

“GTALK Report Series: Safer Cities in Asia”

Metro Manila, Philippines



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GTALK Report Series: Safer Cities in Asia

Gender and Transport Assemblage of
Learning and Knowledge



The **Women in Transport Leadership Knowledge Network (WITL)** is an international community of transport scholars with the ambition of encouraging more women and girls to take up careers in transport and foster women's leadership in the transport sector. In partnership with transportation domestic societies in Asia, and the regional transport peak body Eastern Asia Society for Transport Studies (EASTS), we collectively aim: 1) to increase the profile and global presence of women leaders in transport; 2) to strengthen women's voice to be able to advocate their distinct transportation needs; 3) to acknowledge and celebrate female leadership; and 4) to employ research to gather evidence base to better address the gendered dimension of transport planning and design, strategically supporting the United Nations' Sustainable Development Goal (SDG) 11 (make cities inclusive and safe, resilient and sustainable) and SDG5 (empower women and girls). www.witl.info

The **Gender and Transport Assemblage of Learning and Knowledge or GTALK** is a unifying framework an online, open-access knowledge database on gender and transport (e.g. information, research publications, webinar presentation materials, interviews of women transport leaders, including case study initiatives on pandemic response in transport settings across the several cities), to be shared nationally and internationally. These materials are developed to raise awareness and support the embedding of planning and policies that will help advance the shared regional opportunity of shaping more gender-inclusive and responsive transportation sector in Australia and Asia-Pacific.

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Summary

This report summarizes the response of 316 tertiary students in Metro Manila on their perception of public transport safety. The study was undertaken from May to September 2018. The Manila survey was part of a 17-city international study on the topic.

Introduction

Sexual violence and harassment is a common occurrence in public transportation in Metro, Manila Philippines.

A Thomson Reuters survey in 2014 revealed that women in Metro Manila feel unsafe while traveling at night and have experienced harassment in public transport. Public utility vehicles (i.e. jeeps), trains and buses are ground zero for sexual violence.

In 2016, the Social Weather System (SWS) survey reported that 58% of harassment cases happen on the streets and physical form of sexual harassment occur mostly in public transport. If these issues are unresolved, commuters will altogether avoid public transit, ridership will decrease and urban mobility will be compromised.

Public transport commuting and the transport environment which support commuting have been perceived to be persistently dangerous and threatening spaces, particularly for women and girls. **As a result, women alter their travel behavior or altogether avoid traveling at night** (WiTL report, 2017). Instead of reporting these offences to authorities, victims of harassment, who are often women and girls, have taken to social media to share their lurid stories and recount their shocking experiences of violence and theft while commuting. **Indeed a gargantuan task is the need for a clear understanding why there is lack of confidence to report crime to the proper platform and to explore**

ways to ensure that victims feel safe, are heard and feel confident in doing so.

Public transport environments are enormous yet intimate settings that impinge on one's personal space on top of vehicle- and terminal- congestion, is a setting that reinforces gender-based victimization and harassment.

Natarajan et al (2017) argue that victimization does not only happen in a single spatio-temporal point but in fact, occur across the "whole journey" of a commute. These include three key discrete environments, such as in, Riding, Walking and Waiting environments.

Students in higher education institutions (HEIs) are considered as captive public transport commuters. In Manila City alone, the university belt stretches across Taft Avenue, España, Sta. Mesa, and Intramuros. There are at least 27 colleges, universities, and vocational schools in the university belt alone. While HEIs could be instruments to achieve gender equality and ensure empowerment of women and girls to make the community safer, a first step is to understand how students' feel about the overall environment. And this includes the use of available transportation services, yet this has always been limited. **This report describes patterns of assault and sexual harassment in public transportation in Metro Manila particularly from college students.** It draws from an online survey of Metro Manila's university students deployed in 2018. This report discusses the study results and findings as well as critically explores a series of planning and policy scenarios, advancing potential pathways to achieve safer commuting environments. **Improving safety in public transit services will encourage more sustainable, resilient and inclusive transport particularly within university settings and beyond.**

The country aspires for people-oriented cities, empowered by efficient, dignified and sustainable mobility through: (1) the “people-first approach,” to ensure that the travel experience of commuters should be inclusive, comfortable, safe and dignified access to public service; (2) the environmental approach that aims to create transportation system which reduces the negative impacts imposed on the environment and on public health towards “healthy cities”, and (3) the economic approach that aims to support efficient, affordable, and economically sustainable transport which support the economic vitality for the individual and the city (Philippine Urban Mobility Programme GIZ, 2019).

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Tertiary Students' Safety on Public

Metro Manila is officially designated as the national capital region in the Philippines.

As the country's capital city, it is home to 12,877,253 residents within a land area of 620 sq.km. (PSA, 2012) with an urban density of 191 person per hectare at 1.8% annual growth rate. In terms of infrastructure, the city has a total road network length of 1,032 km (2010) and traffic volume of 1,952 vehicles per kilometer.

Also, it is one of the international education hubs in the Asia-Pacific region. Historically, it served as a key destination for higher education students from other parts of the Philippines and from Asia. These students seek academic degrees which will strengthen their local and international employability. Higher education in the Philippines is mainly privately-run. About 88% colleges and universities are privately owned while 12% is operated by corporations and family-owned businesses (CHED, 2017)

Eight out of 10 Metro Manila residents commute daily by public transport (REF). Both road-based and rail-based public transport help ferry passengers in Metro Manila, also water (Pasig River Ferry and some informal boats in Malabon and Navotas).

Formal modes are supplemented by several informal transport modes. These include: Asian Utility Vehicles (AUV), which are air-conditioned services plying semi-fixed, express routes; three-wheeler motorized tricycles and non-motorized or pedicabs (i.e. rickshaws), which are important feeder modes, linking passengers from their homes to the more formal public transport.

While, the railways spans 79 kilometer in four lines (i.e. Line 1, Line 2, Line 3 and PNR South Commuter) the latter links to the suburbs of Laguna. Mobility in this highly urbanized city revealed that the travel demand in 2012 which is about 12.8 million trips per day is expected to increase to 1.13% by 2030 at 14.5million trips per day. The land transport modal split show that public transport (65.69%) dominate over private (34.31%). Public transport include PUVs (i.e. jeepneys, FXs etc., 28.6%), motorcycles/tricycles (36.5%) and buses (0.7%). As for railways, the ridership demand for mass transit referred from 2012 base year reached 1.5million per day which is expected to increase to 4.9% by 2030 that is equivalent to 7.4million per day. By 2030, the projected modal share will be 33% for bus and jeepney, 41% for railway and 26% for private cars.

Majority of passengers use either buses, but more prolific are jeepneys, a type of paratransit serving both intercity and intra-city routes. There are approximately 805 bus routes and 785 jeepney routes which serve Metro Manila, however, given that this research was part of a large-scale global study which explicitly required a focus on formal public transport (i.e. trains and buses) to allow comparison across cities, the survey was intentional in not capturing the experience of those using informal public transport such as public utility jeepneys.

Aside from buses and jeepneys, another popular form of public transport is the train. There are three rail transit lines that serve Metro Manila. The train system ferries approximately 400,000 to 580,000 passengers daily. For commuters who travel by train,

they are not only subject to the agonizing long queue just to enter the train platform but once inside, they also experience being packed like sardines inside extremely overcrowded conditions with train cars constantly breaking down (Rey, 2018). While gender-specific narratives have been the subject of several earlier studies on commuter safety (Rosenbloom and Burns, 1993), there is scant understanding of victimization and fear in commuting amongst college students, a demographic which is largely dependent on public transport (Loukaitou-Sideris and Ceccato, 2020; Herrera, 2007).

This study aims to fill this gap by proposing as a salient research and policy issue - to clearly understand the nature of commuting and commuter safety in public transport college students in Metro Manila, Philippines.

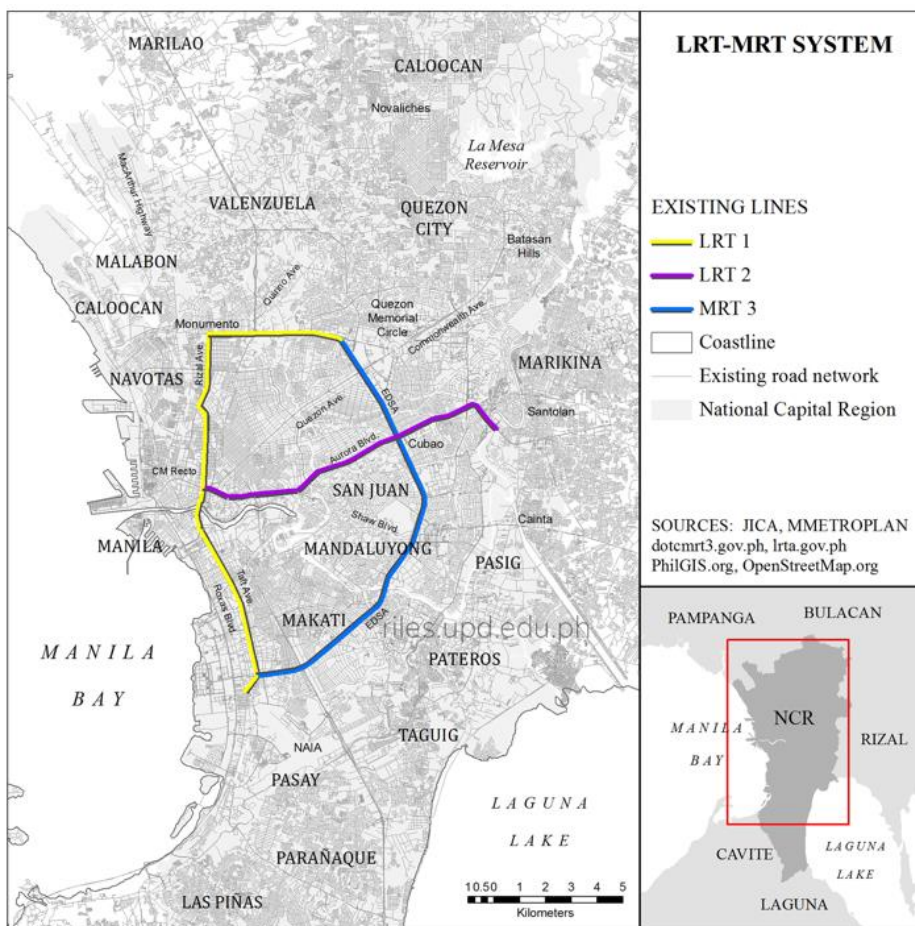


Figure 1: Source: The Mass Transit System in Metro Manila: By,From Tranvia to MRT, 1879-2014 Research. <http://riles.upd.edu.ph/>



Image 3: By Rey Melvin Caraan, Unsplash, 2019,
(<https://unsplash.com/photos/wleDZnBeMlo>)

3

Results: Use of Public and Private Transport

3.1

Methods

This report communicates information that was gathered from the research which explores on the victimization of college students in Metro Manila study.

This study is part of a wider global comparative research which examines transit safety among college students in 17 countries across six continents led by Professor Vania Ceccato, from KTH Royal Institute of Technology (Stockholm, Sweden) and Professor Anastasia Loukaitou-Sideris of the University of California, Berkeley (USA). The results of the study have been published in 'Ceccato, V., & Loukaitou-Sideris, A. (Eds.). (2020). *Transit crime and sexual violence in cities: International evidence and prevention*. Routledge.'

The online survey was implemented between May and September 2018. Participant recruitment was based on convenience sampling by strata (gender) to ensure equal gender representation. Potential participants were sent an email and asked to complete an online perception survey.

By completing the survey, participants indicated their willingness to participate in the study. Eligible participants must be currently enrolled in a tertiary-level course or program in the University of the Philippines, Diliman, Quezon City. When the

number of target survey participants were not reached, the scope was widened. Students enrolled in universities in the University Belt (in Manila) were also invited to participate.

The survey probed information on the nature of travel, the ecology of crime within transit environments, particularly on their self-reported experience of victimization, sexual victimization and perceived safety, and the nature of reporting; their use and participation in public transport; and about the respondent's socio-demographic attributes (age, gender, ethnicity, etc).

However, there were several limitations to the Metro Manila component of the international study. There was no differentiation between local and international students, and did not ask which tertiary institution they attended. The study did not probe on information on disabilities.

As this was an international comparative study, another limitation of the international survey, is the lack of information regarding transit safety on local, prevalent modes of transportation, the jeepneys and tricycles. Most jeepneys in Metro Manila and other parts of the Philippines are the result of conversion of US Military Jeeps and surplus Japanese multicabs into passenger vehicles. Tricycles are three wheeled vehicles with a seating cabin attached directly to the side of a motorcycle, if motorized, or to a bicycle. These vehicles

comprise a network of vehicles that connects Metro Manila.

3.2

Gender, Sexuality, 'Race' and Age of respondents

Three hundred and sixteen students responded and completed the survey.

A little more than half the respondents were women (52.5%). Women over-representation in surveys regarding safety is found to be common in international studies (Natarajan et al., 2017).

The survey also asked the respondents if they identify as part of the LGBTIQA+ community with 13.0% responding yes. LGBTIQA+ refers to individuals who identify as lesbian, gay, bisexual, transgender people/gender diverse, intersex and queer (UNDP, USAID, 2014).

Almost all (98.4%) of the students who responded to the survey reported that their ethnicity is 'Asian/Pacific Islander'. The remaining respondents include 0.6% Mixed race, and 0.3% representations of 'American Indian', 'Black/African American', and 'White/Caucasian'. This is expected as the number of foreign citizens in the country comprise only 0.2 percent of the total household population (2010 figures, PSA, 2012). Majority (96.2%) of the respondents were from the 18-29 age group.

There were slightly more students commuting by train than by bus.

The Metro Rail Transit Line 3 (MRT-3) reports to transporting upwards of 250,000 people around the metro every day (DOTr, 2019¹). The MRT-3 is one of four railway systems in Metro Manila. Trains provide a faster commute separate from the heavily congested Manila roads experienced by buses and other vehicles.

Data analysis took the form of descriptive and correlational analysis.

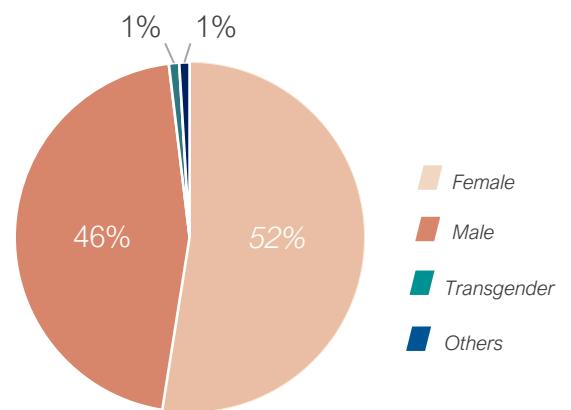


Figure 2. Responses by Gender

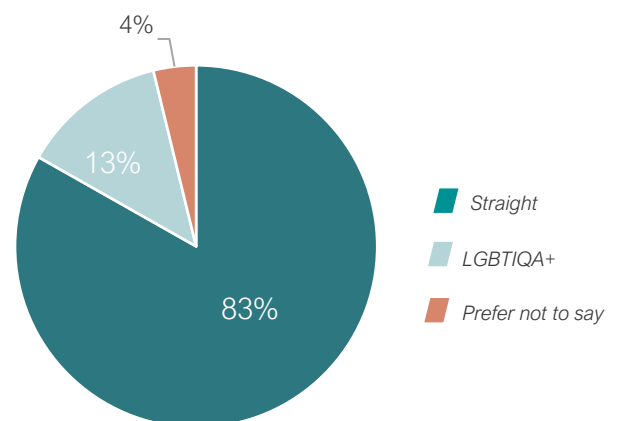


Figure 3. Responses by Sexuality

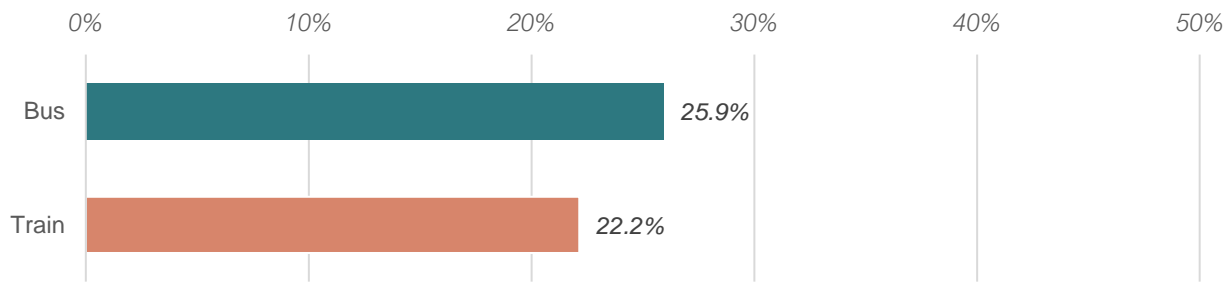


Figure 4. Frequent (3 times a week or more) use of public transport

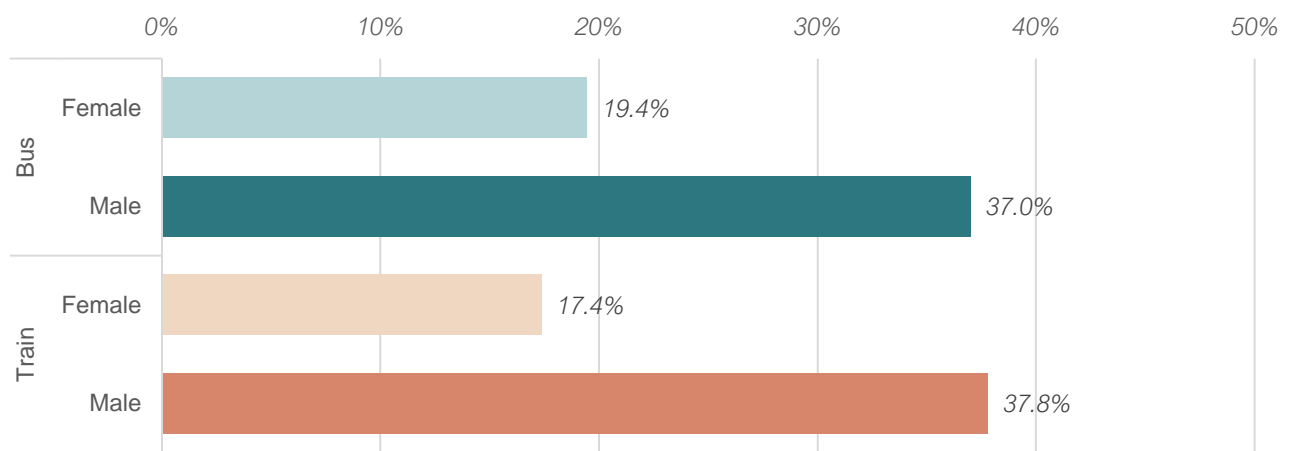


Figure 5. Gender differences, frequent use of public transport

Figure 4. Frequent (3 times a week or more) use of public transport

Men were more likely to frequently use public transport (buses and trains) than women, and more than twice as likely to use the train more frequently (37.8%) than women (17.4%).

LGBTIQA+ students were more likely to use the train (28.6%) than the bus (14.3%). In 2006, to mitigate the effects of female sexual harassment, LRT-1 and MRT-1 lines have gender segregation policies. The first three coaches of the trains are exclusive for Females, Persons with Disabilities (PWD), and Senior Citizens, the rest are for mixed genders¹.

Figure 5. Gender differences, frequent use of public transport

About one in four (23.4%) of students report to frequently drive a car at least three times a week for their commute.

Men use private transportation more frequently than women, with men six times (18.1%) more likely to use bicycles than women (2.8%).

3.3

Commuting Times and Modal Choice

Men were twice more likely (28.3%) to use taxis than women (14.6%) and LGBTIQ+ (19.0%). In Metro Manila, taxis are owned and franchised by private entities and are generally not allowed to be used as RideShare vehicles.

Males (41.7%), females (40.3%), and LGBTIQ+ (47.6%) were likely to frequently use ride-sharing services. Ride-sharing services in Metro Manila include Grab and Angkas. Angkas (Filipino for 'ride') is a motorcycle ridesharing service that markets itself as faster due to motorcycles' nature of being able to go through narrow spaces in traffic. Residents in the metro opt to book Angkas's

Almost half (48.4%) of the respondents report to have a two-way commute time to university of less than an hour (Figure 8). Meanwhile the other half (50.9%) report their commute time to be more than an hour.

Only 19.9% of the respondents report to having a commute time of 15 minutes or less, A little under one-eighth of respondents (11.4%) report spending between 15 to 30 minutes in transit. Another 17.1% report to spend 30 minutes to 1 hour of their day in transit. A little over one in four students (25.9%) spend between one to two hours, and one in four spend more than two hours. These findings are not necessarily only a function of distance from school, but also with regards to the traffic congestion constantly experienced in Metro Manila roads.

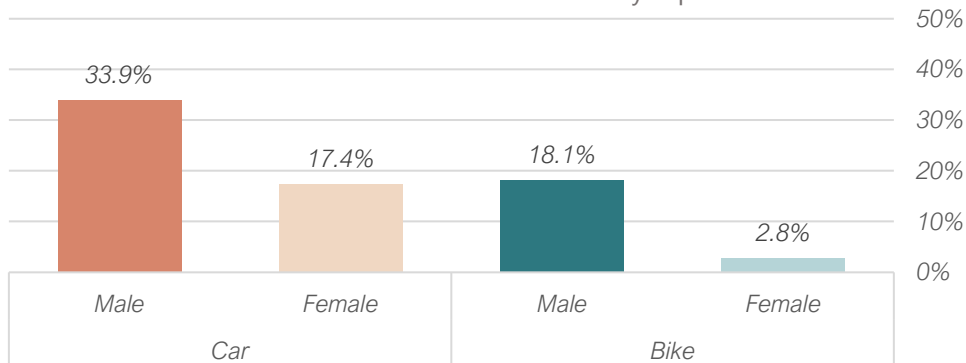


Figure 6. Gender differences, frequent use of private transport

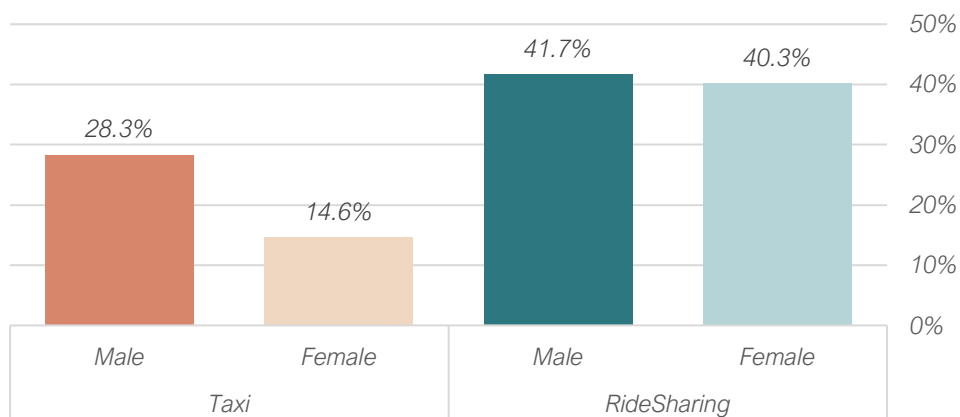


Figure 7. Private transport: frequent (at least once a week) Taxi and RideShare use.

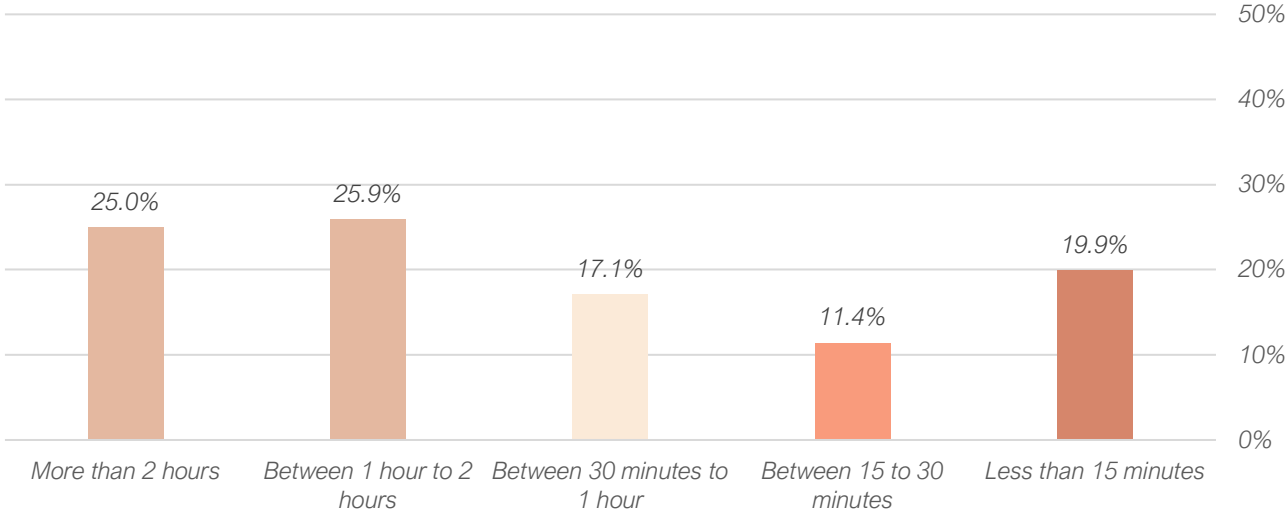


Figure 8. On a typical weekday, how long do you estimate is your trip from your home to the university and vice versa?



Image 4: By Alexes Gerald Lucia Garo, Unsplash, 20201,

((<https://unsplash.com/photos/yYU2hysXq0k>)h <https://unsplash.com/photos/vL2h7xYillk>)

4

Results: Experiences of Crime, Harassment and Fear

4.1

Experiences of Victimization

The survey asked the respondents: “In the last three years, have you experienced any of the following while travelling on, heading to, or waiting for the [bus/train]”

followed by a list of harassing and assaultive behaviors. These experiences of harassment/violence can be categorised as Verbal harassment/violence (e.g. calling names, sexual and more generally abusive comments), Non-Verbal harassment/violence (e.g. staring, whistling and sexual gestures, stalking/being followed off public transport) and Physical harassment/violence (e.g. kissing without consent, groping, rape).

According to Najran et al (2017), the whole journey travel experience can be spatially categorized into three inter-related spatial contexts: The Walking environment (spaces of access to/from the bus/train stops, origin/destination points); the Waiting environment (terminals, platforms, bus

stops); and the Riding environment (when in transit, one is inside the bus, trains, other modes); or the whole travel journey experience can be temporally categorized as peak or off-peak, time of the day – morning, midday, afternoon, evening or night.

Figure 9 shows self-reported gender-differentiated experience of harassment and/or violence across the three spatial categorization of transport environments: walking environment (heading to), waiting environment (while at the bus stop/train platform), and riding environment (while travelling).

An average of 35.8% of women and 35.3% of men reported to having been victims of harassment, groping or stalking over the past three years in all the environments of riding buses and trains.

Note that the said statistics of victimization only took into account the respondents who did not respond or responded None to the question above. Also, most female respondents tended to report more types of harassment. Women experience the highest rate of victimization while heading to the train platform (45.1%), while men experience the highest rate while traveling on the train (40.2%).

Figure 9 and 10 shows different experiences of females (dark green) and males (light green) respectively in the different environments in using

public transport. Unwanted sexual looks or gestures were the most frequent in both males and females. Stalking is among the most frequent in men

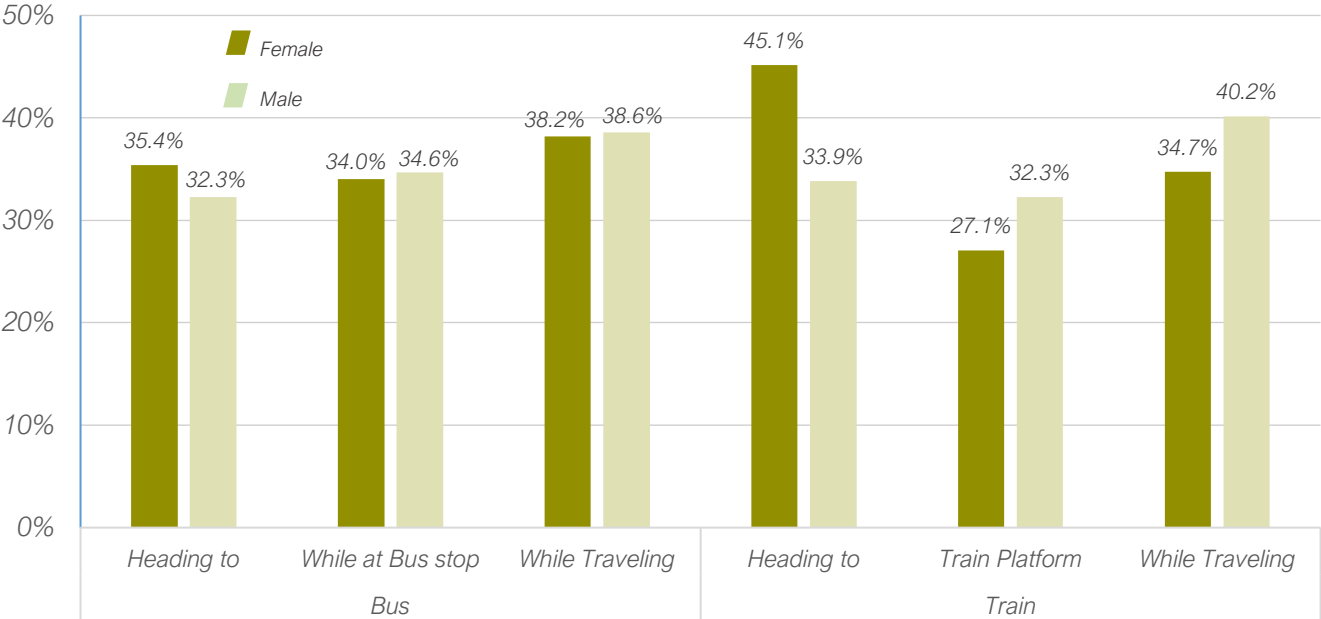


Figure 9. Victimization on public transport over the past three years, by mode of public transportation and its different environments

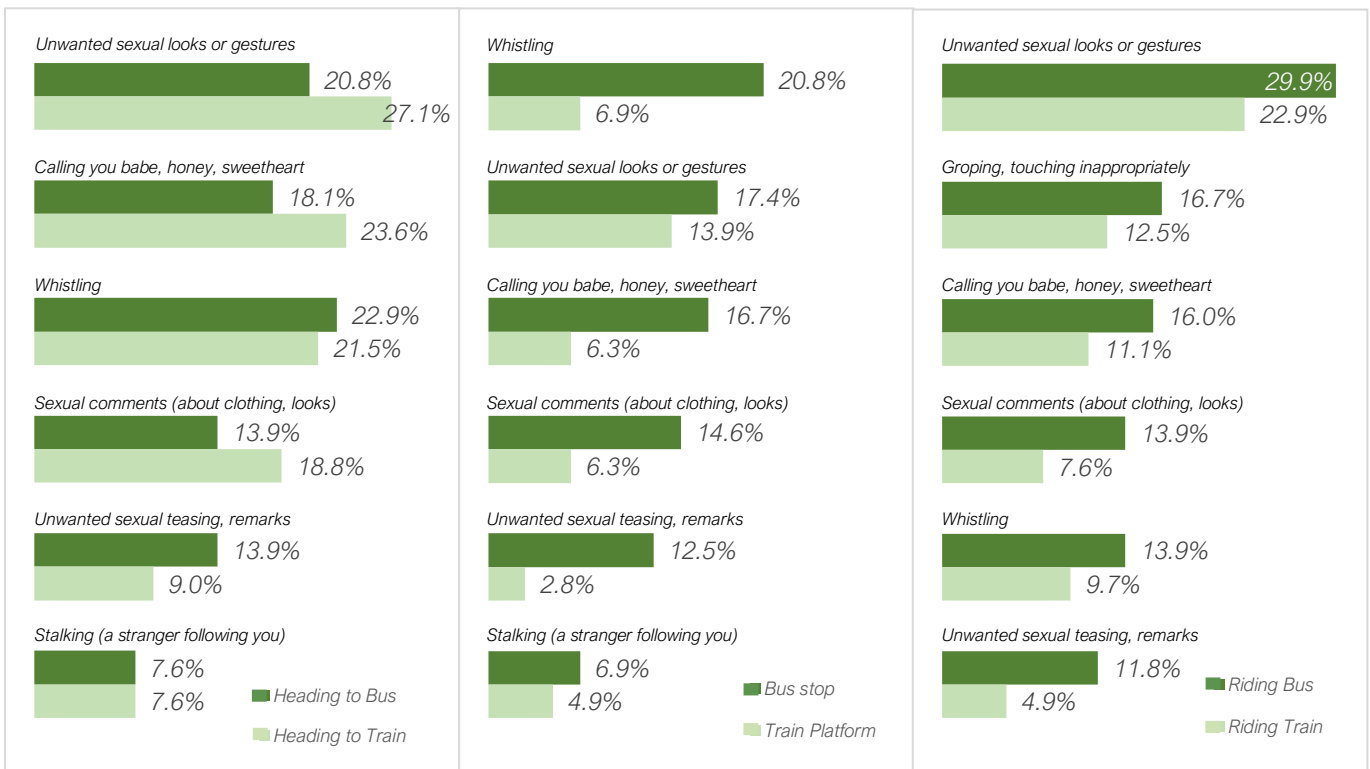


Figure 10. Type of victimization of female respondents reported to have experienced some type of sexual harassment in public transport.

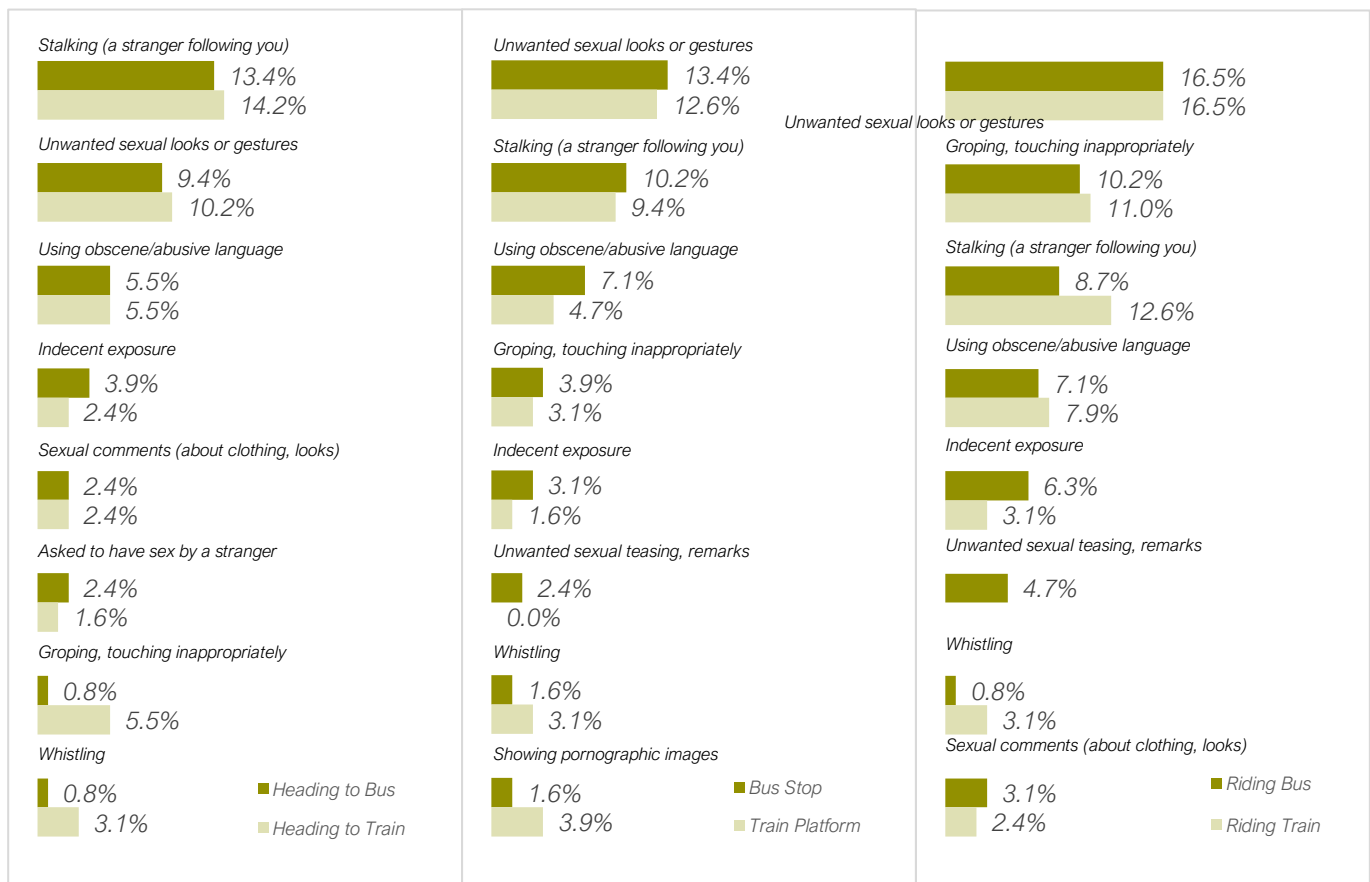


Figure 11. Type of victimization of female respondents reported to have experienced some type of sexual harassment in public transport.

4.2

Witnessing and reporting victimization

Of the public transport users who experienced some type of sexually related victimization,

18.5% of them said that the incident was witnessed by at least one person.

However, as Figure 12 shows, the most common reaction was to do nothing, and pretend to not see. This could be due to overcrowding of public transport that hinders bystanders' points of view. Causatively, the

decrease in vigilance and an increase in anonymity may contribute for victimization to occur.

Only 5.1% of the victims reported the incident to the police, and proper authorities (bus/train to their family and friends.

Figure 13 shows the reasons why the rest of the incidents were not reported. The most common reasons are: to avoid more trouble, and they did not believe they will catch the criminal.

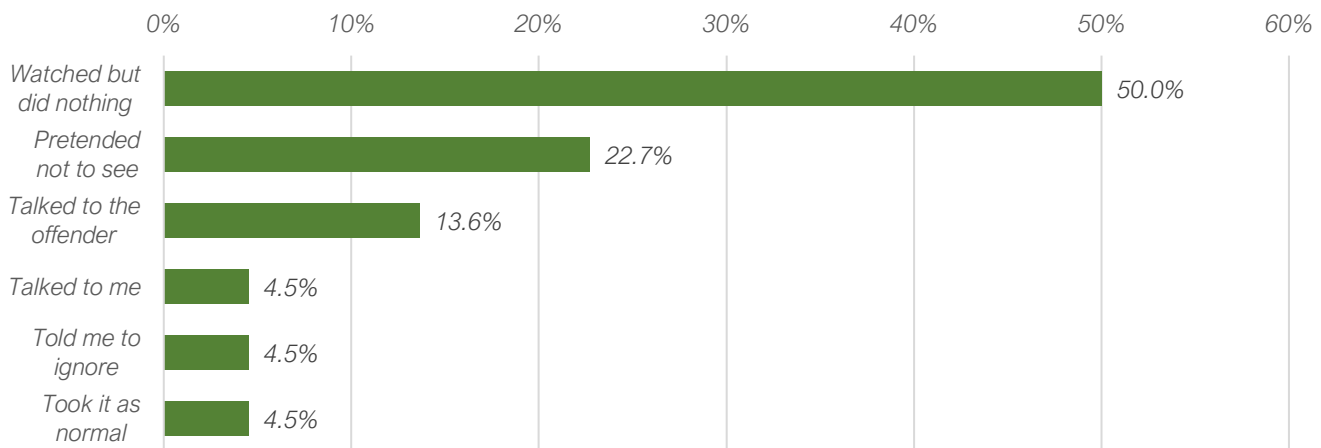


Figure 12. Reaction of witnesses, according to victims.

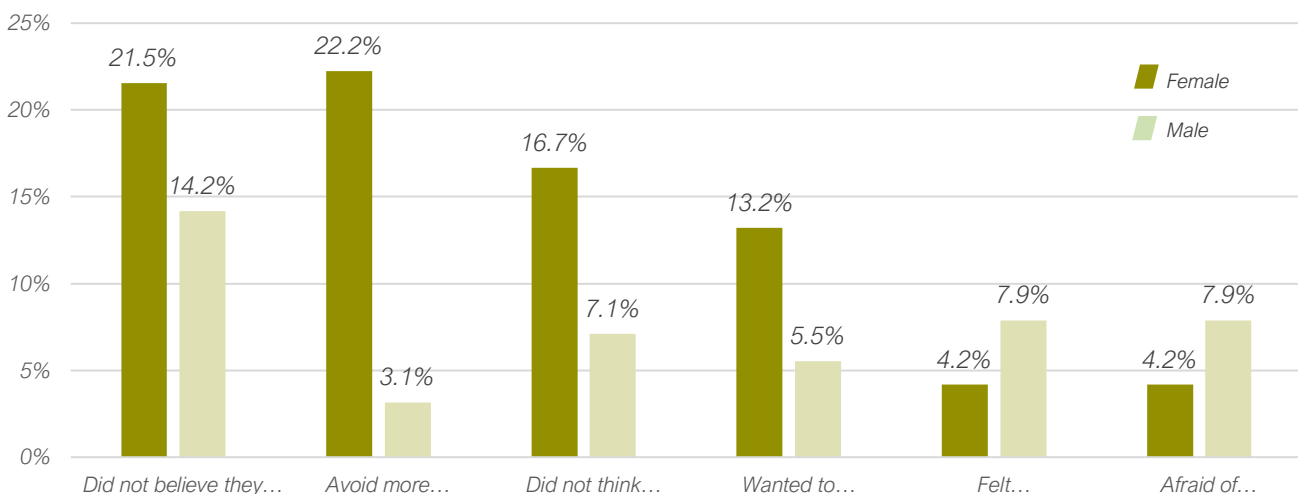


Figure 13. Type Reasons why incident was not reported, by gender.

4.3

Fear and avoidance

Only 2.4% of men report to feeling unsafe riding the bus during the day.

The survey asked the respondents if they feel safe at different stages and environments of public transport including waiting areas and riding areas. Students feel safer using public transit during the day than the night. This is consistent with both modes of public transport where reports of feeling unsafe increase at least 100% from day to night. The differences are drastic. 6.4% of women say they 'rarely' or 'never' feel unsafe on the bus during daytime, which increases to 27.7% after dark.

Generally, males feel safer using private transport options, compared to females (Figure 13). Both sexes feel the safest when using private cars or motorcycles.

A little under half the students (42.9%) reported that they felt the need for precautionary behaviors on public buses while more than half (59.5%) reported the same need for public trains. (Figure 14 & 15).

Women were more likely to take more forms of precautions such as travel during the day, travel with someone else, dressing with precaution, not wear jewelry, avoiding carrying purses and/or wallets, waiting at well-lit places, only waiting if there are other people. Other types of precautions students make include avoiding particular stations, avoiding particular train lines, carrying some kind of weapon, being attentive, anti-theft bags, walking fast, riding in the women's coach in the train, and many others. These findings corroborate with earlier literature wherein women generally create strategies to address the risk of being a victim of crime by avoiding certain routes, neutralizing feelings of insecurity (Junger, 1987; Ball and Wesson, 2017;

Lea et al., 2017), rescheduling the trip or bringing a companion (e.g. Keane, 1998, Jubainville and Vanier, 2017).

Seven train riders said their precautions include: Putting/Placing/Wearing Backpack in front.

One LGBTIQ+ train rider arranges their backpacks in a specific way: Arranging bag with important items underneath/hard to reach areas, carrying large umbrella.

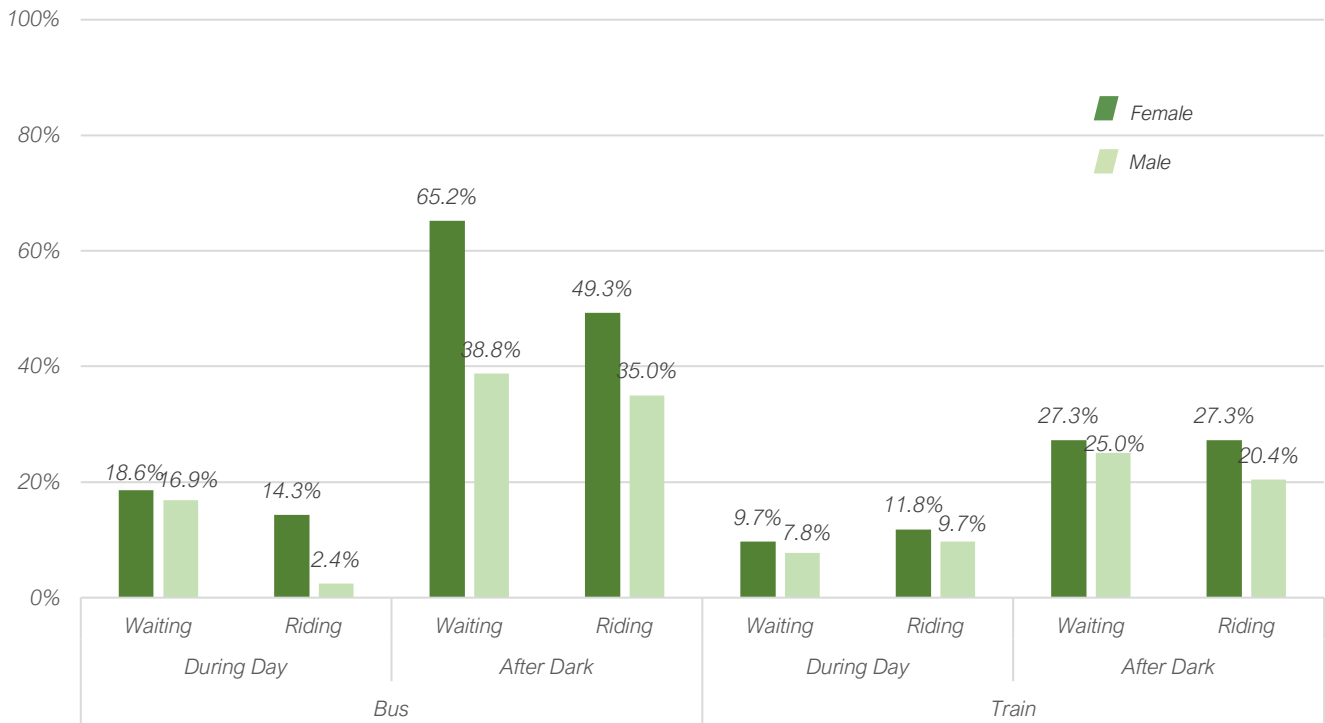


Figure 14. Percentage of respondents feeling unsafe in public transport, by gender.

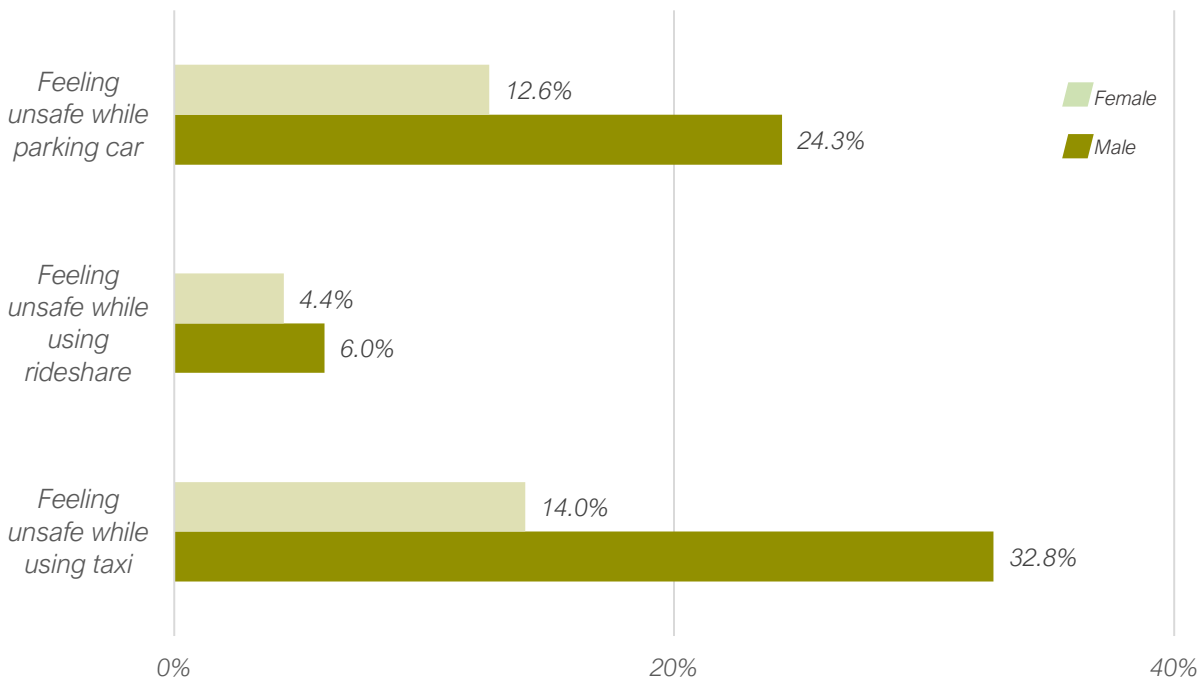


Figure 15. Percentage of respondents feeling unsafe during commute in public transport, by gender.

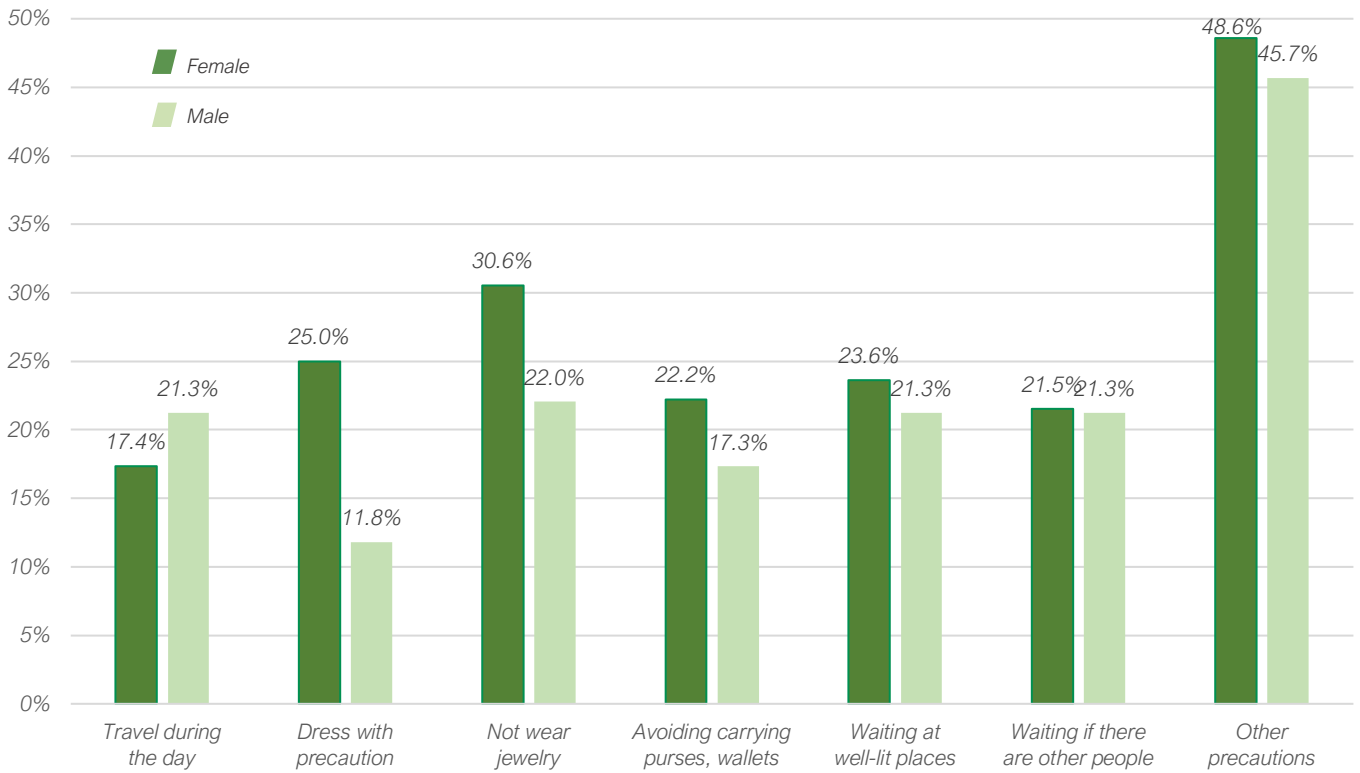


Figure 16. Precautionary behaviors respondents employ when using public buses.

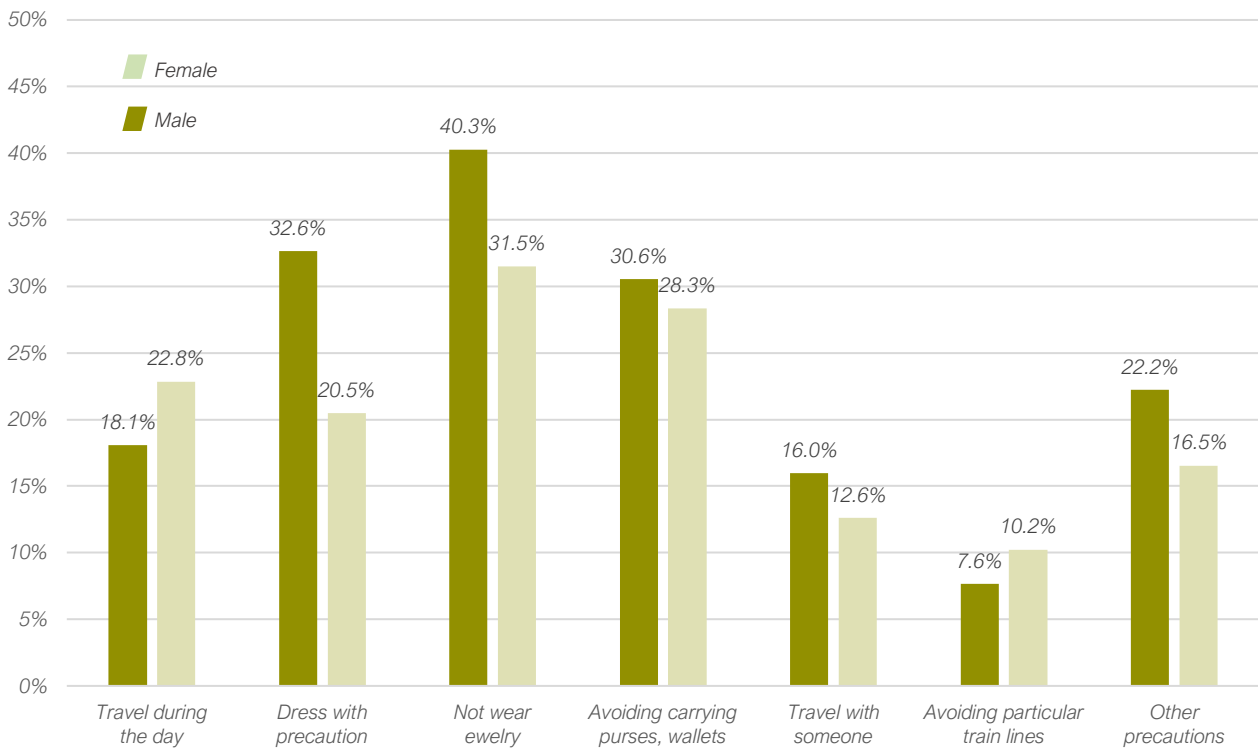


Figure 17. Precautionary behaviors respondents employ when using public trains.

4.4

Safety and transport mode choice

Regardless of the high rates of victimization and fear that these public transport options cause to the students, fear of sexual harassment and

victimization was not the first concern in not taking public transport more often (Figure 18 and 19).

Overcrowded services and unreliable services were of the highest concern to both trains and buses.

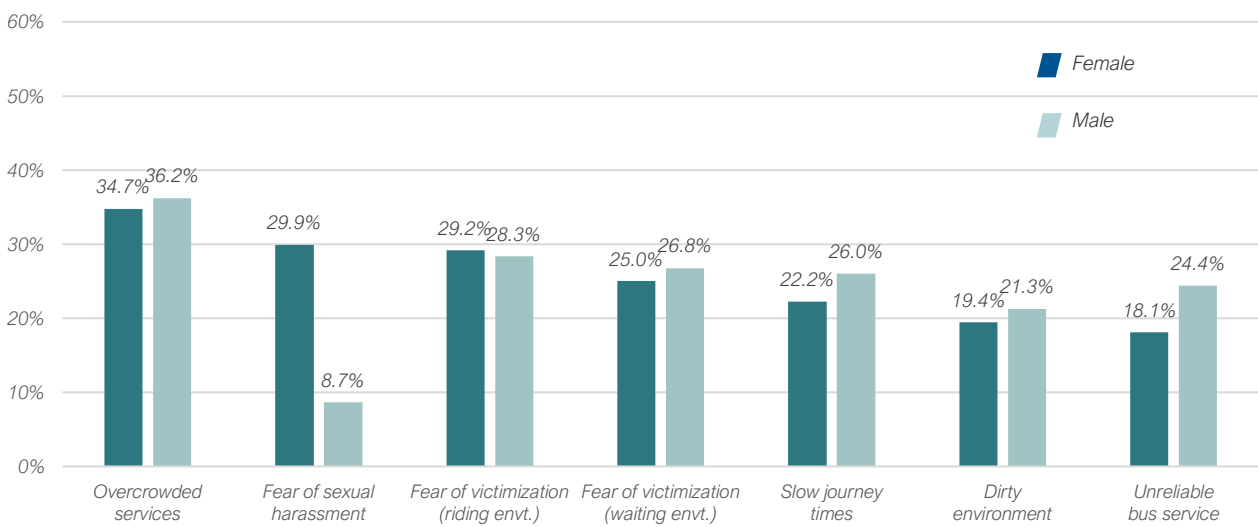


Figure 18. Reasons for not using public buses more often.

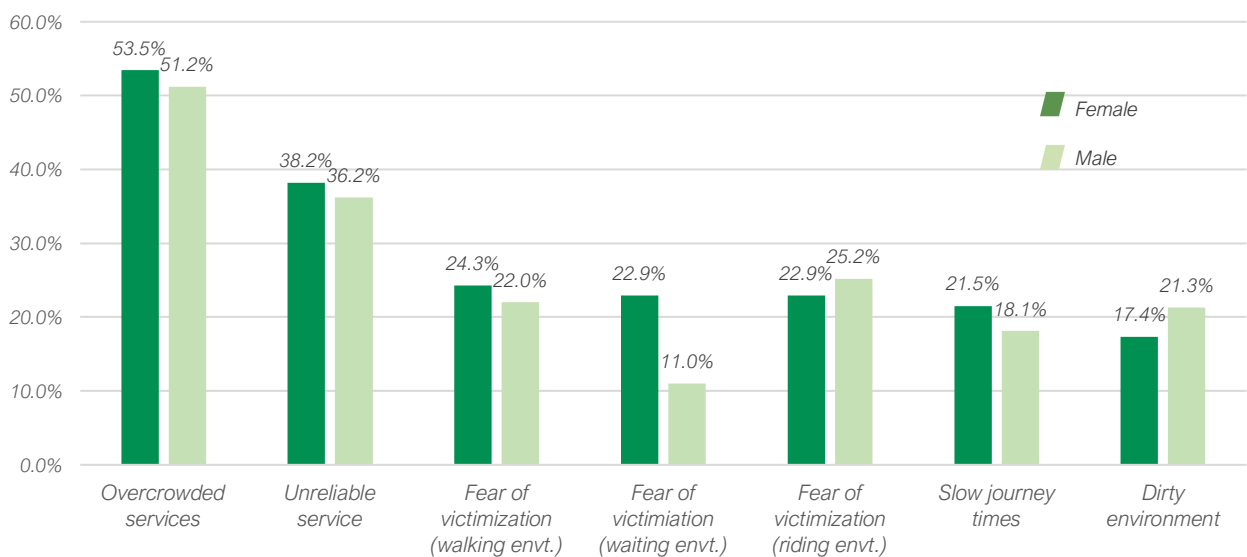


Figure 19. Reasons for not using public trains more often.

4.4

Physical and social concerns and suggestions for improvement

Respondents were also asked suggestions on how to improve the safety of the bus and train transport systems.

On improving the safety of both trains and buses, males and females all rate their top 3 all the same in this particular order: *More Cameras (CCTV) on the bus/inside train cars*, *More Police Patrolling the bus stops/train platforms*, *More Cameras (CCTV) on the bus stops/train platforms*. Under the top 3 choices, about a quarter (24.4%) of respondents requested *more lights at bus stops*, and 17.1% request *more lighting in train platforms*. A quarter (26.3%) of train passengers also requested for *more police officers patrolling train cars*. Tackling the problem of unreliable services, 9.8% of bus riders and 18.04% of train riders cited their need for digital timetables for train and bus arrival times.

About 20.8% of females and 7.9% of males express their need for women-only wagons. Besides the suggestion of women-only wagons, there were no significant differences by gender and sexuality.



Image 5: By Lisanto, Unsplash, 2021,

(<http://unsplash.com/photos/LnrK-yOPmMU>)

5

Discussion and Recommendations

5.1

Summary: Rates of self-reported victimization and fear experienced by tertiary students

The study sought to understand how the everyday lived experience of higher education students differ across genders (male/female/LGBTIQA+) when navigating Metro Manila's public transport environments.

It used a gender lens to clearly understand the nature of commuting and commuter safety in public transport environments.

The study revealed that harassment and victimization of college students in the Philippines remains a persistent challenge 'outside the classroom' (Masilang-Bucoy, 2017) but has not been given enough consideration as a serious problem deserving intervention, particularly in research, design, policy and planning of the built environments (Ceccato and Loukaitou-Sideris, 2020).

The study found that safety and security issues continue to be a major concern for students across the three spatial categorizations of the commuting environment: *Walking* - whether en route; *Waiting* - at bus stop or the train platform; or *Riding* - onboard public transport (Mateo-Babiano et al, 2020).

5.2

Summary: Behavioural influence of gender, sexuality and ethnicity

The study showed that male and female students do not have the same travel experience. While both groups self-reported having experienced harassment and violence, **their experience varied, and were different across the three spatial categorizations.**

As reinforced by this study, female, LGBTIQA+ and male students perceive their travel experience and their transport environments differently. This difference is also revealed in the way students behave in transport environments, and in their travel decisions. For instance, a significant proportion of students (about 5%), particularly female and LGBTIQA+ refrain from using public transport in the evenings. This study revealed that there is strong perception and preference towards adopting 'paternalistic' strategies to solve victimization issues in public transport environments (i.e. CCTV, policing).

Protectionism through surveillance has become the default solution to addressing gendered violence yet evidence in both research and practice show very little effectiveness of such an approach.

Dependence on digital infrastructure to address socio-technical issues should further be investigated as they tend to exacerbate female vulnerabilities and not necessarily address the root cause of the problem.

Focusing on women's empowerment and fostering their equal right to the city through the creation of feminist spaces must be front and centre in the design and planning of safer and more inclusive

transport environments, improving the overall public space experience of women.

From a practical perspective, there is a need to explore examples of gender-sensitive, transit supportive planning, and test their applicability within the Metro Manila context is also called for. While it is presumed that transit-oriented communities could help mitigate both crash and crime risks and assist in achieving safety and security community goals, a transit-oriented design or typology within the context of a global South city is not yet well-understood and therefore needs to be further explored.

5.3

Policy and Planning: Legislations to address victimization and Fear

As early as 2009, the Republic Act 9710 or Magna Carta of Women enacted to eliminate discrimination against women. This law makes gender-specific concerns in an attempt to ensure that gender inequality will not continue to perpetuate in the country. Key initiatives implemented in the country that uphold the principle of gender equity – such as the allocation of seats and train cars to women, children, senior citizens, and persons with disability, among others in the Light Rail Transport (LRT). Airports and seaports are also now providing feeding stations for mothers. But this is not enough.

Examining the policy implication of the Philippines' Anti-Sexual Harassment Law show the lack of acknowledgment of harassment occurring within the transport system. However, this study reinforced what Thomson and Reuter's study results have shown (that Metro Manila ranked 7th worst in terms of women feeling unsafe to travel at night or having experienced being physically or sexually harassed whenever they use public transport).

In the Philippine context, there is a need to create a shared definition of what constitute sexual harassment to improve clarity and a shared

understanding. There is a need to revise and amend the law, to specifically cover the need to safeguard the safety and security of all --- men, LGBTIQA+ and women in transport environments.

Moreover, the implementing rules and regulations of this policy should be reviewed and assessed based on sound data. For instance, reviewing local government units (LGUs) response to this policy in term of governance and implementing structure could provide better understanding on the state of this policy given the availability of some technologies especially in richer LGUs.

5.4

Research: Minding the data gap, understanding whose problem is it, and what are the solutions?

There is a need to systematically collect data as part of a national survey or local census. This will help in better understanding the challenges that women experience in public transport environments, and the overall nature of victimization and harassment across cities (i.e. the proportion of persons victim of physical or sexual harassment, by sex, age, disability status and place of occurrence in the previous 12 months). This will also assist in shaping a better understanding of the difference in their experience. Most importantly, this information can also be used and is crucial in supporting change processes as well as evaluating change.

Based on Sustainable Development Goal #11, there are three data points or indicators that would be useful to collect, to allow comparisons across cities and/or countries. These are:

11.2.1 (Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities),

11.7.1 (Average share of the built-up area of cities that is open space for public use for all, by sex, age and persons with disabilities).

11.7.2 (Proportion of persons victim of physical or sexual harassment, by sex, age, disability status and place of occurrence, in the previous 12 months).

5.7

Design: Shaping inclusive and respectful public transport places

Consider placemaking as an important place activation strategy to rejuvenate ignored and degraded transport environments that often encourage crime and sexual victimization and harassment. Placemaking through cultural curation or tactical urbanism can encourage social interaction, improving our awareness and consciousness as place custodians and encouraging positive place values such as “showing respect” and “sharing spaces” with others.

5.5

To conclude: A ‘Systems Thinking’ approach

The need to tackle gender inequality in transport from an organizational standpoint is fundamental for change to occur.

By improving safety in public transit services will encourage more sustainable, resilient and inclusive transport particularly within university settings and beyond. Moreover, shaping safer cities means that women and girls can move around without the fear of crime, harassment or victimization.

If the aim is to encourage more students to take up public transport, both for their commute and leisure trips, improving and ensuring safety in public transit environments will encourage more sustainable, resilient and inclusive transport for all.



Image 7: By Pixaboy, 2016,

(<https://pixabay.com/photos/metro-manila-1606968/>)

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