



Economic Commission for Europe**Inland Transport Committee****Working Party on Transport Statistics****Seventy-second session**

Geneva, 9–11 June 2021

Item 4 of the provisional agenda

Statistical challenges faced by member States**Gender considerations in transport statistics****Note by the secretariat****I. Background**

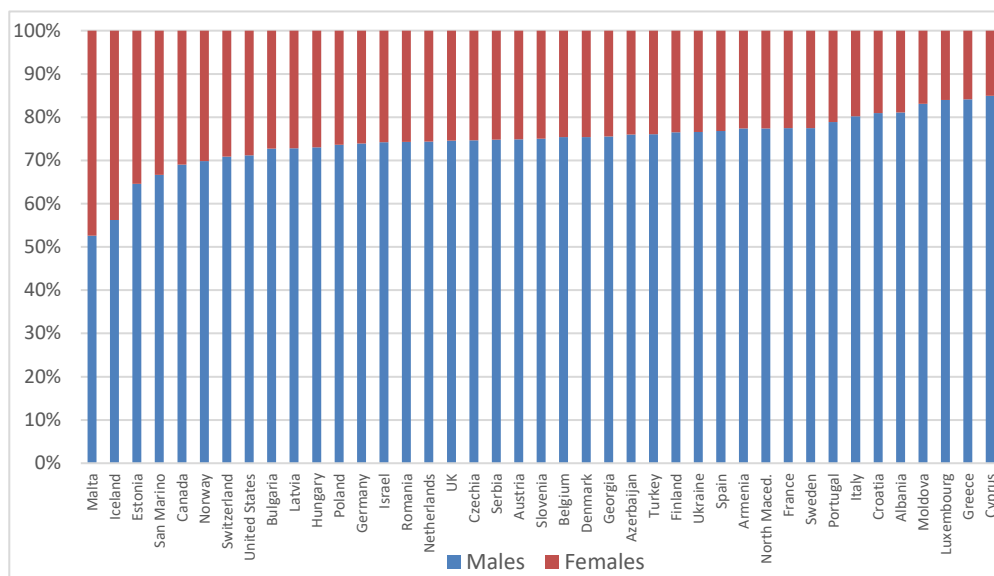
1. The importance of gender considerations in transport statistics has increased in prominence in recent years. Many recent reports from the International Transport Forum, for example, show the importance of considering gender differences on road safety and car design, public transport safety and security, transport employment, differences in frequency and type of trips, to name a few. The road safety statistics collection of the Working Party on Transport Statistics (WP.6) has collected the breakdown of fatalities and injuries by sex for a number of years. In addition, the web common questionnaire previously collected railway worker employment data broken down by sex until 2015 (when it was discontinued due to poor data availability).

2. The rest of this document highlights some interesting gender differences, in Economic Commission for Europe (ECE) data and elsewhere, to stimulate discussion of better transport gender data in the future.

II. Road safety

3. Most road traffic accident fatalities happen to men. In 2017, 74 per cent of fatalities in the ECE region were male (for the countries which reported this breakdown). Across different countries, this difference ranges from 53 per cent in Malta to 85 per cent in Cyprus.

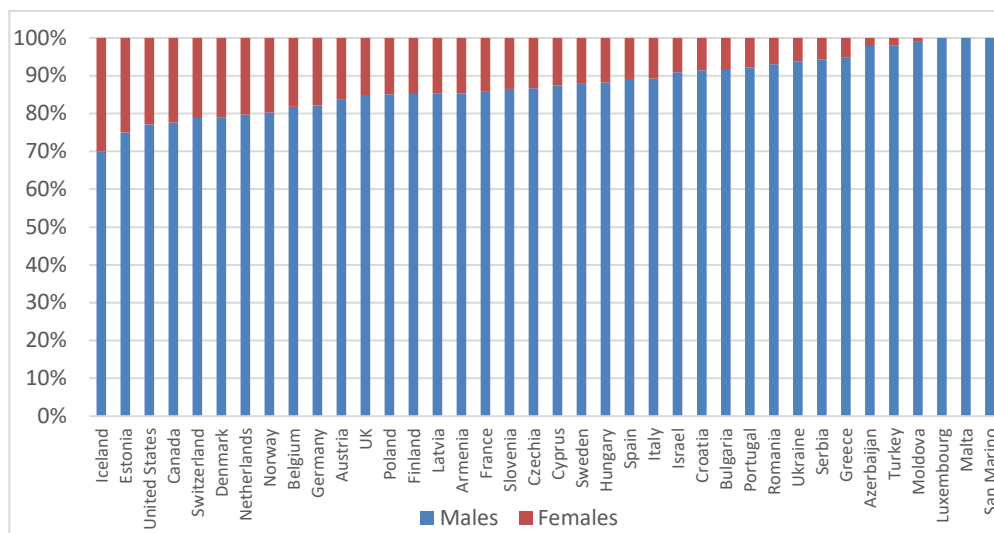
Figure 1
Road traffic accident fatalities by sex, available ECE countries 2017



Source: ECE Database

4. When looking at car drivers only, the sex difference is even more pronounced, with the ECE average figure being 83 per cent of driver deaths happening to males. The range of values for this is shown in Figure 2 and goes from 70 per cent in Iceland to 100 per cent in a few countries (that have low numbers of total fatalities).

Figure 2
Road traffic accident fatalities of car drivers by sex, available ECE countries 2017



Source: ECE Database

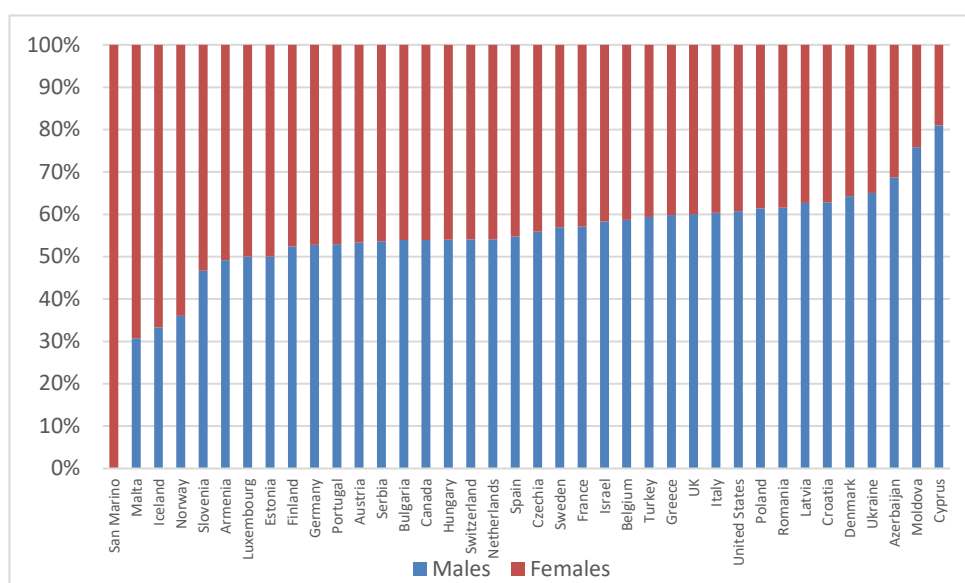
5. These strong differences relate to a number of factors. Males typically drive longer distances than females and are often professional drivers. There is also some evidence that males will drive at higher speeds and take greater risks while driving, including by drink-driving (for example in Great Britain in 2018, there were 190 fatal accidents where a male driver was over the legal limit, compared to 20 fatal accidents where a female driver was¹).

6. The above difference between total fatalities and driver fatalities also means that the difference between the two sexes is less pronounced when it comes to pedestrian fatalities. This is shown in Figure 3, where the percentage of male pedestrians averages at 60 per cent,

¹ www.gov.uk/government/statistical-data-sets/reported-drinking-and-driving-ras51.

with a more balanced range between 30 and 80 per cent (excluding San Marino due to very low numbers).

Figure 3
Road traffic accident fatalities of pedestrians by sex, available ECE countries, 2017



Source: ECE Database

III. Personal mobility

7. Quantifying how much of these differences are due to exposure (either as drivers or pedestrians) highlights the importance of having activity data, either passenger-km or passenger trip numbers, broken down by sex. Even top-level passenger car passenger-km are not collected by many countries. For the ones that do, data are typically from travel surveys, and so the sex breakdown could potentially be provided. However, perhaps a more viable source in the years to come will be to obtain these data through a new data source (see ECE/TRANS/WP.6/2021/4).

8. In addition to road safety exposure considerations, gender splits on passenger-km and passenger trip numbers have value for many other reasons. For example, tracking differences between sexes in transport modal choice, trip distances and the purpose for trips allows a better understanding of daily mobility of everyone.

9. An example of this sex disaggregation is evident in the results of the United Kingdom national travel survey. These results show that males travel more distance, whereas females take a greater number of journeys. A policy implication to this is that a focus on improving journey times for long-distance trips, for example, may not benefit women as much as men. On the contrary, facilitating trip chaining, where multiple legs between e.g. home, a place of work, local commerce, or an accompanying trip to a place of education.

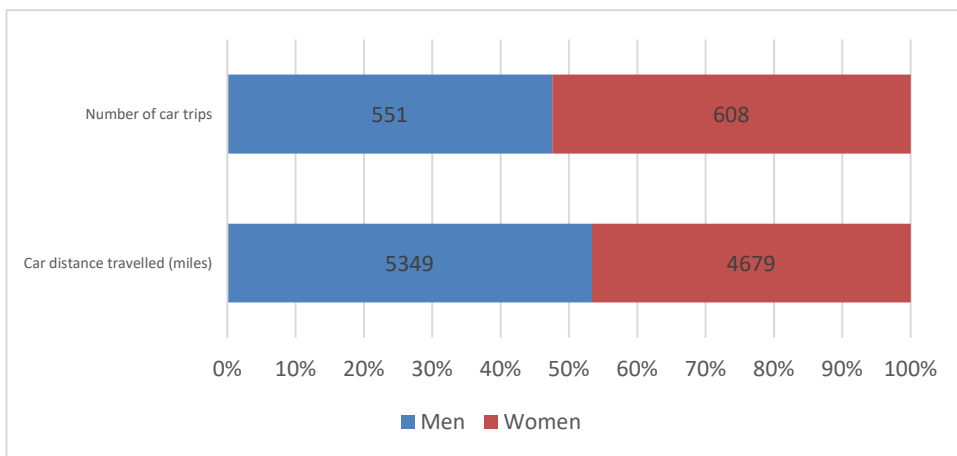
10. Many similar examples are apparent in the ITF's recent publications on transport and gender, with data broken down by city. For example, "women in Helsinki are 2.6 times more likely than men to take a taxi instead of a car/motorcycle, 2.4 times more likely to ride a bus, over twice more likely to ride a train, and 1.7 times more likely to walk or bicycle. Similarly, women in Lisbon are 2.6 times more likely than men to choose a taxi over a private vehicle, 2.2 times more likely to choose a bus or tram and 1.3 times more likely to choose a train."²

11. The examples above focus on mobility and transport measurement, but ownership or registration of vehicles obviously enables mobility patterns. Another example from the ITF

² www.itf-oecd.org/sites/default/files/docs/urban-travel-behaviour-gender.pdf.

report shows that 70 per cent of cars in Sweden are owned by men. And the Central Statistics Office of Ireland publishes³ driving licence data by sex, showing that 92 per cent of men 45-54 years old have driving licences compared with 85 per cent of women.

Figure 4
Sex breakdown of car trips (number) and car distance (miles)



Source: UK national travel survey 2019

IV. Conclusions

12. This document very briefly highlights the road safety and personal mobility advantages that better gender data can provide. The transition to the use of new sources of data for transport statistics may facilitate this in the future. The Working Party is encouraged to reflect on these examples, share their own work on gender-related transport statistics, and consider potential future areas of data collection.

³ www.cso.ie/en/releasesandpublications/ep/p-nts/nationaltravelsurvey2019/drivinglicences/.