Gender-inclusive Electric Mobility

Using E-Mobility to Increase Women Participation

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Emilie works on implementing integrated e-mobility in cities. She supports the EC funded SOLUTIONS+ programme in Kigali, targeting shared e-bicycles, e-motorcycles and e-buses, while pursuing research on e-mobility uptake in Nairobi.

Prior to that, she worked 8 years in the field of EU regulation and public transportation.
E-mobility as a driver for change

Transitioning the fossil-fuel ecosystem
- Governance and stakeholders
- Business models
- Charging infrastructure

Electric mobility
- Early stage in African countries
- Not a silver bullet
- But significant opportunities to reshape and increase women participation in transport provision
Leading by example: Safa Tempos in Nepal

- Starting in the late 1990s with small pilots; rapid loan reimbursements enabled scaling up and access to finance
- Free training for women drivers and entrepreneurs
- Results: half of drivers currently women; 200 women owning and driving out of a fleet of 700 vehicles
- Positive outcomes on participation, representation, increased household’s incomes, access to healthcare and education, catalysing effect
It is urgent to improve women participation and representation!

Under-representation of women in transport provision in East-Africa

Situations of harassment and violence towards women, including sexual violence

Design e-mobility gender inclusive projects:
- learn from past projects with fossil-fuelled vehicles: training the (driving school) trainers
- baseline assessment,
- broader work on awareness raising and gender norms (Flone, Plan International, UN-Habitat)
Key considerations

E-mobility → Opportunities for ecosystem transitions

Safer: more attractive e-mobility services

Opportunities for new players, including women + Proactive interventions targeting women

Stronger participation and representation of women; safer for women as users

Thanks!

Any questions?
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