



# Women's Safety and Security

A Public Transport Priority



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## The International Transport Forum

The International Transport Forum is an intergovernmental organisation with 59 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is the only global body that covers all transport modes. The ITF is politically autonomous and administratively integrated with the OECD.

The ITF works for transport policies that improve peoples' lives. Our mission is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion and to raise the public profile of transport policy.

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## Introduction

Many women feel exposed to physical aggression, sexual harassment or other forms of unwelcome behaviour in public transport. This is not only morally unacceptable in itself, it also causes economic and social harm, as well as reinforcing other forms of inequality.

The International Transport Forum (ITF) first launched, at the 2015 ITF Summit, a series of discussions on women in transport which provided an opportunity for all stakeholders to highlight their initiatives to enhance greater gender equality in the sector. These discussions have stimulated a number of formal and informal debates since then on a broad range of topics amongst diverse stakeholders, including transport ministers, international organisations, and ITF business and civil society partners.

To prepare the debates on women in transport at the 2018 ITF Summit on Transport Safety and Security, the ITF invited its stakeholders to discuss the importance of transport safety and security for women as transport users and employees in the sector. Their contributions, brought together here, highlight key safety and security issues, related challenges and shortcomings, and propose solutions for truly safe, secure, and ultimately inclusive and sustainable transport.

The authors mostly focus on urban areas where more women than men use public transport and they heavily depend on these systems for their mobility needs. Transport safety and security are key factors in women's mobility habits and choices. Meanwhile, the authors' examples show that a large majority of women worldwide feel unsafe in public transport and have been victims of some type of physical or verbal harassment and other forms of violence in public spaces. As a result, women often prefer driving when faced with a modal choice, using taxis or other forms of for-hire ride services rather than walking, cycling or using public transport.

The authors argue a fundamental cultural change is needed to design transport systems with women in mind. They call for urgent actions to make public space safe and secure, including infrastructure and operational improvements, public awareness campaigns, well-trained transport employees, and better reporting systems, combined with a zero tolerance approach to harassment. Some of these actions require time and resources to bring about change, but often relatively small improvements to the travel environment, such as better lighting, can be critical in changing the perception of safety and security.

A number of authors also highlight that better data - notably gender-differentiated data and information - is needed to better assess the situation and develop appropriate, evidence-based responses and policies.

In order to design transport systems with women in mind, the sector needs more women in transport jobs. To increase female employment, company-based measures should be supported by broader institutional and societal efforts in order to drive the necessary cultural changes. Education and training are key in this respect, but the working conditions and environment, notably related to safety and security, are also important. Any form of discrimination, harassment or violence in the workplace must be eliminated.

Innovative technologies and new business models can also provide opportunities for improving safety and security for women in transport, both for transport users and workers. Some examples include innovative use of information and communication technologies to report cases of harassment, generate relevant data and improve access to information or services that help address safety and security challenges.

Finally, the authors argue that exchange of good practices among all stakeholders within the transport sector and with other sectors, such as energy or information and communications technologies (ICTs) is also important.

The authors point to the ITF as an institution that provides a unique platform to advance global dialogue on gender issues in transport and to facilitate sharing knowledge among policy makers.

This compendium concludes with a summary of the 2018 ITF Summit session “Safe and Secure Transport for Women”, as well as the conclusions of the conference Women Mobilize Women, organised by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, which was organised as a part of the Pre-Summit’s debates.

The 2018 Summit programme featured a number of other sessions and stakeholder events dedicated to women in transport, including the Summit official side event “Safe and Inclusive Transport for Women and Girls”, led by the Latin American Development Bank (CAF) and the World Bank, presentations and discussions on this topic at the Summit Open Stage Café, as well the Summit networking event “Women in Transport” organised by Bombardier Transportation.

The ITF-led debate on discussions on gender and transport will continue in the lead-up to and during the 2019 ITF Summit on “Transport Connectivity for Regional Integration” to be held on 22-24 May in Leipzig.

## Ensuring safe and secure public transport for women and girls

K. Jane Williams, Acting Administrator, Federal Transit Administration, United States Department of Transportation

Public transport is an essential service that provides individuals with access to work, to an education and to all of life's opportunities. And yet, the access of many women and girls to safe public transport options is threatened by the potential of being assaulted or victimised. Worse still, the freedom of travel provided by transit has been abused by those who are engaged in human trafficking. These threats exist in small towns and large cities, and in wealthy nations as well as developing ones; and universal problems require global action.

The United States Department of Transportation (USDOT) is charged with promoting the safety of the country's public transit systems through funding capital projects and supporting research into new technologies. Individual states, territories and local governments are responsible for planning what public transport to build, where to build it, and how to operate those services. USDOT partners with transit agencies and other state and local authorities to ensure the safety of transit riders; this includes preventing human trafficking, sexual harassment and assault.

Under U.S. Transportation Secretary Elaine Chao's leadership, a federal Advisory Committee on Human Trafficking is being launched to make recommendations on actions the Department can take to help combat human trafficking. The Committee will also develop recommended best practices for state and local transport stakeholders, including transit, in combatting human trafficking. The Committee will be bolstered by the Department's "Transportation Leaders Against Human Trafficking" initiative is engaging industry leaders, training employees, and providing public awareness materials that our transport partners can use. USDOT trains its 55 000 employees and is working with other federal agencies and non-governmental organisations to make available a suite of human trafficking awareness materials tailored to the transit, aviation, rail, motor coach and trucking industries. Together, we are equipping train operators, bus drivers, flight attendants, truck drivers, and other transport employees to recognise and report human trafficking.

Across the United States, transit systems are working to address the specific concerns of women and girls. For example, transit agencies are working to create a culture among their employees that ensures that every report of harassment and assault is taken seriously, including providing training to reinforce a culture of zero tolerance. Transit agencies also use advertising to educate community members on how to report incidents, as well as warn potential perpetrators that harassment will not be tolerated.

Women face distinct issues and specific threats when using transportation. In the United States, we have been coping with the issue of physical and verbal assault on bus operators, and many of the solutions that we're researching and implementing align with those that women who are surveyed often request: greater presence of transit and local police, video cameras to document and deter assaults, and training for transit operators on the best ways to de-escalate confrontations. Implementing these types of measures in the Los Angeles METRO bus system resulted in a 39% decrease in total crime and a 60% decrease in operator assaults between 2017 and 2018.

Looking at further solutions, it's clear that the environment around transit infrastructure makes a difference in both actual safety and the perception of safety. This means, for example, designing

infrastructure with adequate lighting and clear sight lines, and eliminating nooks, corners, and isolated areas that may facilitate assaults. Local transit agencies – and often their partners at the state level – already consult with the public on planned services to help determine locally preferred options and to prepare for changes to services and routes within the community. We encourage transit agencies to consult with women's groups and civic organisations that advocate on their behalf to better understand safety concerns in the design and construction of transit infrastructure. We want transit agencies to appreciate that it's difficult to recognise a problem if you aren't the one who experiences the problem.

Secretary Chao is the first Asian American woman and the first Chinese American to serve at the Cabinet level. Her family moved to the United States from Taiwan when she was a young girl, and she often speaks about how the public transportation system in New York City – the subway and bus systems – gave her a measure of freedom and independence that allowed her to take full advantage of living in one of the world's most exciting, diverse, and culturally- and economically-influential cities.

Every woman and girl in the U.S. – and across the globe – deserves the same opportunity to travel freely and without fear. Each of us who are responsible for providing transportation must continue to keep our transportation networks safe by eliminating human trafficking, sexual harassment and assault.

## Travelling safely: The EU perspective

Maja Bakran, Deputy Director General for Mobility and Transport, European Commission

The European Union (EU) and its member states are committed to ensuring the safety and security of their citizens. As transport users and workers, women and men are not equally affected; women face higher levels of violence. Reducing this gap is a matter of fairness, economic efficiency, equality of opportunity and full participation in society.

### The transport users' perspective

Safety can refer to taking measures to reduce or eliminate risks of accidents. In road safety, for example, while the EU has made major progress over the past decades, far more men than women are killed in road crashes: only 24% of all road fatalities are women, while the proportion of male drivers killed in road accidents is over 80% in some countries. There are many reasons for this, but one important element is perhaps that women tend to adapt their behaviour to avoid risks. Among pedestrians, however, almost twice as many women are killed as men.

“Travelling safely” can also imply non-accidental risk, including the risk of violence or harassment. Although both women and men face the risk of violence, most victims are women. Perceptions of risk vary across Europe. When asked in a 2016 Eurobarometer survey where violence was more likely to occur, 27% of French respondents mentioned public transport but none of the Spanish respondents did.

Women use public transport more than men. They are also more aware and concerned than men about the threat of harassment or violence in public transport. Well-reported events in recent years have highlighted these issues which may discourage women from using public transport.

Safety and security of women in transport is not just a question of law enforcement. The transport community has an important role to play by main-streaming specific measures regarding women’s safety and security into policy making. This will require “joined-up thinking”, involving policy makers transport planners, architects, companies, users' associations and psychologists.

### The transport workers' perspective

According to the 2017 survey by the European Transport Workers' Federation 63% of respondents had faced violence: 49% from customers, 22% from colleagues and 17% from managers/supervisors. Among the women who reported an incident, 80% did not believe that their complaint had negative consequences for the perpetrator, or made the workplace safer. This is a serious concern for women who seek to develop careers in the transport sector.

An example is the lack of safe, secure and well-equipped parking facilities for goods vehicles. This is a challenge for all professional drivers which could notably prevent women from choosing the profession. Addressing this issue, and similar safety-related challenges, could help make the sector more attractive for women and reduce the current gender gap. Currently, women represent only 22% of the EU transport workforce, and even less - below 5 % - for some occupations such as drivers. In economic terms, this is a regrettable waste of talent. Transport policy-makers need to work towards ensuring that women and men are given an equal and fair chance to build a safe and inclusive transport sector of the future.

## The impact of innovation and digitalisation

Tremendous changes are underway in the transport sector. Innovative digital solutions, new business models (e.g. sharing, collaborative models), new services, new jobs (e.g. remote operators of vehicles) as well as new challenges (e.g. cybersecurity) are emerging. Digitalisation and new transport models can provide better, safer, more accessible and more affordable services. Connectivity and automation can compensate for human error, for example, in road traffic; door-to-door services can enhance safety and security, while digital jobs can improve the working environment and work-life balance.

At the same time, new challenges need to be considered while designing transport systems. These, for example, include supervision of "unregulated" service providers, and potential threats from users of shared vehicles. Increased automation of supervision in public spaces, such as train stations, can mean less physical presence of staff service. If there is no one there to help, passengers may feel less secure – regardless if they are a man or a woman.

Women's specific needs and preferences have to be assessed and taken into account when developing new technologies and services in transport.

## What role does the EU play?

The European Commission finances a number of research projects in order to create a more secure and safe travel environment for all. In October 2017, under the EU Horizon 2020 programme, we invited tenders for a study on demographic change and participation of women in transport, which will examine amongst other issues the problem of harassment and violence. Another study is underway on safe and secure parking areas which will draw up a map of locations for safe and secure parking on the core Trans-European Transport Network.

We also share good practices developed by our European stakeholders. Over the last few years, several public transport campaigns have been launched to promote safe and secure transport for women. Positive initiatives have been developed such as "on demand" bus stops closer to home at night. The Commission has a website dedicated to facilitating the exchange and the dissemination of best practices.

To assist women working in the transport sector and to encourage them to join the sector, the European Commission has launched the website *Women in Transport – EU Platform for change*. The site also focuses on the issue of harassment and violence.

European stakeholders can learn from each other, for the benefit of women and men in the transport sector. Best practices developed in Europe can also be used in other regions of the world. ITF can also help to increase safety and security for all.

## Useful links

Women in Transport – EU Platform for change

[ec.europa.eu/transport/themes/social/women-transport-eu-platform-change\\_en](https://ec.europa.eu/transport/themes/social/women-transport-eu-platform-change_en)

EU Campaign "Say No to Violence"

[ec.europa.eu/justice/saynostopvaw/](https://ec.europa.eu/justice/saynostopvaw/)

Urban transport campaigns

International [www.uitp.org/news/uitp-and-world-bank-discuss-women-public-transport](http://www.uitp.org/news/uitp-and-world-bank-discuss-women-public-transport)

In France [www.egalite-femmes-hommes.gouv.fr/?s=transports](http://www.egalite-femmes-hommes.gouv.fr/?s=transports)

In Belgium: [www.violencessexuelles.be/harcelement-de-rue](http://www.violencessexuelles.be/harcelement-de-rue)

## Women's safety and security in the railways

Jacques Colliard, Head, Security Unit, International Union of Railways (UIC)

Carole Escolan-Zeno, Manager, Sustainable Development, UIC

Bernard Penners, Manager, Safety Unit, UIC

The International Union of Railways (UIC) - the worldwide railway organisation - provides an initial response to how to make transport a safer and secure experience for women. It helps empowering women through safer and better rail transport services. Ultimately, the UIC works towards achieving the United Nations' 11<sup>th</sup> Sustainable Development Goal, which highlights a need to make cities and human settlements inclusive, safe, resilient and sustainable for all.

Violence in public spaces, including sexual harassment in transport, is a reality for women and girls in many countries. Train stations and trains are vulnerable spaces for women due to crowded space or, conversely, due to isolated areas where there is no one available to intervene and help in case of emergency. Sexual assault, molestation and even rape are reported on trains and have been on the rise.

In many European countries women's security in public transport remains a challenge. In France, for example, more women than men feel unsafe while using public transport. According to the 2017 survey "Victimisation and feeling of insecurity in Ile-de-France" (*Victimation et sentiment d'insécurité en Île-de-France*), by the Institute of Planning and Development of the Île-de-France Region (*l'Institut d'aménagement et d'urbanisme de la région d'Île-de-France, IAURIF*), transit and train stations account for 39% of sexual assaults against women. The fear of being assaulted or robbed goes as far as restraining oneself from using public transport.

Violence against women and girls both as train passengers and employees in the sector is something that needs to be urgently addressed.

In order to enhance women's safety and security in railways, the UIC conducted a study among its members to assess:

- whether the evolution of abuse and attacks against female passengers on railway premises (trains, stations, platforms, etc.) has decreased or increased within the last five years
- the most affected areas (e.g. stations, platforms, trains), and when abuses occur (e.g. weekends, at night).
- the nature of the countermeasures and best practices that companies are planning or have in place
- specific regulations and actions put in place for women's security guards that have been implemented (team composition, operating times, self-protection, etc.).

The majority of the 18 respondents - mainly European railways - pointed out that the number of abuses and attacks against female passengers on railway premises has remained stable for the past five years; 22% of respondents identified an increase of violence. Abuses and attacks happen everywhere along the transport system.

The respondents highlighted a variety of specific measures that already exist or need to be taken, including:

- Dedicated awareness and information campaigns in trains, on platforms or in stations that aim to inform passengers that in case of sexual harassment they can call a given phone number or use some specific applications to ask for help. The goal is to raise public awareness about the topic and increase civic courage. In several countries railway companies propose separate women's coaches in long-distance trains, which are close to the service coaches of the train staff.
- Surveys dedicated to investigating inappropriate behaviour, with a focus on sexual intimidation, are conducted amongst the staff, followed by the organisation of focus groups.

These measures are a first step to fight against gender-based harassment; 67% of the respondents are willing to conduct more investigations and share experience and good practices with their peers.

The results of the survey revealed a number of ethical questions, including:

- consistency between national laws and internal policies about gender equality
- operational measures and initiatives by railway staff in order to help victims
- solutions to prevent such behaviour (i.e. education, communication, control, etc.).

Due to the ethical importance of this topic, urgent means to make progress have to be developed. Sharing experiences and best practices and/or challenges are key to making joint progress on the subject.

## Stopping gender-based violence in transport

ElsaMarie D'Silva, CEO, Safecity

One day I was travelling by local train in Mumbai with my mother and siblings. It was extremely crowded and just before we could alight at our destination, I felt my skirt being lifted and someone groping my private parts. I could not move to swat the hand away nor could I raise an alarm as my voice would have been drowned in the noise of the crowd. All I could do was cringe in shame and hope I made it out of the train as fast as possible. I was only thirteen years old.

That incident stuck in my mind and whether I acknowledged it or not, had a lasting effect on me. I hate crowded spaces and hated travelling by local train in Mumbai for years afterward. However, I did not make the association till a few years ago when I started my organisation Safecity to work on the issue of gender-based violence. Since then, I have made every effort to take the local train in Mumbai and overcome my fear.

I am not alone in my experience of sexual violence.

Many women and girls experience sexual violence in public spaces, including public transportation, every day, everywhere. A recent national survey on sexual harassment and assault by Stop Street Harassment indicates that one-in-four women experienced sexual harassment or assault on public transit in the United States. A survey in France found that 100% of women in the Paris area had experienced sexual harassment on the regional transit systems. A Reuters survey of 16 major cities worldwide found that women in Latin American cities faced the highest rates of harassment, with about six-in-ten women reporting physical harassment on public transit systems.

In India, where I am based, the recent Safecity Railway Audit report showed it is a problem here, too. Based on interviews with over 1 000 people at seven railway stations in Mumbai, 54% said they had experienced sexual harassment. Out of these, 88% were women. Touching and groping was the form of sexual harassment more frequently reported, and 34% of the women said they felt unsafe at the railway stations. Nearly all women (94%) said they did not report their experience to the police, and 83% were not aware of their rights under the law. Indeed, most people who said during the Safecity audit that they were harassed refused to report it even on the Safecity mapping platform, stating that sexual harassment is just a part of their everyday life.

Not reporting sexual harassment is a common occurrence. Some people are afraid that others will blame them for the incident, pressuring them to prove their innocence, or that they will bring shame to themselves and their families. Often, reporting to a higher authority like the police can be traumatic as they may come across as insensitive. The lack of knowledge of existing legislations can also be a barrier. All these issues can create a culture of silence that makes it hard for a survivor to speak up.

When the issue is under-reported, it is difficult to then make the issue fully visible and plan appropriate interventions. However, there are ways in which we can encourage women to break their silence around the issue and create safe spaces for all travellers.

Some of our recommendations based on the railway audits include the following:

- 1) Improve the lighting as it has a direct influence over the perception of safety.
- 2) Have more entry and exit points to ease congestion.
- 3) Improve infrastructures including toilets, staircases and pedestrian bridges.
- 4) Increase the presence of police personnel including women police at peak times to be a deterrent for perpetrators.
- 5) Display advertisements educating people on the spectrum of abuse as well as the legislation. This will embolden women to seek help but also encourage bystanders to intervene.
- 6) Use posters and wall art to educate people on the issue both inside the train and on the platforms.
- 7) Publicise helpline numbers.
- 8) Have functional and visible helpdesks where people can get immediate assistance.
- 9) Make reporting incidents simple and easy so that more women do it – this can help show the patterns and trends and lead to pre-emptive solutions.

Sexual violence is a global pandemic that needs immediate redressal. In the context of the space in which it takes place, it carries corollary implications for individuals and communities. When women lose access to public spaces because of sexual violence in public transport they lose opportunities and civic rights. If a State is unable to provide for equal access to public spaces for all, it is by default not allowing for the full realisation of the rights of the affected persons and its developmental potential. Sexual violence is increasingly a developmental challenge that needs primary attention and resolution for building the possibility of a supportive environment that can drive other development.

## Useful links

National Study on Sexual Harassment and Assault, Executive Summary

[www.stopstreetharassment.org/wp-content/uploads/2018/01/Executive-Summary-2018-National-Study-on-Sexual-Harassment-and-Assault.pdf](http://www.stopstreetharassment.org/wp-content/uploads/2018/01/Executive-Summary-2018-National-Study-on-Sexual-Harassment-and-Assault.pdf)

100 per cent of Frenchwomen 'victims of sexual harassment on public transport'

[www.telegraph.co.uk/news/worldnews/europe/france/11545643/100-per-cent-of-Frenchwomen-victims-of-sexual-harassment-on-public-transport.html](http://www.telegraph.co.uk/news/worldnews/europe/france/11545643/100-per-cent-of-Frenchwomen-victims-of-sexual-harassment-on-public-transport.html)

Latin American cities have most dangerous transport for women

[uk.reuters.com/article/women-poll/exclusive-poll-latin-american-cities-have-most-dangerous-transport-for-women-nyc-best-idUKL6NOS32MQ20141029](http://uk.reuters.com/article/women-poll/exclusive-poll-latin-american-cities-have-most-dangerous-transport-for-women-nyc-best-idUKL6NOS32MQ20141029)

A Gender Sensitive Approach to Transport in Mumbai

[safecity.in/wp-content/uploads/2018/03/WBMRVC-ppt.pdf](http://safecity.in/wp-content/uploads/2018/03/WBMRVC-ppt.pdf)

Safecity website

[www.safecity.in/](http://www.safecity.in/)

## Advancing safe and secure public transport for women

Aline Delatte, International Expert in Urban Mobility, Advocacy International Association of Public Transport (UITP)

Dionisio Gonzalez, Outreach Director, UITP

Security and safety issues are the most influential factors for women's mobility patterns. In some countries, the lack of a secure urban environment strongly restricts women's mobility and limits their access to job opportunities, education and health care services. Being exposed to harassment on the way to the next metro station, facing fear by standing in a crowded bus at peak hours, rushing to get home before dark are only a few of the many security aspects women consider while planning their journey. While women rely more on public transport than men, they are also the most vulnerable to violence in public spaces. Risk of harassment in public transport is a permanent threat for women, in all countries, without exception. Ensuring safe and secure transport is the basic and most relevant requirement for inclusive development.

However, women's access to public transport should not be reduced to a security issue but rather must be embedded in the overall mission of public transport authorities and operators to excel in customer service, by matching the specific needs of all segments of society, including women. Expectations and needs of women have been too long neglected in public transport planning, mainly due to the "invisibility" of gender issues. The lack of disaggregated mobility data and the insignificant share of officially reported cases of harassment in public transport could have led to a careless development in terms of gender consideration. Additionally, the unequal representation of women in decision making, planning, and other levels of the public transport sector exacerbates the low awareness of women's specific needs among public transport stakeholders.

As the internationally leading public transport association, UITP is actively promoting gender equity in the public transport sector and advocating gender-responsive development. On a global level, UITP is shaping the international agenda on gender in public transport, in consortium with influential and knowledgeable organisations and agencies in the transport sector under the umbrella of the *Sustainable Mobility for All* (SuM4All) initiative. On regional and local levels, UITP contributes to raising awareness by organising discussions in conferences and regional platforms on the needs for gender-responsive measures.

In January 2018, UITP signed a Memorandum of Understanding with the World Bank to collaborate on safety and security of women in public transport – and to advance the achievement of common objectives. UITP and the World Bank are working on the development of a toolbox to support gender mainstreaming in public transport. In the same context, World Bank and UITP successfully launched the *Public Transport for me* campaign (#PT4ME) on the 2018 International Women's Day. More than 180 public transport authorities and operators in over 75 countries broadcasted the #PT4ME video and disseminated posters and flyers on their network to raise public awareness on gender issues in public transport.

Additionally, UITP is conducting substantive work to encourage and support public transport stakeholders to tackle the gender issues in a comprehensive and realistic way. Our approach is twofold: women as decision makers and public transport employees, and women as public transport customers.

These perspectives are directly intertwined: by ensuring gender equity at all levels of public transport development, women's concerns as travellers will be better taken into consideration.

From the employment perspective, UITP is working in close co-operation with the European Transport Workers' Federation (ETF), and the International Transport Workers' Federation. In 2014, the European Social Partners (UITP and ETF) signed joint recommendations to promote women's employment in the European urban public transport sector and set the ambitious target to increase the share of women employed from the average value of 17.5% in 2011 to at least 25% by 2020, and to 40% in 2035. The recommendations and best practices developed and highlighted in the Women's Employment and Gender Policy in Urban Public Transport companies in Europe (WISE) projects became major references in terms of gender-sensitive workplace and work-life-balance, health and safety at the work place, working culture, wages, career growth, training and recruitment.

From a customer perspective, building a culture of service excellence is at the core of the current global priorities of UITP Members. It includes the development of inclusive public transport, which will contribute to fill the gender gap by ensuring safe and secure access to public transport for women.

However, for UITP members, providing a safe and secure service for women is not only a societal concern, it is also a development opportunity: women - who constitute half of the world's population - represent a significant share of potential public transport customers. In some countries, the share of public transport trips made by women is higher than the one made by men. In France, for instance, two-thirds of passengers on public transport networks are women. In the US, 55% of mass transit riders are women. Overall, surveys show that women rely more on public transport than men.

To attract and retain female customers, we need to provide an environment in which women feel safe and secure all along their journey with an appropriate street lighting along the way to the next stations, lively waiting areas in which they feel comfortable, friendly drivers and public transport staff they trust - just to mention a few measures. Therefore, it is crucial to involve women at all levels of public transport development, as planners, decision makers, as well as civil society leaders to better understand and address their daily concerns.

Women's access to public transport is not at all the sole responsibility of public transport providers, but also the duty of all urban policy makers to encourage inclusive development and achieve together the Sustainable Development Goals at the 2030 horizon. It is in line with ITF's mission to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion. By addressing women's mobility concerns, UITP and ITF contribute to raising policy-makers' awareness regarding the need of gender-responsive transport development. Join us! It is urgent to act.

## Useful links

UITP website

[www.uitp.org/](http://www.uitp.org/)

Sustainable Mobility for All Initiative (Sum4all)

[sum4all.org/](http://sum4all.org/)

Public Transport for Me campaign (#PT4ME)

[www.uitp.org/news/international-womens-day-2018-uitp-brings-you-pt4me](http://www.uitp.org/news/international-womens-day-2018-uitp-brings-you-pt4me)

The World Bank

[www.worldbank.org/](http://www.worldbank.org/)

## Transport, mobility and security: A matter of gender

Marie-Axelle Grannie, Senior Researcher, French Institute of Science and Technology for Transport, Development and Networks (IFSTTAR)

In the same way as in field of science,<sup>1</sup> the subject of women and sex differences has long been neglected in the field of transport. Transport planners did not want to distinguish individuals by their origin or social group, even though decisions were made primarily by men, based on their own interests and experiences.<sup>2</sup>

Beliefs about women at the wheel grew with the automobile. However, according to Berger (1986), the stereotype of women being seen as bad drivers, unable to cope with stressful situations requiring rapid decision making on the road, was initially intended to maintain "women in their place and protect them from the corrupting influences present in society and in themselves."<sup>3</sup>

If women are not taken into account in transport policies and implicitly encouraged to stay at home: are transport, mobility and safety a matter of sex or of gender? While the term "sex" is related to biological differences between men and women, gender refers to beliefs, stereotypes, activities, personality traits, or roles that a particular society considers more appropriate for women or for men.<sup>4</sup> Thus, gender is a social feature, leading to a social hierarchy between males and females. While biological differences between the two sexes are stable over time, social expectations related to gender are constantly changing. Investigating the question of gender is therefore taking into account an interest in men and women, their similarities and their differences.

Mobility is a question of gender. The differences between men and women in mobility greatly increased with the advent of the automobile and the growing distance between domestic spaces - a traditionally female domain - and workplaces - traditionally men's domain. While some differences tend to disappear in younger generations, others persist and still reflect gender-differentiated social roles, particularly in relation to childcare.<sup>5</sup> This existence of differences between men and women, especially in terms of social roles, has led to accentuated and perpetuated inequalities between men and women in terms of mobility.<sup>6</sup>

Road safety is also a question of gender. Globally, three times as many men as women die in road crashes. This is the largest sex difference in mortality rates due to unintentional injuries.<sup>7</sup> In Europe, men account for 75% of road crash fatalities. In France, this difference exists even before access to motorised vehicles, but is particularly noticeable among young drivers: one-third of the drivers killed on the road in France in 2015 were between 18 and 24, of whom 86% were men. Moreover, in 2015 men made up 82.5% of the alleged perpetrators of road crashes, 92% of the intoxicated drivers involved in a crash and 91% of drivers tested positive for narcotics.<sup>8</sup> This difference is not only due to a sex difference in mileage. According to the last French National Transport Survey of 2008, the two sex groups differ only slightly in terms of average annual mileage: from 10% difference in the general population to 11.5% among active single persons.

The research carried out in this area by IFSTTAR specifically examines the issue of gender in transportation, mobility and safety. IFSTTAR gathered an overview of this research in the form of a thematic dossier that can be retrieved from the Institute's website. Our goal was to improve the visibility,

accessibility, and availability of this research and more broadly, of the research topic of sex differences and gender issues in transportation.

The IFSTTAR thematic web dossier “Transportation, mobility and safety: A matter of gender” confirms that men and women do not use the same travel modes, neither at the same frequencies, nor for the same reasons. This difference occurs throughout life - older women give up driving earlier than men do - and may be partly the result of a higher risk perception among women. Thus, women feel less safe and secure in public spaces and when using public transport. Their risk perception and the stereotypes on women behind the wheel may explain some of their mobility choices - such as their low attraction to powered two-wheelers - as well as their behaviour as drivers, riders or pedestrians, or their lower achievement in the practical driving license test.

The dossier shows how considering women in transportation research can bring new perspectives on old issues and redefine existing problems. Placing women as subjects for transportation research also allows considering them as active participants in the definition of urban and transportation policies.

## Useful links and literature

IFSTTAR website

[www.ifsttar.fr/accueil/](http://www.ifsttar.fr/accueil/)

<sup>1</sup> Perrot, M. (1998), *Les Femmes ou les silences de l'Histoire*. Flammarion, Paris.

<sup>2</sup> Fainstein, S.S. and L.J. Servon (2005), *Gender and Planning*. Rutgers University Press, New Brunswick, New Jersey and London.

<sup>3</sup> Berger, M.L. (1986), “Women drivers! The emergence of folklore and stereotypic opinions concerning feminine automotive behaviour”. *Women's Studies International Forum*, Vol. 9/3, pp. 257-263

<sup>4</sup> WHO (2011), Gender mainstreaming for health managers: a practical approach, [www.who.int/gender-equity-rights/understanding/gender-definition/en/](http://www.who.int/gender-equity-rights/understanding/gender-definition/en/)

<sup>5</sup> Wachs, M. (1996), “The Automobile and Gender: An Historical Perspective”. Chapter 6 in Rosenbloom, S. and S. Byron (eds.), *Women's travel issues. Proceedings from the Second National Conference*, October 1996, US Department of Transportation, Federal Highway Administration Washington, DC.

<sup>6</sup> Tillous, M. and S. Lahmani-Saada (2015), *Boîte à outils : Genre, Transports et mobilité*, Agence Française de Développement, Paris

<sup>7</sup> WHO (2002), Gender and road traffic injuries, [whqlibdoc.who.int/gender/2002/a85576.pdf?ua=1](http://whqlibdoc.who.int/gender/2002/a85576.pdf?ua=1)

<sup>8</sup> Guenivet, A., S. Jamin and T. Rousseau (2015), *Les infractions au Code de la Route. L'impact sur le permis à points*. Bilan statistique de l'année 2014, Ministère de l'Intérieur, ONISR, Paris.

## **SNCF for safety and security for women in transport**

Elisabeth Gue, Sécurité au Féminin, SNCF

At the SNCF safety and security have always been given utmost importance. There is not one production or management meeting that does not start by a safety and security update.

What does safe and secure railway travel mean? As a working definition, safety means avoiding accidents while security implies preventing crime and abuse. Choosing rail as a transport mode implies travelling by train and transiting through railway stations. Also, more and more people are coming to rail stations to shop, eat, listen to an impromptu piano concert, or simply to pass through the station as a short cut.

The main issues concerning safety are linked to ensuring an efficient functioning of the railway system as well as the stations. Whether it is rail infrastructure, signalling, rolling stock or stations, ensuring safety in the initial design and maintaining it is a priority. It is necessary that there is continued advancement in the expertise, training and control of procedures' implementation.

Gender does not seem to be a specific factor when it comes to safety rail issues. Security, on the other hand, is a different matter. Security implies protecting transport users against malicious actions and, or, behaviours. Women are a prime target for a number of reasons, often due to the fact that most societies are traditionally patriarchal. SNCF notes an increase in these malicious acts in the past years, both in stations and on trains. These acts occur mainly after 5:00 pm on weekdays and after 10:00 pm on weekends, and they range from verbal abuses to physical and psychological harms. It is important to study the occurrence of these acts. In what situations do they arise? Which factors increase or decrease the risks? What is important in safety perception? How can we act now and what can we do for the future?

A lot of concerns exist for women working in the field of transport regarding their safety and security at the work place. Some of these concerns are specifically linked to engineering and production jobs in the railway which, for a long time, have been dominated by men. SNCF strives to provide equal access to jobs and training by organising mixed teams, fostering a sense of understanding among employees, as well as by creating a culture of respect and support for women as professionals. SNCF is constantly working towards achieving a higher degree of inclusion of all people regardless of gender, origin, age and ability. With the strong commitment of our top management, along with the support of managers and co-workers at all levels, our goals translate into concrete actions.

We are striving to make SNCF an exemplary and responsible company and a leader of sustainable mobility. The overriding requirements of safety and security are, therefore, SNCF's top priorities, along with resources dedicated to achieving these goals. SNCF has set up a global programme for safety management connecting experts and operational personnel from different sectors to strive towards safety excellence in a concrete and practical way. Priority is given to risk management, simplifying procedures and documentation, sensitivity towards professional and personal factors, as well as towards the development of a fair work-environment. In this context, women employees are especially encouraged to participate in and bring their views to the discourse on safety in rail.

In terms of security, SNCF's number one priority is to fight against gender-based abuse and violence. This priority is embodied in the Transportation Code (2016 - article L2251-1). SNCF has a devoted, deployable trained force of security guards and has initiated collaboration with the police department dedicated to fight repression and prevent sexual harassment and assault.

Special tours of stations are organised with women transport users as well as employees to pinpoint both major and minor risk areas. Focus has been put on better lighting, pleasant surroundings and installation of CCTV cameras. An emergency number “3117” has been set up and displayed in all stations and trains. Also, controllers patrol the trains at regular intervals. SNCF works at the root of the problem by organising safety and civic responsibility seminars in schools. Every year more than 250 000 children attend presentations by controllers, train drivers and train maintainers.

Concerning employment and careers for women in safety and security jobs, SNCF is active in recruiting women and supporting equal career opportunities for all. There is no difference in training, but some prompting is still useful to attract women towards executive positions.

In 2006, SNCF signed its first collective agreement on gender equality and diversity in the workplace and held its first Equality and Skills Recruitment Forum. In 2013, SNCF signed a convention with the French Ministry of Women's Rights.

In 2012, SNCF set up *SNCF au Féminin* which is a women's internal network to help women break through the glass ceilings and shed light on gender stereotyping. Today, with 6 500 adherents, it is the biggest women's company network in France. In 2017, the network launched a Think Do Tank “*Sécurité au féminin*”, dedicated to bringing alternative perspectives to safety and security challenges in transport.

## Useful links

SNCF website

[www.sncf.com/fr](http://www.sncf.com/fr)

SNCF au Féminin

[www.sncf.com/fr/engagements/sncf-au-feminin](http://www.sncf.com/fr/engagements/sncf-au-feminin)

## Transport that meets diverse needs

Emma McLennan, Director, Eastern Alliance for Safe and Sustainable Transport (EASST)

When the issue of gender is raised in relation to road safety, it is usually to point out that men are most at risk. World Health Organization data suggests that globally 73% of all road fatalities are young males aged under the age of 25, who are three times more likely to die in a road crash than young females. At EASST, we suggest this perspective should be turned on its head: if roads, living spaces and transport choices were designed by and to meet the needs of women, there would be far fewer casualties altogether.

EASST - the Eastern Alliance for Safe and Sustainable Transport - is a network of local partner organisations in 14 countries of Southern and Eastern Europe, the South Caucasus and Central Asia. Our work covers all aspects of road safety and sustainable transport, including road safety management, safe roads and vehicles, police enforcement, safer road users and effective post-crash response. In each country we work very closely with all stakeholders to ensure maximum impact. This includes regularly listening to the concerns of local communities in both urban and rural areas. We also conduct surveys to underpin our project work.

Very similar patterns emerge across our EASST partner countries. First, roads are generally not designed to be people-friendly. Pedestrians are normally an afterthought, and where pedestrian facilities exist they are often insufficient. There is an underlying assumption that motorised transport is gender neutral and available to all, and this is simply not the case. There is still a focus on enabling faster movements for vehicles by building bigger and wider roads rather than controlling speeds and limiting the need for private cars. This attitude is evident, too, in very short crossing times at traffic lights that make it near impossible for elderly people (predominantly women), people with small children and people with disabilities to cross safely. Crossing roads in many countries requires agility and quick feet!

In Tajikistan, supported by the European Bank for Reconstruction and Development (EBRD), we surveyed non-motorised road users in the centre of Dushanbe. Our partners the “Young Generation of Tajikistan” counted pedestrians, drivers and passengers in cars and trucks. They found slightly more men on the roads than women - who were around 45% of pedestrians. But women were less than a quarter (22%) of all car occupants and only 5% of drivers were women. As passengers, women were more likely to be in the back seat, where seat belts are generally missing. Our surveys and meetings found that what concerns women in Dushanbe is the lack of accessible, convenient and safe crossings, along with the uncontrolled high speeds and dangerous behaviour of many (mostly male) drivers.

In Kyrgyzstan, supported by the UK Embassy, we have been working with the Mayor and police to identify the most dangerous road crossings in order to make Bishkek more pedestrian friendly. Our partner “Road Safety PA” counted nearly 19 000 pedestrians crossing at five dangerous points – again, just under half of them women. Pedestrians and community groups expressed precisely the same concerns: crossings are too few and not safe, speeds are too high, drivers behave badly and there are no safe alternatives. Cars rule the road.

In EASST partner countries, underpasses and bridges are often added to road designs in an attempt to cater for pedestrians without affecting traffic speeds or impeding flows. Our work has found that almost universally these are avoided by pedestrians – and for good reasons. Women tell us they are frightened to use underpasses, particularly at night. They are often unlit and dark even during the day, so men avoid them too for fear of being robbed. Unless they are well maintained and contain shops or other

attractions, they can be extremely dirty and subject to flooding. Without many public toilets available, they may be used as open urinals. Bridges are mostly impossible for parents with pushchairs, elderly people and people with limited mobility. In both underpasses and bridges, we have seen the installation of lethal ramps that would defeat the most athletic Paralympian.

According to Carers Worldwide, globally 84% of carers are female. Our EASST partners in Moldova, Belarus, Kyrgyzstan and Azerbaijan have been interviewing people with disabilities and their caregivers to find out how road safety impacts their lives. In Moldova, 40% of people with disabilities and care takers found it very difficult to cross the road. In Belarus 59% have difficulty with the most basic journeys. In Kyrgyzstan 93% of wheelchair users never use public transport due to difficulties with access. Broken pavements and the lack of priority given to pedestrians was their number one complaint. In every country, the life chances of people with disabilities and their caregivers have been restricted due to unsafe roads and poor transport choices.

The ITF and OECD can play an important role in encouraging fresh thinking about who should be the priority in road designs and transport. Evidence from around the globe shows that pedestrian-friendly, female-friendly cities are good for tourism, good for local businesses, better for public health and can have a positive impact on local communities and employment. Good starting points are to encourage the involvement of more women in the design and planning process; encourage the implementation of pedestrian-friendly design; assist local authorities with effective speed enforcement; promote accessible and affordable public transport, with more female drivers; and ensure meaningful engagement with local communities as part of all transport policy. ITF can do much to challenge the assumption that motor vehicles should be the priority.

### **Useful link**

EASST website  
[www.easst.co.uk](http://www.easst.co.uk)

## Women in transport: Safety and personal security

Muneeza Mehmood Alam, Economist, The World Bank

Although transport sector projects may at first appear to benefit everyone equally in a community, men and women's experiences with transport systems differ greatly, particularly when related to their safety and personal security. Research shows high levels of violence, sexual harassment and sexual abuse directed at women and girls in public transport and adjacent public spaces in many cities around the world. For example, in Cairo and Alexandria, Egypt<sup>1</sup>, as high as 99.3 % of women surveyed reported having experienced sexual harassment, most commonly in the form of touching or groping. The study showed that streets and public transport are where women are most at risk. A study<sup>2</sup> conducted in Mumbai, India, showed that 80% of women faced sexual harassment in transport. Almost twice as many women as men surveyed<sup>3</sup> in London, UK, said they do not feel safe using London public transport. However, only one-in-ten surveyed said they would report sexual harassment.

Sexual harassment in public transport can curtail women's mobility and employability and can reduce their earning options. This issue becomes even more critical since more women than men tend to depend on public transport to meet their mobility needs. In many countries restricted mobility can translate into girls missing schools, women not looking for jobs far away from homes, giving up their jobs or being unable to access healthcare services. A recent study by the International Labor Organization showed that "limited access to and safety of transportation is estimated to be the greatest obstacle to women's participation in the labour market in developing countries, reducing their participation probability by 16.5 percentage points."<sup>4</sup> Promoting safe transport can benefit not only women but men, girls and boys, and society in general. In fact, applying a gender perspective to transport projects can positively benefit not only transport users but also service providers who can benefit in terms of revenue generation and operational efficiency when they provide a gender-sensitive service.

The World Bank Group is increasingly addressing issues of personal security through its transport projects. This approach is embedded in the Bank's Gender Strategy (2016-23) and reflects the ambitions of the Bank's Transport and Digital Development (TDD) Global Practice Action Plan to support the implementation of the Gender Strategy. For example, one of the Bank's projects in Mexico, Hazme el Paro, was designed to improve women's mobility by addressing sexual harassment in public transport through change of social norms, in a city where 65% of women have faced sexual harassment in public transport and related spaces: the project included a marketing campaign that defined actions for bystanders to follow so as to become interveners in a non-confrontational manner as well as a community and sector training (bus drivers, policemen) and IT components, such as, installing Wi-Fi in buses and making a mobile application available for reporting different kinds of sexual harassment. The project resulted in changing behaviour of the public as reflected in their higher willingness to act against instances of harassment, mainly by men and young people. The perception of risk increased by 15% in the treatment group, which can be interpreted as a proxy for increase in awareness of the security situation. In response to the findings of the User Satisfaction Survey of City Bus Services covering 12 cities of India, a project, which is currently under design in India, is putting in place measures to improve personal security and safety for all passengers and particularly for women and girls.

The Bank is also co-ordinating efforts to advance gender equality with other institutions. For the first time, gender was a focus of a major plenary session during the Bank's annual Transforming Transportation global forum, and a partnership was signed by the World Bank and the International Association of Public Transport (UITP) to address gender issues in public transport globally. Under the

Memorandum of Understanding, the World Bank and the UITP have committed, amongst others, to work together to address gender-based violence in public transport and to enhance female labour force participation in the transport sector. Recently, UITP (in partnership with the World Bank) launched Public Transport for Me (#PT4ME) campaign, which aims to advance the safety of women in public transport and increase awareness about the issue.

The Bank has also been one of the driving forces of the Sustainable Mobility for All (SuM4All) initiative - a global multi-stakeholder partnership created with an ambition of making mobility more sustainable. The partnership, which also includes ITF, has produced the Global Mobility Report 2017, which is the first-ever attempt to examine performance of the transport sector globally and which features gender as a recognition that gender equality is an integral part of the sustainable mobility agenda.

The ITF can play a paramount role in promoting women's safety and security in transport. With its convening power, the ITF provides a unique platform to advance global dialogue on gender issues in transport and to facilitate sharing knowledge among transport policy makers.

## Useful links and literature

Advancing the safety of women in public transport #PT4ME

[www.uitp.org/advancing-safety-women-public-transport-UITP-launches-PT4ME-campaign](http://www.uitp.org/advancing-safety-women-public-transport-UITP-launches-PT4ME-campaign)

SuM4All

[www.sum4all.org/](http://www.sum4all.org/)

<sup>1</sup> Study on the Ways and Methods to Eliminate Sexual Harassment in Egypt, UN Women, 2013.

<sup>2</sup> Survey conducted by We the People Foundation, 2012.

<sup>3</sup> [yougov.co.uk/news/2012/05/25/sexual-harassment-capital/](http://yougov.co.uk/news/2012/05/25/sexual-harassment-capital/)

<sup>4</sup> World Employment Social Outlook: Trends for Women 2017; International Labor Organization.

## **A safe city for women and girls is a safe city for everyone**

Sofia Salek de Braun, Solution Director Traffic Safety

Paulo Humanes, Head of Strategic Global Business Development, PTV Group

“The story of women's struggle for equality belongs to no single feminist nor to any one organization but to the collective efforts of all who care about human rights” - Gloria Steinem.

The "right of free movement" is linked to the "right to safe mobility" as part of the concept of basic human rights. Everyone should be able to travel without fear of physical or verbal attack, regardless of gender. But reality and documented research reveals that more than 80% of women and girls experienced harassment in public. 80% of women are afraid of being harassed in public transportation, which has a significant impact on their access to opportunities and their quality of life. More than 90% of sexual harassment on public transport goes unreported. Fear of reporting, of being further embarrassed or targeted again, often compounded by a lack of trust in the police and judicial systems, contributes to this. In the absence of representative data due to the underreporting, this becomes to an “invisible” problem, an open secret that everyone knows but does not recognise as an issue significant enough to merit any particular intervention.

A lack of safe and secure transport reduces economic opportunities, reinforces poverty and increases inequality. Considering this, decision makers and planners must rethink how their interventions are contributing to the idea of women as equal citizens and their right to free and safe mobility in the city. It is essential to include gender awareness in the infrastructure projects, seeing the individual embedded in household, neighbourhood, region and broader society, as a part of the whole ecosystem. The mobility patterns of men and women are different. All over the world, women are frequent and regular users of public transport, they make more daily trips but travel shorter distances. This is because the majority of women often work closer to home and are more likely to be employed part-time, or to work in low-paying jobs. In many countries, they are less likely to have a driver's license. As women continue to be the primary caregivers, they are more likely to link or chain trips together, as a result of escorting children to school or going to health care visits with them or other relatives.

At PTV Group, we have been involved in road safety projects for many years and are committed to the European Road Safety Charter led by the European Commission. Together with more than 2 300 signatories from public and private entities, we have joined the road safety community to implement measures that help reduce road fatalities all around the globe. Our software solutions can model, simulate, analyse and optimise mobility ecosystems. With our tools, networks can be designed more efficiently, and traffic planners and engineers can pay specific attention to safety and security issues to identify and eliminate weak points. That is our core business, what we have been working on for nearly 40 years. We ensure, for example, that evacuation and disaster management centres are equipped with the right technologies that help save lives in case of an emergency, focus on public transport services that address the needs of every community member, and develop pedestrian profiles that reflect the diversity of people living in a neighbourhood.

In developing new software solutions that transform the way we think about transport, one of our starting points is to empower women and girls through safe and secure mobility services without perpetuating gender roles. For us, equitable transportation is not only a question of rights and inclusion, but it is also imperative for sustainable urban growth.

There are two steps that can help reduce and prevent the extent of violence and harassment women experience when using mobility services. The first step is to fill the informational void to create more awareness for this urgent topic and to push it as a necessary part of a broader movement to combat gender inequality at all echelons of society. The second step is to always include the gender perspective in every urban planning project and the best way to ensure this is integrating women into the policy making, decision making, and planning of urban transport systems, also increasing the number of women working in transportation because a safe city for women and girls is a safe city for everyone.

**Useful link**

PTV Group website  
[www.ptvgroup.com/en/](http://www.ptvgroup.com/en/)

## Creating gendered mobility plans to enable safe and secure transport: Challenges and ways forward for India and Brazil

Sonal Shah, Senior Programme Manager, Institute for Transportation and Development Policy (ITDP), India

Letícia Bortolon, Policy Co-ordinator, Brazil, ITDP

Sexual harassment and violence is a barrier to women's mobility. While mainstream narratives focus on gruesome incidents such as rape, gender violence also includes visual, verbal and physical abuse such as groping, molestation, staring, stalking, stealing and cat calling. Yet, our mobility plans remain gender blind as they do not measure women's trip chaining patterns, the use of slower and inexpensive modes of transport, constrained mobility, the level and extent of sexual harassment and violence, and limited employment in the transport sector. This is a lost opportunity as around USD 28 trillion could be added to the global economy by 2025, if women were to play an identical role to men in markets (MGI, 2015).

Women constitute 50% of the urban population with walking and public transport being their most important means of travel, particularly for lower-income women. In São Paulo, Brazil, the gender and class analysis of the Origin and Destination Survey of 2012 reveals that 74% of women's daily trips are made by public transport or on foot. Among the poorest women, 50% of the trips were made by walking and 28% by bus (City Hall of Sao Paulo, 2012).

The Census of India, for the first time in 2011, released data on the "Mode of Travel to Work" for those not involved in agriculture and household industry. ITDP India and Safetipin's policy brief on *Women and Transport in Indian Cities* found that while 73% of urban work trips were by sustainable modes of transport, women and girls' share was only 14%. This could be due to urban women's low workforce participation and home-based work. Around 30% walked, only 3% cycled and 22% used buses, trains and paratransit for work trips. Of the total work trips made by urban women, 84% were by public, intermediate public and non-motorised modes of transport.

However, it is disturbing that streets and public transport are also perceived as being most vulnerable for women and girls, with significant underreporting of sexual harassment and violence.

According to the research "*Linha de Base*", 86% of Brazilian women were harassed in public spaces and 44% in public transport. The situation was more alarming in the country's biggest cities where 100% of interviewed women in São Paulo and 66% in Rio suffered harassment in public transport (Actionaid, 2014). This, within a context where less than 5% of women reported cases of harassment, and according to the Brazilian Institute of Applied Economic Research (IPEA), only 10% of women reported cases of rape in 2013 (IPEA, 2013). ITDP Brazil's study *Women and Children's Access to the City*, conducted focus group discussions with low-income and black women in the outskirts of Recife's Metropolitan Area and found that harassment was perceived an inevitable occurrence in women's daily life. Women felt more vulnerable, especially in streets and public spaces with only a few people around. They rated waiting at the bus stop as the worst experience of the journey as the bus service was unreliable and infrequent, located in single land-use zones, especially in the outskirts, which made them deserted.

Similarly, in India, while the National Crime Records Bureau reported that crimes against women had increased from 8.8% (2007) to 11% (2014), research across multiple cities revealed significantly higher instances of sexual harassment. In Delhi, a study with over 5 000 men and women in 2010 showed that

over 95% of the women had experienced harassment in the past year. Public transport, buses and streets were identified as the most vulnerable spaces. While women of all ages faced some form of violence or sexual harassment, school and college girl students in the 15-19 age-groups were the most vulnerable (Jagori, 2010). In Mumbai too, 95% of the women respondents reported sexual harassment and 69% reported facing harassment inside buses and waiting at bus stops (Akshara, 2016). ITDP India, Safetipin and Janki Devi Memorial College's upcoming publication on access to bus terminals in Delhi has rated pedestrian infrastructure (availability of footpaths, surface quality, road safety and encroachment), street lighting and gender diversity lowest in terms of their safety scores. Further, women's access to a basic public facility such as public toilets is restricted as these are locked, used as male toilets, for storage or located close to garbage collection centres.

### *What can be done?*

In India and Brazil, gender is not a core competence in local and metropolitan governments.

To address this gap, the Institute for Transportation and Development Policy (ITDP) has conducted research to understand women and girls' access and experience of streets and public transport. ITDP is sensitising public authorities in collecting gender disaggregated mobility data, adopting gender responsive goals and indicators in planning, implementation, monitoring, and evaluation of public policies and involving women's groups in this process.

Some indicators include: (1) gender (and income) disaggregated data on people living within walking distance of rapid transit and frequent city bus services in the city and metropolitan region; (2) gender (and income) disaggregated travel mode shares in the city and metropolitan region; (3) gender (and income) disaggregated data of users who rely on bus timetables; (4) percentage of major urban roads with a dedicated right-of-way for bus-based public transport; and (5) state and city allocations and expenditure on improving women and girls' safety and security. These must be disaggregated by race, religion and caste depending on the context.

ITDP, in alignment with the New Urban Agenda, supports solutions to enable women and girls' right to mobility and access to social and economic opportunities. We recommend the following initiatives: (1) co-ordinated planning between mobility, land use and employment with mixed uses and affordable housing; (2) promotion and expansion of sustainable transport that considers women and girls' practical needs and strategic interests; (3) adoption of street design that promotes road safety, facilitates universal accessibility and equitably distributes road space among all users; (4) development and implementation of security policies to reduce sexual harassment and gender-based violence; and (5) reallocation of resources towards sustainable and equitable cities.

## **Useful links**

Akshara (2016), Empowering women's mobility: A program with transport systems, Mumbai: Akshara  
[www.aksharacentre.org/wp-content/uploads/2017/01/Akshara-Transport-Report.pdf](http://www.aksharacentre.org/wp-content/uploads/2017/01/Akshara-Transport-Report.pdf)

The power of parity: How advancing women's equality can add \$12 trillion to global growth  
[www.mckinsey.com](http://www.mckinsey.com)

Secretaria Municipal de Desenvolvimento Urbano: Prefeitura de São Paulo (2016), A mobilidade das mulheres na cidade de São Paulo  
[smul.prefeitu-ra.sp.gov.br/informes\\_urbanos/pdf/39.pdf](http://smul.prefeitu-ra.sp.gov.br/informes_urbanos/pdf/39.pdf)

Shah, S., V. Kalpana, V. Sonali and G. Shreya (2017), Women and Transport in Indian Cities. New Delhi: ITDP India and Safetipin  
[www.itdp.org/women-and-transport-indian-cities](http://www.itdp.org/women-and-transport-indian-cities)

## Women and walking: Safety and security

Bronwen Thornton, Development Director, Walk21

Jim Walker, Strategic Director, Walk21

Walking is our fundamental “mode of movement”. For centuries it has been the foundation mode for our transport systems, underpinning our individual health and connection to community. Everyone walks and nearly every journey includes walking. In most communities, walking is how people access their local services, including public transport for longer journeys. Walking is typically between 20-65% of all trips yet it rarely receives the recognition, funding, infrastructure or space required. Facilities are substandard but people walk because they have to or out of sheer personal determination and it is women who suffer disproportionately in these situations.

Women walk more than men and tend to make more off-peak and non-work related trips. Women are more vulnerable to violence and harassment in public spaces. Often, women modify their behaviour to feel safe walking, e.g. don't walk at night or alone or talk on the phone while walking. Women are more likely to influence the travel choices of their entire family and are more inclined to adopt sustainable modes: women cite that they would like to walk more but do not feel able.

Women tend to have daily patterns of activity that are more complex and multi-purpose than men, including trip-chains for childcare, paid work, household chores and elderly care. In many communities (across all socio-economic groups) these distances are often short and easily accessible by walking. But the data shows that when women have a choice, they choose not to walk due to poor street design or complete lack of sidewalks, personal time constraints and lack of personal safety. Where women have no choice but to walk, they are vulnerable to a lack of personal security and road safety while using the transport network and local streets. Women have a right to a safe place to walk, for both themselves and their children.

Walkable neighbourhoods with connected, good public transport services are the foundations of a cost and time efficient, green, clean, equitable and vibrant city. When pedestrians and the gender differences in travel patterns are considered and made visible in the planning and delivery of projects and infrastructure, streets and public spaces can be made safe, attractive, equitable and even enjoyable for everyone. Designing neighbourhoods that are inviting for women not only enables women to walk but supports those who already do.

This is particularly true for journeys to access public transport. Women report feeling unsafe, both on public transport and during the journey to and from stations. Increasingly, public transport operators are recognising walking as essential for an effective public transport system and are investing in walkable catchments around their stops and stations, taking responsibility for their riders' safety, security, comfort and ease of access to their services as well as the punctuality and frequency of the service itself. High quality walkability is one of the most affordable solutions and gives some of the best returns when wishing to increase ridership, service satisfaction and enhance mobility equity for women and the poor, young, elderly and less-able too.

The lack of walkability in our cities, increasing motorisation and subsequent decline in the amount of time people are choosing to walk in middle- to high-income countries, has negative consequences for public health too. The World Health Organization recognises everyday walking as a critical component for realising better physical activity outcomes for everyone and especially women (e.g. bone density or balance). A walkable city increases physical activity for everyone but especially women. Gender based

activity inequality is highest in non-walkable communities. Investment in walkability is a very practical way to reduce the gender gap in physical activity inequalities and enable more women (and their children) to move more.

Walking and walkable neighbourhoods are fundamental to delivering not only the New Urban Agenda, but many of the Sustainable Development Goals (SDGs) as well. Walking is primarily captured in SDG 11 - Sustainable cities and communities: safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. But it can also offer tangible outcomes for: SDG 1 - access to basic resources; SDG 3 - health: road traffic crashes, non-communicable diseases and mental health; SDG 5 - gender equality: especially violence against women in the public sphere; SDG 9 - infrastructure: quality, reliable, sustainable and resilient infrastructure, with a focus on affordable and equitable access for all; and SDG13 - climate action: a low-carbon mode. Walking has always been about more than transport.

Walk21 is the international organisation championing the needs of people walking and promoting walkability. In collaboration with partners around the world, Walk21 provides the International Charter for Walking as a common framework for inspiring political commitment; has measurement tools to help make walking more visible; policy guidelines, resources and training, and the annual international conference series as a place for experts to share their experiences and promote best practices. Through a global network of experts, Walk21 celebrates walking and actively encourages a more walkable future for everyone.

Working with ITF, Walk21 will continue to focus on daylighting the importance of walking, and the need for safe, comfortable and attractive walkable communities that are inviting to women. Better data to understand women's travel patterns, needs and expectations is essential - especially in low- and middle-income cities. Countries and cities are seeking clear policy guidance and asking for support to both establish a vision, to recognise the economic value of walkability, ensure delivery of the best infrastructure where people walk the most and to evaluate outcomes. Together we can increase the visibility of walking and realise the value it has for society and especially women.

### **Useful link**

Walk21 website  
[www.walk21.com/](http://www.walk21.com/)

## Ending the harassment “nightmare”

Sheila Watson, Director of Environment and Research, FIA Foundation

Mass transit is important for achieving the United Nations’ Sustainable Development Goals to reduce poverty and protect the planet and contributes to the quality of life of urban citizens. Indeed, public transport is the only way to efficiently move large numbers of people around cities; between their homes and places of work, study, shops, public services or leisure. However, the stark headline in the New York Post from October 2017, “Public transportation is a nightmare for women everywhere”, brings into focus the scale of changes needed to embed sustainable, low carbon mass transit as a safe and attractive option for everyone in cities. The conclusion, based on evidence from around the world, shows that the status quo cannot continue - there needs to be a fundamental culture change to design transport systems with women in mind.

Women are majority users of public transport, and depend heavily on these systems for their mobility needs as they frequently do not own or have access to private vehicles. However, there is a growing body of evidence that many women simply do not feel safe while using public transport. For women and girls, sexual harassment and other gender-related forms of violence are important concerns, which can be multiplied further by their role as caregivers as they may travel accompanying children or other adults.

Harassment covers a wide range of behaviours of a threatening or offensive nature, which extend from unwanted attention to physical or sexual assault. This is a global issue, repeated in cities all around the world – from New York to Lima; Cape Town to Delhi. In Latin America alone, six-in-ten women say they have been physically harassed while using public transport. Addressing women’s concerns about personal security on and around public transport are at the heart of achieving sustainable mobility.

The FIA Foundation in partnership with CAF (Latin American Development Bank) has been supporting a research programme on this issue, working with teams in South Africa and Latin America. The first stage of the study, the *Safe and Sound* report included a global literature review of women’s safety and personal security on and around urban public transport systems and developed a case study methodology in conjunction with the University of Cape Town. The second phase, *Ella se mueve segura* (She Moves Safely) applied this approach to investigate personal security and the emotional impact of (sexual) harassment in Buenos Aires, Argentina; Santiago, Chile; and Quito, Ecuador.

The research teams found similar results in the cities investigated – and typically 70% of women in the *Ella se mueve segura* study reported feeling unsafe while using public transport. This is unacceptable. Women report feeling particularly insecure while getting to and from public transport as well as having to travel in overcrowded carriages, travelling alone, or at night when few people travel. As a result, many may change their travel patterns, choosing not to travel alone, or taking more expensive forms of transport such as taxis or simply not to travel outside their neighbourhoods. In Buenos Aires seven out of ten women reported harassment has affected their travel behaviour, compared with just two out of ten men. In Santiago, 95% of those interviewed said that they had observed harassment, and 85% had directly experienced it themselves on public transport.

One major issue is lack of action and effective reporting mechanisms. Despite these events recurring frequently, they are largely ignored by transport authorities, operators and society at large. One woman in Ecuador told a focus group: “It’s hard for anyone to help you, normally no one does.” Few victims file

complaints due to a lack of trust in the system and fear of reprisal. Low levels of reporting are reinforced by this lack of action against allegations.

The *Ella se mueve segura* report identifies a number of actions that cities can take, starting with developing inclusive transport policies that focus on making public spaces safe and secure. This can include infrastructure and operational improvements, public awareness campaigns, better security with CCTV and trained staff and improved lighting combined with a zero tolerance approach to harassment. It also suggests collecting and analysing gender disaggregated data for the design of the public transport system, promoting women's participation and leadership in the transport sector, and including local communities in service design.

Of course, men have a role to play too. The study shows that men also share many of the same concerns about safety, comfort, affordability, convenience and fear of theft or violent robbery. In the focus groups, men showed an awareness that these incidents occur to women, but fewer will change their travel behaviour as a result of an incident compared with men. Public transport systems that are safer for women will be safer for everyone. Cultural change involves everyone, but can be supported by clear protocols, education and protective measures which make it clear that incidents are not acceptable and will be dealt with.

By using the important role women play at a community and family level, women can become catalysts in achieving sustainable urban mobility. Public transport systems enable everyone to participate in vibrant, flourishing and inclusive cities. Changing the way that transport is planned to better include the needs of women will be transformational both for women and for urban transport. It will also unlock economic development – CAF estimate that improving women's participation in the workplace could add 34% to the region's GDP. This includes women working in the transport sector and taking leadership roles.

The #MeToo movement has shown that women are willing to step out and take a stand against harassment and violence. The ITF, together with other transport partners, need to do the same and actively support governments and transport authorities around the world to design systems with the needs of women in mind, so all women can travel safely without fear of harassment.

## Useful links

"Safe and Sound" Report

[www.fiafoundation.org/connect/publications/safe-and-sound](http://www.fiafoundation.org/connect/publications/safe-and-sound)

"She Moves Safely" Report

[www.fiafoundation.org/connect/publications/ella-se-mueve-segura-she-moves-safely](http://www.fiafoundation.org/connect/publications/ella-se-mueve-segura-she-moves-safely)

## Safety and security for women in transport

Allison Wylie, Transportation and Mobility Policy, Uber

Nearly one-in-three women worldwide have experienced sexual assault and/or domestic violence in their lifetime. It happens everywhere. In our homes, our schools, our workplaces, and even in our public spaces, like on city streets and while traveling. Sexual assault and harassment is a global issue that has ripple effects that can last a lifetime, not only for the person impacted but for entire families and communities.

The statistics are staggering, and the painful truth is that our Uber platform and community are not immune to these societal problems. We want to be part of the solution and are committed to using our reach and visibility to help drive awareness, education and prevention of sexual assault and domestic violence to millions globally. This is why we are taking a multi-faceted approach that includes actively working with experts to shed light on these issues with the goal of helping to prevent them. And leveraging our technology and networks to improve accountability and build empathy.

Uber started by making a USD 5 million commitment over five years that will help fund programmatic partnerships focused on prevention. We've partnered with Raliance, National Network to End Domestic Violence, NO MORE, and the Women of Color Network, Inc. to help drive awareness, education, and prevention of sexual and domestic violence globally. And in collaboration with these partners, we've developed awareness and prevention messaging and are using our global scope and scale through our in-app technology to inform millions of riders and drivers.

Additionally, through partnerships with the National Alliance to End Sexual Violence and the National Network to End Domestic Violence we are also improving internal practices and educating the Uber team, including our customer support agents, on this sensitive societal issue.

We also think that technology can help to alleviate the burden from those affected, help law enforcement to investigate reports of crime, and hold people accountable for their behaviour. Below are some of the ways we are using technology to increase accountability for crimes committed on our app:

- **All trips arranged in-app:** With Uber, all trips must be arranged via the app - so there is no anonymity for the people in the car together.
- **GPS tracking:** GPS tracking for every trip means that there is a record for the exact time and location of trips - providing accurate, objective information that can be crucial to law enforcement investigations.
- **Driver and rider feedback:** By asking riders and drivers for feedback for every trip, we encourage and facilitate incident reporting. If someone has violated our Community Guidelines, we can put their account on hold while we investigate, which removes their ability to access Uber.
- **Law enforcement outreach:** We have a team of former law enforcement professionals who are on call to work with police 24/7 to respond to urgent needs and walk them through how we can assist in an investigation. This team works to proactively educate law enforcement about how to reach us and get the information they need through valid legal processes, and engages them regularly. The team also receives and manages these requests.

- **Law enforcement online portal:** In March 2017, Uber launched a law enforcement web portal to make the process of obtaining information in guidance with the law easier, faster and more secure for our partners in law enforcement. Here's a [video we created](#) about how it works.

Our plan is to continue to listen, learn, collaborate and build on our commitment to prevent sexual assault and domestic violence, especially as it relates to the transportation space. We join organisations around the world that are also working on this very important issue and think great progress can be made through collaborative efforts and forums like the ITF. Uber chooses not to remain silent, but to join other leading corporations and organisations pioneering efforts. We are committed to working as a part of a larger community, and believe that together, we can end sexual assault and domestic violence.

### Useful links

Uber – Community Guidelines

[www.uber.com/legal/community-guidelines/us-en/](http://www.uber.com/legal/community-guidelines/us-en/)

Raliance

[www.raliance.org/](http://www.raliance.org/)

National Network to End Domestic Violence

[nnedv.org/](http://nnedv.org/)

NO MORE

[nomore.org/](http://nomore.org/)

Women of Color Network, Inc.

[www.wocninc.org/](http://www.wocninc.org/)

## Creating gender-sensitive public transport for women

Larissa Zeichhardt, CEO, LAT Funkanlagen-Service GmbH

Safety and security for women in public transport is soon going to become a prerequisite of any effective transport system rather than a unique “selling point”. If advancing women’s equality can add USD 12 trillion to global growth (McKinsey, Power of Parity), and ultimately improve the GDP by 2025, then we must acknowledge that getting women to work safely will be critical to closing gender gaps in work and society.

Safety will play a key role in attractiveness, and hence the economy of public transport. Shortly after Singapore announced a freeze of vehicle count in 2018, Roland Berger published the much quoted study on “Urban Mobility 2030” which revealed that public transport will be under huge pressure from autonomous driving vehicles (low-cost taxis in particular), and that an upsurge of single unit transport, and hence road combustion, is almost inevitable. Why would women share an unsafe transport unit if cost and skills are no longer a prerequisite to using a car?

“Gender makes a world of difference for safety on public transport” summarises a study published by “The Conversation” and reveals the sad truth - urban environments are not gender-neutral. As much as we would like to think that first world cities have put assault behind them, we are far from being as technologically advanced as countries where public transport is safe, actions are traceable, let alone proven or penalised. It is due to the scale and transitory nature of trams, trains, buses, taxis and ride-sharing services that perpetrators have a close and anonymous proximity to their targets. This circumstance can change for single service units when autonomous driving becomes conventional. For shared services however, harassment claims have only been proven to decrease, when a combination of awareness campaigns and technical solutions were chosen, according to Berliner Verkehrsbetriebe (BVG, Berlin Transport Company).

Nicole Kalms, Director of XYX Lab and Senior Lecturer in the Department of Architecture at Monash University, argues that if public transport providers try to solve the issue of travellers’ personal safety only through communication it may not always bring positive outcomes. Results of her studies indicate that women are internalising the message that safety from sexual harassment is solely their responsibility. By advising commuters to regulate their behaviour to stay safe (i.e. travellers are encouraged to sit with other passengers, use the carriage closest to the driver’s cabin, and avoid extended waiting times, etc.) operators fail to acknowledge the role of gender in public transport safety. It also affects passengers who do not feel safe as they become oversensitive to their surroundings.

Results of our own installations - LAT has over 20 years of experience in integrating security systems - show that the provision of CCTV cameras and alarm buttons is important and have an immediate effect. The effect is one of a “warning eye”, as numbers show that after the installation of video surveillance fewer assaults are being reported. We cannot, however, say that the surveillance systems help to track, and catch criminals. This is partly due to local regulations, such as the amount of time data is stored and the extent to which people are recognisable. If recorded data is deleted within 72 hours of the event, it is of no help if an assault is, as is often the case, reported weeks later.

From a technical point of view, I believe we must address the fact that safety measures are still generalised and gender-blind. There is still a lack of research into how transport environments contribute

to sexual harassment - a gap we should close by using material from surveillance systems. But technology cannot solve it all. It is crucial to listen to both travellers and transport employees as well.

Whilst I believe safe transport is something all humans are entitled to, we know that women are, by role and nature, more likely to move between multiple destinations throughout their daily commute. It is hence crucial to create gender-sensitive, safe and accessible public transport spaces.

## Useful links

Berger, R., "Urban Mobility 2030"

[www.rolandberger.com/en/Publications/pub\\_urban\\_mobility\\_2030.html](http://www.rolandberger.com/en/Publications/pub_urban_mobility_2030.html)

The Conversation, "Gender makes a world of difference for safety on public transport"

[theconversation.com/gender-makes-a-world-of-difference-for-safety-on-public-transport-80313](http://theconversation.com/gender-makes-a-world-of-difference-for-safety-on-public-transport-80313)

Smartcity, 2<sup>nd</sup> International Urban Mobility Dialogue, Program

[www.smartcity-dialogues.com/program/](http://www.smartcity-dialogues.com/program/)

Brandeins Ausgabe (2017) - Schwerpunkt Frauen / Männer

Wie führen Frauen? Vier Unternehmerinnen geben Auskunft. (*How Women Lead*)

[www.brandeins.de/magazine/brand-eins-wirtschaftsmagazin/2017/frauen-maenner/wie-fuehren-frauen](http://www.brandeins.de/magazine/brand-eins-wirtschaftsmagazin/2017/frauen-maenner/wie-fuehren-frauen)

[Titelthema der Berliner Wirtschaft](#)

Die Fabrik in der Stadt (*Urban City Production*)

## The RATP perspective on safety and security for women in transport

Jean Agulhon, Deputy CEO in charge of Human Resources and Social Innovation, RATP Group

To establish ourselves as the preferred partner of smart and sustainable cities, the RATP group is committed to greater gender inclusiveness and is pursuing an ambitious goal to increase the number of women in its sectors in order to improve creativity and innovation within its teams. Indeed, gender inclusiveness, and more globally diversity, are a real asset for better understanding customer expectations and conquering new markets.

Initiated in 2017 as part of the 2025 Challenges strategic plan, the RATP women's programme ("RATP au féminin") is one of the vectors of this collective commitment to advance gender inclusiveness within organisations. The proposed measures are organised around conferences on various topics (combating stereotypes, unconscious biases, etc.), brainstorming workshops (helping to integrate women into teams), internal and external communication actions aimed at promoting talent by highlighting women's exemplary careers, setting up networks for the sharing of good practices, participating in external conferences, etc.

By making "gender inclusiveness marketing" a major focus of its HR policy, RATP group is giving itself every opportunity to attract talented young professionals who are both sensitive to issues of justice and social diversity and also contribute to reducing violence and sexism in public transport by diversifying ways of thinking and cultural references.

Carrying 16 million people every day by metro, bus or tram in 14 countries around the world is a constant, daily challenge for RATP group.

Passenger safety is a central concern for the group, which is one of the few mobility operators in the Ile-de-France region to have an integrated security department with more than 1,000 dedicated staff. During their operational work, these security agents are supported by 50,000 video surveillance cameras on-board the equipment (metro, RER suburban line, bus and tram) or installed in public spaces such as bus stations. All new generation or refurbished trains have video equipment with images that can be viewed by the driver or not, depending on the equipment type, and which are recorded on hard disks. RATP group is a pioneer in the video protection field. Indeed, the first cameras installed in metro and railway stations date back to the 1970s.

In addition to technological innovations that help implement passenger safety, RATP group can count on the professionalism of its employees, who are committed on a daily basis to being welcoming and attentive to everyone. Since 2016, it has trained all its employees in contact with passengers in dealing with victims of violence and harassment. A specific module, provided as part of initial training, has been developed in partnership with "Miprof"(Inter-ministerial task force for protecting women against violence and combating human trafficking).

RATP group employees also participate in numerous prevention operations aimed at creating or maintaining links between themselves and people using networks or residing nearby. These operations are organised by RATP group in cooperation with municipalities, neighbourhood associations and the French Ministry of Education. This includes, for example, raising awareness among school children of the

need to respect and make proper use of public transport as well as the running of communication campaigns on vigilance behaviour to be adopted in public transport.

RATP group networks' female passengers are provided with specific measures. For example, in order to reduce feelings of insecurity, the company organises "fact-finding walkabouts". Through this measure, RATP group gathers its customers' points of view, perceptions and concerns about the layout of spaces. Women participants, who are all volunteers, assess the overall environment of a station, the way people walk through it, the way equipment is arranged and used and prevailing feelings of cleanliness and security. On the basis of the findings obtained through this "female customer" perspective, RATP group takes action to improve the environment and experience of travelling throughout its spaces.

RATP group also supports citizens' initiatives to combat feelings of insecurity. This is the case, for example, of the "Mon Chaperon" digital application which allows users to share their journeys on foot. Launched in 2016, this application provides users with a complementary "door-to-door" mobility offer for their daily journeys by public transport. After creating a profile, passengers can enter information about their journey (starting point, destination(s) and time) to make journeys on foot in pairs or as a group. Users can send messages to each other via a secure internal messaging system to organise their journey together. In addition to sharing journeys on foot, the application, which is free of charge, allows users' friends or family to monitor their journeys in real time and automatically inform them once they arrive at their destination. In addition, users also have an alert button allowing them to warn the emergency services and their friends or family in the event of a problem.

In March 2018, in partnership with the Île-de-France region and Île-de-France Mobilités, RATP group ran a communication campaign throughout its network to raise travellers' awareness regarding harassment and inform them of the tools available for reporting harassment situations (e.g. alert numbers 3117 and SMS 31177, and the 3117 application).

More recently, at the end of June 2018, the RATP group signed two charters on combating stereotyped advertising: the UDA (Union Des Annonceurs) charter in the context of their FAIRE programme and the City of Paris commitment charter. In both cases, this involves the Group participating in putting an end to the displaying and/or creation of sexist advertisements either as an advertiser or as an advertising publisher.

## Women Mobilize Women

Conference summary, Leipzig, 22 May 2018 (Pre-Summit Day), Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

With the first Women Mobilize Women Conference, the Transformative Urban Mobility Initiative (TUMI) kicked off the debate on the role and potential of women in sustainable urban mobility. The conference was not only about mobilising women in terms of enhancing sustainable travel, but also about women's empowerment in the economy and society. Many delegates noted that for the first time they attended a conference where all panellists and moderators were female.

Mobility experts - such as Robin Chase, founder of ZipCar, or the Hon. Julie Anne Genter, Minister of Women and Associate Minister of Transport and Health of New Zealand - highlighted the importance of the conference theme. More than 200 participants from 42 countries and 22 speakers from 18 countries attended the event with enthusiasm - by women and for women.

"When women plan transport, transport is planned for all." This powerful quote proved to be an inspiration to all participants. The debates featured accessibility, gender inequality and violence, health and the relevance of gender-based planning in transport.

Many speakers highlighted that attracting more women to the sector is key. This could be done through education - encouraging girls to study the lucrative science, technology, engineering and mathematics (STEM) fields. Role models are also key, as they can boost the confidence and ability of young professionals to participate in the transport sector.

Participants shared their personal experience, highlighting the struggle of women in the sector to tackle challenges and constraints to bring about a change in transport system. Esenam Nyador shared her experience as Ghana's first female taxi driver and proved her courage to start a revolution among women in her country to drive local buses and taxis. In her powerful speech Gisela Méndez, former Minister of Transport, Colima, Mexico, talked about her painful experience of facing gender-based violence herself due to lack of support. Sofia Salek de Braun, Solution Director for Traffic Safety at the PTV Group shared how her personal experience triggered a motivation to promote road safety. She highlighted how important it is to take into consideration gender-based aspects while designing and planning transport.

Amanda Ngabirano, a lecturer of urban and regional planning at Makerere University, Uganda, argued that a revolutionary socio-cultural change is required to foster a resilient environment for women in transport.

A socio-cultural change is required not only in the minds of men, but also in the minds of the women. Awareness-raising to make this shift happen was another key conference message.

Women all over the world associate mobility with freedom, and nurturing this feeling through transport planning with a gender lens is becoming urgent. In the concluding session one of participants stated: "This conference gave me inspiration and fire, taught me perseverance to continue working harder at what I was doing".

On the occasion on the Women Mobilize Women Conference, six Latin-American female transport and mobility leaders signed the joint declaration "Mujeres en Movimiento" to encourage the inclusion of women in decision making, planning, operation of transport, public mobility policies, infrastructure and the execution of projects oriented towards the development of sustainable mobility. The signatories

launched a network of women in mobility (“Women Mobilize Women”) to develop and share experiences to encourage women’s leadership in transport from political, private and civil society sectors.

Latin America and Sub-Saharan Africa are priority regions for TUMI. As a next Women Mobilize Women event, TUMI supports the first Eastern Africa Women in Transport (WIT) Conference, organised by the Flone Initiative, on November 22 and 23, 2018. TUMI fosters its activities for women empowerment by contributing to the CEPAL Cities Conference in October in Santiago de Chile, where the first meeting and training session of the #MujeresenMovimiento Latin America Network will take place.

### **Useful links**

Transformative Urban Mobility

[transformative-mobility.org](http://transformative-mobility.org)

Eastern Africa Women in Transportation Conference

[eastafriawitconference.com/](http://eastafriawitconference.com/)

Flone Initiative

[www.floneinitiative.org/](http://www.floneinitiative.org/)

## Safe and secure transport for women

### Summary of the 2018 ITF Summit session, 24 May 2018, Leipzig

The ITF Summit session on *Safe And Secure Transport For Women* explored the importance of providing women with safety and security across all modes of transport and aimed to assess the current level of gender equality in the sector.

The discussions focused on the various implemented measures to address women's transport needs and what governments can do to improve women's safety.

Julie Anne Genter, Minister for Women, Associate Minister for Transport and Associate Minister for Health, from New Zealand stressed that transport has a need for a gender lens. Governments and all stakeholders need to work together towards improving gender equality in transport as it has been such a male dominated field and sector; it hasn't always meet the needs of women.

State Secretary Mattias Landgren, Ministry of Enterprise and Innovation, from Sweden highlighted that Sweden declares its government as a "Feminist government", which is committed to integrating a gender-equality perspective into decision making both nationally and internationally and resource allocation. He insisted that transport systems be designed to meet the travel needs of women and men. All levels of governance have to be gender-balanced and a lot of work still has to be done in the private sector.

K. Jane Williams, U.S. Acting Administrator of the Federal Transit Administration, highlighted that public transport around the world is essential to economic activity, yet women and girls have their daily access to public transport restricted by harassment and assault. In the United States, the Department of Transportation (US DOT) has started a number of education and training programmes to make sure that when complaints are made, transit workers know how to respond. She also highlighted concrete solutions such as designing stations to be well-lit and host commercial activities. Overall, the US DOT aims to build an economically compelling case by leveraging a growing body of research that outlines bottom-line benefits to transport systems that have greater numbers of women.

Although crime statistics show that railway is a safe environment, Maria Fiorentino (COLPOFER) noted it is important that personal perspectives and attitudes towards fear still need to be addressed. Dinah Omenefa (Papua New Guinea Department of Transport) added that safety in transport is one of the barriers to engaging women in economic activity in her country.

The speakers agreed that several approaches are required to reduce transport risks for women, stressing the importance of co-operation among stakeholders, education and training of transport employees, increasing public awareness, and the use of digital technology. The speakers also highlighted a need to attract young, talented female professionals into the field.

The session also featured a number of practices and experiences in working with local stakeholders to promote safe and secure transport for women. José Luis Irigoyen (The World Bank) argued that transport is not gender neutral and the World Bank is working to increase awareness in many countries across the world and help bring women's perspectives into the planning and design of infrastructure.

Sheila Watson (FIA Foundation) stated that women use public transport more than men and are more likely to change their modes of transport when there are better alternatives. Hence, women could

continue to be the majority users of new emerging modes, including shared mobility. There is still confusion on what to do when harassment happens.

Sonal Shah (Institute of Transportation and Development Policy) raised the issue of how despite the increase in awareness of women's safety in public spaces and transport, gender is still not considered when cities are developing their long-term transport and investment plans. ITDP is working with "Safetipin" (a personal safety mobile application) to develop a policy brief to provide guidelines for governments. It is important to ensure that women's views are being considered and inclusive plans are developed by a diverse group of stakeholders.

Elisabeth Kotthaus (European Commission) noted the importance of sharing good practices among all stakeholders. As an example, she presented the Commission's Women in Transport – EU Platform for Change, which was developed to assist women working in the transport sector and to encourage more women to join the sector.

In conclusion, speakers highlighted the importance of stakeholders' co-operation and exchange of good practices in order to create a more inclusive and sustainable transport for all.

#### Speakers:

- Maria Cristina Fiorentino, Secretary General, COLPOFER (Collaboration des services de police ferroviaire et de sécurité); Security Manager, Ferrovie dello Stato Italiane (Italian Railways)
- José Luis Irigoyen, Senior Director Transport and Digital Development, Global Practice, The World Bank
- Mattias Landgren, State Secretary, Ministry of Enterprise and Innovation, Sweden
- Sonal Shah, Senior Programme Manager, Institute for Transportation and Development Policy (ITDP)
- Sheila Watson, Deputy Director and Director of Environment and Research, FIA Foundation
- K. Jane Williams, Acting Administrator, Federal Transit Administration (FTA), United States
- Ali Aslan, Moderator, TV Host and Journalist

#### Useful links

ITF 2018 Summit

[2018.itf-oecd.org/safe-secure-transport-women](https://2018.itf-oecd.org/safe-secure-transport-women)

Ng, W.-S. and A. Acker (2018), "Understanding Urban Travel Behaviour by Gender for Efficient and Equitable Transport Policies", *International Transport Forum Discussion Paper*, no. 2018/01. OECD Publishing, Paris.

<https://doi.org/10.1787/eaf64f94-en>.

## **Women's Safety and Security**

### A Public Transport Priority

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This compendium assembles voices from the transport sector on the critical issue of safety for women in public transport and transport more generally. Surveys show that most women who use public transport feel exposed to physical or verbal aggression, sexual harassment and other forms of violence or unwelcome behavior, leading to personal stress and physical harm.

As women rely on public transport for access to employment, education and other public services, making it hard for them to be mobile also reinforces inequality.