



EnGenDER

Enabling Gender-Responsive Disaster Recovery,
Climate and Environmental Resilience in the Caribbean

Gender Inequality of Climate Change and Disaster Risk in the Transportation Sector

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13 of 18



Natural hazards and climate change impact women and men differently due to differences in societal expectations of their roles and responsibilities in families and communities, and the means by which they earn their livelihoods. Women generally have lower

incomes, less access to credit and decision-making authority, and limited control over resources, which increases their vulnerabilities to many natural hazards and climate change impacts. The impacts of climate change and disasters often magnify existing gender inequalities between women and men; thus, the approach to policy development and service delivery by institutions needs to take into consideration gendered differences. In particular, climate change and disaster risk preparation and response demand initiatives that identify and address existing gendered differences to ensure that women and girls, and men and boys have equal access to disaster risk resilience and climate change and environmental solutions.



CLIMATE CHANGE

a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time period.



DISASTER

a serious disruption of the functioning of a community or a society at any scale due to hazardous events interacting with conditions of exposure, vulnerability and capacity, leading to one or more of the following: human, material, economic and environmental losses and impacts.



HAZARD

a process, phenomenon or human activity that may cause loss of life, injury or other health impact, property damage, social and economic disruption or environmental degradation. Hazards maybe natural, anthropogenic or socionatural in origin.

Through a series of comprehensive studies, the United Nations Entity for Gender Equality and Empowerment of Women (UN Women) under the Enabling Gender-Responsive Disaster Recovery, Climate and Environmental Resilience in the Caribbean (EnGenDER)

Project has identified gender inequality of climate change and disaster risk impacts across the transportation sector. The transportation sector is a category of companies that provide services to move people or goods, as well as transportation and infrastructure.

Why a Gender Lens (Analysis)?

The transportation sector is susceptible to disruptions caused by hurricanes, storm surges, flooding, excessive rainfall, landslides and other extreme weather events. These hazards cause disruptions in the operations of airports and seaports, and damage road infrastructure. Rising temperatures can also have negative consequences for air and road transportation, including buckling of pavement on roads and runways.

Climate change impacts in the transportation sector are gendered due to the different roles and responsibilities, and social and economic positions of women and girls, and men and boys in households. Persons with disabilities and members of the LGBTQ+ community are also impacted by disruptions in the transportation sector, for persons with disabilities these disruptions can be more severe if they are mobility restricted (i.e., a person is unable to move freely without the aid of mechanical assistance and/or an inability to move freely because of a physical or mental disability, handicap or restriction). Therefore, it is important that climate change plans and policies incorporate gender-responsive actions that cover access to services should a disaster impact occur.



Climate Change and Disaster Risks

Across the Caribbean, an analysis of gender inequality due to the impacts of climate change and natural hazards on the transportation sector revealed:



Disruptions in transport systems decrease access to employment and livelihoods, which can lead to an increase in costs for transportation of goods and services, and a loss of access to markets where women and men, and person with disabilities can sell goods and produce.



Safety risks, including sexual and gender-based violence and human trafficking, can increase for women and girls when traveling to get water and other supplies.



Children may experience difficulties accessing school, thus there is likely to be an increase in school absences, low academic performance and school dropout, as well as an increase in antisocial and offending behaviors among children.



Women and girls' vulnerabilities to sexual and gender-based violence increases at home and in public spaces, such as in communities and transportation, particularly at the hand of unofficial transportation operators.



Members of the LGBTQ+ community face discrimination in accessing public transport.

Coping Mechanisms Identified

In the Caribbean, people who have been impacted by climate change events and hazards have adapted and coped in one or more of the following ways:



Walk and bicycle.



Use makeshift stretchers to transport the sick or carry people on their backs.



Use boats and rafts when roadways are flooded.



Elderly women and persons with disabilities depend on children, including grandchildren, and other members of the community for support and makeshift transportation.



Persons with disabilities may rely on evacuation by authorities.



Members of the LGBTQ+ community may rely on support from civil society organizations.

Opportunities for Gender-Responsive Disaster Resilience

What can be done to ensure that climate change policies and strategies are gender-responsive? What can be done to reduce the gendered risks for vulnerable populations?



Policymakers can:



Invest in appropriate road placement and design.



Revise supporting sector policies to ensure that they are gender-responsive.



Implement measures to reduce safety risks for women and girls when traveling for water and supplies.



Develop coping mechanisms to address the needs of the LGBTQ+ community.



Ensure that post-disaster infrastructure work employs people from the communities where the work is taking place.

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