HVT EMPOWER Project
Tools for identifying and tackling sexual harassment on public transport

Paul Curtis, Vectos – SLR
Paul Curtis is Associate Director for Vectos, part of SLR Consulting.

He has 16 years’ experience in delivering international urban mobility projects including gender integration.

He is Team Leader of the EMPOWER Project

Funded by UKAID through the UK Foreign, Commonwealth & Development Office under the High Volume Transport Applied Research Programme, managed by IMC Worldwide.
<table>
<thead>
<tr>
<th>Partner</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vectos</td>
<td>UK</td>
</tr>
<tr>
<td>Median</td>
<td>Belgium</td>
</tr>
<tr>
<td>Jeff Turner</td>
<td>UK</td>
</tr>
<tr>
<td>Institute of Transport Economics - TOI</td>
<td>Norway</td>
</tr>
<tr>
<td>European Integrated Projects - EIP</td>
<td>Romania</td>
</tr>
<tr>
<td>GoMetro</td>
<td>South Africa</td>
</tr>
<tr>
<td>Lagos Metropolitan Area Transport Authority - LAMATA</td>
<td>Nigeria</td>
</tr>
<tr>
<td>Nana Girls and Women Empowerment Initiative</td>
<td>Nigeria</td>
</tr>
<tr>
<td>University of Cape Town</td>
<td>South Africa</td>
</tr>
<tr>
<td>Tanya Visser</td>
<td>South Africa</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Research Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lagos</td>
</tr>
<tr>
<td>Abuja</td>
</tr>
</tbody>
</table>
EMPOWER
Objectives 2020-22

Build capacity of transport professionals in Sub Saharan Africa: to enable gender-equitable transport, tackling sexual harassment of women

Test our data collection process for effectiveness

Understand and overcome barriers to addressing SH

Establish a web-based Decision-Making Tool for practitioners
Passenger surveys

Passenger Focus Groups

Stakeholder mapping & surveys

Stakeholder workshops

Validation workshops with stakeholders ➔ Decision Making Tool

Data Collection Methodology
HVT EMPOWER - Data Collection: Passenger Surveys

Philip Krause, GoAscendal
Philip Krause is a Transport Engineer with over 10 years of product development/production support and transport advisory experience.

Currently, he is project managing the HVT Africa Urban Mobility Observatory, a UK Aid funded research project, which aims to establish new mobility data collection techniques using existing, and therefore affordable, mobile technology and infrastructure, in six African cities.

Philip holds a BSc Eng in Electro-Mechanical Engineering, and a MSc Eng specialising in Civil Engineering (Transport Engineering)
Survey Objectives

• Compare effectiveness of data collection technologies
  o Paper vs Digital

• Compare effectiveness of various survey instruments
  o Multiple questionnaire revisions
  o Pictograms

• Establish optimum process to collect SH experience data
Survey Methodology

- **Pre-pilot Focus Group**
  - Survey team and NGOs
  - Update survey questionnaire and pictograms

- **Pilot Survey**
  - 2 interview categories (same gender only/mixed gender)
  - 2 technologies (paper/digital)
  - Enumerator post-interview questionnaire
  - Update survey questionnaire and pictograms

- **Main Survey**
  - 2 interview categories (same gender only/mixed gender)
  - 2 technologies (paper/digital)
  - Enumerator post-interview questionnaire
Survey Findings

<table>
<thead>
<tr>
<th>City</th>
<th>Paper</th>
<th>Digital</th>
<th>Response rates</th>
<th>Total</th>
<th>Total per city</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blantyre Pilot</td>
<td>276</td>
<td>263</td>
<td>N/A</td>
<td>539</td>
<td></td>
</tr>
<tr>
<td>Blantyre Main</td>
<td>315</td>
<td>371</td>
<td>94.6%</td>
<td>686</td>
<td>1,225</td>
</tr>
<tr>
<td>Lagos Pilot</td>
<td>447</td>
<td>298</td>
<td>47%</td>
<td>745</td>
<td></td>
</tr>
<tr>
<td>Lagos Main full length</td>
<td>301</td>
<td>605</td>
<td>76%</td>
<td>1,208</td>
<td>1,953</td>
</tr>
<tr>
<td>(27 questions)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lagos Shortened (21 questions)</td>
<td>302</td>
<td>N/A</td>
<td>70%</td>
<td>1,208</td>
<td></td>
</tr>
</tbody>
</table>

#2021WTACONFERENCE
Survey Findings

- SH is not universally understood, and men and women have different interpretations.
- Most female respondents agreed that sexual harassment is a serious problem.
- Inappropriate touching, verbal harassment, and intimidation with pushing/shoving were the most frequent types of SH reported.
- Blantyre
  - 78% of women confirmed witnessing SH
  - 59% of women personally experienced SH from time to time
  - 8% of women personally experienced SH daily
  - 80% of men confirmed witnessing SH
  - 49% of men confirmed personally experiencing SH
- Lagos
  - 35% of women confirmed witnessing SH
  - 20% of men confirmed personally experiencing SH
  - Respondents using regulated PT, such as ferry and BRT reported lower frequency of SH than those using the informal modes such as tricycles, minibus taxi, motorcycle taxis
Survey Findings

Feelings of security generally on public transport
Lagos & Blantyre combined (%)

- Feel unsafe
- Feel quite safe
- Feel safe
- Personally feel safe but worry for others

<table>
<thead>
<tr>
<th></th>
<th>Men</th>
<th>Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feel unsafe</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>Feel quite safe</td>
<td>30</td>
<td>40</td>
</tr>
<tr>
<td>Feel safe</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>Personally feel safe but worry for others</td>
<td>10</td>
<td>20</td>
</tr>
</tbody>
</table>
FOCUS GROUP DISCUSSIONS (FGD) ON THE ISSUE OF SEXUAL HARASSMENT IN PUBLIC TRANSPORT

- ‘Seun Sonoiki, LAMATA

NIGERIA

#2021WTACONFERENCE
‘Seun Sonoiki is a lawyer by profession with dual qualification in Nigeria, England and Wales (UK).

She currently works as the Legal Counsel for the Lagos Metropolitan Area Transport Authority (LAMATA), a transport agency responsible for the regulation of public transport infrastructure in Lagos State.

Team member of the HVT EMPOWER Project on the Impact of Sexual Harassment in Public Transport in Lagos, Nigeria.
General preliminary works

Privacy Protections

Covid-19 guidelines

Training facilitators and note takers

Systematically structured discussion

Group sessions (mixed and all Female)

Participants were recruited from different demographics

Permissions for recording

Incentives to participants
Objectives of the Pre Pilot FGD

Identify the most suitable instruments for the survey

Shortlist locations for the field survey pilot test

Select and train potential enumerators

Review the draft questionnaire variants and pictograms with some users of public transport

Establish whether the illustrations of the pictograms are sufficiently clear and appropriate
Key findings from the Pre Pilot FGD

- The questionnaires were too long
- Variant 1 is basic while variant 2 appeared complex
- Questions in Variant 1 are more straightforward
- Options should be horizontal instead of vertical to make the document appear shorter
- Variant 1 appeared to suit the documents for the subsequent phases
Feedback from the Post Survey FGD

- FGD conducted in two (2) sessions: 1 all female group and the other group both females and males.
- FGDs were systematically structured ensuring the relevant topics were discussed and consistent in both sessions
- Sexual Harassment exists in Public Transport and this affects the travel behaviour of the victims
- Sexual Harassment discourages people from using public transport to avoid sexual harassment from reoccurring
- Females are most frequent victims of Sexual Harassment in Public Transport
Feedback form the Post Survey FGD

No attendees had reported incidents. Their reasons were:

• ‘Police are unhelpful’
• ‘Don’t know where to report such incidents’

- Reduction in travel due to COVID-19, increase in passenger fares, waiting times and health concerns
- Understanding the definitions of Sexual Harassment
- Witnessing or experiencing Sexual Harassment
- Suggestions about responses and measures; and preferred solutions
  - Security personnel
  - Hotlines
  - CCTV and technology
  - Public awareness and education; and
  - Women only services
Presenter Bio

Fatima Adamu, Nana Girls and Women Empowerment Initiative

HVT EMPOWER Project Partner
Stakeholder engagement was conducted to collect input for the development of EMPOWER Decision Making Tool (SHE CAN Tool)

Conducted in three phases:
- Stakeholder mapping
- Stakeholder surveys and
- Behavior change workshops

Conducted in Nigeria and Rwanda

Stakeholder Surveys & Workshop: Process and Findings
Stakeholder Mapping

Stakeholder types identified and their roles assessed in terms of **PREVENTION** and **RESPONSE**

Invited to workshops

Their input was necessary to understand the local governance structures and inter-relationships which determine how decisions are made

<table>
<thead>
<tr>
<th>Sector</th>
<th>Stakeholder type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government stakeholders</td>
<td>Local government departments</td>
</tr>
<tr>
<td></td>
<td>Ministries</td>
</tr>
<tr>
<td></td>
<td>Police</td>
</tr>
<tr>
<td></td>
<td>Transport Police</td>
</tr>
<tr>
<td>Transport stakeholders</td>
<td>Bus operators</td>
</tr>
<tr>
<td></td>
<td>Transport Authorities</td>
</tr>
<tr>
<td></td>
<td>Maintenance contractors of services (e.g. CCTV)</td>
</tr>
<tr>
<td></td>
<td>Urban design - public space engineers / consultants</td>
</tr>
<tr>
<td></td>
<td>Training colleges</td>
</tr>
<tr>
<td></td>
<td>Transport workers unions</td>
</tr>
<tr>
<td>NGOs</td>
<td>Community organisations</td>
</tr>
<tr>
<td></td>
<td>Women protection NGOs</td>
</tr>
<tr>
<td></td>
<td>Advocacy organisations</td>
</tr>
</tbody>
</table>
Stakeholder Survey

Collected information on roles and responsibilities of different stakeholders in relation to SH prevention and response in the transport sector. The key findings are:

- Problem of under reporting and lack of understanding of SH
- Insufficient data and/or evidence to develop policy and release funding for support actions
- Need community engagement, awareness and education to support stakeholder actions
- Scope for stronger cross-sector collaboration (across policy, enforcement, data sharing, education)
Behaviour Change Workshops

2 workshops (Abuja and Kigali, June 2021)

Discussion in more detail with stakeholders how to tackle SH and measures available

- Discussion guides used
- Measures to prevent and respond to sexual harassment in public transport:
  - CCTV and well-lit stop stations, hotlines and public awareness using short video and posters.
- Problem of underreporting of incidences and inadequate data that normalises SH.
- Misunderstanding of SH definition (seen by some only as actual intercourse and rape)
- No Reporting system for the unregulated private sector including data bank by FMWA
- Community Engagement and Awareness
- Delivery of Change
EMPOWER DECISION MAKING TOOL

SEXUAL HARASSMENT ENGAGEMENT – CHANGING ATTITUDES MEETING NEEDS

(SHE CAN)

Marianne Vanderschuren - UCT
Lucia Cristea & Iolanda Moldoveanu – EIP
Prof Marianne Vanderschuren is a Transport Planner/Engineer with over 30 years of experience. Her work puts major emphasis on transport improvements for vulnerable road users, transport equity and sustainability across Sub Saharan Africa.

Transport modelling, project assessment and the development of tailor-made decision support tools are used to assess transport systems (passenger and freight) holistically.

Marianne holds a BSc Eng in Transport Planning and Engineering, an MSc Eng in Systems Engineering, Policy Analysis and Management and a PhD in Intelligent Transport Systems.
Let's start

Background

Themes

Tailored

Categories (6)

Infrastructure

Behaviour change

Transport management

Legal framework

Policing / surveillance

Vehicle design
Tool structure
Infrastructure

Lighting

Characters of sidewalks

Toilets

Mixed use of space

Sight lines in public spaces

Mobile connectivity
Tool structure

Let's start

- Background
  - Themes
    - Categories (6)
      - Stakeholders (5)
  - Tailored
    - Interventions (44)

Stakeholders (5):
- Public Authority
- Policy maker
- Law enforcement
- Mobility provider
- NGOs
Let's start

Tool structure

- Background
- Themes
- Tailored

Transformed
Empowered
Basic

- Goals (3)
- Impacts (400)
- Categories (6)
- Interventions (44)
- Stakeholders (5)
EMPOWER DECISION MAKING TOOL

SEXUAL HARASSMENT ENGAGEMENT

CHANGING ATTITUDES MEETING NEEDS

“SHE CAN” TOOL