

Tiziana Campisi, Italy

The future of sustainable mobility: rethinking the post-pandemic phase and promoting gender equity/equality

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Tiziana Campisi, who is an Assistant Professor of Transport Systems at the Faculty of Engineering and Architecture, Kore University of Enna, Italy, explains that unfortunately, in many parts of the world there is still a lack of gender equality linked to the use of different types of transport. “To comply with the 2030 Agenda, local government will have to resolve these issues by promoting actions that take into account that female mobility is different. I believe that the right way forward is to start raising awareness among the population from 4-5 years of age at national and European level on the issues of gender balance and diversity in transport”.

“In certain countries, studies suggest that women are forced to use taxis due to the absence of gender-responsive design and infrastructure”.

Tiziana Campisi is an Assistant Professor of Transport Systems at the Faculty of Engineering and Architecture, Kore University of Enna, Italy. She teaches several transport courses on Aerospace and also Civil and Environmental Engineering degrees. She has published more than 50 articles in journals and conferences. The main topics of her publications are road safety, measures to curb transport pollutant emissions, transport demand and supply in urban master plans, urban transport systems, sustainable mobility, democratic planning, micro-simulation application and multicriteria analysis. The focus on vulnerable users is always present in her research, and she has also worked on national and international studies on women's willingness to use different means of transport. She is a member of the *Soroptimist International Club*, a worldwide association of highly qualified professional women. The members come from different professional backgrounds, thus promoting internal debate and a wide, diversified circulation of ideas that leads to the creation of effective projects

and services.

I: Could you briefly tell us something about your background, and your area of expertise in the field of transport with gender and diversity? What field are you currently working in?

My research pays particular attention to the evolution of mobility and cities in terms of sustainability and resilience, starting from a bottom-up approach that ensures **participatory planning** and thus integrates the needs of different population groups into the various modes of transport.

I have recently been working on the concept of the **evolution of smart cities in the post-pandemic era**, emphasising the need for gender equity in technology and mobility.

My main research interest has centred on the aspect of gender equality and, in particular, I have addressed the issue of **gender equality in Sicilian transport**, based on the results obtained from a

questionnaire addressed to women of age living in Sicily. The paper is entitled "Gender equality on developing transport system in Sicily: A consideration on regional scale" and has been submitted to the AIP Conference Proceedings, Vol. 2021. The results highlight the critical issues that often lead to different perceptions of safety on board a means of transport and gender equality, considering both the passenger's and the driver's point of view.

I analysed public transport in Dammam (the sixth most populated city in Saudi Arabia) in the publication "Gender-responsive public transportation in the Dammam metropolitan region, Saudi Arabia", defining the most critical issues related to women and the use of public transport today. This study ponders upon the **adequacy of the supporting infrastructures and interior design of public buses given women's needs** and compares them with global best practices. The results suggest that, due to the absence of gender-responsive design and infrastructure, **women are forced to use taxis**, although privacy and a sense of insecurity are also a concern when travelling alone or with children.

I have recently submitted a paper entitled "Gender equality and micro-mobility: mind the gap! A statistical analysis of the Sicily region, Italy" to Social Sciences-MDPI. This paper deals with Sicilian women's approaches to micro-mobility.

Mobility and sustainability are also a matter of welfare, as people's wellbeing certainly has a lot to do with health, work, fair sharing of public spaces, and a more inclusive design of cities and their infrastructures. These issues will be the subject of my forthcoming scientific research.

In order to improve mobility, it was decided that research should focus on certain groups of road users – people with motor disabilities, the elderly, parents with pushchairs, etc., who are more vulnerable to mobility problems, and that **city planning should give priority to their needs** in order to build an inclusive urban environment that is truly accessible to all.

I: From your area of expertise - What have been the greatest breakthroughs with regard to increasing gender and diversity in mobility?

Definitely the correlation with gender and age groups, but also the development of non-homogeneity in the use of new means of transport such as micro-mobility.

The development of different forms of mobility provides better access to different areas, such as education centres, and limits the disparity between road users of different age groups and genders. The presence of children and income characteristics are factors that can influence women's mobility choices such as using public transport, owned/shared micro-mobility, and e-bikes and that is why they must be considered.

I: From your area of expertise - What are the biggest challenges to move forward in increasing gender and diversity in mobility?

Definitely **the socio-cultural aspect and the motivation to move**.

Particular attention should be paid to the fact that **women often do not travel alone** because of restrictions in some countries or because they are often asked to accompany their children or family members to school or to do chores (shopping, doctor's appointments, etc.). For example, in Saudi Arabia, women's mobility has been somewhat limited and challenged in terms of space and time, and partly due to socio-cultural barriers. The results presented in my research "Gender-responsive public transportation in the Dammam metropolitan region, Saudi Arabia" suggest that, as I have already mentioned, due to the absence of gender-responsive design and infrastructures, women are forced to use taxis, although privacy and a sense of insecurity are also a concern when travelling alone or with children.

I: What road maps need to be set out to increase gender and diversity in mobility at national or EU level?

Unfortunately, in many parts of the world there is still a lack of gender equality linked to the use of different types of transport. To comply with the 2030 Agenda, local government will have to resolve these issues by promoting actions that take into account that female mobility is different.

I believe that the right way forward is to start **raising awareness among the population from 4-5 years** of age at national and European level on the issues of gender balance and diversity in transport. The **definition of indicators for gender equality in transport and mobility** and sustained participation of the population and associations in local life and thus in the choices made by government should be taken into account.

The conclusions of my research “Gender equality on developing transport system in Sicily: A consideration on regional scale” highlight that promoting the idea that women drive, greater control of infrastructure with real-time systems and continuous monitoring by managers and police bodies but also reduced tariff policies for mothers and female workers will boost sustainable mobility.

I: In your experience, to what extent do you think issues of gender and diversity are considered in transport planning and design?

To date, aspects of inclusiveness in transport planning and design are still not taken into account in some countries (especially in South-Eastern Europe and developing countries).

It is certainly necessary to introduce the concept of gender in legislation and to define user-friendly transport systems for men, women and children.

Urban planning should prioritise the needs of users who are most vulnerable in terms of mobility, such as people with disabilities, the elderly, and parents with pushchairs in order to build an inclusive urban environment that is truly accessible to all.

I: Could you provide examples of transport measures that you think would suit gendered

and diverse mobility planning?

The implementation of **saddles and baskets in scooters** could encourage women to use them. Furthermore, I believe that other solutions to take into account women's mobility needs could be the implementation of **more parking spaces** for women and **special tariffs for public transport** and shared modes of transport.

As I have already mentioned, safety is probably one of the most sensitive aspects for women, so greater control of the areas in which people move through cameras, geolocation and the implementation of typical IoT systems would properly take into account their different mobility needs.

I: What role do you think scientific research, i.e. academia, should play in increasing the inclusiveness of transport?

First of all, by devoting more attention to the issue of gender equity.

Academia and the world of scientific research could also play a role in increasing inclusiveness in transport by regularly organising round tables and conferences on this subject, which could be dealt with at various levels (social, economic, transport, cultural, etc.). Moreover, equal salaries for male and female colleagues are a fundamental starting point. Finally, the academic world should develop and consolidate cooperation networks with associations and clubs that address these issues and generally have gender balance and the needs of vulnerable users as their main objective (e.g. anti-violence centres, Soroptimist Club, Fidapa BPW Italy).



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