



HO CHI MINH CITY DEPARTMENT OF  
LABOUR-INVALIDS AND SOCIAL AFFAIRS



HO CHI MINH CITY MANAGEMENT CENTRE OF  
PUBLIC TRANSPORT



GENDER RESPONSIVE BUDGETING WITH AN AIM  
AT DEVELOPING SAFE CITIES FOR WOMEN AND GIRLS

**HO CHI MINH CITY'S INITIATIVES**  
IN PUBLIC PASSENGER TRANSPORT SERVICES DELIVERY

UN Women is the United Nations organization dedicated to gender equality and the empowerment of women. A global champion for women and girls, UN Women was established to accelerate progress on meeting their needs worldwide.

**GENDER RESPONSIVE BUDGETING WITH AN AIM AT DEVELOPING SAFE CITIES FOR WOMEN AND GIRLS:  
HO CHI MINH CITY'S INITIATIVES IN PUBLIC PASSENGER TRANSPORT SERVICES DELIVERY**

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*Cover photo: UN Women Viet Nam*

## Gender Responsive Budgeting with an aim at developing safe cities for women and girls: Ho Chi Minh City's initiatives in public passenger transport services delivery

This report has been developed for documenting efforts in promoting gender equality in public passenger transport management through gender responsive budgeting initiatives of Ho Chi Minh City Management Centre of Public Transport under Ho Chi Minh City Department of Transportation and Communication in the period 2017-2020. The initiatives have been implemented within the cooperation framework between the United Nations Entity for Gender Equality and the Empowerment of Women (UN Women) and Ho Chi Minh City Department of Labour, Invalids and Social Affairs (HCMC DOLISA) on **Safe Cities for Women and Girls**.

Although strong commitments in promoting gender equality were made by Viet Nam, particularly the inclusion of gender equality promotion principles in the State Budget Law (2015), there have not been guidelines for implementation of these principles so far whereas gender responsive budgeting (GRB) has been proved to be one of the efficient approaches to ensure the implementation of gender equality policies and commitments in practice. In the context that Viet Nam is a middle-income country, the utilisation of the country's domestic resource to ensure and promote gender equality is a prerequisite aiming at true gender equality as the international commitments that Viet Nam has been implementing including: Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW), Beijing Declaration and Platform for Action (BPfA) and the Sustainable Development Goals (SDGs).

With Department of Transportation and Communication's strong commitments in improving infrastructure aiming at Safe Cities for Women and Girls during 2017 - 2020 with vision towards 2030, UN Women Viet Nam has closely worked with Economy and Budget Division - Ho Chi Minh City People's Council, Department of Labour-Invalids and Social Affairs and Ho Chi Minh City Management Centre of Public Transport to include GRB into transport - an area that many people will make a question about its relevance to gender equality. The report aims at specifically outlining the operation of gender equality principles in the State Budget Law 2015 in a specific area of public transport. The report also records initial results, challenges and difficulties in GRB implementation in public passenger transport management in Ho Chi Minh City for 2017 - 2020 and on that basis, proposals will be made aiming at promoting GRB in public transport in Viet Nam.

This report was developed under a framework of cooperation between Department of Labour-Invalids and Social Affairs and UN Women with the participation and contribution of opinions and comments during the process of the report development from Ho Chi Minh City Management Centre of Public Transport. We would like to express our sincere thanks to Mr. Ha Le An – Vice Director, Ho Chi Minh City Management Centre of Public Transport for supporting us to finalize this report.





Photo: UN Women Viet Nam

# 1

## GENDER EQUALITY IN TRANSPORT



## The manigtude of transport for gender equality promotion

Transport is one of the most important elements of the national infrastructure and one of the essential keys to gender equality. A good transport system will not only promote economic growth but also contribute to the development of a sustainable society through expanding the opportunities in access to health services, education, employment as well as strengthening information exchange and promoting social cohesion. Women and men select different means of transport and encounter different barriers during travel. Different demands of women and men in transport derive from the differences in economic, social roles and responsibility of family care that are expected from each gender by the society. Therefore, the analysis and identification of gender impacts in transport area bear an important significance in promoting gender equality.

### ***A good transport system fosters economic power for women:***

The poor investment in transport infrastructure without consideration of gender elements has reduced the opportunities in access to paid work and increased the burdern on women's unpaid care work<sup>1</sup> from which gender inequality has not been changed but increasing. Women's limited mobility due to difficulties in access to transport will restrict them to contribute at their full potential to economic growth and the prosperity at both household and national levels.

### ***A good transport system facilitates women in access to health and educational services<sup>2</sup>:***

Hard access to transport has reduced the possibilities to use health services and other public services and this might increase the maternal mortality rate. In remote areas, the the percentage of children attending school will be improved if transport systems are convenient. When women have convenient access to public and social services, more time will be given to them for paid work and participation in social activities.

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1 Unpaid care work are the work performed in the family by family members to sustain the living without pay. Unpaid care work includes housework (cooking, preparing food, cleaning, clothes washing, water and fuel fetching...), direct care work (taking care of children, the older persons, people with disabilities and adults). Unpaid care work may be performed within the households or in the community.

2 UN Women and ADB. Policy recommendations. Gender Responsive Budgeting in Viet Nam: Gender equality in transport; UN Women and UNOPC. Integrating gender throughout infrastructure project phases in Asia and Pacific: Transport and Roads.

***A safe transport system reduces the risk of sexual harassment in public means of transport<sup>3</sup>:*** The safety and not being sexually harassed is a major concern of female users of public means of transport. Women are especially vulnerable to violent attack or sexual abuse when participating in public transport<sup>4</sup>. Safe and friendly public passenger transport service for women and girl will improve service quality and attract people to use public means of transport instead of personal means of transport.

***Gender equality in transport has been noted in international documents:***

Women have the right to equal employment, income, social and economic benefits in which transport and mobility are the basics for access to. Gender barrier including mobility/travel for engagement in public life and paid work is a form of discrimination. Specifically are as follows:



Photo: UN Women Viet Nam

3 UN Women and ADB. Policy recommendations. Gender Responsive Budgeting in Viet Nam: Gender equality in transport

4 UN Women and ADB. Policy recommendations. Gender Responsive Budgeting in Viet Nam: Gender equality in transport



### **Convention on Elimination of All Forms of Discrimination against Women (CEDAW)**

- **Article 11 (1) (d)-(e):** women have the right to equal employment, income, social and economic benefits: *access to transport and travel is required.*
- **Article 11 (2) (b)-(d):** gender barriers *including transport* which hinder the full participation in public activities and paid work are discriminative.
- **Article 13 (a)-(c):** women have the right to equal social and economic benefits - *including travel and transport.*
- **Article 14 (1)-(2):** women engaging in unpaid and self-sufficient activities have the right to equal benefiting from the development process - *including transport.*

### **Beijing Declaration and Platform for Action (BPfA 1995)**

- 1995 Platform has clearly affirmed the importance of gender equality in access to transport resources and mobility as a prerequisite for women's equal participation in all social, economic, political aspects and private life.

### **Sustainable Development Goals (2015-2030)**

- Among Sustainable Development Goals, Goal 11.2 on transport mentions the need in ensuring access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, expanding public transport with special attention to the needs of the vulnerable, women, children, people with disabilities and the older persons.

## Challenges in gender equality promotion in transport in Viet Nam

**Women's low representation in transport sector reduces their employment opportunities in this area:** Transport plays a role in generating employment opportunities, however, the number of transport sectoral female workers in Viet Nam currently account for only about 24%<sup>5</sup>. Gender stereotype in training and selecting sector, career is one of the barriers for female workers in participation in transport sectoral labour market. Women's low representation in sectoral labour force in general and in management positions in particular has restricted their voice in sectoral process of important decision making.

**Women encounter many barriers in participation in the traffic:** Gender stereotype on mobility, burden on unpaid care work, low income...has restricted women's accessibility to various means of transport. Transport programmes and schemes also have various impacts on women and men. For example, women might face to human trafficking, attack, missing... when participating in the traffic on highways at night, in empty places... A survey by ActionAid Viet Nam in 2014 showed that 87% of female interviewees from Ha Noi and Ho Chi Minh City revealed that they had been sexually harassed in public places.

**Transport programmes and projects are often gender neutral:** Programme design just focuses on technical parameters and less attention is paid to social assessment data, particularly information from gender analysis. Due to cultural, economic and social factors, women's transport needs are different from men's but in practice they have less chances in consultation of their priorities and needs in access to and use of transport means.

**Lack of gender analysis data in transport** is the barrier to the implementation of gender analysis which hinders the development of GRB transport policies and programmes. Many reasons could be the narration for this issue including inadequate awareness of the link between gender equality and transport, lack of technical guidelines on analysis and assessment of gender impacts from transport programmes, lack of consistent commitments from the policy making at macro level to the implementation at provincial levels and at relevant sectors. Moreover, very few programmes focus on gender capacity building and development for transportation officials for GRB implementation in transport sector in Viet Nam.

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<sup>5</sup> Report of the Trade Union of transport sector at the Training Workshop on Gender Responsive Budgeting in transport area co-organised by the Ministry of Transportation and UN Women during 7-8/12/2017.





Photo: UN Women Viet Nam

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## **GENDER RESPONSIVE BUDGETING: AN EFFICIENT APPROACH FOR ADDRESSING GENDER INEQUALITY ISSUE**

## What is gender responsive budgeting?

Budget is the most comprehensive statement on socio-economic development plans and priorities of every country. Through the monitor of cash inflows and outflows, budgetary decisions inform the methods of budget mobilisation and utilisation as well as the beneficiaries from budget. Therefore, the implementation of gender equality commitments requires the proactiveness in incorporating gender perspective in planning, developing budget framework and specific investment programmes in order to address gender inequality issues<sup>6</sup> in the most comprehensive way.

Gender responsive budgeting is not a budget dedicated to women and men but an approach which incorporates gender analyses in government planning and budgeting processes, at the same time it shows options of budget utilisation for promoting gender equality and empowerment of women. The important objective of GRB implementation is to improve the quality and efficiency of public finance management through integration of equality and equity aspects in public expenditure and budget revenue as well as to ensure that socio-economic development plans will not intensify existing

gender inequality relations in the society. Studies in Viet Nam have also shown that not all investments have positive impacts on gender equality even though positive socio-economic results are given in general.

International experiences show that gender responsive budgeting is a tool of accountability for monitoring and supporting the implementation of government commitments on gender equality, overcoming resource constraints when budget lines dedicated to gender equality activities always account for a very small percentage in the government expenditure and revenue budget source in general. Being an efficient policy tool for challenging and addressing persistent gender inequality issues, GRB has been applied in 100 countries in the world including many countries in Asia Pacific region.

## Regulations on Gender Equality in State Budget Law 2015

Gender equality principles have been regulated in State Budget Law (2015) for the first time. This change was an important premise for applying GRB approach.

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6 UN Women, 2019.



Principles of State budget management	Grounds for making state budget estimates
<p>“Ensuring that priority shall be given to budget allocation for implementation of the Party and the State’s guidelines, policies in each period on economic development; hunger eradication and poverty reduction; ethnic minority policies; <b><u>implementation of gender equality goal</u></b>; development of agriculture and rural areas, education, training, health care, sciences and technology and other important policies”.</p> <p><i>(Clause 5, Article 8, State Budget Law 2015)</i></p>	<p>“Socio-economic development tasks and assurance of national defense, security, foreign relation and <b><u>gender equality</u></b>”.</p> <p><i>(Clause 1, Article 41, State Budget Law 2015)</i></p>

In the context when Viet Nam has no access to preferential financial sources from International Development Association (IDA) any longer and likely form donors in the coming time, financing for development activities has been posing challenges in implementation of poverty reduction strategies and addressing social and gender inequality issues<sup>7</sup>. Therefore, efficiently using domestic financial source is a problem posed for Viet Nam in the current transition period.



<sup>7</sup> Oxfam (2019); Financing for development in Vietnam:

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*“Getting home late in the evening will be at high risk of being harassed”*

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(A female interviewee).

*“In the evening, sexual harassment often happens in a number of late batches of buses or in the last batch carrying drinkers or students getting home from hanging out. The drunks will harass women, students or persons wearing revealing clothes when seeing them”*

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(A bus assistant).

*“On the bus, I saw a male intellectual with a laptop bag and he erotically touched me. I never imagine that such a man will act like that”*

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(A female student)

*“In the morning, female students go to secondary schools and universities, the buses are crowded and people are in such a hurry, it will be difficult for the victims to approach somebody to seek help or making the victims shy/embarassed and they do not dare to ask for support”*

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(A female worker).

*“I participate in a number of social activities and often get home late in the evening. I often have to leave the programme before it ends and do not dare to stay until late night because I’m afraid of being unsafe”*

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(A female student).

(Source: Excerpt from Scoping Study Report of UN Women and Ho Chi Minh City, 2016)





Photo: UN Women Viet Nam

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## HCMC'S GRB INITIATIVE IN TRANSPORT IN PUBLIC TRANSPORT DELIVERY

The initiatives were implemented in four phases:

#### **PHASE 1:**

##### **Identifying gender issues through scoping study**

In implementation of the Decision No. 1464/QĐ-TTg (2016) of the Prime Minister on “Implementation of Safe and friendly city for women and girls paradigm to ensure safety in public places” with resource and technical support from UN Women, Ho Chi Minh City conducted a “scoping study to learn and identify what women and girls concern about their safety while working, travelling and living in the city area”. The study results showed that sexual harassment and other forms of sexual assault against women and girls in public places happen quite commonly in Ho Chi Minh City but people often ignore this and do not report it because of popular conception that it’s a personal issue. The study also showed people’s misconception of sexual harassment and violence and tend to blame the victims of sexual harassment for their sexy dressing style.

The interviewees thought that sexual harassment also affects the economy, tourism and image of a safe city which limit the number of tourists to Ho Chi Minh City. Female students and women are often most affected by sexual harassment. They said that sexual harassment affected their lives, travel, study, work and the participation in social activities due to the fear leading to the afraid of engaging in those activities, particularly in the evenings.

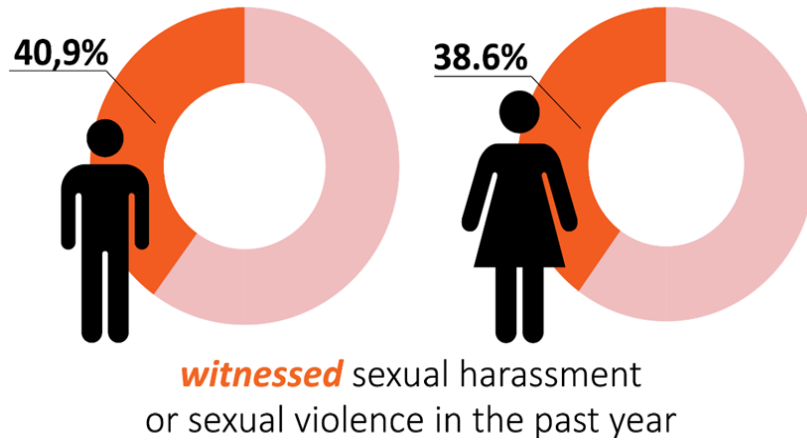
Officials from the city transport sector also admitted that sexual harassment situation is very common on the bus. Policemen thought that bus routes should be the places to focus in for intervention first and suggested the city authority to take measures to reduce the number of bus riders, avoid the overload and crowding which create favourable opportunities for harassers’ acts. Moreover, there should be measures to raise awareness for bus driver and bus assistant, and setting up surveillance cameras on the buses.

#### **PHASE 2:**

##### **Development of input database**

From the above-mentioned scoping study, UN Women has supported Ho Chi Minh City to conduct a Survey on input database for development of Safe cities for women and girls in Ho Chi Minh City area in 2017. Based on the survey results, the report proposed intervention measures for development of the work plan “Safe cities for women and girls programme” for monitoring and evaluation of interventions later on.

A number of results of witnessing and experiencing sexual harassment through the study on development of input database in 2017 in Ho Chi Minh City





### The main findings of the Survey are as follows:

- In Ho Chi Minh City, 40.9% of men and 38.6% of women witnessed sexual harassment acts, 18.5% of female interviewees said that they were sexually harassed and 11.7 % of men said that they committed sexual harassment acts in public place. The places that women feel most unsafe are on the buses, at the bus stops, at the parks and in public toilets<sup>8</sup>.
- Percentage of perceiving women and girls's safety level in public places remains low: Only nearly ½ respondents thought that it is safe for women/ girls to go out in the evening, specifically 46% for women and 47,5% for men. Sexual harassment/ sexual assault acts mainly happen to women/ girls in public places such as: being exposed to whistling/finger sucking/making provocative comments or unwanted sexual gestures; being touched (grabbing, pinching, slapping); being exposed to unwanted sex stories/jokes. Areas where sexual harassments/sexual assaults mainly happen are: in the streets/lanes/alleys; parks; buses/bus stations/bus waiting shelters/bus transit stops; restaurants/bars/beer restaurants; public toilets...

- Factors made women/girls feel unsafe in public places are as insufficient/weak lighting; insufficient clean and separate toilets for women; drinkers or drug/stimulants users.
- The perception that sexual harassment/sexual assault against women/girls is normal or sometimes acceptable still exists.
- The perpetrators are mainly male groups aged between 20 to 49 (groups of the youths and the middle age). The victims are often female groups aged from 15 to 30 (groups of juveniles and female youths). The victims lack knowledge, skills/capacity in prevention and response to sexual harassment/sexual violence.
- The communities are irresponsible, incapable and skillless in prevention and response to sexual harassment/sexual violence;
- Missing legal regulations and sanctions for sexual harassment/sexual violence in public places for women and girls.

These results provided inputs for the interventions of the Scheme for "Prevention and response to gender based violence in Ho Chi Minh City area until 2020 with vision towards 2030"<sup>9</sup> and the "Safe and friendly cities for women and girls programme for 2017-2021 with vision towards 2030".

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8 UN Women and Ho Chi Minh City Department of Labour, Invalids and Social Affairs, 2018: Input survey report on the Programme on Safe city for women and girl

9 Decision No. 2568/QĐ-UBND dated 23 May 2017

### PHASE 3:

#### Changing approach to gender issues in public transport services delivery

Ho Chi Minh City Committee for the Advancement of Women and Gender Equality of in coordination with Ho Chi Minh City Department of Transport (DOT) have piloted the activities on “Improvement of public transport infrastructure and services to ensure gender equality promotion as well as prevention and response to sexual harassment and violent in public places” within the framework of the Safe and friendly cities for women and girls programme. The initiatives’s activities applied GRB in transport in Ho Chi Minh City were jointly implemented by the Centre for public transport management under HCMC DOT (*hereby refferd to as Centre*) and HCMC DOLISA with technical support from UN Women since 2017.

The first step in changing the approach was the support from UN Women in capacity building and improvement for counterparts in GRB implementation, specifically as: Gender equality and GRB traning workshop with the participation of leaders from DOT divions, units, Economic and Budgetary Board of Ho Chi Minh City People’s Council and other city Departments, Boards, sectors (2017); Development of GRB Guideline in verification and monitoring of budget implementation of the People’s Council (2018); Training Workshop on “Prevention

of sexual harassment and violence in public means of transport” and Guidelines for development of GRB initiatives (2019) for divisions, units, Centre for Public transport management, owners of transport enterprises.

On that basis, the City has selected and identified specific intervention priorities for gender equality promotion in public transport.



## Gender equality promotion activities implemented by the Centre including:

### Activities relating to infrastructure

- System in support of passengers and supervision of activities on the bus: CCTV cameras (closed circuit television) were set up on each bus ensuring technical elements to supervise dangerous behaviours and prevent offences on the bus including sexual harassment acts.
- Safe system supervising activities in bus waiting shelters: Currently, 252/638 waiting shelters are equipped with cameras and lighting.
- In the Online control centre, the staff will monitor the situation through camera screens to supervise the waiting shelters; bus itineraries to see if buses run on the right charts and itinerary duration; legal violation acts (sexual harassment and sexual abuse, pickpocket) on the bus to take corrective measures or send videos as evidence to the police for sanction. Maintaining the hotline 0981.860.202 managed by Criminal Police Division as the focal point agency for receiving information on security and order on the bus.
- Setting up hotline 1022 for receiving people's information and report on all issues including traffic safety. Hotline number is printed on big notice boards, on the buses and the bus tickets; the functions of taking photos and sending them directly to the Centre for handling driver's violation as well as revealing information for addressing issues related to crime, violence and sexual harassment are available on Birmap applications software.





- Pilot operation of one orange bus “Bus itinerary with Youths saying NO to gender based violence” and developing communication materials for distribution in residential communities. After piloting, DOT in coordination with DOLISA, UN Women, ActionAid Viet Nam and Sunrisesvn Communication Company have provided resource and technical support to the city Centre for Public transport management in

renovation and operation of two bus routes (no. 53 and no. 93) with 43 orange buses and over 50 waiting shelters with communication message on “Ending gender violence - For safe cities for women and girls - #ListeningAction” in order to limit the situation of sexual harassment and sexual abuse against women and girls in public means of passenger transport and in bus waiting shelters, bus transit stations.



*Photo: Ribbon cutting to launch orange bus operation*

## Capacity building activities

- Capacity building for bus driver, bus assistant, public officials, civil servants and workers including: (i) training on how to recognise and respond to cases of sexual harassment and sexual violence against women and girls in public places; (ii) Workshop on “Current situation and solutions to ensure safety for women and children in participation in public transport”.

## Communication activities

- Drafting and releasing typical communication publications as “Video clip of civilised Banana helps to perceive sexual harassment and sexual abuse acts in public places for self prevention and stoppage”, “Radio guides the people to prevent sexual harassment on the bus”, “Material on how to respond to sexual harassment for bus drivers, bus attendants, passengers and victims on the bus”. Communication publications can be downloaded via social networks; are available in public passenger transport waiting stations, hospital lounges; are distributed in the conferences/workshops, communication events and are broadcasted via city television and the Voice of city people channels.



Photo: Deputy Director of the Centre for Public Transport Management Mr. Ha Le An presents the renovation of public transport system meeting gender demands



Photo: Bus route with orange messages on prevention of gender based violence and voice raising upon witnessing sexual harassment on the bus

## PHASE 4:

### Making changes

After a lot of efforts together with initial changes from awareness to action, proactive gender mainstreaming in a number of activities of the Centre for public transport management to the attention to gender factor in budgeting and fund proposal.

### Change of awareness of the importance of gender equality promotion in transport is a prerequisite

- Change in awareness was reflected through the sharing of the Centre's leaders: (i) from the thought that gender is not related to transportation to the awareness that safety for women and girls must be one of the criteria for improving public passenger transport services; (ii) from only simply focusing to the technicals in setting up and building waiting shelters to how the technicals most effectively support women and girls's safety.
- The support of leaders from city DOT and the delegation of the Centre for public transport management as the focal point agency for implementation of activities within the Safe cities for women and girls programme is an evidence of change in awareness of transportation role in promoting gender equality. The delegation of a focal point agency in promoting gender equality activities is a commitment on strengthening the

accountability in gender equality work as well as creating favourable environment for the sharing and coordination on gender equality among the city stakeholders. This also facilitates the focus on priority to strengthening capacity building on gender equality for the focal point agency.

### Change in operational practice of the Centre with DOLISA's technical support

- **Adjusting surveillance equipment at the bus waiting shelters to ensure safety for women and girls:** Changes in practice started from technical changes such as replacing shielding plates in bus waiting shelters with transparent glass, installing sufficient lights to ensure the light for enhancing the transparency and reducing criminal acts including sexual harassment acts. The previous camera system was used mainly to monitor buses on compliance of time and itineraries/routes, therefore it was set up at long-distance vision and later was reset to closer distance for supervising sexual harassment acts at the waiting shelters and on the buses.
- **Safety for women and girls is one of the operational contents of the Centre.** Specifically as: (i) in 2018, the Centre has reviewed and finalised the *Code of Conduct for passenger friendly and safe buses* in which it specifies rules of conduct on buses for bus drivers, bus assistants

and passengers aiming at the outcomes of safe services for women and girls; (ii) including sexual harassment issue in the Centre's operational regulations and coordinating with Criminal Police Division PC02, Ho Chi Minh City Police Department and the city traffic inspectors in handling law violation cases on the buses, at the bus stops, bus stations and bus waiting shelters.

- **Diversity of communication forms has made a highlight in transportation from gender perspective:** It can be seen that transportation has played an important role in communication of gender equality, specifically as the traffic billboards in the city areas showed the line on sexual harassment prevention; bus waiting shelters and buses were covered by orange colour for raising awareness of bus riders of harassment prevention in public places; participating in exhibition of materials on safety for women and girls organised by the central committee of Viet Nam Women's Union on the occasion of announcing 2019 Theme: Safety for women and girls; communication programmes of "Bus to school with me" and "Experiencing with bus" with the objective of advocating students to go to school by bus. This not only aims at transport sector's objective of attracting people to

use public means of transport maximally but also contribute to the development of a safe living environment for every inhabitant in the city area. Many children participating in traffic on the way to school also significantly contributes to reduce the time of women and men who have to take their children to school..

### Change at policy and budget levels

- The City budget allocated at a certain level to renovating and upgrading a number of city bus stops has reflected gender responsive budgeting:
  - HCMC DOT issued two Decisions on approval of Economic and technical construction investment report and Contractors selection plan for renovating and upgrading bus stops on 1A national highway in the section from Binh Phuoc overpass to An Suong crossroad and in Cu Chi, Hoc Mon districts area<sup>10</sup>. In these Decisions, the repair and upgrade of bus waiting shelters have to ensure safety for women and girls as using transparent glass, installing camera system, ensuring a good lighting system. As of 31/12/2020, the renovation and upgrading for all waiting shelters were completed by the City budget.

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10 Decision No. 1303/QĐ-SGTVT (8/9/2020) and Decision No. 1304/QĐ-SGTVT (8/9/2020)



- The City has approved the *Scheme for Public transport, control and handling personal motor vehicles for 2020-2030* with 27 solutions including solution No. 14 on capacity building for bus drivers and bus attendants. With solution No. 14 under the Centre's function, the Centre has proposed fund for implementation which include the integration of the content on

gender equality, sexual harassment prevention, safety assurance and access to services for people with disabilities as a key content. This is the important premise for budget development and allocation for gender equality promotion in implementation of the *Scheme for Public transport, control and handling personal motor vehicles for 2020-2030*.





Photo: UN Women Viet Nam

# 4

## LESSONS LEARNT AND THE NEXT STEPS



- The Programme on Safe city for women and girls in HCMC was a good example of harmonious addressing of economic development goals, transport infrastructure development in combination with promotion of social equity and gender equality through the application of gender responsive budgeting approach.
- Leaders's commitments at all levels bear a decisive significance. Cognitive and behavioural change is an ongoing process that requires patience. Although individuals play important role, awareness raising and capacity building for the Centre's officials as well as developing commitments of higher-level management is the key to continued efforts in promoting and maintaining initial achievements in gender equality promotion in the City transport, for example, commitment through organising city-level forum on this theme.
- Evaluating impacts of "Bus to school with me" and "Experiencing with bus" communication programmes. Development of supervision system, data and gender analysis requires support. For example, with "Bus to school with me" Programme, if the number of students riding buses increases and safe, friendly, violence and sexual harassment free buses are ensured, parents' time for unpaid care work will be reduced (time for dropping off and picking up children at school is not needed); or with "Experiencing with bus" Programme, it is required to analyse the level that public transport services can meet passengers' demand from gender lence.
- On the basis of the activities that the Centre for Public transport management will conduct in 2021 by the funding source from the state budget, selecting a number of activities applied gender responsive budgeting in the following years.
- Collecting data, analysing, evaluating public passenger transport services from gender len with the objective to obtain evidences during the process of policy advocacy, capacity building and developing technical guidelines, specifically are as follows:

  - Developing specific guidelines/tables to support the monitoring of GRB public passenger transport services including sex-disaggregated data collection on a regular basis during serveive delivery.
  - Promoting gender analysis in public passenger transport service (public bus service) to learn bout the demands of various target groups and provide the inputs for designing gender responsive services.
  - Developing a set of criteria for assessing the quality of GRB public passenger transport service including monitoring indicators related to bus driver (forexample, capacities and understanding of gender issues in transportation), clients (level of satisfaction of men and women about the service), technical contents (equipment system, transport infrastructure)...

- Building capacity for bus drivers, bus attendants, public passenger transport management team on gender equality and gender mainstreaming in the work and activities of the Centre which they are responsible for.
- Coordinating with the Transport Works Construction Investment Project Management Unit in gender mainstreaming and preventing violence, sexual harassment in public places - Green Transport Project.



Photo: UN Women Viet Nam







Photo: UN Women Viet Nam



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