



Shared Data, Shared Action: Tracking gender-inclusion and multi-level collaborative efforts through open data

08 October 2026 | Side-Event | Transport and Climate Change Week



WELCOME

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FRAMING: TRANSPORT DATA COMMONS INITIATIVE

Carly Gilbert-Patrick

Secretary-General

**International Partnership on Sustainable Low Carbon
Transport (SLOCAT)**



COUNTRY PERSPECTIVE

Eng. Pamela Mercedes Abreu Toribio

Head of Mitigation
National Council for Climate Change and Carbon
Market, Dominican Republic



What has happened since countries committed to the Global Transport Effort at COP30?

Shared Data, Shared Action: Tracking gender-inclusion and multi-level collaborative efforts through open data

Transport and Climate Change Week 2026

Towards Resilient and Low-Emission Transport Systems for People, Development and the Planet



Supporting countries:



Chile



Brazil



Colombia



Costa Rica



Honduras



Dominican
Republic



Spain



Norway



Slovenia



Austria



Portugal

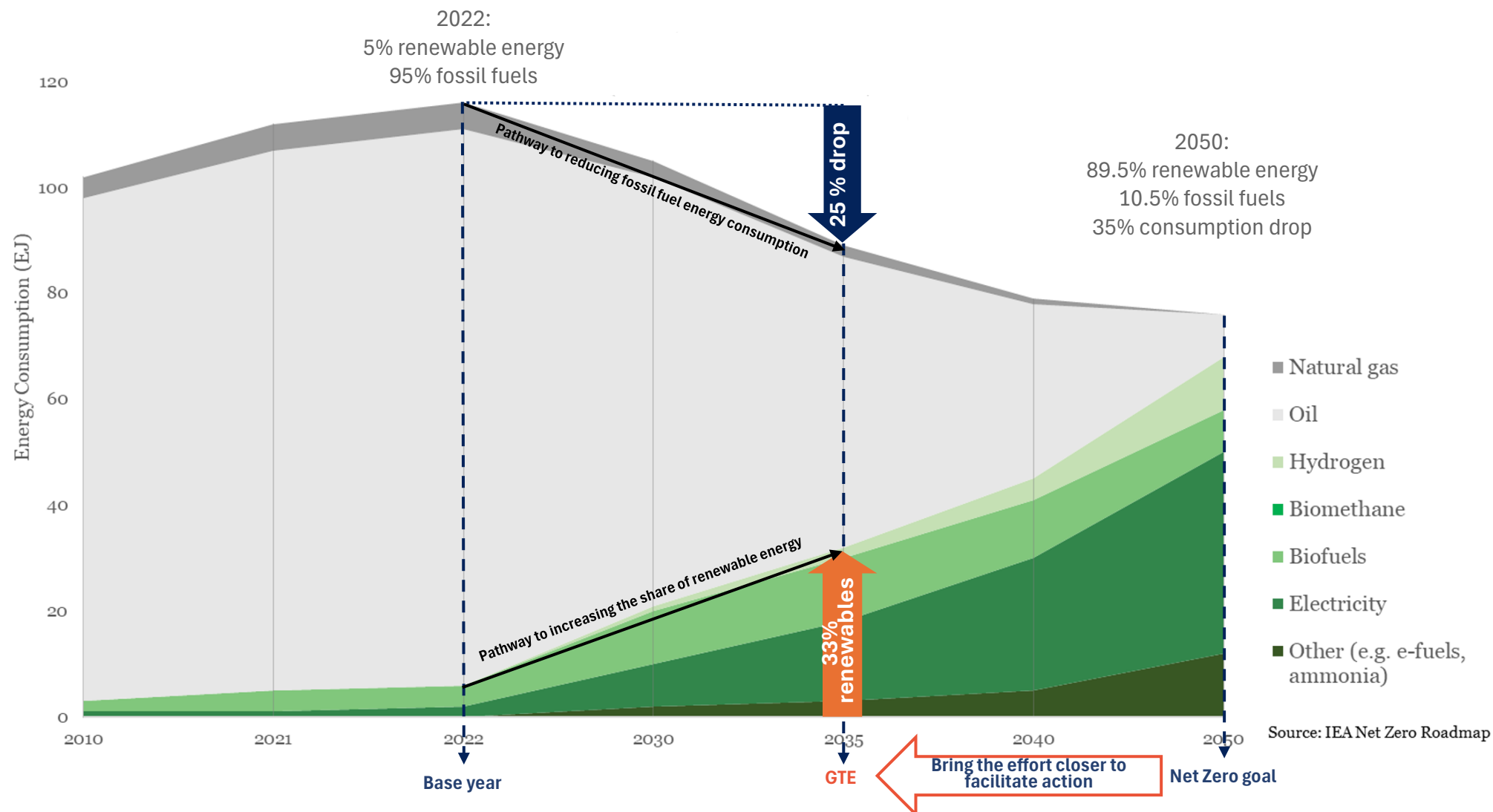
What the Declaration says

- **A shared diagnosis:** transport plays a key role in keeping the 1.5°C target within reach.
- **A collective 2035 target:** the Global Transport Effort, with nationally determined contributions.
- **Resilience and adaptation:** transport infrastructure adapted to climate risks, especially in the most vulnerable countries.
- **Finance and cooperation:** adequate and predictable climate finance for transport, and regional frameworks such as green corridors.

Objectives of the Declaration

1. Tracking and peer exchange on the Global Transport Effort
2. Outreach and coalition building
3. Strategic engagement with the Global Stocktake
4. Communication and visibility

The Global Transport Effort (GTE)



Tracking Methodology

- Proposes a **pragmatic framework** to track progress toward the Declaration's Global Transport Effort.
- Recommends **tracking both final energy and useful energy** approaches. The latter is essential to avoid underestimating the contribution of electrification.
- Primary data source: **IEA World Energy Balances**, the most authoritative, regularly updated, and internationally consistent dataset available.
- Key finding: **electrification is the make-or-break lever**, slower-than-expected progress in road and rail electrification would significantly undermine the GTE.



Tracking Global Progress on Cleaner Transport

How to track the Global Effort to cut transport energy demand 25% and shift one-third to sustainable biofuels and renewables by 2035

Published by

giz Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH

CHANGING
TRANSPORT

Supported by:

 Federal Ministry
for Economic Affairs
and Climate Action

IKI  INTERNATIONAL
CLIMATE
INITIATIVE

on the basis of a decision
by the German Bundestag

Where do we stand?

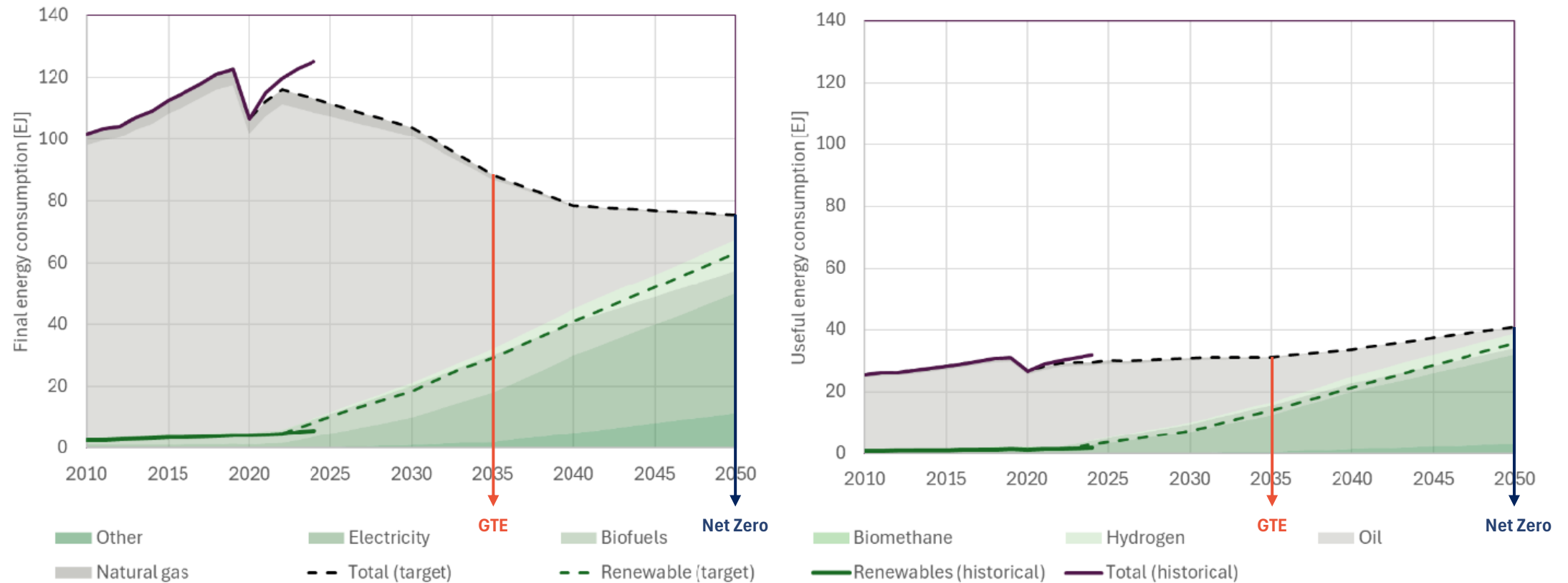
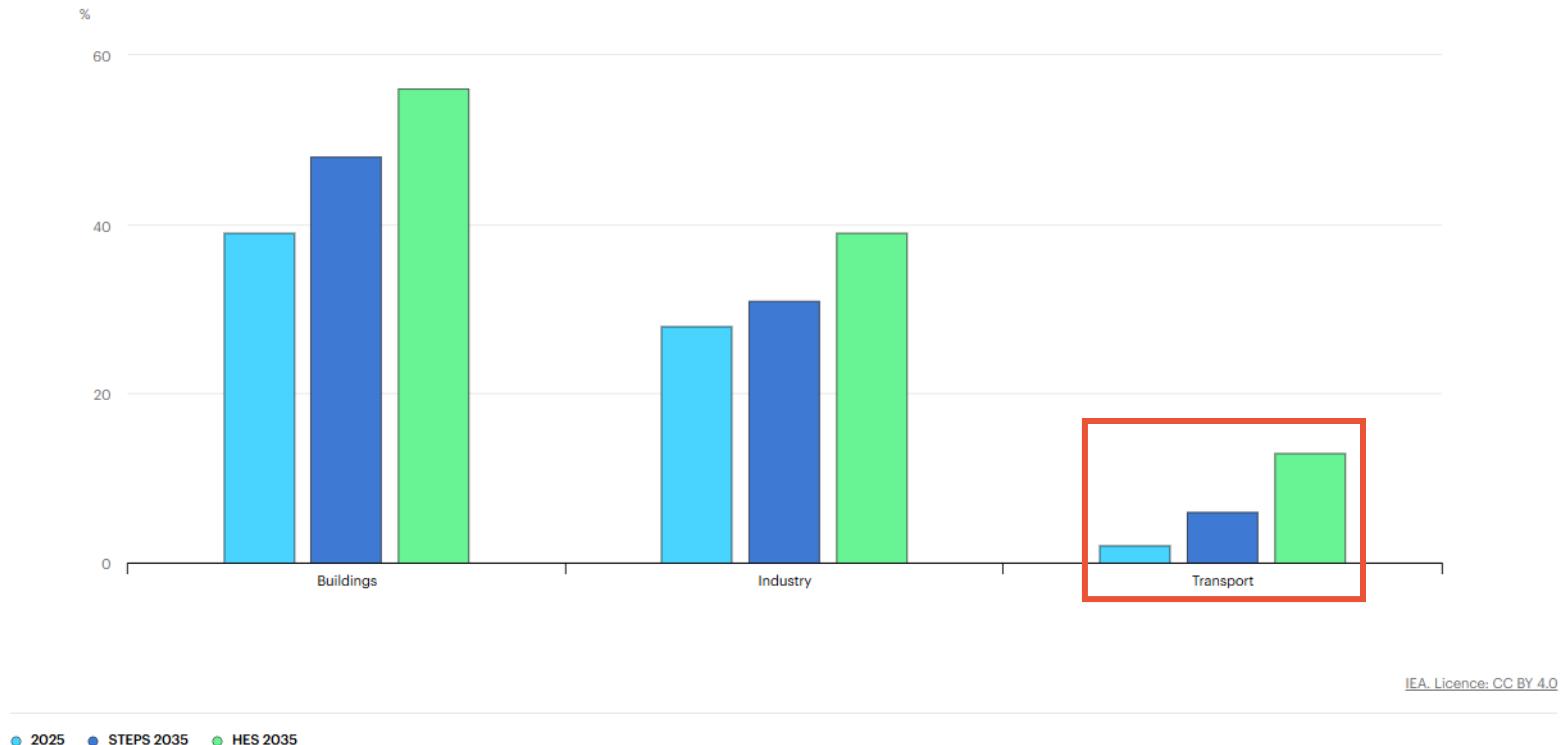


Figure 12 of the Tracking Global Progress on Cleaner Transport

No 35 by 35 without transport

- **35 by 35:** electricity from 23% to 35% of global final energy by 2035
- **Transport:** from 2% to 13%, the largest relative rise of any sector (IEA)
- **Key to both goals:** transport electrification drives GTE target and the 35 by 35
- **The GTE already tracks it:** share of electricity and renewable electricity in transport



Next stop: COP31

- **Transport Pavilion:** launch of the first Annual Report
- **New signatories:** a second event to welcome them
- **Want to know more or join?** Contact Pamela Abreu, p.abreu@cambioclimatico.gob.do

¡Follow us on LinkedIn!
Global Transport Effort





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TCCW 2026 · Shared Data, Shared Action

Data and transport decarbonization

EVs, Charging infrastructure and Supply side regulations



10/08/2026

cmsostenible.org

Agenda

- 01** **What Latin America can measure in charging infrastructure for EVs**
- 02** **What Chile can do with its charging infrastructure available data**
- 03** **How CMS uses the available data to monitor and support Policy implementation for EVs**



01. What Latin America can measure in charging infrastructure for EVs

What makes the comparison difficult

Different units

Station, charger and connector.

Different scope

Uruguay reports only the points operated by the state utility. Costa Rica reports only fast charging. Both under-represent their networks.

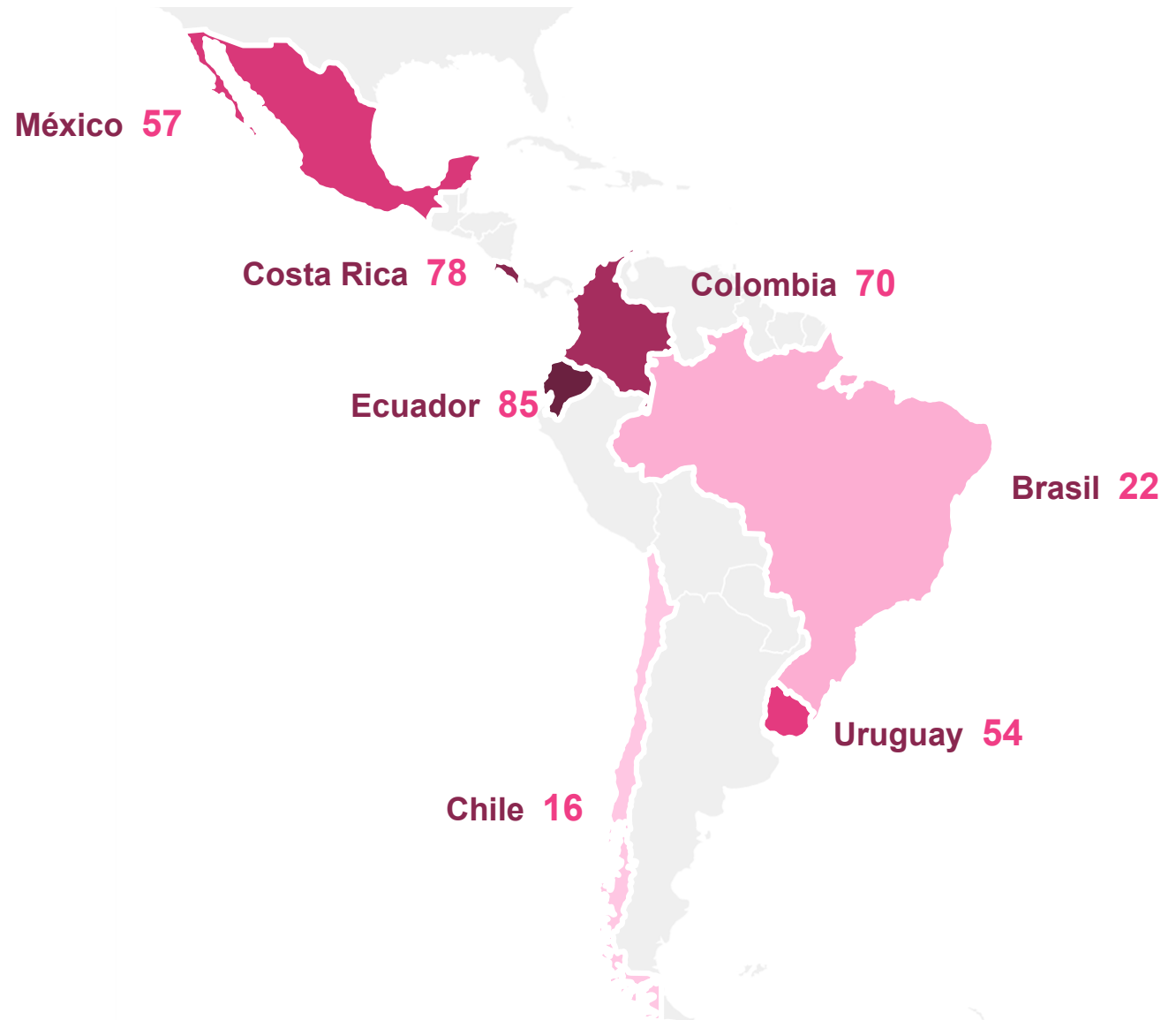
Different sources

Only Chile and Uruguay publish a state registry. Elsewhere the figures come from associations.



The one indicator we can compare

EV per public charging point



What the ratio does not show

Where

Charging infrastructure
Coverage, not just volume.

Power

Slow, fast or ultra-fast.

Connector compatibility

Type 2, CCS2 or CHAdeMO.
Which fleet can plug in.



02. What Chile can do with its charging infrastructure available data

Chile can go deeper

Better data, better analysis

Regulator establish a duty to report

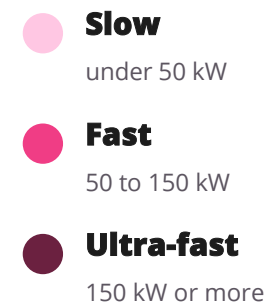
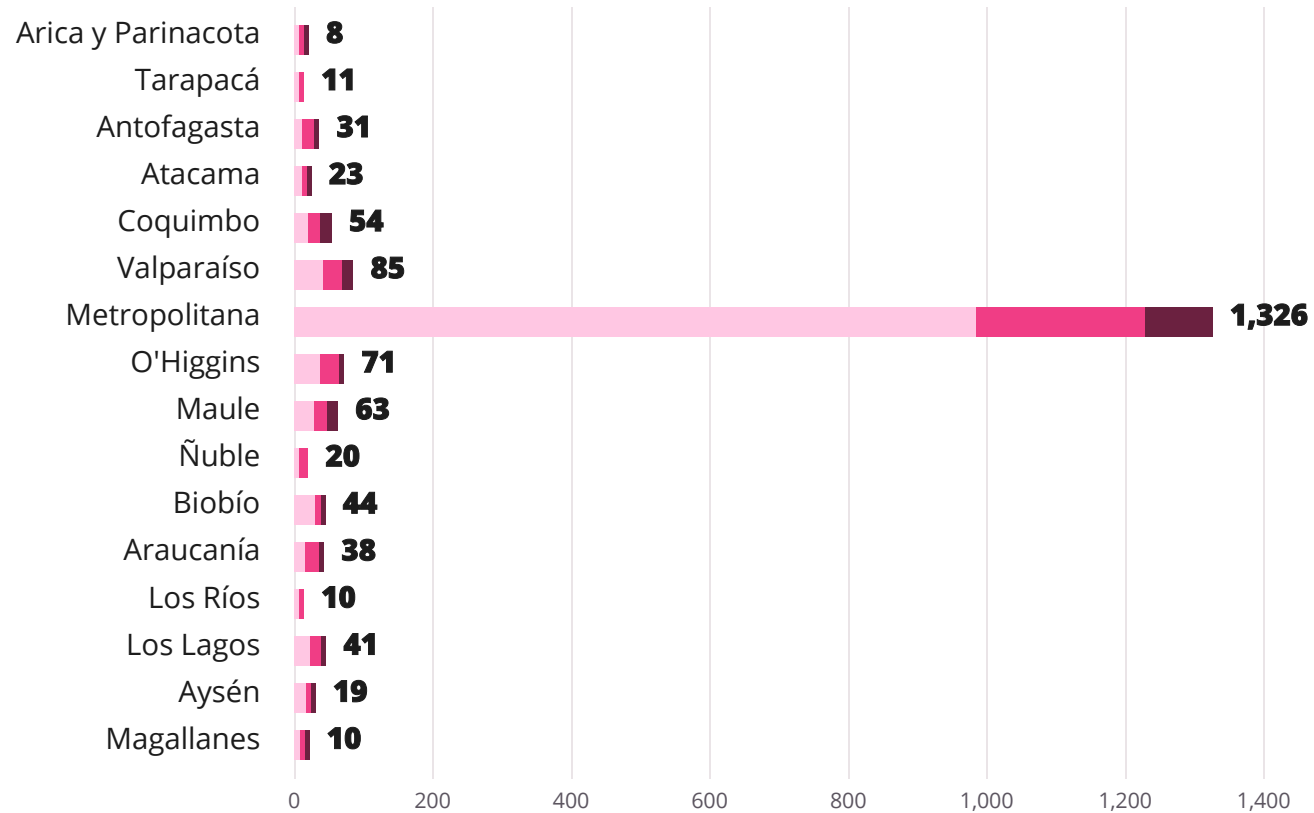
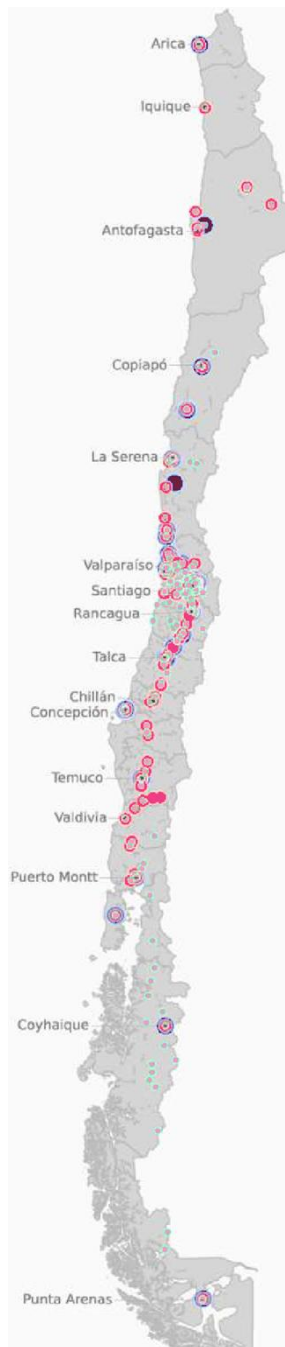
Charge point operators (CPOs) must send their data to the regulator Interoperability Platform.

A public registry

The regulator publishes it, and we turn it into an observatory.



Network coverage



Public charging infrastructure in numbers



517

Installations

with public access



1,854

Connectors

with public access



1,279

Chargers

with public access

AC

Alternating current

Type 2



1,184

Type 1



13

DC

Direct current

CCS Combo 2



485

CHAdeMO



151

GB/T DC



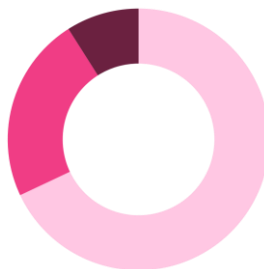
15

CCS Combo 1



1

By charging speed



Slow, 68%

under 50 kW · 1,253 connectors

Fast, 23%

50 to 150 kW · 428 connectors

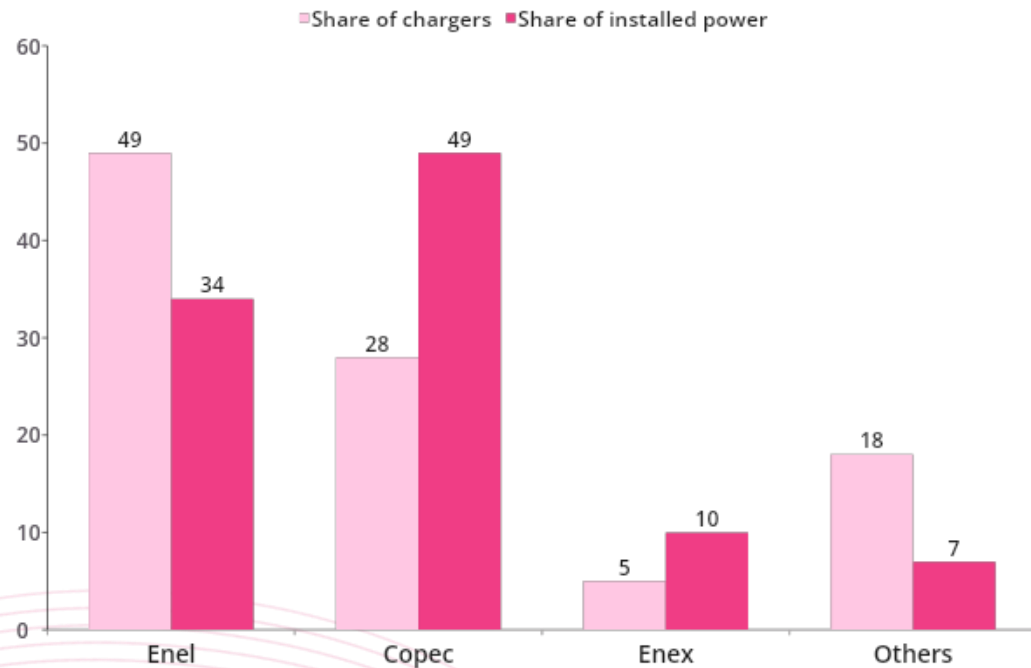
Ultra-fast, 9%

150 kW or more · 173 connectors

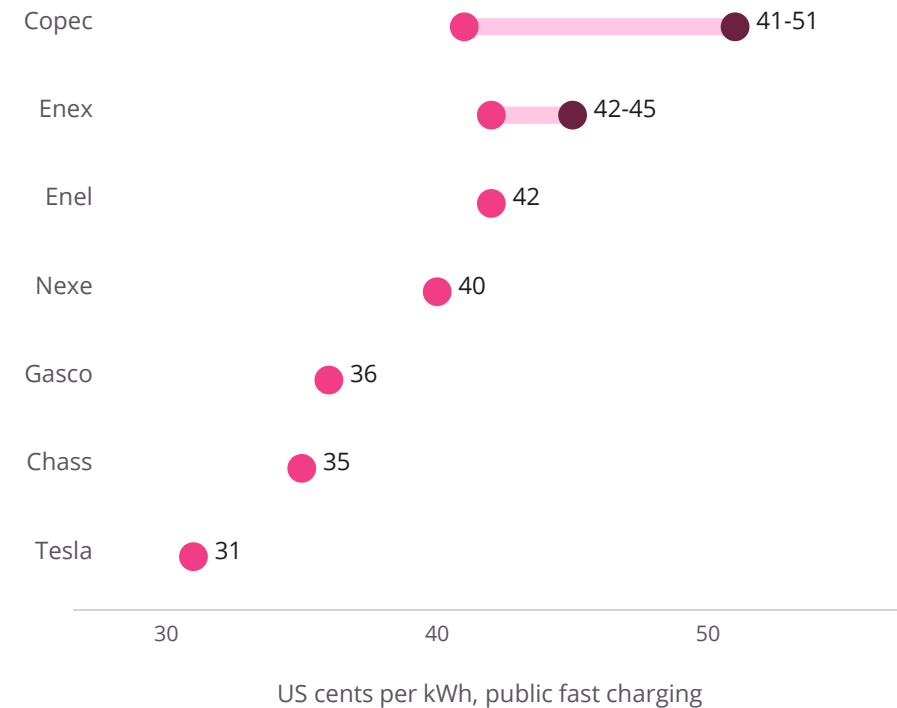


Who operates it, and at what price

Chargers versus installed power



Price of public fast charging



Source: CMS, Public Charging Infrastructure Observatory. Operator shares as of April 2026, tariffs consulted on 1 July 2026, promotions not included.



Better data, better decisions

Track the target

6,500 public charging points by 2030.
Today's 1,842 connectors cover 28% of it.

Target deployment

Coverage gaps, so public support can go where the market is not going.

Monitoring the market

By power, operator and price.

03. How CMS uses the data available to monitor and support Policy implementation for EVs

Energy Efficiency Law

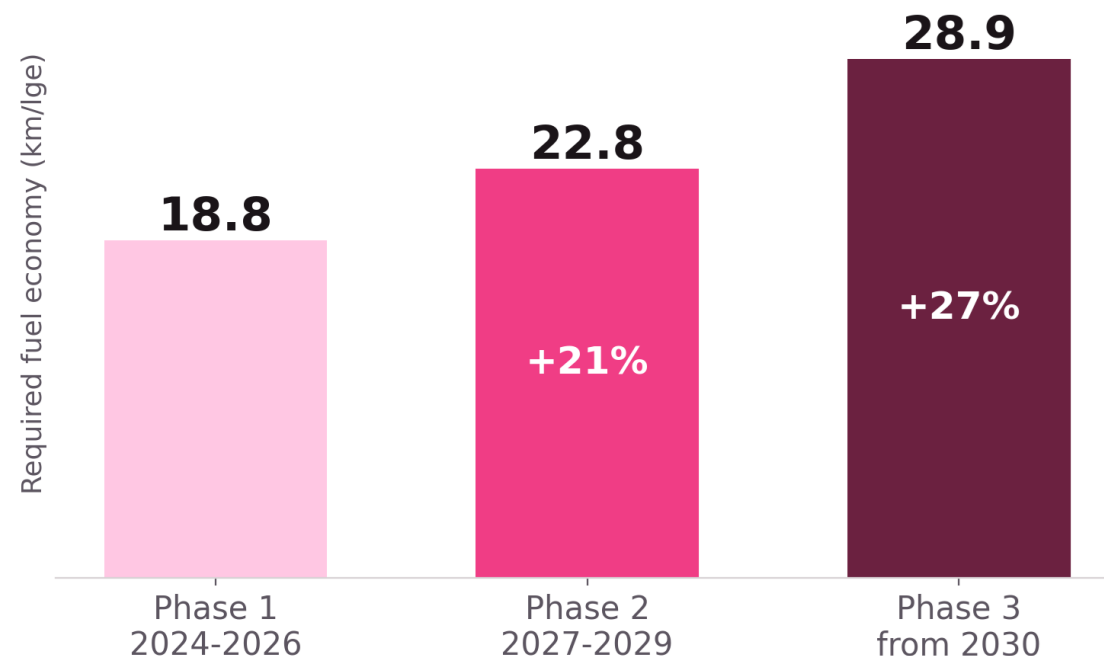
A standard with rising targets

Energy Efficiency Law

Sets a minimum average fuel economy for new light-duty vehicles entering the country, measured in kilometres per litre of gasoline equivalent.

Each importer answers for the average fuel economy of the vehicles it type-approves, and its specific target depends on their average weight.

Partial, preliminary and final compliance reports are published every year.

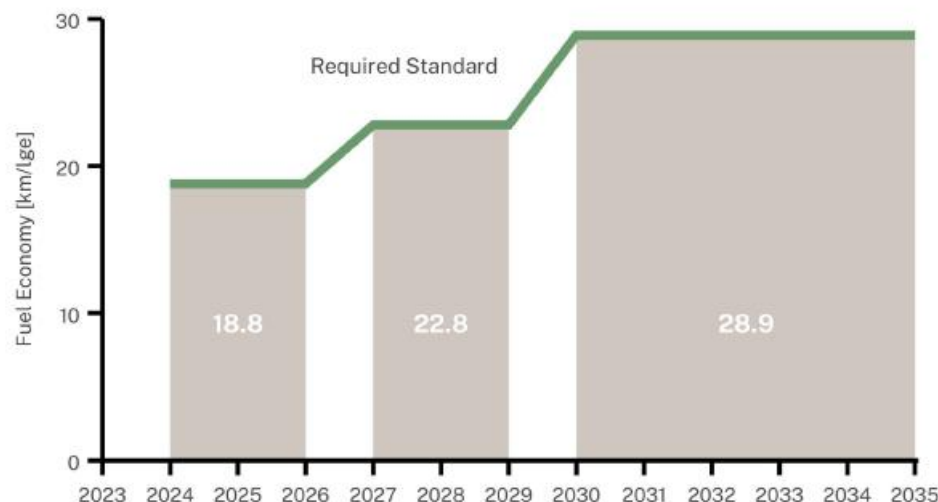


Source: Ministry of Energy, Res. Ex. No. 5/2022. Each importer has a weight-adjusted target.



What the data revealed in first half 2026

Corporate Fleet Fuel Economy Targets for Light-Duty Vehicles.



What is meant by fuel economy?

It is the number of kilometres a vehicle can travel per litre of gasoline (or equivalent unit of energy). The higher the fuel economy, the more energy-efficient and less polluting the vehicle is.

23,8 km/lge

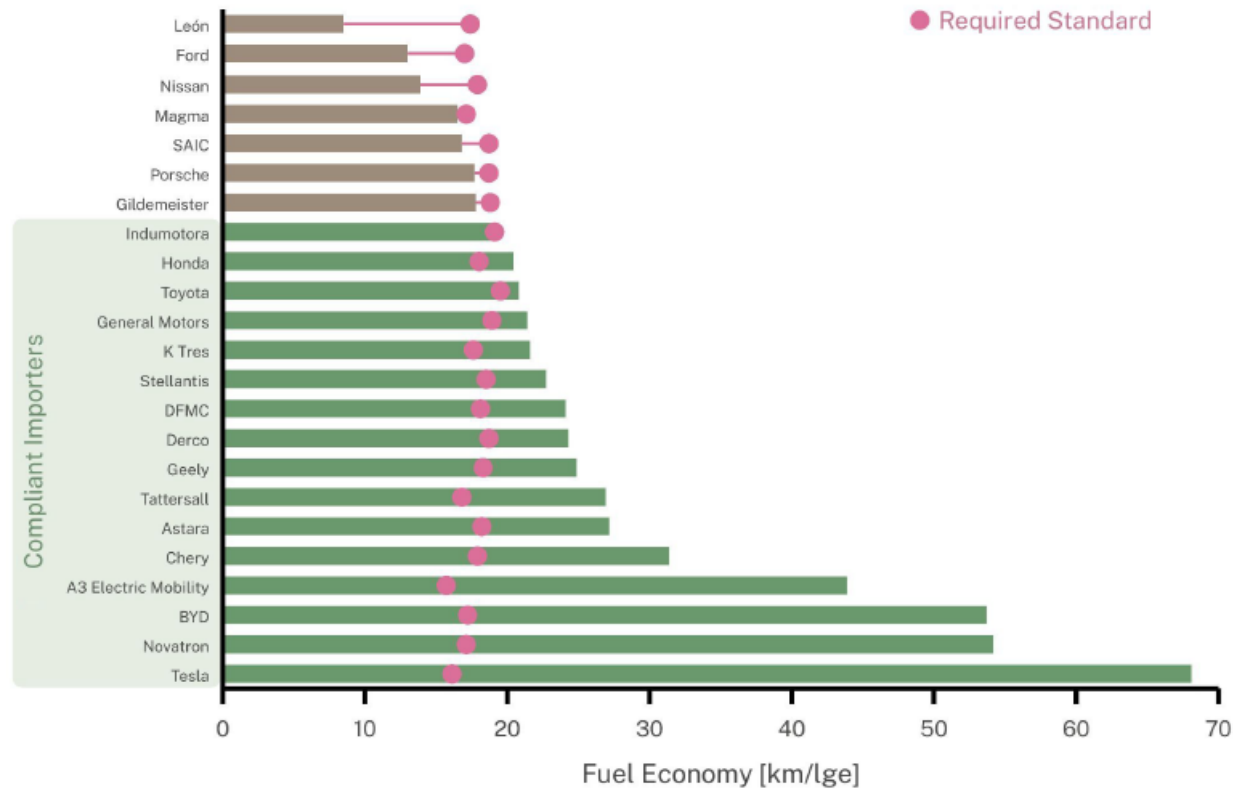
fuel economic achieved by the industry in the first half of 2026.

Source: CMS, Third Monitoring Report on the Energy Efficiency Law, October 2026, based on MTT and Ministry of Energy data.



What the data revealed in first half 2026

Achieved Fuel Economy and Required Standard by Importer, 2026.



70%

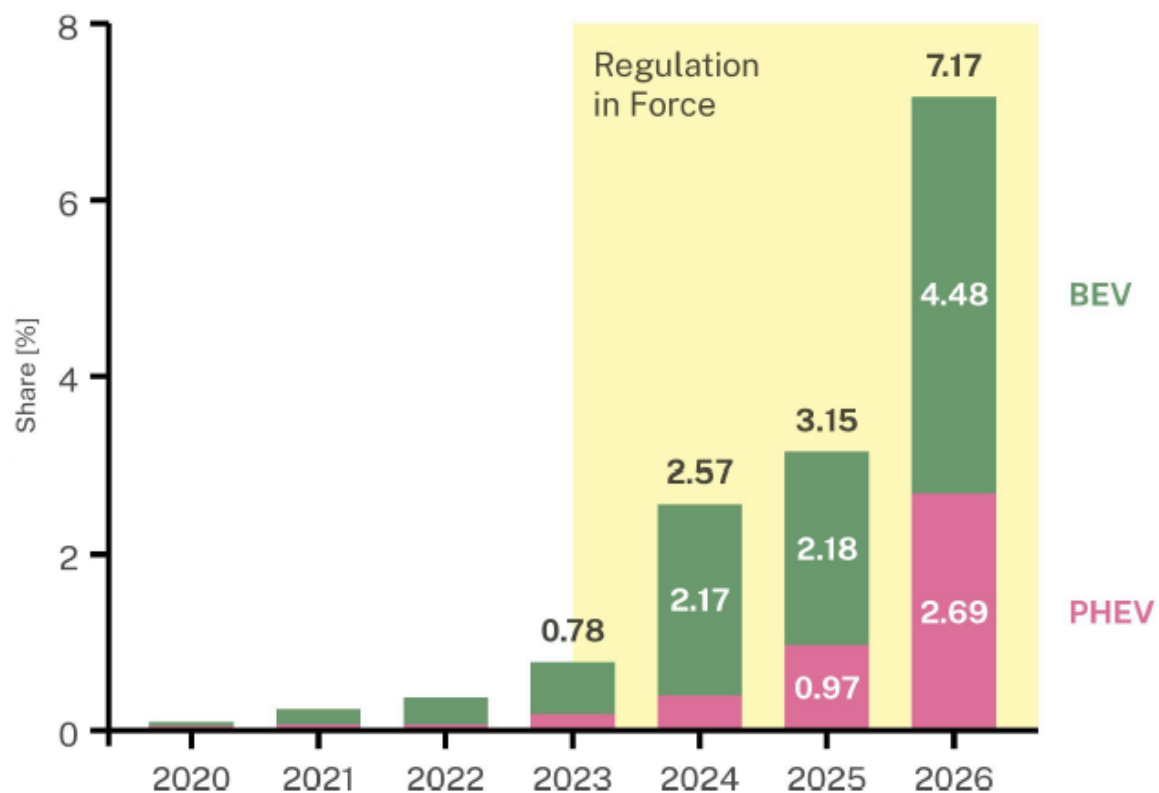
of importers met their requirement, the first time compliance has exceeded 45%

Source: CMS, Third Monitoring Report on the Energy Efficiency Law, October 2026, based on MTT and Ministry of Energy data.



What the data revealed in first half 2026

Annual Share of BEV and PHEV (Plug-in Vehicle) Sales.



106%

Increase in the share of battery electric vehicle sales from 2025 to the first half 2026

Source: CMS, Third Monitoring Report on the Energy Efficiency Law, October 2026, based on MTT and Ministry of Energy data.



How we work the data

From scattered sources to one comparable base

STEP 1

Collect

Every partial, preliminary and final report published.

STEP 2

Extract

Tables inside PDF reports become structured, clean data.

STEP 3

Standardise

One shared dictionary for brands, models, fuels and test cycles.

STEP 4

Integrate

We match sources through an ID, plate or model, into common units.



Chilean entities holding motor vehicle database and records

Institution	Register	Key data
3CV	Homologation	Fuel economy, emissions, safety
Customs	Import declaration	Origin, value, importer
Tax authority	Green tax	Amount taxed, buyer
Civil Registry	Vehicle registry	Owner, year, liens and deregistrations
Municipalities	Circulation permit	Municipality, payment history
Roadworthiness centres	Inspection certificate	Mileage, emissions, rejections
Toll roads and MOP	TAG gantries	Passages by date and gantry



From scattered sources to one comparable base

How we work the data

Solid cloud architecture

Every new dataset updates the master base automatically.

A new dataset arrives



Automatic ingestion



Processing



Master base updated

Cleaning

We detect duplicates, typing errors and impossible values, and extract tables out of PDF reports.

Standardisation

One shared dictionary for brands, models, fuels and measurement cycles, NEDC and WLTP.

Integration

We match sources through an ID, licence plate or model, and convert everything into common units.

The result is a master base of the Chilean light and medium duty fleet, from emissions and fuel economy to sales and the valuation of each model.



Chile's challenges:

A roadmoap for the Region

Common keys

Challenge: Every agency uses different IDs (VIN, plate, or model name)

Roadmap: Establish a consistent, unique identifier from day one to track the vehicle's full lifecycle.

Data Sharing Agreements

Challenge: Key information remains siloed in different institutions.

Roadmap: Set up proactive institutional agreements with strict personal data safeguards

Open-Format Data

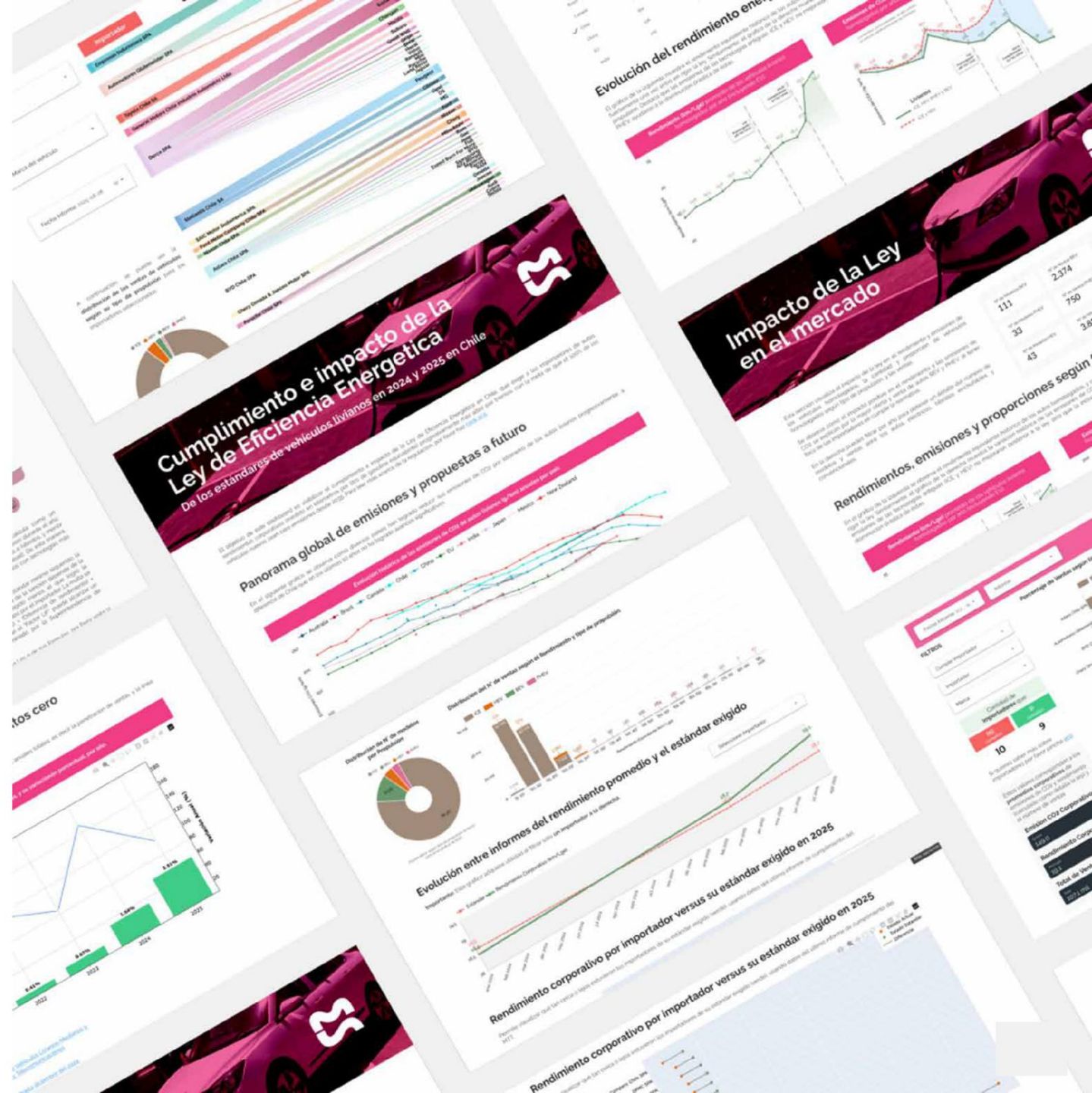
Challenge: Important metrics are published in static, unworkable reports.

Roadmap: Mandate standardized, downloadable open data to facilitate independent monitoring.

Explore our
dashboard on the
Chilean Energy
Efficiency Law



[Or click the following link](#)



Data is essential

to understand the state of transport, to
evaluate public policy and to propose it

Thank you!

Yanina Inostroza - Regional Cooperation Lead
Catalina Hurtado Quezada - Data and Platform Lead



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THEMATIC PERSPECTIVE | GLOBAL ALLIANCE FOR FEMINIST TRANSPORT

Ariadne Baskin

Programme Management Officer and Gender Lead
Sustainable Mobility Unit,
UN Environment Programme



Global Alliance for Feminist Transport

The first global hub on **feminist** transport and mobility.



<https://feminist-transport.org/>

What is the Global Alliance for Feminist Transport?



The first global hub on feminist transport
and mobility



We connect and empower organizations, networks and individuals working towards gender-equitable transport systems worldwide.

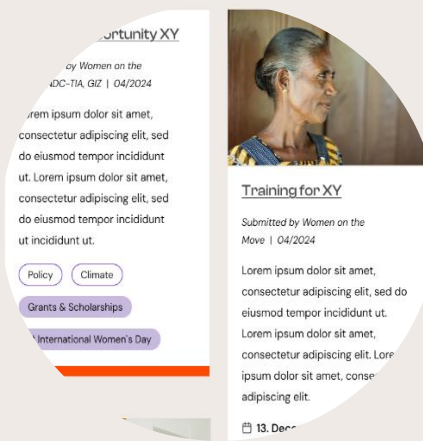
We do this by providing a spotlight on **who, how, and what** are moving our cities towards greater gender equity in transport.

Functions of the online hub



Overview of Organizations and Networks

Over 40 organizations dedicated to gender equity in transport



Community News and Activities

Keeping you updated on events, tenders, job offers, and news from the community



Global Expert Database

Connecting you with women in transport and gender expertise



Knowledge Hub

Compiling the latest data, tools, and good practice

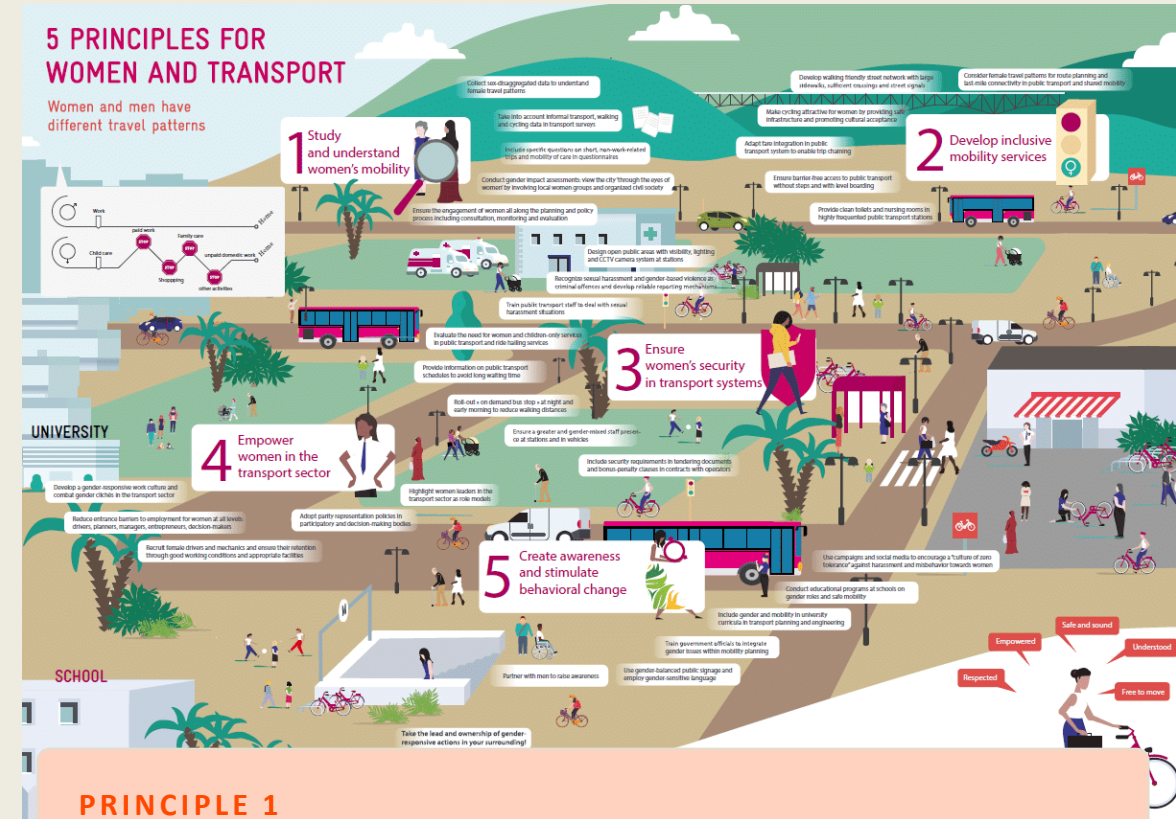
Why are we joining the Transport Data Commons?

Transport planning was built around a single default user.

Male, able-bodied, travelling alone, from home to work and back.
That default shaped the infrastructure we build, the services we fund, and the policies we write.

WHAT THE DEFAULT MISSES

- Care and trip-chaining, multiple short, linked trips, not one commute
- Moving with children: pace, safety, route choice all shift
- Physiological differences in how space and infrastructure are experienced
- Harassment and safety shaping when and where women travel at all



PRINCIPLE 1

Study and understand women's mobility

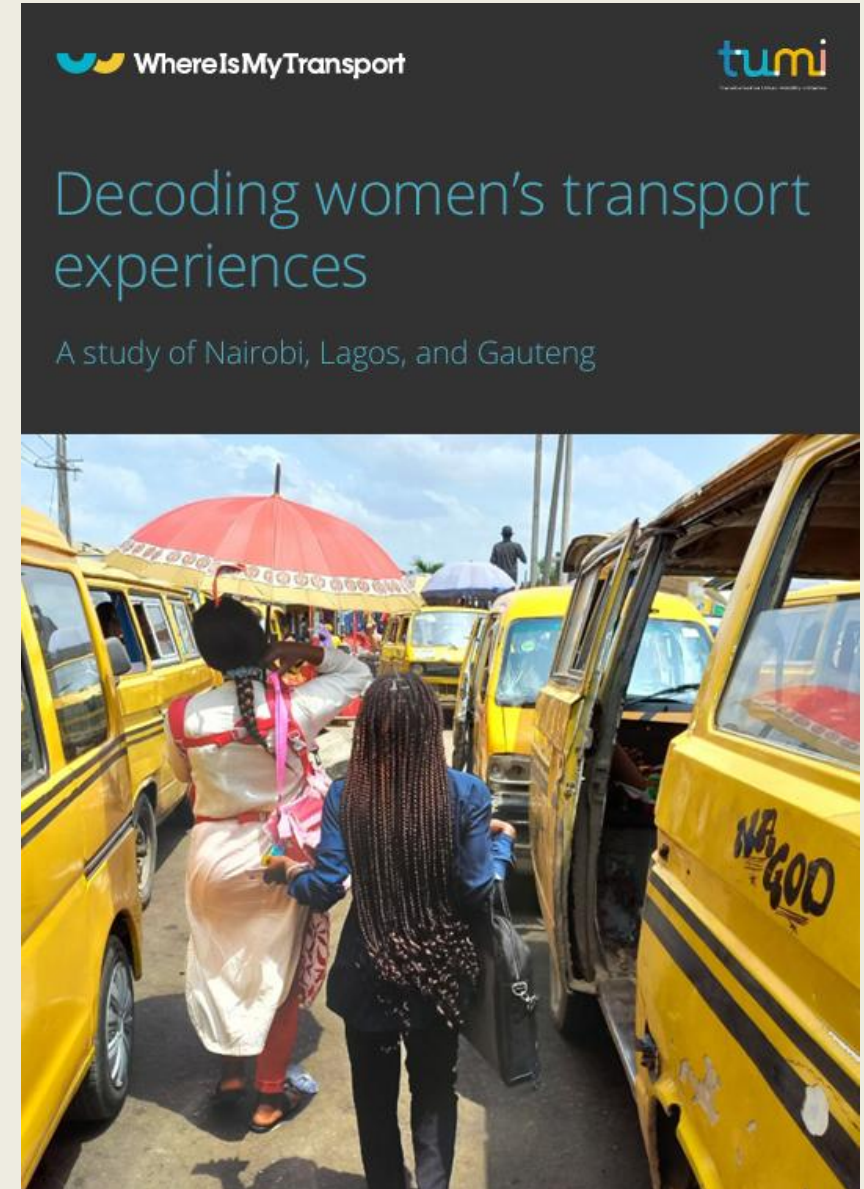
Collect sex-disaggregated data; ask about non-work trips, trip-chaining, and unpaid care work — the things standard surveys miss.

UNDERSTANDING WOMEN'S MOBILITY

Decoding Women's Transport Experiences

A WMW study across Nairobi, Lagos, and Gauteng, where the data principle got tested in practice, and where the methods gap became concrete.

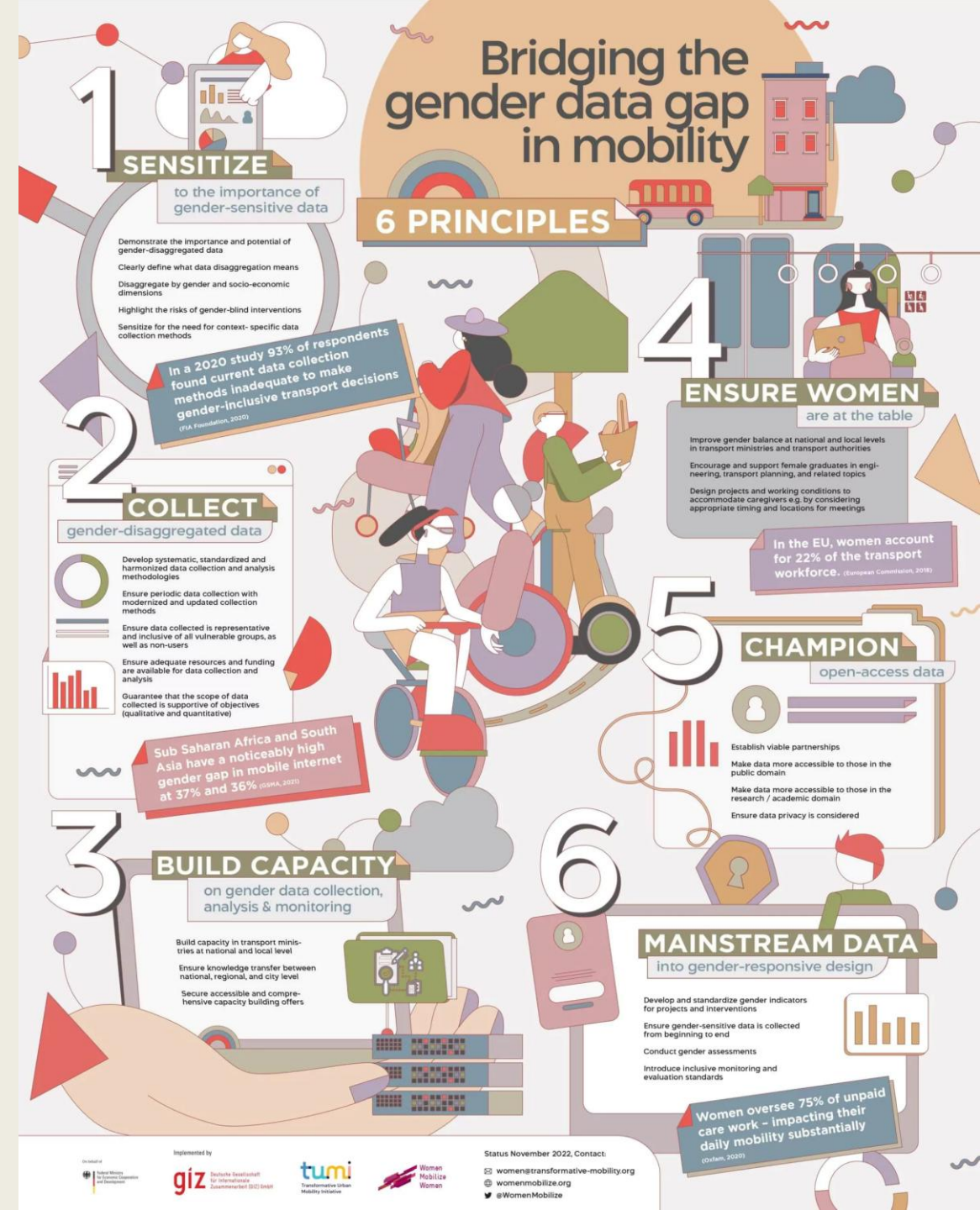
- **NOT ONE HOMOGENEOUS GROUP:** age, income, and household structure change the pain points entirely
- **INCOME SHAPES MODE CHOICE:** wealthier women lean on ride-hailing; lower-income women rely more on informal transport
- **STANDARD SURVEYS MISS TRIP-CHAINING:** multi-stop, care-related trips (the bulk of many women's mobility) go largely uncaptured by conventional methods



BEST PRACTICES

6 Principles for Bridging the Gender Data Gap

A best-practice poster on gender-responsive data collection: six principles for closing the gender data gap in mobility — from sensitizing decision-makers and collecting disaggregated data, to building capacity, getting women into transport roles, championing open access, and mainstreaming data into how systems are actually designed



WHY THE TRANSPORT DATA COMMONS

The data is not only missing, but also fragmented.

Gender data on transport exists — in studies, in organizational archives, in surveys never published. What's missing is a shared, open place where it can be found, contextualized, and used.

That's why joining the Transport Data Commons is the obvious next step after years of advocacy and a field study all pointing the same direction.



Gender

Violence Against Women In Public Transportation, Monterrey, Mexico, 2019

Women's Transport Experiences - Survey Data, Nairobi (2022)

User survey on Addis Ababa Light Rail Transit (LRT) system

Population projections by gender for the municipality of Medellín, 2018-2030

Gender Violence

[Show all](#)

FRAMEWORK

“No One Left Behind” — Call for Impact

10 strategic objectives for the UN Decade of Sustainable Transport, with gender-disaggregated data as a core pillar.



NEWSLETTER IN SEPTEMBER

Mobilizing our network to publish data

Calling on partner organizations to share datasets openly — already underway with UNEP

ONGOING

Gender analysis of the NDC Transport Tracker

How gender is addressed in the transport sections of countries' climate commitments

ONGOING

Gender Data Hub for Transport

Our goal is to build a Gender Data Hub for Transport within the TDC: a space where existing datasets can be discovered, contextualized, and used, making the data and the gaps impossible to ignore

Global Database on Gender and Transport

The database collects sex-disaggregated and gender-relevant data to provide a robust evidence base for gender-responsive and, where possible, gender-transformative policymaking, programme design, investment decisions, and monitoring within the transport and e-mobility sector.

Datasets

Contributors

Insights

M

Find statistics, forecasts & studies

Sector: All

Years covered: All

Mode: All

Service: All

Quick filters:

Region: All

Advanced filter

Sort by: Last Modified

Showing all 4 results

Women's Employment in Transport Sector (2014-2024)

UNEP • Updated 27 August 2026 • Updated not_planned • Worldwide

Women's Roles in Transport Sector (2013-2024)

UNEP • Updated 27 August 2026 • Updated not_planned • Worldwide

Women's Earnings Relative to Men's (2023-2024)

UNEP • Updated 27 August 2026 • Updated not_planned • Worldwide

Women's Modal Share by Transport Mode (2017-2023)

UNEP • Updated 27 August 2026 • Updated not_planned • Worldwide

White Paper: Data Collection, Analysis, and Monitoring

Engage directly with practitioners on the ground, to grasp the systemic, institutional, governance, and operational challenges shaping sex-disaggregated data collection.

Country Gender and E-Mobility Factsheets

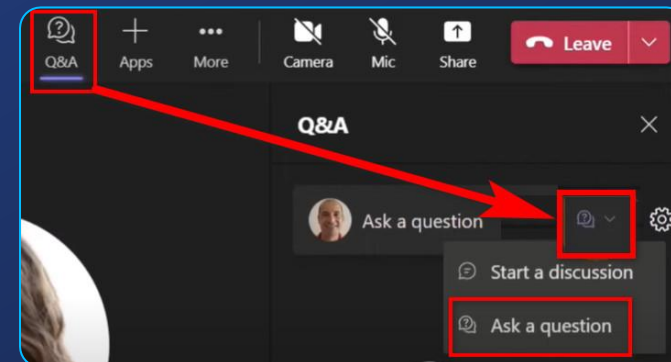
Extract and highlight data on the six Gender and E-Mobility Country Baseline Reports

09



Conversation and Q&A

Please share your questions using the [Q&A feature](#):



CALL TO ACTION

Explore

Browse and use datasets using the TDC Portal.

Contribute

Publish or link your data: make it findable by others.

Join

Get in touch with the TDC community and its Working Groups to learn and apply best practices for high-quality data.

+ many more ways to get involved!

Transport and Climate
Change Week
#TransportWeek26



Everyone can contribute
to help build the Commons—
even if not sharing data.



Explore



- Browse data
- View data visualizations
- Use data via the TDC
- Learn about TDC standards
- Read the blog

Connect



- Chat on Zulip
- Join a meeting
- Follow TDC on LinkedIn
- Share the TDC with colleagues
- Sign the Glasgow Declaration

Contribute



- Register for the Portal
- Create your organisation
- Format a data file
- Create records via the Portal
- Improve metadata

Build



- Use and extend the TDC tools
- Edit the HOWTOs

Full guide ↑



24 February 2026

Glasgow Declaration on a Transport Data Commons

Below this box is the Glasgow Declaration itself.
After the text and signatures you can find more information.
[About the declaration and TDC](#) – [How to sign](#)

WE – the undersigned individuals and organizations, being experts and practitioners in transport development and data, gathered in Glasgow on 24 February 2026 –

RECOGNIZING that transport and mobility are vital to the wellbeing of all people, and that accessible, high-quality data are essential to evidence-based policymaking at local, national, and international levels, serving to identify needs, set priorities, and guide investments that leave no one behind;

NOTING that the UN General Assembly, in declaring 2026–2035 the [Decade of Sustainable Transport](#) (the “Decade”), called for systematic monitoring and data-driven tracking to assess progress across the Decade’s six focus areas;

ACKNOWLEDGING that these efforts are central to advancing shared global agendas, including the Sustainable Development Goals and goals under the UN Framework Convention on Climate Change (UNFCCC);

CONCERNED that current transport data – often missing, fragmented, inaccessible or inaccurate – are inadequate for our collective ambitions for sustainable development;

FURTHER CONCERNED that these data gaps are most severe in low- and middle-income countries (LMICs), where transport development is most urgently needed;

AWARE that these challenges arise from systemic barriers, including limited institutional capacity, insufficient funding for data infrastructure, and misaligned incentives for data sharing;

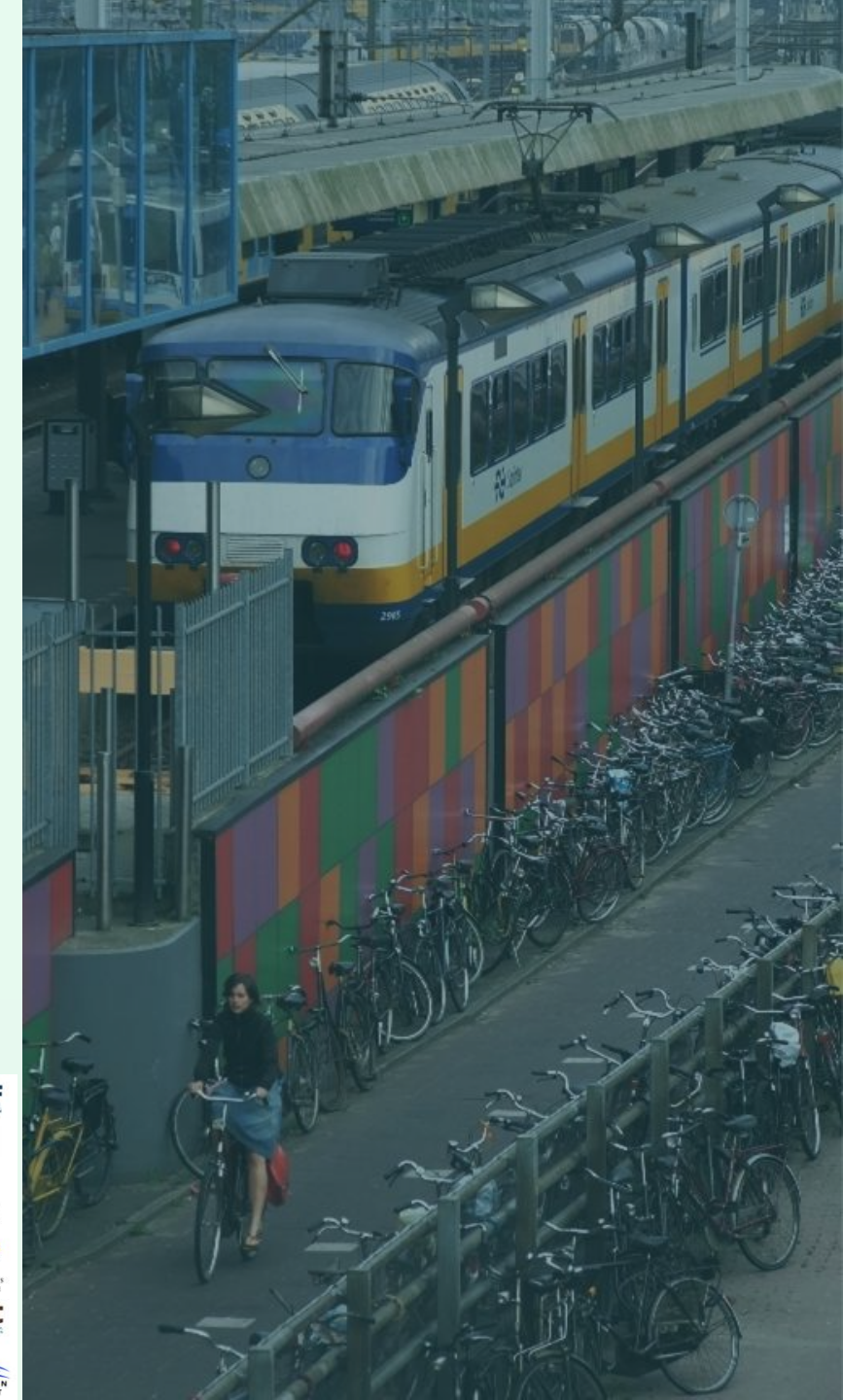
CONVINCED that overcoming these barriers requires coordinated actions across governments, international organizations, research institutions, civil society, and the private sector;

DECLARE our shared vision of a global commons of transport data in which all can contribute to developing high-quality data and metadata as public goods, openly accessible for all to use.

 Transport Data Commons



Join 50+ signatories to the Glasgow Declaration on a Transport Data Commons



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PARTNERING FOR ACTION

Global Alliances and Opportunities for Decarbonising Transport