THE ROLE OF INCLUSIVE MOBILITY AS A CATALYST FOR SUSTAINABLE DEVELOPMENT

TRANSPORT DIVISION
TRANSPORTATION, SOCIAL INCLUSION AND GENDER EQUALITY IN THE CARIBBEAN

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THE CARIBBEAN CONTEXT:

47.4% of women; 60.5% of men have access to a vehicle for daily use.

69.7% of women curtailed their activities due to fears for their safety; 56.9% of men. Transportation options are least available early morning and at nights, and particularly on weekends.

76% of women experienced a high level of insecurity along roadways while accessing transportation, as opposed to 62% of men.

Source: UN Women (2022). Gender Equality, Safety and Climate Change in Public Transportation in Trinidad and Tobago
In Trinidad & Tobago:

A National Vulnerability and Capacity Analysis (Clarke et al 2019) recognized landslides, riverine, coastal and flash flooding and storm surges as major threats to transport infrastructure. In 2022, extreme weather systems and events caused direct damage to bridges and roadways, and rendered them impassible and inaccessible to entire communities, particularly rural and coastal communities.

Commitments to the Paris Agreement and reducing emissions by 2030 are accompanied by proposals to switch to greener fuels, electric vehicles and allowances within the national budgets. Transitions to these modalities have been slow, given the high cost of conversions and infrastructure issues.

In Trinidad & Tobago: A National Vulnerability and Capacity Analysis (Clarke et al 2019) recognized landslides, riverine, coastal and flash flooding and storm surges as major threats to transport infrastructure.

In 2022, extreme weather systems and events caused direct damage to bridges and roadways, and rendered them impassible and inaccessible to entire communities, particularly rural and coastal communities.

National Vulnerability and Capacity Analysis (Clarke et al 2019)
THE CARIBBEAN CONTEXT:
WHERE WE GO FROM HERE

STRENGTHEN INSTITUTIONS

To reform and tackle systemic deficits within the public transportation system

Enhance legislation around sexual and other forms of harassment in public spaces

Utilise tools such as gender mainstreaming, GRB and gender lens investing married with participatory processes and consultations for policy development and infrastructure planning
PUBLIC TRANSPORT ACCESSIBILITY AND AFFORDABILITY

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UNIVERSITY COLLEGE LONDON
Por una tarifa justa

Necestamos un servicio digno que nos permita llegar a tiempo a nuestro trabajo
## How Much Does Transit Cost and For Whom

<table>
<thead>
<tr>
<th>City</th>
<th>Country</th>
<th>A Average Affordability (Percentage of average per capita income)</th>
<th>B Low-income Affordability (Percentage of income of the lowest economic quintile)</th>
<th>C Affordability Inequality Ratio (B/A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montevideo</td>
<td>Uruguay</td>
<td>12.6%</td>
<td>30.3%</td>
<td>2.4</td>
</tr>
<tr>
<td>Lima</td>
<td>Peru</td>
<td>10.5%</td>
<td>26.3%</td>
<td>2.5</td>
</tr>
<tr>
<td>Panama</td>
<td>Panama</td>
<td>10.5%</td>
<td>29.1%</td>
<td>2.8</td>
</tr>
<tr>
<td>Santiago</td>
<td>Chile</td>
<td>10.1%</td>
<td>34.4%</td>
<td>3.4</td>
</tr>
<tr>
<td>Mexico</td>
<td>Mexico</td>
<td>7.8%</td>
<td>20.9%</td>
<td>2.7</td>
</tr>
<tr>
<td>Nassau</td>
<td>Bahamas</td>
<td>6.8%</td>
<td>36.6%</td>
<td>5.4</td>
</tr>
<tr>
<td>Tegucigalpa</td>
<td>Honduras</td>
<td>6.5%</td>
<td>38.1%</td>
<td>5.9</td>
</tr>
<tr>
<td>Asunción</td>
<td>Paraguay</td>
<td>5.7%</td>
<td>16.3%</td>
<td>2.9</td>
</tr>
<tr>
<td>Brasilia</td>
<td>Brazil</td>
<td>4.9%</td>
<td>19.2%</td>
<td>3.9</td>
</tr>
<tr>
<td>San José</td>
<td>Costa Rica</td>
<td>3.0%</td>
<td>11.8%</td>
<td>3.9</td>
</tr>
<tr>
<td>La Paz</td>
<td>Bolivia</td>
<td>2.5%</td>
<td>8.1%</td>
<td>3.2</td>
</tr>
<tr>
<td>Managua</td>
<td>Nicaragua</td>
<td>2.0%</td>
<td>5.8%</td>
<td>2.9</td>
</tr>
<tr>
<td><strong>AVERAGE</strong></td>
<td>****</td>
<td><strong>6.9%</strong></td>
<td><strong>23.1%</strong></td>
<td><strong>3.3</strong></td>
</tr>
</tbody>
</table>
• The Bogotá public transport subsidy was offered to citizens with an SISBEN score of less than 40 points.
• In Soacha, there are no subsidies of this type.
• According to SISBEN, in April 2016 there were 2,403,674 people who met this requirement in Bogotá and 188,308 in Soacha.
In Soacha (Colombia), negotiating prices was commonplace, leading to savings between 30 and 40% of the regular fare.

In Lima (Peru), women reported that although the price of moto-taxi rides are negotiable with drivers, they feel less able and comfortable than men to bargain and end up paying more.

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Ways Forward

Improve affordability in LAC

1. Improving information and targeting mechanisms for identification of potential beneficiaries of affordability policies
2. Develop differentiated fare mechanisms aimed to reduce inequalities
3. Consider the temporality of transport demand and affordability needs.
4. Work across sectors and think holistically about household expenditures on transport
5. Define long-term affordability targets and synergize current public transport agendas with affordability objectives
ACTIVE TRANSPORT AND SOCIAL EXCLUSION

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ACTIVE TRANSPORT AND LOW-INCOME POPULATIONS: THE SCALE OF THE PROBLEM

SHARE OF WALKING TRIPS IN TRANSPORT, BY INCOME LEVEL, IN BOGOTÁ, SÃO PAULO, AND SANTIAGO DE CHILE (PERCENT)

WORSE MOBILITY CONDITIONS FOR THOSE WHO NEED IT MOST (I)

UNPAVED ROADS | COATZACOALCOS, MEXICO

STEEP SIDEWALKS | TEGUCIGALPA, HONDURAS

Source: Ciudades Sostenibles. IDB (2014).
WORSE MOBILITY CONDITIONS FOR THOSE WHO NEED IT MOST (I)

LACK OF SIDEWALKS – QUETZALTENANGO, GUATEMALA

HEAVILY TRAFFICKED STREETS AND LACK OF ADEQUATE PEDESTRIAN FACILITIES | CUMANÁ, VENEZUELA

Source: Ciudades Sostenibles. IDB (2014).
WORSE MOBILITY CONDITIONS FOR THOSE WHO NEED IT MOST (II)

Traffic fatality statistics by road user type in selected Latin American cities, 2018–2019 (percent)

LAND USE
AND PUBLIC TRANSPORT

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UNIVERSITY OF LOS ANDES
FROM ARTISANAL TRANSPORT TO MASS TRANSIT
FROM ARTISANAL TRANSPORT TO MASS TRANSIT
FROM ARTISANAL TRANSPORT TO MASS TRANSIT
EFFECTIVE STRATEGIES FOR SOCIAL CHANGE
- BUNDLED SOLUTIONS TO ADDRESS “WICKED” PROBLEMS

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PARTICIPATORY ACTION RESEARCH FOR SOCIAL CHANGE
Key sites for social change

- Health & transport, key interactions
- Fear or violence?
- Placemaking: Infrastructure or identity?
- Theory in practice: Governance KEY
HEALTH & TRANSPORT KEY INTERACTIONS
INCREASINGLY INFLUENCE TRANSPORT POLICY AND PLANNING

<table>
<thead>
<tr>
<th>Condición</th>
<th>Con la actividad física, riesgo se reduce en un</th>
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<tbody>
<tr>
<td>Cardiopatología y riesgo de infarto cerebral</td>
<td>20-35%</td>
</tr>
<tr>
<td>Diabetes tipo II</td>
<td>35-50%</td>
</tr>
<tr>
<td>Cáncer del colón</td>
<td>30-50%</td>
</tr>
<tr>
<td>Cáncer del mama</td>
<td>20 %</td>
</tr>
<tr>
<td>Fractura cadera</td>
<td>36-68%</td>
</tr>
<tr>
<td>Depresión</td>
<td>20-30%</td>
</tr>
<tr>
<td>Muerte</td>
<td>20-35%</td>
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<tr>
<td>Demencia</td>
<td>40-45%</td>
</tr>
</tbody>
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NOT “FEAR” OR “RISK AVERSE”, BUT VIOLENCE...

• Petty and major crime
• Gender violence (harassment and rape)
• Road risk and related violence
Placemaking, complete streets, “cool” routes to school as key strategies to position Walking and Walkability as catalysts for changing complex systems of cities and regions

• Violence exists to control and maintain certain patterns of power, exclusion and subordination (Wilkerson, 2021)

• Violence correlates deeply and consistently with inequality (Wilkinson & Pickett 2010)

• Dealing with violence through collective action in social spaces can improve equity and work at the roots of violence

• Walking (including assisted mobility) is universal, offering fertile soil for socio-political transformations favoring equity and planetary /human and environmental) health
OVERVIEW KEY STRATEGIC PRACTICE 1/5: OVER THIRTY DIFFERENT PRACTICES

- Placemaking
- Buen Vivir
- Complete Streets
- Livable Streets 1.0
## PLACEMAKING IS / IS NOT

SINCE 1975, 3500 COMMUNITIES, 50 COUNTRIES, NEW YORK-BASED

<table>
<thead>
<tr>
<th>Placemaking defined, Project for Public Spaces</th>
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<tbody>
<tr>
<td><strong>Placemaking is</strong></td>
</tr>
<tr>
<td>1</td>
</tr>
<tr>
<td>2</td>
</tr>
<tr>
<td>3</td>
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<td>12</td>
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<tr>
<td>13</td>
</tr>
</tbody>
</table>

DESIGN OR GOVERNANCE

SINCE 1975, 3500 COMMUNITIES, 50 COUNTRIES, NEW YORK-BASED

Figura 3, Resumen de como partió, procedió y concluyó los proceso de transformación en Renca, La Reina, Bellavista, con resultados detenidos en el caso de Renca; éxito en el caso de La Reina; y resultados mixtos en Bellavista. Fuente: Estudio 3 casos, CEDEUS.
REALITY: LESS A RECIPE, MORE LIKE A GAME OF SNAKES (CHUTES) AND LADDERSD
SOME CONCLUSIONS

• Beyond one-off informative or consultative participation, ongoing collaboration between local government and organized citizen groups is essential for continuity, debates and buy-in.

• Even innovative alliances can flounder when other scales of government interfere, generating barriers instead of facilitating local transformations.

• Deeply embedded in democratic process (or deficiencies): requires governance to transition from CONTROLLING TO FACILITATING ROLE.
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