

EIGE/2013/OPER/20

METHODOLOGICAL APPROACH TO ESTIMATE THE OVERALL BENEFITS OF SPECIFIC POLICY REFORMS WITHIN THE GENDER POLITICAL AGENDA 'SECTORAL APPROACH TO THE BENEFITS OF GENDER EQUALITY'

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PROJECT PROPOSAL, BACKGROUND AND METHODOLOGY

In the Preface of the **COMMUNICATION FROM THE COMMISSION Europe 2020 A strategy for smart, sustainable and inclusive growth**, President Barroso stated that “to achieve a sustainable future, we must already look beyond the short term. Europe needs to get back on track. Then it must stay on track. That is the purpose of Europe 2020. It's about more jobs and better lives. It shows how Europe has the capability to deliver smart, sustainable and inclusive growth, to find the path to create new jobs and to offer a sense of direction to our societies.”

The framework of the **EXECUTIVE SUMMARY of the EUROPE 2020 STRATEGY** determines three mutually reinforcing priorities:

- Smart growth: developing an economy based on knowledge and innovation.
- Sustainable growth: promoting a more resource efficient, greener and more competitive economy.
- Inclusive growth: fostering a high-employment economy delivering social and territorial cohesion.

Through this document, the Commission also proposes the following EU headline targets to be achieved by 2020:

- 75 % of the population aged 20-64 should be employed.
- 3% of the EU's GDP should be invested in R&D.
- The "20/20/20" climate/energy targets should be met (including an increase to 30% of emissions reduction if the conditions are right).
- The share of early school leavers should be under 10% and at least 40% of the younger generation should have a tertiary degree.
- 20 million less people should be at risk of poverty.

Under this framework, the Commission puts forward seven flagship initiatives to catalyse progress under each priority theme, and two of these are:

- "Resource efficient Europe" to help decouple economic growth from the use of resources, support the shift towards a low carbon economy, increase the use of renewable energy sources, modernise our transport sector and promote energy efficiency.”

And

–"An agenda for new skills and jobs" to modernise labour markets and empower people by developing their skills throughout the lifecycle with a view to increase labour participation and better match labour supply and demand, including through labour mobility.

The document also states that "to guide our efforts and steer progress, there is a large consensus that the EU should commonly agree on a limited number of headline targets for 2020. These targets should be representative of the theme of smart, sustainable and inclusive growth. They must be measurable, capable of reflecting the diversity of Member States situations and based on sufficiently reliable data for purposes of comparison."

And the Commission has selected on this basis –meeting them will be critical to our success, seven targets by 2020, that are interrelated, representative and not exhaustive. "For instance, better educational levels help employability and progress in increasing the employment rate helps to reduce poverty. A greater capacity for research and development as well as innovation across all sectors of the economy, combined with increased resource efficiency will improve competitiveness and foster job creation. Investing in cleaner, low carbon technologies will help our environment, contribute to fighting climate change and create new business and employment opportunities."

This document underlines that gender equality is one of the most important values in the European society. However, there is little mention on the matter except for the flagship initiatives. As to the Flagship Initiative: "Resource efficient Europe", it widely deals with transport and mobility networks, but no attention is paid to the different uses and modalities from the gender perspective.

1. Sustainability: mobility, transport and accessibility

Mobility and transport have recently undergone a great analytical transformation. The subject of study has changed from transport to population mobility. In this context, the subject of study is the people who move while the transports become the instruments enabling movement at different speeds (Roberts, 1980; Miralles-Guasch and Cebollada, 2003). Additionally, walking has been integrated for the first time as another analytical category of transport together with the mechanical ones (Bettini, 1998).

The mobility phenomenon goes beyond the individual dimension and becomes collective (Ciuffini, 1993) when it allows for the characterization of the living conditions of different social groups. The unequal levels of accessibility to get to places of daily life (work, school, leisure or commercial centres...) directly affect the indexes of social exclusion/inclusion (Lucas, 2012).

Mobility is directly related to the systems of social interrelation and the distribution of economic activities over the area (Camagni *et al.*, 2002). Mobility models

(characterized by time, motivation and transport used) result from variables depending on the space distribution of activities and urban planning.

As it is stated, the goals of the 2020 agenda must not only achieve the transformation of the economic structure, but also the replacement of the modernity paradigm by the model of environmental and social sustainability, as well as people's well-being.

In this context, it is corroborated that the models of mobility are different for men and women nearly all over the world (Diaz, 1995; Coutras, 1996; Miralles, 1998; Root, 1999; Rosenbloom, 2006). For instance, women use public transport more and there are more women among pedestrians. For women, trips are longer and their motivation is mostly personal (Miralles-Guasch & Martínez, 2012). This means that investment in transport may favour men in terms of well-being and access to the labour market.

Like in other fields, also in the sphere of transport and mobility, eradicating the disadvantaged position of women leads to equality in opportunities and results. It is necessary to avoid the disadvantaged position of women (in terms of well-being or access and control of the production factors, among others) in the sphere of transport and mobility, as this means working on attaining equal opportunities and results and empowerment of women, resulting in an equal development model from the gender standpoint.

The policies of mobility and transport play a fundamental role in the existence or absence of changes in the current gender division of labor, the right to health and leisure, among others.

Thus, the gender approach must be considered in the decision-making processes of the priority at the **EUROPE 2020 STRATEGY** "Sustainable growth: promoting a more resource efficient, greener and more competitive economy", as this is the way to meet people's collective and integral needs and to attain general well-being.

2. The current EU policies on transport and mobility: the reports by DG Move

In a very rapid overview, it is crucial to underline that there is NO SECTION or MOMENT that includes the actions planned from a gender approach.

However, in the DG Move report, this could be drawn from the following sections:

1. Promote safe and secure transport
2. Promote quality transport services and working conditions
3. Promote a modern urban mobility

Taking the third section as an example, "Promote a modern urban mobility", The Commission launched a review on the implementation of urban mobility action plan and identification of further action. Furthermore, Vice-President Kallas announced for 2013 an urban mobility package and, in this context, a public consultation and an impact assessment study were launched. Three new CIVITAS17 projects were

successfully launched at the end of 2012. In total, CIVITAS demonstration projects now represent an investment volume of well over €300 million. A conference was held in September 2012 for the 10th anniversary of CIVITAS. A three-year Europe-wide awareness-raising campaign has been initiated, worth €3 million (www.dotherightmix.eu). On 10 July 2012, the Commission launched the Smart Cities and Communities European Innovation Partnership ('EIP'). The partnership proposes to pool resources to support the demonstration of energy, transport and information and communication technologies (ICT) in urban areas. Is the gender approach considered in this action?

From a superficial analysis of the DG activities, it is noticeable that there are not any disaggregated data on the actions by gender, which should be totally advisable and imperative.

3. The methodology: the Capability approach

The Capability Approach advises to study the effects of public policy on the capability development of men and women, as it considers that the economic development must focus on the development of everyone's capabilities (Amartya Sen, 1980; 1985 and 1985a; Martha C. Nussbaum, 2002; 2009). This means that the capability assessment can be used for different purposes, from poverty evaluation to the assessment of human rights or human development (Amartya Sen, 2004).

According to these authors, well-being and development must not be measured in accordance with the resources available but with the things people are able to do or be. Additionally, Martha C. Nussbaum (2009) highlights that capability means "opportunity to choose", which implies that the freedom to choose is within the concept of capability.

Since the capability approach provides a new regulative framework and has been a very useful instrument in gender equality analyses of public policies, this work intends to use this methodology to assess the mobility-related public policies from a gender perspective.

The following statements support this decision (Robeyns, 2003):

- a) The capability approach considers the individual's capabilities. The measures of inequality and well-being usually employ implicit assumptions on gender relations in the family that are not realistic and ignore or avoid inequality in the household.
- b) The capability approach is not limited to the paid market. It also takes into account people's functionings (what they are and what they can do) both in the paid and non-paid markets.
- c) The capability approach explicitly recognizes human diversity, such as gender and sexuality.

To apply the capability approach and measure well-being in a society, Martha C. Nussbaum (2009), and also Robeyns (2005), elaborated a list of capabilities. We have adapted them from an economic perspective to simplify the elaboration of indicators.

We have shortlisted the capabilities elaborated by Martha Nussbaum (2012) and Ingrid Robeyns (2005) to a total of 9 capabilities. We have also made our own interpretation of some of their concepts. That was necessary because Nussbaum's terminology is too philosophical for the economic research.

Our capability list is the following:

1. Physical and mental health
2. Integrity and security
3. Social Relationships
4. Education and culture
5. Unpaid work (Care and domestic works)
6. Labor market
7. Environment
8. Mobility
9. Leisure

If EIGE agrees, this exercise can also be carried out by using the eight indicators of the Gender Equality Index (Work, Money, Knowledge, Time, Power, Health, Intersecting inequalities, Violence). In doing this, the data and results could be cross-checked.

To illustrate our methodological proposal and estimate the costs and benefits of gender mainstreaming applied to sustainability, in terms of mobility, accessibility and transport, we will carry out a qualitative study where respondents will rate the following mobility-related aspects from 1 to 10, with the highest value being the most relevant aspect to men's and women's well-being.

1. Mobility	
1.1. Be able to leave home	
1.2. Do many daily trips	
1.3. Do few daily trips	
1.4. Long trips	
2. Means of transport	
2.1. Use private bicycle	
2.2. Use public bicycle	
2.3. Use railway transport	
2.4. Use public road transport	
2.5. Use collective road transport	

2.6. Use private transport as a driver	
2.7. Use private transport as a passenger	
3. City	
3.1. Pedestrians areas	
3.2. Multifunctional Spaces	
3.3. Industrial parks near home	
3.4. Playgrounds near home	
3.5. Motorways near industrial parks housing	
3.6. Motorways near industrial parks	
3.7. Motorways near shopping malls	
3.8. Train/metro station near home	
3.9. Train/metro station near industrial parks	
4. Accessibility	
4.1. Get to work on foot	
4.2. Get to leisure area on foot	
4.3. Get to the doctor's / hospital on foot	
4.4. Get to shopping centre on foot	
4.5. Get to work by public transport	
4.6. Get to leisure area by public transport	
4.7. Get to the doctor's / hospital by public transport	
4.8. Get to work by private transport	
4.9. Get to leisure area by private transport	
4.10 Get to shopping centre by private transport	
5. Environment:	
5.1. Use CO2 emitting transport	
5.2. Use non-polluting transport	
5.3. Traffic noise environment	
1. Education	

WORKPLAN AND TIMELINE

1. Workplan

1 Review of the current policy reform agenda and brief mapping-out of the reform opportunities and challenges for the gender equality

2. Analysis of the opportunities of selected policy reform - sustainable growth - related to the gender equality political agenda and priorities in the EU and a brief mapping-

out, classification and description of the benefits these reform processes can experience as a result of integrating a strong gender equality dimension.

3. Review and description of methodological approaches and emerging options for the analysis of the costs and benefits of increasing the gender equality dimension with the overhauling policies and legislation.

4. A qualitative fieldwork to generate a case study of small dimensions on sustainable growth.

5. Implementation of the capability approach methodology to sustainable growth, and in particular, on mobility and transport to illustrate the practical application and bring about initial results of the benefits of gender equality.

6. Draw conclusions and recommendations on the basis of previous analysis for an EU-wide scaling-up project for future work on the Benefits of Gender Equality and suggest policies in the sector of the DG MOVE to EIGE in the context of its mandate and annual work plans.

7. Drafting a brief paper describing the results of our work

2. Timeline

The time table is as follows:

Week 1: task 1 (3 hours/day during 6 days)

Week 2: task 2 (3 hours/day during 6 days)

Week 3: task 3 (3 hours/days during 6 days)

Week 4: task 4 (3 hours/days during 6 days)

Weeks 5: task 5 (3 hours/day during 6 days)

Week 6: tasks 6 and 7 (3 hours/day during 10 days)