

Mobility for all?

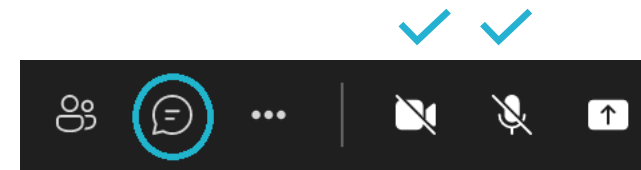
Integrating gender perspectives into
SUMP and NUMP

April 27th | 17:00-18:30 CET

Some General Notes on this session



Make sure you are muted and your camera is turned off



This session will be recorded. You will not appear in the recording if your camera is kept off



Include your questions in the chat, we will pose them in the Q&A at the end of the session



Feel free to share any material from your organization or other contributions in the chat

Contents



Introduction to today's session



2 Warm up: Poll



3 Introduction to gender: what is it and why does it matter?



4 Integrating Gender into the SUMP Cycle



5 Group exercise



6 Experiences from Baixada Santista, Brazil



7 Experiences from Maputo, Mozambique



8 Q&A and discussion

Objectives of the session

- Understand the weight of gender for mobility behavior
- Discover ways of integrating gender step by step along the planning cycle for SUMP and NUMPs
- Reflect on lessons learned from other cities
- Take away new resources and inspiration for your context

Meet the speakers and facilitators



Speaker
Marina Moscoso
Technical Director
Despacio



Speaker
Julia Remmers
Gender and Mobility
GIZ, MobiliseYourCity



Speaker
Loide Massangaie
Deputy Director of Mobility, Transport and
Transit
Maputo Municipality



Moderator
Nicolas Cruz
Sustainable Mobility Expert
MobiliseYourCity

Introduction to gender: what is it and why does it matter?

Mentimeter Poll

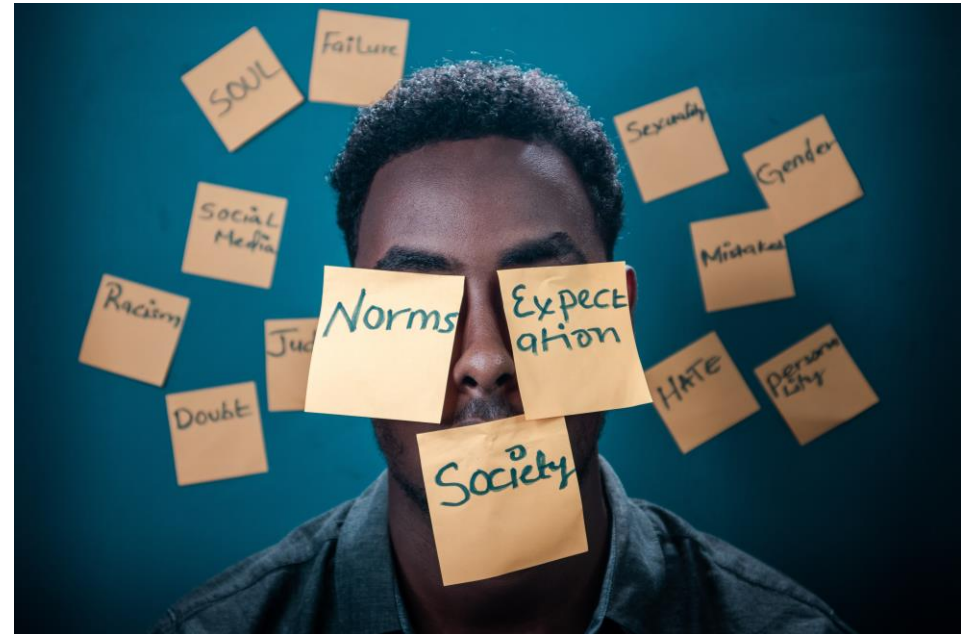
Which words do you associate with the status quo of gender and mobility?

Gender is a construct shaping social relations

Gender is...

- A social construct
- Non-binary, gender queer
- A relational process
- A power relation
- Embedded in other power relations

But it is also an analytical tool!

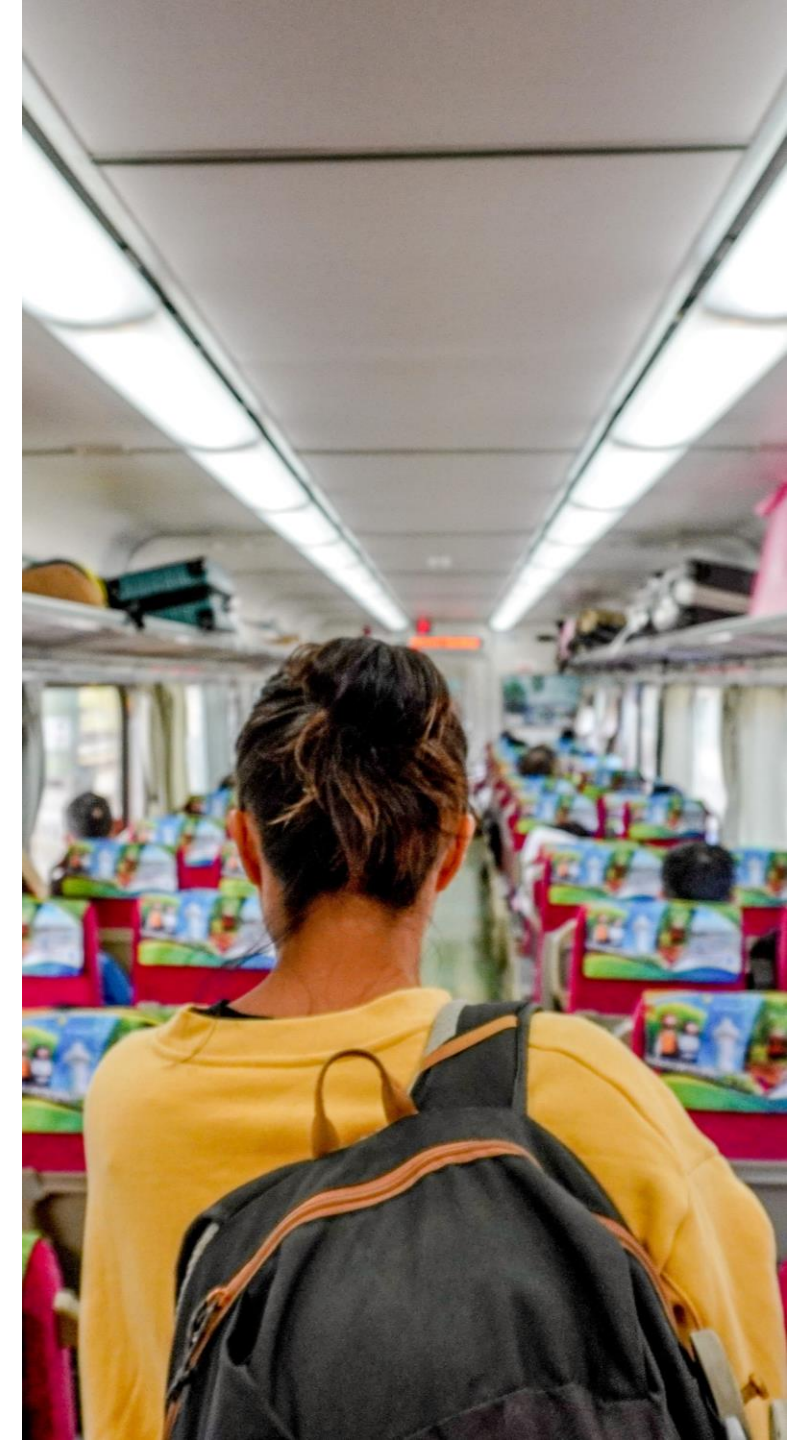


How gender shapes mobility

The way we move in and experience a city is not gender neutral

- Women's **Access** to travel modes is limited
- Women's **travel patterns** are more complex than those of men
- **Mode choice** (and energy consumption) differ
- Effects of **other factors of inequality** intersect with gender
- Vice versa: transport systems have **gendered impacts**

It's about more than travel patterns and travel patterns are not without cause



Travel Behavior

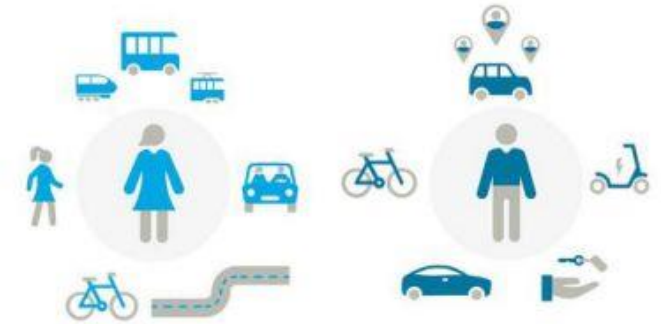
Variations in trip patterns, travel modes and experiences

- Women tend to take more trips
 - for purposes outside of paid work
 - Traveling shorter distances
 - Using taxis or public transport
 - As a passenger in a car
 - walking
- Men tend to take more trips
 - To and from work
 - Traveling longer distances
 - Using cars
 - Cycling

Women carry out 75% of unpaid care work

GENDER DIFFERENCES IN MODES

1. Women walk more than men.
2. Women use public transport more than men.
3. Women cycle less than men if there's no or poor cycling infrastructure.
4. Men drive more than women. Women are often the passenger.
5. Men use new mobility services more than women.

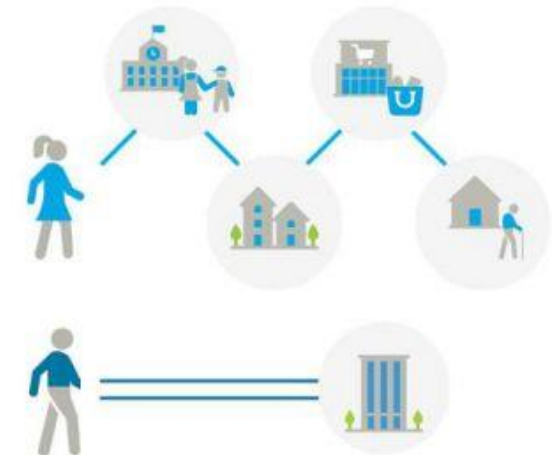


GENDER DIFFERENCES IN EXPERIENCE

1. Women to a greater extent than men worry about harassment.
2. Women to a greater extent than men think about the route and time of day traveling.

GENDER DIFFERENCES IN TRIPS

1. Women travel shorter distances per trip than men.
2. Women trip chain and have multiple stops to a greater extent than men, who generally have an A to B trip pattern.
3. Women to a greater extent than men accompany children or other family members and/or carry bags and groceries.



Representation



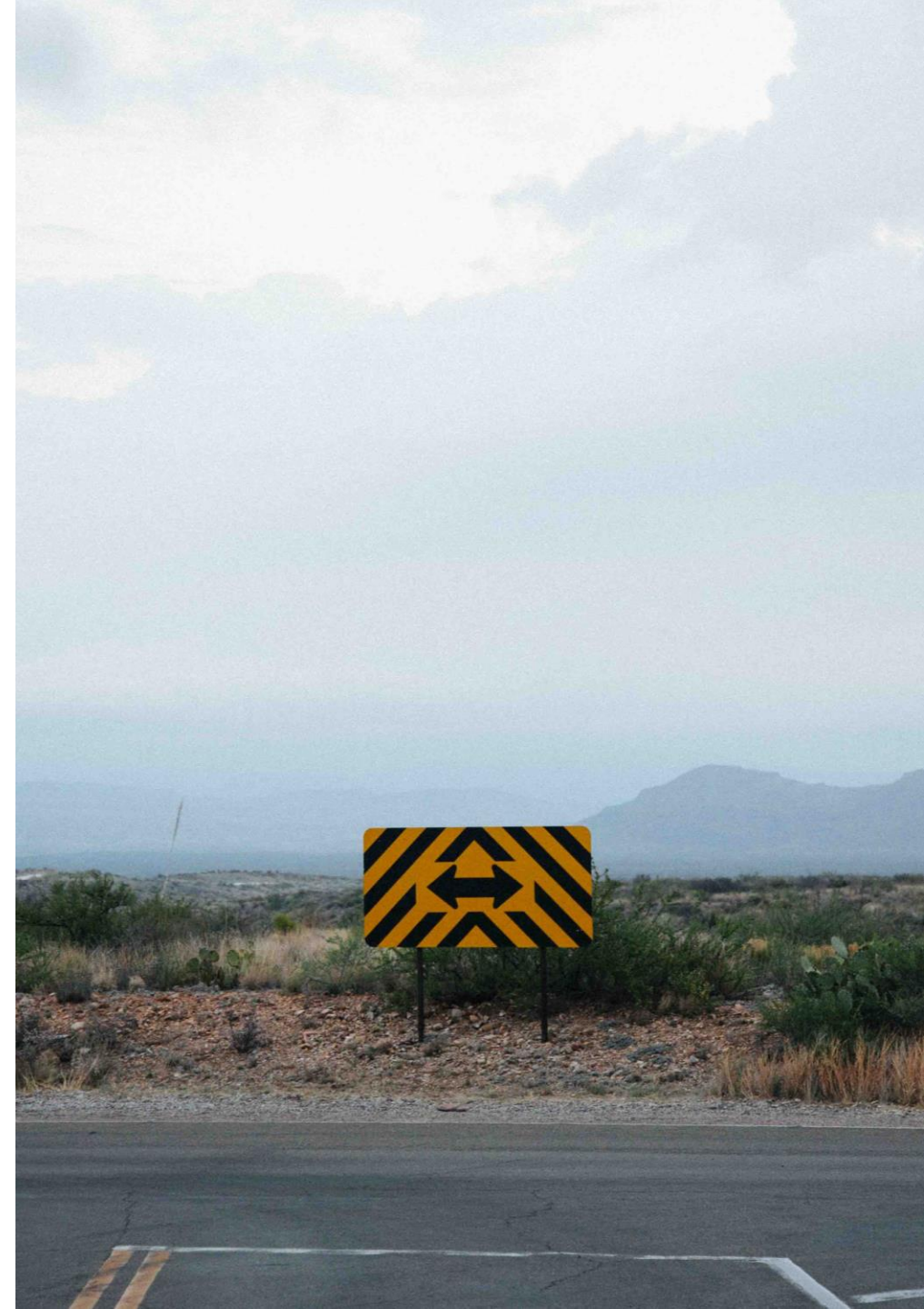
→ Ø 17% women in transport-related industries across 46 countries

- Highest ranking jobs dominated by men
- lack of diversity especially in decision-making
- Historic imbalance creates gender-based barriers



Ensuring gender diversity

- benefits societies, economies, the environment
- Addresses discrimination based on human rights and rights at work
- Can benefit poverty reduction



Consequences of gendered barriers

Example: Latin America

Key factors disproportionately restricting women's access to the city

- Gender-based violence
- Roles and stereotypes → care responsibilities
- Lower access to individual and motorized transport modes
- economic disadvantages

Consequences

- Violence → avoidance strategies
- Multiple responsibilities → time poverty
- Trip-chaining → larger travel time and distance
- Negative effect on accumulation of capital, autonomy, quality of life

Why include gender in mobility planning?

- Breaking up the (technocratic) male bias
- Providing access to common goods and opportunities
- Recognizing international policies and rights
- A tool for more effective sustainable transport planning
- Benefits for all



“Though gender is one of the most robust determinants of journey purpose and mode, it is markedly absent in transport planning processes.”

Mentimeter Poll - Results

Which words do you associate with the status quo of gender and mobility?

Integrating gender perspectives into SUMP and NUMP planning

Mentimeter Poll

Which words do you associate with successful gender-responsive mobility planning?

General plan

- Manage implementation
- Monitor, adapt and communicate
- Review and learn lessons

4
Implementation and
monitoring

- Set up working structures
- Determine planning framework
- Analyse mobility situation

Preparation and analysis 1

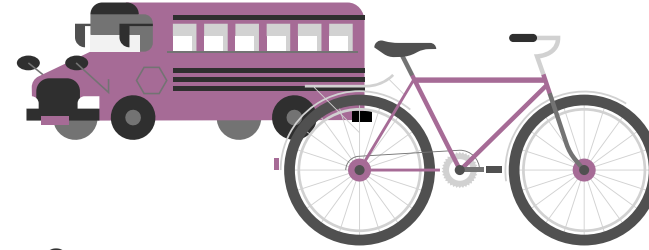
3 Measure planning

- Develop actions according to objectives and ambitions
- Agree actions and responsibilities
- Prepare for adoption and financing

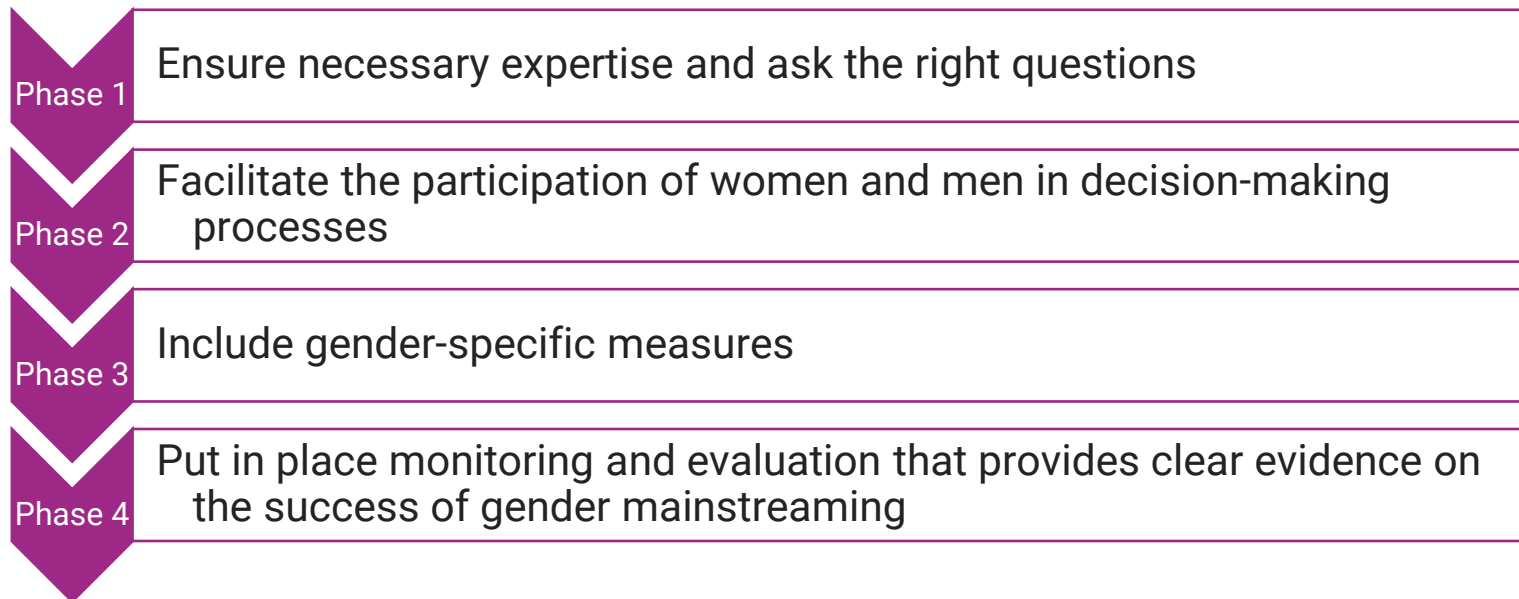
2
Vision, goal setting and
scenario building

- Build and jointly assess scenarios
- Develop vision and objectives with stakeholders

Introduction



What is most important in each planning phase?



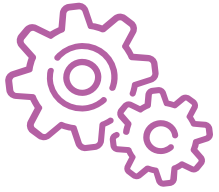
1

Preparation and Analysis

Set up working structures

Determine planning framework

Analyse mobility situation



Step 1: Set up working structures

- ✓ Assess the planning environment to ensure reflecting different realities citizens face
- ✓ Identify what is needed to ensure the necessary skills and knowledge on gender
- ✓ Creating gender balance in the chosen stakeholders
- ✓ Ensure involvement of political and public actors

Gender expertise may be found in NGOs, administrative staff, community groups, academia and consultants

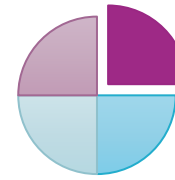


Cairo, Egypt

NGOs as expert partners? Harassmap

- focus on bystander action and creating a societal environment that doesn't tolerate harassment
- partner with volunteers and shop owners to create community-based safer spaces and advocacy
- Harassmap provides
 - anonymous reporting and monitoring
 - Trainings for officials, students
 - Practical advice and knowledge
 - Campaigns





Step 3: Analysis

First step: What is known and unknown?

- Are there other policies or projects targeting women being implemented?
- Are gender-differentiated survey results available?

Collecting more precise data

- Quantitative statistics might not be sufficient
- Include demographic data, qualitative data
- Trip purposes related to care work, and for active mobility

Example

In Georgia, a large study was conducted using door-to-door interviews (814) in combination with focus group meetings





Step 3: Gender analysis step by step



Collect information

Identify inequalities and causes

Consult with target group

Drawing conclusions

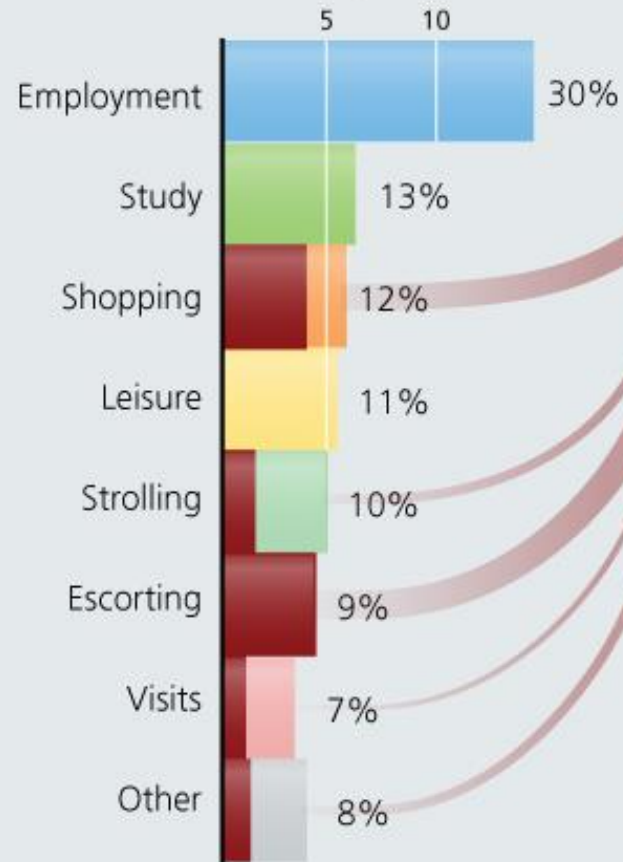


Rethinking Data: Mobility of care

- Women spend more time on **care work** on average than men
- Considering this category is key for equitable transport services
- Conceptualizes and reveals otherwise **hidden patterns**
- Creating a **dedicated category** shows relevance
- → Supporting measures

Public Transportation Trips by Purpose
2006-2007, Spain

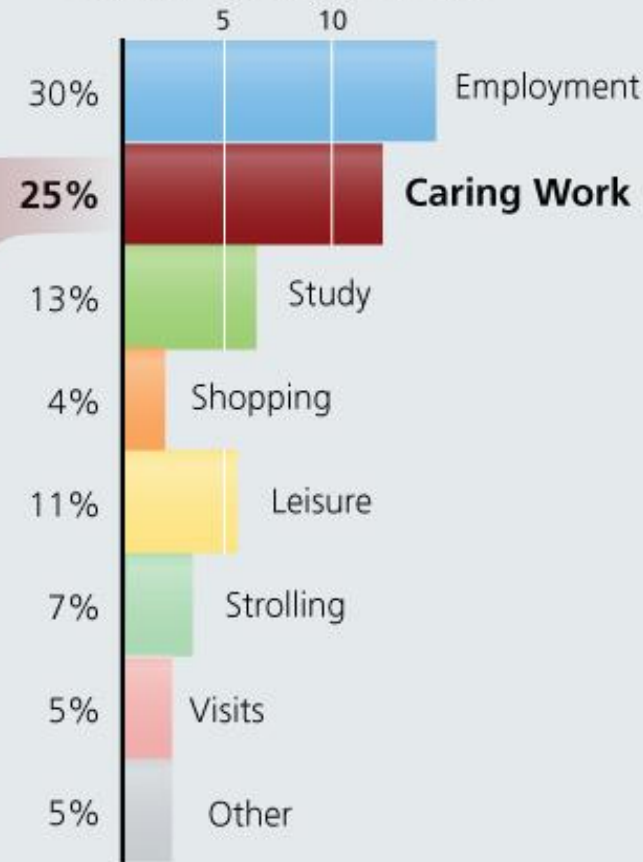
Data As Traditionally Collected



■ Care-related Trips

Care-related trips are concealed within several travel categories

Data Collected Using the Concept "Mobility of Care"



When identified as a dedicated category, caring work accounts for a full quarter of all public transportation use

Vision, goal setting and scenario building

Build and jointly assess
scenarios

Develop a vision and objectives
with stakeholders

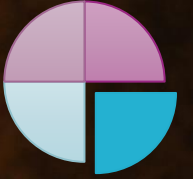


Step 4: Build and jointly assess scenarios

Ensuring equal participation of transport users

- Involve local interest groups
- Ensure access to engagement,
- Involve women in locating routes and services
- Use qualitative methods such as safety audits and women only focus groups

Vision and goals





Step 5: Develop a vision and objectives with stakeholders

Are these stakeholders included?

Checklist



Sectors

- Government sector
- NGOs
- Private sector
- Academics and policy analysts

Examples

- Gender focal points of ministry
- Sectoral special interest groups
- Male and female representatives
- University departments, think tanks

Consider: Which stakeholders and interest groups should be involved in creating a vision?

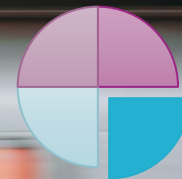
Step 5: Develop a vision and objectives with stakeholders

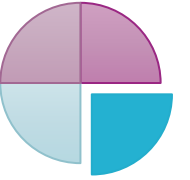
Vision: City of short distances

- Reaching all daily destinations within 15 minutes of active travel
- Polycentric, decentralised distribution of functions
- Advantageous for trip-chaining

Advantages: Accessibility by proximity

- improved experience of caregiving, shopping and use of services
- independent mobility of children and older people





Step 5: Develop a vision and objectives with stakeholders

Examples for outcome targets

- reduced average **travel time** to essential services, jobs
- increase in utilization of **health services**
- decrease in average travel time for girls and boys **from home to school**;
- increase of x% in women in **paid employment** away from the vicinity of their home;
- **gender mainstreaming** into transport-related policy, strategy, or planning procedures;
- increase of x% in women in **transport sector employment**



Categories of Indicators



Context – situation for women in the urban area/environment

Characteristics – of the population

Efficiency – achievement of gender inclusivity goals

Impact – impact and ability to benefit from measures

Vision and goals



Measure planning

Develop actions according to objectives and ambitions

Agree actions and responsibilities

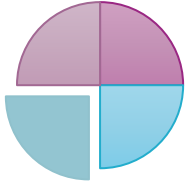
Prepare for adoption and financing

Step 6: Develop actions

The value of integrated transport modes

- Trip patterns of women tend to necessitate the combination of different transport modes
- Modal integration for increased inclusiveness and safety
- Availability of different modes outside of peak hours
- Consider concept of 15-minute-city





Step 7: Agree on actions and responsibilities



availability

affordability

safety

reliability



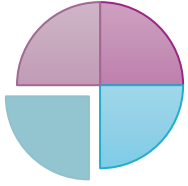
“Isolated measures of one single type do not, in general, go very far in diminishing mobility problems.”



Availability

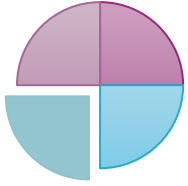
equal accessibility of vehicles, stops and public space:

- Multi-purpose **compartments** for prams or wheelchairs
- **low-floor** buses and trams
- Stops and stations without barriers that are **pleasant to use**
- Good **visibility of information** on services



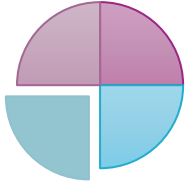
Affordability

- High transport costs are greater burden on women, especially due to trip-chaining
- Reduced fares for specific groups or an **integrated fare system** can help



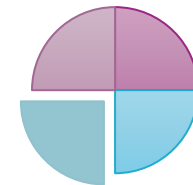
Safety

- Safety **design measures**, more staff, request stops
- Providing women the choice to arrive **closer to their destination**, especially at night



Reliability

- Ensuring **reliable** transport service options with sufficient frequency and at the required times, including off-peak hours



Step 8: Prepare for adoption and financing

Gender Budgeting: application of gender mainstreaming in the budgetary process

Integrating gender-responsive measures into the overall SUMP budget framework

- Which **line items** are included?
- **How** are budget decisions made?
- **Who** decides or influences budget decisions, who is not included?
- What are the underlying **assumptions** guiding these decisions?

Many funding organisations in development cooperation require projects to use gender-responsive approaches

Awareness campaign

Jalisco, Mexico

Study findings

- 17.4% of respondents stopped using public transport out of fear of crime

Initiative

- Campaigns and trainings
- Specialized care centers
- Efforts to increase share of women among drivers and traffic police

Policy recommendations

- Infrastructure
- Service requeryency
- Women's participation
- Sanctions



Campaign by UN Women and H+K Mexico City

Measure
planning

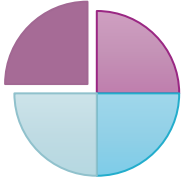


Implementation and monitoring

Manage implementation

Monitor, adapt and
communicate

Review and learn lessons



Step 9: Manage Implementation

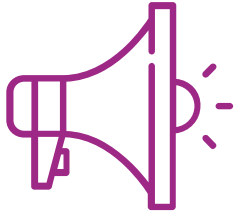
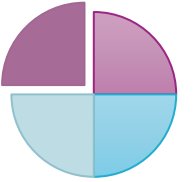
Procurement processes are an opportunity to make demands for equity

Checklist



- Suggestions to integrate gender equality perspective
- Service addresses women and men, girls and boys
- Clear impact of the service on men and women
- Necessity for a gender analysis
- Public service based on gender-differentiated statistics
- Public service connected to city's gender equality objectives





Step 10: Monitor, Adapt and Communicate

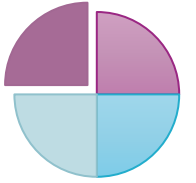
- Social and economic impact rarely documented or systematically evaluated
- **Benefits:**
 - Refinement
 - clarifying issues
 - identifying new concepts and approaches
 - redesigning measures
- New tools are needed

Example

In Berlin, **gender committees** in five district areas are responsible for monitoring of gender mainstreaming



implementation,
monitoring



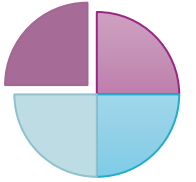
Step 10: Monitor, adapt and communicate

Assess performance

- Clear performance objectives and indicators
- Disaggregated, robust data
- Social Impact Assessment

From start to finish

- Gender-responsive assessment as prerequisite for appropriate performance indicators down the line

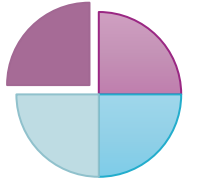


Step 10: Monitor, adapt and communicate

Performance indicators on the following areas

- Improved **transport opportunities** for different population groups
- Extent to which mobility **needs** are met
- Level of **involvement** in the project of men and women
- Level of involvement of interest group **stakeholders**
- **Feedback** on possible improvements of services to meet the needs of men and women

Which KPIs and gender-related data can be used for monitoring and evaluation?



Step 11: Review and learn lessons

- Avoiding single loop processes
- Considering financial costs and social benefits
- Capacity-building
- Learning curve

Mentimeter Poll - Results

Which words do you associate with successful gender-responsive mobility planning?



Conclusion

From nice to have to must have

- Gender as analytical tool
- Mobility is prime enabler of access
- Necessity for equal rights and sustainability

Group Exercise

We will form breakout groups.

Each group is assigned to one of the four planning phases of the SUMP/NUMP cycle for a brainstorming exercise.

Find the collaboration board here:

[Gender and SUMP planning, Online Whiteboard for Visual Collaboration \(miro.com\)](#)

Gender mainstreaming in SUMPS

Case Study – Baixada Santista

2022

Marina Moscoso

Despacio / Mujeres en Movimiento

Vivir la ciudad a una velocidad adecuada y lograr un espacio urbano humano y sostenible

ciudad

clima

Acciones para la mitigación y adaptación al cambio climático



Proyectos relacionados con la vida individual, familiar y laboral

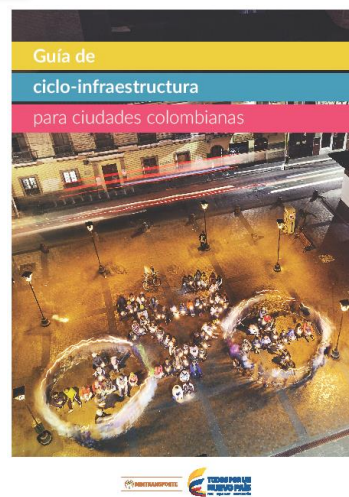
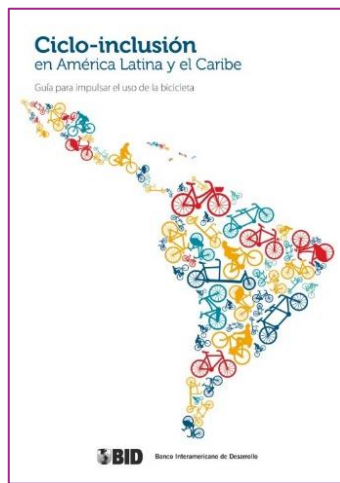
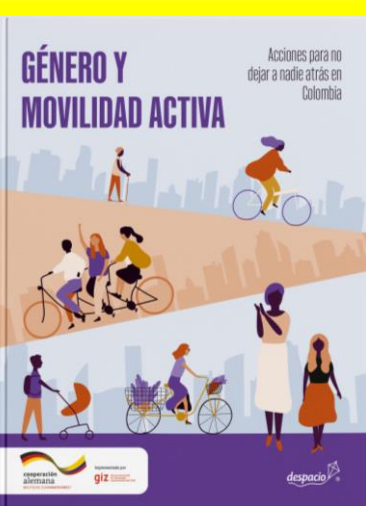
vida

Despacio.org

Research center that promotes quality of life in cities through:

- Projects
- Experiments
- Events

Some publications



Mujeres en Movimiento - Women in Motion (WIM)



Annual Leadership Program



Women in Motion Network



Knowledge management



Contents



Steps of a SUMP (MYC)



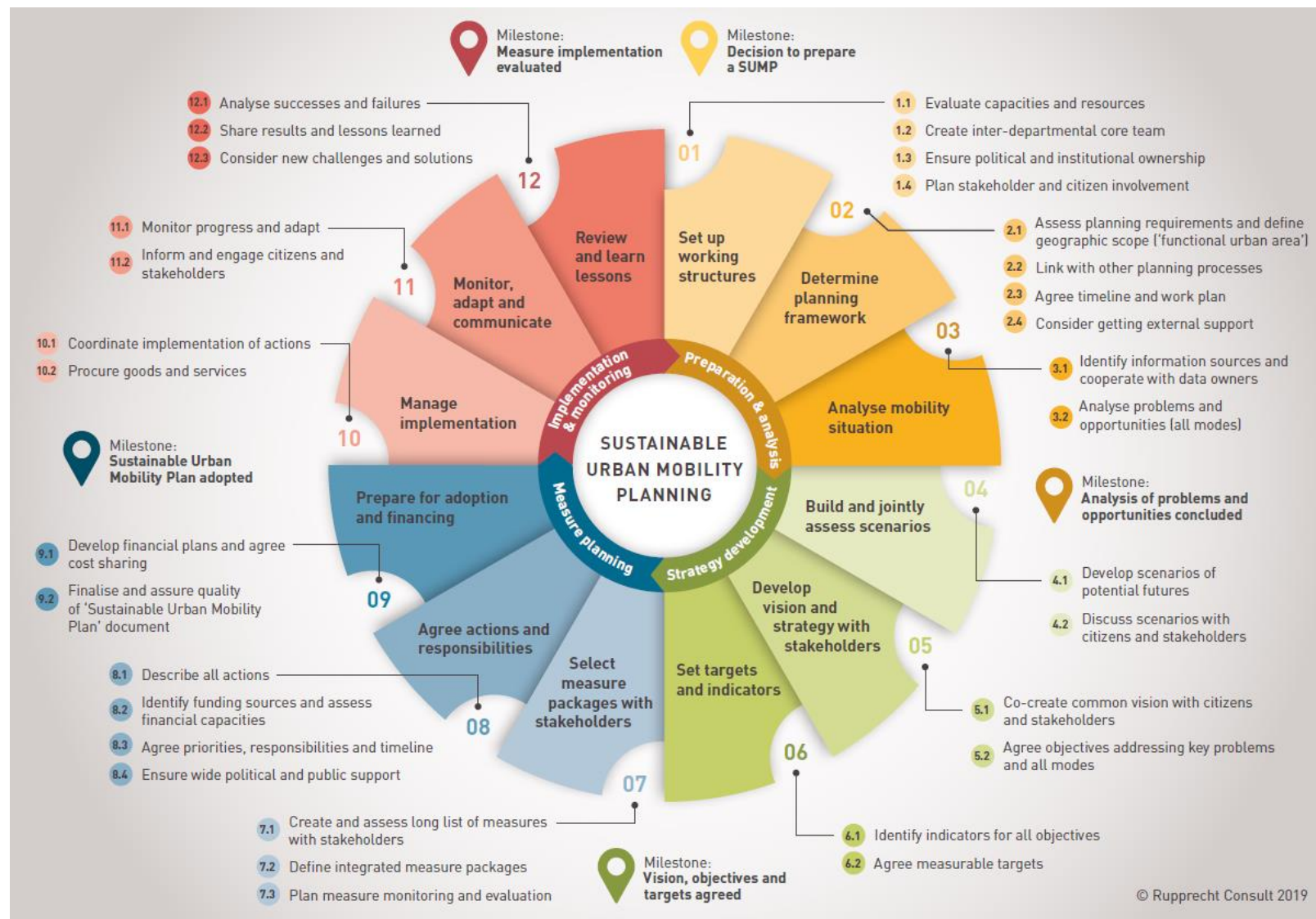
Gender mainstreaming in
Baixada Santista's SUMP



Key frameworks

TOPIC GUIDE

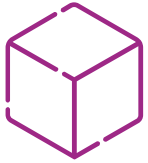
ADDRESSING GENDER EQUITY AND VULNERABLE GROUPS IN SUMP_s



The SUMP Cycle. A planner's overview of the 12 steps of Sustainable Urban Mobility Planning.

Source: Rupprecht Consult, Guidelines for Developing and Implementing a Sustainable Urban Mobility Plan, Second Edition, 2019

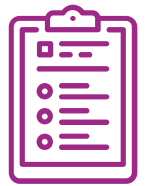
→ Actions implemented transversely in EC+ urban mobility projects



- Toolbox for gender mainstreaming



- Training: WIM Leadership Program



- Mainstream gender in EC+ Logical Framework

→The experience of Baixada Santista:

Definition of the ToR and selection of the consultancy	Diagnosis	Prognosis: Strategic Objectives and Scenarios	Action plan and financing	Action plan and financing	Monitoring and evaluation
<ul style="list-style-type: none"> -Include requirement of an expert person in the subject -Include a gender component in a clear, specific and cross-cutting way 	<ul style="list-style-type: none"> -Data collection disaggregated by gender and others -Qualitative data -Identify specific barriers for women and other vulnerable groups 	<ul style="list-style-type: none"> -Assure gender is included -Carry specific gender-related workshops -Consider gender data in scenarios 	<ul style="list-style-type: none"> -Develop a Gender Action Plan -Assure budget is assign to gender-related measures 	<ul style="list-style-type: none"> -Implement specific activities with women -Involve women's organizations and champions -Think about communications 	<ul style="list-style-type: none"> -Define specific indicators related to the gender approach

Theoretical framework proposals

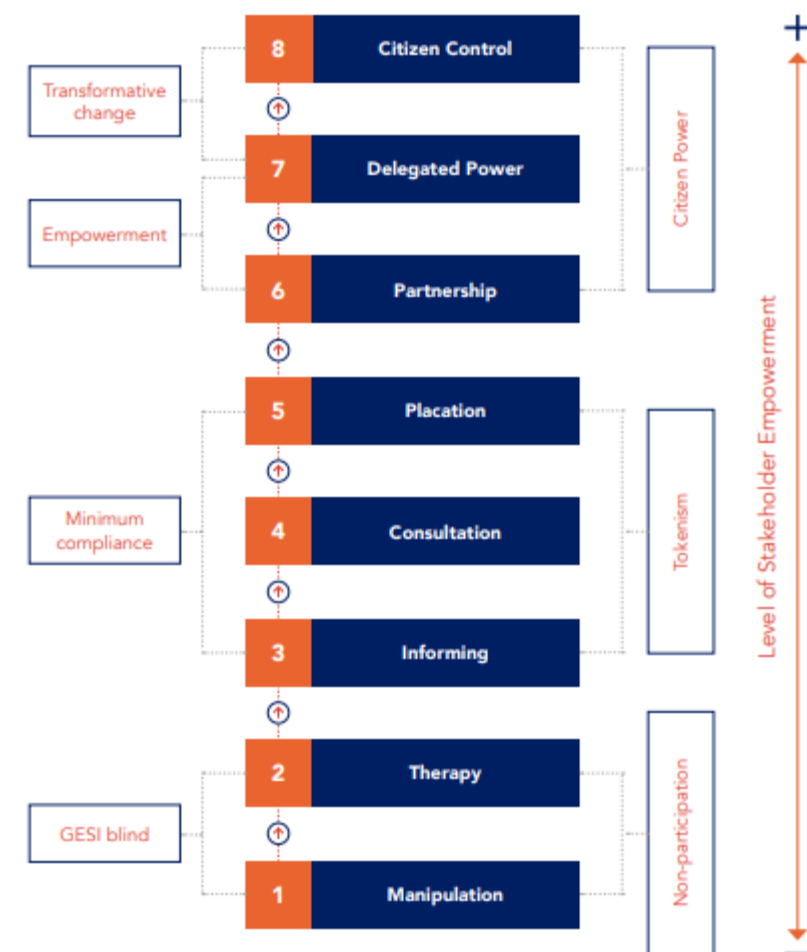


- **IDB – Transpor Gender Lab:** The main challenges of Gender and Transport:
 - Security
 - Low Representation
 - Infrastructure
 - Lack of data
- **World Bank**
 - Women as planners
 - Women as users
 - Women as drivers
- **UK PACT:** Impact measurement: 3 levels of GESI mainstreaming
- **Collectiu Punt 6:** The three autonomies
- **Levin 2019:** How to apply gender equality goals in transport and infrastructure planning
- **Despacio:** The gender approach to leave no one behind: the four areas of inclusive mobility

Figure 1 The levels of GESI mainstreaming



Figure 3 The Ladder of Citizen Participation¹²



CUALIDADES DE LA MOVILIDAD CON PERSPECTIVA DE GÉNERO

Con el objetivo de integrar una perspectiva de género en los sistemas de movilidad y transporte, en esta guía se propone trabajar en la aplicación de 5 cualidades a las que debería responder la movilidad:



→ 3 results to be achieved (outcomes):

- Complete and comprehensive vision of daily mobility (economic autonomy = access)
- Expand the concept of security (physical autonomy)
- Increase of women in the planning, design and management of mobility (autonomy in decision-making)

How to apply gender equality goals in transport and infrastructure planning (Levin 2019)



Table 5.2 Categories of gender equality goals in transport planning

- A. Eliminate all forms of **violence** against all women and girls
- B. Democracy and influence on **decision-making**
- C. Equal **opportunities** for good health and personal development, including **access** to culture and leisure
- D. Equal **opportunities** and conditions for education and paid work
- E. Equal distribution of **unpaid housework** and **provision of care**

























Table 5.1 Summary of the overarching goal “ending all forms of discrimination against all women and girls everywhere”

2030 Agenda: 5.1. End all forms of discrimination against all women and girls everywhere
2030 Agenda: 5.c. Adopt and strengthen sound policies and enforceable legislation for the promotion of gender equality and the empowerment of all women and girls at all levels
CEMR charter: 1. Equality of women and men constitutes a fundamental right
CEMR charter: 2. To ensure the equality of women and men, multiple discrimination and disadvantage must be addressed
CEMR charter: 4. The elimination of gender stereotypes is fundamental to achieving equality of women and men
CEMR charter: 5. Integrating the gender perspective into all activities of local and regional government is necessary to advance equality of women and men
CEMR charter: 6. Properly resourced action plans and programmes are necessary tools to advance equality of women and men
EU: 5. Promoting gender equality and women’s rights across the world
Sweden: The overarching goal of the gender equality policy is that women and men are to have the same power to shape society and their own lives



The gender approach to leave no one behind



		Infraestructura	Políticas públicas y normas	Sensibilización
Patrones de movilidad	Basadas en análisis de: destinos típicos, tiempos, medios y motivos de viajes, Necesidades individuales, roles y acceso a la ciudad.	 Obra, equipamiento  Mobiliario  Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.
Participación laboral	Basadas en análisis de: transversalización de género y la paridad de género en la fuerza laboral del sector transporte.	 Obra, equipamiento  Mobiliario  Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.
Seguridad vial	Basadas en análisis de: causas de siniestros viales, su prevención y atención.	 Obra, equipamiento  Mobiliario  Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.
Seguridad personal	Basadas en análisis de: prevención y actuación ante el acoso y la violencias sexual en el espacio público en el transporte.	 Obra, equipamiento  Mobiliario  Vehículos	 Instrumentos técnicos y normativos  Acuerdos institucionales relacionados con la movilidad activa.	 Gestión, comunicación y socialización necesarias para fomentar la movilidad activa.

		INFRASTRUCTURE	PUBLIC POLICIES AND NORMS	AWARENESS
		Suggestions for construction work, public furniture, vehicles	Suggestions for technical instruments and norms, and institutional agreements related to active mobility	Management, communication and awareness raising actions needed to promote active mobility
MOBILITY PATTERNS	Typical destinations, duration, travel modes and motives. Individual needs, roles and access to the city			
LABOR PARTICIPATION	Gender mainstreaming and gender equity in the transportation work force			
ROAD SAFETY	Road crashes motives, its prevention and perceptions			
PERSONAL SAFETY	Prevention and action in sexual harassment cases on public spaces and transportation			

Thank you!

Experiences from Maputo, Mozambique

Loide Massangaie

Deputy Director of Mobility, Transport and Transit
Maputo Municipality



IMPROVING MOBILITY SYSTEMS ACCESS AND EXPERIENCE FOR WOMEN WHAT CAN WE LEARN FROM MAPUTO'S EXAMPLE AND EXPERTS

MAPUTO EXPERIENCE

Maputo, 27 de Abril de 2022

MAPUTO EXPERIENCE



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A.Context



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Mozambique is located in the Southwest of the African continent, to the east it is bathed from north to south by the Indian Ocean, being characterized by a tropical climate.

Maputo is the capital of the country and is located in the extreme south.



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The city and municipality of Maputo has an area of 346Km², an estimated population of 1 088 449 inhabitants. It has an administrative division with seven districts, including an island and 63 districts.



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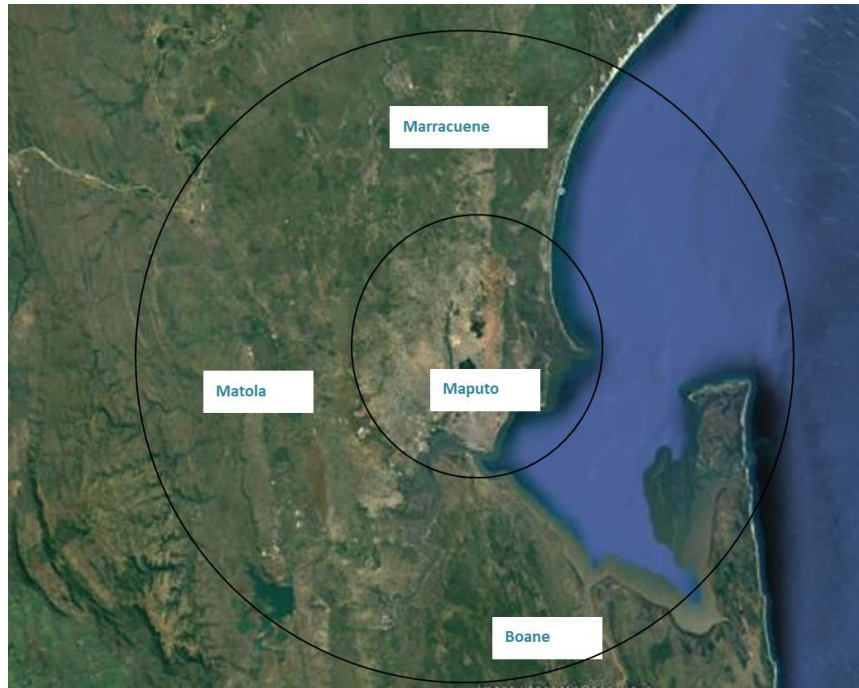


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Maputo City

Metropolitan Area



The Municipality of Maputo is the capital of Mozambique and forms part of the Metropolitan Area of Maputo with an extension of 2,206Km², an estimated population of 2,582,219 inhabitants.



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Maputo City

Formal and Informal Settlements



About 70% of the city is developed in informal settlements.

There are 1000 km of roads where

Paved roads = 39%

Unpaved roads = 61%

About 450.000 vehicles are registered in the city of Maputo, 40% of those in the country.



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B.Transport System



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Transport System

Collective Transport

- 1200 mini-buses with 15 and 29 seats, 17 terminals and 325 stops;
- 948 Passenger Taxis, 120 Places;
- 140 Merchandise Taxi, 4 Plazas;
- 120 Moto-taxis, 09 Plazas;
- 94 School Transportation;
- 420 - 80-seat buses, cooperatives and public companies.
- 2 Maritime transport vessels;
- Passenger Train (CFM - public company, Metro-Bus - private and personalized operator).



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Challenges



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Challenges



- Lack of means of transport;
- Overcrowding of vehicles;
- Long queues;
- Irregular parking;
- Degraded infrastructure;
- Exclusion of people with reduced mobility;
- Poor transport and route management.

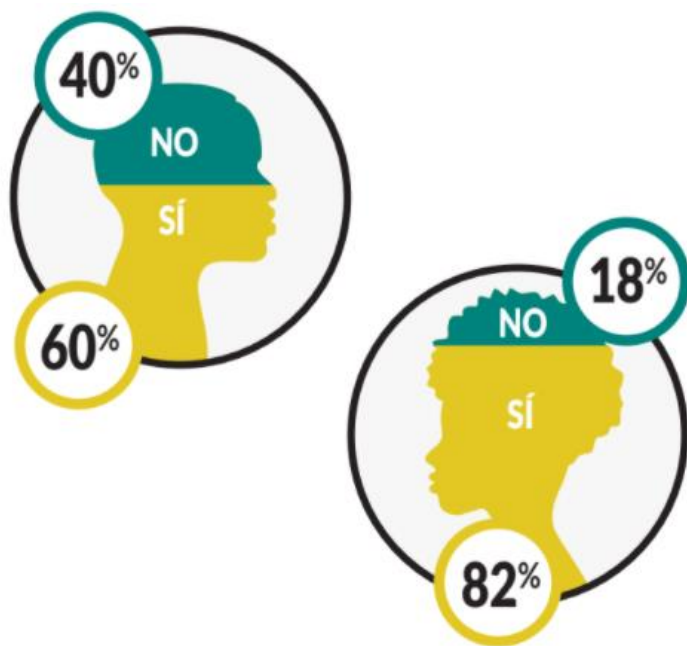


Challenges



- Some neighborhoods lack of collective transport;
- Spaces without visibility;
- Streets without night lighting;
- Unsafe crossings;
- Narrow walkways;
- Cars invade walkways;

Social Challenges



- Harassment of women and men in public transport and in public spaces including bus stops;
- Weak enforcement of laws that protect socially discriminated people in the transport tariff structure;

Challenges: Prejudices

- men have an urge they can't control, that's why they harass. Women provoke !
- a woman is not able to drive a bus
- women are harassed because they want to
- women do not work in mobility because they are not interested
- the gender perspective is nonsense, it has nothing to do with mobility

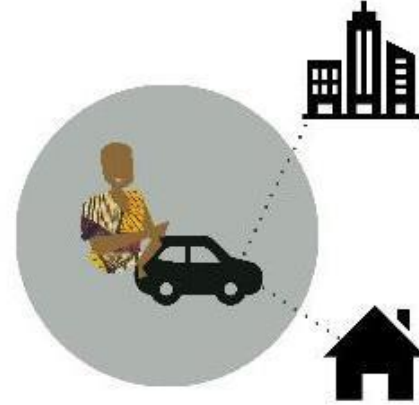


Gender and Mobility Analysis

GENDER BASED DIFFERENCES IN MOBILITY HABITS

MEN

- Travel more by private car
- They make fewer and longer trips, with less connections
- More have a driving license
- In their trips they usually use only a car
- Value speed
- Perceive less insecurity in public transport
- Usually have less or no family or household charges



WOMEN

- Walk and travel more on collective transport;
- They make many short trips with complex connections;
- Fewer have a driving license depending more on collective transport;
- They combine several modes of transport in the same trip;
 - value security;
- Has a high perception of insecurity in public transport;
- They usually do 100% of family or household charges.



D.Maputo Experience



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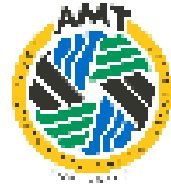


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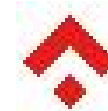
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Maputo's Experience

In 2017 we started inclusive and sustainable mobility projects as a result of the partnership between



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Stakeholders & Mobility Project in MMA

MIE. Mapa de Iniciativas e Entidades

Área Metropolitana de Maputo

V.2021.05



@Desenvolvimento
#MobilidadeSustentável
#Planificação
#ReforçoInstitucional



@ Pesquisa
TransporteInformal



@Desenvolvimento
#MudançasClimáticas
#MobilidadeSustentável
#ReforçoInstitucional



Bilhete Electrónico (AMT em ppp com Maxcom)
120 meses, 22M.\$ (aprox, 113.666.666 MZN/ano),

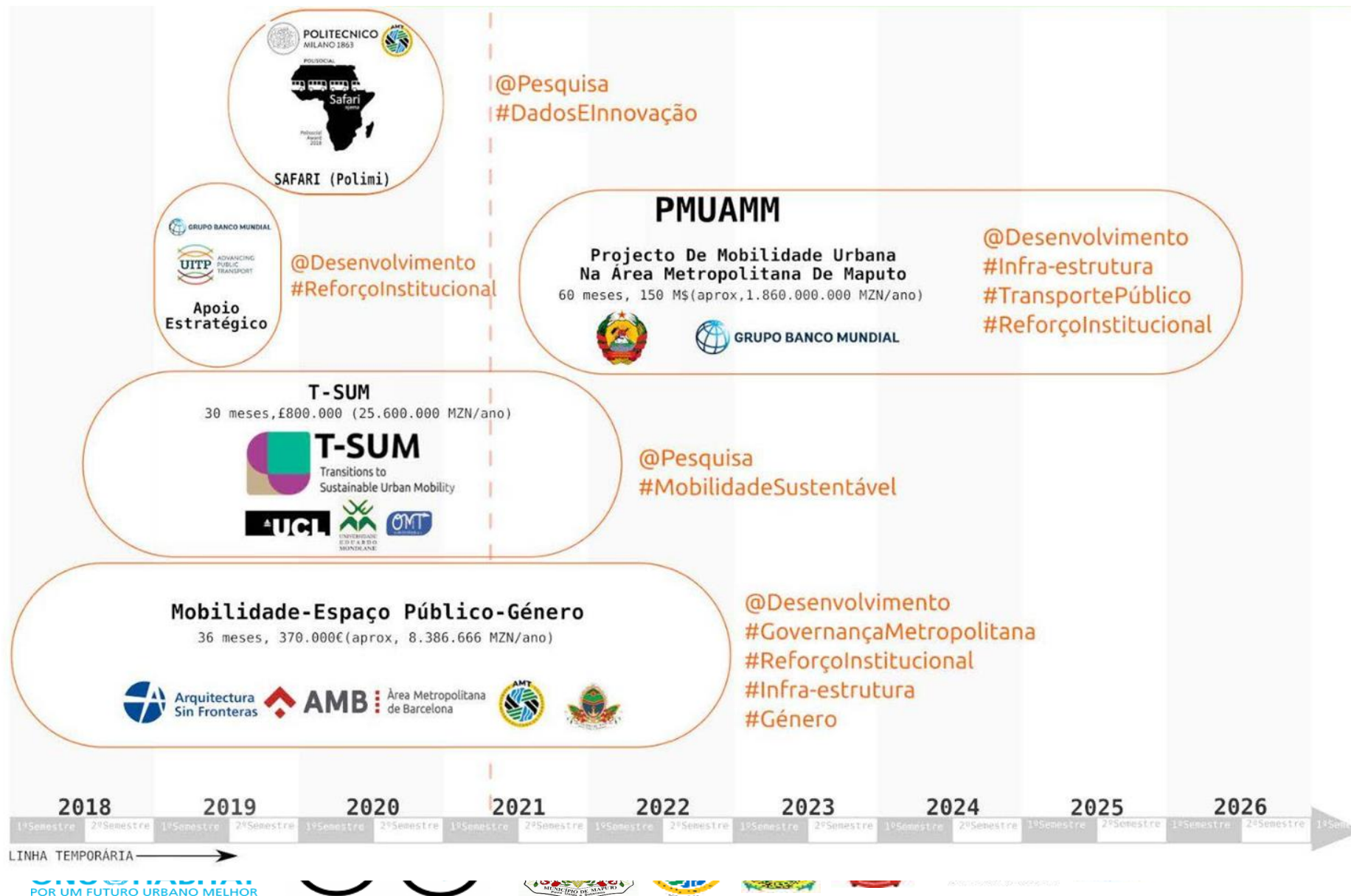
@PPP
#TransportePúblico
#Formalização



E-ticketing (FSD) #desenvolvimento
@inclusão-financeira



Stakeholders & Mobility Project in MMA



E.STRATEGIC LINES



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1 Data: Knowing reality and how it changes

2 Place Making: Actions in public space

3 Capacity building / Guidelines

4 Policy Making

5 Creating Awareness



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E.1.DATA – 1.1.Map of Violences



After the campaign against sexual harassment in 2018, we found a high rate of harassment at bus terminals. A map for violences and securites was done for the "Praça dos Combatentes-Albazine" corridor. Schools and other institutions along the route were involved. There was a participatory identification of dangerous and safe points.



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E.1.DATA – 1.2 Surveys & Interviews

The surveys and interviews made it possible to identify the main habits and beliefs about mobility and gender.

2018

Survey on Mobility and Gender;

2020

Mobility and Gender during the COVID-19 pandemic

2021

Planning diagnosis in a public space for metropolitan use



Participatory Desing of the Bus Stop Area

Creation of the cross-sectoral team: Participation



Ten types of bus stops were identified and analyzed according to the following parameters: visibility, occupation of public space, durability, access to materials and construction locally, road safety, safety against harassment, adaptation to diversity, cost and whether it is modular in double stops , triples.

Analysis of Existing Stops

Tipos Alpendres Maputo

abril2017



Vermelho



Chapa-Vermelha



Amarelo



Verde-Vermelho



Verde



Metal



Branco



Cincento

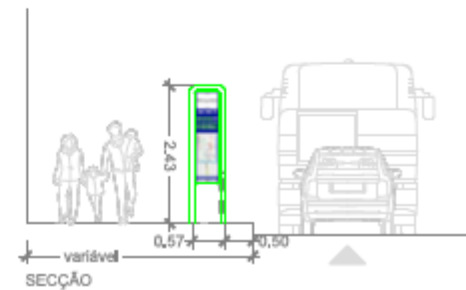
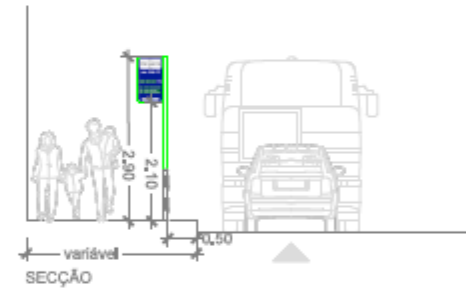
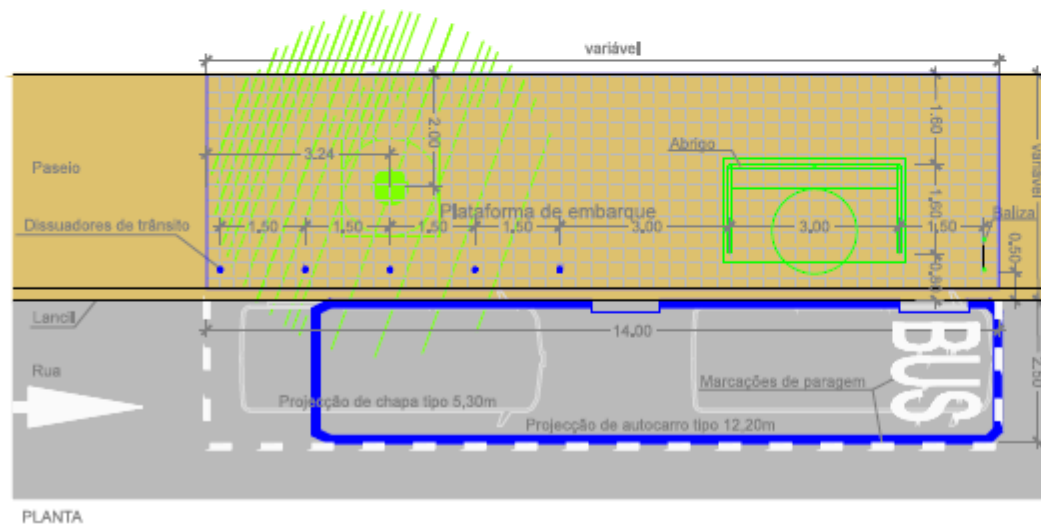
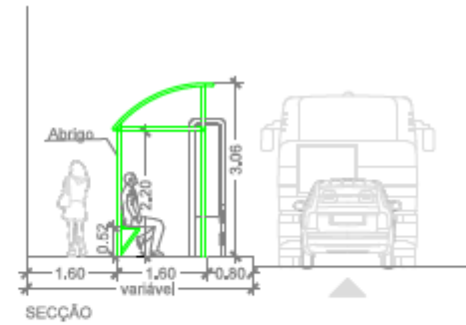
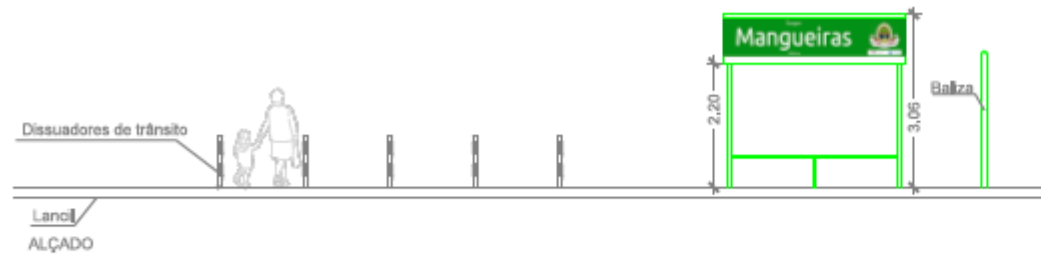


Azul



Aeroporto

E.2.PLACE MAKING – 2.1.Bus Stop Area



Implementing the new Bus Stop Area



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E.2.Place Making – 2.2.Hospital



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E.2.Place Making – 2.2.Hospital

Physical separation of vehicle and pedestrian space.

Connection a Metropolitan infrastructure with collective transport



E.2.Place Making – 2.3.Safe Schools

Crosswalk to increase safety on the way to school



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E.3.CAPACITY BUILDING & GUIDELINES –

3.1.Training Operators and Drivers



2020: we started training transport drivers on topics related to gender and diversity. Each training generated a space for debate to better understand the reality of those who lead and the lack of equity.

2022: We will start supporting women to train as public transport drivers



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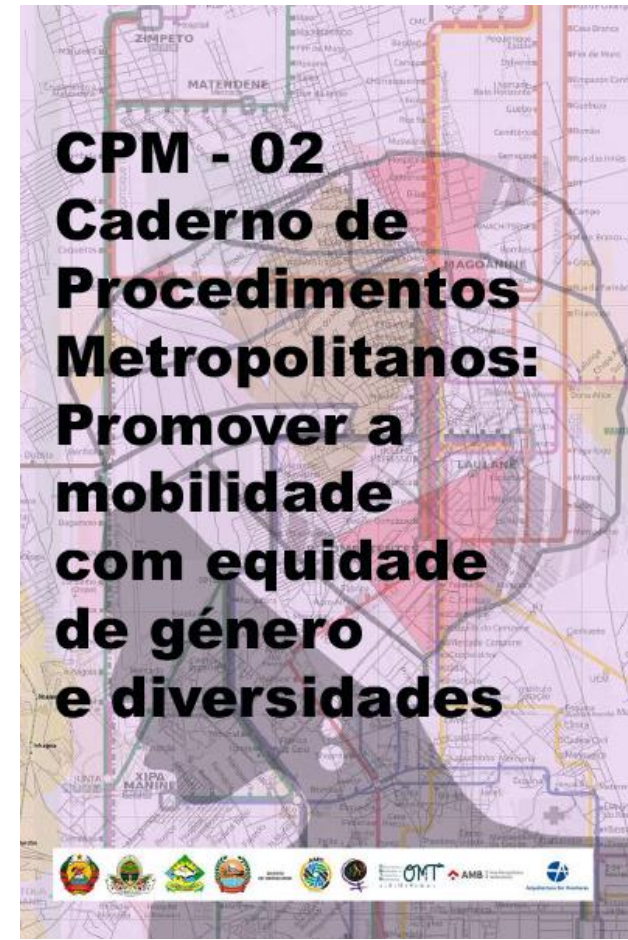
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E.3.CAPACITY BUILDING & GUIDELINES – 3.2.Guidelines

BUS STOP AREA



MOBILITY & GENDER



E.4. Policy Making – 4.1. Bicycle By-law



Intersectoral debate to define an inclusive and sustainable bicycle by-law



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E.4. Policy Making – 4.2. Public space urban revitalization projects - PRUEP

- PRUEP - stands for Public Space Urban Revitalization Projects
- It is an inclusive **urban law** that defines how to improve any public space connected to public services.
- Today we are finishing two models are being proposed: one for the Area of the Central Hospital of Maputo and one for a Primary School area.



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E.5. Citizen Awareness – 5.1. Campaigns

In 2018, the campaign was developed in a participatory way.
Since then, different actions continue to be carried out.



ASSÉDIO NÃO É PASSAGEIRO



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E.5. Conscientização Cidadã – 5.1. Campanhas

STOP Harassment in Collective Transport! Harassment is no passenger!



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Rede Estrutural Metropolitana
Transporte Público da Área Metropolitana de Maputo

<http://www.amt.gov.mz/>

CORREDOR 1: Baixa/Museu - Tchumene - Boane - Namaacha

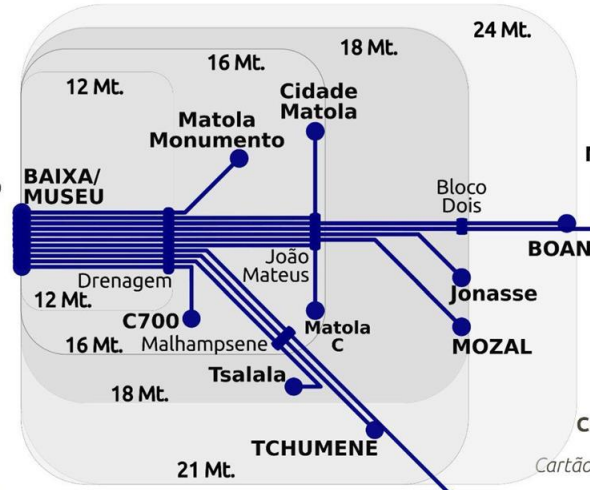
Versão 2021.12

Tarifas em vigor a partir do 2 de Janeiro de 2022




O Nosso Foco é o Passageiro

- 101 **BAIXA-BOANE** (Via Portagem-J.Mateus)
12, 16, 18 e 24 Meticais
- 102 **BAIXA-MOZAL** (Via Portagem-J.Mateus)
12, 16 e 18 Meticais
- 107 **BAIXA-TCHUMENE** (Via Portagem-Ceres)
12, 16 e 21 Meticais
- 108 **BAIXA-RADIO MARCONI** (Via Portagem-Boane)
12, 15, 18, 24 e 28 Meticais
- 109 **MUSEU - C MATOLA** (Via J.Mateus)
12 e 16 Meticais
- 110 **BAIXA- C MATOLA** (Via J.Mateus)
12 e 16 Meticais
- 111 **BAIXA- C MATOLA/MONUMENTO**
(Via Estada Velha) 12 e 16 Meticais
- 114 **MUSEU-C700** (Via Fomento)
12 e 16 Meticais
- 116 **BAIXA -TSALALA** (Via N4)
12, 16 e 18 Meticais
- 118 **BAIXA - NAMAACHA** (Via Boane)
12, 20, 25, 35, 45, 55 e 80 Meticais
- 120 **BAIXA - GOBA** (Via Boane-BºNovo)
12, 16, 18, 24, 29, 44, 49 e 55 Meticais
- 126 **BAIXA - MATOLA C** (Via J.Mateus)
12 e 16 Meticais
- 127 **BAIXA - MASSACA** (Via Boane)
12, 16, 18, 24 e 33 Meticais
- 128 **BAIXA - JONASSE** (Via Km.16)
12, 16 e 18 Meticais



Caro passageiro, use o seu Cartão Famba e pague apenas pela distância percorrida

- 129 **BAIXA - TENGHA** (Via N4)
12, 16, 19, 24, 29, 34 e 40 Meticais
- 130 **BAIXA - MOAMBA** (Via N4)
12, 16, 19, 24, 29, 34, 44 e 55 Meticais
- 131 **BAIXA - BOANE/MAHANHANE** (Via Boane)
12, 16, 18, 24, 29 e 45 Meticais





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E.5. Citizen Awareness

– 5.1. IV Sustainable Mobility Week

IV Semana da Mobilidade Sustentável

Do Grande Maputo, Outubro 2021

Comitê organizador:



Parceiros:



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F.Learnings & Perspectives



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F. Next Steps on each Strategic Line

1	Data: Knowing reality and how it changes	1.1. Maps 1.2. Surveys & Interviews
2	Place Making: Actions in public space	2.1. Central Hospital 2.2. Malanga Bus Stop
3	Capacity building / Guidelines	3.1. Operators and Drivers Training 3.2. Women Drivers Training 3.3. Mobility Place Making
4	Policy Making	4.1. Violence Based on Gender Protocol
5	Creating Awareness	5.1. Sustainable Mobility Week 5.2. Gender and Mobility Campain



CONCLUSIONS

- Working in gender is complex but it is the only way to achieve inclusion
- the PARTICIPATION OF WOMEN in the different phases of the project, favors the feeling of belonging and their personal and collective development. It needs a lot of work to achieve inclusion in route design, decision-making bodies and discussion forums





OBRIGADA! THANK YOU! MERCI!



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Questions



Join us for our upcoming Mastering Mobility Training Sessions

- ✓ Learn
- ✓ Exchange
- ✓ Connect

Language	Date	Name
French	11 May	Establishing a transport authority
English	19 May	Participation processes in SUMP
English	25 May	Financing active modes of transport
French	21 June	Active modes and road safety

And many more!

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Thank you for your attention

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