

Bhutan

Gender in Transport

Population (2024)
792.4 thousand

Female population
47%

GDP (PPP, 2022)
10.78 billion USD (1)

GDP per capita (PPP, 2022)
13,781 USD (2)

Employment in transport

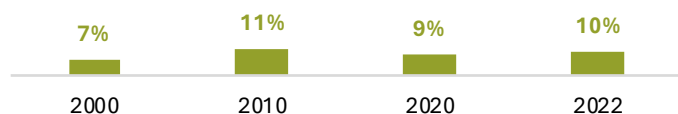
Female employment in transport sector (2022)
1.7 thousand female employees

Share of females in transport-related employment by nature of work (formal and informal)
(3)

Total employment in transport sector (2022)
16.6 thousand employees

(3)

Share of females in total transport employment



Transport-related employment covers (1) wholesale and retail trade and repair of motor vehicles and motorcycles, (2) land transport and transport via pipelines, (3) warehousing and support activities for transportation, (4) manufacture of coke and refined petroleum products, (5) water transport, (6) manufacture of motor vehicles, trailers and semi-trailers, (7) air transport, (8) manufacture of other transport equipment, (9) postal and courier activities
(3)

Average monthly wage in transport and storage (2022)

| Female
354 USD

| Male
290 USD (3)

Share of transport in total female employment

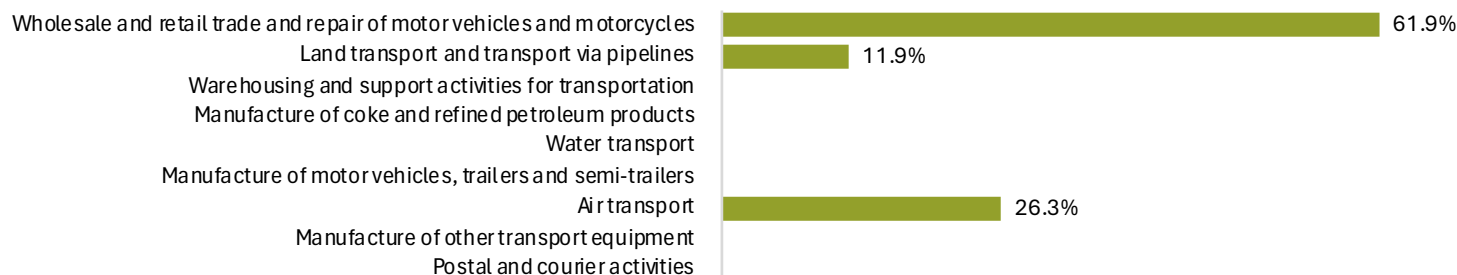


Home-based workers as a percentage of total employment (0)

| Women
n.d. (3)

| Men
n.d. (4)

Female employment in transport by economic activity



Wholesale and retail trade and repair of motor vehicles and motorcycles, 2023; Land transport and transport via pipelines, 2022; Air transport, 2022

Road safety

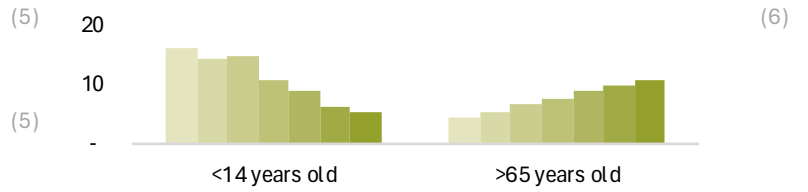
Total road crash fatalities (2021)

95 deaths

Share of females in road crash fatalities (2021)

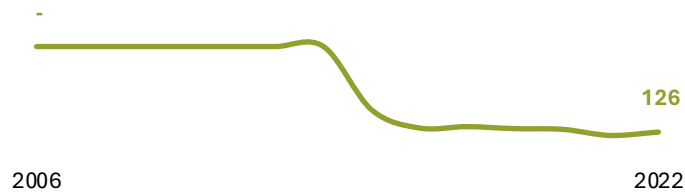
79%

Road crash fatalities by age group (1990-2019)



Others

Global Gender Gap ranking (out of 152 countries)



Share of total population shopping using the internet (2022)

| Female population

n.d.

| Total population

n.d.

Share of households with female head (2005)

28%

Share of women in high-level decision-making positions in the environment, transport, and energy sectors

n.d.

Share of population with insufficient physical activity (2016)

| Female population

29%

| Total population

23%

Gender in transport policy

Availability of explicit gender-related transport measures in Bhutan's policies

National Development Strategy	
Other National-level Policy	
Multi-Modal Transport Policy	Yes
Urban Plan	
Gender-focused Strategy	Yes
SDG-focused Policy	
Road Infrastructure and Operations Policy	
Rail Policy	
Shipping/ Inland Water Transport Policy	
Aviation Policy	
Logistics Policy	
Active Transport Policy	
Automotive Policy	
Climate Change Strategy	Yes
Energy Plan	
Air Pollution Strategy	
Road Safety Strategy	

Policy document	Year	Gender-specific policy measures
National Gender Equality Policy	2020	Mainstream gender in all disaster and climate change related initiatives by acknowledging the differential impacts of disasters and climate change on women and men, and highlight the positive roles women can play in adaptation and mitigation efforts.
Second Nationally Determined Contribution - BTN	2021	Bhutan has started work towards preparing the Long Term Low GHG Emission and Climate Resilient Development Strategy (LTS). Climate change has been integrated into our development planning with “Climate Neutrality, Climate and Disaster Resilience” identified as the sixth National Key Result Area (NKRA) of the 12th Five Year Plan (2018-2023). The Climate Change Policy of the Kingdom of Bhutan 2020 was adopted with a vision for “a prosperous, resilient and carbon neutral Bhutan where the pursuit of gross national happiness for the present and future generations is secure under a changing climate.”
Second Nationally Determined Contribution - BTN	2021	To implement the priority programs in the NDC, several Low Emission Development Strategies (LEDS) were developed to prioritise mitigation actions in key sectors of Agriculture, Human Settlement, Industry and Transport. A study on Gender and Climate Change in Bhutan with a focus on three NDC sectors of Agriculture, Energy and Waste was undertaken to unpack the gender climate nexus, gender roles and gender differentiated impacts of climate change. Three NAMAs were developed in 2016 for Road Transport, Housing (residential and institutional) and Municipal Solid Waste Management.

Policy document	Year	Gender-specific policy measures
Low Emission Development Strategy (LEDS) - Surface Transport	2021	<p>3. Promote entrepreneurship of women. Improve working conditions and guarantee better payment to them. Build women's capacity to drive EV and give priority to female taxi drivers for subsidies on EV taxis.</p>
Low Emission Development Strategy (LEDS) - Surface Transport	2021	<p>1. Induce gender-friendly public transport services through an inclusive transport policy. (by understanding gender mobility pattern, inequities, affordability) 2. Strengthen and streamline women's safety on the road. (by understanding women perception of security, comfort and convenience and by leveraging on ITS)</p>
National Gender Equality Policy	2020	<p>The government shall provide adequate financial and human resource to achieve gender equality in the country The government shall endeavour to invest in building specialised capacities for gender-related issues for all the government and non-government stakeholders to ensure effective realisation of the policy objectives.</p>
National Gender Equality Policy	2020	<p>The government shall ensure and strengthen the collection and analysis of mdata disaggregated by sex, age and disabilities for evidence-based interventions to address gender equality issues. This shall be further supported by the development of gender indicators and by addressing data gaps.</p>
Low Emission Development Strategy (LEDS) - Surface Transport	2021	<p>Corporate bicycle program- Cycling to work should be encouraged to incentivize use of NMT 4. Information and expertise in the areas of gender and transport is limited. There is a need for gender training, and for collection and use of gender-disaggregated data and gender analysis in transport polices Government and other public officials, conspicuously using e-bicycle and walking for short commuting trips</p>
National Gender Equality Policy	2020	<p>Improve gender-friendly infrastructure and facilities in rural areas.</p>
National Transport Policy 2017 - Policy Protocol Report	2017	<p>Implement intelligent transportation systems in order to minimise delay and idling. The proposed BRTS in Thimphu can be mimplemented with the application of ITS to enhance the effectiveness of the proposed mmass transit system. 2. Strengthen and streamline women's safety on the road. (by understanding women perception of security, comfort and convenience and by leveraging on ITS)</p>

Notes



(*) Policy measures and targets were extracted from policy documents as listed in the ATO National Transport Policies Database

<https://bit.ly/ATOpolicyrepository>

References

- (1) UN Population Database (2022), <https://population.un.org/wpp/>
- (2) World Bank (2022), <https://data.worldbank.org/>
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- (6) Global Burden of Disease 2021 (IHME, 2023), <https://vizhub.healthdata.org/gbd-results/>
- (7) Global Gender Gap Report 2022 (WEF, 2022), <https://www.weforum.org/publications/global-gender-gap-report-2022/>
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- (9) UN Database on Household Size and Composition (2022), <https://population.un.org/Household/index.html>
- (10) ESMAP Gender and Energy Indicators (World Bank, 2022), <https://energydata.info/dataset/esmap-gender-and-energy-indicators>
- (11) Global Health Observatory (WHO, 2016), [https://www.who.int/data/gho/data/indicators/indicator-details/GHO/prevalence-of-insufficient-physical-activity-among-adults-aged-18-years-\(age-standardized-estimate\)-\(-\)](https://www.who.int/data/gho/data/indicators/indicator-details/GHO/prevalence-of-insufficient-physical-activity-among-adults-aged-18-years-(age-standardized-estimate)-(-))

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