Webinar: Green Dividends of Inclusive Mobility

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Paths Towards Green Mobility: Perspectives on Women and Rail Transport in Bosnia and Herzegovina, and Serbia

**European Context**
- European Green Deal
- WB6 aspirations to join the European Union
- Need for modal shift to more carbon-efficient transport modes such as rail
- Transport workforce is ageing.

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Data Collection: Serbia

Selection of the cities based on the priorities of the Serbia Railway Sector Modernization project: overall relevance for rail passenger transport, and the feasibility of conducting research during the pandemic.

Telephone and online surveys of the general population between April and May 2021: 1,268 respondents aged 18 + covering potential and current public transport users in these three cities.

Face-to-face interviews with 251 rail transport users in the same time period, as well as 19 qualitative interviews with rail sector employees.

**Source:** The Census of Population, Households and Dwellings of Serbia, 2011.
Women more often use public transport than men. But is it their choice?

In Serbia most public transport users are women (76 percent vs. 65 percent of men).
At first glance: higher preference of women for greener transport

**FIGURE 14: Importance of Less Polluting Forms of Transportation (In Serbia, by gender)**

- **Important**
  - Men: 76%
  - Women: 84%
- **Not important**
  - Men: 13%
  - Women: 23%
- **Don't know**
  - Men: 3%
  - Women: 2%

Source: Phone and online survey, Serbia
Base: General population—total men, N=601; general population—total women, N=667.

Statistically significant differences between men and women's responses.
Is it true for all PT and non-PT user groups?

**Respondents who state that choosing non-polluting modes is important**

<table>
<thead>
<tr>
<th>Category</th>
<th>Men</th>
<th>Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public transport users</td>
<td>84.1</td>
<td>81.7</td>
</tr>
<tr>
<td>Transport users - not rail</td>
<td>86.9</td>
<td>89.2</td>
</tr>
<tr>
<td>Railway users</td>
<td>81.4</td>
<td>84.2</td>
</tr>
<tr>
<td>Non-public transport users</td>
<td>84.8</td>
<td>70.8</td>
</tr>
<tr>
<td>All users</td>
<td>84.3</td>
<td>85.5</td>
</tr>
</tbody>
</table>

- Higher preference of women for less polluting mode is true for all subgroups.
- **Non-public transport users:**
  - We’d expect a lower preference for less polluting modes – that is true for men (private car users). Interestingly, women’s preference for less polluting modes remains high!
- **Who are the women not using PT currently?**
Non-public transport users

Most women who don’t use PT don’t work
Back to public transport users: Are women using transport really out of ‘choice’?

**FIGURE 5: Riders’ Main Reason for Using Public Transport**

- I don’t have any other option to travel: 44% (Women), 32% (Men)
- It is convenient: 33% (Women), 31% (Men)
- It is affordable: 22% (Women), 17% (Men)
- It saves me time: 11% (Women), 7% (Men)
- Other: 2% (Women), 1% (Men)

*Source: Phone and online survey, Serbia. Note: Base: General population—men who currently use public transport, N=509.*
Main reason for not using PT

FIGURE 6: Main Reasons for Not Using Public Transport

<table>
<thead>
<tr>
<th>Reason</th>
<th>Men</th>
<th>Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don't need it</td>
<td>45%</td>
<td>47%</td>
</tr>
<tr>
<td>It is not available near me</td>
<td>19%</td>
<td>27%</td>
</tr>
<tr>
<td>Not reliable in term of frequencies</td>
<td>&lt;3%</td>
<td>&lt;13%</td>
</tr>
<tr>
<td>It is too crowded</td>
<td>12%</td>
<td></td>
</tr>
<tr>
<td>It is too expensive/ I cannot afford it</td>
<td>8%</td>
<td>3%</td>
</tr>
<tr>
<td>It is not safe</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>It is not clean</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Source: Phone and online survey, Serbia.
Note: Base: General population—men who are currently not using public transport, N=209. General population—women who are currently not using public transport, N=158.

Statistically significant differences between men's and women's responses.
‘Pink tax’: Women pay more for transport
Rail use by gender (I)

- **Before the pandemic:**
  - 20 percent of men and 21 percent of women used rail transport.

- **During the pandemic:**
  - 10 percent of men and 8 percent of women.

**Preferences of current railway users**

**FIGURE 12: Areas for Improvement of Rail Services by Gender**

<table>
<thead>
<tr>
<th>Areas for improvement of rail service by gender</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>More train departures / more diverse lines</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Better tracks / high-speed trains / fewer delays</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Better arranged and equipped stations (benches, driveways, escalators, platforms, restaurant)</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Better cleanliness in the train ( compartments, toilets)</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Strengthen security at the station and in trains (security workers and police officers)</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Better lighting in the train, better heating, WiFi connection, bar</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Better arranged and equipped stations (benches, driveways, escalators, platforms, restaurant)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Maintenance of hygiene at the station (garbage carts, more toilets, more regular cleaning ...)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Better lighting in the train, better heating, WiFi connection, bar</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Better cleanliness in the train ( compartments, toilets)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Better security at the station and in trains (security workers and police officers)</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

Source: Phone and online survey, Serbia.
Base population: 1268 respondents, 601 men, 667 women.
The first & last mile connectivity, which in this study describes the beginning or end of a trip made by either private or public transport to reach a railway station, was suggested as the most important improvement that would encourage rail users, both women and men alike, to use rail to commute. It is notable that women more often stated that rail transport should be more affordable, comfortable.

Source: Phone and online survey, Serbia
Note: Base: General population—men who currently do not use rail transport to commute, N=542.
General population: Women who currently do not use rail transport to commute, N=614.
Statistically significant differences between men’s and women’s responses.

Photo source: Srbija Voz
Data Collection: Bosnia & Herzegovina

- Interviews with 25 male and female employees of Željeznice Republike Srpske (ŽRS).
- Analysis of company documents (workforce statistics, human resources policies and practices) provided by the company.
- Desktop research/international good practices.
Statistical Picture: company (ZRS)

- 84% (1,815) of the 2,165 employees – men and 16% (350) women.
- Women primarily engaged in legal, finance and administration.
- 23% of the 151 middle and low managerial roles occupied by women.
- 12% (225) of the 1,943 roles in operations and infrastructure roles - women.
- Seven out of 181 dispatchers – women.
- No women train driver or onboard train staff.
Some of the barriers to entry for women identified in the company:

- Human Resource management (e.g., limitations on the kinds of sex-disaggregated workforce statistics available)
- Safety at work and raising grievances
- Gender roles and company culture
- Work-life balance
- Recruitment, Promotion and Training/Upskilling.
Importance of nurturing female talent pipeline

- Narrow construction of STEM education and jobs
- Gender stereotyping is a strong factor in women choosing not to enter or pursue STEM fields
What could gender equality in transport education look like?

- Critically rethinking academic subjects, discourses, and theories to align with new needs;
- Applying a gender lens to transport pedagogy, skills, and futures;
- Reviewing architecture and design training to have a major impact on modal shift: namely, inspiring and convivial spaces, family spaces, and end-to-end connectivity;
- Engineering practices that are socially aware and designed for women’s and men’s needs;
- Business and environmental science focused on the just transition to renewables, including purchasing green energy, rail electrification, and decarbonizing construction;
- Driver training institutions that welcome women, with a focus on energy-saving driving;
- Gender balance in teaching staff;
- Teaching the contributions of female scholars and leaders in the field;
Key takeaways

- Women are primarily “captive” transit users and do not take PT out of choice. An increase of women in the paid workforce overtime could see their use of cars converge with men’s use over time.
- Addressing women’s mobility barriers has the benefit of making transport (including rail) more attractive for other cohorts as well, including people who primarily use private vehicles (mainly men). However, the use of automobiles in many cultures is not necessarily related to the quality of public transport and additional interventions will be needed to bring about this change.
- Adopting a people-centered approach to recapturing and growing rail market is critical in WB6 given the urgency of large-scale modal shift to more carbon-efficient transport and accelerating the implementation of EU Green Deal.
- There is a connection between getting more women into the transport sector and improving mobility for women. The critical challenges of energy transition, require fresh perspectives. Women bring capabilities and insights that are needed for transitioning to the sustainable transport networks of the future.
THANK YOU