



Technology Executive Committee

03 September 2024

Twenty-ninth meeting

17–20 September 2024 (20 September TEC-CTCN Advisory Board Joint session)

## **Draft key messages and recommendations to COP 29 and CMA 6 on gender-responsive technology and infrastructure for sustainable urban mobility**

### **Cover note**

### **I. Background**

1. At TEC 24, the TEC agreed on the preparation of a publication on gender and technology and decided to further discuss this activity in the context of the development of its new rolling workplan for the 2023–2027 period.
2. At TEC 25, the TEC considered a concept note<sup>1</sup> by its gender focal points on a policy brief on gender and technology and agreed to prepare a policy brief on gender-inclusive technology and infrastructure for sustainable road mobility. At the same session, the TEC agreed to carry over this activity to its rolling workplan for 2023–2027.<sup>2</sup>
3. As per Activity D.4.1 of the rolling workplan for 2023–2027, the TEC is to collaborate and engage with the UNFCCC Gender Team on mainstreaming gender in its work. As part of this activity in 2024, the TEC published a policy brief on gender-responsive technology and infrastructure for sustainable urban mobility.<sup>3</sup>
4. Drawing upon information contained in the policy brief referred to in paragraph 3 above, the activity group, including the TEC gender focal points, has developed draft key messages and recommendations on this matter.
5. At TEC 29 a co-lead of the activity group will present these draft key messages and recommendations as contained in the annex.

### **II. Scope of the note**

6. The annex to this note contains draft key messages and recommendations of the TEC to COP 29 and CMA 6 on gender-responsive technology and infrastructure for sustainable urban mobility.

### **III. Expected action by the Technology Executive Committee**

7. The TEC will be invited to consider and agree on key messages and recommendations on gender-responsive technology and infrastructure for sustainable urban mobility.

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<sup>1</sup> [TEC/2022/25/13](#).

<sup>2</sup> [TEC rolling work plan 2023–2027](#).

<sup>3</sup> Available at: <https://unfccc.int/ttclean/tec/transport.html#brief18>.

## Annex

### **Draft key messages and recommendations to COP 29 and CMA 6 on gender-responsive technology and infrastructure for sustainable urban mobility**

1. Drawing from the findings of its policy brief on gender-responsive technology and infrastructure for sustainable urban mobility,<sup>1</sup> the TEC highlights the following key messages:

(a) Substantive action will be required for urban mobility to contribute to achieving the goals of the Paris Agreement and the 2030 Agenda for Sustainable Development;

(b) Gender-based barriers could undermine climate action in the transport sector. Without consideration of all genders, and especially women, in policies and actions for achieving low-carbon and climate-resilient urban mobility, such efforts will fall short of fully contributing to achieving emission reduction targets and the Sustainable Development Goals and to ensuring an equitable and just transition;

(c) Women often have different travel needs and behaviours than men owing to gender roles and social norms, but also other characteristics of individuals – such as race, ethnicity, sexual orientation, gender identity, disability status and class – which intersect to create unique dynamics and effects, necessitating gender-specific policy considerations;

(d) There is considerable evidence that existing urban mobility systems neither provide women and gender-diverse people with the same level of access, safety, comfort and connectivity as they do for men, nor provide equal employment opportunities. This is in part because women's needs were overlooked in the design of these systems, information on women's needs was not collected when designing these systems and provisions to protect women from harassment and gender-based violence are inadequate;

(e) Policy options have been well documented, so the emphasis now needs to shift towards integrating those options into policy, programme and project documents at the national and especially the city level.

2. The TEC recommends that the COP and CMA encourage Parties:

(a) Improve the availability and use of gender and transport data for urban mobility planning that addresses climate change and social inequalities;

(b) Consider implementing mutually supportive principles and measures, adopting approaches such as 'Avoid-Shift-Improve', and participating in initiatives and using toolkits for low-carbon sustainable urban mobility, such as those described in the policy brief referred to in paragraph 1 above;

(c) Raise the visibility of gender- and climate-responsive urban mobility policies in the planning and reporting instruments under the Paris Agreement (e.g. NDCs) and the 2030 Agenda for Sustainable Development and highlight the need for those policies to reflect and enhance national commitments relating to sustainable urban mobility and create a coherent framework for mutually enforcing action on climate change and sustainable mobility;

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<sup>1</sup> UNFCCC Technology Executive Committee (TEC). 2024. TEC Brief 18: Gender-responsive technology and infrastructure for sustainable urban mobility. Bonn: UNFCCC. Available at <https://unfccc.int/tteclear/tec/transport.html#brief18/>.

(d) Foster enabling environments and supportive policy frameworks that contribute to the achievement of gender equality, for example, by promoting greater employment opportunities for women in the urban mobility sector.

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