



GREENING GENDER BUDGETING

City of Vienna

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- III. Intersection between green and gender budgeting
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Budgeting for high-level priorities



What is budgeting for high-level priorities?

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Analysis undertaken, as a routine part of the budget process, to highlight how budget policy impacts specific high-level priorities.

This information helps support budget decisions that will help achieve these priorities.

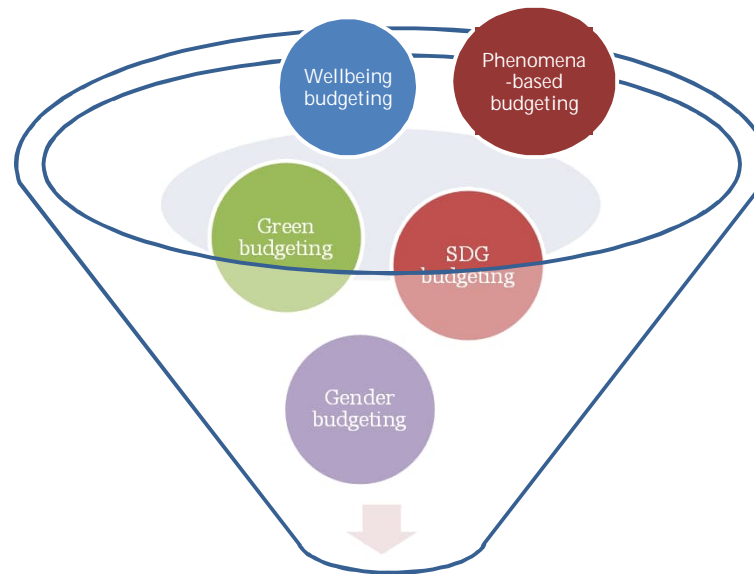
Why is it becoming more popular?

- Governments are looking to adapt their approach to budgeting to tackle complex challenges seen today.
- Other budget tools, such as performance budgeting have fallen short of what is required to respond to complex issues such as societal well-being, social inequality and climate change.
- These new approaches aim to bring about a step change in the way governments communicate and resource their priorities.



Examples of budgeting for high-level priorities

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Benefits and challenges related to budgeting for high-level priorities

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Benefits

- An improved evidence base upon which resource allocations decisions can be made.
- Improvements to the effectiveness of the budget in achieving high-level goals.
- Greater transparency on the impact of budget policy.

Challenges

- Practices not always guided by, or linked to, overarching strategy
- Dependent on good data to underpin robust analysis
- Can require training and capacity development across government
- Governments increasingly introducing multiple high-level priorities, e.g., green budgeting and gender budgeting



Intersection between green and gender budgeting

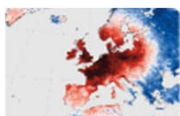


Intersectionality between green and gender budgeting

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1. Climate change can affect men and women differently

- There may be gender-specific factors and barriers that render one gender more vulnerable to specific different dimensions of climate change



F The heatwave in France in 2006 killed more elderly women than men due to cardiovascular disease, respiratory disease and directly heat-related deaths



In Santiago, Chile, high pollution days (over 100 $\mu\text{g}/\text{m}^3$) are common and double the gender gap in working hours as women are more likely to stay at home with their children (Montt, 2018).



Air pollution can be as bad for pregnant women as smoking in terms of elevating the risk of miscarriage (Leiser et al, 2019).



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2. Men and women have different employment, needs and consumption patterns

- Gender segregation in environmental occupations (e.g. energy, transport, mining, agriculture, forestry, fisheries)
- Men use more energy than women for transport, ranging from 70% more in Germany to over 350% more in Greece (Räty, Carlsson-Kanyama, 2009). Women generally use public transport more than men do, partially due to their economic status, but also due to their preferences.
- Women city dwellers are less satisfied with air quality than men (OECD, 2012)
- Women urban designers value environmental aspects more, even though they feel unable to influence policies (Wallhagen et al., 2018)
- Women are more likely to recycle, minimise waste and buy eco-friendly products (OECD, 2008, 2011)



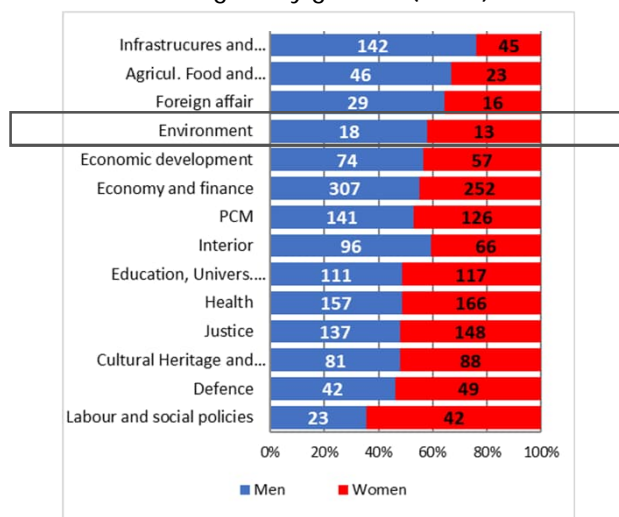
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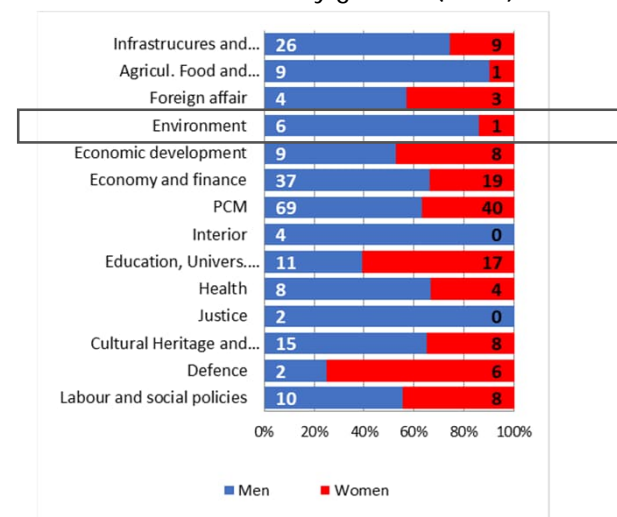
3. There can be a lack of female input into environmental policy

Example, Italian Government:

Managers by gender (2018)



Grand executives by gender (2018)





Approaches for implementing both green and gender budgeting



Options for implementing both green and gender budgeting

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V. Key success factors

- **Separate approaches:** Green budgeting and gender budgeting operate independently (e.g., Spain)
 - May be gender impact assessment of green programmes and climate assessment of gender programmes
- **Some efforts to integrate:** Efforts to have at least some elements of gender and green budgeting part of same overall analytical framework (e.g., Ireland and Andalusia)



Case study: Spain

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- **Gender budgeting** (since 2003)
 - Key output is Gender Impact Report, published alongside budget
- Also have:
 - The **Child, Youth and Family** Impact Report (since 2021)
 - The **SDGs** Alignment Report (since 2021)
- In 2023 will introduce **green budgeting**
- Separate cross-cutting for each high-level priority reports aim to:
 - Improve the quality of information underpinning budget decision making
 - Improve coherence between strategic planning and the General State Budget
 - Promote fiscal accountability and transparency



Case study: Ireland

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- **Equality budgeting** since 2016
 - Gender dimension introduced into performance framework
- **Green budgeting** since 2018
 - Tag climate-related expenditure and set performance targets for programmes funded by carbon tax increases
- Commitment to introduce **wellbeing budgeting**
 - Set out in 2020 Programme for Government
- All being integrated into revamped national performance framework with high-level goals relating to equality, climate and wellbeing.
 - Supported by new tagging functionality for budget measures



Case study: Andalusia

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V. Key success factors

- **Gender budgeting** since 2003
 - Budget programs tagged if they have gender impact
- **Green budgeting** since 2018
- Green approach integrated into the gender budget
 - Should present both gender and green indicators for budget programmes



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Example:

3.1. REPORT ABOUT THE BUDGETARY INDICATORS

Gender approach →

Green approach →

SECTION	1700 DEPARTMENT OF DEVELOPMENT, INFRAStructures AND TERRITORY
BUDGETARY PROGRAM	51B MOBILITY, ROAD INFRASTRUCTURES AND TRANSPORTS
PROGRAM OFFICER	DIRECTORATE-GENERAL OF INFRASTRUCTURES AND DIRECTORATE-GENERAL OF MOBILITY
STRATEGIC GOAL	To improve the sustainability of the transport and communications system.
OPERATIONAL GOAL	To foster the use of public transport, reducing the participation of the private vehicle in the modal split.
INTERVENTION	Development of transport systems in interurban, urban and metropolitan areas, tram systems and consortiums.
INDICATOR	Users of public transport
UNIT OF MEASURE	Number
FORECASTED AMOUNT	72.900.000,00
Disaggregated indicator by sex. Men forecasted: 34.992.000. Women forecasted: 37.908.000.	
Strategic area: transport and mobility.	
Relevance: the transport systems to be developed in the following years fulfil carbon footprint reduction criteria, and hence, will contribute ostensibly to minimise the likely climate change.	
It can provide with information to the tracking of this program: mitigation.	
Particular actions to the fight against climate change: increase the collective public transport. Foster tram and underground systems.	

Source: Consejería de Hacienda y Financiación Europea. Junta de Andalucía.

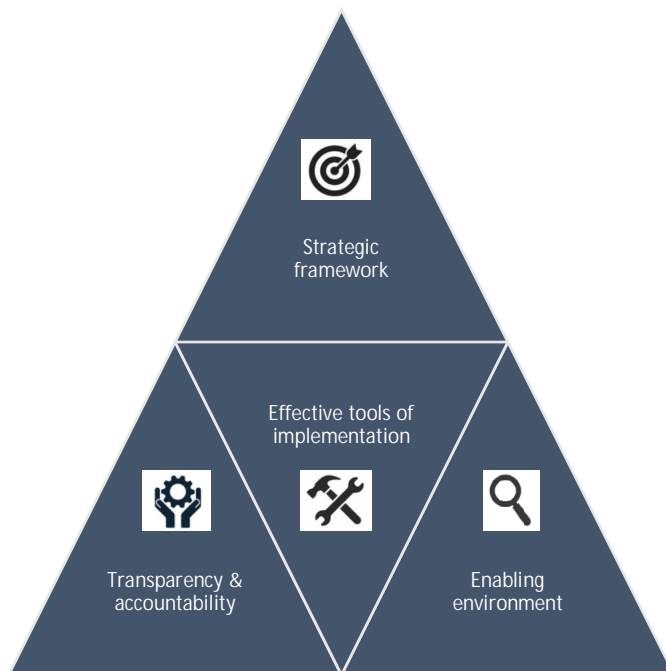


Key success factors



Key success factors regardless of approach

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Impact requires going beyond production of new information and influencing budget decisions



**THANK YOU
MERCI**

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