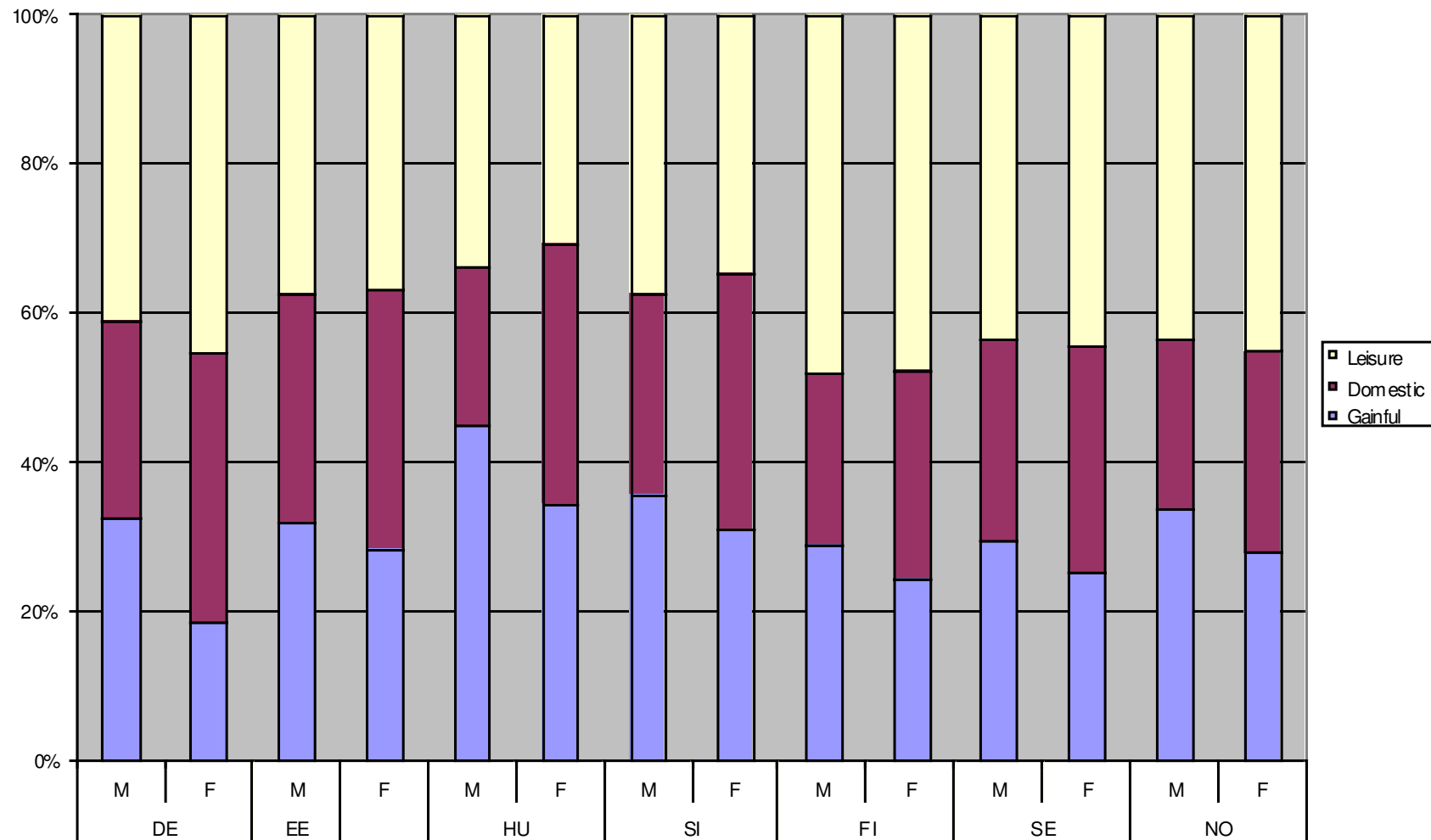
Arbeitsbereich „Feministische Ansätze zur Verkehrsvermeidung“ in der Abteilung Verkehr des Wuppertal Instituts

Source: Spitzner, Meike; Beik, Ute (1996);

Wuppertal Institut VE-155-1e

Why Transport? Gendered Purpose of Transport all over Europe

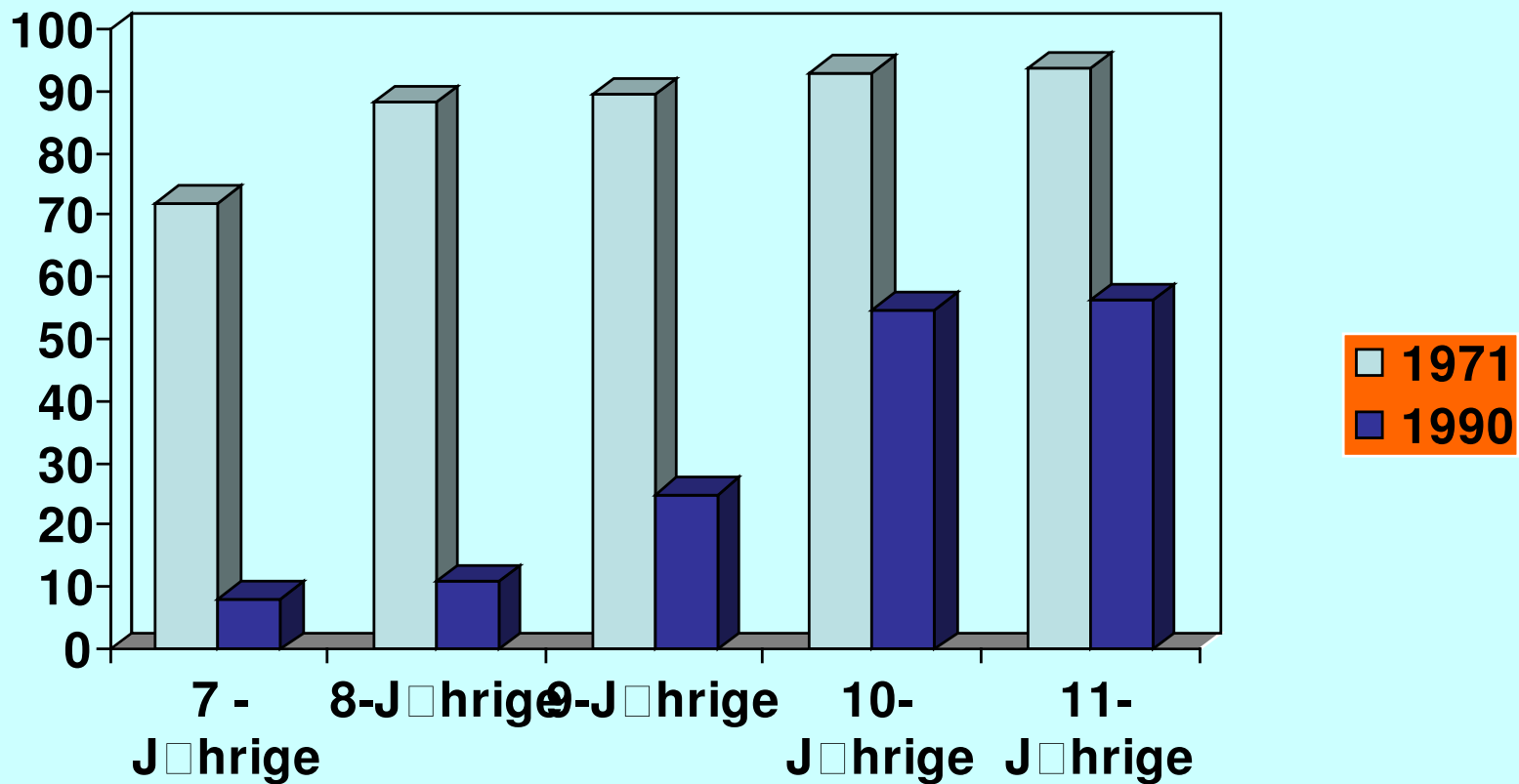
Distribution of daily travelling time by trip purpose and gender among persons aged 20 to 74 for 8 west European countries (Source: EUROSTAT)



Destruction of independant mobility by transport - effecting additional caring work (escorting transport service) & education towards non-sustainability

(UK scholars, ratio of trips by age - Source: Whitelegg et al. 1993)

Ratio of
trips

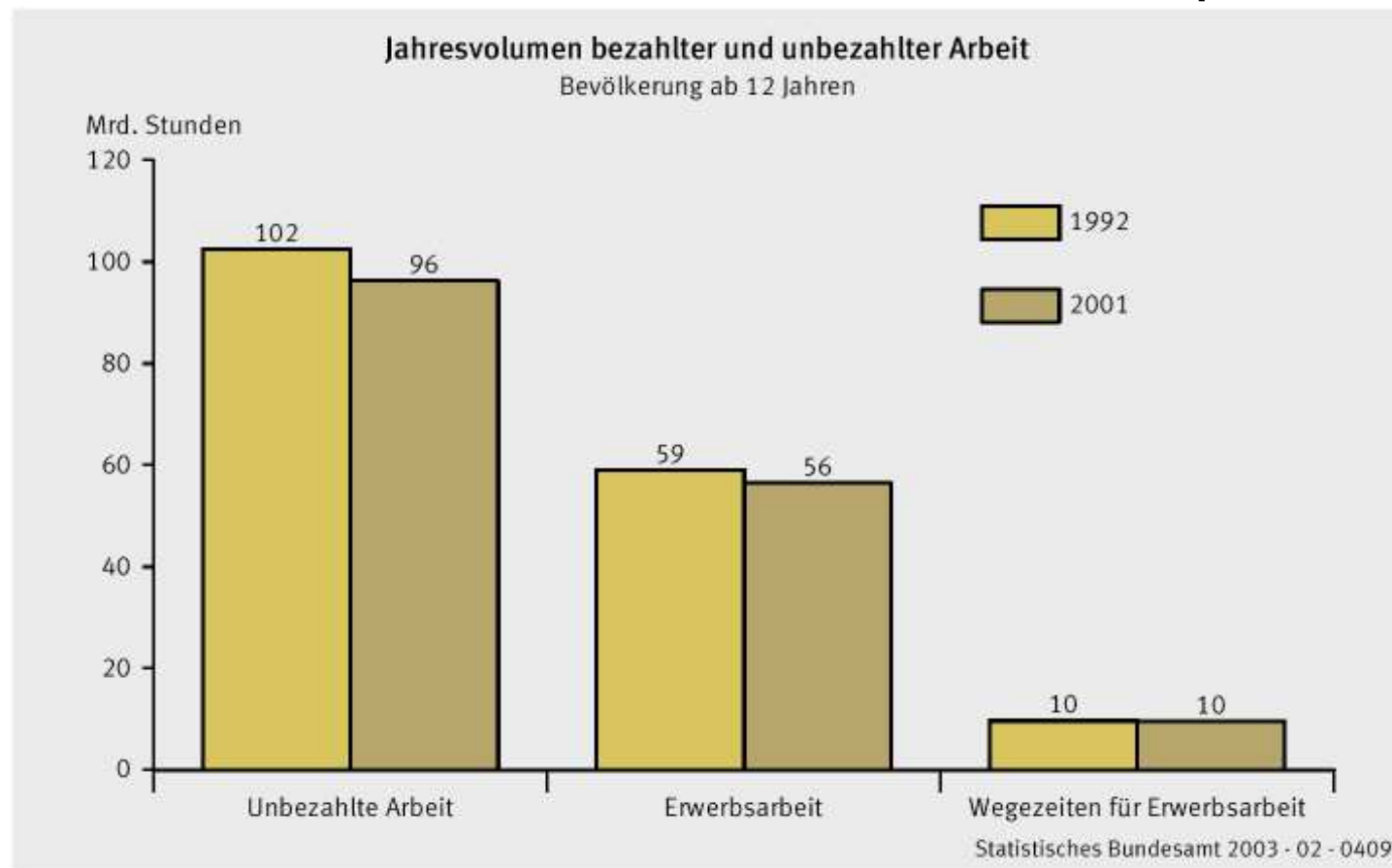


Age

Modernisation of caring economy -
Meaning for the local public economy and community

**Value of household 's production (caring economy) - in Germany
- in Relation zu paid labour**

- and: **Reduction like paid economy!**

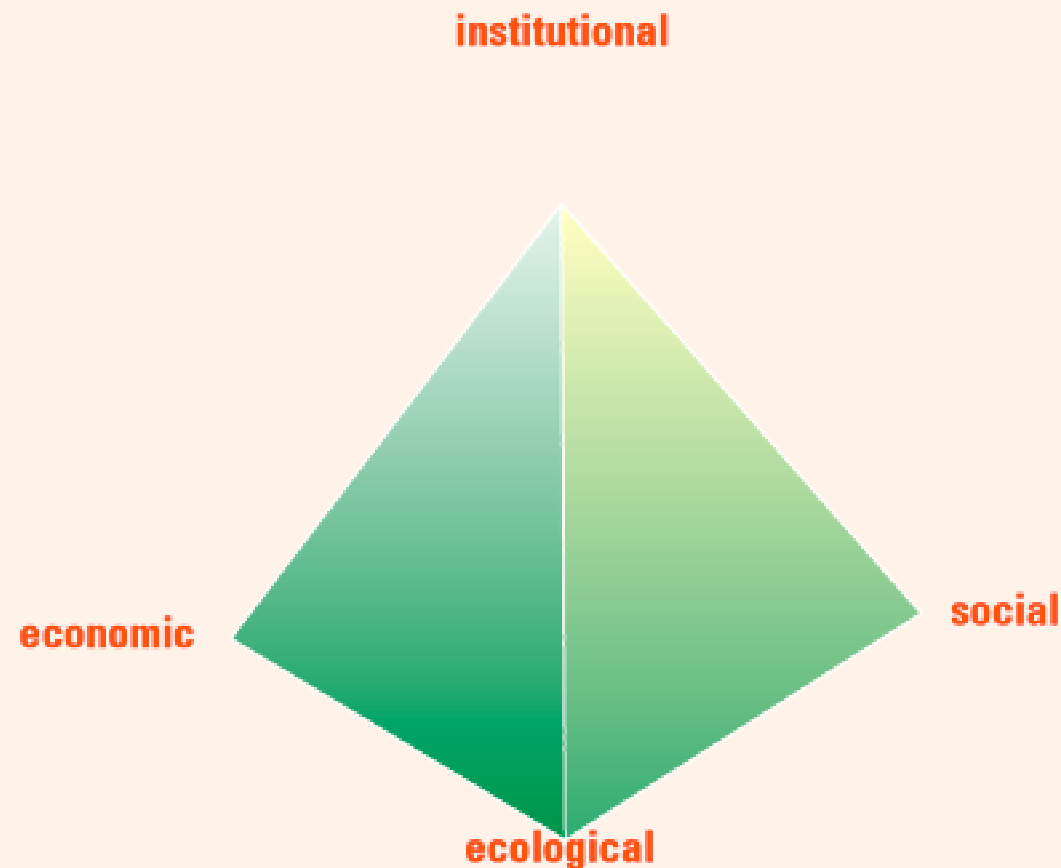


Unpaid work

paid work

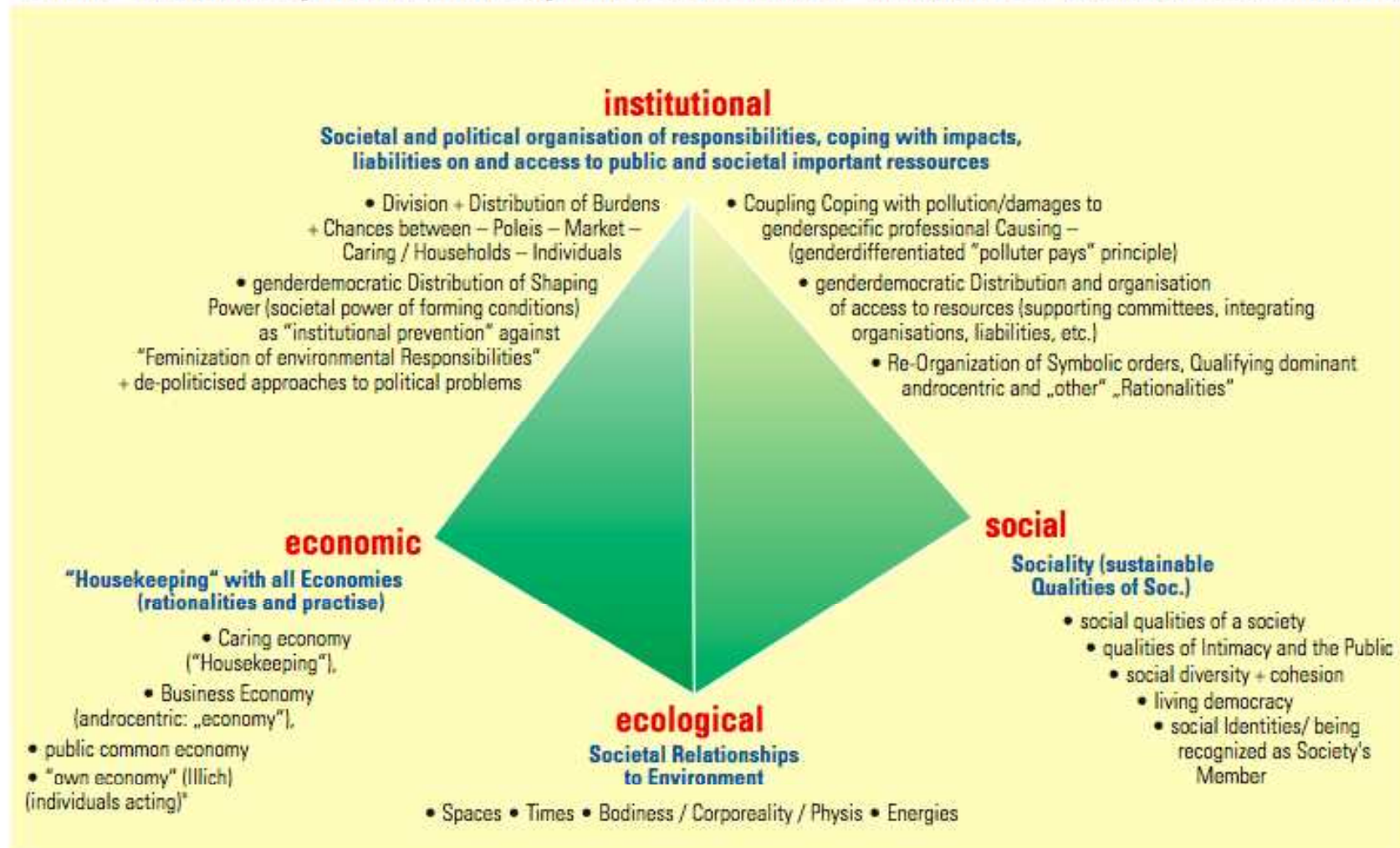
time for transport to paid w.

Gender integrative prism of future openness orientation: dimensions of sustainable development

[illegible]

[Supplemental Institute VE-396-2a]

Gender integrative prism of future openness orientation: dimensions of sustainable development



Source: Meike Spitzner (1999): Nachhaltigkeit in feministischer Perspektive: Nachhaltigkeitsdimensionen. Vortrag zur Fachtagung „Nationale Nachhaltigkeitsstrategie und gesellschaftliches Geschlechterverhältnis“ der FrauenAG des Forums Umwelt & Entwicklung, WI, Heinrich-Böll-Stiftung. Veröffentlicht in: Meike Spitzner (2000): Soziale Aspekte der Mobilität. Studie im Auftrag der Enquete-Kommission „Zukunft der Mobilität“ des Landtags Nordrhein-Westfalen, Informationen des Landtags NRW Nr. 13/ 0034. Düsseldorf, S.9.

Unproofed Pretension of Gender-Neutrality:

Distortions of perception & representation

- Not only of normal unpaid caring work,
- Not only of life conditions for women at all, but also:
- Other male gender-specifics, realised in transport
(preferences, identity problems etc.)



Recognitions from the critique of gender biased transport science, planning, policies:

The Crisis of Reproduction and Caring Economy - Today's Mechanism in Gender- and Nature-Relationships

1. **De-Contextualization** from: _____
 - Lifeworld-contexts
 - Social-spatial contexts
 - Caring-economical contexts
 - Physical-embodied contexts
2. **Separation** _____
 - of Practises
 - along gender line (e.g. household' s and other production
 - of Rationalities from Practise
3. **Making invisible the Bound, _____**
the Rationalities and Practise of the Bound
 - of Spaces-Relationalities
 - of Times-Relationalities
 - of Social Relationalities
 - of Care work-Relationalities
4. **Decision making under androcentrisms** _____
 - under the construction: The particular perspectives of masculinity could be acceptable as non-particular, as a norm, and as a common " perspectives
5. **(Selective) Functionalising of the Separated:** _____
 - Internalizing of benefits (from reproductive, caring economy, bound... from women and nature) as **Resource** "
 - Externalizing of burdens (to reproduction, caring economy... to women and nature) as **Sink** "

The Crisis of Reproduction and Caring - Today's Mechanism in Gender- and Nature-Relationships

De-Contextualization, Separation, Making invisible the Rationalities of the Bound and Selective Functionalizing together is leading towards:

- (Re-Production of) Hierarchy between gender**
- Destroying of (diverse) usabilities of spaces and times**
- Destroying nature (ecological system) + societal relationships to environment (socio-ecological system)**
- Speeding up destroying future openness (sustainability)**

----- Source: -----

Meike A. Spitzner (1999): *Zukunftsoffenheit statt Zeitherrschaft. Konturen öko-sozialer Zeitpolitik (Future Openness instead of Time Domination)*. In: Hofmeister/ Spitzner (Ed.): *Zeitlandschaften (Timescapes - Perspectives of Sustainable Time Policies)*. Stuttgart/ Leipzig: Hirzel-Ed. Universitas: 267-328, and (2001): *Zukunftsoffene Entwicklung als Problem gesellschaftlicher Raum-Zeit-Verhältnisse. Annäherungen an ein Zusammendenken physischer und sozialer Dimensionen mit Blick auf Geschlechterverhältnisse (Futureopen Development as a Problem of Societal Space-Time-Relationships. Thinking-Together Physical and Social Dimensions by Recognitions from Gender Analysis)*. In: Nebelung/ Poferl/ Schultz (Ed.): *Geschlechterverhältnisse - Naturverhältnisse. Feministische Auseinandersetzungen und Perspektiven der Umweltsoziologie (Gender Relationships – Nature Relationships. Feminist Perspectives of Environment Sociology)*. Opladen: leske+budrich: 197-225.

Even *shifted transport* (towards public transport, towards eco-efficient vehicles etc.) is *too much transport*... though still remains:

**The environmental, social and economical Problem of
Producing/ Generating Traffic and Transport Needs
= Effect of gender hierarchic Desintegrations:**

Desintegration of Caring Work and Caring Economy

→ Policies towards
Balancing Economies (Caring vs. Profit vs. Public Economy)
+ Redistribution of Caring Work (gender, private-public partnership)

Sus-
tainable
Development of
Freedom to Move
and of Accessibility

Spatial Desintegration

→ Eco-social Spatial Policies
+ Planning

Desintegration of Times

→ Eco-social Time Policies
+ Planning

**=> Policies of sustainable (Re-) Balancing
and (Re-) Integration**

Scenarios for Germany since years (by Oil Industry):

Driving Forces of Motorisation: Seniors and Women “

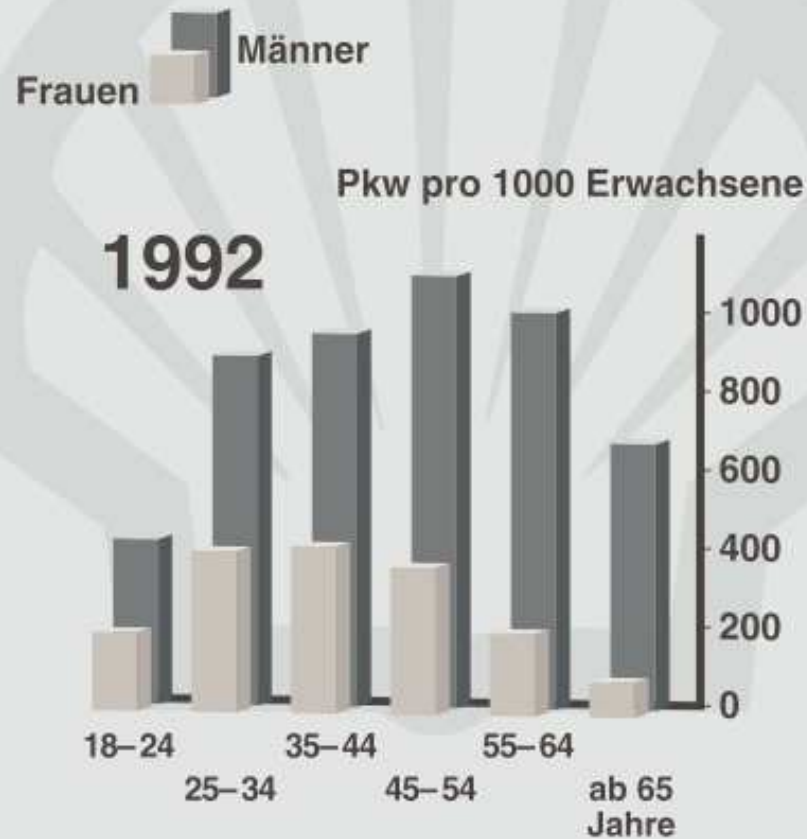
But:
What about the different
responsibilities ‘ (Climate
Convention):

- Who generates transport and transport needs?
- Who is it, motorised?
- Who favours motorisation?

Meike Spitzner

Shell-Szenarien des Pkw-Bestands

Treibende Kräfte der Motorisierung: Senioren und Frauen



Quelle: DEUTSCHE SCHELL AG (1993): Motorisierung in Deutschland. Mehr
Senioren fahren länger Auto: Shell- Szenarien des Pkw-bestandes (...).
Hamburg, 8/93 Heft 24

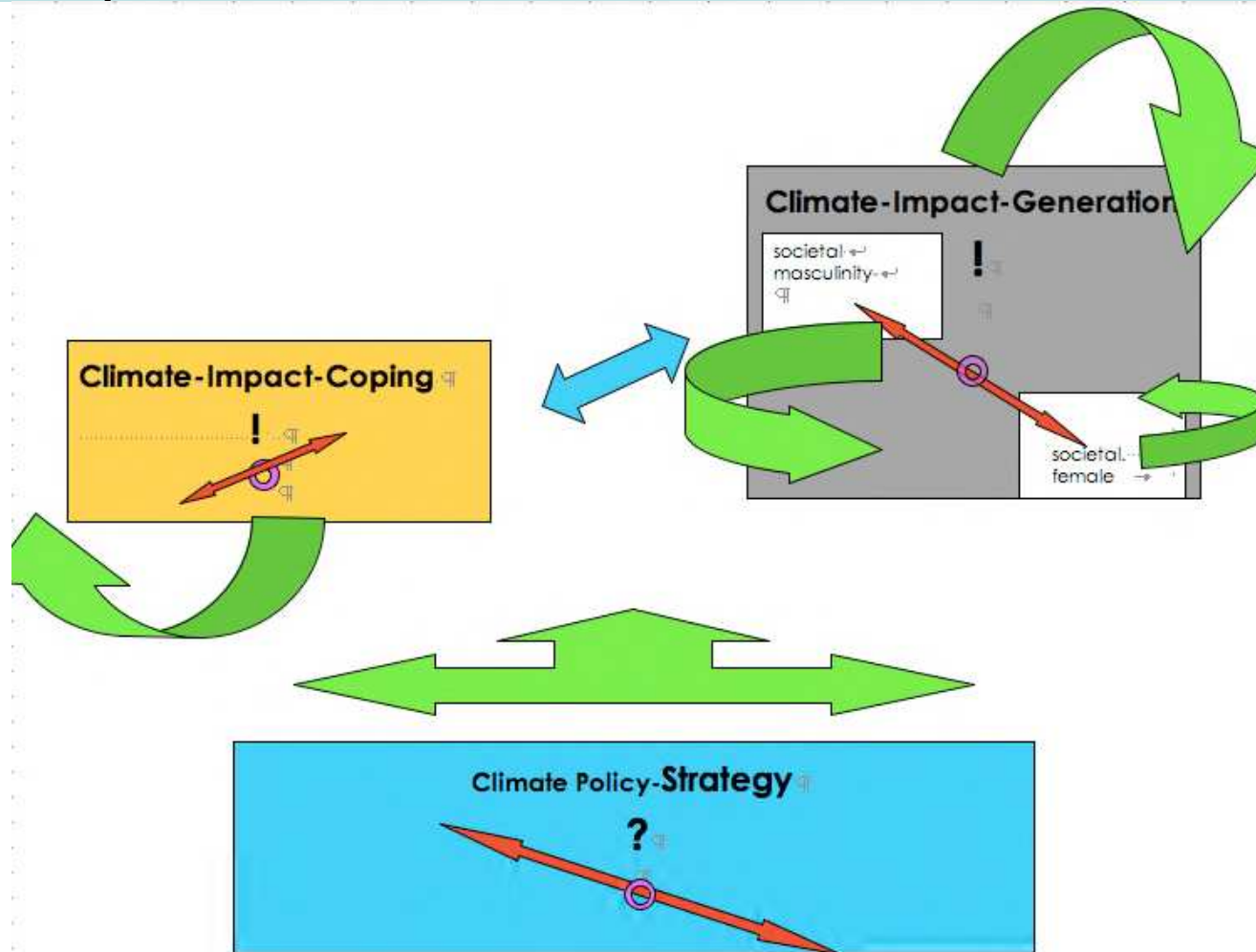
Wuppertal Institut VE-297 / 97

Gender-Balancing Climate-Policy

by the Transport Perspective

- looking on the high speed and acceleration in the production of climate problems:

Priority for active Relativisation of Androcentrisms



Gender Mainstreaming Transport in International Financial Cooperation of German Development Bank

Objectives

- Developing **strategies and instruments for gender rebalancing international financial transport cooperation**, allowing sustainable development
- **Capacity building** for integrating gender **equality** approach, reduction of **poverty** and of **energy intensive road transport**

Approach

- Integration of gender competent **transport methods**, **gender development knowledge** and **financial cooperation modes**, tackling sustainability barriers
- **Analysis** of functional chains, **Case studies** (Megacity Jakarta, rural Kenya), **Evaluation** of bank' s projects, **Training** sector team, Contributes to **cross sectoral net**, developing **Theoretical frame**

Results

- Tested new method **Gender Impact Assessment (GIA)**, new strategic instrument **Integrated Gender Balancing Strategy Development**, Manual
- Implementation of the **first GIA-based pilot project** in Indonesia (by Ministry, Railway Company, KfW), **Indonesian Integration Capacity** (Round table Gender&Transport, trained expert), **G&T-Position publication by KfW**, Guidelines

Sustainability gender problems of infrastructures I - driving forces:

Gender Bias of Rationalities, e.g. of Freedom to Move, and of Environment Perception

(footpath Bandung)



Sustainability gender problems of infrastructures II - impacts:

Bias of both, Gender and Environment, in the Practice of Distributing Public Space, Budgets and Freedom to Move

Transport Development-Gender Impact Assessment (TD-GIA)

Gender equality Problems as reference of Gender-Rebalancing common “Policy Identification of systemic Gender Equality-Effectiveness “ and Integration-direction

1. Caring Ökonomie

- Ascriptions/ Descriptions qua sex
- Allocation of Caring-Costs + -Benefits
- Exclusion as economical Sector from economy “
- caring-economical inefficient Infrastructure-Planning and Infrastructuresystem-Shaping
- Vulnerability of the caring-economical sector (e.g. Non-Ability of Substitution, of Shifting etc.)
- Devaluation of rationality + criteria of Caring Economy
- Instrumentalisation as Externalisation-Reservoir (sink “ and renewable “

Resource

2. Resources

- public space
- public money
- macro-ekonomical measures + strategies
- infrastructural Service

3. Institutionalised Androzentrism/ Non-Relativisation of malestream approaches + categories

- Reception of Problems, - definition of the tasks
- Conceptualisations, - Framing
- Methods, - Knowledge production
- Taking consequences, - direction of Measures

4. Gender Composition/ Nichtrepräsentanz von Gleichstellungsanliegen

- knowledge produktion
- knowledge reception
- conceptualisation
- procedures
- decision making

5. Symbolische Order/ Anti-Privileges

- Seperation + Ascription
- De-/Overvaluation
- Ex-/Overincluding
- Framing
- Instrumentalisation

6. Gender-spezifische tendency + potential of Hurting of borders

- sexual haressment (verbal, body etc.)
- Object-Relationship towards women
- Frautismus
- deficits of institutionalised Sanctionalising and of sanctionalising Qualities

1. Caring economy as a gendered economic sector to be taken as serious as the public sector or private sector economy

Core Problems:

- There is a gender-biased distribution of the costs “ and "benefits" of caring work for a partner and maybe additional for children, for other household members, for older or more vulnerable people outside the own home, for adult children’ s households
- gender-biased assignment with regard to who is not engaged in caring and gender-biased distribution of the power within households to delegate the delivery of caring work, impact expense, skills, knowledge etc. to a partner
- non-valuation in policies and planning and fade-out in economics and economical policies
- exploitation and undermining of the caring economy and of the ones engaged in this sector
- actual harassments of production of additional caring work and risks to caring economy’ s vulnerability caused by externalisations empowered by privatisation/ transformation of public transport services, especially by a lack of mandatory duties and guarantees of high quality standards on one hand and by a lack of regulation for securing public

financial resources for these.

Criteria for common responsibility in transport policy:

- Re-Internalisation and limitation of Externalisations of costs “ (time burdens, expenditure of transport, risks, responsibilities for impacts, time, unpaid work, one-sided attention etc.) from profit-orientated or/and from public services debiting caring economy, by selective measures
 - especially within privatisation regulations and regulations concerning public services
- Adequate inclusion of caring economy in cost-benefit-analysis within transport decision-making,
- Explicit aims of reducing the caring work load and caring economy burden in transport programmes and plans
- Regulations for mandatory orientation of the planning of transport services towards the needs of the caring economy

2. Gender-bias distribution of resources

Core Problems:

- **Appropriation of public space:**

+ *gender-specific constraint to independent freedom of individual move in public space*

- **Appropriation of public money:**

+ *gender-bias in decision making processes attached the use of public budgets, of public spaces and of public infrastructures*

- **Appropriation of macroeconomic measures:**

+ *gender-bias in the development of financial measures such as tax policies, of road pricing policies, of aviation tax policy, of public services policy, of liberalisation policies and of consumer rights policy etc.*

Criteria for public authority responsibility in transport policy:

- Political and legal actions to guarantee and to improve individual move in public space for girls and women of all different life circumstances - free from any androcentric deprivation of freedom to move by giving physical and/or legal and/or ideological space to other transport means (for instance reductions of pedestrian space by giving it to traffic flow or parking), and actions to against disproportionate male appropriation of public space
- Introduction of gender budgeting in transport policy
- Political and legal actions on gender equality mainstreaming of public services policy and of liberalisation/privatisation policies within the transport sector (and outside, when effecting accessibilities and mobility of women), especially concerning necessary definition of mandatory high minimum standards for service qualities, expansion of so-called universal services by gender equality dimensions, consumer rights related to women's mobility patterns etc., as well as in areas such as consumer rights fields, of road pricing projects, and other transport related elements of wider financial, tax and macro-economic projects dimensions policy.

3. Androcentrism within institutions, their knowledge base, discourses and agenda setting

Core Problems:

- + representation of male interests as “common interests”
- + phasing out of representation of interests, life conditions, practise and rationalities of the wide diversity of women (and of representation of common gender equality interests)
 - in the
 - knowledge production & paradigms
 - categories, terms, definitions,
 - agenda settings & framings
- and competence “ for advising decision making bodies
- + share of knowledge within decision-making processes, which is said to be gender neutral, but unproved, is much, much higher than a small niche

Criteria for public authority responsibility in transport policy:

- (infrastructural, institutional, procedural, methodological) **reduction of one-sided orientation** (and common interest opaque) of criteria, terms, approaches, definitions, agenda settings, framing, priorities and characterisations of transport “, of mobility problems “ and of transport solutions “
- **Data production towards gender problems** in mobility and transport systems and in (transport) infrastructural planning, and
- introduction of mechanism for accelerated, continuous stabile progress in the knowledge base, by
 - **gender impact assessment** of all transport decision making,
 - **enhancing capacity** of existing gender competent knowledge about mobility and transport and
 - development of gender equality oriented **methodologies**
- relation of transport data and statistics as clear for the caring economy as it is clear for the public sector and private sector economies - producing **transparency between all three relevant economy sectors** and over-coming the phasing out of the economy delegated to women

4. Male-dominated Gender Composition of Institutions and decision making bodies

Core Problems:

+ representation of male interests as opposed to representation of gender equality interests (and representation of interests of a wide diversity of women) in decision-making mechanisms

+ procedures and implicit rules of institutions that are a reflection of androcentrism as opposed to gender-neutrality of decision making

Criteria for public authority responsibility in transport policy:

- **Representation of gender-equality-competence and gender-equality-interest within transport operations, transport planning and decision making bodies (independent from participation quotas by sex)**

- **Procedures of reporting and auditing a transport institution's progress on gender equality.**

5. Reproduction of male gender-bias symbolic order as a constraint against development and the effectiveness of efforts to reduce gender bias

Core Problems:

- dominance of androcentric symbolic order overrating and non-rational connotating of high technologies, high distances and high speed with progress and modernization
- lack of women's empowerment and of gender equality visibly in a public space
- lack of visible & explicit limitation of androcentrism as a representation of a serious approach to gender equality

Criteria for public authority responsibility in transport policy:

- visible actions and wider initiatives producing policies to counter-act gender bias symbols undertaken e.g. by infrastructural or management or public transport advertising operators
- implementation of Gender Mainstreaming with focus on masculinity regarding non-dominant gender relationships

6. Sexual harassment as manifestation of Society' s gender-bias and representation of male superiority and centrism

<p>Core Problems:</p> <ul style="list-style-type: none"> • male relationship to women as objects/ things/ the other “ – instead of same level “ or partnership • male readiness to border-spread or invade personal space – instead of respect towards individuality of women and her normal human dignity • societal masculinity: societal attitude towards women as objects 	<p>Criteria for public authority responsibility in transport policy:</p> <ul style="list-style-type: none"> • (infrastructural, institutional) Focus on limiting potential for sexual harassment, • Introduction of mandatory public sanctions against male readiness to border-spread in public space and transport, • Introduction of mandatory gender awareness and women empowerment orientation of public and private security services.
---	---

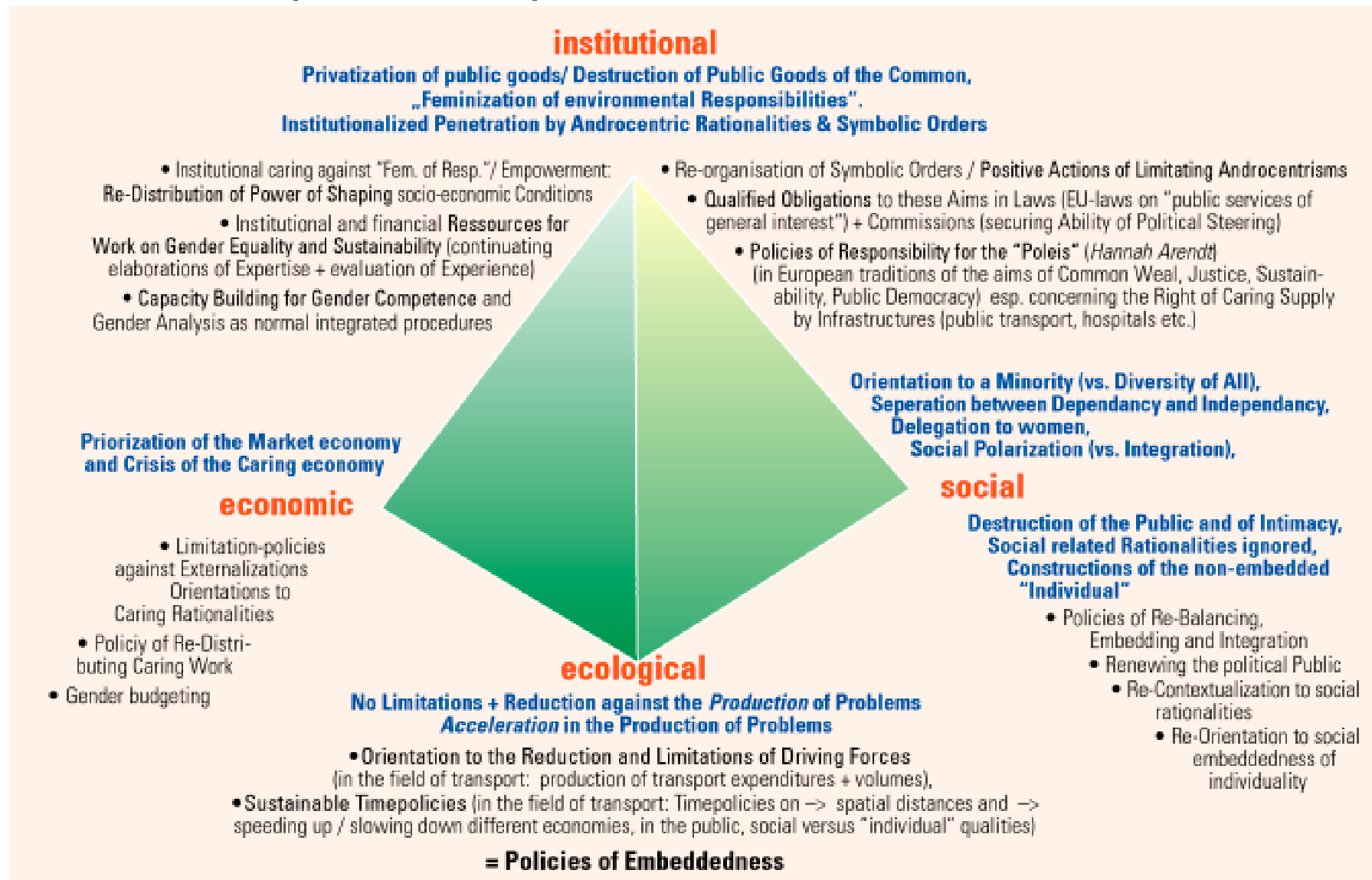
institutional
Privatization of public goods/ Destruction of Public Goods of the Common,
„Feminization of environmental Responsibilities”.
Institutionalized Penetration by Androcentric Rationalities & Symbolic Orders

economic
Priorization of the Market economy
and Crisis of the Caring economy

social
Orientation to a **Minority** (vs. Diversity of All),
Seperation between Dependency and Independancy,
Delegation to women,
Social Polarization (vs. Integration),
Destruction of the Public and of Intimacy,
Social related Rationalities ignored,
Constructions of the non-embedded
“Individual”

ecological
No Limitations + Reduction against the *Production* of Problems
Acceleration in the Production of Problems

Gender integrative prism of future openness orientation: dimensions of sustainable development



Source: Meike Späth, 1996: "Kritische Arbeit und Arbeitsschutz: Ein integrativer Ansatz zur Arbeitsgestaltung", in: *Zeitschrift für Arbeitswissenschaft*, 1996, 1, 1-10.
 Adapted from: Meike Späth, 1996: "Kritische Arbeit und Arbeitsschutz: Ein integrativer Ansatz zur Arbeitsgestaltung", in: *Zeitschrift für Arbeitswissenschaft*, 1996, 1, 1-10.
 Adapted from: Meike Späth, 1996: "Kritische Arbeit und Arbeitsschutz: Ein integrativer Ansatz zur Arbeitsgestaltung", in: *Zeitschrift für Arbeitswissenschaft*, 1996, 1, 1-10.
 Adapted from: Meike Späth, 1996: "Kritische Arbeit und Arbeitsschutz: Ein integrativer Ansatz zur Arbeitsgestaltung", in: *Zeitschrift für Arbeitswissenschaft*, 1996, 1, 1-10.

Further Reading:

- *Actual study in comission of the European Parliament*

"Women and Transport in Europe" 2006

by Turner, Jeff; Hamilton, Kerry; Spitzner, Meike (University East London/ Wuppertal Institute) with Leo Seserko (OKAR/Slowenia) and Alena Krizkova (Czech Republic)

http://www.europarl.europa.eu/meetdocs/2004_2009/documents/dv/tran20060912_womentransportstudy/tran20060912_womentransportstudy.pdf

- **Overview: Women at the Crossroads with Transportation, the Environment and the Economy.** Experiences and challenges in Germany. In: **Women & Environments International Magazine** Vol. 70/71 "Women & Urban Sustainability" - 2006, pp.31-34.

<http://www.utoronto.ca/wgsi/we.mag/contents/7071.htm#articles>

- New publication on Sustainability orientated Gender Impact Assessment (GIA) - elaborated with the context of international Cooperation, City and Transport:

Spitzner, Meike; Weiler, Frank; Andi, Rahmah; Turner, Jeff (2007): **Urban Mobility and Gender.** Promoting the regional public transport system in the greater Jakarta area.

Focus on Development Policy-KfW Entwicklungsbank Position Paper. Frankf.a.M.

http://www.kfw-entwicklungsbank.de/DE_Home/Service_und_Dokumentation/Online_Bibliothek/PDF-Dokumente_Fokus_Entwicklungspolitik/FE_Transport-Gender_Jabotabek_2007-08_englisch.pdf

A lot has to be done...

... we are still in the beginning !

Thank you for listening!

meike.spitzner@wupperinst.org

Wuppertal Institut

for Climate, Environment, Energy GmbH

Researchgroup II: "Energy-, Transport- and Climatepolicy"

Scientific Coordination Gender

Döppersberg 19

D - 42103 Wuppertal

Germany

Tel.: + 49- (0)202/ 2492 –151, Secretary –184/ –218

or desk Cologne: +49- (0)221 - 13 06 736

Fax: + 49- (0)202/ 2492 –250