

# Recommendations to County Government of Mombasa on How to Reduce Sexual Harassment in Public Transport Spaces



September 2019



Creating a Safe and Professional Transport Industry for You and Your Loved Ones

## Background

These recommendations were developed by Flone Initiative and Mombasa public transport stakeholders during a Stakeholders Workshop that took place on 26<sup>th</sup> September, 2019 at Chamiachi Resort in Nyali. The recommendations were based on the findings of a Baseline Assessment on Gender Mainstreaming and Safety in Public Transport Services in Mombasa that explored the status of public transportation systems in Mombasa with a focus on the Kenya ferry services, the matatu, Tuk Tuk and Boda boda industries.

The main purpose of this assessment was to understand the situation on gender equity, safety and inclusivity in the organization, management and operation of public transport services in Mombasa City, Kenya. It is evident in these report findings that traffic, transport policies and infrastructure have not responded equally to women's and men's mobility needs. The full report is available [here](#).

## Recommendations

- 1. Develop Legal Frameworks Addressing Sexual Harassment in Public Transport:** Legal frameworks that define and address sexual harassment must be developed. Legal frameworks will provide definition, instruction for reporting mechanisms, regulation, and training guidance for driving school and other transport training institutions as it pertains to customer service and professionalism. Sensitization on sexual harassment should be institutionalized as part of the legal frameworks pertaining to public transportation and operation.
- 2. Sensitization on Sexual Harassment in Public Transport:** Sensitization on sexual harassment to the public and all other relevant parties – transport operators, owners, passengers, etc. – will help curb incidences of sexual harassment and encourage the public to report sexual harassment when it's experienced or witnessed. Sensitization materials – stickers, posters, videos, etc. should be required in all PSVs. These materials should clearly communicate what sexual harassment is and how incidences of sexual harassment can be reported.
- 3. Grievance/Reporting Mechanisms:** The legal framework should provide instruction for clear, meaningful and impactful reporting mechanisms. Grievance and reporting mechanisms should be developed in collaboration with public transport operators so as to be effective. Instructions on how to report a grievance should be clearly communicated inside all matatus and other PSVs. These reports must be diligently followed up on and data from these reports collected to fully understand the prevalence and impact of sexual harassment within public transport.
- 4. More Women Working in Public Transport:** Women face many barriers in entering and maintaining a career in public transport and measures can be taken to attract, recruit and retain them. For instance, mentorship programs that pair successful women in transport could encourage other women to join the sector. A gender quota, mandating a certain percentage of women



working in transport jobs should be meaningfully enforced. Employers can attract women workers by implementing family friendly employment policies, professional development, parental leave, and women-friendly equipment and facilities.

5. **Greater Safety Measures in Public Transport:** The issue of producing evidence of sexual harassment is often difficult to overcome. Installation of CCTV cameras would assist in dissuading sexual harassment in PSVs and would also provide some evidence. Other **tech solutions** could also be employed such as providing a barcode that is scannable by passengers that would give information about the SACCO, vehicle and crew. This could also act as a rating system which would hold crews accountable.
6. **Transportation Should be more Accessible and Gender-Sensitive:** Greater consideration for gender-sensitive transport infrastructure (such as sanitary facilities, breast-feeding or changing zones) should be provided for in public transport spaces. These facilities are needed by both workers and commuters. Additionally, improving public transportation infrastructure to be more accessible for people with disabilities – both street and vehicle infrastructure – is desperately needed.

Flone Initiative remains committed to the creation of safe, sustainable and accessible public transportation spaces and invites like-minded NGOs and government agencies to collaborate. This collective approach will elevate the inclusion of the needs of vulnerable group in public transport and urban planning to a new level, with even better prospects for enforcing policies and implementing evidence-based interventions.

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