

FACT SHEET

WOMEN'S MOBILITY AND PERSONAL SECURITY

Women are frequent and regular users of public transport all over the world. For example, in Europe, two thirds of public transport users are women. Women make more frequent and shorter trips and are more likely to 'trip chain', combining commuting with shopping, picking up or dropping off children, visiting relatives or making small errands.

Research by Hollaback and Cornell University based on 16,600 interviews in 22 countries found that 80 - 90% of women had been harassed in public. The research includes shocking evidence of the extent of public harassment, including that 66% of German women had been groped or fondled and 47% of Indian women had witnessed someone exposing themselves in public.

1 MANY WOMEN EXPERIENCE HARASSMENT ON PUBLIC TRANSPORT

Personal security is a particularly important issue on public transport, where space is restricted.

- 51.4% of women interviewed in Bhopal, India, by WRI EMBARQ had to face sexual harassment while using public transport and 49% of men had witnessed women being harassed.
- In Kathmandu, Nepal, about one in four (27 %) people stated that personal insecurity was one of the main problems associated with public transport, with twice as many women as men (30% compared to 16%) highlighting this.
- In South Africa 38% of household heads questioned said that they are (very) unsatisfied with security levels when walking to and waiting at Minibus taxi stops.



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- In India, 21% of women respondents used personal safety as a criteria for choosing their mode of transport compared to 10% of men.
- In the UK, one in eight women stated that they felt so unsafe using public transport that they avoided using it.

Women were also more likely to feel insecure in crowded areas or after dark. 10% stated that they felt unsafe waiting on a railway platform in the day, compared to 53% at night.



2 MOST HARASSMENT IS NOT REPORTED

Although there are frequent incidents of harassment on public transport, most cases are not reported, and even fewer result in a prosecution:

- In New York it is estimated that 96% of sexual harassment and 86% of sexual assault on the subway goes unreported
- In Baku, Azerbaijan, none of the 162 out of 200 women who reported having been sexually harassed on the metro reported it to the appropriate authority.
- In Egypt, of 1010 women surveyed, only 2.4% of the 83% of Egyptian women who had experienced sexual harassment in a public place reported it.
- In Morocco, over 63% of women living in urban areas said that they had experienced some form of violence in public spaces, including on public transport, in the past year.
- In London, out of 130 women who had all experienced unwanted sexual behaviour, only one had reported it.
- Delhi police recorded 501 allegations of harassment and 64 of rape between December 2012 and January 2013, but only launched four inquiries.

3 LIMITING WOMEN'S MOBILITY HAS ECONOMIC IMPACTS

Public transportation is a key means of accessing economic opportunities for women, particularly those on low incomes. A study from the UK found that a lack of transportation was a barrier to employment for 38% of jobseekers (men and women). Further research in the UK identified that an additional 10.5% of rail trips would be generated if people felt more secure when travelling and waiting at stations.

Women are paid on average 24% less than men globally for the same work and spend more than twice as much time on unpaid care and domestic work. Moreover, 75% of women's employment in developing regions is informal and unprotected. The McKinsey Global Institute estimates that if women in every country were to play an identical role to men in markets, as much as US\$28 trillion would be added to the global economy by 2025.

4 INTERNATIONAL POLICY FRAMEWORKS TO SUPPORT WOMEN'S MOBILITY

Freedom of movement, mobility rights, or the right to travel is part of the concept of basic human rights (Art 13.1.) that encompasses the right of individuals to travel from place to place. Providing equitable access to education and employment is not only a basic human right but also is core to delivering the Sustainable Development Goals and the Habitat III New Urban Agenda.

SDG target 11.2 states that by 2030 countries should provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. Sustainable Development Goal 5 focuses on gender equality and includes target 5.2 ('eliminate all forms of violence against all women and girls in the public and private spheres...').

Additional information

FIA FOUNDATION

<http://www.fiafoundation.org/our-work/liveable-cities>

SAFE AND SOUND: Report on International research on women's personal safety on public transport

<http://www.fiafoundation.org/connect/publications/safe-and-sound>