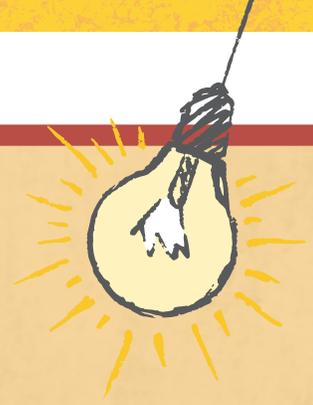


## UNDERSTANDING AND ADDRESSING GENDER-BASED VIOLENCE IN PUBLIC TRANSPORT FOR HIGHLY VULNERABLE GROUPS IN DAR ES SALAAM



### Measuring Gender-Based Violence in Public Transport

#### LOCATION:

Dar es Salaam, Tanzania

#### TARGET GROUP:

Young women (18 - 25 years) who own a mobile phone

#### PROJECT OBJECTIVES:

- 1) Develop a reliable gender-based violence incident reporting mobile application (app) that crowdsources data collection to document the nature and extent of GBV experienced by women at high-risk
- 2) Test behavioral interventions, delivered via push-notifications, to better understand the messages that promote reporting

#### PARTNER:

**The World Bank's Africa Gender Innovation Lab (GIL)** conducts impact evaluations of development interventions and leads policy research to generate evidence on how to close gender gaps in earnings, productivity, assets, and agency. With these findings, GIL equips project teams and policymakers to design innovative and scalable interventions to address gender inequality. For more information, visit the GIL website: <http://www.worldbank.org/africa/gil>.



Dar es Salaam's New Bus Transit System

### Context

Qualitative<sup>1</sup> and quantitative<sup>2</sup> data suggests that there is a high prevalence of gender-based violence (GBV), including physical, sexual, and verbal harassment, in public transport and public spaces in Dar es Salaam, Tanzania. The World Health Organization multi-country survey found that approximately 1 in every 5 women between the ages of 15 and 49 years in Dar es Salaam have experienced physical violence from a non-partner in their lifetime.<sup>3</sup> In-depth interviews with female commuters and key stakeholders in the city suggest that women frequently experience various forms of verbal and non-verbal GBV in public transportation in the form of groping, cat calls, inappropriate comments, assault, and rape.<sup>2</sup> A survey of Dar es Salaam female commuters show 59% experienced some form of GBV while traveling at least once in the past six months. GBV incidents are most common among younger women with over 77% of affected women being between 18 and 25 years old while the rate is 55% for older women.<sup>4</sup>

<sup>1</sup> Interviews and focus groups conducted in 2017 by the team.

<sup>2</sup> <https://femmesetvilles.org/downloadable/learningfromwomen.pdf>

<sup>3</sup> "WHO Multi-country Study on Women's Health and Domestic Violence against Women." WHO. 2005.

<sup>4</sup> Statistics are based on a sample of 207 women from the Dar es Salaam BRT Impact Evaluation Endline Survey conducted in 2019. A mean test between women aged 18–25 years and the rest of women show the difference is significantly different from zero.

GBV is highly underreported and distinctively stigmatized. It also poses a unique risk to women in terms of its high frequency, low detection rates, large variation in types, and high social tolerance. In 2017, only 173 cases of sexual harassment were recorded by the police in Dar es Salaam, this is less than 1 case of sexual assault for every 100 women.<sup>5</sup> There is no systematic reporting system and the available official data makes no distinction between intimate partner violence, non-partner violence, and street harassment. Despite an increase in police gender desks in Dar es Salaam, the barriers to reporting prevail with the police gender desks being used mainly to report violent crimes.<sup>6</sup> Low reporting rates are further reinforced by the high stigma associated with GBV acts where they are categorized as shameful attacks by the police (*shambulio la aibu* in Swahili).

## Data Collection and Impact Evaluation

The first step to addressing GBV in public transport is to measure it. We aim to do this by building an accessible GBV data collection measurement system. We will develop a GBV incident reporting mobile application (app) to measure the incidents of violence and harassment experienced and witnessed by users during their daily commute around the city. The app will be used to measure women's perceived safety as well as objective measures of experienced harassment and sexual violence, including the whole spectrum of verbal and non-verbal violence faced by women during their daily commute. The app will also record users' geo-spatial location at the time of reporting and the mode of transport being used.

The project aims to not only build a database of GBV in public transport but also test the validity and scalability of this app-based measurement method. For this we will launch the app with two groups of commuters: paid and trained and unpaid individuals to compare the reporting patterns and GBV prevalence estimations between the two groups. We will also use behavioral nudges to test what messaging can be used to increase app usage and reporting of GBV in the app. Behavioral nudges will come in the form of push-notification messages with one of the following contents: (1) reminders to use the app, (2) positive mental health messages that boosts women's

<sup>5</sup>Tanzania Police Department–Gender Desk.

<sup>6</sup>NPR story about gender-desks in Tanzania, last accessed on April 9, 2020 : <https://www.npr.org/sections/goatsandsoda/2018/08/15/638872938/how-to-get-women-to-trust-the-police-gender-desks>

self-efficacy, self-confidence and grit, and (3) messages that suggest how their reporting helps build a reporting system, or potentially a more emotion-based messaging that focuses on the social norms and larger benefits of reporting for the safety of all women. These nudges will be tested among the group of unpaid individuals to better understand the factors affecting reporting of GBV by women.

Based on the data collected, the study will assess the impact on GBV in public spaces on women's physical mobility i.e. route choice, mode choice, hours of travel and economic mobility including labor force participation, occupation choice, and wages. This analysis will be conducted using the data from the app and female ridership data from the household survey conducted as part of the Dar es Salaam Bus Rapid Transit System IE led by the World Bank.

## Policy Relevance

This IE will help close an existing knowledge gap on the prevalence of GBV in public transportation in Dar es Salaam, one of the fastest growing cities in Africa and the world, while also providing a tool to evaluate future policies to address the problem of GBV. By providing an estimation and characterization of the prevalence rate of GBV in public transport, the study will be amongst the first of its kind in the country and the region. The study will provide the Dar Rapid Transit Agency, the Government of Tanzania, the Tanzanian Police amongst others, the evidence to better design their gender policies and conduct a more informed cost-benefit analysis. It will also generate valuable lessons for other countries that lack reliable systems to collect this type of data. In Tanzania, the app builds on the existing efforts by USAID under the '*Bereshha Habari*' program that include messaging to increase reporting.

As other Sub-Saharan countries invest in mass modern public transportation, assessing and tackling GBV at conception is a cost-effective way of making transport safer and more accessible for women in the long-term. This study will provide the tools required to monitor the prevalence of GBV in public transportation in other urban settings and consequently, the ability to assess the impact of different strategies and approaches to address GBV in public transportation.

For more information on ieConnect, email [dimetransport@worldbank.org](mailto:dimetransport@worldbank.org) or visit [www.worldbank.org/en/research/dime/brief/transport](http://www.worldbank.org/en/research/dime/brief/transport). This project is in collaboration with the World Bank's Africa Gender Innovation Lab (GIL). For more information, visit <http://www.worldbank.org/africa/gil>.



ieConnect has over 30 ongoing impact evaluations across 19 different countries. The IEs focus on urban mobility, transport corridors, road safety, and rural roads sectors with thematic emphasis on gender, female economic empowerment, and fragile situations. From the ieConnect program we will learn how to improve the availability and quality of data that can be used for measuring the impact of transport projects and generate evidence that can be used to improve decision making for transport investments in the long-term. The ieConnect for Impact program is a collaboration between the World Bank's DIME group and the Transport Global Practice. This program has been funded with UK aid from the UK government.