

“Urban mobility, Gender inequality and limits to the exercise of rights in the modern world. Transgressions produced by sexual harassment against women in the urban transportation system.”

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Urban transportation is an axis of the productive and reproductive urban system. Is an archetypical manifestation of the quality of life, accessibility of public services and inequality in our everyday life in the cities. Transportation in contemporary cities is organized around a centralized, massive system to support productive activities, with a strong dominance on male activities. Women in this system are subordinated to male dominant activities even though their necessities and types of mobility are different from male ones. A recent study (Nava, 2015) proposes that women trips are more associated to multiple purposes, more connected with their household or tasks related to family reproduction, domestic chores and to the sexual division of household work. They tend not to use the “central” nodes of transportation, but rather other modes where infrastructure is less developed. This tends to circumscribe women to shorter routes near their homes, which in turns reveals their limits to mobility.

Being a woman in the travelling in transportation system has specific risks to exercise their rights, particularly a risk of sexual harassment. Transportation is also linked to several structural aspects of urban segregation, insecurity and violence. Recent studies (Alvarado, 2015) show that the transportation system is a space where several types of aggression and violence occur in a systematic order. Some of these problems are related to the structural characteristics of the transportation system (saturation, reduced and inconvenient spaces, which are very precarious, unsecure and with lack of police surveillance), which in turn convert the system in opportunities to commit illicit and violent activities. This paper will show how the contemporary transportation is both a space and a context to exert sexual violence against women. It is based in both quantitative and qualitative analysis using some new geographic and sociological gender orientations. It is also based in a set of interviews with women to analyze the types of incidents and risks they are subjected in the transportation. The paper will also show some new UN and Habitat programs designed to eradicate these types of violence.

The objectives of the paper are:

- a) Define conceptual framework to analyze sexual violence against women in the transportation system.
- b) Discussion of theory and methods to analyze sexual violence in public spaces.
- c) Provide a gender conception and interpretation of public space and a gender analysis of public transportation.
- d) Establish the articulation of the transportation system within the concept of public space.
- e) Analyze the existent information about sexual violence against women in public spaces.
- f) Estimate the risk of violence and analyze the patterns of aggressions.

The methodology of the research is organized in 10 steps:

1. A conceptual and methodological work to define, assess and analyze sexual violence in public spaces
2. Study of surveys, data bases and previous works
3. Field research with focus groups and ethnographic explorations
4. Statistical and spatial analysis of sexual violence in Mexico City
5. Evaluate existent programs and propose improvements.
6. A conceptual and methodological work to define, assess and analyze sexual violence in public spaces
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8. Field research with focus groups and ethnographic explorations
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10. Evaluate existent programs and propose improvements.

Main findings of the study are:

- The prevalence of sexual aggressions against women is too high.
- In public spaces created for transportation, women were victims of sexual violence.
- The geographical-spatial pattern of crimes like violation associated to metro stations show the high risk of victimization for women.
- Metro and Metrobús had the highest correlation of sexual crimes, comparing to other types of transportation.
- Robbery in Metro and Taxi tend to have a spatial concentration, while robbery and rape in buses is expanded both north and south of the city.
- Impunity is near 100%

- Mexico City's legal regulations and programs formally protect women and are aligned with international regulations. But the overwhelming evidence of violence is a big challenge to programs.
- This work tried to provide a gender idea of public space and a gender analysis of public transportation
- Massive modes and routes of transportation do not address requirements of women.
- Particularly, women travels are more associated to sexual division of labor and home requirements. Their strategies to move are link to home (household) necessities and public space is an insecure and nonconductive space for them.
- The environment provides a permissive atmosphere for aggressors.
- This work explored the problem of sexual violence against women in public spaces and found that sexual harassment is an endemic / systemic public problem. To reduce it, is required to have a multiple public policy and social approach. Limits their mobility, freedom and equal access to public space. It's also a violation to their rights.

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