



INTERMEDIATE OBJECTIVES FOR
GENDER EQUALITY
IN THE TRANSPORT SYSTEM

Summary in English

The Commission

In 2002, SIKA was instructed by the Government to produce proposals for intermediate objectives within the transport policy objective of gender equality in the transport system.

The limited time available for the study meant that it was not possible to propose any well-considered intermediate objectives with deadlines. The proposals that we have made mainly have the character of process targets, although we have also made proposals on further work to establish more detailed intermediate objectives.

The time available for the commission was not either sufficient to work closely with the transport agencies that the commission related to. The transport agencies have been informed about the commission as far as possible through SIKA's Agency Group and the transport agencies' contact persons for gender equality issues.

Åsa Vagland has been project manager. Others participating in the work were Marika Engström, Göran Friberg and Anders Wärmark.

Summary and proposals

The subsidiary transport policy objective for gender equality in the transport system has been formulated in Government Bill 2001/02:20 as follows:

The objective is that there is to be gender equality in the transport system, where the transport system is designed so that it meets both women's and men's transport requirements. Women and men should have the same opportunities to influence the construction, design and management of the transport system and their values should be given equal weight.

The report presents some background facts on women's and men's patterns of travel and activity, values and the transport sector as a workplace. Various principles for approaches to the subsidiary objective of gender equality in the transport system are discussed.

It is possible to conceive of the subsidiary objective as meaning that *the transport system should be adapted to make women's and men's present travel easier*. However, this approach is not self-evident, since it could be argued that we are in this way confirming an unequal social behaviour, expressed, for instance, by men using a car to travel to work, and women being responsible for journeys related to care and purchasing. It is possible that an adaptation of the transport system to today's transport could favour women as a group in the short perspective. However, in the long-term, there is a risk that this adaptation will disadvantage women and perhaps also counteract the general efforts for gender equality in society.

Neither is an approach wholly self-evident that entails that *present social behaviour is to be changed by measures in the transport system*, among other reasons because this involves a focus on the symptoms of inequality rather than the basic causes of these deficiencies. Changes in the transport system cannot be an effective way of reducing gender equality problems in society. In our view, the transport system must substantially be developed in step with society as a whole.

However, we do not see any difficulties in principle or in-built contradictions with an approach that entails that *planning and decision-making structures are changed so as to give equal weight to women's and men's values*. This involves several types of measures: More and more women at every level and function in the transport sector where they are underrepresented; Identifying informal structures of this kind, which are interwoven in the design and administration of the transport system and that can be assumed to work against a more equal transport system; Developing rules and approaches that ensure that consideration is always given to gender equality aspects in the planning, decision-making and administration of the transport system.

Our recommendations on intermediate objectives mainly have the character of process targets, although we have also made proposals on future work to establish more detailed intermediate objectives. Our proposals have not been weighed against the other transport policy objectives, although we cannot see that there are any major conflicts between the gender equality objective and the other transport policy objectives.

SIKA recommends that:

- Planning instructions should be developed for a more secure transport system.
- Targets should be set for the proportion of women in different functions in transport agencies and central authorities in the sphere of transport.
- Major measures that are planned and implemented in the transport system are to be analysed from a gender equality perspective showing the effects on women and men.
- A systematic review should be made of the documentation, working methods and procedures applied throughout the transport sector.
- More research should be initiated on typical female and male perspectives and evaluation of transport-related issues.
- More female researchers should be stimulated to work within the field of transport research.
- Transport agencies and other authorities should carry out information and training programmes to clarify gender equality issues.



THE SWEDISH INSTITUTE FOR
TRANSPORT AND COMMUNICATIONS ANALYSIS

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- To carry out studies for the Government
- To develop forecasts and planning methods
- To be the responsible authority for official statistics

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