INTRODUCTION

Marike Keller, Policy Development and Advocacy Specialist at Sonke Gender Justice, welcomed the participants and provided an overview of the necessity for a symposium bringing stakeholders from the transport and human rights sectors together.

Public transport is an essential part of everyday life for many South Africans. According to a 2013 National Household Travel Survey, nearly 40% of workers used public transport as their main mode of travel to work – the total number of public transport trips per weekday to go to work is estimated at 5.4 million, with 68% of these being public transport trips made by taxi, 20% by bus, and 13% by train.

What does the law say?

Although the Constitution does not make explicit reference to the right to transport, access to safe public transport is intrinsically linked to the right to freedom and security of the person, and the right to freedom of movement. The National Land Transport Act also specifically provides for the safety of passengers. As will be discussed today, access to safe public transport is essential for women, particularly those who reside in under-resourced communities, to access economic opportunities without discrimination, as provided for in section 8 of PEPUDA (Promotion of Equality and Prevention of Unfair Discrimination Act).

The state is thus obligated to enact and enforce laws to prohibit all forms of violence against women, regardless of whether that violence occurs in private or public. However, in South Africa, women and girls continue to be excluded from exercising their rights to equality, movement and accessing economic opportunities due to the lack of safety common to the country’s public transport system.

Women’s safety and mobility

Women spend significantly more time than men performing caring work. Much of care work in South Africa depends on public transportation, and research shows that a greater number of women make multiple-stop trips when traveling between their homes and workplaces. Yet, public transportation has been described as “an institution through which hegemonic masculinity is maintained”, where women are at greater risk of violence, sexual harassment, and sexual assault;
thus making safety a major concern for women when making a choice on public transportation options. This often impacts on women’s willingness to travel, which has the potential to lead to their economic detriment, and has been shown to increase women’s anxieties and feeling of safety in public spaces.

The main dangers women face in public transportation range from forms such as catcalling, unwanted attention, inappropriate physical contact, aggressive advances from strangers, and a range of other invasive sexualised behaviours. Unlike men in public, women are presumed to be “open persons”, making them available for unsolicited interaction, which often results in harassment that includes verbal harassment, visual harassment, and physical forms such as men exposing themselves, groping or other forms of touching. Many women and children thus feel a sense of insecurity when accessing public transport both during the day and at night.

**Purpose of the dialogue**

There is an increasing interest by NGOs, researchers and other stakeholders to address the pressing issue of GBV on public transport. As such, Sonke is hosting this stakeholder dialogue, to bring together academics, government officials, Chapter 9 institutions, and other organisations working on issues of gender, GBV and public transport with the purpose of:

1. Assessing the current situation on the safety of women and children in South Africa’s public transport system, with a focus on trains and minibus taxis;
2. Mapping current research, policy and advocacy activities on public transport, gender and safety, including lessons learnt; and
3. Developing an advocacy action plan on creating safer public transport.

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**PANEL DISCUSSION 1**

**Bronwyn Pithey (WLC)**

**Introduction**

The issue of transport, especially train transport, is of special importance. Bronwyn stated that her presentation will focus on the ‘women on trains’ safety case that WLC has been involved in, from a legal perceptive, and that Dineo (representing #UniteBehind) will address the lived experience aspect of the case in her presentation.

As a background, the Women’s Legal Centre (WLC) is an African feminist legal centre that advances women’s rights and equality, with a vision of women in South Africa who enjoy equal and substantive access to their rights. The WLC seeks to achieve this vision through action in support of women’s rights using tools such as litigation, advocacy, education, advice, and training. WLC has several programmes, including:

- housing, land and property rights
• being free from violence
• recognition of the right to choose one’s profession and to just condition of work
• sexual and reproductive health and rights
These are broad focus areas, but there is intersectionality between these programmes; which means that WLC does not work in silos. Individuals come with a lot of different identities, which intersect (for example, the ‘women on trains’ case falls within the Being Free From Violence unit as well as the Right to Work unit).

The key issues involved in the ‘women on trains’ case include: (a) women’s rights to be safe and secure while making use of the public transport rail commuter service provided by PRASA and Metrorail, and (b) the failure of state institutions in fulfilling the Constitutional rights of women.

Background to the case

#UniteBehind started a #FixOurTrains campaign, and one of their strategies is potential litigation - which is where WLC’s role lies.

The ‘women on trains’ safety case has its roots in 2005, in the landmark Metrorail case (Rail Commuters Action Group and Others v Transnet Ltd T/A Metrorail and Others 2005 (2) SA 359 (CC)), where the court held that Metrorail and the then Commuter Corporation (now PRASA) bear a positive obligation arising from the provision of the South African Transport Services Act, read with the provisions of the Constitution, to ensure that reasonable measures are put in place to provide for the safety and security of rail commuters from crime when they provide rail commuter services.

- Basic facts of the case: a man’s son was seriously assaulted on a train, and died as a result of his injuries. The father decided to sue PRASA, to hold them accountable for his son’s ultimate death. The case went all the way up to the Constitutional Court (Justice Kate O’Regan giving the majority judgment). The reason for this litigation was the lack of safety on trains due to crime. PRASA was focusing on safety with regards to infrastructure, so this was a novel issue and landmark case.
- This was a women and victim focused judgment, which spurred a lot of attention on the issue of safety on trains.

After this case, in 2006, the Rail Commuters Action Group took PRASA to court claiming that they had failed to give effect to the 2005 Constitutional Court judgment, and sought declaratory orders that Transnet (PRASA) had breached their obligations to take reasonable steps to provide for and ensure the safety and security of rail commuters whilst they are making use of rail transport services. The case was settled out of court - Transnet was aware that not only was it responsible for the safety and security of commuters, but that it had in the past and at the time of the Settlement Agreement lacked sufficient strategies in respect of commuter safety and security. There was also an agreement, in addition to the creation of an advisory committee (PRASA, civil society) to develop reasonable measures. However, this has not been done to date.

- The applicants were either parents, partners or children of people who had been killed or injured as a result of criminal attacks. The court ruling was in the context of passengers’ constitutional right to be free from all forms of violence
Lack of safety on trains

The lack of safety experienced by passengers on trains manifests broadly from two sources: (1) infrastructure and (2) inter-personal violence (also referred to as contact crime, or crime against commuters). Over the years, there have been several plans - yet there is nothing that addresses safety from crime. PRASA still focuses on lack of safety due to infrastructure, which are important, but the people who are so vulnerable to crime on the trains are not being given specific attention. Even though the issues of infrastructure and contact crimes are interlinked and inter-dependent, it is notable that even if the trains were working perfectly, women would still be vulnerable to violence on the trains. Therefore the focus should be on personal or contact crime.

Crime affects everyone - men, women and children. However, women are exposed to crimes specifically directed at them because they are women, thus they are often more vulnerable than men. Women have that extra layer of lack of safety - they experience general crime as well as women-specific dangers. These include: systemically subjected to being sexually harassed, sexually violated, assaulted, threatened, and robbed. PRASA therefore has a heightened obligation to put measures in place to protect women from crime which offends against their fundamental constitutional right to be free from violence.

Reasonable measures

Reasonable measures to address crime against commuters, especially women, should be implemented by PRASA (as ordered by the Constitutional Court in 2005). Essentially, a reasonable measure would be the development and implementation of a plan. Other measures include: CCTV’s; Platform marshals; Lighting on trains and platforms; Security guards on trains and stations; Reporting mechanisms; Doors and windows that close; PA announcements; and Women’s only carriages.
- Women say that they actually want to see a security person on the train, which acts as a deterrent and an actual safety measure.
- Women Only Carriages (WOC) has become a media frenzy - it looks good on paper, but if they are implemented without a plan it will be a disaster. They can work and do work, but within a particular context and with a lot of planning.

Plans

PRASA has the responsibility to develop plans specifically to address crimes against commuters, including plans focused on vulnerable groups such as women. However, PRASA’s plans over the last 9 years have failed to address safety and security issues that women experience on trains -
- Plans that make sporadic and cursory mention of crime in no way address the specific needs of women to ensure that their safety needs are catered for
- PRASA’s plans are largely silent and therefore inadequate in addressing crimes against commuters in general, and women in particular
- PRASA’s plans are largely unchanged for years, despite clear indications that these plans are ineffective

Some of PRASA’s plans include:
- Annual Plans and Reports
• Security Turnaround Operational Plan (STOP) 2016/2017: Purports meet requirements of 2005 CC judgment, but does not. There is nothing in there about crime against people, other than providing security (and about 80% of security guards employed by PRASA are not accredited, so cannot really protect anyone). So there is again a focus on asset-related crime, and the plan essentially ignores the needs of passengers.

• Operational Security Instruction 001/2018

• MOU’s with SAPS, City of Cape Town: these have not actually materialised.

• MOU between PRASA, WC province, City of Cape Town: this MOU was recently launched and applauded, but no one has seen a copy of it yet and the details are not clear.

Unless PRASA comes to the table with a solid plan, litigation may be the only way forward.

Conclusion

The current state of affairs in respect of the rail service is patently unconstitutional. The Constitution enshrines the rights to dignity and equality and the right to be free from violence from either public or private sources. The Constitution also states that all have the right not to be treated in a cruel, inhuman and degrading way. Currently, there is a gross disregard of these rights while making use of the trains.

PRASA has failed in its constitutional, legislative and judicially recognised duty to provide reasonable measures to ensure the safety of passengers.

Dineo Mogotsi (#UniteBehind)

#UniteBehind is a civil society coalition, constituting of more than 20 organisations, including: Centre for Environmental Rights, Womens Legal Centre, Social Justice Coalition, Ndifuna Ukwazi, Right2Know, Women and Democracy Initiative. These organisations are mainly based in the Western Cape, but operate throughout the country. #UniteBehind’s mission is to build a just and equal society where all people share in the country’s wealth, participate in the decisions that affect their lives, and where the environment is sustainably protected for future generations.

#FixOurTrain Campaign

The Campaign is concerned with lobbying PRASA to ensure they provide safe, efficient and reliable trains for commuters. Poor and working class people are the most affected by the everyday dysfunctional train system, which has caused loss of productive time, jobs and lives.
Commuters’ constitutional rights such as a right to life, right to freedom from all forms of violence from private sources, right to human dignity, right to freedom of movement and property are affected because of the dysfunctional train system which does not prioritise the safety of commuters.

Train delays cause overcrowding which has led to injuries and/or loss of lives because of fighting to get into the train to work, school or home on time. This desperation to get into trains has also led to people running across the tracks, hanging out the doors and windows, between carriages or riding on the roof.

People are constantly robbed and some have lost their lives. Women and children are most vulnerable especially when there are delays and they have to walk home in darkness. For example, Dineo spoke about her experience of being on the train at night, and at a stop a woman took out a tazer before she left the train to go home.

Safety and Security Campaign

Women and children are among the most marginalised and vulnerable groups in society. PRASA has failed to provide for the safety and security of women in relation to crimes committed against them while commuting on trains. Furthermore, there are no provisions to protect women from crime committed against them while on trains.

The Campaign advocates for women and children only carriages – if trains are safe for women and children, they will be safe for everyone.

#UniteBehind’s demands

#UniteBehind demands that PRASA’s safety plan makes provision for the following:

1. Recognition of crime against commuters, especially women and children;
2. Recognition of the need to address crime against commuters with expediency;
3. Formulate, make public and implement a plan to address crime against women commuters;
4. Safety measures to address crime against commuters, especially women commuters;
5. Installation of CCTV Systems;
6. Lighting, inside and out of trains and stations;
7. Visible, qualified security guards at stations and on trains;
8. Clear and working Doors and Windows;
9. Provisions for alternative transport during delays or cancellations;
10. Display and subsidize costs for alternative transport;
11. Women and children ONLY carriages;
12. Develop and make public plans to address security due to overcrowding because of insufficient trains;
13. Plans to improve early warning systems for train delays.

Conclusion

#UniteBehind and the Women’s Legal Centre have a case against PRASA to compel them to make trains safe for women and children, though the case has not yet been launched. PRASA and #UniteBehind are currently in the process of drafting an MOU, to ensure that #UniteBehind’s demands are taken into account. The case is paused, and may be used in the future if necessary.

6
Commissioner Mgoqi (Commission for Gender Equality)

Background

The Commission for Gender Equality (CGE) is an independent statutory body created under Chapter 9 of the Constitution of the Republic of South Africa 1996. Their mandate is to promote and protect gender equality in organs of state at any level; statutory bodies and functionaries; public bodies and authorities and private businesses, enterprises and institutions. Their functions and powers include: engagement with civil society, like-minded institutions, public and private sector in programmes that advance our mandate; resolution of gender related complaints; evaluating Bills before Parliament in order to submit a gender-focused perspective; creating and disseminating information on the gender equality; and conducting research to inform our work and policies.

In light of this, the CGE could call PRASA and ask what they are doing to address gender equality, by holding public hearings. Furthermore, they could work together with the WLC to hold PRASA accountable.

Public transport and GBV

Previous and ongoing investigations on gender transformation in the private and public sector, the legal profession, universities and male-dominated fields such as mining has revealed the following:

1. Unsafe public transport has a direct link –
   a) Women seeking and accepting certain jobs;
   b) Women assuming more responsibility, thus curbing promotion prospects;
   c) Further studies and training; and
   d) Non-enjoyment of the basic right such as freedom of movement.

2. The interrelated nature of the cost of transportation and the level of safety –
   A. The lower the cost, the higher the risk of being a victim of crime whilst commuting;
   B. According to a report by the World Economic Forum, South African women earn 27% lower than their male counterparts.

3. The provision of transport and the responsibility for safety –
   • Employers, to large extent, are not obliged to provide transportation for staff. The laudable Sectoral Determination for the Wholesale and Retail Sector can be extended and its implementation monitored better;
   • Dysfunctionality at PRASA, the unaccountable minibus taxi industry and the high cost of municipal-run bus service.
Issues needing urgent attention in the province:
1. PRASA
2. Violence in the minibus taxi industry
3. Provision of public transport where market forces have failed
4. Integrated service delivery between safety and transportation portfolios; and
5. Provincial initiatives where national lags.

Conclusion

The role of the CGE is to be a catalytic organisation and they have adopted a new 5-Year Strategic Plan that focuses on advancing our mandate through the following:

A. Formalized partnerships and collaborations as well as the use of powers expanded from the CGE Act, the Constitution and new developments in jurisprudence (the courts are beginning to be quite robust in their approach to human dignity).

B. Collaboration with multiple stakeholders with complementary capabilities to leverage the effectiveness in delivery of services: they rely on members of the public to alert them to the hotspots of gender inequality.

C. Heightened and focused awareness, training and education regarding the mandate of the CGE to the broader South African public, including stakeholders in the decision-making areas: Patriarchal attitudes must change, especially amongst boys and men.

D. Stimulating the stakeholders to revive the function of the National Gender Machinery and the National Strategy on Gender-Based Violence to improve integration and coherence of approach.

Ultimately, no man should be left behind in their change of attitudes towards women and girls.

Note: In March at CSW, a powerful model was shared from Ethiopia: Women Development Groups (WDG). These structures are being used across the country to empower women. The main aim of the WDG is enabling women to play an active role in tackling their socio-economic problems and make contributions in the development of the country. Basically young women form groups/cooperatives in order to pressure government to advance land rights for women (though this can be extended to other areas). Currently, there are close to half a million WDG nationally. Reports show that, these structures have been instrumental in the implementation of government policies and strategies, thereby promoting the rights of women in the social, economic and political arenas.

PARTICIPANT ENGAGEMENT: PANEL 1

**QUESTION 1:** the representative from the Department of Community Safety stated that one of the Department’s responsibilities is dealing with complaints against SAPS; the Department exists for civilian oversight over the police. In dealing with the issue of rail safety, we must consider the decline of resources of SAPS. In 1986, the old South African Railway and Harbour Police’s function for safety was integrated into the South African Police (now SAPS). In the 2005 CC case, the judge recognized the functions of the police in relation to rail safety. The police are currently a small part of these discussions, but they should actually be an integral part. SAPS has the primary responsibility for safety of commuters on trains and at stations (as inherited from SA Railway Police), and PRASA has
a secondary function. So we must ask: although there is a function for PRASA, we must consider what is the responsibility of SAPS?

**RESPONSE 1:** Bronwyn (WLC) responded that the 2005 litigation included PRASA and SAPS, and the court did consider who held the bottom line responsibility. The court said that at the end of the day, the prime responsibility rests with PRASA - even though the police have a specialised role to play. For example, SAPS has a specialised rail unit, but they have been absent.

**QUESTION 2:** the representative from LHR stated their position on Women Only Carriages (WOC) - “sex segregation train cars are an apartheid-style idea, which treats the symptoms but not the cause”. How do these women only carriages work? What percentage of the carriages will be decided as women-only? Also, WOCs do not account for gender non-binary persons, who are also seriously vulnerable.

**RESPONSE 2:** Bronwyn (WLC) responded that WOCs is a deeply complex issue, and therefore we cannot implement them without deep consideration and context and planning. WLC doesn’t advocate for WOC as a first step; there needs to be a plan. However, it is something that many women want. It is about protection and safety, with immediate effects. We should not have a knee-jerk reaction and say it’s segregation. All the other issues surrounding it are relevant, but we need intervention now, and in reality men are the ones perpetrating violence against women. Issues around gender identity need to be developed, and integrated into the plan (i.e. so that people identifying as women will be accepted on WOC). Bronwyn suggested that participants look at WOC in India, which is an important example.

**QUESTION 3:** The representative from SATAWU questioned whether in a society that is already divided, are we not focusing on just brushing issues on the surface? Why don’t we focus on the core issue at hand: the level of poverty. Millions of people take trains, and go to certain jobs, because of poverty. Furthermore, we should make the statement that men and women should be able to sit together and respect one another - “my 10 year old son should not think that he is different from a 10 year old girl”. We should focus on fixing the deeper crisis, and fight the government for sustainable jobs and land (so that we don’t have to travel far distances).

**RESPONSE 3.1:** Commissioner Mgoqi (CGE) responded that there isn’t a silver bullet that can be used to deal with these issues; we need a multi-pronged approach. Research shows that economically empowered women do not easily become victims, therefore it is crucial to empower women. The CGE, in relation to land, supported the One Women One Hectare Campaign to promote gender equality (though the government changed it to One Household One Hectare, which changed it in favour of men). Last week there was a summit on farm killings and stock theft, and all the famers there were white males, and it was about promoting safety and safety; this is an important issue, but it was a minor issue within a major issue (i.e. the landlessness of many people within SA).

**RESPONSE 3.2:** Dineo (#UniteBehind) stated that socio-economic issues are broad, and inequality is real in South Africa. But we cannot ignore the issues that people are facing today (i.e. women are going to use taxis and trains and women will be vulnerable). WOC are a now-solution, within the broader perspective.
Nonhlanhla Skosana (Sonke Gender Justice)

Nonhlanhla began her presentation by playing Sonke’s Safe Ride video, which can be accessed here: http://genderjustice.org.za/video/safe-ride-video-aims-get-men-involved-preventing-sexual-assault/

The objective of the Safe Ride Campaign is to engage the South African taxi industry – associations, owners and drivers – as well as key government departments in a campaign to promote respectful and non-violent behaviour towards customers, prevent gender-based violence – particularly any manifestations of sexual violence – and promote gender equality and safety of women and children within the taxi industry.

Women were coming to Sonke saying they had been raped by taxi owners, and didn’t know where to go, and that they didn’t want to go to the police (who are often friends with or bribed by taxi owners). So Sonke formed a partnership with the South African National Taxi Council (SANTACO). The President of SANTACO championed the campaign, which in itself contributed a lot to the success of the campaign. SANTACO provided Sonke with access to the taxi ranks, which is invaluable.

The other partners of the Campaign include:
- Commuters (who tell Sonke their needs)
- Department of Transport (however the Minister has now changed, and Sonke will need to engage with the new one and hopefully have a positive response)
- Department of Health
- Thuthuzela Care Centres (they provide services to the victims, and they educate the taxi drivers on how to assist victims)
- Civil society organisations (these are the people who can access the spaces easily)
- Media (Sonke is focusing on community radio stations; and developing a drama that will be used by the taxi drivers in their taxis which will engage commuters)

There are also Induna’s (men in charge of the taxi ranks) who are keen to be involved, which has been a positive and surprising partnership.

Activities of the campaign include:
- Dialogues (Sonke has seen that there are taxi drivers who are keen to be part of the campaign and commit themselves to engage their peers on GBV prevention within the taxi industry);
- IEC (Sonke goes to taxi tanks with materials and talk to them);
- Taxi rank activation; and
- Taxi rank action teams (including taxi drivers and queue marshals who commit to be peer educators in these spaces)

Sonke is also looking at making the taxi offices safer, so that women late at night can sleep there and be safe.
The target audience of the campaign:
- Public transport industry transports 15 million per day (mostly women and children)
- 160 000 operators
- 560 000 drivers (mostly men)
- 680 000 rank managers and queue marshals

Matokgo Makutoane (Soul City)

Soul City is known as health and communications organisation, but they revisioned in about 2016 to a social justice organisation, dealing with issues of young men and girls and the communities they live in. When there was a spate of taxi rapes that happened in Joburg and Soweto in March-April 2017, Soul City took it up as their cause and developed the “safe taxis now” campaign.

The goal of the campaign is to create a safe public transport system for women, and highlight the challenges they face daily while commuting in public transport.

The objectives of the “safe taxis now” campaign include:
- Develop a National Safe Taxis Charter
- Begin the process of lobbying for regulation of the Taxi Industry
- Accountability from Police and Criminal Justice system
- Raising awareness and mobilising support for the campaign.
- Promote the use of Thuthuzela Care Centres so women know where to go when they have been sexually violated.

Campaign Activities:

1. **Community dialogues**: The dialogue was held on the 13th May 2017 in Soweto, in partnership with the Soweto Women’s Forum. Among the organisations represented was Action Aid, Activista, 1in9, and other grass roots organisations. The dialogue began the process of identifying how to develop the National Safe Taxis Charter, and contributions towards the Charter started. The dialogue culminated with a silent protest on a busy intersection in Soweto.
2. **National Safe Taxis Charter**: the process to gather more submissions for the Charter was done through Amandla.mobi - over 2000 people signed the Safe Taxis Now petition. Thereafter the submissions were categorised as follows: safety and security; technology; recruitment and driver development; accountability and awareness; regulation and law enforcement.
3. **Panel discussion**: the panel discussion was held on the 4th May 2017 and had panelists from the following organisations: Sonke Gender Justice, South African National Taxi Alliance, Soweto Women’s Forum and the Gauteng Department of Community Safety.
4. **Stakeholder engagements**: More stakeholder engagements were held on 7th June 2017. The purpose was to mobilise support for the campaign. The following stakeholders were part of the...
session: SAPS, National Taxi Alliance, Gauteng Department of Roads and Transport, Sonke Gender Justice, Action Aid, City of Johannesburg, Commission for Gender Equality and the Human Rights Commission.

5. **Self-defense classes**: women voiced that they want to be able to get away safely when they are in danger. Therefore Soul City held self-defense classes, in Soweto and at Wits University.

6. **Night vigil**: the night vigil was held on the 8th June at the Booyens Police station to protest against poor treatment of rape victims. Thereafter, Soul City were promised that there would be a report from Dept of Community Safety about what happened to the women, yet it was currently with IPID and would be released soon. But the released report stated that the women said they were happy with the service they received, and yet Soul City knows this isn’t the case.

7. **Women’s march**: held a march from Bara Taxi Rank to Maponya Mall on 24 June 2017

8. **Imbawula**: this is a story telling session that was held on the 15th June 2017 in Alexander Township Johannesburg. The story tellers were: a female activist against GBV, Major General from the SAPS and a Taxi owner.

9. **Advertising, PSAs, community radio stations, taxi boards.**

*Social media:*

- Soul City had a lot of social media activities to help raise awareness and create engagement especially on Twitter through live tweeting at our #SafeTaxisNow events and by sharing original content
- They used Soul City, Rise Talk Show and Rise Young Women’s Clubs to reach a wider audience but the Soul City Institute social media pages were the main drivers for this campaign
- The hidden camera videos sparked conversation and also received a lot of views but also a lot of defense from men and women who didn’t perceive what they watched as harassment.
- Through all their Facebook accounts, they managed to reach 724 454 people (men and women. 39 755 people engaged with our content and we had a total video views of 81 222).
- Their #SafeTaxisNow hashtag reached 1 598 374 people. This is the sum of all users mentioning their brand + the sum of those users’ followers.

*Relevant legislation:*

- South African Constitution, specifically the Bill of Rights: the right to freedom and security of the person, and the right to be free from all forms of violence from either public or private sources.
- NDP 203: Includes a section on the safety of women, children and the youth. Local government should report on environmental designs aimed at addressing the safety of women, children and other vulnerable groups, have a safety budget/annual plan regarding this.

*Advocacy and next steps:*

1. Collaborate with other civil society stakeholders and mobilise support for the National Safe Taxis charter.
2. Advocate for the adoption of the charter by Taxi Associations and government.
3. Initiate process of lobbying for the regulation of the Taxi Industry
4. Ongoing mobilisation of support for the campaign’s objectives from different sectors
5. Safeti-pin Womanity award: Safeti-Pin is an app, based in India, which looks at safety in cities for women - it does an audit of a city, and some work with Uber - this data gets shared with
organisations on how to make the city safer for women. Soul City has received this award, and will be taking the campaign/app forward.

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**Duduzekile Nkwanyana (South African National Taxi Council)**

*Background*

The Taxi Industry is essential to reduce poverty and build prosperity. It provides access to jobs, education and health care and is a key driver for growth. Although it is crucial to reduce poverty, boosting prosperity and achieving the country’s goals, it is also at the heart of critical development challenges, including:

- Violence
- Inequality
- Leadership skills
- Business skills
- Barriers of participation of women: the taxi industry is a male dominated sector from inception, it was tailor made for men, and the space isn’t conducive for women. This hasn’t been rectified, because men are concentrating on their own interests. The women come into the space, but they cannot fully participate.

**SANTACO Women’s Desk**

In 2006 SANTACO took a resolution to form a Women’s Desk within SANTACO in order to address the issues of inequalities of the past in the Taxi Industry, and it was finally established in 2016. Essentially the Women’s Desk was created as a platform for women to participate and contribute to the sustainability and growth of the taxi industry.

They are working on: (a) empowering women on leadership skills; (b) empowering women on patriarchy issues; (c) taxi business management and policies of the taxi industry; and (d) gender balance in the industry.

*Key issues identified in relation to gender and GBV*

- Patriarchy places a major role in hindering the economic prosperity of women
- By imposing masculinity and femininity stereotypes, patriarchy strengthens the pervasive power relations between men and women within the industry (i.e. female operators still give deference to men)
- Interference of a man in a woman’s space
- Power struggle on leadership structures (abuse of power)
- Not recognising the constitution of the organisation
- No conflict management strategy/system in place
- Lack of policy documents
Challenges and enables of violence on public transport

- Management of the taxi association (Policy Structure v/s Business structure)
- Lack of Leadership skills (Leadership v/s Dictatorship)
- Lack of Management skills (Natural leader v/s Made Leaders)
- Anarchy/ not recognising the higher structures
- Illegal operators
- Resistance to Change
- Routes (disputes that involves Government)
- Overcrowded in the association
- Collection of money in the association (there is no accountability and transparency)
- Criteria used for electing leadership of the association (you are elected if you are vocal, not based on skills)

Policies

Currently SANTACO has two documents that guides the industry nationally, and there are areas that have been identified as requiring further regulation/guidance in all structures of SANTACO. But on an associational level there is still a lot of work to be done, because of resistance as they have anarchic tendencies.

PARTICIPANT ENGAGEMENT: PANEL 2

COMMENT 1: The representative of the Department of Community Safety clarified that IPID only deals with cases where the police failed in their duties severely; so they would not be involved in a taxi rape case (should be the provincial commissioner of the province). The police must give the feedback. Safety of women and children is a national priority. For advocacy purposes, could have a CSO being a mediator between the complainant and the police, and demand feedback from the correct structures.

QUESTION 1: the representative from SATAWU asked, from an organisational perspective, what would bring an end to taxi fights? The Minister will just shut down the sector instead of dealing with the issues.

RESPONSE 1: Duduzekile (SANTACO) responded that the government was not properly involved in the development of the taxi industry. But the industry contributes to the economic development of the country, so the government needs to get involved.
Rebecca Campbell (Open Streets)

Open Streets was originally inspired by Colombia’s Ciclovia, but is taking shape locally as a movement to reimagine Cape Town’s streets as places of safety, sustainability and inclusivity. They are working to radically increase the use and ownership of streets as public space by people and communities across Cape Town, with the ultimate goal of bridging the social and spatial divides of our city.

Open Streets Days temporarily suspend reality and allow citizens to experience the potential of streets. Using Open Streets Days as a platform that they hope will eventually become regular enough to translate into permanent changes in how streets are used.

Open Streets manifesto:

- Streets could be much more than they are - by embracing the concept of Open Streets, all of us can create shared places that embody respect for all and help bridge the social and spatial divides of our city.

- Open Streets believes that streets should:
  a) enable safer and more cohesive communities
  b) provide platforms for creative expression of local cultures and values
  c) be places for recreation and social interaction
  d) contribute to job creation and local economic activity
  e) provide choice in how we move around the city

Friends of Open Streets support these principles, and will lobby to change the way people use, perceive and experience streets.

Transport

They have been testing a number of campaigns in the transport space; encouraging people to shift to sustainable modes of transport, with focus on behaviour change. They also engage people on their own transport choices and patterns of mobility.

They don’t have a gendered lens in our work, but we are seeing issues of gender emerging in these campaigns: (a) as a barrier for women to engage and take part in opportunities; (b) with a lack of safety and security at the core, and (c) the issue of negative perception with regards to women’s mobility around the city.

A good example of the kind of campaigns that they are involved in is the Bike2Train Campaign, which teaches adult women how to ride bikes. A participant, Tebello Lehoko, has reported that she is enjoying the benefits of increased freedom and independence, exercise and money saving; but winter darkness dissuades her from using her bicycle. Furthermore, she has been the victim of
verbal abuse from drivers, mocking her for being a woman on a bicycle. She feels unsafe cycling alone. They hope to start working more in the area of creating communities that can support each other (e.g. bike buses – which encourages people to cycle together to work).

Open Streets recently co-hosted a discussion on barriers to cycling in Khayelitsha during a World Bicycle Day celebration event, where the majority of the discussion centred around the strong negative perception of girls and women who cycle.

At a conference that Open Streets recently attended - WomenMobilizeWomen - which convened women working in urban mobility, they were impressed with the story of Miss Taxi Ghana (Esenam Nyador) about spreading a ‘positive deviancy’ virus. This is how she describes her efforts to buck the male-dominated transport system in Accra, becoming the first female taxi driver and going on to recruit and train women as bus and truck drivers.

Alexandra Parker (GCRO)

Alexandra and her colleague Margot Rubin have recently completed a study entitled “Moral geographies of mothers in Greater Johannesburg”. The aim of the research is to understand (a) how mothers are using the city; (b) the engagements that they have and the challenges that they face; and (c) the spatial choices and motivations of mothers when faced with a city like Johannesburg (i.e. why do mothers, work, shop, in specific places? Send their children to particular schools, and where do mothers avoid/congregate and why?)

Defining Motherhood

Mothers constitute a significant proportion of the population in any city and as a group they include the full range of demographic variables apart from gender, including: mothers with babies; mothers with school-going children; mothers with adult children; grandmothers who became mothers of grandchildren; single mothers; teen mothers; mothers whose children live elsewhere; working mothers; stay-at-home mothers; unemployed mothers; bread-winner mothers; mothers caring for siblings; mothers with nannies or grannies,

The child’s geography is part of the mother’s and therefore, a mother with several children accessing different needs and spaces within the city is an extensive user of urban space – more so than the average individual.

Research method

25 qualitative interviews were conducted, using snowball sampling. The subjects of the interview included:

• Different parts of JHB & housing /settlements;
• Domestic situation (children, grandchildren, partners);
- work situation (geography, hours, income);
- shopping and providing basic needs for children;
- schooling;
- medical care;
- resources to assistance with childcare;
- other responsibilities and roles (community, religious, extended family);

Maps were then drawn by respondents, and focus group discussions were conducted with the researchers.

**Identified trends**

Two broad trends were identified when mapping the everyday activities of mothers in Johannesburg:

A) Some mothers have very small footprints and conduct their activities within a single neighbourhood or within a small area of the city (as can be seen from the maps this is literally within a few kilometer radius of their homes)

B) Other mothers access activities across the city and travel long distances for work and school.

So what are the reasons/factors for mothers - living in similar socio-economic and geographic situations - making such different spatial choices?

- Socio-economic status (can they access public transport)
- Choice of home location (where can they afford rental)
- Spatial apartheid (embedded inequalities in urban areas)
- Access to transport
- Access to schools
- Where children live (some mothers send children to live with grandparents in another area/city for the betterment/safety of the children)
- Access to childcare
- Trust and proximity
- Value judgments (i.e. what is important to the family)

Research showed that the idea of motherhood and being a mother was important, as it determined the value judgments that mothers made. This can be explained by “gendered moral rationalities”, which understands the primacy of childcare in mothers’ lives and recognises that the decisions mothers make are informed by their identities as mothers. This decision-making is largely based on three considerations: (a) the needs of the children (as understood by the mothers); (b) the mother’s needs; and (c) balancing between the two, which is constantly shifting.

**Mothers in the City**

Mothers use the city differently to fathers and single women, as their geography in the city is intimately tied to the family and household. This effects choices of location or work and home in ways that men and fathers generally don’t consider - and this has bearing on aspiration and earning potential.
The research showed the following sentiments from mothers living in Joburg:

- The city is generally not seen as safe, not for women or children - this reduces spatial choices (women preferred spaces of malls, as it provides a concentration of services and amenities and safe spaces)
- Lack of safe transport means women and children more tightly linked - higher level of dependence
- Historical legacy of the city means that choice of residence is limited and with that are limits around educational and recreational facilities
- Income means limits on choices

**Conclusion**

Mobility patterns of mothers are not just a result of pragmatic considerations (i.e. time and money), but are also informed by value judgments (i.e. how mothers frame what it is to be a good mother) - and this produces a set of moral geographies

Mothers and children interact and use the city extensively - their journeys are tied. Spatial footprints vary widely, and are informed by a complex concentration of factors, including: urban material conditions; socio-economic status; spatial inequalities; value judgments.

The experiences of mothers in the city cannot be understood through socio-economic status or through material conditions, rather **insight into their identities, ideologies and moral geographies is required in order to design adequate policies and interventions.**

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**Zandile Motsoeneng (Action Aid)**

Action Aid is an NGO working in 45 countries, with a focus on people that others forgot, especially those within poverty. They are the voice for the voiceless. Our focus includes food rights, women, governance, and education. They are also involved in Soul City’s Safe Taxis Campaign.

**Unsafe public transport for women**

Women are increasingly facing numerous challenges in accessing urban public transport. The lack of access to urban opportunities such as health care, education, and job opportunities worsens the effects of social inequalities. The problems related to public transportation range from long and unsafe commuting times; un-affordability; poor quality and dangerous transport services. Ideally urban public transport systems and services should create universal access to safe, clean and affordable transport to optimise access to growth opportunities, services, goods and amenities.
Personal safety and harassment on public transport are significant concerns for women; perceptions of safe travel go beyond physical road safety to include risks of harassment, stalking, sexual assault, or rape. Whereas men prioritise transport efficiency, women prioritise safety and security in their respective travel decisions, and that fear of violence is a very real barrier to mobility and public transport access for women.

Our case in South Africa is further exacerbated by our limited public system options that mean that women are left with few options outside of the buses, minibus taxis and in some cases trains that transport them from home to work on a daily basis.

Example of the lived realities of women accessing taxi ranks: Women leave their homes in the early hours of the morning walking to taxi ranks to catch taxis to go to work. They are exposed to violence on their way as its dark and they are vulnerable. Furthermore, On their return from work late in the evening, women are exposed to violence in the taxi ranks and bus stops as they navigate their way home. Unlit streets, a lack of security guards and forethought on the safety of women leave them exposed to violence. Action Aid conducted a survey at Kliptown Taxi Rank (which was newly built), and the resulted showed that women feel unsafe, because of the men’s perceptions and harassment of women.

The taxi industry with all its flaws and issues with taxi drivers provide the best option for public transport commuters. So many women are users of this service. For these services to be safer for women, taxi owners should place cameras in taxis and security guards at taxi ranks to avoid the abuse of women in their businesses. Furthermore, taxi drivers need to be sensitised about how to treat women.

Current challenges and enablers of violence are most present during during taxi strikes/wars, where women are affected as they are caught in the crossfire or their husbands are killed. Taxi killings is a serious issue that needs to be addressed.

_Safe Cities Campaign_

Action Aid and its partners have been working to safeguard women’s right to the city for many years, primarily through the Safe Cities for Women campaign, to address violence against women in urban public spaces.

It is widely acknowledged that, overall, governments across the world still fail to prioritise women’s rights by continuing to pursue a neoliberal model of development which, among other things, suppresses regulation and the equal distribution of wealth; promotes the privatisation of public services and exploitation of women’s paid and unpaid labour; and ultimately entrenches gender inequality. Urban planning is often gender-blind, failing to recognise or respond to the different ways in which women and men experience urban spaces and their differing practical and long-term needs.

Advocating for state authorities to be accountable for the delivery of accessible, affordable, quality gender- responsive public services has been at the heart of the Safe Cities for Women work. Women’s safety and enjoyment of their right to the city depend on proper road and lighting infrastructure; public transport; water and sanitation, including public toilets; policing; crime prevention; and violence-response services such as shelters, rape crisis centres and legal aid.
States violate human rights principles and entrench gender inequality (including violence against women) when they fail to deliver universal public services. ActionAid’s work focuses on recognising that safe public transport systems are a necessary prerequisite for women and girls to be able to exercise their right to freedom of movement and enjoy and use their cities’ services without the threat of exclusion, sexual violence or harassment. Yet inappropriate design, unaffordability, inaccessibility and lack of safety continue to characterise public transport in South Africa

Proposed outcomes of the Campaign include:

• **Outcome 1:** Communities, government and authorities – including City of Johannesburg officials, South African police staff, taxi drivers and rank marshals – partner to provide women with the safe, accessible and quality public transportation they need.

• **Outcome 2:** The capacity of women, girls and social movements to demand Gender Responsive Public Services and safe cities has increased Women and girls will receive training in negotiation skills, leadership, mobilisation, networking and campaigning.

• **Outcome 3:** Media attention and public pressure on authorities to put in place Gender Responsive Public Transport have increased

*Key policy, legal and/or advocacy asks in relation to this issue (The Charter)*

Based on public submissions, below is the first draft of the Safe Taxis Now Charter:

• Taxi ranks will be well lit.
• Taxis will be gun-free zones.
• Taxi drivers will clearly display identification.
• Taxi drivers will be subjected to police clearance to rule out rape or sexual assault convictions.
• Taxis will be branded according to their taxi association.
• Taxi ranks that are known hotspots for rape, sexual assault and sexual harassment will have increased police presence.
• Every province will have an SOS call centres for taxi commuters.
• Taxis will clearly display the SOS call centre number to report any violations of the Charter.

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**Tembela Dakuse (SATAWU)**

SATAWU was formed in May 2000 after a series of mergers of smaller transport unions in response to Congress of South African Trade Unions (Cosatu’s) call for one industry, one union. SATAWU is a national union that boasts more than 104 000 members in good standing. SATAWU organises workers in transport sectors including road passenger (buses), rail (passenger and freight), aviation, maritime, tolls, security and cleaning. The focus is on transport in general, and everything and everyone that falls within the transport sector.
SATAWU’s core objectives:
- To advance and defend the interests of workers in respect of matters of mutual interest with their employer
- To advance and defend the union, employment and socio-economic interests of workers
- To eradicate all forms of unfair discrimination in the workplace and society
- To build and maintain a democratic worker-controlled union
- Participate in international trade union activities and foster international relations
- Ensure participation and development of women in all union structures and activities

Trade Unions’ role in society
Pre-democracy trade unions were an integral part of the struggle for freedom in this country. But after 1994 trade unions retreated to the workplace and lost forged relations with community organisations. Part of the reason this happened is because in recent years trade unions have been pre-occupied with their own survival.

As their focus shifted to the shop floor, they have tended to be more concerned about the needs of our members. Sectors SATAWU services are male-dominated - e.g. truck drivers, bus drivers, etc. – and you hardly find women in these spaces. Things are changing though as more and more women are entering these occupations. The union has had to play a leading role in ensuring the interests of women such as paid maternity leave are put at the centre of collective bargaining.

Women in transport

Women in transport is not easily accessible (e.g. there is no consideration of a programme for training women to drive buses, just for men). By virtue of being part of the working class, SATAWU members utilise the same public transport system they work in. Unfortunately, it is often while at work, that women in transport encounter victimisation and feel vulnerable because of their gender.

Rail

PRASA has made strides by training and employing women train drivers starting 10 years ago. Currently an estimated 25% of its train drivers nationally are women. The dangers these women navigate on a daily basis were brought into sharp focus early this year when commuters in Mamelodi stripped a driver naked and dragged her to nearby bushes before she was rescued by security officers. In response, management in collaboration with unions led a process that brought together stakeholders including the Gauteng MEC for Transport, Tshwane MMC for Roads and Transport, commuter organisations, Congress of South African Students and others. A social contract stating that all stakeholders would take ownership and ensure that PRASA staff and infrastructure are protected was signed. In addition, commuters were encouraged to report all incidents of crime witnessed against staff and other commuters plus vandalism of infrastructure. So far the contract appears to be holding as there haven’t been any further incidents.

Generally though, SATAWU is against the MOUs with PRASA and government, as they fear this is going to lead to PRASA becoming privatised, which will be a disaster. It will mean that they won’t know who to hold accountable for dirty, unsafe trains etc.
Security

An estimated **40% of people employed in the private security industry are women**. Most women in the sector are employed in access control, where they are expected to conduct body searches. Instead of providing transport, most employers prefer to employ people who live closest to their sites. However, this is not always feasible - potential employees tend to over-promise and say they will be able to get to the workplace to secure employment.

Furthermore, the Industry work shifts (6am to 6pm, 2pm to 10pm) dictate that women security officers use public transport when it is most unsafe. There is often no public transport for women signing off the late shift (10pm). SATAWU has been alerted of women security officers at OR Tambo Airport, Johannesburg sleeping in cardboard boxes in subways until daylight, when transport is available, only to be back at work at 2pm. This situation has been highlighted as one SATAWU needs to build a campaign around.

**Buses**

This sector is still male-dominated with only a handful of companies employing women drivers - BRT, Phola Coaches, MyCiti, Golden Arrow, and Wits University are among the few companies who employ women drivers. Commuters on short haul trips have reported feeling safer on buses driven by woman because women are less reckless and more patient. However, the situation is reversed on long haul trips. Commuters believe men drivers can endure longer trips better and therefore prefer male drivers.

Women bus drivers complain of a lack of compartments where they can sleep comfortably while waiting to take over the wheel on long trips. Sleeping on seats makes them feel vulnerable. In these instances, women drivers are no more vulnerable than women bus commuters, who have anecdotally reported the same levels of harassment in buses that they are subjected to elsewhere in society. That said, buses are perceived as the safest public transport available by women.

**Conclusion**

Having been part of the resolution of the attacks on staff and infrastructure at PRASA early this year, SATAWU has learned that stakeholder involvement results in effective solutions. They replicated this approach during the bus strike, where they signed a compact with the other four unions to ensure labour worked as a unit. Ultimately that is what led to the victory signing of the 9% (Year 1), 8% (Year 2) wage agreement. They look forward to achieving beneficial outcomes for public transport users by being part of this initiative by Sonke Gender Justice and yourselves.

**PARTICIPANT ENGAGEMENT: PANEL 3**

**QUESTION 1:** the representative from SANTACO claimed that it is not that they aren’t doing anything to look at the safety of the passengers. Currently in KZN there are even cameras on the taxis (to ensure (a) that money is not getting stolen; (b) the safety of driving - brakes, speeding, etc; (c) accidents are prevented and reported; and (d) the safety of passengers). SANTACO views the cameras, and they then have disciplinary committees to deal with any issues that arise. Change cannot happen quickly, but there is some progress being made. When passengers claim that a taxi
driver assaulted them, they must provide the number of the taxi so that SANTACO can identify them. Though sometimes the taxi Department of Transport on load passenger capacity, to avoid overcrowding. The government must come on board to assist with these matters, because the taxis are owned by the municipality. Furthermore, the violence around taxis is an important issue for SANTACO (including killings, sex bribes etc.)

RESPONSE 1: Zandile (Action Aid) responded that in JHB there are no cameras - and it seems that the cameras in the KZN taxis are there to protect the interests of the taxi industry rather than the passengers. Furthermore, the identification stickers don’t help, as SANTACO will just say that they don’t know who the driver is. Action Aid has invited the City of JHB to dialogues, but they don’t really engage. They also try to have consultations with taxi owners and drivers, but change doesn’t happen. We will keep targeting this issue though.

GROUP DISCUSSIONS AND PLENARY PRESENTATIONS

The participants were split into three groups and asked to discuss and identify the following:
(a) opportunities for collaboration and partnerships;
(b) policy and legislative asks; and
(c) advocacy ideas and other ways forward

The groups were then invited to present their findings and discussions to the plenary.

GROUP 1

Collaboration
• Consider existing partners and utilize these partnerships
• New players could include: traditional leaders and religious communities; government: Department of Education (early childhood education on gender and masculinity and behaviour), Public Transport, SAPS/Community Safety; taxi associations; community organisations; unions

Strategy
• Position paper/petition with a unified message from existing partners to new partners: (a) lobby around National Land Transport Act; (b) lobby around national rail safety; and (c) lobby around safe taxi legislation and charter (the Soul City Charter)
• Culture change: foster common ground amongst partners; introduce bystander interventions (i.e. step up when you see GBV on public transport - more palatable intervention); structure civil society to ensure that they are always included in conversations of public safety
• Address gangsterism in taxi culture
• Next steps = we need to come together again to develop our unified position, because it’s complex. We must develop an integrated plan with gender at the centre, which includes buses taxis and trains.

GROUP 2

Collaboration:
• A hierarchy is needed: the Department of Transport needs to be at the top of the hierarchy taking responsibility, and ensuring that other bodies are held to account
• We should have a committee of bodies with a clear plan on how to implement change; this should assist civil society organisations to work together more effectively
• Department of Women has been ineffective so far, and should be more involved
• Department of Justice and SAPS should also be more involved
• The 2019 elections would be a good moment to hold political parties accountable, and force them to speak on public transport and GBV
• Work with different bodies to implement Women Only Carriages properly
• We need more information available for collaboration, and ensure uniformity among the provinces. We need a good database of information on public transport accountability and initiatives, in order to hold MECs of different provinces accountable

**Advocacy:**

• Need more radical advocacy, because what we are doing now is not working
• Protesting/striking to hold the government accountable - but we still need public transport to be functioning, so we would need to think of the practicalities
• Perhaps women go to police station and fill them up, saying they have been victimized on public transport
• We need to give the issue of GBV and public transport more airplay – social media, TV, pamphlets – in order to raise awareness
• It is important that we bring the movement into the community, and have the representation and perspective who use public transport in their daily lives

**GROUP 3**

**Collaboration:**

• A number of disabled people are not catered for in public transport
• It will be important to form stakeholder forums and MOUs (with NGOs, transport sector, health and wellness sectors, disability sector, community forums) - these should be national and provincial forums
• We must be mindful of the difficulty in getting government to engage with us (for example, the Department of Transport did not attend today’s seminar) - so we need to consider how to hold government accountable, and how to get them to attend these forums and engage. Possible action: SANTACO should engage with all the relevant government departments and get them in the room.

**Policy asks:**

• Policies must focus on: safety, disability, health
• Accountability of government is essential
• Implementation strategy, these proposals must not just stay on paper, but be actioned

**Advocacy:**

• Sonke to facilitate the stakeholder forum, who will then lead the charge once established
• Monitoring and evaluation
RECOMMENDATIONS AND WAY FORWARD

1 Stakeholders forum
   - How big should this be? It is difficult to coordinate large groups, and to come up with concrete ways forward.
   - Begin with existing partners

2 Bring the issue of public transport into the **general GBV discussions and forums** - spotlight this issue within our existing work (do we need to create an additional stakeholder forum if other structures exist? - For example, we could plug this issue into the existing SGV Campaign structure.

3 Develop a **clear and concrete position paper**, which can be formulated with existing partners and stakeholders (i.e. those who attended or wanted to attend this symposium)

4 **Train the Trainers** model with persons within the taxi industry, in terms of awareness-raising on GBV, gender, and behaviour.

5 **Stakeholder mapping** - helps us to know who is doing what, to avoid duplication, within the NGO sector (could even be a snap survey, which can be distributed through our existing partnerships, such as Shukumisa). We should then categorise these actions into provincial and national, and take forward lessons learned from one province to another. We must ensure a shared effort, and allow organisations who are strong in different provinces to take the work forward there.

6 **Map relevant policies** (including the SANTACO charter and taxi charter) and legislation

7 **Consider international models and projects.** For example, INTALInC (http://intalinc.leeds.ac.uk/) has been established to build lasting partnerships to develop research promoting urban transport systems that can meet the travel needs of low income populations in cities in the Global South.

8 Advocacy: conduct regular **monitoring of taxis**, to ensure that they have their identification stickers and valid driver’s licenses

9 Try get the focus on women’s safety as the focal point for **Transport Month** (NB)

10 Need to **engage the Department of Transport**
   - Engage MECs/Minister as well as provincial premier (in Cape Town, the premier is particularly responsive)
   - SANTACO is a useful partner
   - Department of Transport should partner with civil society organisations and other stakeholders (such as the Department of Community Safety has with Community Policing Forums)
   - Litigation could be a last resort
Things to think about going forward:
• How do we create sustainability with regards to advocacy and action going forward? Especially considering the funding limitations of NGOs.
• How do we get government into the room and to engage?

Next steps

Participants are encouraged to read and circulate this report, together with the panelists’ presentations, to other relevant stakeholders. It is crucial that we follow up on the recommendations for taking this work forward. This issue of women’s safety on public transport is too important to ignore.
**AGENDA**

Public Transport and Safety Stakeholder Dialogue

Tuesday 26 June
9:30am – 4:30pm
Holiday Inn, Cape Town

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<td>09:30 - 09:45</td>
<td>Tea and registration</td>
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<tr>
<td>09:45 – 10:00</td>
<td>Welcome and introduction/purpose of symposium - overview of public transport and GBV (Marike Keller, Sonke Gender Justice, Policy Development &amp; Advocacy Specialist)</td>
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<td>10:00 – 11:00</td>
<td>Panel discussion:</td>
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<td>1. Bronwyn Pithey (Women’s Legal Centre, Attorney)</td>
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<td>2. Dineo Mogotsi (#UniteBehind, Researcher)</td>
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<td>3. Commissioner Mgoqi (Commission for Gender Equality, Commissioner)</td>
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<td>11:00 – 11:15</td>
<td>Tea break</td>
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<td>11:15 – 12:15</td>
<td>Panel discussion:</td>
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<td>1. Nonhlanhla Skosana (Sonke Gender Justice, Community Education and Mobilisation Unit Manager, Gauteng)</td>
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<td>2. Matokgo Makutoane (Soul City, Advocacy Manager)</td>
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<td>3. Duduzekile Nkwanyana (SANTACO)</td>
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<td>12:15 – 13:15</td>
<td>Panel discussion:</td>
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<td>1. Rebecca Campbell (Open Streets, Operations Manager)</td>
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<td>2. Alexandra Parker (Gauteng City-Region Observatory, Researcher)</td>
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<td>3. Zandile Motsoeneng (Action Aid, Women’s Rights Programme Assistant)</td>
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<td>4. Tembela Dakuse (SATAWU, Provincial Secretary of the Western Cape)</td>
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<td>13:15 – 14:15</td>
<td>Lunch</td>
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<td>Group discussions</td>
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<td>Tea break</td>
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<td>15:15 – 16:00</td>
<td>Report back</td>
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<tr>
<td>16:00 – 16:30</td>
<td>Recommendations and way forward</td>
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SPEAKER BIOGRAPHIES

1. **Bronwyn Pithey (Women’s Legal Centre, Attorney)**

Bronwyn Pithey is an admitted Advocate in the High Court of South Africa, working for the Women’s Legal Centre. The WLC is a feminist, non-profit public interest law centre that seeks to achieve equality for women, particularly black women, through impact based litigation, the provision of free legal advice, and legal support to advocacy campaigns run by other organisations (which fall within the Centre’s objectives). She leads the Violence Against Women programme and is currently involved in a number of constitutional litigation cases. Prior to the WLC she was an advocate at the National Prosecuting Authority from 2000 to 2015, responsible for management of the prosecution of sexual offences. She holds LLB and LLM degrees from the University of Cape Town.

2. **Dineo Mogotsi (#UniteBehind, Researcher)**

Miss Dineo Mogotsi is a social justice activist who works as a researcher at #UniteBehind. She holds a BA Honours in Development Studies from the University of the Witwatersrand. Her passion lies in Rural Development, Governance, Development Planning, Education, Public Policy, Human Rights, and bridging the digital divide through increased access to Technology.

3. **Tembela Dakuse (SATAWU, Provincial Secretary of the Western Cape)**

Tembela Dakuse has been the Provincial Secretary of the South African Transport and Allied Workers’ Union (SATAWU) in the Western Cape since 2013. She rose through the ranks having first been elected a shop steward in 2006, while working for Autopax, the bus division of the Passenger Rail Agency of South Africa (PRASA). She held that position until she was elected Provincial Treasurer in 2010. By virtue of her position as Provincial Secretary, she is a Provincial Executive Committee member of the Congress of South African Trade Unions (COSATU). A long-time member of the South African Communist Party, Dakuse is currently the Deputy Chairperson of the Brian Bunting District. She holds a diploma in Advanced Labour Law from the University of the Western Cape (UWC) and is passionate about advancing the struggle of the working class.

4. **Matokgo Makutoane (Soul City, Advocacy Manager)**

Matokgo Makutoane is the Advocacy Manager at Soul City. She holds a Diploma in General, Midwifery, Community, and Psychiatry (Qwaqwa Nursing College), B Cur in Education and Administration (UNISA) and a Masters in Health Studies (UNISA). She is a Social Activist and a Feminist. Matokgo has a long career in Nursing and decided very early in her career to focus on women’s health, specifically sexual and reproductive health and rights (SRHR). She believes that denying women access to quality SRHR services is a huge injustice and a violation of human rights,
specifically reproductive rights. This has led to her being involved in Reproductive Justice discussions in countries like Ghana, Uganda, and Thailand. She also worked in London in the same field. Social Justice for women is Matokgo’s biggest passion. Soul City has given her a platform where she can advocate for women’s issues. One of the biggest campaigns she still advocates for is ‘Safe Taxis for women’.

5. **Rebecca Campbell (Open Streets, Operations Manager)**

Rebecca Campbell is interested in finding ways to connect with others to build equal and inclusive South African cities that are safe and welcoming for all citizens. She has played a key role in growing the Open Streets Days programme in Cape Town and the promotion of a movement of citizens reimagining streets together more broadly. Open Streets aims to radically increase the use and ownership of streets as public space by people and communities across Cape Town, with the ultimate goal of bridging the social and spatial divides of the city. They were recently chosen as a winner in the global Transformative Urban Mobility Initiative (TUMI) Challenge, while participating in the Women Mobilize Women conference in Leipzig, Germany, which focused on the implementation of sustainable mobility solutions on the ground – by women, for women.

6. **Commissioner Wallace Mgoqi (Commission for Gender Equality)**

Commissioner Mgoqi is the former City Manager of the City of Cape Town and the former Chief Land Claims Commissioner on the Restitution of Land Rights. He is a former Attorney and Advocate of the High Court of South Africa. He holds a BA degree in Social Science (UNISA), LLB (UCT), post graduate qualifications from Harvard University, as well as three honorary Doctorate degrees (University of Cape Town, Walter Sisulu University and New York University). Several honours bestowed upon him came partly as a result of his social justice activism, human rights work and extensive community based work. He was appointed as a Commissioner for the CGE in June 2012 and is responsible amongst other things, for the Western Cape and Northern Cape.

7. **Alexandra Parker (Gauteng City-Region Observatory, Researcher)**

Alexandra Parker is a researcher at the Gauteng City-Region Observatory. She joined the GCRO in late 2016 after a long and fruitful association with the University of the Witwatersrand as an undergraduate and postgraduate student and as a postdoctoral research fellow. She completed her PhD in town and regional planning in 2014. Her doctoral and postdoctoral research explored the influence of urban films on everyday practice in the cities of Johannesburg and Cape Town. Her research explores the intersections of people, their cultures and identities, and urban and suburban environments. Her current research is diverse and examines the roles of motherhood identity, graffiti, streets as public spaces and school feeder zones in shaping the Gauteng city-region. Exploring personal identities, cultural practices and social experiences offers alternative insights into the functions and dysfunctions of city spaces.

8. **Zandile Motsoeneng (Action Aid, Women’s Rights Programme Assistant)**

Zandile Motsoeneng was born and raised in Soweto, Naledi. She is a 30 year-old traditional healer, feminist and gender activist (with a special focus on LGBTI rights). Zandile holds a Human Resources N6 certificate and NQF 5 Community Development certificate. She is the Women’s Rights assistant at ActionAid South Africa.