



Violence Against Women & Girls

VAWG

INITIATE • INTEGRATE • INNOVATE

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TRANSPORT BRIEF



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The Global Women's Institute
THE GEORGE WASHINGTON UNIVERSITY





“Transport is not ‘gender neutral.’ Men and women hold different socio-economic roles and responsibilities that are associated with different patterns of transport access, needs, and use. Yet, there is often not much recorded evidence on the differences in gender travel needs between men and women, in urban areas in particular [...].”

Source: World Bank (2011). *Making Transport Work for Women and Men: Challenges and Opportunities In the Middle East and North Africa Lessons from Case Studies*. Retrieved from <http://siteresources.worldbank.org/EXT/TSR/Resources/463715-1322323559362/Gender-Transport-MENA.pdf>

KEY POINTS

- Transport infrastructure and services development has historically been largely gender-blind, in other words, it has not taken gender roles and men’s and women’s different uses of transport into account. We know, though, that women and men’s differing roles determine their travel decisions and transportation needs.¹ The lack of sex-disaggregated data for transport planning makes it difficult to create gender-responsive transport systems—those that take into account women’s and men’s differing needs.²
- Mobility patterns are different for women and men. Women’s travel patterns are more complex and heterogeneous than men’s.³ Because of the strong persistence of the economy of care in low and middle income countries, many women need to make trips that are shorter in both time and distance, be more willing to combine trips, make more household-serving trips,⁴ and travel with children and with more packages than men do.⁵
 - This may have negative impacts on women’s income; shorter-distance trips to save time and money may result in limited job opportunities, with implications for women’s empowerment.⁶
- Overall, women are more likely to suffer from the effects of inefficiency in public transportation than men do because they often have fewer alternatives. A European Commission study using a sample of European countries found that women have less access to private vehicles and spend more time using public transportation and walking than do men.⁷ As a result, better and more effective public transport is needed to reduce the time women require to fully and freely participate in the labor market, while recognizing that women often still have additional responsibilities related to house and care work.⁸
- Safety is a major concern for women choosing among public and private transport options.⁹ Women are at greater risk of violence, sexual harassment, and sexual assault from strangers on public transportation and walking to and from transportation. High levels of harassment and other abuse in public transportation can also limit women’s willingness to travel, reducing their earning options.

This brief considers transport to include any system in urban or rural settings enabling people to move, connect with markets and gain access to such essential services as health care and education and economic opportunities, such as jobs.



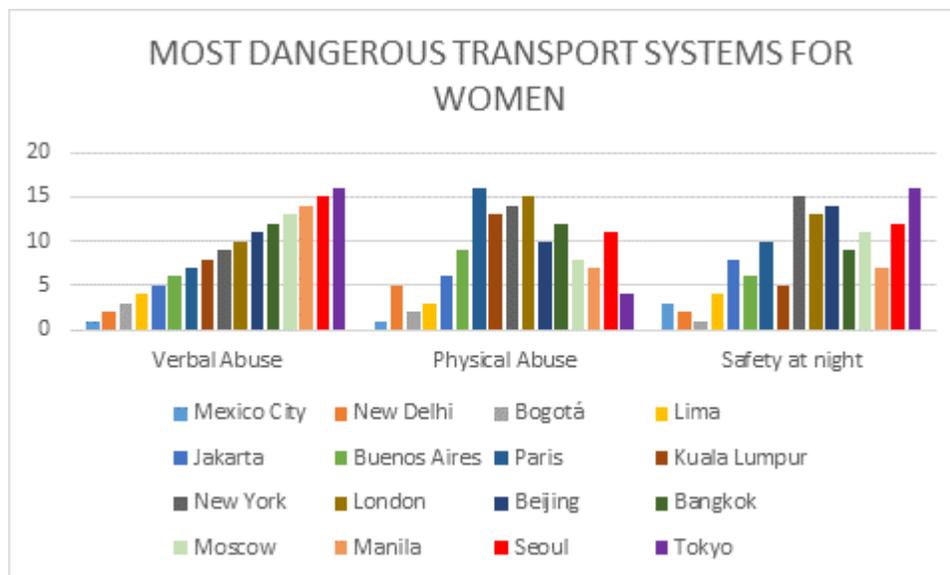
- Women’s reluctance to use public transport because of safety concerns can work to their economic detriment—a woman might forgo a well-paying job for one paying less that is closer to her home, or women’s absenteeism might increase and productivity decrease because of the psychological effects of sexual harassment.
- Violence against women and girls (VAWG) in transport and related public spaces can limit the success of infrastructure programs aimed at improving access to resources and services (jobs, health, and education).¹⁰ Contributing to women’s welfare through transport projects depends on creating a safe environment that recognizes all customers’ concerns and vulnerabilities.

INTERSECTION BETWEEN TRANSPORT AND VAWG

There is a global agreement on the need to plan and design public spaces that are secure for all, as insecurity is repeatedly identified as a major reason girls and women avoid public spaces. Women’s resulting absence from public spaces can increase gender inequality.¹¹ Moreover, experience has shown that girls’ and women’s use of public spaces encourages its use by other groups, such as the elderly.¹²

Recent research has shown high levels of VAWG in public transport and adjacent public spaces in many cities around the world (see Figure 1). A recent poll in France showed that 100 of 600 women surveyed in two outer Paris suburbs have experienced at least some form of sexual harassment on trains.¹³ Common types of abuse on public transport range from leering looks, winking, and offensive gestures to unwanted touching, unnecessary leaning or pressing against women and girls, indecent exposure and sexual assault.¹⁴

Figure 1: The Most Dangerous Transport Systems for Women



Source: Thomas Reuters Foundation (2015)¹⁵ (1 indicates the most dangerous and 16 is least dangerous).



Figure 1 shows the levels of verbal and physical harassment women experience in public transport systems in 16 world cities. It also shows the perceived level of safety women feel at night in each of these systems. In order to create inclusive and effective transport policies that reduce these dangers, their design and implementation must take into account key challenges related to VAWG in public transport:

- Minimal to no legal consequence for perpetrators of VAWG in public transport
 - Law enforcement can be difficult in public transport, an environment that can allow high levels of VAWG because of the close proximity and anonymity of perpetrators.¹⁶
 - In some cultures behavior such as “catcalling” or whistling at a woman or girl are regarded as normal, making it unlikely women will report these incidents and that reporting will have any legal consequences.
 - In fact, few countries penalize sexual harassment in public, so most women do not file complaints, leaving aggressors unpunished. For instance, a World Bank analysis of 100 economies showed that only seven have legislation on sexual harassment in public.¹⁷ Furthermore, many countries lack formal mechanisms to report violence experienced in transport systems.
- In many middle-income countries, social and economic changes have brought new mobility needs for women, catapulting them into public spaces that were previously not needed by them.¹⁸ This mobility has been accompanied by greater susceptibility to violence in spaces previously dominated by men. This violence, can in turn affect women’s decisions related to mobility.¹⁹
 - Many transport projects lack planning consistently recognizing the need for and incorporating initiatives to prevent and address violence against women in public transport and public spaces.
- There are limited data to demonstrate the extent violence in transport systems affects women’s welfare and mobility decisions.
- The link between transport and VAWG is not exclusive to urban areas; VAWG also should be taken into consideration in projects that aim to improve transport infrastructure in rural settings.
 - Rural road construction and rehabilitation are fundamental to development because of the “enormous economic and social benefits for the poor in terms of agricultural production, lower input and transport costs, increased school enrollment, increased access to health and other services.”²⁰
 - Road construction provides employment for women in some rural areas, but men are still the main beneficiaries of these jobs. Women who do benefit from these employment opportunities often face a double burden, with responsibilities to both work and family.
 - In some cases, family tensions related to women’s work outside the home can increase their risk of intimate partner violence. In Peru, for example, some women reported facing resistance and violence from their husbands for participating in road construction. The



- project staff also found that some men recognized the importance of women working, while others complained of women not taking proper care of their children.²¹
- There are also associated safety concerns for girls and women living around the construction areas or working on the construction sites that, if left ignored, can result in serious consequences such as physical and sexual violence, exploitive sex, and increased HIV transmission.

ETHICAL AND SAFETY RECOMMENDATIONS FOR VAWG INTERVENTIONS²²

Any intervention to prevent or address VAWG should include precautions above and beyond routine risk assessment to guarantee no harm is caused. This includes following ethical guidelines related to: respect for persons, non-maleficence (minimizing harm), beneficence (maximizing benefits), and justice to protect the safety of both service providers and the survivors. Interventions should:

- Assess whether the intervention may increase VAWG
- Minimize harm to women and girls
- Prevent re-victimization
- Consider the implications of mandatory reporting of suspected VAWG cases
- Be aware of the co-occurrence of child abuse
- Minimize harm to staff working with survivors
- Provide referrals for care and support for survivors

For further details on these Ethical and Safety Recommendations, visit the [Ethics](#) section of our website.

RAPID SITUATION ANALYSIS

Integrating VAWG prevention and response into transport projects requires, on one hand, partnerships with governments and civil society organizations and, on the other, participatory processes with public transport users, transport operators and with the community in general. This should be the basis for building a clear legal, social, cultural and technical assessment to develop creative and cost-effective solutions.



For general questions to undertake a Rapid Situation Analysis visit the [Integrate](#) section of our website.

Developing these solutions requires better understanding of how VAWG occurs in transport and what options there are for improved safety to better serve women's and girls' needs. Key questions that should be asked during the design of transport programs to understand gendered needs and address VAWG.

Specific Questions for the sector:

- Are transport data indicators sex-disaggregated to show the different patterns of women's and men's use of public transport?
- Do women and men use transport at similar rates and at similar times of day? Why or why not?
- Do particular cultural norms and attitudes increase women's and girls' vulnerability to violence on public transport?
- Is the transport infrastructure adequate to address women's and men's needs and safety concerns (e.g. size of halls, lighting in transport stations and their vicinities, safety conditions, mechanisms to report cases of harassment in transport)?
- Do women avoid roads or other transportation choices because of safety concerns? Does this happen during specific times of the day?
- Does the proposed program or project have the potential to increase these concerns or the risk of violence women and girls are facing in transport and other public spaces?
- Which institutions are dealing with VAWG in public transport?
- Are there laws or regulations to protect the safety of individuals in public transport? Does the law clearly address and characterize harassment and other unwanted physical and emotional actions as gender-based violence?
- Do national and local transport policies and plans reflect a gender perspective?
- Are transport police, operators, and transport system management able to respond to VAWG in public transport?
- During the design of new transport systems and infrastructure, are participatory processes conducted to identify women's and men's differing transport needs, including those related to safety?
- Is evidence available on the incidence of VAWG in public transport in the country?
- Are there similar countries or examples where gender-responsive transport programs with a VAWG-prevention component exist and have been evaluated?



KEY AREAS FOR INTEGRATING VAWG IN TRANSPORT PROJECTS

Policy Level

- **Consider gender-specific needs and priorities, including VAWG, in the design, implementation, monitoring and evaluation of transport projects.**

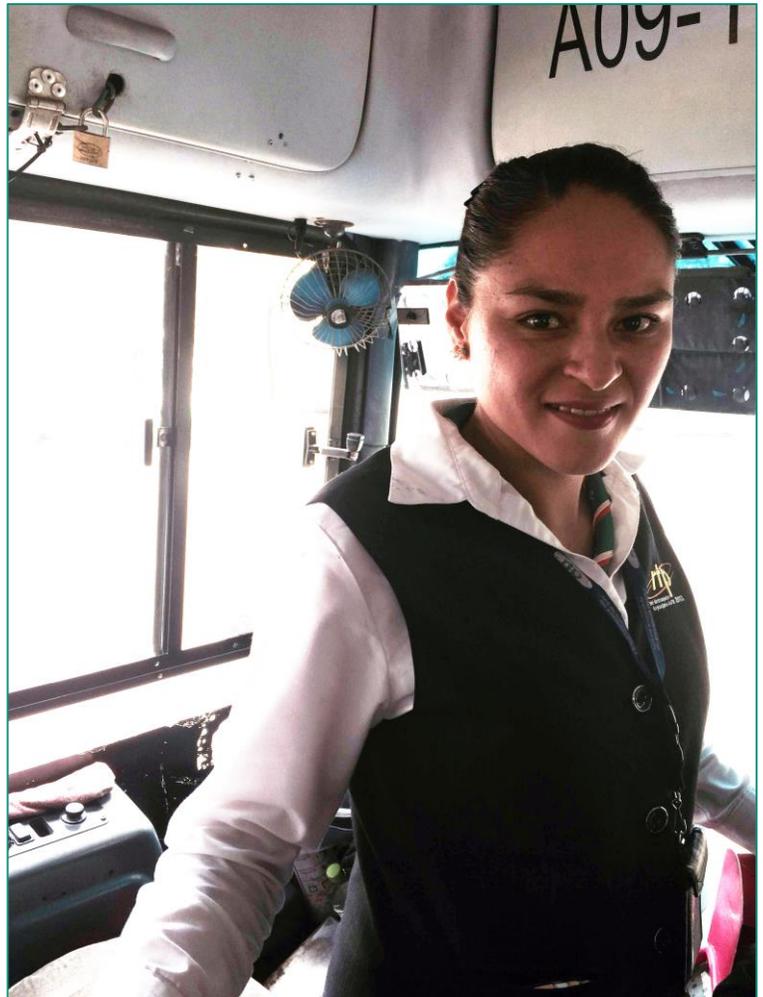
Transport projects designed to address VAWG can first pilot elements that include participatory evaluation components. This will bring about a better understanding of the challenges resulting from cultural norms and different settings (urban vs. rural) before a project is scaled up.

- Participatory processes to design and evaluate programs spur inclusive discussions that elicit information on barriers to transport use and women's safety concerns. Women themselves may propose strategies for improving their safety in transport systems that can influence program and policy design.

- **Formulate gender-responsive policies and programs stemming from them.**

Transport policies and projects should be gender-responsive, in other words transport projects should recognize and address the gender inequalities in transport. These inequalities should be specifically addresses and monitored. Gender-responsive polices can contribute to change in norms, attitudes and behaviors that underlie VAWG.

- Countries like Brazil, India, Indonesia, Japan, Malaysia, Mexico, Nepal, Thailand, and the United Arab Emirates, have some form of women-only cabins in public transportation. Whether segregating the population is a good solution has been debated and questioned by many, however, as a temporary measure, it increases women's mobility in settings where they are constantly targets of sexual harassment and assaults.²³ However, a gender transformative solution would require steps beyond especially reserved areas or





compartment for women, potentially pairing this approach with other innovations to increase women's safety and improve gender dynamics throughout transport systems.

Box 1. Promising practices...A multi-pronged approach to improving women's Safety in Mexico City

In 2008, the Traveling Safely (*Viajemos Seguras*) program was launched in Mexico City to prevent, address, and penalize VAWG in public transport. The program was developed and is being implemented by several federal and municipal government agencies, including InMujeres DF and the city's Mass Transit System Agency. The program includes four main components—service kiosks inside Metro stations where users can seek help or report incidents; training for transport employees, including drivers and operators, on VAWG; delivery of VAWG prevention campaigns in the public transport vehicles and stations; and women-only cars in Metro and bus systems.

Fifty-eight percent of the Metro lines and 100% of the Bus Rapid Transit (BRT) lines have implemented the women-only car policy. Data on how women perceive this policy and its effect on VAWG are not yet available. In 2014 the Inter-American Development Bank financed a survey of over 3,000 women users of the Metro system to increase data on this type of policy. Econometria, the firm that conducted the survey, collected data on such subjects as travel patterns, perceived safety and victimization in and outside Metro cars.

The preliminary data show that 34% of women users are heads of households and 71% use the Metro to get to work. Ninety-two percent know about the women-only car policy. When asked specifically about safety, 41% reported feeling safe inside Metro cars, but only 28% felt safe outside the cars. Over 30% experienced unwanted touching and 24% reported physical aggression inside the cars. As a result, 41% have changed the way they dress to avoid future attacks, but 56% prefer to ignore the attack instead of reacting or reporting it.

Source: Unpublished preliminary survey results presented to the IDB by Econometria researcher Olga Romero. September 2014.

- Safely and ethically gather data on patterns of travel and safety perceptions of women using public transport to inform policies and investments. There are few data on the severity and types of violence perpetrated against women in different transport systems, routes, and whether and how they vary according to the time of day. There is also lack of information on whether women can safely report and receive services for violence experienced on transport system. Mobile phones and other technology can help in gathering data on perceptions of safety and how women and men use transport differently.²⁴ The data can be used to inform policies and strategies for gender-responsive transport systems and practices.
 - More research should be conducted into how greater consideration of safety and responsiveness to safety concerns could increase ridership by female users, making transport systems more cost-effective. The research should take into account the fact that women's tradeoffs between safety and mobility may vary by country and between urban and rural areas.



- Any research should prioritize women's safety and confidentiality. Data should be collected only when there is a clear idea of how the data will be used to identify gender specific issues that will then improve programs to address identified concerns.

Box 2. Promising Practices...Making the Commute Safer for Working Women in Nepal.

Female labor force participation is high in Nepal – 83% of women work, and paid employment for women outside of agriculture rose from 15% to 19% over the period 1998 to 2008. These new levels of participation in the workforce, as well as increasing educational levels, mean that women must be more mobile and independent in their travel. The World Bank supported the National Transport Management Strategy of Nepal to better understand women's needs in transport through a field-based study in 2012. A 2013 survey showed that 26% of female respondents aged between 19 and 35 had experienced some form of sexual assault on public transport. The study found perceived heightened risk and lack of safety for both women and men using rapid transit after dark and in the early morning, especially while waiting for and walking to buses. One in four women and one in ten men in the study reported “inappropriate touching” on public transport. Young women also reported experiencing a range of harassment and abuse, including touching by older men and verbal harassment from young men. Overcrowding is perceived to contribute to increased incidents of VAWG.

As part of the efforts to address VAWG on buses, the government created a policy to reserve seats for women. However, acceptance of this policy has been low, with fewer than 4% of those interviewed for the field study agreeing with it. Critics point out that the reserved seats remain vacant even when the vehicle is crowded with male passengers, wasting needed space. As a result of the field study report and World Bank recommendations, an increasing number of women-only minibuses have been introduced in Kathmandu. These operate during morning and evening rush hour, and it is hoped they will present a safe transportation alternative for women.

Source: World Bank Group and Australian Aid. (2013). Gender and Public Transport Kathmandu, Nepal. Kathmandu, Nepal: World Bank, 4.

- **Invest in information and communication technology to improve women's and girls' safety.** For example, several mobile phone applications provide information to women and girls who have experienced or are at risk of violence.
 - In 2011, the United States Government launched the “[Apps Against Abuse](#)” initiative, challenging developers to come up with mobile phone solutions to help young women and men work to prevent dating violence and sexual assault. The winner of the competition was the Circle of 6 app, which uses text messaging to reach a group of the user's contacts, uses GPS to locate her if she needs help leaving a risky situation, and connects her to reputable organizations dealing with sexual assault and healthy relationships if needed.
 - [In Egypt](#), where 83%²⁵ of women have been exposed to sexual harassment, a tool called HarassMap receives reports of sexual harassment through SMS messages and uploads them immediately to a map of where sexual harassment is happening in Cairo.²⁶



- The Inter-American Development Bank is carrying out a pilot project in partnership with the governments of Peru and Paraguay to collect more data on the perceptions of women—users and nonusers—of safety in urban transport to better understand women’s travel decisions and patterns in Lima and Asunción. Based on the data collected, the project aims to develop an app so women will be able to map “hotspots” and high-risk zones in transport stations and nearby streets.²⁷ Both initiatives will provide a tool to help inform women about what is happening around them and hopes to influence their transport decisions, alerting them of potential risks. The technology will also allow cities’ law enforcement and transport security agencies to identify sites for intervention with real-time data.
- Another example is [SafetiPin](#), which was launched in New Delhi, India, in 2013 in the wake of concerns being raised about women’s safety in cities. It is a map-based mobile app that works to make communities and cities safer by providing information on areas in which women may be at increased risk. Information on street harassment, bullying, or poorly lit streets (etc.) is collected by users and professionally trained auditors and made available to the public.²⁸





Box 3. Promising Practices...Using technology and training to prevent VAWG on buses in Mexico City

In Mexico City's public transport system, 65% of women still experience violence in transit vehicles and public spaces in the transport system such as Metro and bus stations. In this context, the World Bank Group, working with the local Ministries of Transport and of Women, private bus companies, local NGOs, gender equality and transport system experts, application developers, a mobile telephone company and transport local authorities, have developed a project to encourage community participation to address sexual harassment against women in Mexico City's urban public transport. A pilot project promoting the involvement of drivers and bystanders in cases of sexual harassment against women in the bus system was designed and its implementation is being evaluated. The aim of the project is to trigger non-confrontational bystander interventions interrupting the sexual harassment. The strategy consisted of a mobile phone application for reporting, a communication campaign, and training for bus drivers.

The mobile application was designed for use by passengers to report sexual harassment and other abuses in a reliable, friendly, and accessible manner, with the aim of allowing the compilation of data for further diagnostics and policy attention. This application will allow survivors to submit a report of any harassment or assault and for bystanders to report someone else being victimized. The communication campaign will be set inside the buses to promote a collaborative environment for the prevention and response to sexual harassment against women and girls. The campaign will inform people about non-confrontational ways to deal with harassment. The drivers' training was conducted by local NGOs with expertise on the topics of transport and response to VAWG. The training was given to 38 drivers, during which an interactive process based on the Sexual Harassment Appropriate Response Program¹ was used to collectively produce a protocol for action to respond to VAWG on buses.

Sources: Tudela et.al. (2015). "Design of a Strategy to Reduce Gender-Based Violence in Public Transportation in Mexico City, Mexico." Forthcoming publication in the Journal of the Transportation Research Board 2531.

World Bank. (2015). Hazme el Paro: pilot to evaluate a strategy to address sexual harassment against women in Mexico city. Conceptual Framework. Washington, D.C.: World Bank.

Langelan, M. (2014). *Sharp Course. T3 for Metro Instructors*. Langelan and Associate.

- **Improve the legal framework.** Ensure that different forms of VAWG are clearly recognized in the law and that federal and local frameworks are harmonized. In Mexico City, according to the Law on Access of Women to a Life Free of Violence, entities and agencies that are part of the Public Transport System are part of the interagency coordination group to prevent and eradicate violence against women locally. Mexico City's strategy to address sexual harassment also aligns with the obligations that this law attaches to the transport system, as generating mechanisms of prevention and referral to ensure appropriate survivor-centered care for survivors of violence. Moreover, sexual harassment is recognized as a form of violence in Article 13 of the law.



Box 4. Promising practices...Transport systems – a place to address VAWG in Brazil

Some initiatives have focused on using existing infrastructure to generate a safer environment for women. Brazil is implementing one such project, the Via Lilas (Lilac Lines) initiative, with World Bank support. This project uses existing Supervia (metropolitan train) and Teleferico (cable car) infrastructure in Rio de Janeiro to provide information about VAWG and associated services as outlined in the Maria da Penha Law on Domestic and Family Violence through kiosks in transit stations. The Via Lilas kiosks provide the rail network's 700,000 daily passengers with access to information for responding to violence. In approximately three minutes, women can find phone numbers and location details for support services, and can register to receive a text message with more information. Initiatives like this are innovative because they build upon existing systems to disseminate information and to raise awareness about services available for VAWG survivors. The stations themselves house multiple services for survivors in an attempt to make support services more accessible.

Source: World Bank. 2013. Brazil - Enhancing Public Management for Service Delivery in Rio de Janeiro Project. Washington DC; World Bank. For more information on the Maria de la Penha law see:

<http://www.unwomen.org/en/news/stories/2011/8/maria-da-penha-law-a-name-that-changed-society>

- **Include a gender and VAWG component in national transport/mobility plans and programs.** Local and national governments should incorporate a gender perspective into mobility plans so that, among other things, challenges to women's safety are considered in transport planning and implementation.
- **Invest in capacity building.** Capacity building is a cornerstone in raising national and grassroots-level awareness of gender issues, so the gap between gender equality policy and practice is narrowed.²⁹ Gender mainstreaming and training on VAWG policies and recommendations in all sectors built into training for the transport sector could help reduce this gap.
 - For example, in 2010, the Ministry of Transport Committee for Advancement of Women and the World Bank Group conducted workshops on gender and transport in cities across Vietnam.³⁰ Participants included decision-making staff from the Ministry at the national level and from the Department of Transport at the provincial level. Awareness on gender and transport issues was raised through participatory workshops conducted by transport specialists to illustrate key entry points where gender inequality can begin to be addressed.³¹
- **Use transportation's infrastructure to prevent VAWG.** Transport infrastructure is often highly trafficked. The high volume of transport system clients creates opportunities to use transport infrastructure facilities to raise awareness of VAWG, advertising support services for survivors of violence (such as hotlines and reporting facilities, and information on types of violence and women's rights, and on referral provision) and displaying messaging to change norms and attitudes that perpetuate VAWG.
 - Transport hubs could also be used to house help centers where users could safely and privately obtain information about VAWG and their rights and report cases of violence that they have experienced to qualified service providers.



Institutional/Sectoral Level

- **Intersectoral collaboration can address women’s needs in transport.** Lack of coordination between institutions is a major problem with transport planning. Coordination between policies and government agencies is needed to address VAWG in public transport. As shown in Box 5, close coordination between Vienna’s transportation authorities and the local police is systematic and focused; this coordination has resulted in inter-agency plans to enhance safety for transport users.³²
- **Include construction staff and contractors in training sessions and awareness campaigns.** Training and awareness raising should also be targeted toward construction staff to ensure they are aware of women’s concerns, including issues of sexual harassment in the construction site and the underlying gender inequality and social norms that perpetuate the acceptability of violence.³³

Box 5. Promising Practice... Integrating gender and safety into public transport and urban planning in Vienna

Women make up 58% of Vienna’s public transportation users. Their needs and safety have been included in traffic planning, which systematically assesses female mobility needs on the Metro and buses. Practical measures in the Metro system include stations and waiting areas designed to provide ample visibility of surroundings, and easy use of the system and information on routes. Bus and tram stop locations are specially chosen and equipped with sufficient lighting. “Positive social control” is created by having shops in the underground stations and connected train cars that allow bystander intervention. Mobile station managers and video surveillance help reinforce women’s feelings of safety.

To reduce risk to women, the Viennese bus system has short waiting periods. Another important factor contributing to the sense of security is the well-established cooperation between Vienna’s public transportation company and the police, which meet regularly to exchange information and develop joint plans of action and enhance safety measures.

Source: Urban Development Vienna. (2013). *Manual for Gender Mainstreaming in Urban Planning and Urban Development*. Vienna, Austria.

- **Establish codes of conduct** for employees and project staff on construction sites and transport system staff. Having staff sign and agree to uphold codes of conduct can be an effective strategy that is implemented in a broad range of sectors. The code of conduct should clearly outline unacceptable behavior and consequences for harassment and any other type of gender violence. Create a mechanism for the community to report cases of abuse by staff. The [Inter-agency Standing Committee’s Codes of Conduct on Protection from Sexual Abuse and Exploitation in Humanitarian Crisis](#) have general guidance that may be useful when preparing institutional codes of conduct.
- **Create guidelines for developing and implementing sustainable and gender-sensitive transport plans.** For example, the European Union has developed such guidelines for urban settings. The document signals that an assessment of social exclusion issues and solutions should be conducted for designing transport policies, and it refers explicitly to assessing the specific needs of women.³⁴



- **Establish feedback and grievance mechanisms for transport users.** This helps to ensure that women and girls have a voice when they experience any kind of violence when using public transport. One option could be to use existing infrastructure to give women and girls easier and safer access to response services. Starting in January 2015, the city of Quito, with the support of the UN Women Safe Cities Program, has installed kiosks in the busiest public transport stations in the city. In the kiosk, women can choose to report violence to trained staff and to file a complaint against the perpetrator. Furthermore, drivers for the Quito transport system have been trained to help survivors and provide information on how and where to report incidents of VAWG.
- **Improving infrastructure to reduce and prevent VAWG.** Improving public infrastructure such as lighting and appearance of transport stations and adjacent streets (transport maintenance, trash collection, and elimination of graffiti), as well as increasing visibility within stations and amplifying video surveillance and policing help women to feel safer and can reduce the probability of all forms of crime, including VAWG.³⁵



Community Level

- **Involve communities in transport design and improvement by inviting public participation in planning meetings.** Communities can have an important role in transport improvement. For example, in the municipal zone of Quitumbe in southern Quito, participatory planning is one of the main components of the Safe Cities Global Program. Through this process “people feel ownership and take care of public spaces when urban planners engage them and hear their voices.”³⁶ It has



helped to identify the main community demands that can contribute to reducing violence against women in public spaces, such as having more lights in parks and other public spaces.

- **Include the communities in the implementation and monitoring and evaluation of transport initiatives to address VAWG.** Planning transport systems in a way that allows for including women through participatory processes will increase awareness of the vulnerabilities women face in those systems. Governments should work along the project cycle with women, men, NGOs, and networks with strong institutional capacity to monitor the impact of the implemented transport and road maintenance projects. Women should participate in the decision-making process. For instance, in Vietnam, the National Women’s Union mobilized ethnic minority women to perform maintenance on roads in an isolated mountainous area. These efforts improved local awareness of the importance of road maintenance, while increasing women’s voice in the program implementation.³⁷
- **Engage communities in campaigns to prevent violence against women and girls in public spaces.** Civil society can contribute to raising awareness about VAWG in public spaces. For example, under the Safe Cities Global Program in Kigali, Rwanda, men and women, the city’s municipal leaders, and civil society organizations joined women in a four-kilometer march under the slogan “I make my city Kigali safe for women and girls in public spaces.” During the march, people read the slogan from their cars and the streets. People who remained at work or in their homes also joined in solidarity with those marching.³⁸
- **Encourage community members to report cases of violence they witness in public spaces, including the transport system.** Where applicable, this can be done by raising awareness of safe and anonymous mechanisms they can use to report violence and the services offered through the transport sector and such other institutions as the police and health sector.



RECOMMENDED RESOURCES FOR INTEGRATING VAWG INTO TRANSPORT PROJECTS

Guidance/Tools

Asian Development Bank. (2013). Gender Tool Kit: Transport. Maximizing the Benefits of Improved Mobility for All. Philippines: Asian Development Bank.

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- ² World Bank. (2012b). *Making Transport Work for Women and Men: Challenges and Opportunities in the Middle East and North Africa (MENA) Region*. Washington, DC: World Bank, Transport and Energy Unit, v.
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