

SDG 9

BUILD RESILIENT INFRASTRUCTURE, PROMOTE INCLUSIVE AND SUSTAINABLE INDUSTRIALIZATION AND FOSTER INNOVATION



Sustainable Development Goals seen from a feminist approach

The current capitalist production system has promoted an unsustainable model of industrialization that relies on offshoring, job insecurity, and mega-infrastructures. A model that not only does not prioritize life-sustaining technologies but also has strong environmental impacts and is found at the source of great social inequalities. Women, due to their connection to care tasks and because of the sexual division of labor, are the ones mainly affected.

How does industrialization violate women's rights?

Industrialization marks a turning point in the configuration of **gender roles**, as it gives rise to a social organization—focusing on productive work—that undervalues the tasks of caring for and sustaining life. In fact, in Catalonia, GDP would increase by 40% if these tasks were accounted for.

The denial of the importance of **reproductive and care work**, together with women's traditional connection to the private sphere and a process of **patriarchal industrialization**, has generated a pronounced segregation of women in the labor market, both vertically (gender pay gap) and horizontally (value added work). In the industrial sector of Catalonia, only 28% of the workers are women and the wage gap is 17.3%. Furthermore, many women workers hold administrative positions while more than 80% of managerial positions are held by men.

Globally, the paradigm of how industrialization violates women's rights is found in the textile industry, especially in the Global South. The textile industry is thorough-

ly delocalized and feminized: 27 million people in the world*—mostly young women—work in special economic zones under **exploitative** conditions. In Central America, more than 260,000 women work in **maquilas**. In both El Salvador and Nicaragua, 90% of the workers are women under the age of 35. They work with very low wages, for very long hours, without the right to join unions and in conditions that **risk** their physical health.

These conditions result in violations of their **Sexual and Reproductive Rights**, conditioned by workspaces where management and power positions are completely masculinized and where sexual harassment and **sexual assault** are commonplace. Additionally, there is no labor policy that provides protection in case of pregnancy, childbirth, or subsequent breastfeeding and baby care.

Who are the beneficiaries of the infrastructure?

The current economic system has traditionally prioritized the construction of large infrastructures and mobility models aimed at optimizing and maximizing the benefits of **productive work**. This translates, on a global scale, to the encroachment of mega-infrastructures destined for the extraction of resources and, on a regional and local scale, to a conception of public space and mobility which is connected to commuting in private vehicles that renders the needs of reproductive work invisible. In other words, high speed, air travel, and highways are prioritized instead of strengthening urban and interurban public transport and rethinking public spaces from the **perspective of care**.

The Mobility Survey carried out in the province of Barcelona shows how women prefer to use public transport and how they make more trips related to care tasks and daily activities, while men use private vehicles more for work purposes. This male commuting has traditionally

* Intermón Oxfam



been considered “forced mobility”, and the system has been conceived from this perspective.

Therefore, **transport** and **urban planning** must be rethought from a feminist perspective and must include women and their specific needs starting with the planning phase. This implies improving the environments that women use at night, guaranteeing community and care areas in public spaces, child-friendly spaces for child autonomy, or improving urban and interurban public transport and ensuring accessibility and safety. According to the Survey on Violence Against Women, in 2016, of the cases of **gender-based violence** in the social and family sphere in Catalonia, public transport is the place where the most cases of sexual harassment were reported (21.6%).

This **relocation** and reorientation of the principles of public transport is especially important in rural areas, where transport oriented towards the metropolis is often available and daily commutes (going to schools, health centers, markets, etc.) are abandoned.

What role do women play in innovation and research?

Although it is true that progressively more women access relevant positions related to the industry, innovation, and research, an analysis from an **intersectional** perspective sheds light on the homogeneity within this group of “successful women” and the main axes of exclusion

that remain left out, such as women who are economically vulnerable, migrant women, and people who belong to LGTBI+ groups, among others. Most women still have little relevance in these sectors or feel excluded.

The lack of diversity of women in technological sectors has one of its roots in the serious lack of **positive female references** during the early stages of education and segregation is reinforced over the years. In Catalonia, during the 2015-2016 academic year, only 13% of the students enrolled in **ICT** were women** and for every 1,000 women, only 4 work in this sector. Scientific careers show a similar pattern. Although the number of men and women is similar at first, 83% of the people who end up leading technology research groups are men. This lack of women’s presence and their **precariousness** also results in them having less influence in shaping key technologies and scientific fields. This means that certain lines of research that take into account the needs of women and vulnerable groups are not prioritized.

In order to generate a model of industrialization and **sustainable** and life-oriented **infrastructures**, not only must a change of scale (relocation) and participation in decision-making be ensured, but parity and a **feminist perspective** must also be fostered in these areas.

Legislation in Catalonia

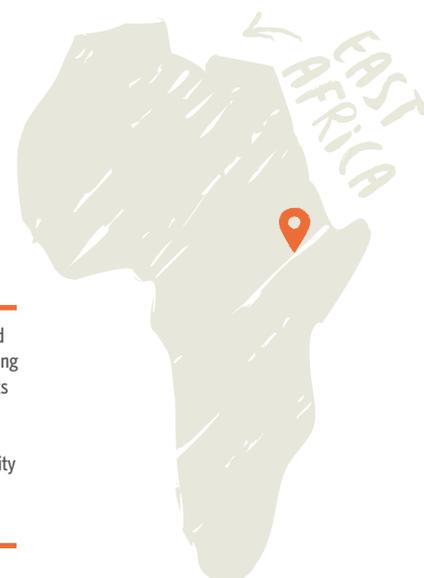
- Universal Declaration of Human Rights, 1948.
- International Covenant on Economic, Social and Cultural Rights. Article 11, 1976.
- Convention on the Elimination of All Forms of Discrimination against Women (CEDAW), 1979.
- Beijing Declaration and Platform for Action, 1995.
- European Convention on Human Rights, 1950.
- Statute of Autonomy of Catalonia, 2006.
- Law 17/2015, of 21 July, on effective equality between women and men.
- Law 9/2009, of 30 June, on industrial policy.
- National Pact for Industry, 2017.
- National Plan for the Implementation of the 2030 Agenda in Catalonia, 2019.

Legislation in Ethiopia

- Universal Declaration of Human Rights, 1948.
- International Covenant on Economic, Social and Cultural Rights. Article 11, 1976.

- Convention on the Elimination of All Forms of Discrimination against Women (CEDAW), 1979.
- Beijing Declaration and Platform for Action, 1995.
- Protocol to the African Charter on Human and Peoples’ Rights on the Rights of Women in Africa (2004).
- African Agenda 2063 (2015).
- Gender Action Plan, 2017.
- Ethiopia National Adaptation Plan, 2017.

In **Ethiopia**, 73% of women’s displacement is related to household needs. In rural areas, they spend an average of 4 hours a day getting around on foot due to a lack of means of transportation that meets their needs. In urban areas, according to Care International, 90% of women have suffered sexual harassment on public transport during their daily trips. It is essential to take into account the reality of women in infrastructure planning and to ensure their voice and presence in the decision-making areas of the sector.



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