

Philippines

Gender in Transport

Population (2024)
119.1 million

Female population
49%

GDP (PPP, 2022)
1.17 trillion USD

GDP per capita (PPP, 2022)
10,137 USD

Employment in transport

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

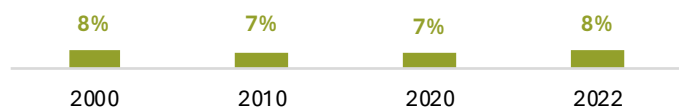
Share of females in transport-related employment by nature of work (formal and informal)
...

Total employment in transport sector (2022)
3.75 million employees

(3)

Between 2010 and 2022, Philippines's female employment in the transport sector increased by 95.6 thousand female employees, growing 4% annually

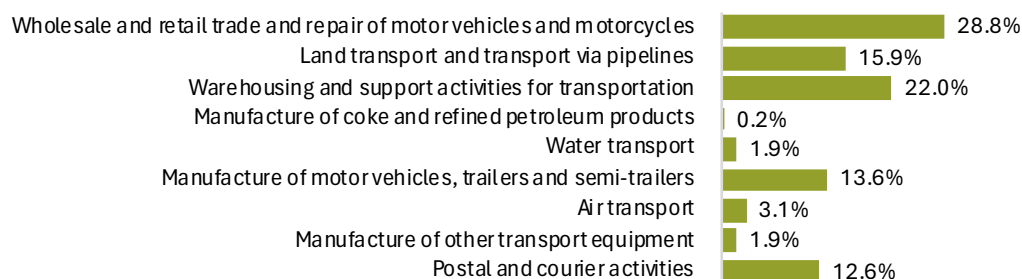
Share of females in total transport employment



Share of transport in total female employment



Female employment in transport by economic activity



Wholesale and retail trade and repair of motor vehicles and motorcycles, 2022; Land transport and transport via pipelines, 2022; Warehousing and support activities for transportation, 2022; Manufacture of coke and refined petroleum products, 2022; Water transport, 2022; Manufacture of motor vehicles, trailers and semi-trailers, 2022; Air transport, 2022; Manufacture of other transport equipment, 2022; Postal and courier activities, 2022. Developed with the support of:

Road safety

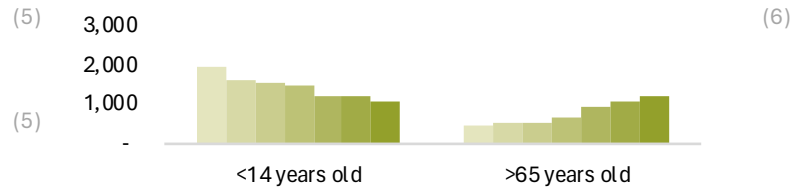
Total road crash fatalities (2021)

11.1 thousand deaths

Share of females in road crash fatalities (2021)

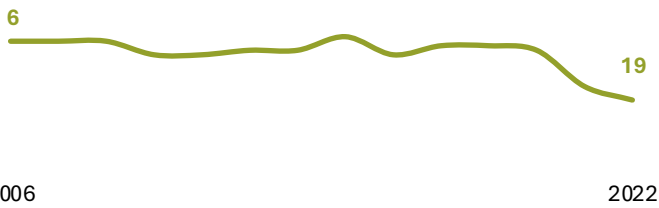
15%

Road crash fatalities by age group (1990-2019)



Others

Global Gender Gap ranking (out of 152 countries)



Share of households with female head (2017)

21%

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

49%

| Total population

40%

Share of total population shopping using the internet (2021)

| Female population

32%

| Total population

36%

Gender in transport policy

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

National Development Strategy	Yes
Other National-level Policy	
Multi-Modal Transport Policy	
Urban Plan	Yes
Gender-focused Strategy	
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
Philippine Development Plan 2023-2028	2023	Gender mainstreaming, inclusion, and accessibility will be main considerations in all stages of transport project implementation. Facilities for the mobility needs of women and mmen commuters from all sectors (i.e., PWDs, senior citizens, , and indigenous peoples) mwill be provided.
Philippine Development Plan 2023-2028	2023	Collection of sex-disaggregated data and other gender and social inclusion data will be strengthened.
Philippine New Urban Agenda (PhiNUA)	2016	Foster more effective gender mainstreaming in urban development. Incorporate climate change action (CCA) and disaster risk reduction and management (DRRM) in urban planning.
Philippine Development Plan 2023-2028	2023	Facilities for the mobility needs of women and mmen commuters from all sectors (i.e., PWDs, msenior citizens, , and indigenous peoples) mwill be provided.
National Climate change Action Plan 2011-2028	2011	Conduct gendered vulnerability and risk assessments of vital local infrastructures and develop short and medium term plan to rehabilitate and retrofit those found to be vulnerable, or to build new ones when retrofitting will be found relatively more expensive

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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- (5) Global Status Report on Road Safety 2023 (WHO, 2023), <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/global-status-report-on-road-safety-2023>
- (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/>
- (8) International Telecommunication Union (ITU, 2022), <https://www.itu.int/en/ITU-D/Statistics/Pages/stat/default.aspx>
- (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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The ATO is an initiative developed under TA-6763 REG: Accelerating Innovation in Transport - Asian Transport Outlook: Phase 3 (55119-001) of the Asian Development Bank (ADB) and is also being supported by the Asian Infrastructure Investment Bank (AIIB) through Purchase Order No. CW39446 AIIB Support: Asian Transport Outlook Phase 3.