

Get ME Home Safely: Safe Commuting to and from Work for Transport

Shift work and late-night starts or end times are widespread throughout all modes of transport. Thousands of transport workers, particularly women who work night shifts, feel increasingly worried about their safety when travelling to and from work.

Violence and sexual harassment are increasing across Europe, with alarming figures on femicides in many countries.



The European Transport Workers' Federation (ETF) represents over 5 million transport workers from more than 200 transport unions across Europe, from the European Union, the European Economic Area, and Central and Eastern Europe, in over 30 countries. ETF's work is driven by its vision for Fair Transport: quality jobs with safe, reliable, affordable transport services. For more information: visit etf-europe.org

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Ratify ILO C190



Women in transport in numbers



ACCORDING TO AN ETF STUDY,

1 IN 2

WOMEN TRANSPORT WORKERS HAVE EXPERIENCED VERBAL OR PHYSICAL ABUSE.

A 2020 ETF STUDY REVEALED:

ALMOST 1/2

THINK THAT THEIR WORKPLACE DOES NOT PRIORITISE A SAFE AND ADEQUATE WORK ENVIRONMENT FOR WOMEN.

WOMEN MAKE UP

ONLY 22%

OF THE TRANSPORT WORKFORCE IN EUROPE.

Governments, employers and local communities all have their part to play:

For most employers, the obligation to care about health and safety at work ends when employees leave the company premises because current European OSH (Occupational Safety and Health) legislation does not include commuting to work.

RATIFY ILO C190

Governments can solve this by ratifying ILO (International Labour Organization) Convention C190 concerning the elimination of violence and harassment in the world of work, which applies when commuting to and from work. They can also create laws and provide funding for safe infrastructure and public transport.

Local communities can ensure safe public spaces for women on their way to parking spaces and at bus, tram, and metro stations, and prioritise more safe public transport solutions for late-night shift workers, particularly for women.

For this to happen, the ETF is campaigning for safe commuting to become a:

- ▶ **A political obligation**
- ▶ **An employer's obligation**
- ▶ **A local community obligation**

Safe commuting to work as a political, employer, and local community obligation means:

GOVERNMENTS MUST:

- ▶ Ratify ILO C190 concerning Violence and Harassment in the World of Work which covers commuting and implement the provisions in national law.
- ▶ Make gender-based workplace risk assessments compulsory for commuting to work.

EMPLOYERS MUST:

- ▶ Include commuting to work in the workplace risk assessment.
- ▶ Apply a gender-based risk assessment, including individual journeys to work and "inner company commuting" - for example, in rail transport, there is often a significant distance between sanitation, changing rooms and the actual workplace.
- ▶ Monitor violence and aggression at the workplace, including during commuting, and provide gender-segregated data.
- ▶ Provide safe solutions in the absence of public transport negotiated with the trade unions.

LOCAL COMMUNITIES MUST:

- ▶ Provide safe, accessible, affordable public transport for commuting workers at night.
- ▶ Negotiate solutions between employers, trade unions, and the community.
- ▶ Apply a gender perspective in the planning and design of the city.
- ▶ Include women workers' concerns in the infrastructure design and planning of open space, public transport infrastructure, safe parking areas, public lighting, and technical support.



Safe Commuting **SHOULD** matter to everyone
It's a matter of women's rights
It's a matter of providing a safe and inclusive working environment for all
It's a matter of making transport fit for women to work in