

Agenda item 4 (e) iii. Collaboration and engagement with the UNFCCC Gender team

# Draft policy brief on gender-responsive technology and infrastructure for sustainable urban mobility

**TEC/2024/28/11**

Technology Executive Committee, 28<sup>th</sup> meeting and TEC-CTCN Joint session  
16-18 and 19 April 2024, Copenhagen, Denmark



### Background

- As per Activity D.4.1 of its rolling workplan (2023-2027), the TEC is to collaborate with the UNFCCC Gender Team and the CTCN Gender Focal Point to develop a policy brief on gender and technology in 2024.
- At TEC 26, the TEC considered a draft policy brief and provided guidance on the revision of the draft, in particular with regard to strengthening the focus on climate change related issues and climate technologies.
- The TEC activity group on gender and technology, in collaboration with the UNFCCC Gender Team and the CTCN Gender Focal Point, and with the support of a consultant, revised the draft policy brief following the guidance received from the TEC.

### Objectives

- Explain gender concerns and experience as an integral dimension of planning, designing, implementing, and using sustainable low carbon mobility technologies, infrastructure and services.
- Contribute to the development of high-quality and technology-related gender-responsive urban mobility solutions and their integration policy-making and the legislative processes.

### Scope

- Low-carbon urban mobility through a gender lens with a focus on urban passenger transport.

### Urbanization, growth of mobility and emissions

- Doubling of transport activities by 2050; challenges with reducing associated GHG emissions.

### Gender and urban mobility

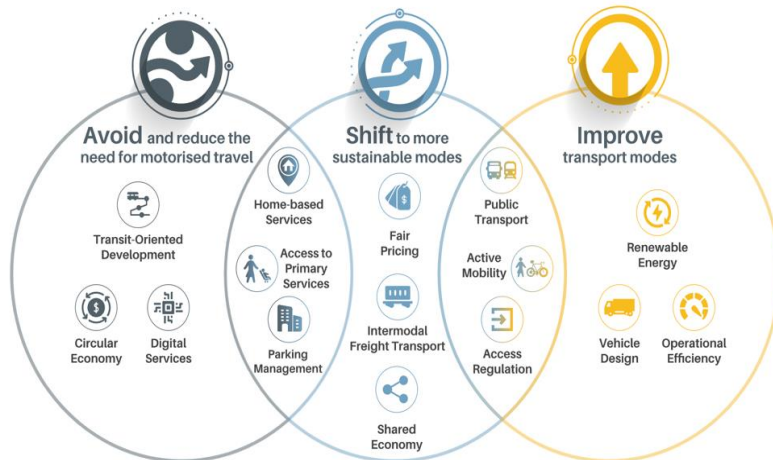
Effective policies on low-carbon urban mobility need to be gender-responsive by considering difference in:

- Trip-making
- Access to public transport and other forms of urban mobility (e.g. walking and cycling)
- Affordability of different forms of transport
- Safety (harassment and gender-based violence)
- Employment

### Impediments for gender-responsive low-carbon urban mobility policies

- Value systems
- Limited data
- Lack of capacity
- Labour and employment systems
- Planning, budgeting and financing systems and governance

### Gender responsive policies for low carbon sustainable urban mobility



\*The A-S-I diagramme presents a non-exhaustive list of measures for illustrative purposes only.

**Principles for low-carbon sustainable urban mobility:** Planning compact and accessible cities - Developing transit-oriented cities - Getting the infrastructure right - Encouraging walking and cycling - Smart mobility management - Enhancing public transport and shared mobility - Parking: Managing first, not supply - Electrifying all vehicles - Winning support of stakeholders and citizens - Empowering cities to avoid, shift and improve

### Implementing gender responsive policies for low carbon sustainable urban mobility

- Putting in place gender responsive national and urban policies on gender responsive urban mobility
- Make use of the NDC process
- Tap into dedicated initiatives on women and mobility
- Make use of women and mobility toolkits

### Key findings and recommendations

- **Decarbonization** of urban transport is a key part of effective **climate policy and sustainable development**. The transition to sustainable, low-carbon urban mobility needs to be **just and equitable** and ensure all genders and especially women participate fully and equally, and enjoy the same access and connectivity while feeling secure.
- There is considerable **evidence** that urban mobility systems in their current shape **do not provide women with the same access** and connectivity as they do for men. There is a need for a dedicated gender focus in urban mobility policy making.
- The realization of **gender-responsive, sustainable, low-carbon mobility systems** will require a large number of, often **mutually supportive policies** measures by **various actors**.
- **Policy choices and options** (e.g. avoid-shift-improve framework for sustainable urban mobility) are well **documented but not implemented** at scale.
- **Systematic inclusion of gender- and climate-responsive urban mobility policies** in national and sub-national climate and development agendas, and **utilizing hands-on resources** serve as enablers for accelerated implementation and policy uptake.
- Using a **gender-responsive lens** yields better and stronger urban mobility policies that **benefit all**.

*Thank you.*

