

TInnGO project

Media Pack

This Media Pack 2 is a document containing information about TInnGO project and its research results. It is a one-stop shop for all of the information journalists need.

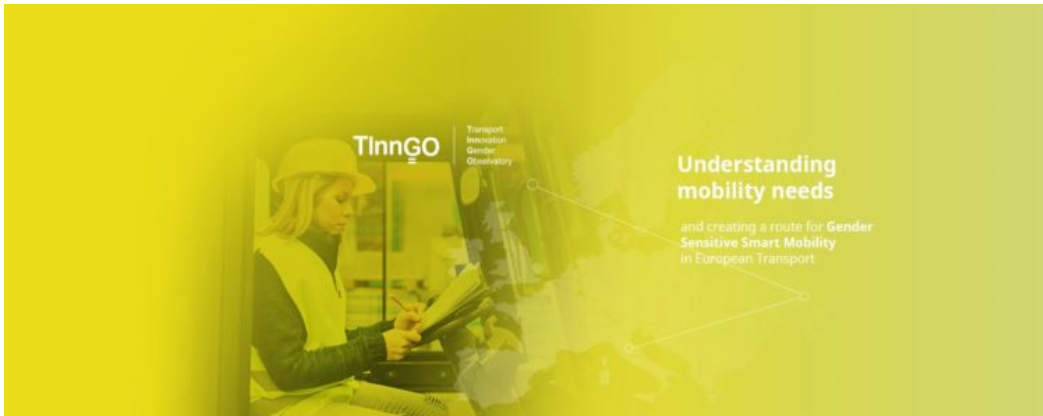
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The TInnGO project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no 824349.

TInnGO in brief



The [TInnGO project](#), (2018-2020) funded by the Horizon 2020 program, has developed a framework and mechanisms for a sustainable game change in European transport, by using the transformative strategy of gender and diversity sensitive smart mobility. It is addressing gender related contemporary challenges in the transport ecosystem and women's mobility needs, while is creating a route for Gender and Diversity Sensitive Smart Mobility in European Transport.

A [European Transport Gender Observatory](#), for gender smart transport innovation is providing a nexus for data collection, analysis, dissemination of gender mainstreaming tools and open innovation.

The emphasis of TInnGO on diverse and specific transport needs is evident in its unique comparative approach enabling contributions from and influence of stakeholders and partners from thirteen EU countries and ten [TInnGO Hubs](#). These Hubs, coordinated by different TInnGO partners, promote gender smart mobility by building the capacity to generate and apply evidence on issues relating to gender equality and transport, by highlighting case studies of women leaders in smart mobility and by developing gender and diversity sensitive smart mobility solutions.



The Challenge

Transport is a field where women face higher risks and burdens than men due to unequal access to resources, education, job opportunities and entrenched social and cultural norms.



Studies have shown how men's and women's travel patterns differ and how **different access to transport is a major producer of gender inequality**. The transport needs of the commuting wage earner are often privileged over the needs of (often female) homemakers and carers, who make more complicated journeys as part of their social and cultural roles and many countries do not record, model or recognize the need to support different journey types, thereby perpetuating transport poverty of women into the smart mobility arena.

Furthermore, gender segregation of jobs and unequal recruitment practices apply to the transport sector, which faces serious gender gaps with **women making up only 22% of transport workers** in Europe¹.

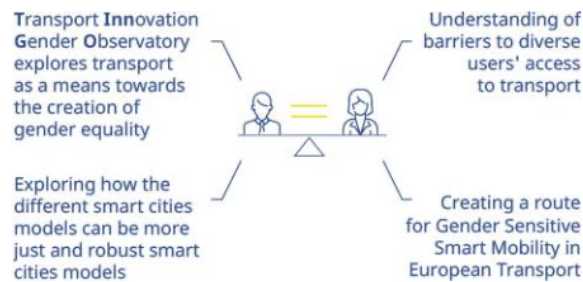
At both European and national levels, **there are still serious gaps when it comes to recognition and inclusion of gender aspects in transport strategies, research and innovation**. Particularly, in the context of smart cities, research on gender has been marginal so far, and limited attention has been placed in developing gender-specific policies, programmes, and mandates in transport – both on national and EU-level.

¹ <https://ec.europa.eu/transport/sites/transport/files/images/women-in-transport-infographic.jpg> (source: Eurostat 2017)



The Response of TInnGO

TInnGO a 3-year research project funded in the context of the HORIZON 2020 Programme of the European Union, created a framework and put in place mechanisms for a sustainable game change in European transport through a transformative strategy of gender and diversity sensitive smart mobility.



TInnGO stands for **T**ransport **I**nnovation **G**ender **O**bservatory and explores transport as not just a means of physically moving people from one point to another, but also as a potential means towards the creation of gender equality

The emphasis of the TinnGO is the creation of gender and diversity action plans, with a methodological approach which can be used into different cultural context in order to develop gender and diversity sensitive smart mobility plans as a fundamental component of a smart city.

TInnGO project opened up more adequate understanding of barriers to diverse users' access to transport as well as to labour market participation.

It addressed gender-related contemporary challenges in the transport ecosystem and women's mobility needs, creating a route for Gender Sensitive Smart Mobility in European Transport, which considers the diversity of different groups. The [European Transport innovation Gender Observatory](#) provides a nexus for data collection, analysis, dissemination of gender mainstreaming tools and open innovation.

For this purpose, TInnGO has developed and implemented:

- Concepts for Gender & Diversity Smart Mobility



- Workshops with stakeholders with the result of defining good practices and inspiring a roadmap to Gender equality
- Methods and tools for gender and diversity mainstreaming in transport planning.
- Case studies for testing and evaluation of methods and tools for gender and diversity mainstreaming in transport
- Surveys on targeted audiences, such as female academics and women working in the transport sector
- Interviews with women entrepreneurs, successful women in the field of smart Transport
- Employment analysis in the different areas of transport sector. Guidelines for women entrepreneurs in transport sector
- Analysis and good practices on STEM education



Reached TInnGO Objectives by Research Results

TInnGO recognized the huge gender inequalities in current transport provision and aimed to combine existing tools and knowledge with new data, approaches and strategies. Specific objectives of the TInnGO project included and the research results that reached these objectives:

- The advancement gender-related contemporary challenges in the transport ecosystem and women’s mobility needs, creating a route for Gender Sensitive Smart Mobility in European Transport, which considers the diversity of different groups. Through this strategy, TInnGO explored both potentials and limitations of upcoming smart modes of transport, such as car sharing, bike sharing and the use of ICT from a gender perspective and to combine the development of new transport solutions with an intersectional gender perspective.

Results: [Open Innovation Platform](#)

[Initiatives on Gender and Transport](#)

[Incident Reporting Tool](#)

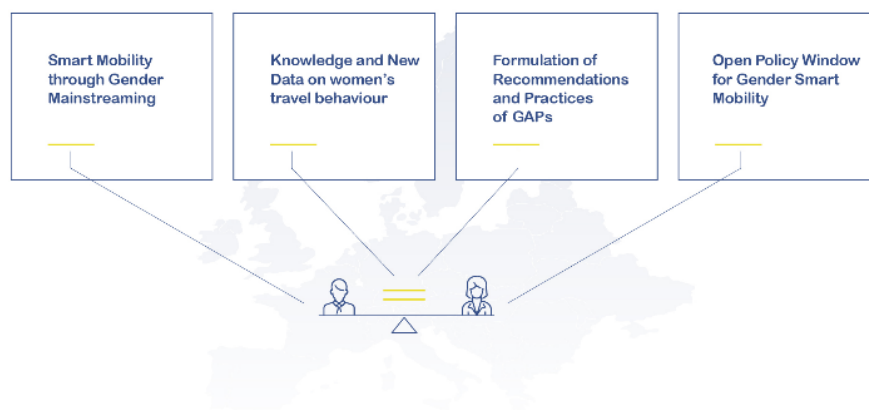
[Interviews of Opinion Leaders in gender Smart Transport](#)

- The comprehensive understanding of actual problems and prospects and of transformative solutions, by creating and operating an accessible and interrogatable open-source data repository and by using (real-time) survey tools to augment existing data sets, accessible through the TInnGO Observatory.

Results: [TInngo Open Data Repository](#)

[Transport Survey Platform](#)

[Motivational Portraits of successful women in smart transport](#)



- The formulation of a range of recommendations and good practices of Gender Action Plans (GAPs) in the transport sector. The aim is to create recommendations and guidelines for GAPs in a form applicable for stakeholders to meet gender-specific requirements of certain user groups and support gender-balanced employment. TInnGO has widened the scope of traditional gender action plans (GAPs) with the creation gender and diversity action plans (GaDAPs).

Results: [Gender and Diversity Action Plans](#)

[Guide for potential women entrepreneurs in Smart Mobility](#)

- A final TInnGO objective is to open a policy window for Gender Smart Mobility in the provision of proximity between stakeholders at both regional and European levels and to contribute with new knowledge in the design and implementation of sustainable future strategies of transport

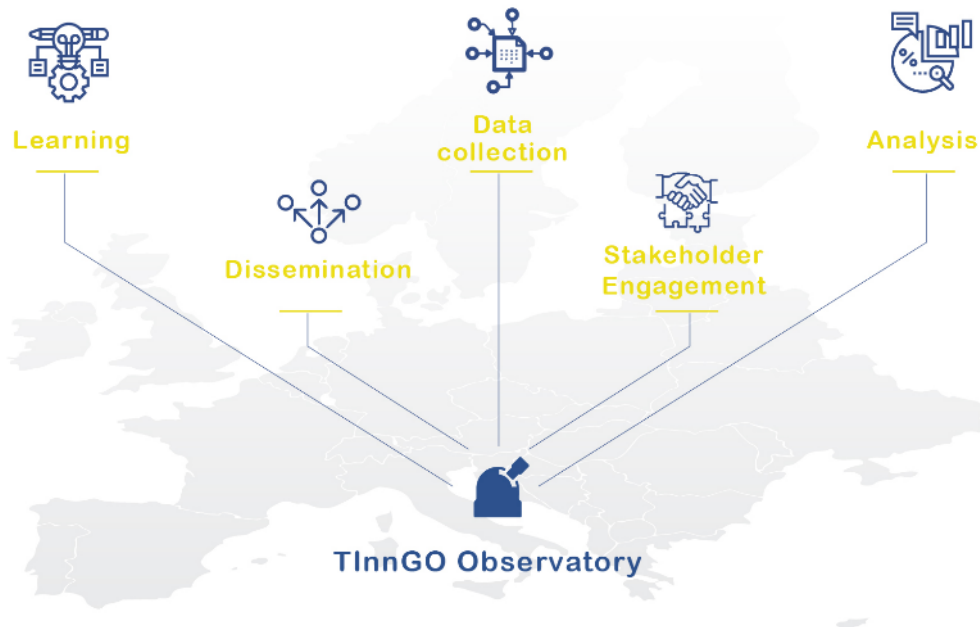
Result: [Policy Briefs](#)



TInnGO Observatory

TInnGO project has developed a one-stop Observatory for policymakers, academics, researchers and citizens involved in Smart Mobility, which includes a learning centre, [Gender and Diversity Actions Plans](#), an [Open data Repository](#), an [Open innovation platform](#) and an [Incident Reporting Tool](#) and [Training modules](#).

The [TInnGO Observatory](#) leads, coordinates, and is fed by [10 National Hubs](#) across the EU, thereby providing both international and national leadership, innovation and critical review of smart mobility innovations. The [TInnGO Observatory](#) will continue its work after the end of the project, being the platform for gender related innovation in transport field..



TInnGO National Hubs

The geographic coverage of the TInnGO project is a network of 10 national hubs in thirteen European countries. The [TInnGO Observatory](#) coordinates and is fed back by Scandinavian, UK, Spanish, Portuguese, Italian, Greek, French, German, Romanian, and Baltics Hubs.

The Hubs promote gender smart mobility by building the capacity to generate and apply evidence on issues relating to gender equality and transport, by highlighting case studies of women leaders in smart mobility and by developing gender and diversity sensitive smart mobility solutions. Each hub is specialized in a set of areas:

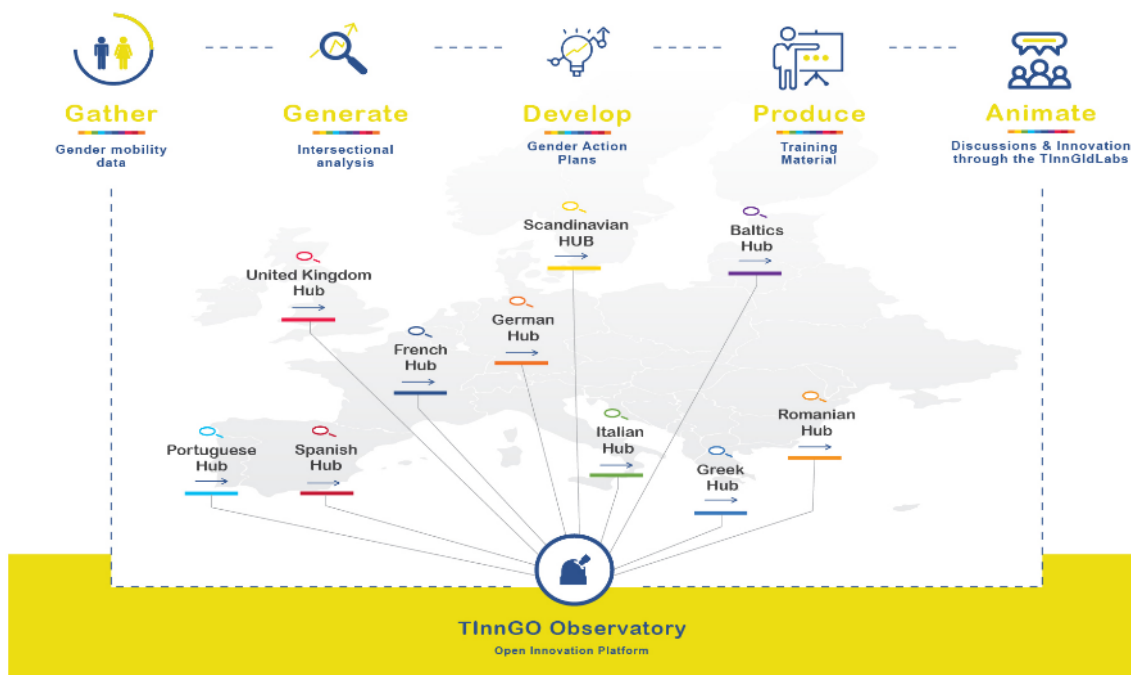
- The [Baltic Hub](#) investigates railway transport, air transport and road transport sectors, with the objective to identify measures that will ensure gender equality in employment in future transport systems.
- The [French Hub](#) is focusing on the analysis of new forms of mobility involving the use of bicycles, scooters, motorbikes, and private and public cars, deepening the study of economic and socio-cultural constraints of new mobility modes. Safety in shared mobility as well as public transportation is also addressed as part of the activities of the Hub, while new employment opportunities in the transport and mobility sectors in the Paris area, as well as the needs of relevant skills needed are explored.
- The [German Hub](#) is promoting participation culture as a key-element of the mobility planning process and in particular, when mobility needs of different user groups like children, adolescents, seniors, persons with impaired mobility and persons with migration background need to be considered.
- The [Greek Hub](#) is focusing on the enrichment of gender related statistics in national and regional context, the engagement of local and regional stakeholders and the sensitization and awareness-raising regarding gender related issues in the area of smart mobility with public transport.
- The [Italian Hub](#) aims to measure how shared mobility services contribute in reducing the gender mobility gap (e.g. in a household with only one car that is used by husband) and the suitability of sharing mobility services to satisfy special mobility needs (e.g. parents traveling with children).
- The [Portuguese Hub](#) aims to analyse relevant statistics and research on gender issues and to look beyond the numbers in order to produce new knowledge on innovative services, which increase the level of safety and security of women in public transport.
- The [Romanian Hub](#) develops mentoring programmes for women wishing to work in the smart mobility sector and coordinates a network of female entrepreneurs, who are active in this sector. Through these activities the Hub aims to foster greater opportunities for women entrepreneurs in smart mobility and to identify and promote cogent case studies that support this paradigm.
- The [Scandinavian Hub](#) has set up a Smart Biking Living Lab. This includes the establishment of a stakeholder network with representatives from the Oresund



region, including the public and private sector, NGOs and grass roots movements. The living lab is to host a series of workshops where problems and possibilities with smart biking are explored and defined.

- The [Spanish Hub](#) is promoting the provision of safety and security adapted mobility services for women by analyzing their mobility patterns and needs and specific features of adapted vehicles. The hub also explores the employment and working conditions of women in the transport sector.
- The [UK Hub](#) is geared on the inclusion of traditionally excluded groups of women. It is a resource that aims to strengthen research on rural transport and gendered discourses around Smart Mobility and to enable the measurement of the impact of new vehicles in the inclusion of women.

The operation of the Hubs is continuing after the end of the TInnGO (30.11.2021)



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TInnGO Consortium

The TInnGO project brings together 20 experienced and committed partners from 13 EU countries (comprising four universities and two research institutes, four municipalities/local authorities and ten research consultancies), in a €4 million, three years research project.

The TInnGO project is coordinated by Coventry University, UK. It is comprised by city partners, [WMCA](#) (UK), [EMEL](#) (Portugal), [Alba Iulia](#) (Romania), [Turin](#) (Italy); academic partners, [Coventry University](#) (Centres for Mobility and Transport and Trust, Peace and Social Relations) (UK), [Politecnico di TORINO](#) (Italy), [Technische Universität Ilmenau](#) (Germany), [UCPH](#) (Denmark); research organisations, [ITENE](#) (Spain), [VTI](#) (Sweden); transport consultancies, [VTM](#) (Portugal), [INTECO](#) (Romania), [Interactions](#) (Ireland), [SC](#) (Lithuania), [SOCTR](#) (UK), [P&P](#) (Germany) [LGI](#) (France); and highly specialised SMEs, [Signosis](#) (Belgium), [SBOING](#) & [LEVER](#) (Greece).

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