

Sustainable & Social Inclusion

Empowering Women in
Mountainous Regions through
Mobility
and Gender Equality



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Sustainability is about people, not just the environment

- Sustainable mobility isn't only about emissions or Infrastructure, it also includes:
 - **Who can access transport**
 - **Who benefits from it**
 - **Who is left out**
- **If a transport system is low-carbon but only works well for full-time commuters with private cars, it's not fully sustainable socially.**



Mobility patterns are not the same for everyone

- 🧑🧒 **2. Mobility patterns are not the same for everyone**
- People travel differently based on their daily lives:
- Many women (and also some men) make **multi-purpose trips**: school, care, shopping, work
- Others have more **direct commuting patterns**
- So transport systems designed only around “home → work → home” don’t reflect reality for everyone.





Gender equality highlights structural differences

- The focus on gender helps reveal:
- Who has less access to cars or flexible transport
- Who carries more unpaid care responsibilities
- Who is more affected by safety concerns or time constraints
- It's not about saying women are the only group affected—it's about showing where **system design creates unequal outcomes.**



Gender Equality Framework (Indirect Mobility Relevance) in MALTA

- Gender equality is **constitutionally protected in Malta** and supported by national law

Policies focus on:

- equal access to employment and services
- reducing structural barriers for women (including transport-related ones)
- Institutions like the NCPE promote **gender mainstreaming across sectors**



Better gender planning improves the system for everyone

- When transport is designed to include caregiving trips, safety, accessibility, and flexible routes:
- Elderly people benefit
- Disabled users benefit
- Low-income households benefit
- Even men with care responsibilities benefit
- So gender-responsive planning is actually **more inclusive planning**.





In rural areas, the link becomes stronger

- In places like Siggiewi or other rural regions:
- Transport options are more limited
- Distances to services are greater
- Care responsibilities are more concentrated at household level
- This makes mobility design more sensitive to daily life patterns—not just economic commuting.





Key takeaway

- Gender is included in sustainability and mobility because:
- **👉 You cannot build a fair or effective transport system if you ignore how different people actually live and travel.**



Key Commitment (Post-GreenMove Action)

- Integrate **gender-responsive mobility principles** into all future local transport planning
- Strengthen **community consultation with women, elderly, and vulnerable users**
- Advocate for **safer, more accessible, and demand-responsive transport options** in rural areas
- Ensure mobility is linked with **care, work, education, and social participation needs**



? Question for Consortium Discussion

- How can rural and small municipalities **secure long-term funding and technical support** to maintain inclusive, gender-responsive transport solutions after project funding ends?

- How do we ensure that **pilot projects become permanent systems**, not temporary initiatives?



Best Practice to Share

- **Community-based participatory engagement with youth groups (e.g. scouting and local organisations)**
- Involving young people and community members in **idea generation, implementation, and awareness campaigns**
- Linking sustainability education (e.g. waste reduction, mobility awareness) with **real community action**
- Demonstrates how **local participation strengthens ownership and long-term impact**







Closing Message

- ✓ Sustainable mobility in rural areas must combine **gender equality, local participation, and long-term system change**
- ✓ Real impact happens when communities are not just consulted—but actively involved in designing solutions





GREENMOVE 2025-2026

Inclusive Mobility, Empowered Communities

GreenMove may be ending, but the journey toward fair, sustainable, and people-centred transport is only just beginning.

