

Women's Personal Security and Public Transport Why is this of interest?

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Freedom of movement, mobility rights, or the right to travel is part of the concept of basic human rights (Art 13.1.)



A worrying number of reported incidents and women are beginning to say enough is enough!



This picture was taken at the demonstration in Cologne, Germany

International aspects

- Literature review shows that this is a problem for women everywhere
- Data does not reflect the situation as incidents are 90% or more are not reported
- Successful measures and programs have not been systematically documented nor evaluated in a rigorous manner
- Women are becoming more vocal that this is not acceptable behavior and becoming more clear on what this is...

SAFE AND SOUND

INTERNATIONAL RESEARCH ON WOMEN'S PERSONAL SAFETY ON PUBLIC TRANSPORT



No to Harassment on Public Transport, Yes to Safety

HARASSMENT ON PUBLIC TRANSPORT: A TALE OF THREE CITIES



Women are the primary users of public transport in Asia and the Pacific, and yet the transportation systems they depend on are not geared towards their needs. In 2015, the Asian Development Bank (ADB) published a report on the prevalence of harassment on public transport across three cities in Central and West Asia. Results from 630 survey respondents show the impacts of this behavior on women's lives, and why designing transport for women – one that is safe and reliable – is designing better transport for all.

Women and Transport

Women are the predominant users of public transport



Because they are less likely to drive a car
Less likely to have priority use of a family vehicle

Women are more likely to be poor than men in developing countries, making ownership, refueling, and maintenance of a car less viable

In some countries, it is not culturally accepted for women to drive a car, or even travel at all

Karachi, Pakistan

INTERVIEWEES SPEAK OUT

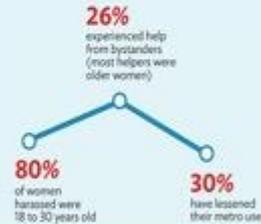
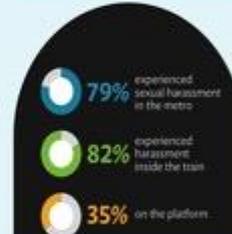
- Over 70% experience harassment in public transport.
- 75% say the perpetrator was another passenger
- 20% by the conductor
- 5% say it was the driver
- 34% of cases, women were touched or groped
- 7% of cases involved following, stalking, or blocking of the way
- Less than 4% of victims asked for help



IMPACTS ARE ECONOMIC AND SOCIAL

- 31% of students, 23% of working women
- 20% of homemakers reduce use of public transport after harassment, and opt to take more expensive forms of transport
- 40% of women avoid traveling after-dark, curtailing opportunities for further education or socializing
- Most feel they have to cover themselves to avoid unwanted attention

Baku, Azerbaijan



ADB fact sheet – A tale of three cities

Myth or Reality

Is this a problem that is seen more in the developing world?

Is this localised?

Are we over-reacting?



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asian paints
Colourworld

Karnataka Paints N Hardware

ಕರ್ನಾಟಕ ಪೇಂಟ್ಸ್ ಹಾರ್ಡ್‌ವೇರ್
Karnataka Paints & Hardware

Hindware

Bathrooms, Kitchens & Beyond





Learning more about women and their transport needs





A female BRT bus driver on the Yichang system

This is NOT a gender issue

- We need to safeguard the important modal share that women have in all types of mass and shared transport**
- Increase the understanding of how to keep women using public transport and how to make it attractive and safe for them**
- In addition women play an important role in setting the values of their children and influencing behavior (little monkey syndrome)**

Next Steps





Thank you!

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