

**A CROSS-SECTIONAL STUDY ON SAFETY OF FEMALE
STUDENTS USING PUBLIC TRANSPORT BUSES IN
HUBLI, KARNATAKA**

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DECLARATION

I hereby declare that this dissertation titled – “A Cross-sectional study on the safety of female students using public transport buses in Hubli, Karnataka” is a Bonafide record of my original research. It has not been submitted to any other university or institution for the award of any degree or diploma. Information derived from the published and unpublished work of others has been duly acknowledged in the text.

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CERTIFICATE

Certified that the dissertation titled - “A Cross-sectional study on the safety of female students using public transport buses in Hubli, Karnataka” is a record of the research work undertaken by Dr Pallan Mehrunnisa, in partial fulfilment of the requirements for the award of the degree of Master of Public Health under my guidance and supervision.

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GLOSSARY OF ABBREVIATIONS

CBT	City Bus Terminal
CCTV	Closed Circuit Television
CEDAW	Convention on Elimination of all forms of Discrimination Against Women
CSDH	Commission on Social Determinants of Health
DEVAW	Declaration of the Elimination of Violence Against Women
FGD	Focus Group Discussions
GBV	Gender Based Violence
GII	Gender Inequality Index
HD-BRTS	Hubli-Dharwad Bus Rapid Transit System
IEC	Institutional Ethics Committee
IPC	Indian Penal Code
KSRTC	Karnataka State Road Transport Corporation
KUD	Karnataka University Dharwad
NGO	Nongovernmental Organization
OHCHR	Office of High Commissioner of Human Rights
PG	Postgraduate
QR code	Quick Response code
SDG	Sustainable Development Goals
UN	United Nations
UNDP	United Nations Development Programme
UG	Undergraduate
VAWG	Violence Against Women And Girls
WHO	World Health Organization

ABSTRACT

BACKGROUND

Violence against women is any gender-based act causing physical, sexual, or mental harm. It is a violation of human rights rooted in gender inequality. This can occur in many settings including public spaces like buses, impacting women's well-being. In India, overcrowded public transport exposes vulnerable groups, including college students to sexual harassment and exclusion. This harassment may be of confrontational or non-confrontational type. Most studies done on the topic are located in Tier 1 cities, however Tier 2 cities like Hubli are the site of much of the recent developments with rapidly growing infrastructure. In Hubli-Dharwad, KSRTC and HD-BRTS are the major public bus transport systems. This study aims to assess the prevalence of self-reported harassment among female students who use public buses and describe its types, responses of and impacts on the survivors.

METHODOLOGY

A cross-sectional survey was conducted among 632 undergraduate and postgraduate students from 18 colleges affiliated to Karnataka University in Hubli, Karnataka. Data was collected using a self-administered questionnaire which had questions on experience of harassment, its forms, strategies of response among survivors, perceptions on safety and suggestions for safe transport. The responses were analysed to calculate the

prevalence and other descriptive statistics. The answers to open ended questions were analyzed manually through a summary of narratives under broad categories.

RESULTS

29.7 percent participants reported experiencing harassment on buses in the last six months, 18.2 percent reported witnessing events of harassment. Overall, 48 percent participants reported either experiencing harassment, witnessing it or both. Among those who experienced and agreed to share further details, 51.4 percent reported verbal forms of harassment. Immediately post incident, most of the survivors opted to walk away (56.1%). In the longer run, they responded by changing their bus route, time of travel or by staying close to other women on the bus. Participants attribute harassment to men's lack of education (38.2 %). They suggest improving reporting mechanisms (50.8%) and addressing overcrowding to enhance safety (50.1%).

CONCLUSION

The study highlights a significant issue of harassment faced by female students on public buses. Despite this prevalent issue, there is a notable underreporting due to a lack of awareness about reporting mechanisms. Both victims and witnesses of harassment are affected, indicating the pervasive impact of the problem. The current free transport scheme does not address the safety concerns of female passengers. Hubli is a Tier 2 city and as it transitions towards becoming a 'smart city,' there is a need to address the root causes of harassment, which requires a shift in societal perceptions. Solutions must evolve with this context in mind, emphasizing the importance of better reporting mechanisms and measures to reduce overcrowding on public buses.

CHAPTER 1

INTRODUCTION AND LITERATURE REVIEW

1.1 BACKGROUND

Charlotte Brontë, a pioneering novelist and poet eloquently said "I am no bird; and no net ensnares me: I am a free human being with an independent will." Her words invite us to ponder the stark reality faced by the women in our world. Harassment is part of a continuum of violence against women and is so common that it occurs in almost all spheres be it domestic, the workplace or in public spaces. Intimate partner violence, whether it be physical or sexual, or non-partner sexual assault, affects 35% of women globally. Although there are numerous other types of violence which women face, this itself accounts for a large fraction of all women worldwide. Women and girls face and fear a variety of forms of sexual assault in public places, including sexual harassment, rape, and femicide. It occurs in parks, on public transit, on the streets, in and around schools, and at workplaces. (World Health Organization, 2013). These acts have become like everyday occurrences and almost normalized to the point that they seem like trivial happenings.

"There is one universal truth, applicable to all countries, cultures, and communities: violence against women is never acceptable, never excusable, and never tolerable," former UN Secretary-General Ban Ki-Moon was cited as stating. (2008)

Women's freedom to move about in public places especially on public transport is restricted. There is a burdensome mental calculation and detailed planning that goes on in their minds in order to prevent sexual harassment. It is clearly a gender-based issue and due to overwhelming numbers, it is a matter of public health concern.

1.1.1 Violence against women and the concept of safety:

The concepts of safety and security refers not only to the risk to an individual's personal property or belongings but also harm to their physical well-being and mental health(Coppola and Silvestri, 2021). Due to cultural norms and habits, it may take time for a change in how safety is viewed in public transportation especially in being able to differentiate between accidental injuries and violence like sexual harassment.(Forsdike et al., 2024). Violence against women is "Any act of gender-based violence that results in, or is likely to result in, physical, sexual, or mental harm or suffering to women, including threats of such acts, coercion, or arbitrary deprivation of liberty whether occurring in public or in private life.(UN Women, 2024). The WHO RESPECT women: Preventing violence against women report says- In addition to being a violation of human rights, violence against women (VAW) is a public health issue, a barrier to sustainable development, and a result of gender inequity. It has a detrimental impact on women's wellbeing, both physically and mentally. Families, communities, and societies must bear the social and financial costs of it (WHO, 2019). The UN Women Asia and Pacific report says- Violence against women and girls in public areas, particularly sexual harassment, is still a largely ignored problem with few laws and policies in place to prevent and treat it, despite the fact that violence in the private sphere is now commonly acknowledged as a violation of human rights. Their capacity to engage in public life, the workplace, and education is diminished. It adversely affects their health and well-being and restricts their access to necessary services as well as their enjoyment of cultural and recreational activities.(UN Women, 2020).

1.1.2 India and the public bus transport system:

India is achieving rapid economic growth globally and is one of the most populous countries. Nearly 70 percent of the world's population is predicted to live in urban regions by this year, with over one-third of people now residing there and this number is likely to rise as new urban areas are constructed by 2050.(United Nations Department of Economic and Social Affairs, 2018).The country relies heavily on its infrastructure and transportation plays a huge role in it. A public transport network caters to the people and enables access to business, education, recreation and social interaction for exchange of commodities. To increase accessibility and coverage, there is a need for improvement to further cater to a large population. This system includes city buses, bus rapid transit systems (BRTS), railways and so on.(Verma et al., 2021). The main challenge that the existing system has to tackle is the overcrowding and increased demand.

In Karnataka, particularly in Hubli-Dharwad, there is a significant reliance on buses for transportation to work and education. Census India in 2011 ranked Karnataka third in bus mode share nationally, indicating heavy usage of buses for both inter and intrastate travel. Hubli-Dharwad stands out with the fifth-highest bus ridership for work among Indian cities, having a 50% bus mode share. This highlights the substantial dependence on public transport in the city, despite its size and population.(Adhvaryu and Mudhol, 2022)

1.1.3 Harassment in public transport and its effects:

The term public space refers to various types of public spaces, such as streets, alleys, and squares. These are often used to refer to areas that are both public and private, and they are often associated with women's reproductive and productive

roles. Some of these include cemeteries, water distribution sites, markets, and pedestrian paths. Public transportation is also a major part of this.(Fulu, 2016). Without access to public transportation, women may be prevented from participating in all relevant social, political, and economic activities.(Kacharo et al., 2022). Harassment in transport sector can affect a woman's safety, security and eventually have a long-term impact on her education, job, health and overall mobility. Unfortunately, very few laws, rules and policies exist in this much neglected sector.

1.1.4 Statistics on Crime against women:

To address harassment in public transport, there isn't any special law that has been passed so far. Therefore, the yearly crime statistics include information on the different types of harassment that women experience. There is no information about specific locations of these events. According to the NCRB report 2022: in 2020, there were 3,71,503 reported cases of crime against women across India. It further increased to 4,50,331 cases in 2022. The rate of total crime against women in India for 2022 is 603.4 per lakh population. These figures show a continuous increase in reported cases of crime against women across India from 2020 to 2022. In Karnataka, in 2022, there were a total of 7,109 reported cases of Assault on Women with Intent to Outrage her Modesty and a total of 527 reported cases of Attempt to Commit Rape.(NCRB, 2022).

1.1.5 Hubli city and the public bus transport system:

According to the 2011 census, Dharwad district with Hubli Taluk has 56.68% literate females with female population in the district being 48.89% of total population (Population finder | Government of India, 2011). Many female students

attend the various colleges providing undergraduate and post graduate courses in different colleges across the city. Hubli is also the headquarters of the Northwestern Karnataka Road transport Corporation (NWKRTC). The Hubli Dharwad Bus Rapid Transport System (HDBRTS) connects the twin cities of Hubli and Dharwad by 'Chigari' buses. The students utilize these public bus transport systems to travel to colleges. Buses make up more than 90% of the urban public transport system in Indian cities (Pucher and Korattyswaroopam, 2004).

While many studies have been done on the topic in megacities nationally and internationally, there is a need for such a study in a Tier 2 city like Hubli. The next section discusses such studies available in literature.

1.2 REVIEW OF LITERATURE

1.2.1 Gender Based Violence (GBV):

Gender-based violence (GBV) encompasses harmful actions targeting individuals based on gender, causing physical, sexual, or mental suffering, including threats and coercion (Abdulrahman, 2022; Interagency GBV Case Management Guidelines, 2017). It ranges from leering and stalking to sexual assault and murder, occurring in both public and private settings (Creagh, 2021; Ward, 2002). GBV is exacerbated by gender-based power imbalances exploiting differences between males and females. (Ward, 2002). Women's vulnerability to GBV, including sexual harassment, is heightened by societal inequalities, leading to their marginalization- making it the 'double bind' of violence. (Fulu, 2016)

1.2.2 Types of Violence:

Physical violence involves intentionally using force that can cause harm or injury, such as scratching, pushing, hitting, or using weapons. Psychological violence refers to actions that belittle or undermine a person's self-worth, like constant criticism or verbal insults. Sexual violence includes any unwanted sexual acts, comments, or advances, regardless of the relationship to the victim, such as rape or attempted rape (UN Women, 2013). This reality restricts women's and girl's freedom and limits their participation in education, employment and public life. Globally, violence against women disproportionately impacts lower- and middle-income countries. Despite this, transport systems lack gender sensitivity, with factors such as availability and proximity complicating access (UN Women, 2020). According to WHO guidelines, the majority of female survivors, ranging from 55 to 95 percent, do not disclose or seek services (WHO, 2019). Transport facilities, services, affordability, and accessibility matter a lot to women's safety (Kacharo et al., 2022).

1.2.3 Women's safety:

Strategies, procedures, and laws aimed at lessening violence against women and addressing their fear of crime are all part of women's safety. Since not every place is safe, it entails constructing safe spaces. Places that instill fear restrict mobility and civic engagement. Being uncomfortable or afraid makes one feel excluded. To be safe, women must also be financially secure and self-sufficient. Everyone benefits from safer and healthier communities as a result of this. All hands must collaborate to ensure the safety of women. (Jagori, 2010 (a))

1.2.4 Sexual Harassment

Sexual harassment encompasses verbal and physical forms of unwelcome sexual advances and intrusions, including comments on appearance, whistling, stalking, demands for sexual favors, and aggressive staring (Gardner et al., 2017; Hoor-Ul-Ain, 2020). It occurs in public spaces and transportation, classified into severe, moderately severe, and least severe levels, ranging from rape and explicit comments to staring and whistling. (Hoor-Ul-Ain, 2020; Kissling, 1991)

Street harassment, defined as intrusive encounters with unfamiliar men in any public place, is a pervasive issue affecting women's presence in public spaces. Here, 'street' is used to talk about any public place instead of an actual location (Vera-Gray, 2016). A study in Ho Chi Minh City and Hanoi found that 87 percent of women and girls experienced sexual harassment, primarily in streets, parks, and public transport, with perpetrators often being young men aged 15-25. (Fulu, 2016)

1.2.5 Gender Equity, Rights and access to spaces:

Gender equity ensures equal opportunities for both men and women to fulfil their potential in social, economic, political, and cultural spheres, addressing deeply embedded gender stereotypes and discriminatory norms leading to gender-based violence (GBV). GBV in India exists due to the deeply embedded gender stereotypes, patriarchy and discriminatory norms (Anand and Nanda, 2022). In these norms, male authority and control are upheld, putting women at a risk of harassment and violence from their early life and right from the domestic environment, with both genders internalizing such norms. There is a complexity as to how people even interpret this as "appropriate" or "inappropriate" to justify men's behavior. In a study done in Adis Ababa, Ethiopia, an older man described

verbal and mild physical harassment as “proper” and violent, aggressive attacks as not. (Maclin et al., 2020) Gender roles in society dictate different modes of transport for men and women, shaping their mobility patterns and access to public spaces. Middle- and upper-class men have the easiest access to public spaces while women need to adopt various behavioral changes, strategies, symbolic markers and accessories to demonstrate that they, too, can have access to the same spaces. While men have an unconditional claim to spaces, women’s anxieties to prove that they are not just ‘loitering’ disrupts their everyday performance.(Phadke, 2009). The Indian Constitution guarantees gender equality and mobility rights but societal factors like class, race, and gender norms influence travel behaviour and reinforce women's confinement to domestic roles. The right to move freely, or mobility rights, is a fundamental human right outlined in Article 13 of the 1948 Universal Declaration of Human Rights by the United Nations.(Levy, 2013; Mokta, 2014).This gender inequity results in women living under a "virtual curfew," limiting their movement and perpetuating male dominance in public spaces.(Pain, 1991)

1.2.6 Need for safe public transportation:

Transportation is crucial for a country's infrastructure and achieving gender equality, but when systems neglect women's needs, it hinders their access to employment and education, perpetuating gender inequality (UN Women, 2019).Women often combine multiple errands in a single trip, known as "trip chaining," which can be costlier due to multiple fare tickets (Vanderschuren et al., 2023).In cities like Mumbai, Delhi, and Chennai, women disproportionately rely on buses for commuting compared to men, highlighting the importance of public transportation

(Jang et al., 2018). However, safety concerns persist, with only a small percentage of girls feeling consistently safe on public transit (Plan International Australia, Our Watch, 2016). Target 11.2 of the SDGs emphasizes the need for safe, affordable, and accessible transportation, particularly for vulnerable groups like women, children, and persons with disabilities, as it fosters economic growth, social development, and community cohesion. (Gardner et al., 2017)

1.2.7 Sexual Harassment on public transport:

Sexual harassment on public transport is a pervasive issue that instils fear among women, altering their travel patterns and seeking alternative modes of transportation. (Gardner et al., 2017; Loukaitou-Sideris, 2014) Predominantly non-confrontational, it includes subtle forms like groping and touching, particularly in crowded spaces (Gekoski et al., 2015). These incidents typically occur in crowded, enclosed spaces, where strangers exploit environmental conditions to harass others (Burgess and Horii, 2012; Madan and Nalla, 2016). In psychology, it is characterized as a 'paraphilic act' that affects women with limited incomes and daily transportation needs, such as college students, and results in their social exclusion from urban life (Hoor-Ul-Ain, 2020; Srinivasan et al., 2007; Tripathi et al., 2017).

Plan International's study highlighted prevalent issues faced by female bus passengers, including overcrowding, groping, and sexual harassment, with safety concerns often overlooked by transport authorities (Travers et al., 2013). Similar challenges were observed in Bangladesh, where gender-based violence, notably in public spaces like public transportation, has risen substantially (Mazumder and Pokharel, 2019).

In Quito, Ecuador, alarming rates of violence against women and girls on public

transport were reported, including physical assault, robbery, and sexual harassment, leading to widespread feelings of insecurity among female passengers-84 percent of women participants expressed feeling unsafe while using public transportation, and 79 percent reported experiencing sexual violence at least once (UN Women, 2021). Meanwhile, in Chennai, most offenders were strangers to the victims (67.9 percent), predominantly targeting young and vulnerable individuals (81 percent in 18-22 age group), with a high rate of non-reporting (93.5 percent) due to sociocultural factors (Valan, 2020).

1.2.8 Consequences of Harassment:

Sexual harassment is a recognized stressor linked to increased depressive symptoms and negative mental health outcomes, often leading to economic hardships and feelings of dejection (Mushtaq et al., 2015). Fear of harassment in public spaces, particularly on public transport and when alone, results in self-imposed restrictions on women's mobility, diminishing their right to the city (Bastomski and Smith, 2017; Davidson et al., 2016; Gardner et al., 2017). This fear reflects gender inequality within transit systems and can have significant mental, social, and personal repercussions on victims (Dunckel-Graglia, 2013; Smith, 2008; Tripathi et al., 2017). In Dhaka and Addis Ababa, girls faced substantial harassment, impacting their education and leading to school dropouts (Maclin et al., 2020). Women students in Canada reported various emotions when subjected to harassment, including anger, fear, and demeanment, affecting their academic performance and career aspirations. Approximately 43 percent of women experiencing gender harassment felt anger, while 18 percent felt fear, and 8.8 percent felt demeaned. Moreover, over 20 percent reported a change in attitude toward school and school attendance due to coercive

harassment while 13-14 percent noted a significant decline in both the quality and quantity of their school performance.(Roosmalen and McDaniel, 1999)

1.2.9 Response and coping strategies:

Women who have experienced harassment often adopt long-term strategies to avoid it, including seeking help from absent protectors, ignoring or blocking intrusions, pretending nothing is happening, complying to avoid conflict, confronting or resisting, changing the situation's meaning, and making complaints(Gardner et al., 2017).Concerns about safety significantly impact women's travel choices, leading them to avoid specific routes or stops, use transit exclusively during daylight hours, or opt out of public transport altogether (Hoor-UI-Ain, 2020).This fear influences mobility patterns, resulting in behaviours like avoiding public transportation at certain times or opting for private vehicles (Coppola and Silvestri, 2021).Women commonly implement self-imposed restrictions, such as avoiding certain areas or not walking alone, affecting their freedom and quality of life (Pain, 1991). In Australia, 30 percent of young women agreed that "girls should not be out in public places after dark," indicating a perception of insecurity that limits their freedom (Plan International Australia, Our Watch, 2016).Additionally, women may carry items for self-defence, seek proximity to other women for safety or avoid an area in their city because of harassment.(Borker, 2021; Jagori, 2010 (b); Korn, 2018) In Australia,87 percent of women adjusted their behaviour to safeguard themselves within the past year (Johnson and Bennett, 2015). These strategies reflect the pervasive impact of harassment on women's daily lives and their proactive efforts to protect themselves.

1.2.10 Reporting of cases:

Harassment, particularly in public spaces like public transport, is often stigmatized and underreported due to various factors. Challenges include difficulty in identifying perpetrators amidst crowds, lack of confidence in police action, and normalization of such incidents as part of being a woman (Mellgren et al., 2018). Worldwide, there is a lack of comprehensive data on the prevalence of sexual assault and harassment on public transportation due to underreporting and challenges in data collection (Gardner et al., 2017; Gekoski et al., 2015; Jones et al., 2009). Initiatives like equipping buses with video cameras, as done by the London Transit Commission, can encourage reporting and enhance safety measures. (Hoor-Ul-Ain, 2020) Such strategies aim to address the barriers women face in reporting incidents and promote a safer environment for all commuters.

1.2.11 Framework, Policies, Campaigns and the Indian Law:

The **CSDH Framework** for Gender and Violence, developed in 2010, highlights five dimensions, including gender norms and relations, which shape attitudes towards gender-based violence.

International efforts to address violence against women (VAW) gained momentum with the adoption of **CEDAW** in 1979, followed by Recommendation 19 (refrain from engaging in violence against women) and the Vienna Conference in 1993 (International community formally acknowledged VAW as a violation of human rights). Subsequent declarations such as the **Declaration on the Elimination of Violence against Women** in 1993 and **the Beijing Declaration** in 1995 where it called for eradication VAWG and made it a criminal offence punishable by

law(OHCHR, 2009) reinforced the commitment to combat VAWG globally .

Several significant events and declarations have contributed to advancing the issue of women's safety internationally. Events like the Montreal, Bogotá, and Delhi Declarations, along with UN Women forums, emphasized women's safety in public spaces.(Fulu, 2016)

In India, legal definitions of sexual harassment lack precision, with different sections of the Indian Penal Code addressing related offenses (**IPC**). Sections 292, 354, and 509 cover various aspects of sexual harassment, but their implementation may overlap, leading to challenges in enforcement (IPC).

1.2.12 Challenges faced:

According to the UN Women report, interventions to address violence against women lack a rights-based and gender-transformative approach, often blaming or aiming to protect women without challenging gender inequality. They often treat women as a single group without recognizing their diversity(Fulu, 2016). Coordination between NGOs and governments is challenging, hindering effectiveness, and many initiatives lack comprehensive strategies, overlooking the work of local women's groups. Violence against women in urban spaces is often not seen as part of a broader issue, limiting effective solutions. New technologies offer empowerment opportunities but also pose risks for sexual violence. Gendered planning and advocacy for women's safety face challenges due to a lack of priority and understanding of the connections between planning, empowerment, and safety (Reeves, 2014). Efforts to address women's safety in public transport are hindered by a "gender-blind" approach and limited understanding of how gender intersects with transport inequalities (Shah et al., 2017)

1.2.13 Studies done globally:

In **Dhaka, Bangladesh**, a study (Creagh, 2021) found that 49 percent of women surveyed expressed concerns about gender-based violence (GBV) during their commutes to work or education via paid transport. Safety threats included GBV, harassment, other crimes, and injuries, leading to heightened anxiety and fear among participants. In **Nepal**, a study (Gautam et al., 2019) involving 280 female students revealed that 78 percent experienced harassment, with unmarried students facing the highest levels. Sexual harassment was prevalent on buses, especially for unmarried females and those living alone. In **Santiago, Chile** (Korn, 2018), 72 percent of surveyed female college students reported experiencing sexual violence while using public transportation, with over 85 percent enduring repeated incidents. Key factors influencing travel choices included speed, safety, congestion levels, and cost. Similarly, in **Dar es Salaam, Tanzania** (Mosha et al., 2022), 88 percent of female university students reported experiencing sexual harassment while using public transport, with verbal harassment being the most common form. These studies highlight the pervasive nature of sexual harassment on public transport and its significant impact on women's safety and mobility in various countries.

1.2.14 Studies done In India:

Several studies conducted in India shed light on the prevalence and impact of sexual harassment on women in various contexts: In **Lucknow**, a survey by (Tripathi et al., 2017) involving 200 female students aged 18 to 29 revealed that "physical contact and advances" and "sexually coloured remarks" were the most frequently experienced forms of harassment. Virtually every participant reported experiencing

these incidents. A study conducted in **Delhi** by JAGORI (Jagori, 2010 (b)) aimed to understand women's safety perceptions. The study involved 1006 women from diverse backgrounds. It found that 74 percent of reported harassment incidents occurred during daylight, with public transport being a significant location (39 percent). Verbal harassment was the most common form, contributing to general anxiety among women. In **Mumbai**, a study (Bharucha and Khatri, 2018) focused on the safety of working women, particularly regarding sexual harassment. Data collected from around 300 women highlighted that 98 percent expressed concerns about their safety when traveling alone. Key factors influencing safety perceptions included good lighting (68 percent), police patrolling (52 percent), and the presence of shops and establishments (29 percent). The study revealed high rates of harassment, with 77.2 percent reporting lewd comments, 30 percent experiencing stalking, and 29 percent being groped or touched inappropriately. 71 percent of women had lost faith in the police's ability to address and prevent such incidents.

1.2.15 Studies done In South India:

Research was conducted in **Thiruvananthapuram and Kozhikode**, by SAKHI, Jagori revealed that sexual harassment was a primary safety concern. A diverse sample population, including students, workers, homemakers, commuters, drivers, and conductors, participated in the study. Sexual harassment was identified by 98 percent of women and 99 percent of common witnesses, with verbal and visual abuse being the most prevalent forms. Physical harassment, stalking, and flashing were also reported. Public transport, bus stops, and roadsides were identified as locations where women faced the most harassment. However, only 23 percent of women considered approaching the police due to negative myths and past negative experiences .

(SAKHI women's resource centre, 2011)

In **Hubli**, a study conducted by the Janagraha Centre for Citizenship and Democracy aimed to measure women's safety perceptions and strengthen community policing. Findings from a quantitative household survey involving 422 citizens revealed that approximately half of both women and men reported having access to transportation that made them feel safe when traveling alone or in groups. A significant portion of citizens, especially women (43 percent), expressed reluctance to travel around the city or visit public places alone. Only a small percentage engaged in verbal interactions with the local police. Factors contributing to citizens' feelings of safety included high police presence, well-lit streets, and the presence of good quality pedestrian walkways (Janaagraha Centre for Citizenship and Democracy, 2020)

1.2.16 Gaps in research:

Research on the effectiveness of interventions addressing sexual harassment and violence against women and girls (VAWG) in public spaces is limited, especially in low- and middle-income countries. Challenges such as underreporting, funding constraints, and difficulties in data collection hinder the evaluation of such programs. Women often refrain from reporting instances of harassment and violence due to shame and fear, leading to inaccurate crime records. There is also a lack of understanding about the mental and psychological trauma experienced by survivors. Furthermore, most research has been conducted in large cities, with limited focus on smaller Tier 2 cities, highlighting a gap in understanding the situation in these settings.

1.3 RATIONALE FOR STUDY

This research addresses the pressing issue of gender-based violence and public safety for women, particularly focusing on sexual harassment in public transport. With India

ranking 108 out of 166 countries in the Gender Inequality Index (score of 0.437 in 2022) and facing significant gender disparities in labour force participation, there is a critical need to address these issues.(UNDP, 2024). The 2030 Agenda for Sustainable Development has prioritized the eradication of violence against women, emphasizing safe and inclusive cities (Target 5.2 and Target 11.7)(UN Women, 2013). Despite a reduction in reported crimes against women in Hubli-Dharwad, there remains a need for comprehensive research and intervention.(Janaagraha Centre for Citizenship and Democracy, 2020). This study aims to contribute to the discourse on gender-based violence, raise awareness, advocate for change, and provide evidence to develop effective interventions and support services. Hubli, classified as a Type Y Tier 2 city, presents a unique context that warrants attention, as existing studies primarily focus on Tier 1 mega cities. (where, Type X is Tier 1 cities like Bengaluru with a population of more than 10 lakh, Type Y is Tier 2 cities like Hubli with population of more than 5 lakh but less than 10 lakh, Type Z is Tier 3 cities like Belagavi with a population of less than 5 lakh). Therefore, this research fills an important gap in understanding and addressing sexual harassment in public transport in smaller urban settings.

1.4 OBJECTIVES

a. Major Objective: To assess the prevalence of harassment faced by adult female college students on public buses in Hubli, Karnataka, in the last six months

b. Minor objectives:

- To describe the different self-reported forms of harassment among these female students
- To describe the strategies of response among these female students post incident of harassment
- To describe the various reasons that these female students perceive as contributing to harassment on public transport
- To list the suggestions that the female students give to alleviate risk of harassment.

CHAPTER 2

METHODOLOGY

2.1 Study setting

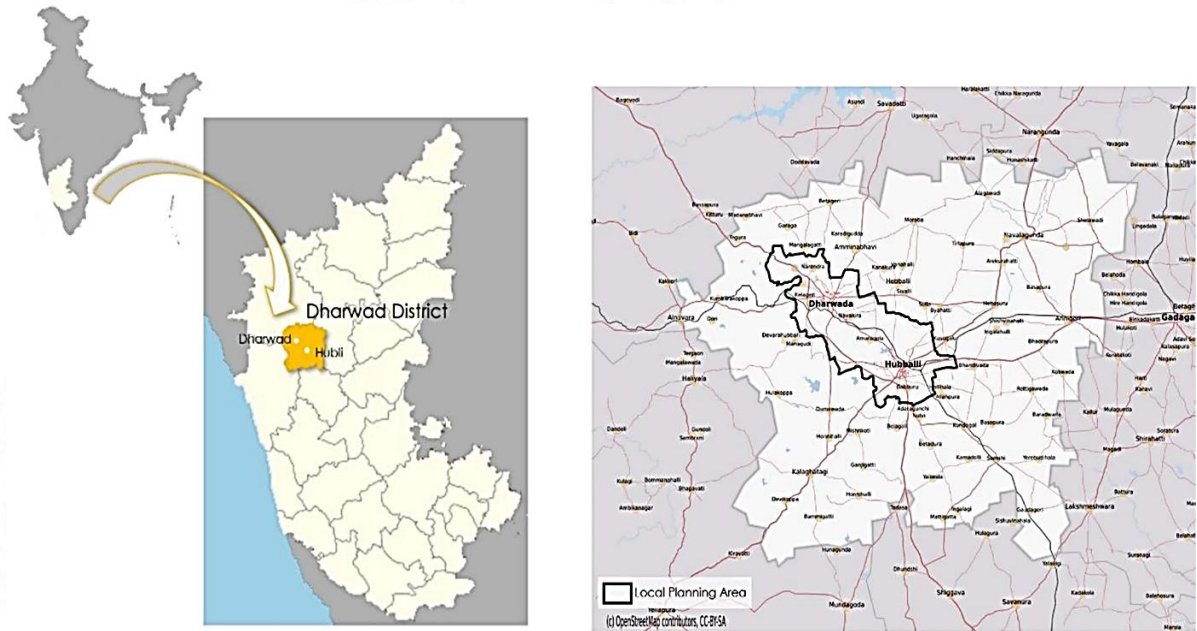


Figure 2.1 Location of Hubli- Dharwad Source: Wikimedia Commons. (2020, March 5). India Karnataka location map.svg. Retrieved from Wikimedia: https://commons.wikimedia.org/w/index.php?title=File:India_Karnataka_location_map.svg&oldid=401701910

The study was conducted in Hubli taluk of Dharwad district located in the North-West of Karnataka (Figure 2.1). Hubli-Dharwad are Tier 2 “twin cities” with a population of twelve lakhs. Dharwad city is the administrative headquarters of the district municipality along with several educational institutions and home to Karnataka University. It is also known as the educational hub of North of Karnataka. The district of Dharwad is further subdivided into five talukas: Hubli, Navalgund, Kalghatgi, Dharwad, and Kundgol. With regard to the twin cities: Hubli is a commercial and industrial hub and Dharwad an academic and cultural hub. Karnataka university, Dharwad has 115 affiliated colleges in Hubli and Dharwad. My study sample was drawn from these colleges. These colleges offer different streams of courses such as Commerce, Arts, Management and Science.

Hubli and Dharwad are served by two main transport companies. These include the North western Karnataka Road transport Corporation (NWKRTC)(Figure 2.2) and Hubli-Dharwad bus rapid transport system (HDBRTS) (Figure 2.3). The NWKRTC corporate office has its headquarters in Hubli. HDBRTS which is a government of Karnataka undertaking in alliance with NWKRTC, connects the twin cities of Hubli and Dharwad by ‘Chigari’ buses and is also headquartered in Hubli. There are 4 bus terminals in Hubli: HDBRTS Interchange, City Bus Terminal (CBT), Old bus stand, New bus stand. The students included in this study all utilize either of these public bus transport systems to travel to colleges.

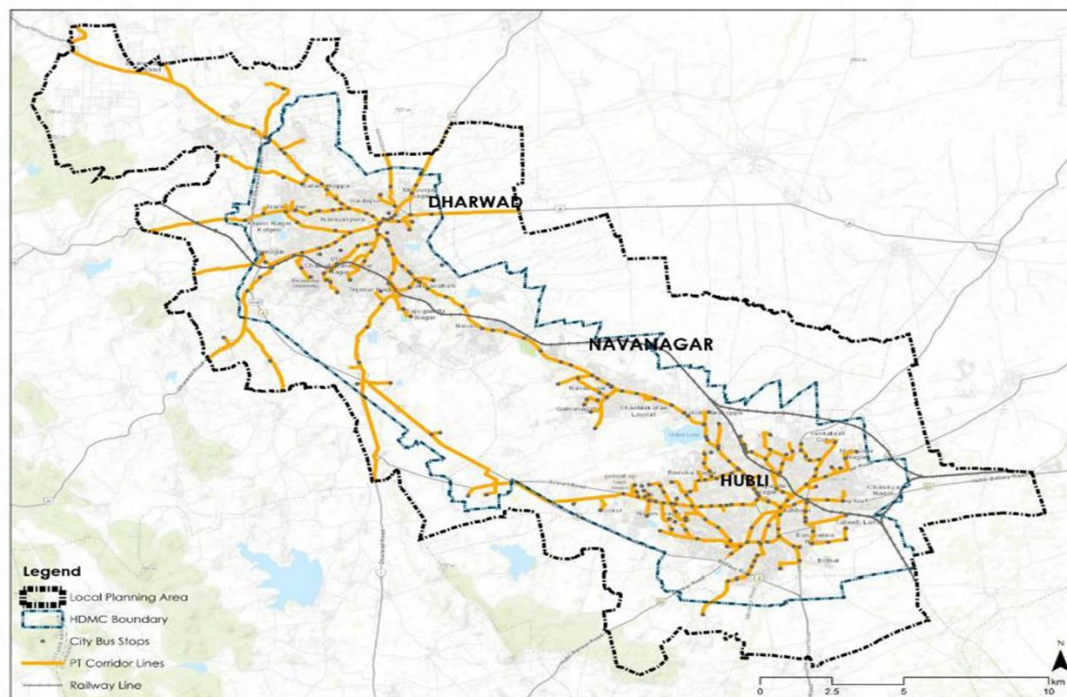


Figure 2.2 NWKRTC Routes Source: Adhvaryu, B., Mudhol, S.S. Visualising public transport accessibility to inform urban planning policy in Hubli-Dharwad, India. *GeoJournal* 87 (Suppl 4), 485–509 (2022). <https://doi.org/10.1007/s10708-021-10548-6>

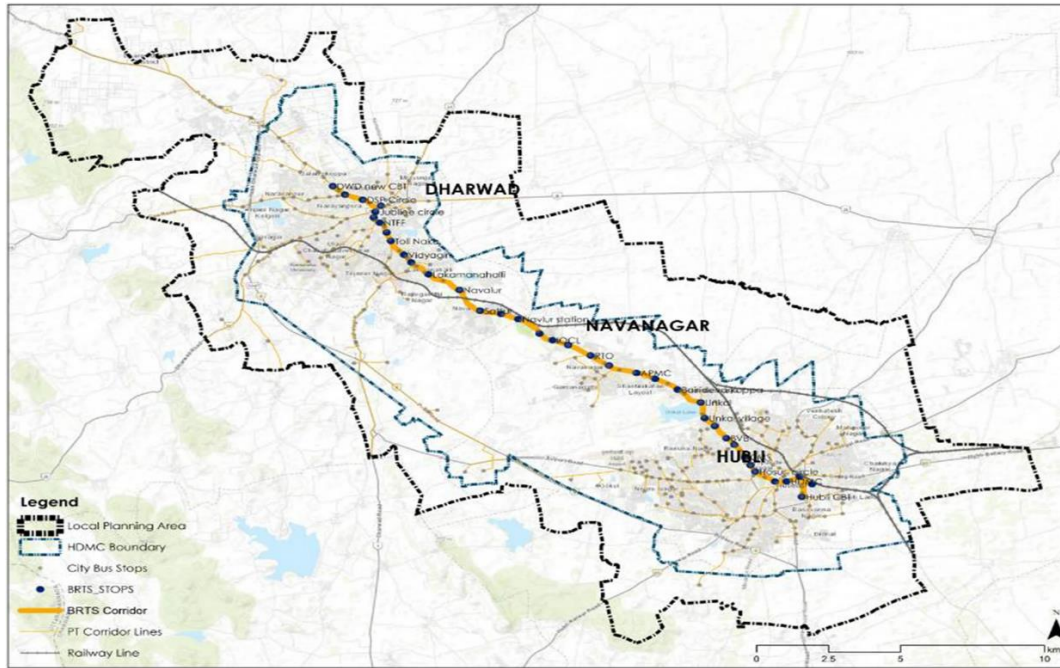


Figure 2.3 Hubli Bus Rapid transport system corridor Source: Adhvaryu, B., Mudhol, S.S. Visualising public transport accessibility to inform urban planning policy in Hubli-Dharwad, India. *GeoJournal* 87 (Suppl 4), 485–509 (2022). <https://doi.org/10.1007/s10708-021-10548-6>

2.2 Study design

A quantitative cross-sectional survey on the safety of female students using public transport buses in Hubli, Karnataka. The survey was designed to have some quantitative aspects to study prevalence of harassment as well as open ended questions to capture the feelings, experiences, perceptions and suggestions of the survivors.

2.3 Study Population

Undergraduate and post graduate students using the public buses to travel to and from colleges were invited to participate. The final sample was drawn from 18 colleges affiliated to KUD as described in Section 2.5 and Figure 2.4.

Inclusion criteria:

- Participants should be female college going students
- These students should be adults pursuing undergraduate or postgraduate courses in KUD affiliated colleges
- The female students should be residing in Hubli for the last one year
- They should be utilizing public buses as a form of transport to travel to and from college and residing in Hubli at the time of study for at least the last six months.

Exclusion criteria: Specially abled female students were not included in this study.

2.4 Sample size estimation

Based on a study done as part of the 'Gender Inclusive Cities Project' (Jagori, 2010 (b)), I have assumed the estimated prevalence of harassment while using public transport as 39 percent. With an assumed precision at 6 percent, design effect of 2 and 95 percent confidence interval, the estimated sample size was calculated on Open Epi version 3.01 updated 2013/04/06. The sample size was 508. Assuming a non-response rate of 20 percent, the sample size was rounded off to 600.

The calculated final sample size = 600

2.5 Sampling procedure

There are 115 colleges located in Hubli and Dharwad, affiliated to the Karnataka University Dharwad providing courses in various streams. Of these, 54 colleges in Hubli providing UG and PG courses, which includes a mix of co-education as well as only- women's colleges were considered. Among them, 18 colleges were randomly selected which are providing non-professional courses in 3 different streams (6 colleges in each stream). After obtaining the permissions from the heads of these institutes, a suitable date was decided to visit the college and meet with the students. My initial plan was to recruit 50 students from 12 randomly selected colleges from within randomly selected classes. However, during my data collection, all classes were not available due to the semester end exams in January-February. Therefore, on the day of my visit to the college for data collection (predetermined with the authorities over email and phone), I was allotted classes depending on the availability by the college authorities themselves. I thus had no role to play in determining which classes were chosen and they took place according to college procedures of which I was unaware. All the female students from different streams and years who were available attended the session in these classes and were invited to attend a briefing. I then gave a brief introduction to my study to the students gathered in each class, which were broadly the contents of the participant information sheet. I distributed the online google form link of the questionnaire to those who filled the inclusion criteria. The students could opt to fill in the questionnaire then and there or fill it in their leisure. The students who had any issues with filling the online form were provided with the hard copy of the tool. My final sample was thus drawn from a total of 18 colleges and 1090 students

were approached. Initially, I received 695 responses in total. After excluding responses which were incompletely or wrongly filled, a total of 632 responses were considered for analysis, approximately 200 from each stream. It is a multi-stage cluster sampling with stratification across streams to select institutions.

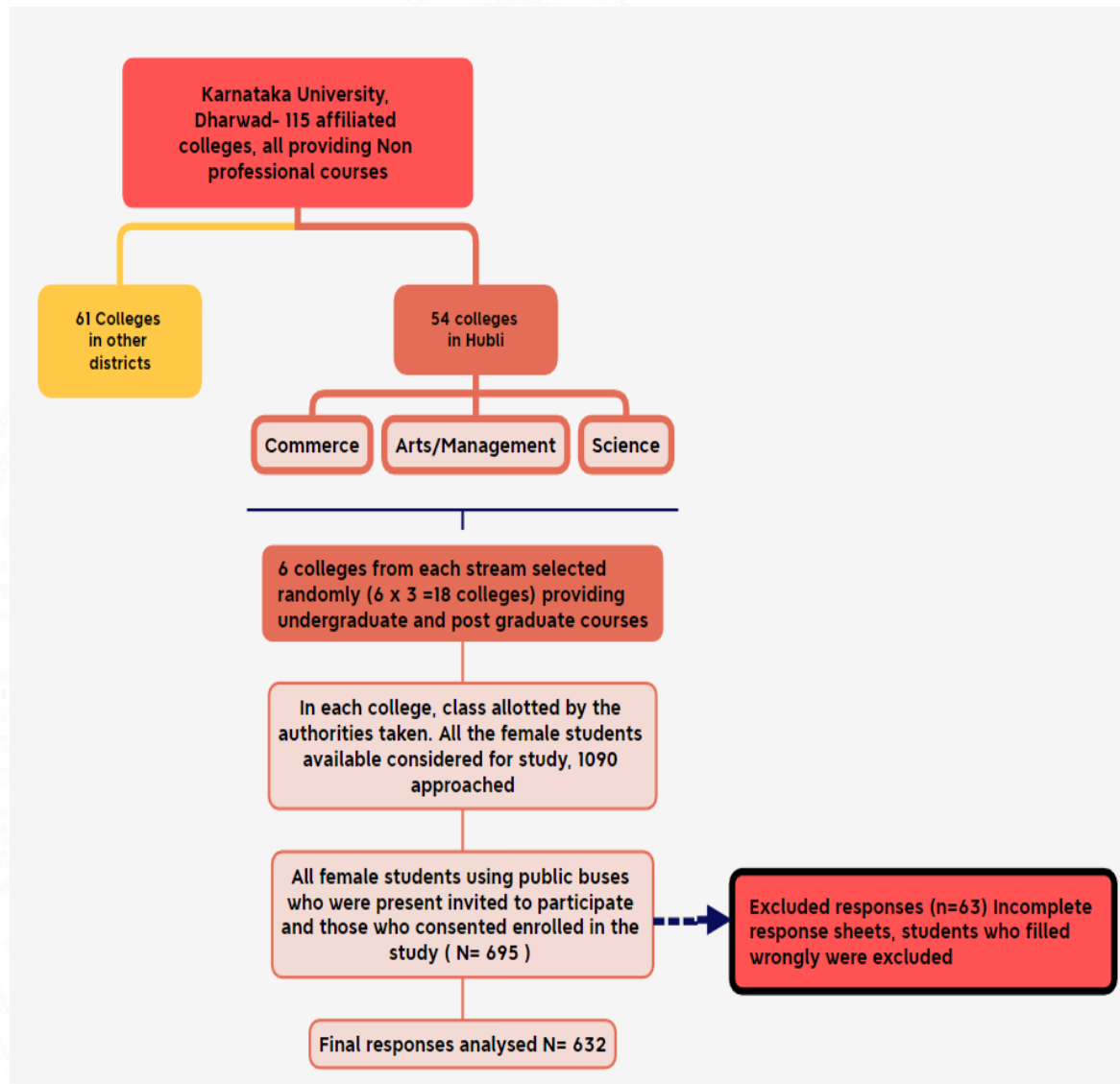


Figure 2.4 Sample selection procedure

2.6 Data collection process

The recruitment was done by the principal investigator. The request for permission to perform the study was obtained beforehand from the principals/heads of institute of these colleges. All students who fulfilled the

inclusion criteria were approached. They were informed about the study and a brief introduction was given. The participant information sheet was read out. All eligible students were then given the link to the online google form questionnaire which they could access by scanning a QR code. The students were enrolled in the study after they read all the relevant details and gave their consent on the first page of the form. The link could only be activated for one entry by one person after they logged in. The students who had not brought their mobile phones, had connectivity and data issues or could not access google forms due to log in issues were given the hard copy versions of the form to be filled in the class. The data collected was therefore, both in an online and offline mode. The students took approximately 20-30 minutes to fill the form.

2.7 Data collection instruments

A structured self-administered questionnaire was developed in English. The information sheet was explained in detail to all the participants by the principal investigator. After clarification of their concerns and queries they were given the link to online questionnaire and hard copies.

Appropriate information on the emergency helplines and counselling services was provided after they gave consent on the landing page. Once they click, and thus acknowledge that they have noted these resources, they were directed to the first part of the questionnaire.

Different sections of the questionnaire were developed to address the objectives of the study. I drew on previous literature including: Jagori survey findings in Delhi- Understanding the safety of women (Jagori, 2010 (b)), Sexual harassment of students on public transport, Lucknow (Tripathi et al., 2017),

Safety and security of Women and girls in Public Transport, Ethiopia(Kacharo et al., 2022) as I developed the questionnaire. All the descriptions, definitions and dimensions of the problems covered in the tool were based on standard tools including the World Bank Toolkit for Enabling Gender Responsive Urban Mobility and Public Spaces Volume 1 and 2. (World Bank, 2022)

The questionnaire had a common section at the beginning then the participants were directed to set of questions based on their selection, on whether they either: witnessed harassment, experienced harassment, both or neither. The following are the different sections of the tool: student information, transportation details, experiences of gender-based violence and harassment, types of harassment encountered, help received, initial responses, long-term changes in behaviour, knowledge on reporting and awareness about helplines, perceived reasons for harassment, suggestions for ensuring safe travel, and opinions on public transport expectations and safety concerns.

2.8 Data entry and analysis

Data received online was converted to an Excel sheet and the information in hard copies was entered manually. The data was cleaned manually in Excel and analyzed with the aid of IBM SPSS Statistics-28 for Windows. The proportion of female students who faced/ witnessed harassment along with the different types was estimated. Further analysis of the open-ended questions was carried out manually where description of harassment faced, emotions felt, long term response, solutions that survivors suggest for safety, perceptions regarding reasons for harassment are all put into summaries of narratives under broad categories. These add to the quantitative questions to help us understand and to get an overall better picture.

2.9 Ethical concerns

There were no direct benefits from the study to the students, but the information provided by them would be helpful for making improvements in safety of female students utilizing public buses in Hubli. Before moving to each institution, permission was obtained from head/principal of respective institution. These permission letters were submitted to the IEC as a prerequisite for ethical clearance. Participation in the study was completely voluntary. The data collection was done only after obtaining consent from the participants. The confidentiality of the participant's identity and personal data was maintained. A unique identification number was given to participants to mask their identity. All the copies of filled questionnaires and consent forms are kept in the custody of the principal investigator. All of these copies will be destroyed upon completion of five years from the date of acceptance of the thesis in keeping with the regulatory requirements. The participants were also given a chance to briefly interact and ask any questions, query or doubt related to the study. They were also provided with a list of helpline numbers for counselling should they feel uncomfortable while answering or need it for the future. The Institutional Ethics Committee of Sree Chitra Tirunal Institute for Medical Sciences and Technology, Thiruvananthapuram, Kerala has reviewed the study and gave clearance to conduct the study (SCT/IEC/2183/DECEMBER/2023). The IEC clearance certificate is attached. (Refer Annexure 8).

CHAPTER 3

RESULTS

The results of the study are presented in this chapter. I first present brief descriptive characteristics of the study participants, to understand their educational background and bus journey details. I then present the prevalence of self-reported harassment on buses in the last six months reported by them. I also describe the types of harassment, harassment occurrence details, help they received, emotions they felt, their strategies of response post incident, and their knowledge about processes and ways of reporting such incidents. I further explore the reasons they perceive as contributing to harassment, solutions suggested by them to alleviate risk of harassment and finally their opinions on safety and why it is a matter of concern to them. This helps us understand the scenario of female student's safety on public buses in terms of sexual harassment from the perspective of the survivors.

Since the questionnaire had multiple sections, including some which were accessible to the participants only if they had experienced harassment or if they felt comfortable to share more details, the denominators for some sections differ from the overall responses recorded. I indicate this in Table 3.1.

Table 3.1 lists the total number of participants who responded to each of the different sections.

Table 3.1 Number of participants who answered different sections of the questionnaire

Section of questionnaire	No. of participants who answered different sections (Frequency=n)
Part 1 and Part 2: Descriptive characteristics- Information about the participants and bus journey details	632
Part 2 Qn 15: prevalence of experiencing harassment, witnessing or both	303
Parts 3,4,5,6,7: Those who experienced and agreed to share further about: Frequency of harassment, Time of day when incident occurred, Type of harassment, harassment occurrence details, help received at the time, By standers' reaction, Emotions felt and strategies of response	105
Part 3,4,5,6: Those who witnessed and agreed to share further about: Frequency of harassment witnessed, Time of day when incident occurred, Type of harassment, harassment occurrence details, Emotions felt and strategies of response	34
Part 7 of witnessing section, Part 8 experiencing: Current knowledge of participants on reporting and reasons for not reporting	303
Part 8 of witnessing section, Part 9 of experiencing: Perceived reasons for harassment of women	303
Part 9 of witnessing section, Part 10 of experiencing: Suggested solutions to ensure safer transport	303
Part 10 of witnessing section, Part 11 of experiencing: Opinion on safety of women on public transport	303

3.1 Descriptive characteristics of the study participants

The characteristics of the participants such as age, type of college, course pursued, and bus journey details are described in this section (Tables 3.2 to 3.3).

Table 3.2 Background information of the participants

Variable	Categories	Frequency (%) (n= 632)
Age	18-21	399 (63.1)
	22-25	199 (31.5)
	26-29	25 (4.0)
	30 or above	9 (1.4)
Type of college	Co- education	554 (87.7)
	Women only	78 (12.3)
Stream	Commerce	264 (41.7)
	Science	195 (30.8)
	Arts/Management	173 (27.3)
Year of study	UG Second year	228 (36.1)
	UG First year	178 (28.2)
	UG Third year	106 (16.8)
	PG First year	73 (11.6)
	PG Second year	47 (7.4)

Table 3.3 Bus journey details of the participants

Variable	Categories	Frequency (%) (n= 632)
Distance of college from residence (in km)	2-10	366 (57.9)
	10-15	86 (13.6)
	Greater than 15	180 (28.5)
Type of Bus transport	KSRTC	383 (60.4)
	Both KSRTC and HDBRTS	196 (31)
	HDBRTS	53 (8.4)
Time of boarding (on way to college) in AM	6-8	158 (25)
	8-10	453 (71.7)
	10-12	21 (3.3)
Time of boarding (on return from college) in PM	1-3	42 (7.7)
	3-5	337 (61.7)
	5-7	151 (27.7)
	7-9	12 (1.8)
Total duration of journey in minutes	Later than 9 PM	4 (0.6)
	=<60	417 (66)
	>60	215 (34)
Reason for bus use	Affordability	318 (50.3)
	Convenience	241 (38.1)
	Time saving	164 (25.9)

Many of the participants belonged to the age group of 18-21 years (63.1 percent) and they pursue different degrees under streams of Commerce, Arts, Management and Science. Almost half the population were in the commerce stream (41.7 percent) and large number of them were studying in co-educational colleges (87.7 percent). A little over a quarter of the participants were pursuing their under graduation in Bachelor of commerce (B. Com) (27.7 percent) and a large proportion of them were in their second year (36.1 percent). KSRTC bus

transport was the most common bus used by them (60.4 percent) and more than half of them live within a distance of 2 to 10 kilometres from their colleges (57.9 percent). The modal time for boarding the bus to college was 9 am (140 participants) and in the evening for returning home the modal time was reported as 5 pm (150 participants). More than half of the participants (66 percent) reported travelling a total duration of less than or equal to an hour on these buses. Nearly half the participants who took the bus in the morning (41.6 percent) were exclusive bus users and 46.6 percent who took the bus in the evening used buses exclusively apart from occasionally using other means of transport such as walking, using a two-wheeler, auto or being dropped by a friend/family. Half of the participants (50.3 percent) said that the main reason for using bus as their commonly preferred means of transport was affordability.

3.2 Prevalence of harassment faced in terms of experiencing and witnessing

This section describes the prevalence of the self-reported forms of harassment in the last six months in terms of experiencing as well as witnessing it. Along with that the different types of harassment faced, types of actions and behaviours under each type, where and when they take place as well as the perpetrators responsible for it are mentioned.

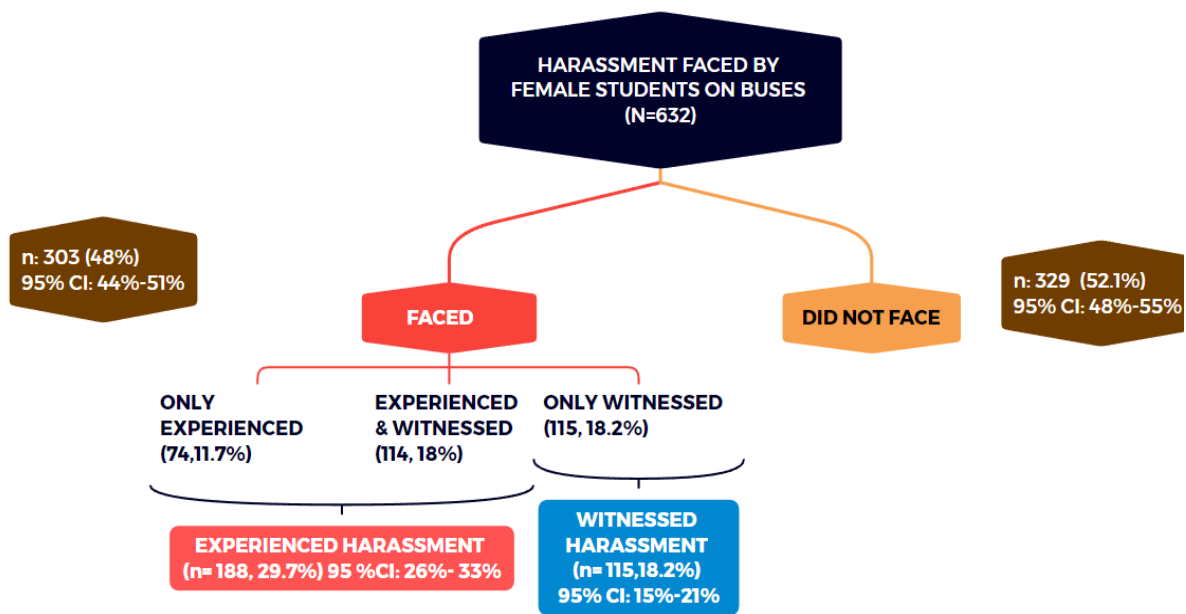


Figure 3.1 Prevalence of self-reported harassment

29.7 percent, that is, 188 participants reported experiencing harassment on buses in the last six months (95 percent confidence interval of 26 to 33 percent) and 18.2 percent, that is, 115 participants reported witnessing events of harassment (95 percent confidence interval of 15 percent to 21 percent). Thus, 48 percent, that is, 303 participants reported either experiencing harassment, witnessing it or both (95 percent confidence interval of 44 to 51 percent). (Figure 3.1).

3.2.1 Experiencing harassment

Among the participants who reported experiencing harassment (188 participants), 105 (55.8 percent) agreed to share more details with regards to their experience of harassment. They have said they shared with their family/friends/relatives about the incident (55.3 percent).

Table 3.4 Frequency and time of day when experiencing harassment

Variable	Categories	Frequency (%) (n=105)
How often was harassment experienced	Rarely (once or twice a month)	36 (34.2)
	Sometimes (a few times a month)	29 (27.6)
	Often (several times a month)	25 (23.8)
Time of the day when harassment was experienced	Very often (almost every day)	15 (14.2)
	Both Morning and Evening	52 (49.5)
	Evening	36 (34.2)
	Morning	17 (16.1)

Among those who reported experiencing harassment and agreed to share further, 51.4 percent report that they do so a few times to several times a month both in the morning and evening time of their bus journey. (Table 3.4).

3.2.2 Types of Harassment experienced

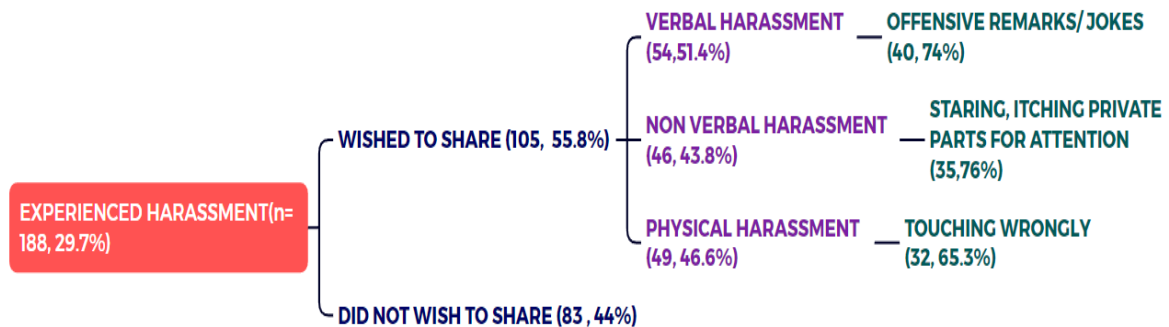


Figure 3.2 Types of harassment experienced (Answers to Questions 16(A), 18-26 in Section 4 of the tool) – multiple answers of types, behaviours/actions under types allowed

Figure 3.2 depicts the type of harassment experienced among those reporting that they experienced harassment (188 participants). Those who agreed to share (105 participants) then proceeded further to answer regarding types of harassment faced using different vignettes shown in the tool (Refer Annexure 5). These vignettes described three types of harassment: verbal, non- verbal and physical faced by imaginary female characters to make them relatable. All 105 participants were presented the three vignettes with questions. (Refer questions 18-26 of the ‘experiencing’ section of questionnaire in Annexure 5). Further, those who responded yes to facing the particular type of harassment could select multiple options on the actions or behaviours under each type. As we see from table, 51.4 percent of the participants reported experiencing verbal harassment and described being “highly affected” by it (40.7 percent)

3.2.3 Witnessing harassment

Among those who reported only witnessing events of harassment (115 participants), 34 (29.5 percent) agreed to share further.

Table 3.5 Frequency and time of day when witnessing harassment

Variable	Categories	Frequency (%) (n= 34)
How often they witnessed harassment	Rarely (once or twice a month)	21 (61.7)
	Sometimes (a few times a month)	11 (32.3)
	Often (several times a month)	2 (5.8)
Time of the day during journey when harassment witnessed	Evening	29 (85.2)
	Morning	4 (11.7)
	Morn Both Morning and Evening	1 (2.9)

Among those who reported witnessing events of harassment, 38.1 percent report that they do so a few times to several times a month especially in the evening part of their journey. (Table 3.5)

3.2.4 Types of harassment witnessed

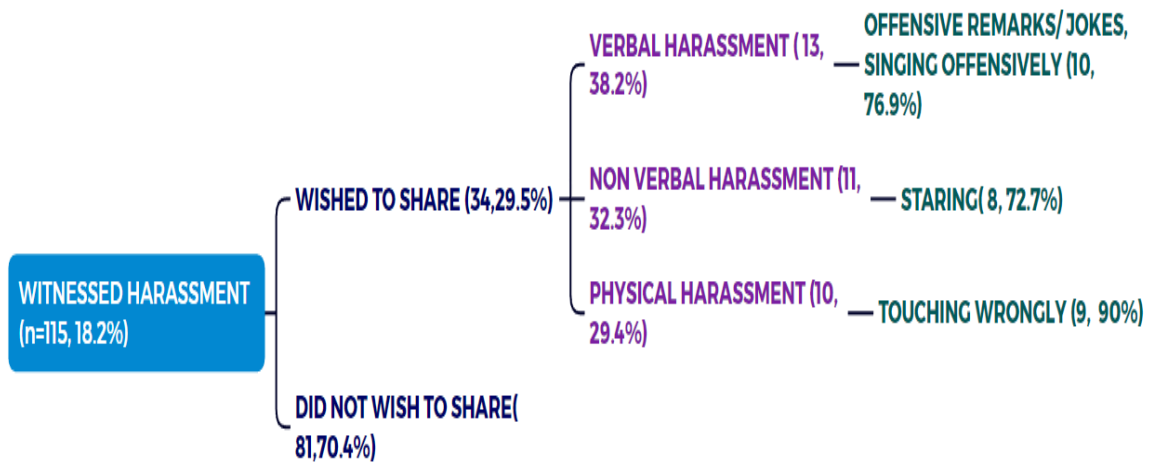


Figure 3.3 Types of harassment witnessed (Answers to Questions 16(A), 18-26 in Section 4 of the tool) – multiple answers of types, behaviours/actions under types allowed

Figure 3.3 depicts the type of harassment they witnessed (115 participants). Those who agreed to share (34 participants) then proceeded further to answer regarding types of harassment faced under different vignettes shown in the tool (Refer Annexure 5). These vignettes described three types of harassment: verbal, non- verbal and physical. All 34 participants were presented the three vignettes with questions (Refer questions 18-26 of the ‘witnessing’ section of questionnaire in Annexure 5) . Further, those who responded yes to witnessing the particular type of harassment could select multiple options on the actions or behaviours under each type. Here, too, many of the participants reported witnessing verbal harassment (38.2 percent) through various ways and reported they were “moderately” to “highly affected” by it (30.7 percent).

3.2.5 Broad dimensions of the experience of harassment

Descriptions of the harassment faced (both by experiencing and witnessing the event) were written by the participants in the open-ended question and were broadly grouped under

different dimensions (Figure 3.4). In the descriptions of their experiences, participants have described harassment using words such as: ‘*misbehaving*’, ‘*uncomfortable behaviour*’, ‘*teasing*’ for the various types that they faced.

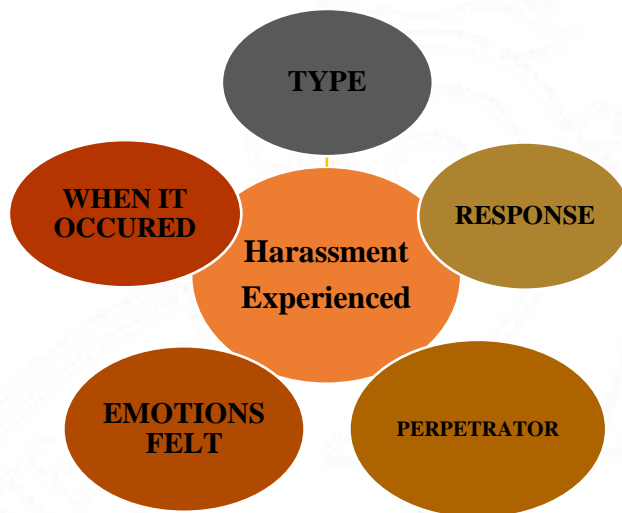


Figure 3.4 Broad dimensions of the experience of harassment

3.2.6 Verbal, Nonverbal and physical harassment

a) Verbal harassment

Table 3.6 Types of Verbal harassment

Harassment faced	Type	Frequency (%) n= 54/105
Types of verbal harassment experienced	Offensive remarks / jokes	40 (74)
	Singing offensively	34 (62)
	Verbal abuse	32 (59.2)
	Asking for personal information	28 (51.8)
	Sexual noises	26 (48)
	Other	28 (51.8)

Harassment faced	Type	Frequency (%) n=13/34
Types of verbal harassment witnessed	Offensive remarks / jokes	10 (76.9)
	Singing offensively	10 (76.9)
	Verbal abuse	10 (76.9)
	Asking for personal information	8 (61.5)
	Sexual noises	4 (30.7)
	Other	4 (30.7)

Among those who agree to share further, most of the participants who either experienced (51.4 percent) or witnessed (38.2 percent) harassment reported that verbal type of harassment was the commonest form they experienced –which was in the form of offensive remarks/jokes, singing offensively and verbal abuse. They faced this sort of harassment mostly from male co passengers in the buses. (Table 3.6)

‘Yes, they (young boys) are singing Kannada movie love songs and then these boys will tease’ (second year UG commerce student).

- **Verbal abuse from drivers/ bus conductors-** Although these bus personnel treat female passengers rudely, the participants do not describe this form of harassment as sexual harassment. Rather, it is their misconduct when they are unable to manage the crowd of passengers and cannot handle the large number of female passengers getting onboard due to the free bus facility. This can be illustrated in the next quote:

‘Sometimes the conductor and driver start mis behaving unnecessarily. They start yelling at us because we have access to travel free using Aadhar card’ (second year UG science student)

b) Physical harassment

Table 3.7 Types of Physical harassment

Harassment faced	Type	Frequency (%) n= 49/105
Types of physical harassment experienced	Touching wrongly	32 (65.3)
	Groping/unwanted contact	31 (63.2)
	Pushing against body	31 (63.2)
	Rubbing against body	30 (61.2)
	Other	21 (42.8)

Harassment faced	Type	Frequency (%) n=10/34
Types of physical harassment witnessed	Touching wrongly	9 (90)
	Groping/unwanted contact	6 (60)
	Pushing against body	7 (70)
	Rubbing against body	5 (50)
	Other	3 (30)

Among those who agree to share further, next most common form of harassment was the physical type reported both by those who experienced (46.6 percent) and those who witnessed it (29.4 percent)- which was in the form of touching wrongly, groping/unwanted contact (Table 3.7). They reported having been physically harassed by their male co passengers who were mostly older men whom they described as ‘creepy’, ‘unfriendly’. They wrote about touching inappropriately as something that was ‘unwanted’, ‘intentionally’, ‘unnecessary’ and ‘taking advantage’. This is illustrated below:

‘Due to the free buses, all the times there are lot of rush in the buses, due to which while standing in buses other men intentionally touches us and while stepping up in the buses, men touch us wrongly which feels very dirty. Some men frequently staring at us in a very

wrong way. some men are trying to touch us in very dirty way' (First year UG Science student)

'When I was waiting for the bus, an old man touched me in the wrong place and I started crying. There was a traffic policeman I told him and he said stand aside' (Third year UG Management student).

The last quote also shows how sometimes even security personnel or police are also not helpful when needed.

c) Nonverbal harassment

Table 3.8 Types of Nonverbal harassment

Harassment faced	Type	Frequency (%) n= 46/105
Types of nonverbal harassment experienced	Staring	35 (76)
	Itching Private parts for attention	35 (76)
	Stalking	32 (69.5)
	Winking	
	Showing offensive hand gestures	30 (65.2)
	Indecent exposure	27 (58.6)
	Other	22 (47.8)
Harassment faced	Type	Frequency (%) n=11/34
Types of nonverbal harassment witnessed	Staring	8 (72.7)
	Itching Private parts for attention	6 (54.5)
	Winking	6 (54.5)
	Stalking	5 (45.4)
	Showing offensive hand gestures	5 (45.4)
	Indecent exposure	5 (45.4)
	Other	3 (27.2)

Among those who agree to share further , nonverbal form of harassment was the least as compared to the other two types and reported by those who experienced (43.8 percent) and witnessed (32.3 percent)-which was mostly in the form of staring and itching private parts for attention (Table 3.8). After facing this kind of harassment both those who experienced and those who witnessed were “highly affected” (36 percent). When they face such harassment, participants describe feeling uncomfortable yet having to continue in the bus because they have no choice. This can be seen in this quote:

‘Some uncomfortable feeling when they look wrongly at body parts. Makes me want to hide somewhere but it’s my usual bus so I have to take it’ (First year PG Management student using both buses)

3.2.7 Harassment occurrence details

Table 3.9 Where, when and by whom- Occurrence of Harassment

Variable	Category	Frequency (%) n= 105/105
Location where harassment was experienced	Inside the bus	74 (70.4)
	At bus stop	52 (49.5)
	While getting down	51 (48.57)
	While boarding the bus	50 (47.6)
When harassment occurred	Peak rush hour	86 (81.9)
	Unavailability of seats	80 (76.1)
	Events/Festivals	58 (55.2)
	Others	35 (33.3)
Perpetrator (highly observed)	Male co passenger on bus	45 (42.8)
	Male conductor of bus	14 (13.3)
	Male driver	14 (13.3)
	Male by stander at bus stop	13 (12.3)
	Others	9 (8.5)
	Male acquaintances/friends accompanying	8 (7.6)
	Male staff at bus stop	7 (6.6)

Variable	Category	Frequency (%) n= 34/34
Location where harassment was witnessed	Inside the bus	26 (76.4)
	While boarding the bus	20 (58.8)
	At bus stop	17 (50)
	While getting down	16 (47)
When harassment occurred	Peak rush hour	25 (73.5)
	Unavailability of seats	21 (61.7)
	Events/Festivals	16 (47)
	Others	12 (35.2)
Perpetrator (highly observed)	Male co passenger on bus	8 (23.5)
	Male conductor of bus	3 (8.8)
	Male by stander at bus stop	3 (8.8)
	Male acquaintances/friends accompanying	2 (5.8)
	Others	2 (5.8)
	Male driver	1 (2.9)
	Male staff at bus stop	1 (2.9)

These harassments commonly occurred inside the bus (approximately 70 percent), during peak rush hour and the common perpetrator is the male co passenger on the bus (Table 3.9). Due to the rush, the students are in close proximity and the perpetrators take advantage of these spaces to harass them in different ways.

3.3 Help received at the time of experiencing harassment

Out of those who wished to share their experience of harassment (105 participants) 79 of the participants (75.2 percent) said that they did not receive any help. The other 26 participants then shared the type of help they received (Table 3.10). While many said they got support from people around (38.4 percent), very few mentioned they took the help of police. In such situations when a woman is being harassed, even the bystanders don't step in to help them (Table 3.11).

Table 3.10 Type of help received

Variable	Category	Frequency (%) n= 26/105
Type of help received by survivor	Got support from people around	10 (38.4)
	Confronted the harasser	7 (26.9)
	Asked the bus conductor to help	4 (15.3)
	Asked the driver to stop the bus	3 (11.5)
	Called the police	2 (7.6)

Table 3.11 Bystanders reaction when woman is being harassed

Variable	Category	Frequency (%) n= 105/105
Bystander's reaction to harassment	Generally, don't pay attention and don't care	52 (49.5)
	Stand there and watch	39 (37.1)
	Intervene only when a woman asks for help	25 (23.8)
	Confront the culprit	13 (12.3)
	Blame the woman due to clothes, place, time etc.	12 (11.4)

3.4 Emotions felt after facing harassment

Table 3.12 Emotions felt on experiencing and witnessing harassment

Variable	Types	Frequency (%) n= 105/105
Different emotions felt after experiencing harassment	Angry, frustrated, upset	58 (55.2)
	Scared, anxious, nervous	46 (43.8)
	Helpless or vulnerable	19 (18.09)
	Determined to stand up for yourself	17 (16.1)
	Felt the need to seek help or support	13 (12.3)
	Embarrassed or ashamed	11 (10.4)
Variable	Types	Frequency (%) n= 34/34
Different emotions felt after witnessing harassment	Angry, frustrated, upset	20 (58.8)
	Scared, anxious, nervous	15 (44.1)
	Helpless or vulnerable	4 (11.7)
	Embarrassed or ashamed	3 (8.8)
	Felt the need to seek help or support	2 (5.8)
	Determined to stand up for yourself	1 (2.9)

After experiencing or witnessing an event of harassment, 55 to 58 percent of the participants reported that they felt angry, frustrated and upset (Table 3.12). As someone experiencing it, the participants were scared and felt a range of negative emotions. As a witness, they were also a bystander and very few took a stand in that situation. In the open-ended answers, they described their feelings as '*feeling lonely*', '*impure and dirty*', '*feeling disgusted*', '*felt fear and hesitation*'. Their feelings and how they were affected can be seen in these quotes:

'I was so scared. I used to think how men think so lowly of women and girls. I felt impure and my inner child was too scared to let anyone touch my body consciously or unconsciously, I got trust issues' (Second year UG Management student)

'I was so deeply affected that I couldn't go to college for four days' (Second year PG Management student)

3.5 Strategies of response post incident of harassment

3.5.1 Immediate response

Table 3.13 Strategies of response immediately after incident

Variable	Types	Frequency (%) n= 105/105
Immediate response of those who reported experiencing harassment	Walked away	59 (56)
	Retaliated verbally	19 (18)
	Called some relative/friend/family	14 (13.3)
	Asked people around for help	13 (12.3)
	Retaliated physically	11 (10.4)
	Reported incident to police/bus department/agency	6 (5.7)
Variable	Types	Frequency (%) n= 34/34
Immediate response of those who reported witnessing events of harassment	Walked away	19 (55.8)
	Asked people around for help	7 (20.5)
	Retaliated verbally	3 (8.8)
	Reported incident to police/bus department/agency	3 (8.8)
	Called some relative/friend/family	2 (5.8)
	Retaliated physically	1 (2.9)

On facing harassment, approximately 50 percent of those who experienced and witnessed chose to walk away that is, they moved away from that place in the bus (Table 3.13). Very

few retaliated physically or reported the incident to the authorities. There are various reasons for not reporting of such cases (Table 3.16)

3.5.2 Long term changes adopted

The participants who reported experiencing harassment personally said that it has affected their use of public transport after the incident that is, 42 out of 105 participants (40 percent). Even among those who have witnessed it, almost a quarter of them that is 8 out of 34 participants (23.5 percent) said that it has affected their use of buses as well. They adopted the following changes (Table 3.14):

Table 3.14 Long term changes in bus use

Variable	Types	Frequency (%) n= 42/105
Long term changes among those who reported experiencing harassment	Change in pattern of bus usage	35 (83.3)
	In preparation before taking the bus	33 (78.5)
	While on the bus	28 (66.6)
	While boarding and getting off	27 (64.2)
Variable	Types	Frequency (%) n= 8/34
Long term changes among those who reported witnessing events of harassment	While boarding and getting off	7 (87.5)
	Change in pattern of bus usage	6 (75)
	While on the bus	6 (75)
	In preparation before taking the bus	5 (62.5)

In the descriptive open-ended responses, many of the participants described various ways they have made changes in the long term which have been broadly categorised into two:

Behaviours/ actions before taking the bus (Figure 3.5) and Behaviour while boarding/travelling on the bus (Figure 3.6). These can be illustrated through these quotes:

'By changing my route and didn't go to the bus where there was rush and also going with groups' (Second year PG Management student)

'I carry sometimes pepper spray, pins, pocket knife for self-defence' (Second year PG Management student)

'Sometimes I keep talking to my dad on call and keep my mobile fully charged and keep myself ready if anything happens suddenly' (Third year UG Management student)

'It feels more safer if I'm sitting with ladies' (Second year PG Management student)

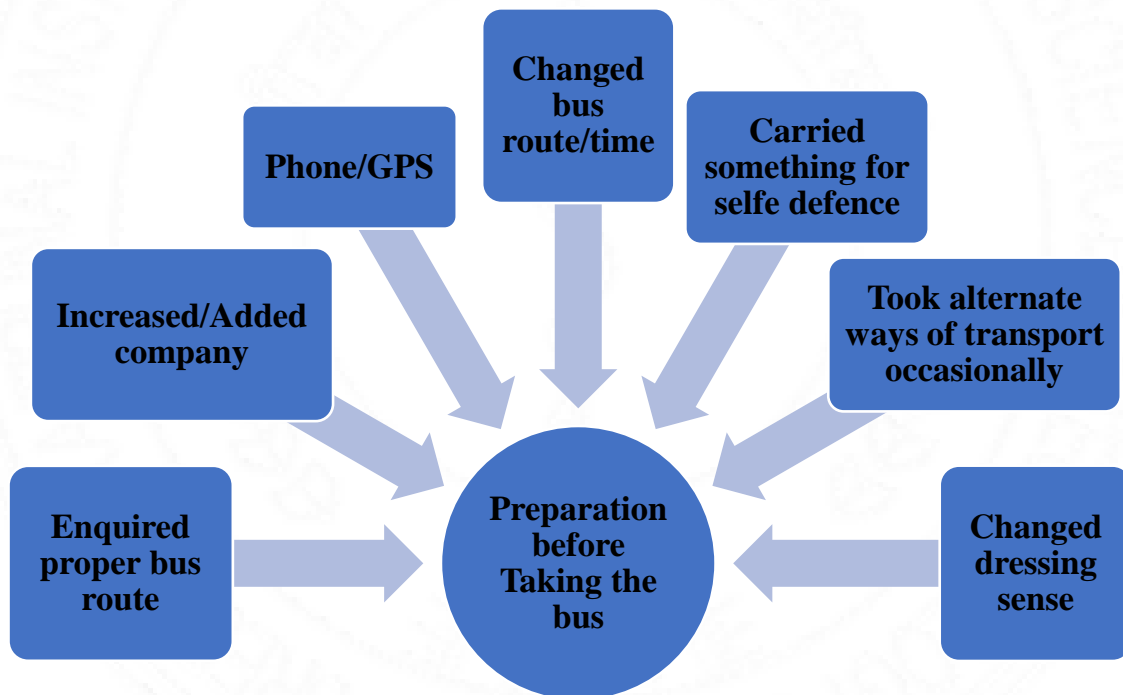


Figure 3.5 Long term changes- Preparation before boarding the bus

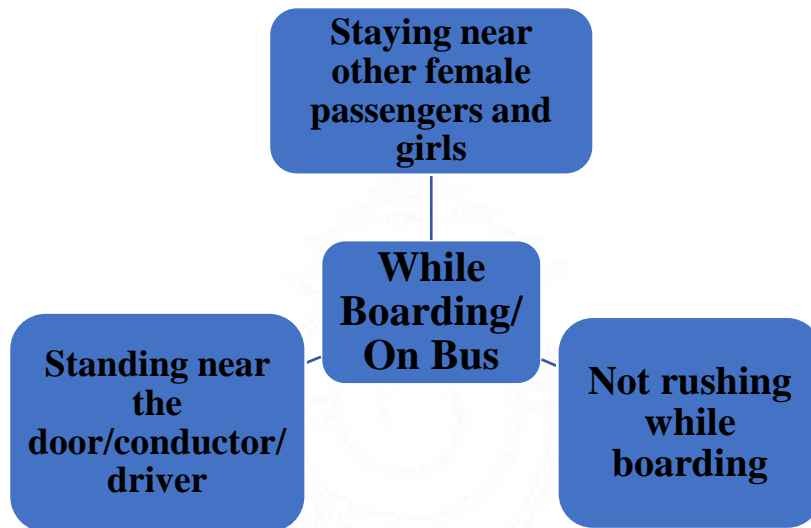


Figure 3.6 Long term changes- While boarding/on the bus

3.6 Current Knowledge of participants about reporting

When asked regarding the awareness of the existing system or helpline numbers, out of the 303 participants who faced harassment a third of them (33.6 percent) said they were not aware about them. They were provided with several options regarding their approach to reporting on facing any form of harassment. (Table 3.15)

Table 3.15 Approach on reporting harassment

Variable	Category	Frequency (%) n= 303
Approach on reporting	Don't know how to report but want to report	137 (45.2)
	Don't know how to report but don't want to report	81 (26.7)
	Know how to report but want to report	49 (16.1)
	Know how to report but don't want to report	36 (11.8)

Although many of the participants say they don't know how to report, 45.2 percent said they want to report it. There is also a significant proportion of participants who say they don't

want to report such cases. Apart from lack of knowledge on how to report, the other reasons that are stopping women from reporting are shown in Table 3.16 (Refer Annexure 7)

As shown in Table 3.16, due to the community mindset and fear of backlash, a lot of women (31.6 percent) fear judgement and discrimination from the society and don't report such cases. Fear of revenge from the harasser was the next leading reason (30.7 percent) stopping women from reporting. Knowledge about the grievance redressal system is poor with about a quarter of them unaware of it. Despite the under reporting of harassment cases, the distrust in authorities or the grievance redressal process remains low (10.9 percent).

Very few of the participants (13.5 percent) have ever used a helpline number to report a case of harassment. On asking those who have used (41 participants) regarding the effectiveness of these numbers, 21.8 percent responded saying they are "mostly not effective" or "never effective".

3.7 Perceived reasons for harassment of women on public transport

The idea that 'men will be men', men will inevitably harass women is the most common reason perceived for sexual harassment (38.2 percent) as seen in Table 3.17 (Refer Annexure 7). Lack of education among men on various things such as female autonomy, consent, lack of respect about women's rights and dignity, gender stereotypes- is the next leading reason perceived by these women at 35.6 percent. Besides the focus on infrastructural developments, the need for having stricter laws to punish the perpetrator is also seen in the responses (33.6 percent).

3.8 Suggested solutions by participants to ensure a safer transport experience

On asked unprompted in the form of open-ended question regarding what can be done to improve safety of women, several descriptive answers were received. These have been broadly classified into these main categories (Figure 3.7):

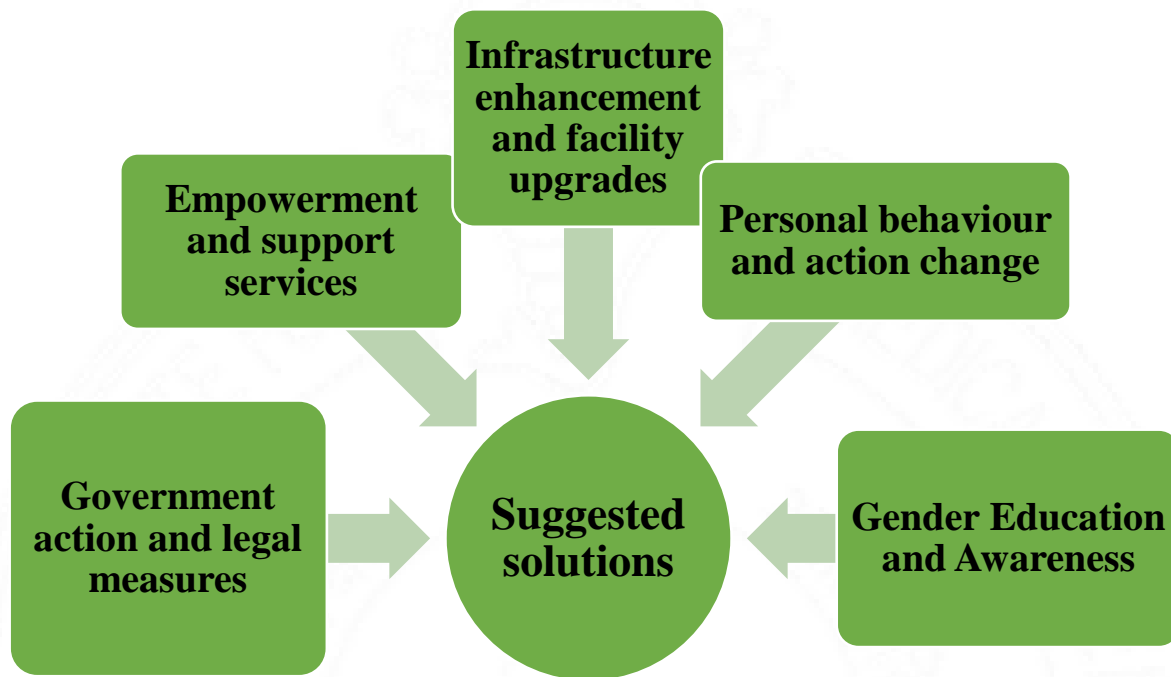


Figure 3.7 Broad dimensions of the suggested solutions to alleviate risk of harassment

Many of the participants (Figure 3.7) wrote regarding improvement of infrastructure in the form of increasing frequency of buses, having separate buses for women and installing CCTV cameras. Controlling the crowd by limiting the number of passengers and increasing the bus fleet were areas of concern for them. Improving the support services by following women's seat reservation in buses and increasing female personnel in security and staff were also the next suggested solutions. Some participants talked about making personal changes in the form of taking extra caution and according to them, dressing appropriately. Strict laws for punishing the perpetrator came next and they also mentioned banning drunk passengers from getting onboard. Finally, they also felt that educating the men and society in general was

important if long term positive impact needs to be seen. These are illustrated by their words below:

'Please increase the number of buses in the morning between 7 to 10 am and evening between 4 to 7 pm to avoid overcrowding' (First year UG Science B.Sc. student)

'Keep separate reservation of women's seats, at least one security officer, or female conductor in bus' (First year UG Science BCA student)

'Besides empowering women, educating men, reminding them of their morals, responsibility towards society and importance of being alert. Organizing sessions in schools, colleges and public gatherings and educating men will bring considerable change in society. Though it's not possible to change the whole male community, we can bring a change in many of them who can further educate others' (First year UG Commerce student)

Further, they have been asked regarding the suggestions through a prompted question where different suggestions are present as multiple options. They were asked to select any five responses that they feel can alleviate risk of harassment. These are seen in Table 3.18 (Refer Annexure 7).

Proper reporting system should be present so harassment cases can be registered was selected by 50.8 percent of the participants as seen in Table 3.18 (Refer Annexure 7). Reducing the overcrowding is a challenge and participants suggested that it can be addressed by expanding the fleet of buses and increasing their frequency (50.1 percent). Improving infrastructure with separate doors, access ramps and good lighting is also a requirement as per their suggestion (46.5 percent).

Section 3.9 Opinion on safety of women on public transport

Half the participants who faced harassment of some form, either experienced, witnessed or both, that is 155 out of 303 participants (51.1 percent) 'agreed' that sexual harassment in public transport is a matter of concern, 28 participants (9.2 percent) said they 'disagree' and 120 participants (39.6 percent) said they were 'not sure'. When they were asked: how safe they think travelling by public buses is, 160 out of 303 participants chose to remain 'neutral' (52.8 percent), 82 participants (27.06 percent) said that it was 'somewhat safe', 50 of them (16.50 percent) said it was 'safe' while 11 (3.63 percent) said that it was 'unsafe'.

On asking an unprompted open-ended question about why safety on buses is a matter of concern to them, many responses came in that were further broadly categorised into 5 groups as shown below (see Figure 3.8)

Some quotes illustrate these themes such as follows:

'Because working women and students need to reach their destination safely and everyone is not financially fit' (First year UG Science student)

'Indian culture treats women as goddess and for Indian women respect matters more than anything. So, to become a respectful, independent woman, safety is a must and should'
(Second year UG Science student)

'Not just public buses but safety of women in public in general matters to me and all women. Why should I compromise on these basic things so we need to take important steps in that direction' (Second year UG Management student)

'Women tend to get scared and stop going by bus or public transport and also feel ashamed to talk about it' (First year UG Commerce student)

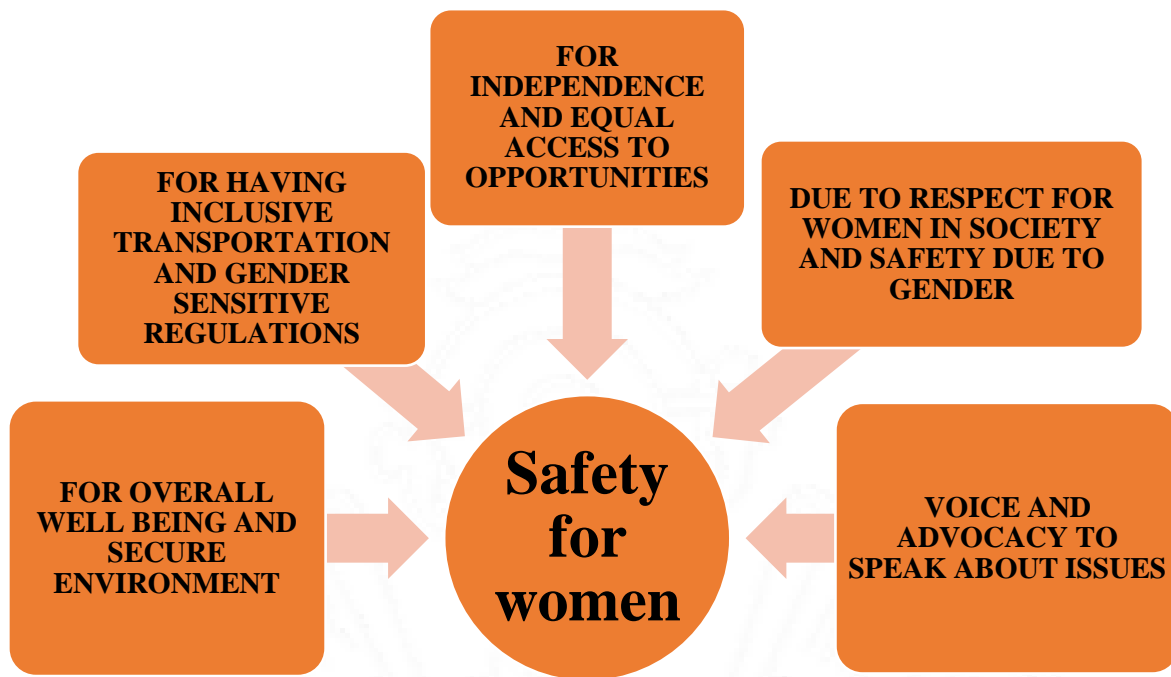


Figure 3.8 Broad dimensions of opinions- Why safety is a matter of concern

These findings show that there is a high prevalence of harassment experienced by female students utilising public buses in Hubli. Their experiences, suggestions and opinions help us reflect on what scores of women across the country and the world suffer from: sexual harassment due to their gender. The following chapter discusses these findings in view of other research done previously in major cities globally and in India and attempts to highlight the unique aspects of the study , that probably emerged due to the setting.

CHAPTER 4

DISCUSSION AND CONCLUSION

4.1 Discussion

The main objective of the study was to assess the prevalence of self-reported forms of harassment in the last six months faced by female college students on public buses in Hubli, Karnataka. Further, it also sought to describe the different forms of harassment they faced, strategies of response among survivors, the perceived reasons for the harassment suffered by them and finally some suggestions given by the students which they felt could alleviate the risk of harassment faced by women on buses in Hubli.

29.7 percent, that is, 188 participants reported experiencing harassment on buses in the last six months and 18.2 percent, that is, 115 participants reported witnessing events of harassment though not directly experiencing it. Thus, overall, 48 percent, that is, 303 participants reported either experiencing harassment, witnessing it or both.

Among those who reported experiencing harassment and agreed to share further, 51.4 percent reported verbal harassment as the most common form- specifically, offensive remarks and jokes. However, among those who agreed to provide more detailed descriptions of their harassment, physical harassment was the common type described. Among those who reported witnessing events of harassment and agreed to share further, said they, too, witnessed verbal harassment (38.2 percent) the most where the perpetrator said offensive remarks, jokes or sang offensively.

The participants reported experiencing harassment few to several times a month. It happened commonly inside the bus during their journey (70.4 percent), both in the morning and evening time (49.5 percent) during peak rush hours (81.9 percent) usually by the male co

passenger on the bus (42.8 percent). These perpetrators were mostly older men and even the staff including bus conductor and driver. They felt angry, frustrated and upset (55.2 percent) after they faced it along with a range of emotions.

Immediately after experiencing harassment, many of the participants decided to walk away (56 percent). These findings although less in number were similar for those who reported only witnessing harassment. Although, we are not sure about the details of the harassment they witnessed (with whom it has occurred with) and there are no significant numbers for the same, we can say that they have also been similarly affected by such incidents.

Over the long run, the survivors who experienced harassment adopted certain long term coping strategies to avoid harassment such as change in pattern of bus usage (83.3 percent). They also described doing preparations before getting onto the bus and while on the bus during journey to avoid such incidents. Most of the participants, 45.2 percent did not know how to report such incidents but wanted to report them. They felt the fear of judgement from family and society (31.6 percent) was a barrier to reporting. A lot of them (38.2 percent) felt that men will be men and harass female passengers and significant number of participants (50.8 percent) suggested improving the reporting system and grievance redressal (50.8 percent) along with alleviating the crowding of buses by increasing fleet and frequency (50.1 percent) so harassment reduces. Majority of the participants (52.8 percent) chose to stay neutral on the matter of their opinion on whether safety is a public concern but believed that safety is important for independence and equal access to opportunities for women.

The following sections will describe how my study findings compare with other studies in literature in terms of: types of harassment faced, where it occurred, survivor's response, approach on reporting, perceived reasons for harassment faced and what solutions that could work for the women's benefit.

An overall prevalence of 48 percent of harassment is faced by the participants in Hubli similar to the findings by JAGORI in Delhi where there was a prevalence of 39 percent and public buses were found to be the most unsafe(Jagori, 2010 (b)) . Most of this harassment happened inside the bus just the same as reported by 89 percent female students in Kathmandu valley.(Gautam et al., 2019) Buses are a common mode of transport for students due to affordability as reported by participants in my study (50.3 percent) but in other megacities such as Santiago, Chile, women prefer buses due to factors such as speed and safety in buses as compared to other means of transport.(Korn, 2018). This may be due to the fact that the participants are able to travel freely within the state of Karnataka under the present 'Shakti' scheme just by showing their Aadhar cards and this is preferred by the students as they can commute every day without being worried about the fares. During the peak rush hour (81.9 percent) participants experienced harassment just as in Dar es salaam, Tanzania where female university students reported facing such incidents due to overcrowding (91 percent).(Mosha et al., 2022) Although studies have pointed to the fact that harassment was divided throughout different times of the day and committed by stranger males (67.9 percent)(Valan, 2020) belonging to different age groups, in my study it was specifically during the morning and evening rush hour times and committed by older men who were also male co passengers in the same bus. These perpetrators took advantage of the close proximity in the crowd and could get away with it as the students mostly did not raise their voice.

Verbal harassment was the highest type of harassment (51.4 percent) experienced in the form of offensive remarks, jokes and singing which was also seen in a Lucknow study done among female college students where verbal harassment in the form of sexually coloured remarks, asking for sexual favours was high. Lewd remarks, whistling and other forms of verbal harassment were also seen in Mumbai and Delhi studies.(Bharucha and Khatri, 2018; Jagori,

2010 (b)) On the whole, students reported generally that they had experienced more incidents as a victim than they witnessed- similar to my study participants.(Tripathi et al., 2017). Other types like physical harassment (46.4 percent) such as touching wrongly and nonverbal harassment (43.8 percent) in the form of staring were also reported in my study. It can be noted that when asked to describe the experience, many participants have described feeling uncomfortable due to physical harassment and said they felt 'disgusted', 'impure and dirty'. They were angry and frustrated after the experience and it affected them to the extent that they couldn't attend college. Although the exact psychological trauma and after effects of harassment on survivors still needs to be studied, studies have shown that such incidents lead students to discontinue education and drop out of schools to avoid sexual harassment and assault.(Maclin et al., 2020)

In the open-ended answers, the participants reported instances of verbal harassment by drivers and conductors, albeit not of a sexual nature. This typically occurred when they struggled to manage the large rush of passengers, prompting them to ask female passengers, especially students, to get off the bus. The bus personnel were not equipped to handle the crowds and took out their frustration on the females as they could travel for free. The female students could become an easy target due to their gender and had to endure it by looking for alternative means. Some participants also described being sexually harassed in a physical manner by these same bus personnel.

The participants also said they did not receive any help (79.2 percent) when they experienced harassment and the bystanders mostly did not pay attention or care (49.5 percent). This is in direct contrast to a study which utilised crowd source data from harassment cases in India and reported that bystanders were more likely to help than not(Lea et al., 2017). It could be that the participants in my study did not bring attention to the fact that they were being harassed or even when noticed by fellow passengers, wasn't viewed as a 'problematic' situation to be

intervened. In Delhi (Jagori, 2010 (b)), many of the women confronted the harasser (43 percent) but here, the participants chose to walk away immediately after they experienced the incident (56 percent). It is reasonable to assume that while the women in Delhi could raise their voice, here the participants had low social status or physical power. Many described how they had continued on the same bus after the incident as they had no other option than travelling by bus and also lacked financial autonomy. It could also be due to the fact that this was a choice the participants made according to their will- choosing to stay silent and willing to put up with some harassment rather than losing out on the benefits of free travel by making a huge issue. It could also mean that if these survivors commuted by bus every day, they have, over time, become immune to such happenings and adapted several ways to cope in the long run as precautions on their part. This was similar to women passengers in Chennai who reported choosing to endure and move on despite the irritation and humiliation they were put through (Valan, 2020).

Over time, the participants had adopted several ways to avoid such incidents: by changing pattern of bus usage (83.3 percent) such as changing their bus route or travel time or even the preparation they did before boarding the bus (78.5 percent) such as carrying items for self-defence in the form of sharp object, pepper spray etc. which they mentioned in detail in the open-ended answers. They would also make sure they used the GPS and live location feature on their smart phones is on so the family members were aware of their whereabouts. When they boarded the bus, many said they would look for seats next to female passengers and stay or stand closer to them. This action was also reflected among the female participants in Chile who described sitting next to other women and avoiding the rear of the bus. (Korn, 2018).

In megacities such as Mumbai the women reported the main reasons for harassment as issues of infrastructure such as poor lighting and patrolling (68 percent), the opinion of this study's participants regarding the perceived reason of harassment was 'men will be men' (38.2

percent), closely followed by lack of education among males (35.6 percent) and no strict punishment for harasser (33.6 percent). Although the participants recognise that infrastructural improvements in Hubli are inevitably needed, this shows that the root cause of the problem lies with the patriarchal mentality. The idea that -in this male dominated society, men are 'tough', 'superior' and cannot be held accountable which is why they can get away with harassing women along with lack of education among men about various things: female autonomy, consent, women's rights, human dignity and gender stereotypes- all could perhaps account for these harassment incidents as understood by the participants too.

Under reasons for not reporting: a study done in Trivandrum showed that 77 percent female participants showed reluctance in approaching the police and 86.4 percent did not report the incidents(SAKHI women's resource centre, 2011) ; in Mumbai 71 percent of them said it was due to lax attitude of the police and they did not trust the officials. In a smaller city like Hubli, the main reason revealed was due to fear of judgement and discrimination (31.6 percent) and fear of revenge from perpetrator (30.7 percent). Hubli is still has a conservative society and due to the sensitive nature of issue it is an extremely stigmatized topic. In a country like India, it is not an easy task for women to come forward and lodge a formal complaint of sexual harassment. Even when the victim complains, the grievance redressal is a long, drawn-out process that deters the survivor and their family. Conviction rates of such cases are also low and this helps the offenders to continue to commit such offences undaunted.(Valan, 2020). That is also a huge reason why many cases go unreported and are not recorded in official crime reports. Of the participants who faced harassment, 33.6 percent said they did not know about the existing grievance redressal system or helplines but it is interesting to note that their approach on reporting is different: 45.2 percent of them said that even though they don't know how to report, they want to report such cases. This leads us to the top three suggested solutions that the participants have provided which is reporting of all

such incidents (50.8 percent), reducing overcrowding by increasing frequency of buses (50.1 percent) and improving infrastructure such as installation of working CCTVs, lighting etc. (46.5 percent). In metro cities like Mumbai, 50.1 percent opinion is about strict punishment of harasser, while here in Hubli city, the focus is on helping improve grievance redressal and largely to relieve the issue of crowding. Hubli is only recently improving in terms of economic and infrastructural development in the last decade with increased women participation and also selected for the 'Smart city' development project. (Government of India, 2015). The existing system of reporting, grievance redressal mechanisms and platforms need to be upgraded for the transportation and mobility to become more gender inclusive in the Tier 2 city. Increasing the frequency and fleet of buses would also help alleviate the overcrowding which could be the main focus of the current free transport schemes. Although many women also expressed in the open-ended answers about having 'separate buses for women', 'women only buses' - this could be problematic in the long run as it could result in further marginalizing and confining women even in the public realm and is not a gender transformative approach.

Finally, in the opinions regarding safety: the Janaagraha centre undertook the study 'Measuring women's safety perceptions and strengthening community policing' (Janaagraha Centre for Citizenship and Democracy, 2020) where 100 percent of the total female participants (total 207 female participants) responded they felt 'quite safe' or 'very safe' using buses during the day and 74 percent felt it was safe to use all forms of transport. This is in direct contradiction to my study findings where the participants (27.6 percent) said they felt only 'somewhat safe' and an overwhelming majority, 52.8 percent chose to remain neutral. There are some noteworthy differences in the two studies though, for example, while Janaagraha conducted it among citizens of Hubli on overall perceptions of safety, my study was conducted among female students who travel by bus. Female students are also a

significant part of the population and the prevalence of harassment reported shows that public transport is not entirely 'safe' for them and reporting or speaking about it is also difficult. Janaagraha also reported that among the female participants 30 percent have limited mobility to a great extent and 61 percent to some extent because of safety concerns. My study participants (51.1 percent) reported that sexual harassment on public transport is a matter of concern to them and safety is important for independence and equal access to opportunities for women among other reasons. My study findings and these findings from Janaagraha, together point to the fact that safety on public transport is still a huge issue and gender inclusive transportation with improved infrastructure is very much needed in Hubli city. While many global and international policies have pointed to the root cause of such gender disparities in urban planning that result in harassment, sexual harassment in our country is still viewed through a legal lens of whether it can be classified as a criminal offence or not. Transport authorities and local government need to rethink their commitment to help ensure a safe public transport system. The leadership responsible for public transport planning and delivery also needs education and training regarding the gender-specific dynamics of public transport usage. They should implement appropriate safety measures tailored to the needs of women and gender-diverse individuals.(Forsdike et al., 2024).

4.2 Conclusion

In December 2012, a terrible incident occurred in Delhi, India, where a woman named 'Nirbhaya' was violently gang-raped while traveling on a bus. Sadly, she later passed away due to her injuries. In the aftermath, there was widespread public outrage and protests, both in India and around the world. It brought attention back to the urgent need to fight against violence targeting women and girls and to emphasize their right to feel safe and secure in their cities. However, more works needs to be done to document the specific challenges being

faced by women in settings that are different from the mega cities where most of the studies are undertaken.

In conclusion, this study offers insight on the issue of safety of female college students using public buses in Hubli, Karnataka. It helps us see the prevalence of harassment experienced by them in the last six months as well as its various forms. Their detailed insights on several other factors such as reasons for harassment, reporting and opinions have also been gathered. This study also involves participants who have reported only witnessing harassment and shows they have been just as affected. The statistics show that harassment on public transport is prevalent and verbal harassment is the most common form.

According to the findings, various other factors such as time and place of occurrence of harassment, perpetrator and location have also been looked into. The highly stigmatized topic and sensitive nature of the study showed in the way the participants responded to the incident of harassment by walking away and adopted long term coping strategies. They also feared judgement from family and society which is why many did not report such cases in the last six months. The awareness regarding helplines, response of bystanders during such an incident is also very low. Many participants reported that lack of education and awareness among men was the main reason why they have suffered harassment and felt that improvement in: reporting of all cases, grievance redressal system and infrastructure of the transport system could help alleviate risk of harassment.

The outcomes of this study highlight the necessity of safe access to transportation and right to the city for women as it will play a big role in achieving India's sustainable development goals. Transport is not gender neutral and the combined efforts of policymakers, experts, government and transport authorities is needed for making urban transportation, even in smaller cities like Hubli, safer- it is just a matter of looking beyond the male perspective.

4.3 Limitations

- **Sample Frame:** The sample frame is limited to students in Hubli pursuing non-professional courses, potentially not representing all female students in the area
- **Data Collection Challenges:** Busy schedules during semester exams, absent students, students in a hurry, and sensitive study nature affected participation.
- **Past Harassment Experience:** Study overlooks students affected by past harassment who may have discontinued education or bus travel in last 6 months
- **Form of Data collection:** Online questionnaire format resulted in limited open-ended responses. A mixed-method approach would have provided a more comprehensive understanding.

4.4 Recommendations

- **Fleet Expansion and Improved Services:** Increase the number of buses and their frequency, improve schedules, manage rush hour crowds efficiently. (recommended by participants)
- **Gender Sensitization Programs:** Engender public transport authorities: Training bus transport staff to handle crowding and harassment issues effectively and contribute to passenger safety; Public interest adverts aimed at men and at public in general, to improve awareness (recommended by participants). Gender transformative programs should be designed to tackle the issue. Engaging men and boys in changing social norms by having “Male advocates club” as suggested by UN Women can also help

mobilize men to stand up for gender equity and prevention of violence.

(recommended from studies)

- **Surveillance Cell:** Establish a well-equipped surveillance cell within the transport services to handle reporting and grievance redressal (recommended by participants)- complementing online platforms like 'Saarige Spandana' which are currently in place within Hubli city.
- **Infrastructure Upgrades:** Install functional CCTCV cameras, ensure responsive helpline numbers, and deploy more female police officers to deter perpetrators (recommended by participants). To inform women of the helpline numbers and grievance mechanisms, large stickers or posters should be used inside the buses as well as bus stands within the premises in local language. Mental rehabilitation centers for counselling and support: both for the survivors and witnesses should be established. This can provide them with better resources to handle incidents and the future as well as heal from their trauma. Self-defense training should also be provided to those who want to adopt a long-term life style change. (recommended from studies)
- **Scheme considerations:** all schemes introduced for women's safety and empowerment such as the Shakti scheme- should have significant participation during the planning phases itself by women of all ages who use the public transport (strong community engagement). There should be an overall intersectoral coordination between transport authorities, law enforcement and local government to make systems more gender inclusive. This can be done with proper design, funding, implementation as well as monitoring and evaluation (by conducting safety audits) of current schemes and programs. (recommended from studies)

- **Changing Social norms to target root cause:** Communication and media campaigns that work with the media, schools, colleges, women's grass roots and other community groups. Women empowerment cells should be established and made compulsory in all educational institutes where they can provide anonymity to survivors and help in reporting cases as well. (recommended from studies)
- **Further Research:** Develop a strong evidence base for future planning and implementation. This also includes adopting new technology such as the SafetiPin application designed to make cities safer for women. (recommended from studies)

4.5 Scope for further research

Further studies can be done to understand the challenges faced by the specially abled women in the society on the transport system as well as record the prevalence and experiences of harassment faced by them. Studies can also look at the mental health impact and psychological effects of sexual harassment on women. Future studies can involve and expand further from the point of view of those who witness harassment in public spaces.

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ANNEXES

ANNEXURE 1: Participant Information Sheet- English

Achutha Menon Centre for Health Science Studies (AMCHSS)

**Sree Chitra Tirunal Institute for Medical Sciences & Technology (SCTIMST)
Trivandrum- 695011**

Participant Information Sheet

Hello! I am Dr Pallan Mehrunnisa, currently pursuing Master of Public Health (MPH) at Achutha Menon Centre for Health Science Studies (AMCHSS), Sree Chitra Tirunal Institute for Medical Sciences and Technology, Trivandrum, Kerala. I am doing a thesis on “A Cross-sectional Study on Safety of female students using Public Transport buses in Hubli, Karnataka” as a part of my course work, under the guidance of Dr Rakhal Gaitonde, Professor at AMCHSS.

You are being invited to participate in this research study. Before you decide whether or not to participate in this study, it is important that you understand why the research is being done and what it will involve. Please read the information sheet and the consent form carefully and feel free to ask for clarifications you may have.

Purpose of the study

The main purpose is to assess women’s safety on public transport buses. Access to public transportation is crucial for women to engage in essential economic, social, and political activities. Unfortunately, many instances which affect women’s safety in public spaces, have been on the rise. Public transportation, in particular, has become a hotspot for these incidents, with millions of women being subjected to unwelcome experiences as they go about their daily lives. The objective of this study is to determine the extent to which women encounter

such unwanted situations while using public buses. It aims to identify the various forms of these experiences and explore how they respond to them. Additionally, the study seeks to understand women's perspectives and gather their suggestions. This research is intended to contribute to the ongoing conversation about the safety of women in public spaces. The outcomes of this study will serve the purpose of increasing awareness regarding the challenges faced by women in public transportation. It will also support advocacy efforts to bring positive changes for the safety of women and girls during their travels. Furthermore, this research can help develop effective interventions and support services in public transport for all women.

Procedure

If you are willing to participate in the study, you will be asked to complete an online Questionnaire which will include questions under various sections focusing on demographic information, Transport used to travel to and from college and distance travelled. Further sections include sensitive questions on experiences of harassment, Type of harassment and response strategies. Finally, the concluding sections will explore perceptions regarding harassment, reporting and overall safety. Suggestions about the kind of improvements required to increase safety on public transport buses is asked at the end. The questions and the themes they fall under will be explained by me. You can complete the questionnaire and hand it back after filling, it will take you about 25-30 minutes.

Potential risks and discomforts

Participating in the study might cause some sort of mental distress as this is a topic of sensitive nature. Appropriate resources and details of helpline numbers and counsellors will be provided for you to refer to anytime.

Possible benefits

The findings of this study will enhance scientific knowledge which may be used to create awareness on Safety of Women on Public transport and the impact of it on better and safer cities. However, you may yourself not experience any specific benefits if you choose to participate in the study.

Cost and financial benefit

There is no cost for participation in this study. Participation is completely voluntary and no payment will be provided.

What will happen to the results of the study?

The results of the study will be used in my MPH thesis. The findings will be presented at academic and professional conferences and in academic journals. Findings from the study will help in designing better policy and programmes to ensure safety of women on Public transport when they travel.

Confidentiality

All information collected during the course of this research will be kept strictly confidential as per regulatory requirements. A participant identification number will be assigned to each

participant which will help to maintain the strict confidentiality of the data collected. Your name will not be used in reporting information in publications or reports.

Withdrawal from the study

Your participation in the study will be completely voluntary. There is no right or wrong answer. It is up to you to decide whether to take part in the study. If you do decide to take part you will be given this information sheet to keep. You will also be asked to sign a consent form. If you decide to take part, you would be still free to withdraw from the study at any time and without any reason.

Contact information

If you have any research-related questions or you would like to verify my credentials, you may contact me or member secretary of our institute's ethics committee at the following address:

Dr Pallan Mehrunnisa
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MPH 2022, AMCHSS, SCTIMST
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ANNEXURE 2: Participant Information Sheet - Kannada

ಭಾಗವಹಿಸುವವರ ಮಾಹಿತಿ ಪಟ್ಟಿ

ನಮಸ್ಕಾರ! ನಾನು ಡಾ. ಪಲ್ಲನ್ ಮೆಹರುನ್ನೀಸಾ, ಪ್ರಸ್ತುತವಾಗಿ ಅಚ್ಚುತ್ ಮೆನನ್ ಸೆಂಟರ್ ಆಫ್ ಹೆಲ್ತ್ ಸೈನ್ಸ್ ಸ್ಟಡೀಸ್ (ಎಎಂಸಿಎಚ್‌ಎಸ್‌ಎಸ್), ಶ್ರೀ ಚಿತ್ರ ತಿರುಣಾಲ್ ಆಯುರ್ವೇದ ಮತ್ತು ವೈದ್ಯಕೀಯ ವಿಜ್ಞಾನಗಳ ಮಹಾವಿದ್ಯಾಲಯ, ತಿರುವನಂತಪುರಂ, ಕೇರಳದಿಂದ ಮಾಸ್ಟರ್ ಆಫ್ ಪಬ್ಲಿಕ್ ಹೆಲ್ತ್ (ಎಂಪಿಎಚ್) ಅಧ್ಯಯನ ಮಾಡುತ್ತಿದ್ದೇನೆ. ನಾನು ನನ್ನ ಅಧ್ಯಯನದ ಭಾಗವಾಗಿ "ಕರ್ನಾಟಕದ ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡದ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್‌ಗಳಲ್ಲಿ ಕಾಲೇಜಿಗೆ ಹೋಗುವ ಮಹಿಳಾ ವಿದ್ಯಾರ್ಥಿಗಳು ಎದುರಿಸುತ್ತಿರುವ ಕಿರುಕುಳ"ದ ಕುರಿತಾದ ಅಧ್ಯಯನ ನಡೆಸುತ್ತಿದ್ದೇನೆ. ನಾನು ಪ್ರಾಧ್ಯಾಪಕ ಡಾ. ರಬಲ್ ಗೃತೊಂಡೆಯವರ ಮಾರ್ಗದರ್ಶನದಲ್ಲಿ ಈ ಕಾರ್ಯವನ್ನು ನಿರ್ವಹಿಸುತ್ತಿದ್ದೇನೆ.

ಈ ಸಂಶೋಧನೆಯ ಭಾಗವಾಗಿ ನಿಮ್ಮನ್ನು ಆಹ್ವಾನಿಸುತ್ತಿದ್ದೇವೆ. ಈ ಅಧ್ಯಯನದಲ್ಲಿ ಭಾಗವಹಿಸಬೇಕೆ ಅಥವಾ ಬೇಡವೇ ಎಂಬುದನ್ನು ನೀವು ನಿರ್ಧರಿಸುವ ಮೊದಲು, ಸಂಶೋಧನೆಯನ್ನು ಏಕೆ ಮಾಡಲಾಗುತ್ತಿದೆ ಮತ್ತು ಅದು ಏನನ್ನು ಒಳಗೊಂಡಿರುತ್ತದೆ ಎಂಬುದನ್ನು ನೀವು ಅರ್ಥಮಾಡಿಕೊಳ್ಳುವುದು ಮುಖ್ಯವಾಗಿದೆ. ದಯವಿಟ್ಟು ಮಾಹಿತಿ ಹಾಳೆ ಮತ್ತು ಸಮ್ಮತಿಯ ನಮೂನೆಯನ್ನು ಎಚ್ಚರಿಕೆಯಿಂದ ಓದಿ ಮತ್ತು ನೀವು ಹೊಂದಿರಬಹುದಾದ ಸ್ಪಷ್ಟೀಕರಣಗಳನ್ನು ಕೇಳಲು ಹಿಂಜರಿಯಬೇಡಿ.

ಅಧ್ಯಯನದ ಉದ್ದೇಶ

ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್‌ಗಳಲ್ಲಿ ಮಹಿಳೆಯರ ಸುರಕ್ಷತೆಯನ್ನು ನಿರ್ಣಯಿಸುವುದು ಮುಖ್ಯ ಉದ್ದೇಶವಾಗಿದೆ. ಮಹಿಳೆಯರಿಗೆ ಅಗತ್ಯವಾದ ಆರ್ಥಿಕ, ಸಾಮಾಜಿಕ ಮತ್ತು ರಾಜಕೀಯ ಚಟುವಟಿಕೆಗಳಲ್ಲಿ ತೊಡಗಿಸಿಕೊಳ್ಳಲು ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯ ಪ್ರವೇಶವು ನಿರ್ಣಾಯಕವಾಗಿದೆ. ದುರದೃಷ್ಟವಶಾತ್, ಸಾರ್ವಜನಿಕ ಸ್ಥಳಗಳಲ್ಲಿ ಮಹಿಳೆಯರ ಸುರಕ್ಷತೆಯ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರುವ ಅನೇಕ ನಿದರ್ಶನಗಳು ಹೆಚ್ಚುತ್ತಿವೆ. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ, ನಿರ್ದಿಷ್ಟವಾಗಿ, ಈ ಘಟನೆಗಳಿಗೆ ಹಾಟ್‌ಸ್ಪಾಟ್ ಆಗಿದೆ, ಲಕ್ಷಾಂತರ ಮಹಿಳೆಯರು ತಮ್ಮ ದೈನಂದಿನ ಜೀವನವನ್ನು ನಡೆಸುವಾಗ ಅನಪೇಕ್ಷಿತ ಅನುಭವಗಳಿಗೆ ಒಳಗಾಗುತ್ತಾರೆ. ಈ ಅಧ್ಯಯನದ ಉದ್ದೇಶವು ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳನ್ನು ಬಳಸುವಾಗ ಮಹಿಳೆಯರು ಎಷ್ಟು ಅನಪೇಕ್ಷಿತ ಸಂದರ್ಭಗಳನ್ನು ಎದುರಿಸುತ್ತಾರೆ ಎಂಬುದನ್ನು ನಿರ್ಧರಿಸುವುದು. ಈ ಅನುಭವಗಳ ವಿವಿಧ ರೂಪಗಳನ್ನು ಗುರುತಿಸಲು ಮತ್ತು ಅವುಗಳಿಗೆ ಅವು ಹೇಗೆ ಪ್ರತಿಕ್ರಿಯಿಸುತ್ತವೆ ಎಂಬುದನ್ನು ಅನ್ವೇಷಿಸಲು ಇದು ಗುರಿಯನ್ನು ಹೊಂದಿದೆ. ಹೆಚ್ಚುವರಿಯಾಗಿ, ಅಧ್ಯಯನವು ಮಹಿಳೆಯರ ದೃಷ್ಟಿಕೋನಗಳನ್ನು ಅರ್ಥಮಾಡಿಕೊಳ್ಳಲು ಮತ್ತು ಅವರ ಸಲಹೆಗಳನ್ನು ಸಂಗ್ರಹಿಸಲು ಪ್ರಯತ್ನಿಸುತ್ತದೆ. ಈ ಸಂಶೋಧನೆಯು ಸಾರ್ವಜನಿಕ ಸ್ಥಳಗಳಲ್ಲಿ ಮಹಿಳೆಯರ ಸುರಕ್ಷತೆಯ ಕುರಿತು ನಡೆಯುತ್ತಿರುವ ಸಂಭಾಷಣೆಗೆ ಕೊಡುಗೆ ನೀಡುವ ಉದ್ದೇಶವನ್ನು ಹೊಂದಿದೆ. ಈ ಅಧ್ಯಯನದ ಫಲಿತಾಂಶಗಳು ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯಲ್ಲಿ ಮಹಿಳೆಯರು ಎದುರಿಸುತ್ತಿರುವ ಸವಾಲುಗಳ ಬಗ್ಗೆ ಜಾಗೃತಿಯನ್ನು ಹೆಚ್ಚಿಸುವ ಉದ್ದೇಶವನ್ನು ಪೂರೈಸುತ್ತವೆ. ಇದು ಮಹಿಳೆಯರು ಮತ್ತು ಹುಡುಗಿಯರ ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ಅವರ ಸುರಕ್ಷತೆಗಾಗಿ ಧನಾತ್ಮಕ ಬದಲಾವಣೆಗಳನ್ನು ತರಲು ವಕಾಲತ್ತು ಪ್ರಯತ್ನಗಳನ್ನು ಬೆಂಬಲಿಸುತ್ತದೆ. ಇದಲ್ಲದೆ, ಈ ಸಂಶೋಧನೆಯು ಎಲ್ಲಾ ಮಹಿಳೆಯರಿಗೆ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯಲ್ಲಿ ಪರಿಣಾಮಕಾರಿ ಮಧ್ಯಸ್ಥಿಕೆಗಳು ಮತ್ತು ಬೆಂಬಲ ಸೇವೆಗಳನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸಲು ಸಹಾಯ ಮಾಡುತ್ತದೆ.

ವಿಧಾನ

ನೀವು ಅಧ್ಯಯನದಲ್ಲಿ ಭಾಗವಹಿಸಲು ಸಿದ್ಧರಿದ್ದರೆ, ಜನಸಂಖ್ಯಾ ಮಾಹಿತಿಯನ್ನು ಕೇಂದ್ರೀಕರಿಸುವ ವಿವಿಧ ವಿಭಾಗಗಳ ಅಡಿಯಲ್ಲಿ ಪ್ರಶ್ನೆಗಳನ್ನು ಒಳಗೊಂಡಿರುವ ಸ್ವಯಂ-ಆಡಳಿತದ ಪ್ರಶ್ನಾವಳಿಯನ್ನು

ಪೂರ್ಣಗೊಳಿಸಲು ನಿಮ್ಮನ್ನು ಕೇಳಲಾಗುತ್ತದೆ, ಕಾಲೇಜಿಗೆ ಮತ್ತು ಅಲ್ಲಿಂದ ಪ್ರಯಾಣಿಸಲು ಬಳಸುವ ಸಾರಿಗೆ ಮತ್ತು ಪ್ರಯಾಣಿಸಿದ ದೂರ. ಹೆಚ್ಚಿನ ವಿಭಾಗಗಳು ಕಿರುಕುಳದ ಅನುಭವಗಳು, ಕಿರುಕುಳದ ಪ್ರಕಾರ ಮತ್ತು ಪ್ರತಿಕ್ರಿಯೆ ತಂತ್ರಗಳ ಕುರಿತು ಸೂಕ್ಷ್ಮ ಪ್ರಶ್ನೆಗಳನ್ನು ಒಳಗೊಂಡಿವೆ. ಅಂತಿಮವಾಗಿ, ಮುಕ್ತಾಯದ ವಿಭಾಗಗಳು ಕಿರುಕುಳ, ವರದಿ ಮತ್ತು ಒಟ್ಟಾರೆ ಸುರಕ್ಷತೆಯ ಬಗ್ಗೆ ಗ್ರಹಿಕೆಗಳನ್ನು ಅನ್ವೇಷಿಸುತ್ತದೆ. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್ಸುಗಳಲ್ಲಿ ಸುರಕ್ಷತೆಯನ್ನು ಹೆಚ್ಚಿಸಲು ಅಗತ್ಯವಿರುವ ಸುಧಾರಣೆಗಳ ಬಗ್ಗೆ ಸಲಹೆಗಳನ್ನು ಕೊನೆಯಲ್ಲಿ ಕೇಳಲಾಗುತ್ತದೆ. ಪ್ರಶ್ನೆಗಳು ಮತ್ತು ಅವುಗಳು ಬರುವ ವಿಷಯಗಳನ್ನು ನಾನು ವಿವರಿಸುತ್ತೇನೆ. ನೀವು ಪ್ರಶ್ನಾವಳಿಯನ್ನು ಪೂರ್ಣಗೊಳಿಸಬಹುದು ಮತ್ತು ಭರ್ತಿ ಮಾಡಿದ ನಂತರ ಅದನ್ನು ಹಿಂತಿರುಗಿಸಬಹುದು, ಇದು ನಿಮಗೆ ಸುಮಾರು 25-30 ನಿಮಿಷಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತದೆ.

ಸಂಭಾವ್ಯ ಅಪಾಯಗಳು ಮತ್ತು ಅಸ್ವಸ್ಥತೆಗಳು

ಇದು ಸೂಕ್ಷ್ಮ ಸ್ವಭಾವದ ವಿಷಯವಾಗಿರುವುದರಿಂದ ಅಧ್ಯಯನದಲ್ಲಿ ಭಾಗವಹಿಸುವುದರಿಂದ ಕೆಲವು ರೀತಿಯ ಮಾನಸಿಕ ತೊಂದರೆ ಉಂಟಾಗಬಹುದು. ನೀವು ಯಾವುದೇ ಸಮಯದಲ್ಲಿ ಉಲ್ಲೇಖಿಸಲು ಸೂಕ್ತವಾದ ಸಂಪನ್ಮೂಲಗಳು ಮತ್ತು ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳು ಮತ್ತು ಸಲಹೆಗಾರರ ವಿವರಗಳನ್ನು ಒದಗಿಸಲಾಗುತ್ತದೆ.

ಸಂಭವನೀಯ ಪ್ರಯೋಜನಗಳು

ಈ ಅಧ್ಯಯನದ ಸಂಶೋಧನೆಗಳು ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯಲ್ಲಿ ಮಹಿಳೆಯರ ಸುರಕ್ಷತೆ ಮತ್ತು ಉತ್ತಮ ಮತ್ತು ಸುರಕ್ಷಿತ ನಗರಗಳ ಮೇಲೆ ಅದರ ಪ್ರಭಾವದ ಬಗ್ಗೆ ಜಾಗೃತಿ ಮೂಡಿಸಲು ಬಳಸಬಹುದಾದ ವೈಜ್ಞಾನಿಕ ಜ್ಞಾನವನ್ನು ಹೆಚ್ಚಿಸುತ್ತವೆ. ಆದಾಗ್ಯೂ, ನೀವು ಅಧ್ಯಯನದಲ್ಲಿ ಭಾಗವಹಿಸಲು ಆಯ್ಕೆಮಾಡಿದರೆ ನೀವು ಯಾವುದೇ ನಿರ್ದಿಷ್ಟ ಪ್ರಯೋಜನಗಳನ್ನು ಅನುಭವಿಸದೇ ಇರಬಹುದು.

ಆರ್ಥಿಕ ಲಾಭ

ಈ ಅಧ್ಯಯನದಲ್ಲಿ ಭಾಗವಹಿಸಲು ಯಾವುದೇ ವೆಚ್ಚವಿಲ್ಲ. ಭಾಗವಹಿಸುವಿಕೆಯು ಸಂಪೂರ್ಣವಾಗಿ ಸ್ವಯಂಪ್ರೇರಿತವಾಗಿದೆ ಮತ್ತು ಯಾವುದೇ ಪಾವತಿಯನ್ನು ಒದಗಿಸಲಾಗುವುದಿಲ್ಲ.

ಅಧ್ಯಯನದ ಫಲಿತಾಂಶಗಳಿಗೆ ಏನಾಗುತ್ತದೆ?

ಅಧ್ಯಯನದ ಫಲಿತಾಂಶಗಳನ್ನು ನನ್ನ MPH ಪ್ರಬಂಧದಲ್ಲಿ ಬಳಸಲಾಗುತ್ತದೆ. ಸಂಶೋಧನೆಗಳನ್ನು ಶೈಕ್ಷಣಿಕ ಮತ್ತು ವೃತ್ತಿಪರ ಸಮ್ಮೇಳನಗಳಲ್ಲಿ ಮತ್ತು ಶೈಕ್ಷಣಿಕ ನಿಯತಕಾಲಿಕಗಳಲ್ಲಿ ಪ್ರಸ್ತುತಪಡಿಸಲಾಗುತ್ತದೆ. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯಲ್ಲಿ ಮಹಿಳೆಯರು ಪ್ರಯಾಣಿಸುವಾಗ ಅವರ ಸುರಕ್ಷತೆಯನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಲು ಉತ್ತಮ ನೀತಿ ಮತ್ತು ಕಾರ್ಯಕ್ರಮಗಳನ್ನು ವಿನ್ಯಾಸಗೊಳಿಸಲು ಅಧ್ಯಯನದ ಸಂಶೋಧನೆಗಳು ಸಹಾಯ ಮಾಡುತ್ತವೆ.

ಗೌಪ್ಯತೆ

ಈ ಸಂಶೋಧನೆಯ ಅವಧಿಯಲ್ಲಿ ಸಂಗ್ರಹಿಸಲಾದ ಎಲ್ಲಾ ಮಾಹಿತಿಯನ್ನು ನಿಯಂತ್ರಕ ಅವಶ್ಯಕತೆಗಳ ಪ್ರಕಾರ ಕಟ್ಟುನಿಟ್ಟಾಗಿ ಗೌಪ್ಯವಾಗಿ ಇರಿಸಲಾಗುತ್ತದೆ. ಪ್ರತಿ ಭಾಗವಹಿಸುವವರಿಗೆ ಭಾಗವಹಿಸುವವರ ಗುರುತಿನ ಸಂಖ್ಯೆಯನ್ನು ನಿಗದಿಪಡಿಸಲಾಗುತ್ತದೆ, ಇದು ಸಂಗ್ರಹಿಸಿದ ಡೇಟಾದ ಕಟ್ಟುನಿಟ್ಟಾದ ಗೌಪ್ಯತೆಯನ್ನು ಕಾಪಾಡಿಕೊಳ್ಳಲು ಸಹಾಯ ಮಾಡುತ್ತದೆ. ಪ್ರಕಟಣೆಗಳು ಅಥವಾ ವರದಿಗಳಲ್ಲಿ ಮಾಹಿತಿಯನ್ನು ವರದಿ ಮಾಡಲು ನಿಮ್ಮ ಹೆಸರನ್ನು ಬಳಸಲಾಗುವುದಿಲ್ಲ.

ಅಧ್ಯಯನದಿಂದ ಹಿಂತೆಗೆದುಕೊಳ್ಳುವುದು

ಅಧ್ಯಯನದಲ್ಲಿ ನಿಮ್ಮ ಭಾಗವಹಿಸುವಿಕೆಯು ಸಂಪೂರ್ಣವಾಗಿ ಸ್ವಯಂಪ್ರೇರಿತವಾಗಿರುತ್ತದೆ. ಸರಿ ಅಥವಾ ತಪ್ಪು ಉತ್ತರವಿಲ್ಲ. ಅಧ್ಯಯನದಲ್ಲಿ ಪಾಲ್ಗೊಳ್ಳಬೇಕೆ ಎಂದು ನಿರ್ಧರಿಸುವುದು ನಿಮಗೆ ಬಿಟ್ಟದ್ದು. ನೀವು ಭಾಗವಹಿಸಲು ನಿರ್ಧರಿಸಿದರೆ, ಇರಿಸಿಕೊಳ್ಳಲು ಈ ಮಾಹಿತಿ ಹಾಳೆಯನ್ನು ನಿಮಗೆ ನೀಡಲಾಗುತ್ತದೆ. ಒಪ್ಪಿಗೆಯ ನಮೂನೆಗೆ ಸಹಿ ಹಾಕಲು ಸಹ ನಿಮ್ಮನ್ನು ಕೇಳಲಾಗುತ್ತದೆ. ನೀವು ಭಾಗವಹಿಸಲು ನಿರ್ಧರಿಸಿದರೆ, ಯಾವುದೇ ಸಮಯದಲ್ಲಿ ಮತ್ತು ಯಾವುದೇ ಕಾರಣವಿಲ್ಲದೆ ಅಧ್ಯಯನದಿಂದ ಹಿಂದೆ ಸರಿಯಲು ನೀವು ಇನ್ನೂ ಮುಕ್ತರಾಗಿರುತ್ತೀರಿ.

ಸಂಪರ್ಕ ಮಾಹಿತಿ

ನೀವು ಯಾವುದೇ ಸಂಶೋಧನೆ-ಸಂಬಂಧಿತ ಪ್ರಶ್ನೆಗಳನ್ನು ಹೊಂದಿದ್ದರೆ ಅಥವಾ ನನ್ನ ರುಜುವಾತುಗಳನ್ನು ಪರಿಶೀಲಿಸಲು ನೀವು ಬಯಸಿದರೆ, ನೀವು ನನ್ನನ್ನು ಅಥವಾ ನಮ್ಮ ಸಂಸ್ಥೆಯ ನೈತಿಕ ಸಮಿತಿಯ ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿಯನ್ನು ಈ ಕೆಳಗಿನ ವಿಳಾಸದಲ್ಲಿ ಸಂಪರ್ಕಿಸಬಹುದು:

- ಡಾ. ಪಲ್ಲನ್ ಮೆಹರುನ್ನೀಸಾ
ಪ್ರಧಾನ ತನಿಖಾಧಿಕಾರಿ
MPH 2022, AMCHSS, SCTIMST
ಸಂಪರ್ಕ ಸಂಖ್ಯೆ: 9742421072
ಇಮೇಲ್: pallanmehar@gmail.com
- ಡಾ. ಶ್ರೀನಿವಾಸ ಜಿ.
ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿ
ಸಾಂಸ್ಥಿಕ ನೈತಿಕ ಸಮಿತಿ
SCTIMST, ತಿರುವನಂತಪುರ- 695011
ಕಚೇರಿ: 04712524689
ಇಮೇಲ್: iec.mem.sec@sctimst.ac.in



ANNEXURE 3: Informed Consent Form- English

I confirm that I have read/ heard and understood the information regarding the study “**A Cross sectional Study on Safety of female students using Public Transport buses in Hubli, Karnataka**” as provided in the participant information sheet. All of my questions concerning this study have been answered and all the possible harms, discomforts, and benefits (if any) of this study have been explained to me. I also understand that my identity and personal information will be kept confidential. I understand that my participation is voluntary and that I am free to withdraw at any time, without giving a reason and without consequences.

By signing this form, I agree to participate in this study. A copy of this form has been given to me.

Date:

Place:

Name of the participant

Principal Investigator

Signature

Signature

ANNEXURE 4: Informed Consent Form- Kannada

ಒಪ್ಪಿಗೆ ನಮೂನೆ

ಭಾಗವಹಿಸುವವರ ಮಾಹಿತಿ ಶೀಟ್‌ನಲ್ಲಿ ಒದಗಿಸಿದಂತೆ, “ಕರ್ನಾಟಕದ ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡದ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್‌ಗಳಲ್ಲಿ ಕಾಲೇಜಿಗೆ ಹೋಗುವ ಮಹಿಳಾ ವಿದ್ಯಾರ್ಥಿಗಳು ಎದುರಿಸುತ್ತಿರುವ ಕಿರುಕುಳದ ಕುರಿತಾದ ಅಡ್ಡ ವಿಭಾಗದ ಅಧ್ಯಯನ” ಎಂಬ ಅಧ್ಯಯನಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ಮಾಹಿತಿಯನ್ನು ನಾನು ಓದಿದ್ದೇನೆ/ ಕೇಳಿದ್ದೇನೆ ಮತ್ತು ಅರ್ಥಮಾಡಿಕೊಂಡಿದ್ದೇನೆ ಎಂದು ದೃಢೀಕರಿಸುತ್ತೇನೆ. ಈ ಅಧ್ಯಯನಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ನನ್ನ ಎಲ್ಲಾ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಲಾಗಿದೆ ಮತ್ತು ಈ ಅಧ್ಯಯನದ ಎಲ್ಲಾ ಸಂಭವನೀಯ ಹಾನಿಗಳು, ಅಸ್ವಸ್ಥತೆಗಳು ಮತ್ತು ಪ್ರಯೋಜನಗಳನ್ನು (ಯಾವುದಾದರೂ ಇದ್ದರೆ) ನನಗೆ ವಿವರಿಸಲಾಗಿದೆ. ನನ್ನ ಗುರುತು ಮತ್ತು ವೈಯಕ್ತಿಕ ಮಾಹಿತಿಯನ್ನು ಗೌಪ್ಯವಾಗಿಡಲಾಗುವುದು ಎಂದು ನಾನು ಅರ್ಥಮಾಡಿಕೊಂಡಿದ್ದೇನೆ. ನನ್ನ ಭಾಗವಹಿಸುವಿಕೆಯು ಸ್ವಯಂಪ್ರೇರಿತವಾಗಿದೆ ಮತ್ತು ಯಾವುದೇ ಕಾರಣವನ್ನು ನೀಡದೆ ಮತ್ತು ಯಾವುದೇ ಪರಿಣಾಮಗಳಿಲ್ಲದೆ ನಾನು ಯಾವುದೇ ಸಮಯದಲ್ಲಿ ಹಿಂಪಡೆಯಲು ಮುಕ್ತನಾಗಿದ್ದೇನೆ ಎಂದು ನಾನು ಅರ್ಥಮಾಡಿಕೊಂಡಿದ್ದೇನೆ.

ಈ ಫಾರ್ಮ್‌ಗೆ ಸಹಿ ಮಾಡುವ ಮೂಲಕ, ಈ ಅಧ್ಯಯನದಲ್ಲಿ ಭಾಗವಹಿಸಲು ನಾನು ಒಪ್ಪುತ್ತೇನೆ. ಈ ನಮೂನೆಯ ಪ್ರತಿಯನ್ನು ನನಗೆ ನೀಡಲಾಗಿದೆ.

ದಿನಾಂಕ:

ಸ್ಥಳ:

ಭಾಗವಹಿಸುವ ವ್ಯಕ್ತಿಯ ಹೆಸರು

ಭಾಗವಹಿಸುವವರ ಸಹಿ/ಹೆ ಬೈರಳಿನ ಅನಿಸಿಕೆ

ಪ್ರಧಾನ ಅನ್ವೇಷಕ

ಪ್ರಧಾನ ತನಿಖಾಧಿಕಾರಿ ಸಹಿ

ANNEXURE 5: TOOL- Questionnaire in English

Landing Page/Pop Box: *(After giving consent the participants will be directed here. Once they click, they have noted the following numbers, they will directed to first section of questionnaire.)*

Here are some helpline numbers that you can contact for emotional support and counselling if you feel the need to reach out to someone while filling the questionnaire:

Maitri: 0836-2342000

National Women Helpline: 1800-109-8000

iCALL (Free)

iCALL is a telephone, chat, and email-based counselling service run by the School of Ecology, Tata Institute of Social Sciences (TISS). They provide free emotional support, information, and referral services to individuals in psychosocial distress, across all ages, different gender, and sexual identities through a team of qualified and trained mental health professionals in multiple languages.

Website – <https://icallhelpline.org/>

Contact – +91 9152987821 / ICALL@TISS.EDU

Timings – Monday to Saturday (10 AM – 8 PM)

NIMHANS (Free)

The National Institute of Mental Health and Neuro Sciences (NIMHANS) is a multidisciplinary institute for patient care and academic pursuit in the field of mental health and neurosciences. It is a 24 * 7 toll-free helpline for anyone experiencing mental health distress. They will provide psychological support and mental health services from mental health professionals.

Website – <https://nimhans.ac.in/pssmhs-helpline/>

Contact – 080 – 4611 0007, 080-46111111 (24/7)

Timings – 24 * 7

Date:

QUESTIONNAIRE

SL No.	Question	Answer
IDENTIFICATION INFORMATION		
1.	Participant ID no.	
PART 1: INFORMATION ABOUT THE STUDENT		
2.	Name of the respondent (optional)	
3.	Age (please select the age category that best represents your current age group)	A) 18-21 B) 22-25 C) 26-29 D) 30 or above
4.	Name of your college	
5.	Type of college	A) Co-ed B) All Women's
6.	What course are you currently pursuing in this college?	A) Undergraduate: Please mention year of study: _____ B) Post graduate: Please mention year of study: _____
7.	How far is the college situated from your place of current residence? (Approximate Distance in Km)	A) 2-10 Km B) 10-15 Km C) Greater than 15 Km

PART 2: TRANSPORT

8.	In the past 6 months, which type of Bus transport service did you commonly take to travel to college and back? (Please select more than one if required)	A) NWKRTC B) BRTS C) Both D) If any others, please specify: _____
9.	What time do you usually board the bus: (Please specify both in 12-hour format with AM and PM)	A) For your onward journey to college: _____ B) For your return journey back from college: _____
10.	On an average how long is the total duration of your journey to college and back (Please specify both In hours/minutes)	
11.(A)	Do you have to change the bus at different stops when you travel to and from college?	A) Yes B) No If answer is YES go to QN 11 (B). If answer is NO go to QN 12
11. (B)	If YES, how many times do you need to change the bus? (Please specify both)	A) For your onward journey to college: _____ B) For your return journey from college: _____
12.	In addition to taking the bus, what other forms of transport do you use for your onward journey to college (Please select more than one if required)	A) I also use an auto B) I also use a private vehicle C) I also ask friend/family to drop me D) Only use bus E) If any Others, please specify:_____

13.	<p>In addition to taking the bus, what other forms of transport do you use for your return journey from college</p> <p>(Please select more than one if required)</p>	<p>A) I also use an auto B) I also use a private vehicle C) I also ask friend/family to drop me D) Only use bus E) If any Others, please specify: _____</p>
14.	<p>What are the reasons for using bus as your commonly preferred means of transport?</p> <p>(Please select more than one if required)</p>	<p>A) Affordability (due to lower fares)</p> <p>B) Convenience (ease of travelling)</p> <p>C) Time saving (faster journey and cuts down the time it takes to travel to and from college)</p> <p>D) If any others, please specify: _____</p>
<p>15. Have you personally experienced or witnessed any form of unwanted or unwelcome incidents while utilizing the public bus transport system for your journey? This includes incidents that may have occurred inside the bus, while waiting for the bus, or during the process of boarding and alighting the bus. Please select the option that best represents your experience:</p> <p>A) I have <i>experienced</i> such an incident personally.</p> <p>B) I have <i>only witnessed</i> such an incident.</p> <p>C) I have <i>both</i> experienced and witnessed it.</p> <p>D) I have <i>neither</i> experienced nor witnessed any such incident.</p> <p><i>On selecting A): will be directed to section on Experiencing harassment</i></p> <p><i>On selecting B): will be directed to questions on Witnessing Harassment</i></p>		

On selecting C): will be directed to section on Experiencing harassment

On selecting D): “Thank you for your time and taking part in this questionnaire. We value your feedback!”

FOR THOSE WHO EXPERIENCED SUCH INCIDENTS: *(For those who selected A and C)*

PART 3: EXPERIENCING GENDER BASED VIOLENCE AND HARASSMENT

(This section includes questions that are sensitive. Kindly fill in or tick the applicable boxes. If you feel uncomfortable answering any of the questions, you can skip them)

16.(A)	Have you experienced any unwelcome or uncomfortable situations while traveling to and from college using public buses in the last 6 months?	A) Yes, I have B) Don't wish to share <i>If you select (A), please go to QN 16(B); If you select (B) go to QN 38 (A)</i>
16.(B)	Can you please describe the incident in brief? (If you are uncomfortable, you can choose to skip this question and go to 16(C) (Refer to the helpline numbers provided)	
16.(C)	How frequently have you experienced any such unwelcome/uncomfortable incidents while travelling to and from college using public buses, in the last 6 months?	A) Rarely (once or twice a month) B) Sometimes (A few times a month) C) Often (Several times a month) D) Very often (Almost every day) <i>After this, go to QN 17</i>

17.	<p>At what time of the day during the journey have you usually experienced such incidents while travelling to and from college, in the last 6 months?</p> <p>(Please select more than one if required)</p>	<p>A) Morning- onward journey while travelling to college</p> <p>B) Evening- return journey back from college</p> <p>C) Both</p> <p>D) If any Other, please specify</p>
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PART 4: TYPES OF HARASSMENT

(This section includes questions about the different forms of sexual harassment. Kindly fill in or tick the applicable boxes. If you feel uncomfortable answering any of the questions, you can skip them)

Now, the following are some stories of girls like you, let's call them Leelavati, Meenakshi and Fatima. They are not real people, but there are people like them in Hubli-Dharwad. Please read and answer the questions that follow.

VIGNETTES:

Leelavati is a 22-year-old college student who frequently takes bus to commute to and from college. One evening, she was standing in the crowded bus and there were no available seats. As the bus keeps moving, she notices a man opposite her, who starts smiling weirdly looking at her. As she frowns back, he comments on her body and starts flirting with her. His comments keep getting worse and he starts asking for her contact number. Other passengers nearby slowly become aware of what is happening but no one tells him to stop. No attempt is made by anyone to help Leelavati and this incident is not reported to authorities.

Now, please answer the following questions based on your experience:

18. Have you experienced **similar** situations while using public transport buses in the last six months?

- Yes
- No

If No, Go to Qn 21

19. On a scale of 1 to 5 (with 1-Not affected, 2- Slightly affected, 3- Moderately affected, 4-Highly affected, 5- Extremely affected), how did you feel in this situation?

- 1
- 2
- 3
- 4
- 5

20. Which kind of behaviour/actions that are verbal have made you feel uncomfortable? Also, rank each according to the given scale

(Tick all that apply. Please RANK the Actions/Behaviours you have experienced with '+' and '-'; where '+++' is the most frequently experienced and '+' is the least experienced. If you answer NO for: never experienced, you can mark as '-'; for example: if you have experienced 'sexual noises' frequently rank it "+++"; and if you have faced 'offensive remarks' the least, rank it "+")

- Sexual noises _____
- Offensive remarks/Jokes _____
- Verbal abuse _____
- Singing offensively _____
- Asking for personal information _____
- If any other, please specify: _____

Meenakshi is a 24 year old college student who frequently takes bus to commute to and from college. While travelling to college one morning, she was sitting in her seat and a male co-passenger was standing opposite her in close proximity. As the bus starts moving, she notices this man wink at her. She tries to ignore him but he starts making vulgar actions to get her attention. She realises that other passengers are watching too but no one tells him to stop. No attempt is made by anyone to help Meena and this incident is not reported to authorities.

Now, please answer the following questions based on your experience:

21. Have you experienced **similar** situation while using public transport buses?

- Yes
- No

If No, Go to Qn 24

22. On a scale of 1 to 5 (with 1-Not affected, 2- Slightly affected, 3- Moderately affected, 4-Highly affected, 5- Extremely affected) how would you feel in this situation?

- 1
- 2
- 3
- 4
- 5

23. Which kind of behaviour/actions that are non-verbal have made you feel uncomfortable? Also, rank each according to the given scale

(Tick all that apply. Please RANK the Actions/Behaviours you have experienced with '+' and '-'; where '+++' is the most frequently experienced and '+' is the least experienced. If you answer NO for: never experienced, you can mark as '-'; for example: if you have experienced 'staring' frequently rank it "+++"; and if you have experienced 'showing offensive hand gestures' the least, rank it "+")

Staring _____

Itching his private parts for your attention _____

Winking _____

Indecent exposure _____

Stalking _____

Showing offensive hand gestures _____

If any other, please specify: _____

Fatima is a 23 year old college student who frequently takes bus to commute to and from college. While returning home from college during peak rush hour, she was unable to find a seat and had to stand towards the back. She had been pushed in a corner where she managed to have some space. A man got onboard the bus at the next stop and forced himself in the same space. She noticed that he was standing too close behind her. Slowly, he began touching her waist and lower back. She realises that he is doing this intentionally and not by mistake. Fatima is unable to stop him and convey to anyone about what is happening. No one around her is aware of Fatima's situation and this situation goes unnoticed.

Now, please answer the following questions based on your experience:

24. Have you experienced **similar** situation while using public transport buses?

- Yes
- No

If No, Go to Qn 27

25. On a scale of 1 to 5 (with 1-Not affected, 2- Slightly affected, 3- Moderately affected, 4-Highly affected, 5- Extremely affected) how would you feel in this situation?

- 1
- 2
- 3
- 4
- 5

26. Which kind of behaviour/actions that are physical have made you feel uncomfortable? Also, rank each according to the given scale

(Tick all that apply. Please RANK the Actions/Behaviours you have experienced with '+' and '-'; where '+++' is the most frequently experienced and '+' is the least experienced. If you answer NO for: never experienced, you can mark as '-'; for example: if you have experienced 'Touching wrongly' frequently rank it "+++"; and if you have faced 'Groping' the least, rank it "+")

- Touching wrongly _____
- Groping _____
- Pushing against your body _____
- Rubbing against your body _____
- If any other, please specify: _____

27. **If your answer was “NO” to the previous questions**, what other form of unwanted/unwelcome incident have you experienced? Please describe in brief:
(If you feel uncomfortable, you may choose to skip this question)

28. Where have you experienced most incidents of sexual harassment?

Location	Did you experience (Yes/No)	Please RANK the location where you have experienced with ‘+’ or ‘-’; where “+++” is the location where you have most frequently experienced and “+” is the location where it is least experienced. If you answer NO for :never experienced, you can mark as ‘-’ (ex: if you have experienced ‘on the bus’ frequently rank it “+++”; and if you have experienced it ‘while boarding’ the least, rank it “+”)
A) While boarding the bus	Yes/No	
B) While alighting from the bus	Yes/No	
C) Inside the bus during travel	Yes/No	

D) At the bus stop	Yes/No	
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29. When do you think these incidents of harassment commonly occur?

At the time of:	Did you experience (Yes/No)	Please RANK the time when you have experienced with '+' or '-'; where "+++" is the time when you have most frequently experienced and "+" is the time when you have least experienced. If you answer NO for: never experienced, you can mark as '-' (eg, if you have experienced it during "peak rush hour" frequently rank it "+++"; and if you have experienced it least while 'standing due to unavailability of seats ', rank it "+")
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A) During special events/festivals	Yes/No	
B) During Peak Rush hour	Yes/No	
C) When there is unavailability of seats	Yes/No	
D) Others, please specify:		

30.	<p>Who are some of the perpetrators that you have observed during your experience?</p> <p>(Please select more than one if required)</p>	<p>RANK them according to how commonly you have observed them (Select any of the three options- Low: for least type of observed perpetrator, Medium: observed more often High: common type of observed perpetrator)</p>
a.	Male co passenger on the bus	Low/Medium/High
b.	Male co passenger in the same seating area	Low/Medium/High
c.	Male conductor of the bus	Low/Medium/High
d.	Male driver of the bus	Low/Medium/High
e.	Male staff or personnel at bus station/stop	Low/Medium/High
f.	Male bystander at the bus station/stop	Low/Medium/High
g.	Male acquaintances or friends who accompanied you	Low/Medium/High
h.	Others	Please specify: _____
31.	<p>Would you like to share any experience of harassment that you have faced on any other form of transport other than bus?</p> <p><i>(If NO, you may choose to skip this question and go to QN 32)</i></p>	

PART 5: HELP RECEIVED AT THE TIME

32.(A)	Have you ever received any help/assistance when experiencing harassment on the bus, in the last 6 months?	<p>A) Yes B) No</p> <p>If you select (A), go to QN 32 (B) OR else go to QN 33</p>
32.(B)	<p>If Yes, how?</p> <p>(Please select more than one if required)</p>	<p>A) Called the police B) Confronted the harasser C) Asked the bus conductor to intervene D) Asked the driver to stop the bus E) Got support from people around F) Others, specify:</p>
33.	<p>If and when a woman is being harassed, how do bystanders usually react?</p> <p>(Please select more than one if required)</p>	<p>A) Generally, don't pay attention and don't care B) Stand there and watch C) Intervene only if the woman asks for help D) Blame the woman due to clothes, place, time etc. E) Confront the culprit F) Others, specify:</p>

PART 6: INITIAL RESPONSE

34.	<p>What was your first response when you experienced an incident of sexual harassment?</p> <p>(Please select more than one if required)</p>	<p>A) Walked away B) Retaliated verbally C) Retaliated Physically D) Asked People around for help E) Called some relative/friend/family for help F) Reported the incident to the</p>
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		<p>police/bus department/Transit agency</p> <p>G) If any other, please specify:</p>
35.	When you experienced harassment during your bus journey, can you describe the emotions you felt?	
36.	<p>Did you feel:</p> <p>(Select the ones that best capture your feelings. Please select more than one if required)</p>	<p>A) scared, anxious, or nervous</p> <p>B) angry, frustrated, or upset</p> <p>C) embarrassed or ashamed</p> <p>D) helpless or vulnerable</p> <p>E) determined to stand up for yourself</p> <p>F) felt the need to seek help or support</p>
PART 7: LONG TERM CHANGES		
37.(A)	Has your experience of harassment on public bus in the last 6 months, affected your use of public transport post incident?	<p>A) Yes</p> <p>B) No</p> <p>C) Others, Specify:</p> <p>If you select (A), go to QN 37(B) OR else go to QN 38</p>
37.(B)	<p>If yes, what are the effects/changes in the following?</p> <p>(For ex: changed travel route, time of travel; increased company, self-defence etc.)</p> <p>Please fill wherever applicable</p>	
37. B (i)	Bus usage: For your safety, Has the incident of harassment on a public bus in the last 6 months affected <i>your use of public transport</i> since the incident?	<p>A) Yes</p> <p>B) No</p> <p>If you select A) please describe how it has influenced your bus usage: _____</p>

37. B (ii)	Preparation before Taking the Bus: For your safety, did the incident of harassment on a public bus in the last 6 months <i>alter the way you prepare before</i> taking the bus?	A) Yes B) No If you select A) please explain the changes you have made in your preparation before taking the bus: _____
37. B (iii)	While Boarding and Alighting the Bus: For your safety, have you made any changes in <i>how you board or alight from the bus</i> since experiencing harassment in the last 6 months?	A) Yes B) No If you select A) please explain the changes you have made while getting on and off the bus: _____
37.B (iv)	While on the Bus: For your safety, have you made any changes <i>while you are on the bus</i> following the incident of harassment in the last 6 months?	A) Yes B) No If you select A) please explain the changes you have made while on the bus: _____
PART 8: REPORTING AND CURRENT KNOWLEDGE		
38.	Are you aware of any existing system/ helpline numbers where you can report such incidents of harassment on bus which you might have experienced?	A) Yes B) No
39.(A)	When you experience harassment, what is your approach on reporting it?	A) Don't know HOW to report it, DON'T WANT to report it B) Don't know HOW to report it, but WANT to report it C) Know how to report it but DON'T WANT To report it

		<p>D) Know how to report it and WANT to report it</p> <p>E) If any Others, please specify:</p> <p>If you selected (A)/(B)/(C), go to QN 39(B), or else QN 40</p>
39.(B)	<p>What, according to you, are the various factors/reasons that result in women NOT REPORTING such cases of harassment? (Please select more than one if required)</p>	<p>A) Don't know about the grievance redressal systems</p> <p>B) Grievance redressal system is very drawn out and complex</p> <p>C) Fear of judgement and discrimination from bystanders</p> <p>D) Lack of support by frontline staff- driver, conductor etc.</p> <p>E) Non availability of: grievance redressal personnel, Marshals on public buses</p> <p>F) Lack of women personnel at grievance redressal facility or police</p> <p>G) Distrust in authorities</p> <p>H) Distrust in the grievance redressal process</p> <p>I) Lack of family support</p> <p>J) Lack of time to report and pursue</p> <p>K) Fear of revenge from perpetrator</p> <p>L) Others- specify</p>
40.	<p>Have you ever confided in your friends/family/relatives about the harassment you experienced, post incident in the last 6 months?</p>	<p>A) Yes</p> <p>B) No</p>

41.(A)	Have you ever used the helpline numbers (Of: the mode of transport chosen/Police) to report a case of sexual harassment you experienced?	<p>A) Yes B) No</p> <p>If you selected (A) then go to QN 41(B) or else go to QN 42</p>
41.(B)	If your answer is YES, you have used, how effective do you think these helpline numbers are, in dealing with the cases?	<p>A) Always Effective B) Mostly Effective C) Somewhat Effective D) Mostly Not Effective E) Never Effective</p>

PART 9: PERCIEVED REASONS FOR HARASSMENT

42.	<p>Why do you think sexual harassment of women happens on Public Transport?</p> <p>(Please select more than one if required, or list others you may think of)</p>	<ul style="list-style-type: none">A) Women wear clothes that provoke indecent behaviour among menB) Men will be MenC) Lack of education among malesD) Poor lighting and infrastructure inside the busE) Lack of security personnel, CCTVs at bus stopsF) No law against sexual harassmentG) Security officers, police don't treat sexual harassment complaint seriously and perpetrators go unpunishedH) Women are too busy to complainI) No proper system of Women's reservation of seatsJ) If any Others, Please specify: _____
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PART 10: SUGGESTIONS TO ENSURE SAFE TRAVEL AND PREVENT RISK OF HARASSMENT

43.	<p>What are your suggestions for ensuring that women feel safe on public buses?</p> <p>(Please list them out)</p>	
44.	<p>This list shows the usually suggested solutions that have come up from studies in other cities. Out of this list, select ANY 5, which you think will ensure safer transport experience in Hubli-Dharwad and can be applied:</p>	<ul style="list-style-type: none"> A) Reporting of all such incidents B) Implementing the laws framed to punish the culprits strictly C) Deploying more visible police personnel D) Reducing overcrowding by improving frequency of buses, increasing bus stops E) Change in perceptions of men towards women and their rights F) Improving infrastructure- CCTV, good lighting, good signage, wider gangways, women doors, access ramps, good storage space inside bus; ensure sufficient and reserved seating for women, elderly and children; lower placed handle bars for ease etc., reducing gap between platform and bus coach G) Deploying female drivers and conductors H) Real Time Public Transport Information- showing route, timings either through display or Mobile applications I) Separate queuing system/priority boarding for women, children and elderly J) Additional stops/ 'Request stop' services- to get off in

		<p>between designated bus stands for late travel</p> <p>K) Increase Gender sensitization** training and awareness of transport staff/ training bystander to intervene</p> <p>L) Increase emergency services/ensure working helpline numbers/Rapid response teams (through calls, mobile apps)</p> <p>**Raising awareness and understanding about the different roles, rights, and experiences of people of all genders. It involves promoting respect, equality, and fairness for everyone, regardless of their gender</p>
45.	<p>After selecting the 5 options from the above question, can you please elaborate briefly as to WHY you chose them?</p> <p>(Please specify a reason you think is applicable FOR EACH in a few words or a sentence)</p>	

PART 11: EXPECTATIONS OF PUBLIC TRANSPORT AND CONCERN ABOUT HARASSMENT ON THIS TYPE OF TRANSPORT

46.	Do you think sexual harassment in public transport and its environs is a matter of concern and is given enough importance while planning, developing, and managing public transport?	A) Agree B) Not sure C) Disagree
47.	According to your experience, overall, how safe do you think it is travelling by Public transport buses?	A) Safe B) Somewhat Safe C) Neutral (Neither safe nor unsafe) D) Somewhat Unsafe E) Unsafe
48.	Based on the option you chose as your answer for the previous question, can you please elaborate briefly as to why you chose so? (Please specify a reason you think is applicable in a few words or a sentence)	

FOR THOSE WHO WITNESSED SUCH INCIDENTS: *(For those who selected B in Qn15)*

PART 3: WITNESSING GENDER BASED VIOLENCE AND HARASSMENT

(This section includes questions that are sensitive. Kindly fill in or tick the applicable boxes. If you feel uncomfortable answering any of the questions, you can skip them)

16.(A)	Have you witnessed any unwelcome or uncomfortable situations happening with other women, while traveling to and from college using public buses in the last 6 months?	A) Yes, I have B) Don't wish to share
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		<i>If you select (A), please go to QN 16(B); If you select (B) go to QN 35</i>
16.(B)	Can you please describe the incident in brief? (If you are uncomfortable, you can choose to skip this question and go to 16(C)) (Refer to the helpline numbers provided)	
16.(C)	How frequently have you witnessed any such unwelcome/uncomfortable incidents while travelling to and from college using public buses, in the last 6 months?	A) Rarely (once or twice) B) Sometimes (A few times a month) C) Often (Several times a month) D) Very often (Almost every time) <i>After this, go to QN 17</i>
17.	At what time of the day during the journey have you usually witnessed such incidents happening while travelling to and from college, in the last 6 months? (Please select more than one if required)	A) Morning- onward journey while travelling to college B) Evening- return journey back from college C) Both D) If any Other, please specify

PART 4: TYPES OF HARASSMENT

(This section includes questions about the different forms of sexual harassment. Kindly fill in or tick the applicable boxes. If you feel uncomfortable answering any of the questions, you can skip them)

Now, the following are some stories of girls like you, let's call them Leelavati, Meenakshi and Fatima. They are not real people, but there are people like them in Hubli-Dharwad. Please read and answer the questions that follow.

VIGNETTES:

Leelavati is a 22-year-old college student who frequently takes bus to commute to and from college. One evening, she was standing in the crowded bus and there were no available seats. As the bus keeps moving, she notices a man opposite her, who starts smiling weirdly looking at her. As she frowns back, he comments on her body and starts flirting with her. His comments keep getting worse and he starts asking for her contact number. Other passengers nearby

slowly become aware of what is happening but no one tells him to stop. No attempt is made by anyone to help Leelavati and this incident is not reported to authorities.

Now, please answer the following questions based on your experience:

18. Have you witnessed **similar** situations while using public transport buses?

- Yes
- No

If No, Go to Qn 21

19. On a scale of 1 to 5 (with 1-Not affected, 2- Slightly affected, 3- Moderately affected, 4-Highly affected, 5- Extremely affected), how would you feel witnessing such a situation?

- 1
- 2
- 3
- 4
- 5

20. Which kind of behaviour/actions that are verbal have made you feel uncomfortable? Also, rank each according to the given scale

(Tick all that apply. Please RANK the Actions/Behaviours you have witnessed with '+' and '-'; where '+++' is the most frequently witnessed and '+' is the least witnessed. If you answer NO for: never witnessed, you can mark as '-'; for example: if you have witnessed 'sexual noises' frequently rank it "+++"; and if you have witnessed 'offensive remarks' the least, rank it "+")

- Sexual noises _____
- Offensive remarks/Jokes _____
- Verbal abuse _____
- Singing offensively _____
- Asking for personal information _____

If any other, please specify: _____

Meenakshi is a 24 year old college student who frequently takes bus to commute to and from college. While travelling to college one morning, she was sitting in her seat and a male co-passenger was standing opposite her in close proximity. As the bus starts moving, she notices this man wink at her. She tries to ignore him but he starts making vulgar actions to get her attention. She realises that other passengers are watching too but no one tells him to stop. No attempt is made by anyone to help Meena and this incident is not reported to authorities.

Now, please answer the following questions based on your experience:

21. Have you witnessed **similar** situation while using public transport buses?

- Yes
- No

If No, Go to Qn 24

22. On a scale of 1 to 5 (with 1-Not affected, 2- Slightly affected, 3- Moderately affected, 4-Highly affected, 5- Extremely affected) how would you feel witnessing such a situation?

- 1
- 2
- 3
- 4
- 5

23. Which kind of behaviour/actions that are non-verbal have made you feel uncomfortable? Also, rank each according to the given scale

(Tick all that apply. Please RANK the Actions/Behaviours you have witnessed with '+' and '-'; where '+++' is the most frequently witnessed and '+' is the least witnessed. If you answer NO for: never witnessed, you can mark as '-'; for example: if you have witnessed 'staring' frequently rank it "+++"; and if you have witnessed 'showing offensive hand gestures' the least, rank it "+")

Staring _____

- Itching his private parts for attention _____
- Winking _____
- Indecent exposure _____
- Stalking _____
- Showing offensive hand gestures _____
- If any other, please specify: _____

Fatima is a 23 year old college student who frequently takes bus to commute to and from college. While returning home from college during peak rush hour, she was unable to find a seat and had to stand towards the back. She had been pushed in a corner where she managed to have some space. A man got onboard the bus at the next stop and forced himself in the same space. She noticed that he was standing too close behind her. Slowly, he began touching her waist and lower back. She realises that he is doing this intentionally and not by mistake. Fatima is unable to stop him and convey to anyone about what is happening. No one around her is aware of Fatima's situation and this situation goes unnoticed.

Now, please answer the following questions based on your experience:

24. Have you witnessed any **similar** situation while using public transport buses?
- Yes
 - No

If No, Go to Qn 27

25. On a scale of 1 to 5 (with 1-Not affected, 2- Slightly affected, 3- Moderately affected, 4-Highly affected, 5- Extremely affected) how would you feel witnessing such a situation?
- 1
 - 2
 - 3
 - 4
 - 5

26. Which kind of behaviour/actions that are physical have made you feel uncomfortable? Also, rank each according to the given scale

(Tick all that apply. Please **RANK** the Actions/Behaviours you have witnessed with ‘+’ and ‘-’; where ‘+++’ is the **most frequently witnessed** and ‘+’ is the **least witnessed**. If you answer NO for: **never witnessed**, you can mark as ‘-’; **for example: if you have witnessed ‘Touching wrongly’ frequently rank it “+++”**; and if you have witnessed ‘Groping’ the least, rank it “+”)

- Touching wrongly _____
- Groping _____
- Pushing against the woman’s body _____
- Rubbing against the woman’s body _____
- If any other, please specify: _____

27.	<p>If your answer was “NO” to the previous questions, what other form of unwanted/unwelcome incidents have you witnessed? Please describe in brief: <i>(If you feel uncomfortable, you may choose to skip this question)</i></p>	
28.	Where have you witnessed most incidents of sexual harassment?	
Location	Did you witness (Yes/No)	Please RANK the location where you have witnessed with ‘+’ or ‘-’; where “+++” is the location where you have most frequently witnessed and “+” is the location where it is least witnessed. If you answer NO for: never witnessed, you can mark as ‘-’ (ex: if you have witnessed ‘on the bus’ frequently rank

		it “+++”; and if you have witnessed it ‘while boarding’ the least, rank it “+”)
A) While boarding the bus	Yes/No	
B) While alighting from the bus	Yes/No	
C) Inside the bus during travel	Yes/No	
D) At the bus stop	Yes/No	

29. When do you think these incidents of harassment commonly occur?

At the time of:	Did you witness (Yes/No)	Please RANK the time when you have witnessed with ‘+’ or ‘-’; where “+++” is the time when you have most frequently witnessed and “+” is the time when you have least witnessed. If you answer NO for: never witnessed, you can mark as ‘-’ (eg, if you have witnessed it during “peak rush hour” frequently rank it “+++”; and if you have witnessed it least while ‘standing due to unavailability of seats’, rank it “+”)
A) During special events/festivals	Yes/No	
B) During Peak Rush hour	Yes/No	
C) When there is unavailability of seats	Yes/No	
D) Others, please specify:		

30.	Who are some of the perpetrators that you have observed when you witnessed these incidents? (Please select more than one if required)	RANK them according to how commonly you have observed them (Select any of the three options- Low: for least type of observed perpetrator, Medium: observed more often High: common type of observed perpetrator)
a.	Male co passenger on the bus	Low/Medium/High
b.	Male co passenger in the same seating area	Low/Medium/High
c.	Male conductor of the bus	Low/Medium/High
d.	Male driver of the bus	Low/Medium/High
e.	Male staff or personnel at bus station/stop	Low/Medium/High
f.	Male bystander at the bus station/stop	Low/Medium/High
g.	Male acquaintances or friends who are accompanying the woman	Low/Medium/High
h.	Others	Please specify: _____

PART 5: INITIAL RESPONSE

31.	What was your first response when you witnessed an incident of sexual harassment? (Please select more than one if required)	A) Walked away B) Retaliated verbally C) Retaliated Physically D) Asked People around for help E) Called some relative/friend/family for help F) Reported the incident to the police/bus department/Transit agency G) If any other, please specify:
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32.	When you witnessed harassment during your bus journey, can you describe the emotions you felt?	
33.	Did you feel: (Select the ones that best capture your feelings. Please select more than one if required)	A) scared, anxious, or nervous B) angry, frustrated, or upset C) embarrassed or ashamed D) helpless or vulnerable E) determined to help the one experiencing it F) felt the need to seek help or support
PART 6: LONG TERM CHANGES		
34.(A)	After witnessing incident(s) of harassment on public bus in the last 6 months, did they affect your use of public transport post incident?	A) Yes B) No C) Others, Specify: If you select (A), go to QN 34(B) OR else go to QN 35
34.(B)	If yes, what are the effects/changes in the following? (For ex: changed travel route, time of travel; increased company, self-defence etc.) Please fill wherever applicable	
34. B (i)	Bus usage: For your safety, Has the incident of harassment you witnessed on a public bus in the last 6 months affected <i>your use of public transport</i> since the incident?	A) Yes B) No If you select A) please describe how it has influenced your bus usage: _____
34. B (ii)	Preparation before Taking the Bus: For your safety, did the incident of harassment you witnessed on a public bus in the last 6 months	A) Yes B) No If you select A) please explain the changes you have made in your

	<i>alter the way you prepare before</i> taking the bus?	preparation before taking the bus: _____
34. B (iii)	While Boarding and Alighting the Bus: For your safety, have you made any changes in <i>how you board or alight from the bus</i> since witnessing the harassment incident in the last 6 months?	A) Yes B) No If you select A) please explain the changes you have made while getting on and off the bus: _____
34.B (iv)	While on the Bus: For your safety, have you made any changes <i>while you are on the bus</i> following the incident of harassment you witnessed, in the last 6 months?	A) Yes B) No If you select A) please explain the changes you have made while on the bus: _____
PART 7: REPORTING AND CURRENT KNOWLEDGE		
35.	Are you aware of any existing system/ helpline numbers where you can report such incidents of harassment on bus which you might have witnessed?	A) Yes B) No
36(A).	When you witness harassment, what is your approach on reporting it?	A) Don't know HOW to report it, DON'T WANT to report it B) Don't know HOW to report it, but WANT to report it C) Know how to report it but DON'T WANT To report it D) Know how to report it and WANT to report it E) If any Others, please specify: If you selected (A)/(B)/(C), go to QN 36(B), or else QN 37

36(B).	<p>What, according to you, are the various factors/reasons that result in women NOT REPORTING such cases of harassment? (Please select more than one if required)</p>	<ul style="list-style-type: none"> A) Don't know about the grievance redressal systems B) Grievance redressal system is very drawn out and complex C) Fear of judgement and discrimination from bystanders D) Lack of support by frontline staff- driver, conductor etc. E) Non availability of: grievance redressal personnel, Marshals on public buses F) Lack of women personnel at grievance redressal facility or police G) Distrust in authorities H) Distrust in the grievance redressal process I) Lack of family support J) Lack of time to report and pursue K) Fear of revenge from perpetrator L) Others- specify
37.(A)	<p>Have you ever used the helpline numbers (Of: the mode of transport chosen/Police) to report a case of sexual harassment you witnessed?</p>	<ul style="list-style-type: none"> A) Yes B) No <p>If you selected (A) then go to QN 37(B) or else go to QN 38</p>
37.(B)	<p>If your answer is YES, you have used, how effective do you think these helpline numbers are, in dealing with the cases?</p>	<ul style="list-style-type: none"> A) Always Effective B) Mostly Effective C) Somewhat Effective D) Mostly Not Effective E) Never Effective

PART 8: PERCIEVED REASONS FOR HARASSMENT

38.	<p>Why do you think sexual harassment of women happens on Public Transport?</p> <p>(Please select more than one if required, or list others you may think of)</p>	<ul style="list-style-type: none">A) Women wear clothes that provoke indecent behaviour among menB) Men will be MenC) Lack of education among malesD) Poor lighting and infrastructure inside the busE) Lack of security personnel, CCTVs at bus stopsF) No law against sexual harassmentG) Security officers, police don't treat sexual harassment complaint seriously and perpetrators go unpunishedH) Women are too busy to complainI) No proper system of Women's reservation of seatsJ) If any Others, Please specify: _____
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PART 9: SUGGESTIONS TO ENSURE SAFE TRAVEL AND PREVENT RISK OF HARASSMENT

39.	What are your suggestions for ensuring that women feel safe on public buses? (Please list them out)	
40.	This list shows the usually suggested solutions that have come up from studies in other cities. Out of this list, select ANY 5 , which you think will ensure safer transport experience in Hubli-Dharwad and can be applied:	<ul style="list-style-type: none"> A) Reporting of all such incidents B) Implementing the laws framed to punish the culprits strictly C) Deploying more visible police personnel D) Reducing overcrowding by improving frequency of buses, increasing bus stops E) Change in perceptions of men towards women and their rights F) Improving infrastructure- CCTV, good lighting, good signage, wider gangways, women doors, access ramps, good storage space inside bus; ensure sufficient and reserved seating for women, elderly and children; lower placed handle bars for ease etc., reducing gap between platform and bus coach G) Deploying female drivers and conductors H) Real Time Public Transport Information- showing route, timings either through display or Mobile applications I) Separate queuing system/priority boarding for women, children and elderly

		<p>J) Additional stops/ ‘Request stop’ services- to get off in between designated bus stands for late travel</p> <p>K) Increase Gender sensitization** training and awareness of transport staff/ training bystander to intervene</p> <p>L) Increase emergency services/ensure working helpline numbers/Rapid response teams (through calls, mobile apps)</p> <p>**Raising awareness and understanding about the different roles, rights, and experiences of people of all genders. It involves promoting respect, equality, and fairness for everyone, regardless of their gender</p>
41.	<p>After selecting the 5 options from the above question, can you please elaborate briefly as to WHY you chose them?</p> <p>(Please specify a reason you think is applicable FOR EACH in a few words or a sentence)</p>	

PART 10: EXPECTATIONS OF PUBLIC TRANSPORT AND CONCERN ABOUT HARASSMENT ON THIS TYPE OF TRANSPORT

42.	Do you think sexual harassment in public transport and its environs is a matter of concern and is given enough importance while planning, developing, and managing public transport?	A) Agree B) Not sure C) Disagree
43.	According to your experience, overall, how safe do you think it is travelling by Public transport buses?	A) Safe B) Somewhat Safe C) Neutral (Neither safe nor unsafe) D) Somewhat Unsafe E) Unsafe
44.	Based on the option you chose as your answer for the previous question, can you please elaborate briefly as to why you chose so? (Please specify a reason you think is applicable in a few words or a sentence)	

ANNEXURE 6: TOOL- Questionnaire in Kannada

ನೀವು ಪ್ರಶ್ನಾವಲಿ ನೆರವೇರಿಸುತ್ತಿರುವ ವೇಳೆ ಯಾವಾಗಲೂ ಯಾವುದಾದರೂ ಆತ್ಮಿಕ ಬೆಂಬಲ ಮತ್ತು ಸಲಹೆಗಾಗಿ ಸಂಪರ್ಕಿಸಬಹುದಾದ ಕೆಲವು ಸಹಾಯದ ಸಂಖ್ಯೆಗಳಿವೆ:

ಮೈತ್ರಿ: 0836-2342000

ರಾಷ್ಟ್ರೀಯ ಮಹಿಳೆಯರ ಸಹಾಯ ರೇಖೆ: 1800-109-8000

* ಐಕಾಲ್ (iCALL) (ಉಚಿತ)

ಐಕಾಲ್ "ಟಿ.ಐ.ಎಸ್.ಎಸ್" (ಟಾಟಾ ಸಾಮಾಜಿಕ ವಿಜ್ಞಾನ ಸಂಸ್ಥೆಯ) ಹೋದಕೊಂಡ ಟೆಲಿಫೋನ್, ಚಾಟ್, ಮತ್ತು ಇಮೇಲ್ ಆಧಾರಿತ ಸೇಲಿಂಗ್ ಸೇವೆ. ಅವರು ವ್ಯಕ್ತಿಗಳಿಗೆ ಮಾನಸಿಕ ಸಹಾಯ, ಮಾಹಿತಿ, ಮತ್ತು ನಿರ್ವಚನ ಸೇವೆಗಳನ್ನು ಒದಗಿಸುತ್ತಾರೆ. ಇದು ವಯಸ್ಸು, ಲಿಂಗ, ಮತ್ತು ಲೈಂಗಿಕ ಗುರುತುಗಳ ವ್ಯಕ್ತಿಗಳಿಗೆ ಅನೇಕ ಭಾಷೆಗಳಲ್ಲಿ ಅನುಭವಿತ ಮತ್ತು ತರಬೇತಿಗೆ ಯೋಗ್ಯ ಮಾನಸಿಕ ಆರೋಗ್ಯ ವಿಶೇಷಜ್ಞರ ತಂಡದ ಮೂಲಕ ಉಚಿತ ಆತ್ಮಿಕ ಬೆಂಬಲ, ಮಾಹಿತಿ, ಮತ್ತು ನಿರ್ವಚನ ಸೇವೆಗಳನ್ನು ಒದಗಿಸುತ್ತದೆ.

ವೆಬ್‌ಸೈಟ್ (Website) – <https://icallhelpline.org/>

ಸಂಪರ್ಕ ಸಂಖ್ಯೆ – +91 9152987821 / ICALL@TISS.EDU

ಸಮಯ – ಸೋಮವಾರದಿಂದ ಶನಿವಾರ (ಬೆಳಿಗ್ಗೆ 10 ಗಂಟೆಗೆ – ಸಂಜೆ 8 ಗಂಟೆಗೆ)

* ಎನ್.ಐ.ಎಂ.ಎಚ್.ಎ.ಎನ್.ಎಸ್ (N.I.M.H.A.N.S) (ಉಚಿತ)

ಮಾನಸಿಕ ಆರೋಗ್ಯ ಮತ್ತು ನ್ಯೂರೋ ವಿಜ್ಞಾನಗಳ ಕ್ಷೇತ್ರದಲ್ಲಿ ರೋಗಿ ಸೇವೆ ಮತ್ತು ಅಕಾಡೆಮಿಕ್ ಅನ್ವೇಷಣೆಗಾಗಿ ಎನ್.ಐ.ಎಂ.ಎಚ್.ಎ.ಎನ್.ಎಸ್ (N.I.M.H.A.N.S) ಅದು ಮಾನಸಿಕ ಆರೋಗ್ಯದ ಕ್ಷೇತ್ರದಲ್ಲಿ ಅನುಭವಿತ ಮಾನಸಿಕ ಆರೋಗ್ಯ ವಿಶೇಷಜ್ಞರ ತಂಡದಿಂದ (24/7) ವಾರದ ಎಲ್ಲಾ ದಿನಗಳಲ್ಲಿ 24 ಗಂಟೆಗಳ ಕಾಲದಲ್ಲಿ ಮಾನಸಿಕ ಆರೋಗ್ಯ ಸಂಕಟ ಅನುಭವಿಸುವವರಿಗೆ ಉಚಿತ ಹಾಗೂ ಮಾನಸಿಕ ಆರೋಗ್ಯ ಸೇವೆಗಳನ್ನು ಒದಗಿಸುತ್ತದೆ. ಅದು ಮಾನಸಿಕ ಆರೋಗ್ಯ ವಿಶೇಷಜ್ಞರ ತಂಡದಿಂದ ಮಾನಸಿಕ ಆರೋಗ್ಯ ಸಂಕಟ ಅನುಭವಿಸುವವರಿಗೆ ಮಾನಸಿಕ ಬೆಂಬಲವನ್ನು ಮತ್ತು ಮಾನಸಿಕ ಆರೋಗ್ಯ ಸೇವೆಗಳನ್ನು ಒದಗಿಸುತ್ತದೆ.

ವೆಬ್‌ಸೈಟ್ (Website) – <https://nimhans.ac.in/pssmhs-helpline/>

ಸಂಪರ್ಕ ಸಂಖ್ಯೆ – 080 – 4611 0007, 080-46111111 (24/7)

ದಿನಾಂಕ :

ಪ್ರಶ್ನಾವಳಿ

ಕ್ರಮ ಸಂಖ್ಯೆ	ಪ್ರಶ್ನೆ	ಉತ್ತರ
ಗುರುತಿನ ಮಾಹಿತಿ		
1.	ಭಾಗವಹಿಸುವವರ ಐಡಿ ನಂ.	
ಭಾಗ 1: ವಿದ್ಯಾರ್ಥಿಯ ಬಗ್ಗೆ ಮಾಹಿತಿ		
2.	ಪ್ರತಿಕ್ರಿಯಿಸಿದವರ ಹೆಸರು (ಐಚ್ಛಿಕ)	
3.	ವಯಸ್ಸು (ದಯವಿಟ್ಟು ನಿಮ್ಮ ಪ್ರಸ್ತುತ ವಯಸ್ಸಿನ ಗುಂಪನ್ನು ಉತ್ತಮವಾಗಿ ಪ್ರತಿನಿಧಿಸುವ ವಯಸ್ಸಿನ ವರ್ಗವನ್ನು ಆಯ್ಕೆಮಾಡಿ)	ಎ) 18-21 ಬಿ) 22-25 ಸಿ) 26-29 ಡಿ) 30 ಅಥವಾ ಹೆಚ್ಚಿನದು
4.	ನಿಮ್ಮ ಕಾಲೇಜಿನ ಹೆಸರು	
5.	ಕಾಲೇಜಿನ ಪ್ರಕಾರ	ಎ) ಸಹ-ಶಿಕ್ಷಣ ಬಿ) ಮಹಿಳೆಯರಿಗೆ ಮಾತ್ರ
6.	ನೀವು ಪ್ರಸ್ತುತ ಈ ಕಾಲೇಜಿನಲ್ಲಿ ಯಾವ ಕೋರ್ಸನ್ನು ಓದುತ್ತಿದ್ದೀರಿ?	ಎ) ಪದವಿಪೂರ್ವ: ದಯವಿಟ್ಟು ಅಧ್ಯಯನದ ವರ್ಷವನ್ನು ನಮೂದಿಸಿ: _____ ಸ್ನಾತಕೋತ್ತರ ಪದವಿ: ದಯವಿಟ್ಟು ಅಧ್ಯಯನದ ವರ್ಷವನ್ನು ನಮೂದಿಸಿ: _____
7.	ನಿಮ್ಮ ಪ್ರಸ್ತುತ ವಾಸಸ್ಥಳದಿಂದ ಕಾಲೇಜು ಎಷ್ಟು ದೂರದಲ್ಲಿದೆ? (ಅಂದಾಜು ದೂರ ಕಿಮೀ)	ಎ) 2-10 ಕಿ.ಮೀ ಬಿ) 10-15 ಕಿ.ಮೀ ಸಿ) 15 ಕಿಮೀಗಿಂತ ಹೆಚ್ಚು

ಭಾಗ 2: ಸಾರಿಗೆ

8.	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ, ಕಾಲೇಜಿಗೆ ಮತ್ತು ಹಿಂತಿರುಗಲು ನೀವು ಸಾಮಾನ್ಯವಾಗಿ ಯಾವ ರೀತಿಯ ಬಸ್ ಸಾರಿಗೆ ಸೇವೆಯನ್ನು ತೆಗೆದುಕೊಂಡಿದ್ದೀರಿ? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) NWKRTC ಬಿ) BRTS ಸಿ) ಎರಡೂ ಡಿ) ಯಾರಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____
9.	ನೀವು ಸಾಮಾನ್ಯವಾಗಿ ಯಾವ ಸಮಯಕ್ಕೆ ಬಸ್ ಹತ್ತುತ್ತೀರಿ: (ದಯವಿಟ್ಟು ಎರಡನ್ನೂ 12-ಗಂಟೆಗಳ ಸ್ವರೂಪದಲ್ಲಿ AM ಮತ್ತು PM ನೊಂದಿಗೆ ನಿರ್ದಿಷ್ಟಪಡಿಸಿ)	ಎ) ಕಾಲೇಜಿಗೆ ನಿಮ್ಮ ಮುಂದಿನ ಪ್ರಯಾಣಕ್ಕಾಗಿ: _____ ಬಿ) ಕಾಲೇಜಿನಿಂದ ಹಿಂತಿರುಗುವ ನಿಮ್ಮ ಪ್ರಯಾಣಕ್ಕಾಗಿ: _____
10.	ಕಾಲೇಜಿಗೆ ಮತ್ತು ಹಿಂತಿರುಗಲು ನಿಮ್ಮ ಪ್ರಯಾಣದ ಒಟ್ಟು ಅವಧಿಯು ಸರಾಸರಿ ಎಷ್ಟು (ದಯವಿಟ್ಟು ಗಂಟೆಗಳು/ನಿಮಿಷಗಳಲ್ಲಿ ಎರಡನ್ನೂ ನಿರ್ದಿಷ್ಟಪಡಿಸಿ)	
11.(A)	ನೀವು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಬರುವಾಗ ವಿವಿಧ ನಿಲ್ದಾಣಗಳಲ್ಲಿ ಬಸ್ ಅನ್ನು ಬದಲಾಯಿಸಬೇಕೇ?	ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ಉತ್ತರ ಹೌದು ಎಂದಾದರೆ QN 11 (B) ಗೆ ಹೋಗಿ. ಉತ್ತರ ಇಲ್ಲ ಎಂದಾದರೆ QN 12 ಗೆ ಹೋಗಿ
11. (B)	ಹೌದು ಎಂದಾದರೆ, ನೀವು ಎಷ್ಟು ಬಾರಿ ಬಸ್ ಬದಲಾಯಿಸಬೇಕು? (ದಯವಿಟ್ಟು ಎರಡನ್ನೂ ನಿರ್ದಿಷ್ಟಪಡಿಸಿ)	ಎ) ಕಾಲೇಜಿಗೆ ನಿಮ್ಮ ಮುಂದಿನ ಪ್ರಯಾಣಕ್ಕಾಗಿ: _____ ಬಿ) ಕಾಲೇಜಿನಿಂದ ನಿಮ್ಮ ಹಿಂದಿರುಗುವ ಪ್ರಯಾಣಕ್ಕಾಗಿ: _____
12.	ಬಸ್ ಅನ್ನು ತೆಗೆದುಕೊಳ್ಳುವುದರ ಜೊತೆಗೆ, ಕಾಲೇಜಿಗೆ ನಿಮ್ಮ ಮುಂದಿನ ಪ್ರಯಾಣಕ್ಕಾಗಿ ನೀವು ಇತರ ಯಾವ ರೀತಿಯ ಸಾರಿಗೆಯನ್ನು ಬಳಸುತ್ತೀರಿ (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) ನಾನು ಆಟೋವನ್ನೂ ಬಳಸುತ್ತೇನೆ ಬಿ) ನಾನು ಖಾಸಗಿ ವಾಹನವನ್ನು ಸಹ ಬಳಸುತ್ತೇನೆ ಸಿ) ನಾನು ಸ್ನೇಹಿತ/ಕುಟುಂಬದವರಿಗೂ ನನ್ನನ್ನು ಡ್ರಾಪ್ ಮಾಡಲು ಕೇಳುತ್ತೇನೆ ಡಿ) ಬಸ್ ಅನ್ನು ಮಾತ್ರ ಬಳಸಿ ಇ) ಯಾರಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

<p>13.</p>	<p>ಬಸ್ಸು ತೆಗೆದುಕೊಳ್ಳುವುದರ ಜೊತೆಗೆ, ಕಾಲೇಜಿನಿಂದ ಹಿಂತಿರುಗುವ ಪ್ರಯಾಣಕ್ಕಾಗಿ ನೀವು ಇತರ ಯಾವ ರೀತಿಯ ಸಾರಿಗೆಯನ್ನು ಬಳಸುತ್ತೀರಿ (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ, ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ಎ) ನಾನು ಆಟೋವನ್ನೂ ಬಳಸುತ್ತೇನೆ ಬಿ) ನಾನು ಖಾಸಗಿ ವಾಹನವನ್ನು ಸಹ ಬಳಸುತ್ತೇನೆ ಸಿ) ನಾನು ಸ್ನೇಹಿತ/ಕುಟುಂಬದವರಿಗೂ ನನ್ನನ್ನು ಡ್ರಾಪ್ ಮಾಡಲು ಕೇಳುತ್ತೇನೆ ಡಿ) ಬಸ್ ಅನ್ನು ಮಾತ್ರ ಬಳಸಿ ಇ) ಯಾರಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____</p>
<p>14.</p>	<p>ನಿಮ್ಮ ಸಾಮಾನ್ಯವಾಗಿ ಆದ್ಯತೆಯ ಸಾರಿಗೆ ಸಾಧನವಾಗಿ ಬಸ್ ಅನ್ನು ಬಳಸುವ ಕಾರಣಗಳು ಯಾವುವು? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ, ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ಎ) ಕೈಗೆಟುಕುವ ದರ (ಕಡಿಮೆ ದರಗಳಿಂದಾಗಿ) ಬಿ) ಅನುಕೂಲ (ಪ್ರಯಾಣದ ಸುಲಭ) ಸಿ) ಸಮಯ ಉಳಿತಾಯ (ವೇಗದ ಪ್ರಯಾಣ ಮತ್ತು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ತೆಗೆದುಕೊಳ್ಳುವ ಸಮಯವನ್ನು ಕಡಿತಗೊಳಿಸುತ್ತದೆ) ಡಿ) ಯಾರಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____</p>
<p>15. ನಿಮ್ಮ ಪ್ರಯಾಣಕ್ಕಾಗಿ ಸಾರ್ವಜನಿಕ ಬಸ್ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆಯನ್ನು ಬಳಸುವಾಗ ಯಾವುದೇ ರೀತಿಯ ಅನಗತ್ಯ ಅಥವಾ ಅನಪೇಕ್ಷಿತ ಘಟನೆಗಳನ್ನು ನೀವು ವೈಯಕ್ತಿಕವಾಗಿ ಅನುಭವಿಸಿದ್ದೀರಾ ಅಥವಾ ವೀಕ್ಷಿಸಿದ್ದೀರಾ? ಬಸ್ಸಿನೊಳಗೆ, ಬಸ್ಸಿಗಾಗಿ ಕಾಯುತ್ತಿರುವಾಗ ಅಥವಾ ಬಸ್ ಹತ್ತುವ ಮತ್ತು ಇಳಿಯುವ ಪ್ರಕ್ರಿಯೆಯಲ್ಲಿ ಸಂಭವಿಸಬಹುದಾದ ಘಟನೆಗಳು ಇದರಲ್ಲಿ ಸೇರಿವೆ. ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವವನ್ನು ಉತ್ತಮವಾಗಿ ಪ್ರತಿನಿಧಿಸುವ ಆಯ್ಕೆಯನ್ನು ಆರಿಸಿ:</p> <p>ಎ) ಅಂತಹ ಘಟನೆಯನ್ನು ನಾನು ವೈಯಕ್ತಿಕವಾಗಿ ಅನುಭವಿಸಿದ್ದೇನೆ. ಬಿ) ನಾನು ಅಂತಹ ಘಟನೆಯನ್ನು ಮಾತ್ರ ನೋಡಿದ್ದೇನೆ. ಸಿ) ನಾನು ಅದನ್ನು ಅನುಭವಿಸಿದ್ದೇನೆ ಮತ್ತು ನೋಡಿದ್ದೇನೆ. ಡಿ) ನಾನು ಅಂತಹ ಯಾವುದೇ ಘಟನೆಯನ್ನು ಅನುಭವಿಸಿಲ್ಲ ಅಥವಾ ನೋಡಿಲ್ಲ.</p> <p>A ಅನ್ನು ಆಯ್ಕೆಮಾಡುವಾಗ): ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸುತ್ತಿರುವ ವಿಭಾಗಕ್ಕೆ ನಿರ್ದೇಶಿಸಲಾಗುತ್ತದೆ ಬಿ ಆಯ್ಕೆಮಾಡುವಾಗ): ಕಿರುಕುಳಕ್ಕೆ ಸಾಕ್ಷಿಯಾಗುವುದರ ಕುರಿತು ಪ್ರಶ್ನೆಗಳಿಗೆ ನಿರ್ದೇಶಿಸಲಾಗುತ್ತದೆ</p>		

ಸಿ ಆಯ್ಕೆಮಾಡುವಾಗ): ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸುತ್ತಿರುವ ವಿಭಾಗಕ್ಕೆ ನಿರ್ದೇಶಿಸಲಾಗುತ್ತದೆ

ಡಿ ಆಯ್ಕೆಮಾಡುವಾಗ: “ನಿಮ್ಮ ಸಮಯಕ್ಕಾಗಿ ಮತ್ತು ಈ ಪ್ರಶ್ನಾವಳಿಯಲ್ಲಿ ಭಾಗವಹಿಸಿದ್ದಕ್ಕಾಗಿ ಧನ್ಯವಾದಗಳು. ನಿಮ್ಮ ಪ್ರತಿಕ್ರಿಯೆಯನ್ನು ನಾವು ಗೌರವಿಸುತ್ತೇವೆ!”

ಅಂತಹ ಘಟನೆಗಳನ್ನು ಅನುಭವಿಸಿದವರಿಗೆ:

ಭಾಗ 3: ಲಿಂಗ ಆಧಾರಿತ ಹಿಂಸಾಚಾರ ಮತ್ತು ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸುವುದು

(ಈ ವಿಭಾಗವು ಸೂಕ್ಷ್ಮವಾದ ಪ್ರಶ್ನೆಗಳನ್ನು ಒಳಗೊಂಡಿದೆ. ದಯವಿಟ್ಟು ಅನ್ವಯಿಸುವ ಬಾಕ್ಸ್‌ಗಳನ್ನು ಭರ್ತಿ ಮಾಡಿ ಅಥವಾ ಟಿಕ್ ಮಾಡಿ. ಯಾವುದೇ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಲು ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಅವುಗಳನ್ನು ಬಿಟ್ಟುಬಿಡಬಹುದು)

16.(A)	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್ಸುಗಳನ್ನು ಬಳಸಿ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಅಲ್ಲಿಂದ ಬರುವಾಗ ನೀವು ಯಾವುದೇ ಅಹಿತಕರ ಅಥವಾ ಅಹಿತಕರ ಸಂದರ್ಭಗಳನ್ನು ಅನುಭವಿಸಿದ್ದೀರಾ?	ಎ) ಹೌದು, ನಾನು ಹೊಂದಿದ್ದೇನೆ ಬಿ) ಹಂಚಿಕೊಳ್ಳಲು ಬಯಸುವುದಿಲ್ಲ ನೀವು (A) ಅನ್ನು ಆರಿಸಿದರೆ, ದಯವಿಟ್ಟು ಪ್ರಶ್ನೆ 16(B) ಗೆ ಹೋಗಿ; ನೀವು (B) ಅನ್ನು ಆಯ್ಕೆ ಮಾಡಿದರೆ ಪ್ರಶ್ನೆ 38 (A) ಗೆ ಹೋಗಿ
16.(B)	ದಯವಿಟ್ಟು ಘಟನೆಯನ್ನು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸುವಿರಾ? (ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಈ ಪ್ರಶ್ನೆಯನ್ನು ಬಿಟ್ಟು 16(C) ಗೆ ಹೋಗಬಹುದು)	
16.(C)	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್ಸುಗಳನ್ನು ಬಳಸಿ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಹೊರಡುವಾಗ ನೀವು ಎಷ್ಟು ಬಾರಿ ಇಂತಹ ಅಹಿತಕರ/ಅಹಿತಕರ ಘಟನೆಗಳನ್ನು ಅನುಭವಿಸಿದ್ದೀರಿ?	ಎ) ವಿರಳವಾಗಿ (ತಿಂಗಳಿಗೆ ಒಂದು ಅಥವಾ ಎರಡು ಬಾರಿ) ಬಿ) ಕೆಲವೊಮ್ಮೆ (ತಿಂಗಳಿಗೆ ಕೆಲವು ಬಾರಿ) ಸಿ) ಆಗಾಗ್ಗೆ (ತಿಂಗಳಿಗೆ ಹಲವಾರು ಬಾರಿ) ಡಿ) ಆಗಾಗ್ಗೆ (ಬಹುತೇಕ ಪ್ರತಿದಿನ) ಇದರ ನಂತರ, ಪ್ರಶ್ನೆ 17 ಕ್ಕೆ ಹೋಗಿ

17.	<p>ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ನೀವು ಸಾಮಾನ್ಯವಾಗಿ ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ದಿನದ ಯಾವ ಸಮಯದಲ್ಲಿ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಹೊರಡುವಾಗ ಇಂತಹ ಘಟನೆಗಳನ್ನು ಅನುಭವಿಸಿದ್ದೀರಿ?</p> <p>(ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ಎ) ಬೆಳಿಗ್ಗೆ- ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಪ್ರಯಾಣ</p> <p>ಬಿ) ಸಂಜೆ- ಕಾಲೇಜಿನಿಂದ ಹಿಂತಿರುಗುವ ಪ್ರಯಾಣ</p> <p>ಸಿ) ಎರಡೂ</p> <p>ಡಿ) ಬೇರೆ ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ</p>
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ಭಾಗ 4: ಕಿರುಕುಳದ ವಿಧಗಳು

(ಈ ವಿಭಾಗವು ವಿವಿಧ ರೀತಿಯ ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಕುರಿತು ಪ್ರಶ್ನೆಗಳನ್ನು ಒಳಗೊಂಡಿದೆ. ದಯವಿಟ್ಟು ಅನ್ವಯಿಸುವ ಬಾಕ್ಸ್‌ಗಳನ್ನು ಭರ್ತಿ ಮಾಡಿ ಅಥವಾ ಟಿಕ್ ಮಾಡಿ. ಯಾವುದೇ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಲು ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಅವುಗಳನ್ನು ಬಿಟ್ಟುಬಿಡಬಹುದು)

ಈಗ, ಕೆಳಗಿನವುಗಳು ನಿಮ್ಮಂತಹ ಹುಡುಗಿಯರ ಕೆಲವು ಕಥೆಗಳು, ಅವರನ್ನು ಲೀಲಾವತಿ, ಮೀನಾಕ್ಷಿ ಮತ್ತು ಫಾತಿಮಾ ಎಂದು ಕರೆಯೋಣ. ಅವರು ನಿಜವಾದ ಜನರಲ್ಲ, ಆದರೆ ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡದಲ್ಲಿ ಅವರಂತಹ ಜನರಿದ್ದಾರೆ. ದಯವಿಟ್ಟು ಮುಂದಿನ ಪ್ರಶ್ನೆಗಳನ್ನು ಓದಿ ಮತ್ತು ಉತ್ತರಿಸಿ.

ವರ್ಣನಾತ್ಮಕ ಕಿರು ಪ್ರಬಂಧ:

ಲೀಲಾವತಿ ಅವರು 22 ವರ್ಷದ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯಾಗಿದ್ದು, ಅವರು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ಮತ್ತು ಬರಲು ಆಗಾಗ್ಗೆ ಬಸ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ. ಒಂದು ಸಂಜೆ, ಅವಳು ಕಿಕ್ಕಿರಿದ ಬಸ್‌ನಲ್ಲಿ ನಿಂತಿದ್ದಳು ಮತ್ತು ಸೀಟುಗಳು ಲಭ್ಯವಿರಲಿಲ್ಲ. ಬಸ್ಸು ಚಲಿಸುತ್ತಲೇ ಇದ್ದಾಗ, ಅವಳ ಎದುರಿಗಿರುವ ಒಬ್ಬ ವ್ಯಕ್ತಿಯನ್ನು ಅವಳು ಗಮನಿಸುತ್ತಾಳೆ, ಅವನು ಅವಳನ್ನು ನೋಡಿ ವಿಚಿತ್ರವಾಗಿ ನಗುತ್ತಾನೆ. ಅವಳು ಹಿಂತಿರುಗಿದಂತೆ, ಅವನು ಅವಳ ದೇಹದ ಮೇಲೆ ಕಾಮೆಂಟ್ ಮಾಡುತ್ತಾನೆ ಮತ್ತು ಅವಳೊಂದಿಗೆ ಫ್ಲರ್ಟಿಂಗ್ ಪ್ರಾರಂಭಿಸುತ್ತಾನೆ. ಅವನ ಕಾಮೆಂಟ್‌ಗಳು ಕೆಟ್ಟದಾಗುತ್ತಲೇ ಇರುತ್ತವೆ ಮತ್ತು ಅವನು ಅವಳ ಸಂಪರ್ಕ ಸಂಖ್ಯೆಯನ್ನು ಕೇಳಲು ಪ್ರಾರಂಭಿಸುತ್ತಾನೆ. ಹತ್ತಿರದ ಇತರ ಪ್ರಯಾಣಿಕರಿಗೆ ಏನಾಗುತ್ತಿದೆ ಎಂಬುದರ ಬಗ್ಗೆ ನಿಧಾನವಾಗಿ ಅರಿವಾಗುತ್ತದೆ ಆದರೆ ಯಾರೂ ಅವನನ್ನು ನಿಲ್ಲಿಸಲು ಹೇಳುವುದಿಲ್ಲ. ಲೀಲಾವತಿಯವರಿಗೆ ಸಹಾಯ ಮಾಡುವ ಪ್ರಯತ್ನವನ್ನು ಯಾರೂ ಮಾಡಿಲ್ಲ ಮತ್ತು ಈ ಘಟನೆಯನ್ನು ಅಧಿಕಾರಿಗಳಿಗೆ ವರದಿ ಮಾಡಿಲ್ಲ.

ಈಗ, ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವದ ಆಧಾರದ ಮೇಲೆ ಕೆಳಗಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿ:

18. ಕಳೆದ ಆರು ತಿಂಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್‌ಗಳನ್ನು ಬಳಸುವಾಗ ನೀವು ಇದೇ ರೀತಿಯ ಸಂದರ್ಭಗಳನ್ನು ಅನುಭವಿಸಿದ್ದೀರಾ?

ಹೌದು

ಇಲ್ಲ

ಇಲ್ಲದಿದ್ದರೆ, ಪ್ರಶ್ನೆ ಸಂಖ್ಯೆ 21 ಕ್ಕೆ ಹೋಗಿ.

19. 1 ರಿಂದ 5 ರ ಸ್ಕೇಲ್‌ನಲ್ಲಿ (1-ಬಾಧಿತವಾಗಿಲ್ಲ, 2- ಸ್ವಲ್ಪ ಬಾಧಿತ, 3-ಮಧ್ಯಮ ಬಾಧಿತ, 4-ಹೆಚ್ಚು ಪರಿಣಾಮ, 5- ಅತ್ಯಂತ ಪ್ರಭಾವಿತ), ಈ ಪರಿಸ್ಥಿತಿಯಲ್ಲಿ ನಿಮಗೆ ಹೇಗೆ ಅನಿಸಿತು?

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20. ಮೌಖಿಕವಾಗಿರುವ ಯಾವ ರೀತಿಯ ನಡವಳಿಕೆ/ಕ್ರಿಯೆಗಳು ನಿಮಗೆ ಅನಾನುಕೂಲವನ್ನುಂಟು ಮಾಡಿದೆ? ಅಲ್ಲದೆ, ನೀಡಿರುವ ಸ್ಕೇಲ್ ಪ್ರಕಾರ ಪ್ರತಿಯೊಂದನ್ನೂ ಶ್ರೇಣೀಕರಿಸಿ

(ಅನ್ವಯವಾಗುವ ಎಲ್ಲವನ್ನೂ ಟಿಕ್ ಮಾಡಿ. ದಯವಿಟ್ಟು ನೀವು '+' ಮತ್ತು '-' ನೊಂದಿಗೆ ಅನುಭವಿಸಿದ ಕ್ರಿಯೆಗಳು/ನಡವಳಿಕೆಗಳನ್ನು ಶ್ರೇಣೀಕರಿಸಿ; ಅಲ್ಲಿ '+++' ಹೆಚ್ಚಾಗಿ ಅನುಭವ ಮತ್ತು '+' ಕಡಿಮೆ ಅನುಭವವಾಗಿದೆ. ನೀವು ಇದಕ್ಕೆ ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಅನುಭವಿಸಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು; ಉದಾಹರಣೆಗೆ: ನೀವು 'ಲೈಂಗಿಕ ಶಬ್ದಗಳನ್ನು' ಆಗಾಗ್ಗೆ ಅನುಭವಿಸಿದ್ದರೆ ಅದನ್ನು "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು 'ಆಕ್ಸೆಪಾಹ್ ಟೀಕೆಗಳನ್ನು' ಎದುರಿಸಿದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)

ಲೈಂಗಿಕ ಶಬ್ದಗಳು _____

ಆಕ್ಸೆಪಾಹ್ ಟೀಕೆಗಳು/ಜೋಕ್‌ಗಳು _____

ಮೌಖಿಕ ನಿಂದನೆ _____

ಆಕ್ಸೆಪಾಹ್‌ವಾಗಿ ಹಾಡುವುದು _____

ವೈಯಕ್ತಿಕ ಮಾಹಿತಿಗಾಗಿ ಕೇಳಲಾಗುತ್ತಿದೆ _____

ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

ಮೀನಾಕ್ಷಿ 24 ವರ್ಷದ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯಾಗಿದ್ದು, ಅವರು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ಮತ್ತು ಬರಲು ಆಗಾಗ್ಗೆ ಬಸ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ. ಒಂದು ದಿನ ಬೆಳಿಗ್ಗೆ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುತ್ತಿದ್ದಾಗ, ಅವಳು ತನ್ನ ಸೀಟಿನಲ್ಲಿ ಕುಳಿತಿದ್ದಳು ಮತ್ತು ಪುರುಷ ಸಹ-ಪ್ರಯಾಣಿಕನು ಅವಳ ಎದುರು ಹತ್ತಿರದಲ್ಲಿ ನಿಂತಿದ್ದನು. ಬಸ್ ಚಲಿಸಲು ಪ್ರಾರಂಭಿಸುತ್ತಿದ್ದಂತೆ, ಈ ವ್ಯಕ್ತಿ ತನ್ನತ್ತ ಕಣ್ಣು ಮಿಟುಕಿಸುವುದನ್ನು ಅವಳು ಗಮನಿಸುತ್ತಾಳೆ. ಅವಳು ಅವನನ್ನು ನಿರ್ಲಕ್ಷಿಸಲು ಪ್ರಯತ್ನಿಸುತ್ತಾಳೆ ಆದರೆ ಅವನು ಅವಳ ಗಮನವನ್ನು ಸೆಳೆಯಲು ಅಸಭ್ಯ ಕ್ರಿಯೆಗಳನ್ನು ಮಾಡಲು ಪ್ರಾರಂಭಿಸುತ್ತಾನೆ. ಇತರ ಪ್ರಯಾಣಿಕರು ಸಹ ನೋಡುತ್ತಿದ್ದಾರೆ ಎಂದು ಅವಳು ಅರಿತುಕೊಂಡಳು ಆದರೆ ಯಾರೂ ಅವನನ್ನು ನಿಲ್ಲಿಸಲು ಹೇಳಲಿಲ್ಲ. ಮೀನಾಗೆ ಸಹಾಯ ಮಾಡಲು ಯಾರೂ ಪ್ರಯತ್ನಿಸಲಿಲ್ಲ ಮತ್ತು ಈ ಘಟನೆಯನ್ನು ಅಧಿಕಾರಿಗಳಿಗೆ ವರದಿ ಮಾಡಲಾಗಿಲ್ಲ.

ಈಗ, ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವದ ಆಧಾರದ ಮೇಲೆ ಕೆಳಗಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿ:

21. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್ಸುಗಳನ್ನು ಬಳಸುವಾಗ ನೀವು ಇದೇ ರೀತಿಯ ಪರಿಸ್ಥಿತಿಯನ್ನು ಅನುಭವಿಸಿದ್ದೀರಾ?

ಹೌದು

ಇಲ್ಲ

ಇಲ್ಲದಿದ್ದರೆ, ಪ್ರಶ್ನೆ ಸಂಖ್ಯೆ 24 ಕ್ಕೆ ಹೋಗಿ.

22. 1 ರಿಂದ 5 ರ ಸ್ಕೇಲ್‌ನಲ್ಲಿ (1-ಬಾಧಿತವಾಗಿಲ್ಲ, 2- ಸ್ವಲ್ಪ ಬಾಧಿತ, 3-ಮಧ್ಯಮ ಬಾಧಿತ, 4-ಹೆಚ್ಚು ಬಾಧಿತ, 5- ಅತ್ಯಂತ ಪ್ರಭಾವಿತ) ಈ ಪರಿಸ್ಥಿತಿಯಲ್ಲಿ ನಿಮಗೆ ಹೇಗೆ ಅನಿಸುತ್ತದೆ?

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23. ಮೌಖಿಕವಲ್ಲದ ಯಾವ ರೀತಿಯ ನಡವಳಿಕೆ/ಕ್ರಿಯೆಗಳು ನಿಮಗೆ ಅನಾನುಕೂಲತೆಯನ್ನುಂಟು ಮಾಡಿದೆ? ಅಲ್ಲದೆ, ನೀಡಿರುವ ಸ್ಕೇಲ್ ಪ್ರಕಾರ ಪ್ರತಿಯೊಂದನ್ನೂ ಶ್ರೇಣೀಕರಿಸಿ

(ಅನ್ವಯವಾಗುವ ಎಲ್ಲವನ್ನೂ ಟಿಕ್ ಮಾಡಿ. ದಯವಿಟ್ಟು ನೀವು '+' ಮತ್ತು '-' ನೊಂದಿಗೆ ಅನುಭವಿಸಿದ ಕ್ರಿಯೆಗಳು/ನಡವಳಿಕೆಗಳನ್ನು ಶ್ರೇಣೀಕರಿಸಿ; ಅಲ್ಲಿ '+++' ಹೆಚ್ಚಾಗಿ ಅನುಭವ ಮತ್ತು '+' ಕಡಿಮೆ ಅನುಭವವಾಗಿದೆ. ನೀವು ಇದಕ್ಕೆ ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಅನುಭವಿಸಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು ; ಉದಾಹರಣೆಗೆ: ನೀವು 'ತಿರುಗುವಿಕೆ' ಅನುಭವಿಸಿದರೆ ಅದನ್ನು ಆಗಾಗ್ಗೆ '+++' ಎಂದು ಶ್ರೇಣೀಕರಿಸಿದರೆ; ಮತ್ತು ನೀವು 'ಆಕ್ಸೆಪಾಹ್ ಕೈ ಸನ್ನೆಗಳನ್ನು ತೋರಿಸುವುದನ್ನು' ಅನುಭವಿಸಿದ್ದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)

ದಿಟ್ಟಿಸುವುದು _____

ನಿಮ್ಮ ಗಮನಕ್ಕೆ ಅವನ ಖಾಸಗಿ ಭಾಗಗಳನ್ನು ತುರಿಕೆ ಮಾಡುವುದು _____

ಕಣ್ಣು ಮಿಟುಕಿಸುವುದು _____

ಅಸಭ್ಯ ಮಾನ್ಯತೆ _____

ಹಿಂಬಾಲಿಸುವುದು _____

ಆಕ್ರಮಣಕಾರಿ ಕೈ ಸನ್ನೆಗಳನ್ನು ತೋರಿಸಲಾಗುತ್ತಿದೆ _____

ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

ಫಾತಿಮಾ 23 ವರ್ಷ ವಯಸ್ಸಿನ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯಾಗಿದ್ದು, ಅವರು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ಮತ್ತು ಬರಲು ಆಗಾಗ್ಗೆ ಬಸ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ. ವಿಪರೀತ ರಶ್ ಅವರನಲ್ಲಿ ಕಾಲೇಜಿನಿಂದ ಮನೆಗೆ ಹಿಂದಿರುಗುತ್ತಿದ್ದಾಗ, ಆಕೆಗೆ ಸೀಟು ಸಿಗದೆ ಹಿಂಬದಿಯಲ್ಲಿ ನಿಲ್ಲಬೇಕಾಯಿತು. ಅವಳನ್ನು ಒಂದು ಮೂಲೆಯಲ್ಲಿ ತಳ್ಳಲಾಯಿತು, ಅಲ್ಲಿ ಅವಳು ಸ್ವಲ್ಪ ಜಾಗವನ್ನು ಹೊಂದಿದ್ದಳು. ಮುಂದಿನ ನಿಲ್ದಾಣದಲ್ಲಿ ಒಬ್ಬ ವ್ಯಕ್ತಿ ಬಸ್ ಹತ್ತಿ ಅದೇ ಜಾಗದಲ್ಲಿ ಬಲವಂತವಾಗಿ ತನ್ನನ್ನು ತಾನೇ ಬಲವಂತಪಡಿಸಿಕೊಂಡನು. ಅವನು ತನ್ನ ಹಿಂದೆ ತುಂಬಾ ಹತ್ತಿರದಲ್ಲಿ ನಿಂತಿರುವುದನ್ನು ಅವಳು ಗಮನಿಸಿದಳು. ನಿಧಾನವಾಗಿ, ಅವನು ಅವಳ ಸೊಂಟ ಮತ್ತು ಕೆಳ ಬೆನ್ನನ್ನು ಸ್ಪರ್ಶಿಸಲು ಪ್ರಾರಂಭಿಸಿದನು. ಅವನು ಇದನ್ನು ಉದ್ದೇಶಪೂರ್ವಕವಾಗಿ ಮಾಡುತ್ತಿದ್ದಾನೆ ಮತ್ತು ತಪ್ಪಾಗಿ ಮಾಡುತ್ತಿಲ್ಲ ಎಂದು ಅವಳು ಅರಿತುಕೊಂಡಳು. ಫಾತಿಮಾ ಅವನನ್ನು ತಡೆಯಲು ಮತ್ತು ಏನಾಗುತ್ತಿದೆ ಎಂಬುದರ ಬಗ್ಗೆ ಯಾರಿಗೂ ತಿಳಿಸಲು ಸಾಧ್ಯವಿಲ್ಲ. ಫಾತಿಮಾಳ ಪರಿಸ್ಥಿತಿಯ ಬಗ್ಗೆ ಅವಳ ಸುತ್ತಲಿರುವ ಯಾರಿಗೂ ತಿಳಿದಿಲ್ಲ ಮತ್ತು ಈ ಪರಿಸ್ಥಿತಿಯು ಗಮನಿಸುವುದಿಲ್ಲ.

ಈಗ, ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವದ ಆಧಾರದ ಮೇಲೆ ಕೆಳಗಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿ:

24. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್ಸುಗಳನ್ನು ಬಳಸುವಾಗ ನೀವು ಇದೇ ರೀತಿಯ ಪರಿಸ್ಥಿತಿಯನ್ನು ಅನುಭವಿಸಿದ್ದೀರಾ?

- ಹೌದು
- ಇಲ್ಲ

ಇಲ್ಲದಿದ್ದರೆ, ಪ್ರಶ್ನೆ 27 ಕ್ಕೆ ಹೋಗಿ

25. 1 ರಿಂದ 5 ರ ಸ್ಕೇಲ್‌ನಲ್ಲಿ (1-ಬಾಧಿತವಾಗಿಲ್ಲ, 2- ಸ್ವಲ್ಪ ಬಾಧಿತ, 3-ಮಧ್ಯಮ ಬಾಧಿತ, 4-ಹೆಚ್ಚು ಬಾಧಿತ, 5- ಅತ್ಯಂತ ಪ್ರಭಾವಿತ) ಈ ಪರಿಸ್ಥಿತಿಯಲ್ಲಿ ನಿಮಗೆ ಹೇಗೆ ಅನಿಸುತ್ತದೆ?

- 1
- 2
- 3
- 4
- 5

26. ಶಾರೀರಿಕವಾಗಿರುವ ಯಾವ ರೀತಿಯ ನಡವಳಿಕೆ/ಕ್ರಿಯೆಗಳು ನಿಮಗೆ ಅನಾನುಕೂಲವನ್ನುಂಟು ಮಾಡಿದೆ? ಅಲ್ಲದೆ, ನೀಡಿರುವ ಸ್ಕೇಲ್ ಪ್ರಕಾರ ಪ್ರತಿಯೊಂದನ್ನೂ ಶ್ರೇಣೀಕರಿಸಿ

(ಅನ್ವಯವಾಗುವ ಎಲ್ಲವನ್ನೂ ಟಿಕ್ ಮಾಡಿ. ದಯವಿಟ್ಟು ನೀವು '+' ಮತ್ತು '-' ನೊಂದಿಗೆ ಅನುಭವಿಸಿದ ಕ್ರಿಯೆಗಳು/ನಡವಳಿಕೆಗಳನ್ನು ಶ್ರೇಣೀಕರಿಸಿ; ಅಲ್ಲಿ '+++' ಹೆಚ್ಚಾಗಿ ಅನುಭವ ಮತ್ತು '+' ಕಡಿಮೆ ಅನುಭವವಾಗಿದೆ. ನೀವು ಇದಕ್ಕೆ ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಅನುಭವಿಸಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು ; ಉದಾಹರಣೆಗೆ: ನೀವು 'ತಪ್ಪಾಗಿ ಸ್ಪರ್ಶಿಸುವುದು' ಅನುಭವವನ್ನು ಹೊಂದಿದ್ದರೆ ಅದನ್ನು ಆಗಾಗ್ಗೆ "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು ಕನಿಷ್ಠ 'ಗೋಪಿಂಗ್' ಅನ್ನು ಎದುರಿಸಿದ್ದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)

- ತಪ್ಪಾಗಿ ಸ್ಪರ್ಶಿಸುವುದು _____
- ತಡಕಾಡುವುದು _____
- ನಿಮ್ಮ ದೇಹದ ವಿರುದ್ಧ ತಳ್ಳುವುದು _____
- ನಿಮ್ಮ ದೇಹದ ವಿರುದ್ಧ ಉಜ್ಜುವುದು _____
- ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

27.	<p>ಹಿಂದಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ನಿಮ್ಮ ಉತ್ತರ "ಇಲ್ಲ" ಆಗಿದ್ದರೆ, ನೀವು ಬೇರೆ ಯಾವ ರೀತಿಯ ಅನಗತ್ಯ/ಇಷ್ಟವಿಲ್ಲದ ಘಟನೆಯನ್ನು ಅನುಭವಿಸಿದ್ದೀರಿ? ದಯವಿಟ್ಟು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸಿ:</p> <p>(ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಈ ಪ್ರಶ್ನೆಯನ್ನು ಬಿಟ್ಟುಬಿಡಲು ಆಯ್ಕೆ ಮಾಡಬಹುದು)</p>
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28.	ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಹೆಚ್ಚಿನ ಘಟನೆಗಳನ್ನು ನೀವು ಎಲ್ಲಿ ಅನುಭವಿಸಿದ್ದೀರಿ?
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ಸ್ಥಳ	ನೀವು ಅನುಭವಿಸಿದ್ದೀರಾ (ಹೌದು/ಇಲ್ಲ)	ದಯವಿಟ್ಟು ನೀವು '+' ಅಥವಾ '-' ನೊಂದಿಗೆ ಅನುಭವಿಸಿದ ಸ್ಥಳವನ್ನು RANK ಮಾಡಿ; ಇಲ್ಲಿ "+++" ಎನ್ನುವುದು ನೀವು ಹೆಚ್ಚಾಗಿ ಅನುಭವಿಸಿದ ಸ್ಥಳವಾಗಿದೆ ಮತ್ತು "+" ಎಂಬುದು ಕಡಿಮೆ ಅನುಭವವಿರುವ ಸ್ಥಳವಾಗಿದೆ. :never experienced ಎಂಬುದಕ್ಕೆ ನೀವು NO ಎಂದು ಉತ್ತರಿಸಿದರೆ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು (ಉದಾ: ನೀವು 'ಬಸ್‌ನಲ್ಲಿ' ಅನುಭವವನ್ನು ಹೊಂದಿದ್ದರೆ ಅದನ್ನು ಆಗಾಗ್ಗೆ "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು ಅದನ್ನು 'ಬೋರ್ಡಿಂಗ್ ಮಾಡುವಾಗ' ಅನುಭವಿಸಿದ್ದರೆ ಕನಿಷ್ಠ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)
ಎ) ಬಸ್ ಹತ್ತುವಾಗ	ಹೌದು/ಇಲ್ಲ	
ಬಿ) ಬಸ್ಸಿನಿಂದ ಇಳಿಯುವಾಗ	ಹೌದು/ಇಲ್ಲ	
ಸಿ) ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ಬಸ್ ಒಳಗೆ	ಹೌದು/ಇಲ್ಲ	
ಡಿ) ಬಸ್ ನಿಲ್ದಾಣದಲ್ಲಿ	ಹೌದು/ಇಲ್ಲ	

29.	ಕಿರುಕುಳದ ಘಟನೆಗಳು ಸಾಮಾನ್ಯವಾಗಿ ಸಂಭವಿಸಿದಾಗ ನೀವು ಇದನ್ನು ಯೋಚಿಸುತ್ತೀರಾ?	
ಯಾವ ಸಮಯದಲ್ಲಿ:	ನೀವು ಅನುಭವಿಸಿದ್ದೀರಾ (ಹೌದು/ಇಲ್ಲ)	ದಯವಿಟ್ಟು ನೀವು '+' ಅಥವಾ '-' ನೊಂದಿಗೆ ಅನುಭವಿಸಿದ ಸಮಯವನ್ನು RANK ಮಾಡಿ; ಇಲ್ಲಿ "+++" ನೀವು ಹೆಚ್ಚಾಗಿ ಅನುಭವಿಸಿದ ಸಮಯ ಮತ್ತು "+" ನೀವು ಕಡಿಮೆ ಅನುಭವಿಸಿದ ಸಮಯ. ನೀವು ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಅನುಭವವಿಲ್ಲದಿದ್ದರೆ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು (ಉದಾ, "ಪೀಕ್ ರಶ್ ಅವರ್" ಸಮಯದಲ್ಲಿ ನೀವು ಅದನ್ನು ಅನುಭವಿಸಿದ್ದರೆ ಅದನ್ನು ಆಗಾಗ್ಗೆ, "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು ಅದನ್ನು ಕನಿಷ್ಠ 'ಬಾಕಿ ನಿಂತಿರುವಾಗ' ಅನುಭವಿಸಿದ್ದರೆ ಸೀಟುಗಳ ಅಲಭ್ಯತೆಗಾಗಿ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)
ಎ) ವಿಶೇಷ ಕಾರ್ಯಕ್ರಮಗಳು/ಉತ್ಸವಗಳ ಸಂದರ್ಭದಲ್ಲಿ	ಹೌದು/ಇಲ್ಲ	
ಬಿ) ಪೀಕ್ ರಶ್ ಅವರ್ ಸಮಯದಲ್ಲಿ	ಹೌದು/ಇಲ್ಲ	
ಸಿ) ಸೀಟುಗಳ ಅಲಭ್ಯತೆ ಇದ್ದಾಗ	ಹೌದು/ಇಲ್ಲ	
ಡಿ) ಇತರರು, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:		

30.	<p>ನಿಮ್ಮ ಅನುಭವದ ಸಮಯದಲ್ಲಿ ನೀವು ಗಮನಿಸಿದ ಕೆಲವು ಅಪರಾಧಗಳು ಯಾರು?</p> <p>(ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ನೀವು ಅವುಗಳನ್ನು ಎಷ್ಟು ಸಾಮಾನ್ಯವಾಗಿ ಗಮನಿಸಿದ್ದೀರಿ ಎಂಬುದರ ಪ್ರಕಾರ ಅವುಗಳನ್ನು ಶ್ರೇಣೀಕರಿಸಿ (ಮೂರು ಆಯ್ಕೆಗಳಲ್ಲಿ ಯಾವುದನ್ನಾದರೂ ಆಯ್ಕೆಮಾಡಿ- ಕಡಿಮೆ: ಕನಿಷ್ಠ ಪ್ರಕಾರದ ಗಮನಿಸಿದ ಅಪರಾಧ, ಮಧ್ಯಮ: ಹೆಚ್ಚಾಗಿ ಗಮನಿಸಲಾಗಿದೆ ಹೆಚ್ಚು: ಗಮನಿಸಿದ ಅಪರಾಧಿಯ ಸಾಮಾನ್ಯ ಪ್ರಕಾರ)</p>
a.	ಬಸ್ಸಿನಲ್ಲಿ ಪುರುಷ ಸಹ ಪ್ರಯಾಣಿಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
b.	ಅದೇ ಆಸನ ಪ್ರದೇಶದಲ್ಲಿ ಪುರುಷ ಸಹ ಪ್ರಯಾಣಿಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
c.	ಬಸ್ಸಿನ ಪುರುಷ ಕಂಡಕ್ಟರ್	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
d.	ಬಸ್ಸಿನ ಪುರುಷ ಚಾಲಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
e.	ಬಸ್ ನಿಲ್ದಾಣ/ನಿಲುಗಡೆಯಲ್ಲಿ ಪುರುಷ ಸಿಬ್ಬಂದಿ ಅಥವಾ ಸಿಬ್ಬಂದಿ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
f.	ಬಸ್ ನಿಲ್ದಾಣ/ನಿಲ್ದಾಣದಲ್ಲಿ ಪುರುಷ ವೀಕ್ಷಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
g.	ನಿಮ್ಮ ಜೊತೆಗಿದ್ದ ಪುರುಷ ಪರಿಚಯಸ್ಥರು ಅಥವಾ ಸ್ನೇಹಿತರು	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
h.	ಇತರೆ	ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟವಾಗಿ ನಮೂದಿಸಿ: _____
31.	<p>ಬಸ್ ಹೊರತುಪಡಿಸಿ ಬೇರೆ ಯಾವುದೇ ರೀತಿಯ ಸಾರಿಗೆಯಲ್ಲಿ ನೀವು ಎದುರಿಸಿದ ಕಿರುಕುಳದ ಅನುಭವವನ್ನು ಹಂಚಿಕೊಳ್ಳಲು ನೀವು ಬಯಸುವಿರಾ? (ಇಲ್ಲದಿದ್ದರೆ, ನೀವು ಈ ಪ್ರಶ್ನೆಯನ್ನು ಬಿಟ್ಟುಬಿಡಲು ಆಯ್ಕೆ ಮಾಡಬಹುದು ಮತ್ತು ಪ್ರಶ್ನೆ 32 ಗೆ ಹೋಗಬಹುದು)</p>	

ಭಾಗ 5: ಆ ಸಮಯದಲ್ಲಿ ಸಹಾಯವನ್ನು ಸ್ವೀಕರಿಸಲಾಗಿದೆ

32.(A)	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಬಸ್ಸಿನಲ್ಲಿ ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸಿದಾಗ ನೀವು ಎಂದಾದರೂ ಸಹಾಯ/ಸಹಾಯ ಪಡೆದಿದ್ದೀರಾ?	ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ನೀವು (A) ಆಯ್ಕೆ ಮಾಡಿದರೆ, QN 32 (B) ಗೆ ಹೋಗಿ ಅಥವಾ QN 33 ಗೆ ಹೋಗಿ
32.(B)	ಹೌದು ಎಂದಾದರೆ, ಹೇಗೆ? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) ಪೊಲೀಸರಿಗೆ ಕರೆ ಮಾಡಿದೆ ಬಿ) ಕಿರುಕುಳ ನೀಡುವವರನ್ನು ಎದುರಿಸಿದರು ಸಿ) ಬಸ್ ಕಂಡಕ್ಟರ್ ಮಧ್ಯಪ್ರವೇಶಿಸುವಂತೆ ಕೇಳಿದೆ ಡಿ) ಬಸ್ ನಿಲ್ಲಿಸಲು ಚಾಲಕನನ್ನು ಕೇಳಿದೆ ಇ) ಸುತ್ತಮುತ್ತಲಿನ ಜನರಿಂದ ಬೆಂಬಲ ಸಿಕ್ಕಿತು ಎಫ್) ಇತರೆ, ಸೂಚಿಸಿ:
33.	ಒಬ್ಬ ಮಹಿಳೆ ಕಿರುಕುಳಕ್ಕೊಳಗಾದಾಗ ಮತ್ತು ಎದುರಿಗಿರುವವರು ಸಾಮಾನ್ಯವಾಗಿ ಹೇಗೆ ಪ್ರತಿಕ್ರಿಯಿಸುತ್ತಾರೆ? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) ಸಾಮಾನ್ಯವಾಗಿ, ಗಮನ ಕೊಡಬೇಡಿ ಮತ್ತು ಕಾಳಜಿ ವಹಿಸಬೇಡಿ ಬಿ) ಅಲ್ಲಿ ನಿಂತು ನೋಡಿ ಸಿ) ಮಹಿಳೆ ಸಹಾಯಕ್ಕಾಗಿ ಕೇಳಿದರೆ ಮಾತ್ರ ಮಧ್ಯಪ್ರವೇಶಿಸಿ ಡಿ) ಬಟ್ಟೆ, ಸ್ಥಳ, ಸಮಯ ಇತ್ಯಾದಿಗಳಿಂದ ಮಹಿಳೆಯನ್ನು ದೂಷಿಸುವುದು. ಇ) ಅಪರಾಧಿಯನ್ನು ಎದುರಿಸಿ ಇತರೆ, ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:

ಭಾಗ 6: ಆರಂಭಿಕ ಪ್ರತಿಕ್ರಿಯೆ

34.	ನೀವು ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಘಟನೆಯನ್ನು ಅನುಭವಿಸಿದಾಗ ನಿಮ್ಮ ಮೊದಲ ಪ್ರತಿಕ್ರಿಯೆ ಏನು? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) ಹೊರನಡೆದರು ಬಿ) ಮಾತಿನ ಮೂಲಕ ಪ್ರತೀಕಾರ ಸಿ) ದೈಹಿಕವಾಗಿ ಪ್ರತೀಕಾರ ಡಿ) ಸಹಾಯಕ್ಕಾಗಿ ಸುತ್ತಮುತ್ತಲಿನ ಜನರನ್ನು ಕೇಳಿದರು
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		ಇ) ಸಹಾಯಕ್ಕಾಗಿ ಕೆಲವು ಸಂಬಂಧಿ/ಸ್ನೇಹಿತ/ಕುಟುಂಬವನ್ನು ಕರೆದರು ಎಫ್) ಘಟನೆಯನ್ನು ವರದಿ ಮಾಡಿದೆ ಪೊಲೀಸ್/ಬಸ್ ಇಲಾಖೆ/ಸಾರಿಗೆ ಸಂಸ್ಥೆ H ಬೇರೆ ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:
35.	ನಿಮ್ಮ ಬಸ್ ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ನೀವು ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸಿದಾಗ, ನೀವು ಅನುಭವಿಸಿದ ಭಾವನೆಗಳನ್ನು ವಿವರಿಸಬಹುದೇ?	
36.	ನಿಮಗೆ ಅನಿಸಿದೆಯೇ: (ನಿಮ್ಮ ಭಾವನೆಗಳನ್ನು ಉತ್ತಮವಾಗಿ ಸೆರೆಹಿಡಿಯುವಂತಹವುಗಳನ್ನು ಆಯ್ಕೆಮಾಡಿ. ಅಗತ್ಯವಿದ್ದರೆ ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) ಭಯ, ಆತಂಕ ಅಥವಾ ನರ ಬಿ) ಕೋಪ, ಹತಾಶೆ ಅಥವಾ ಅಸಮಾಧಾನ ಸಿ) ಮುಜುಗರ ಅಥವಾ ನಾಚಿಕೆ ಡಿ) ಅಸಹಾಯಕ ಅಥವಾ ದುರ್ಬಲ ಇ) ನಿಮಗಾಗಿ ನಿಲ್ಲಲು ನಿರ್ಧರಿಸಲಾಗಿದೆ ಎಫ್) ಸಹಾಯ ಅಥವಾ ಬೆಂಬಲವನ್ನು ಪಡೆಯುವ ಅಗತ್ಯವನ್ನು ಅನುಭವಿಸಿದೆ

ಭಾಗ 7: ದೀರ್ಘಾವಧಿಯ ಬದಲಾವಣೆಗಳು

37.(A)	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ನಲ್ಲಿ ನಿಮ್ಮ ಕಿರುಕುಳದ ಅನುಭವವು ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯ ನಂತರದ ಘಟನೆಯ ನಿಮ್ಮ ಬಳಕೆಯ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರಿದೆಯೇ?	ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ಸಿ) ಇತರೆ, ಸೂಚಿಸಿ: ನೀವು (A) ಆಯ್ಕೆ ಮಾಡಿದರೆ, QN 37(B) ಗೆ ಹೋಗಿ ಅಥವಾ QN 38 ಗೆ ಹೋಗಿ
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37.(B)	<p>ಹೌದು ಎಂದಾದರೆ, ಈ ಕೆಳಗಿನವುಗಳಲ್ಲಿನ ಪರಿಣಾಮಗಳು/ಬದಲಾವಣೆಗಳೇನು?</p> <p>(ಉದಾ: ಬದಲಾದ ಪ್ರಯಾಣ ಮಾರ್ಗ, ಪ್ರಯಾಣದ ಸಮಯ; ಹೆಚ್ಚಿದ ಕಂಪನಿ, ಆತ್ಮರಕ್ಷಣೆ ಇತ್ಯಾದಿ.)</p> <p>ದಯವಿಟ್ಟು ಅನ್ವಯಿಸುವಲ್ಲಿಲ್ಲಾ ಭರ್ತಿ ಮಾಡಿ</p>	
37. B (i)	<p>ಬಸ್ ಬಳಕೆ: ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ, ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ನಲ್ಲಿ ಕಿರುಕುಳದ ಘಟನೆಯು ಘಟನೆಯ ನಂತರ ನಿಮ್ಮ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಳಕೆಯ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರಿದೆಯೇ?</p>	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ, ನೀವು A) ಅನ್ನು ಆರಿಸಿದರೆ ಅದು ನಿಮ್ಮ ಬಸ್ ಬಳಕೆಯ ಮೇಲೆ ಹೇಗೆ ಪ್ರಭಾವ ಬೀರಿದೆ ಎಂಬುದನ್ನು ವಿವರಿಸಿ:</p> <p>_____</p>
37. B (ii)	<p>ಬಸ್ಸು ತೆಗೆದುಕೊಳ್ಳುವ ಮುನ್ನ ತಯಾರಿ: ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ, ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್ಸಿನಲ್ಲಿ ಕಿರುಕುಳದ ಘಟನೆಯು ಬಸ್ ತೆಗೆದುಕೊಳ್ಳುವ ಮೊದಲು ನೀವು ಸಿದ್ಧಪಡಿಸುವ ವಿಧಾನವನ್ನು ಬದಲಾಯಿಸಿದೆಯೇ?</p>	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ, ನೀವು A) ಅನ್ನು ಆರಿಸಿದರೆ ದಯವಿಟ್ಟು ಬಸ್ ಅನ್ನು ತೆಗೆದುಕೊಳ್ಳುವ ಮೊದಲು ನಿಮ್ಮ ತಯಾರಿಯಲ್ಲಿ ನೀವು ಮಾಡಿದ ಬದಲಾವಣೆಗಳನ್ನು ವಿವರಿಸಿ:</p> <p>_____</p>
37. B (iii)	<p>ಬಸ್ ಹತ್ತುವಾಗ ಮತ್ತು ಇಳಿಯುವಾಗ: ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ, ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸಿದ ನಂತರ ನೀವು ಬಸ್‌ನಿಂದ ಹತ್ತುವ ಅಥವಾ ಇಳಿಯುವ ವಿಧಾನದಲ್ಲಿ ಯಾವುದೇ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಿದ್ದೀರಾ?</p>	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ, ನೀವು A) ಅನ್ನು ಆರಿಸಿದರೆ ದಯವಿಟ್ಟು ಬಸ್ ಹತ್ತುವಾಗ ಮತ್ತು ಇಳಿಯುವಾಗ ನೀವು ಮಾಡಿದ ಬದಲಾವಣೆಗಳನ್ನು ವಿವರಿಸಿ:</p> <p>_____</p>
37.B (iv)	<p>ಬಸ್‌ನಲ್ಲಿದ್ದಾಗ: ಕಳೆದ 6 ತಿಂಗಳಲ್ಲಿ ಕಿರುಕುಳದ ಘಟನೆಯ ನಂತರ ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ ನೀವು ಬಸ್‌ನಲ್ಲಿದ್ದಾಗ ಯಾವುದೇ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಿದ್ದೀರಾ?</p>	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ, ನೀವು A) ಅನ್ನು ಆರಿಸಿದರೆ ದಯವಿಟ್ಟು ಬಸ್‌ನಲ್ಲಿರುವಾಗ ನೀವು ಮಾಡಿದ ಬದಲಾವಣೆಗಳನ್ನು ವಿವರಿಸಿ:</p> <p>_____</p>

ಭಾಗ 8: ವರದಿ ಮಾಡುವಿಕೆ ಮತ್ತು ಪ್ರಸ್ತುತ ಜ್ಞಾನ

38.	<p>ಬಸ್ಸಿನಲ್ಲಿ ನೀವು ಅನುಭವಿಸಿದ ಕಿರುಕುಳದ ಘಟನೆಗಳನ್ನು ನೀವು ವರದಿ ಮಾಡಬಹುದಾದ ಯಾವುದೇ ಅಸ್ತಿತ್ವದಲ್ಲಿರುವ ಸಿಸ್ಟಮ್ /</p>	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ</p>
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	ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳ ಬಗ್ಗೆ ನಿಮಗೆ ತಿಳಿದಿದೆಯೇ?	
39.(A)	ನೀವು ಕಿರುಕುಳವನ್ನು ಅನುಭವಿಸಿದಾಗ, ಅದನ್ನು ವರದಿ ಮಾಡುವ ನಿಮ್ಮ ವಿಧಾನವೇನು?	<p>ಎ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿದಿಲ್ಲ, ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುವುದಿಲ್ಲ</p> <p>ಬಿ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿದಿಲ್ಲ, ಆದರೆ ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುತ್ತೇನೆ</p> <p>ಸಿ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿಯಿರಿ ಆದರೆ ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುವುದಿಲ್ಲ</p> <p>ಡಿ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿಯಿರಿ ಮತ್ತು ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುತ್ತೀರಿ</p> <p>ಇ) ಯಾರಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:</p> <p>ನೀವು (A)/(B)/(C) ಆಯ್ಕೆಮಾಡಿದರೆ, ಪ್ರಶ್ನೆ 39(B) ಗೆ ಹೋಗಿ, ಇಲ್ಲದಿದ್ದರೆ ಪ್ರಶ್ನೆ 40</p>
39.(B)	ನಿಮ್ಮ ಪ್ರಕಾರ, ಮಹಿಳೆಯರು ಇಂತಹ ಕಿರುಕುಳದ ಪ್ರಕರಣಗಳನ್ನು ವರದಿ ಮಾಡದಿರಲು ಕಾರಣವಾಗುವ ವಿವಿಧ ಅಂಶಗಳು/ಕಾರಣಗಳು ಯಾವುವು? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	<p>ಎ) ಕುಂದುಕೊರತೆ ಪರಿಹಾರ ವ್ಯವಸ್ಥೆಗಳ ಬಗ್ಗೆ ತಿಳಿದಿಲ್ಲ</p> <p>ಬಿ) ಕುಂದುಕೊರತೆ ನಿವಾರಣಾ ವ್ಯವಸ್ಥೆಯು ಬಹಳ ವಿಸ್ತಾರವಾಗಿದೆ ಮತ್ತು ಸಂಕೀರ್ಣವಾಗಿದೆ</p> <p>ಸಿ) ತೀರ್ಪಿನ ಭಯ ಮತ್ತು ಪ್ರೇಕ್ಷಕರಿಂದ ತಾರತಮ್ಯ</p> <p>ಡಿ) ಮುಂಚೂಣಿ ಸಿಬ್ಬಂದಿಯ ಬೆಂಬಲದ ಕೊರತೆ- ಚಾಲಕ, ಕಂಡಕ್ಟರ್ ಇತ್ಯಾದಿ.</p> <p>ಇ) ಲಭ್ಯವಿಲ್ಲದಿರುವುದು: ಕುಂದುಕೊರತೆ ನಿವಾರಣಾ ಸಿಬ್ಬಂದಿ, ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳಲ್ಲಿ ಮಾರ್ಷಲ್‌ಗಳು</p> <p>ಎಫ್) ಕುಂದುಕೊರತೆ ನಿವಾರಣಾ ಸೌಲಭ್ಯ ಅಥವಾ ಪೊಲೀಸ್‌ನಲ್ಲಿ ಮಹಿಳಾ ಸಿಬ್ಬಂದಿ ಕೊರತೆ</p> <p>ಜಿ) ಅಧಿಕಾರಿಗಳ ಮೇಲೆ ಅಪನಂಬಿಕೆ</p>

		<p>ಎಚ್) ಕುಂದುಕೊರತೆ ಪರಿಹಾರ ಪ್ರಕ್ರಿಯೆಯಲ್ಲಿ ಅಪನಂಬಿಕೆ</p> <p>1) ಕುಟುಂಬದ ಬೆಂಬಲದ ಕೊರತೆ</p> <p>ಜೆ) ವರದಿ ಮಾಡಲು ಮತ್ತು ಮುಂದುವರಿಸಲು ಸಮಯದ ಕೊರತೆ</p> <p>ಕೆ) ಅಪರಾಧಿಯಿಂದ ಸೇಡು ತೀರಿಸಿಕೊಳ್ಳುವ ಭಯ</p> <p>ಎಲ್) ಇತರೆ- ಸೂಚಿಸಿ</p>
40.	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ನೀವು ಅನುಭವಿಸಿದ ಕಿರುಕುಳದ ಬಗ್ಗೆ ನಿಮ್ಮ ಸ್ನೇಹಿತರು/ಕುಟುಂಬ/ಸಂಬಂಧಿಗಳಲ್ಲಿ ಎಂದಾದರೂ ಭರವಸೆ ನೀಡಿದ್ದೀರಾ?	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ</p>
41.(A)	ನೀವು ಅನುಭವಿಸಿದ ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಪ್ರಕರಣವನ್ನು ವರದಿ ಮಾಡಲು ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳನ್ನು (ಆಫ್: ಆಯ್ಕೆಮಾಡಿದ ಸಾರಿಗೆ ವಿಧಾನ/ಪೊಲೀಸ್) ಬಳಸಿದ್ದೀರಾ?	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ</p> <p>ನೀವು (A) ಅನ್ನು ಆಯ್ಕೆ ಮಾಡಿದರೆ ನಂತರ ಪ್ರಶ್ನೆ 41 (B) ಗೆ ಹೋಗಿ ಅಥವಾ ಪ್ರಶ್ನೆ 42 ಕ್ಕೆ ಹೋಗಿ</p>
41.(B)	ನಿಮ್ಮ ಉತ್ತರ ಹೌದು ಎಂದಾದರೆ, ಪ್ರಕರಣಗಳನ್ನು ನಿಭಾಯಿಸಲು ಈ ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳು ಎಷ್ಟು ಪರಿಣಾಮಕಾರಿ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?	<p>ಎ) ಯಾವಾಗಲೂ ಪರಿಣಾಮಕಾರಿ</p> <p>ಬಿ) ಹೆಚ್ಚಾಗಿ ಪರಿಣಾಮಕಾರಿ</p> <p>ಸಿ) ಸ್ವಲ್ಪ ಪರಿಣಾಮಕಾರಿ</p> <p>ಡಿ) ಹೆಚ್ಚಾಗಿ ಪರಿಣಾಮಕಾರಿಯಲ್ಲ</p> <p>ಇ) ಎಂದಿಗೂ ಪರಿಣಾಮಕಾರಿಯಲ್ಲ</p>

ಭಾಗ 9: ಕಿರುಕುಳಕ್ಕಾಗಿ ಗ್ರಹಿಸಿದ ಕಾರಣಗಳು

<p>42.</p>	<p>ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯಲ್ಲಿ ಮಹಿಳೆಯರಿಗೆ ಲೈಂಗಿಕ ಕಿರುಕುಳ ಏಕೆ ಸಂಭವಿಸುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?</p> <p>(ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚಿನದನ್ನು ಆಯ್ಕೆಮಾಡಿ ಅಥವಾ ನೀವು ಯೋಚಿಸಬಹುದಾದ ಇತರರನ್ನು ಪಟ್ಟಿ ಮಾಡಿ)</p>	<p>ಎ) ಮಹಿಳೆಯರು ಪುರುಷರಲ್ಲಿ ಅಸಭ್ಯ ವರ್ತನೆಯನ್ನು ಪ್ರಚೋದಿಸುವ ಬಟ್ಟೆಗಳನ್ನು ಧರಿಸುತ್ತಾರೆ</p> <p>ಬಿ) ಪುರುಷರು ಪುರುಷರಾಗುತ್ತಾರೆ</p> <p>ಸಿ) ಪುರುಷರಲ್ಲಿ ಶಿಕ್ಷಣದ ಕೊರತೆ</p> <p>ಡಿ) ಬಸ್ ಒಳಗೆ ಕಳಪೆ ಬೆಳಕು ಮತ್ತು ಮೂಲಸೌಕರ್ಯ</p> <p>ಇ) ಭದ್ರತಾ ಸಿಬ್ಬಂದಿ ಕೊರತೆ, ಬಸ್ ನಿಲ್ದಾಣಗಳಲ್ಲಿ ಸಿಸಿಟಿವಿಗಳು</p> <p>ಎಫ್) ಲೈಂಗಿಕ ಕಿರುಕುಳದ ವಿರುದ್ಧ ಯಾವುದೇ ಕಾನೂನು ಇಲ್ಲ</p> <p>ಜಿ) ಭದ್ರತಾ ಅಧಿಕಾರಿಗಳು, ಪೊಲೀಸರು ಲೈಂಗಿಕ ಕಿರುಕುಳದ ದೂರನ್ನು ಗಂಭೀರವಾಗಿ ಪರಿಗಣಿಸುವುದಿಲ್ಲ ಮತ್ತು ಅಪರಾಧಿಗಳಿಗೆ ಶಿಕ್ಷೆಯಾಗುವುದಿಲ್ಲ</p> <p>ಎಚ್) ಮಹಿಳೆಯರು ದೂರು ನೀಡಲು ತುಂಬಾ ಕಾರ್ಯನಿರತರಾಗಿದ್ದಾರೆ</p> <p>ಐ) ಮಹಿಳಾ ಸೀಟುಗಳ ಮೀಸಲಾತಿಗೆ ಸರಿಯಾದ ವ್ಯವಸ್ಥೆ ಇಲ್ಲ</p> <p>ಜೆ) ಯಾವುದೇ ಇತರರಿದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____</p>
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ಭಾಗ 10: ಸುರಕ್ಷಿತ ಪ್ರಯಾಣವನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಲು ಮತ್ತು ಕಿರುಕುಳದ ಅಪಾಯವನ್ನು ತಡೆಗಟ್ಟಲು ಸಲಹೆಗಳು

<p>43.</p>	<p>ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳಲ್ಲಿ ಮಹಿಳೆಯರು ಸುರಕ್ಷಿತವಾಗಿರುವುದನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಲು ನಿಮ್ಮ ಸಲಹೆಗಳೇನು? (ದಯವಿಟ್ಟು ಅವುಗಳನ್ನು ಪಟ್ಟಿ ಮಾಡಿ)</p>	
<p>44.</p>	<p>ಇತರ ನಗರಗಳಲ್ಲಿನ ಅಧ್ಯಯನಗಳಿಂದ ಬಂದಿರುವ ಸಾಮಾನ್ಯವಾಗಿ ಸೂಚಿಸಲಾದ ಪರಿಹಾರಗಳನ್ನು ಈ ಪಟ್ಟಿಯು ತೋರಿಸುತ್ತದೆ. ಈ ಪಟ್ಟಿಯಿಂದ, ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡದಲ್ಲಿ ಸುರಕ್ಷಿತ ಸಾರಿಗೆ ಅನುಭವವನ್ನು ಖಚಿತಪಡಿಸುತ್ತದೆ ಮತ್ತು ಅನ್ವಯಿಸಬಹುದು ಎಂದು ನೀವು ಭಾವಿಸುವ ಯಾವುದಾದರೂ 5 ಆಯ್ಕೆಮಾಡಿ:</p>	<p>ಎ) ಅಂತಹ ಎಲ್ಲಾ ಘಟನೆಗಳ ವರದಿ ಬಿ) ತಪ್ಪಿತಸ್ಥರನ್ನು ಕಟ್ಟುನಿಟ್ಟಾಗಿ ಶಿಕ್ಷಿಸಲು ರೂಪಿಸಲಾದ ಕಾನೂನುಗಳನ್ನು ಅನುಷ್ಠಾನಗೊಳಿಸುವುದು ಸಿ) ಹೆಚ್ಚು ಗೋಚರಿಸುವ ಪೊಲೀಸ್ ಸಿಬ್ಬಂದಿಯನ್ನು ನಿಯೋಜಿಸುವುದು ಡಿ) ಬಸ್ಸುಗಳ ಆವರ್ತನವನ್ನು ಸುಧಾರಿಸುವ ಮೂಲಕ ಜನಸಂದಣಿಯನ್ನು ಕಡಿಮೆ ಮಾಡುವುದು, ಬಸ್ ನಿಲ್ದಾಣಗಳನ್ನು ಹೆಚ್ಚಿಸುವುದು ಇ) ಮಹಿಳೆಯರು ಮತ್ತು ಅವರ ಹಕ್ಕುಗಳ ಬಗ್ಗೆ ಪುರುಷರ ಗ್ರಹಿಕೆಯಲ್ಲಿ ಬದಲಾವಣೆ ಎಫ್) ಮೂಲಸೌಕರ್ಯವನ್ನು ಸುಧಾರಿಸುವುದು- ಸಿಸಿಟಿವಿ, ಉತ್ತಮ ಬೆಳಕು, ಉತ್ತಮ ಸೂಚನಾ ಫಲಕಗಳು, ವಿಶಾಲವಾದ ಗ್ಯಾಂಗ್‌ವೇಗಳು, ಮಹಿಳಾ ಬಾಗಿಲುಗಳು, ಪ್ರವೇಶ ಇಳಿಜಾರುಗಳು, ಬಸ್‌ನೊಳಗೆ ಉತ್ತಮ ಸಂಗ್ರಹಣೆ ಸ್ಥಳ; ಮಹಿಳೆಯರು, ವೃದ್ಧರು ಮತ್ತು ಮಕ್ಕಳಿಗೆ ಸಾಕಷ್ಟು ಮತ್ತು ಕಾಯ್ದಿರಿಸಿದ ಆಸನಗಳನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಿ; ಕಡಿಮೆ ಇರಿಸಲಾದ ಹ್ಯಾಂಡಲ್ ಬಾರ್‌ಗಳು ಸುಲಭ ಇತ್ಯಾದಿ, ಪ್ಲಾಟ್‌ಫಾರ್ಮ್ ಮತ್ತು ಬಸ್ ಕೋಚ್ ನಡುವಿನ ಅಂತರವನ್ನು ಕಡಿಮೆ ಮಾಡುತ್ತದೆ</p>

		<p>ಜಿ) ಮಹಿಳಾ ಚಾಲಕರು ಮತ್ತು ಕಂಡಕ್ಟರ್‌ಗಳನ್ನು ನಿಯೋಜಿಸುವುದು</p> <p>ಎಚ್) ನೈಜ ಸಮಯದ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಮಾಹಿತಿ- ಪ್ರದರ್ಶನ ಅಥವಾ ಮೊಬೈಲ್ ಅಪ್ಲಿಕೇಶನ್‌ಗಳ ಮೂಲಕ ಮಾರ್ಗ, ಸಮಯಗಳನ್ನು ತೋರಿಸುತ್ತದೆ</p> <p>I) ಮಹಿಳೆಯರು, ಮಕ್ಕಳು ಮತ್ತು ವೃದ್ಧರಿಗೆ ಪ್ರತ್ಯೇಕ ಸರತಿ ವ್ಯವಸ್ಥೆ/ಆದ್ಯತಾ ಬೋರ್ಡಿಂಗ್</p> <p>J) ಹೆಚ್ಚುವರಿ ನಿಲ್ದಾಣಗಳು/ 'ವಿನಂತಿ ನಿಲುಗಡೆ' ಸೇವೆಗಳು- ತಡವಾಗಿ ಪ್ರಯಾಣಿಸಲು ಗೊತ್ತುಪಡಿಸಿದ ಬಸ್ ನಿಲ್ದಾಣಗಳ ನಡುವೆ ಇಳಿಯಲು</p> <p>ಕೆ) ಲಿಂಗ ಸಂವೇದನೆಯನ್ನು ಹೆಚ್ಚಿಸಿ** ಸಾರಿಗೆ ಸಿಬ್ಬಂದಿ/ತರಬೇತಿ ವೀಕ್ಷಕರಿಗೆ ಮಧ್ಯಪ್ರವೇಶಿಸಲು ತರಬೇತಿ ಮತ್ತು ಅರಿವು</p> <p>ಎಲ್) ತುರ್ತು ಸೇವೆಗಳನ್ನು ಹೆಚ್ಚಿಸಿ/ಕಾರ್ಯ ನಿರ್ವಹಿಸುವ ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳು/ಕ್ವಿಪು ಪ್ರತಿಕ್ರಿಯೆ ತಂಡಗಳು (ಕರೆಗಳು, ಮೊಬೈಲ್ ಅಪ್ಲಿಕೇಶನ್‌ಗಳ ಮೂಲಕ)</p> <p>** ಎಲ್ಲಾ ಲಿಂಗಗಳ ಜನರ ವಿಭಿನ್ನ ಪಾತ್ರಗಳು, ಹಕ್ಕುಗಳು ಮತ್ತು ಅನುಭವಗಳ ಬಗ್ಗೆ ಅರಿವು ಮತ್ತು ತಿಳುವಳಿಕೆಯನ್ನು ಹೆಚ್ಚಿಸುವುದು. ಇದು ಪ್ರತಿಯೊಬ್ಬರಿಗೂ ಅವರ ಲಿಂಗವನ್ನು ಲೆಕ್ಕಿಸದೆ ಗೌರವ, ಸಮಾನತೆ ಮತ್ತು ನ್ಯಾಯೋಚಿತತೆಯನ್ನು ಉತ್ತೇಜಿಸುವುದನ್ನು ಒಳಗೊಂಡಿರುತ್ತದೆ</p>
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45.	<p>ಮೇಲಿನ ಪ್ರಶ್ನೆಯಿಂದ 5 ಆಯ್ಕೆಗಳನ್ನು ಆಯ್ಕೆ ಮಾಡಿದ ನಂತರ, ನೀವು ಅವುಗಳನ್ನು ಏಕೆ ಆರಿಸಿದ್ದೀರಿ ಎಂಬುದನ್ನು ದಯವಿಟ್ಟು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸಬಹುದೇ?</p> <p>(ದಯವಿಟ್ಟು ಪ್ರತಿಯೊಂದಕ್ಕೂ ಅನ್ವಯಿಸುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುವ ಕಾರಣವನ್ನು ಕೆಲವು ಪದಗಳಲ್ಲಿ ಅಥವಾ ವಾಕ್ಯದಲ್ಲಿ ಸೂಚಿಸಿ)</p>	
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ಭಾಗ 11: ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯ ನಿರೀಕ್ಷೆಗಳು ಮತ್ತು ಈ ರೀತಿಯ ಸಾರಿಗೆಯಲ್ಲಿ ಕಿರುಕುಳದ ಬಗ್ಗೆ ಕಾಳಜಿ

46.	<p>ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಮತ್ತು ಅದರ ಸುತ್ತಮುತ್ತಲಿನ ಪ್ರದೇಶಗಳಲ್ಲಿ ಲೈಂಗಿಕ ಕಿರುಕುಳವು ಕಾಳಜಿಯ ವಿಷಯವಾಗಿದೆ ಮತ್ತು ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯನ್ನು ಯೋಜಿಸುವಾಗ, ಅಭಿವೃದ್ಧಿಪಡಿಸುವಾಗ ಮತ್ತು ನಿರ್ವಹಿಸುವಾಗ ಸಾಕಷ್ಟು ಪ್ರಾಮುಖ್ಯತೆಯನ್ನು ನೀಡಲಾಗುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಾ?</p>	<p>ಎ) ಒಪ್ಪುತ್ತೇನೆ ಬಿ) ಖಚಿತವಾಗಿಲ್ಲ ಸಿ) ಒಪ್ಪುವುದಿಲ್ಲ</p>
47.	<p>ನಿಮ್ಮ ಅನುಭವದ ಪ್ರಕಾರ, ಒಟ್ಟಾರೆಯಾಗಿ, ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್‌ಗಳಲ್ಲಿ ಪ್ರಯಾಣಿಸುವುದು ಎಷ್ಟು ಸುರಕ್ಷಿತ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?</p>	<p>ಎ) ಸುರಕ್ಷಿತ ಬಿ) ಸ್ವಲ್ಪ ಸುರಕ್ಷಿತ ಸಿ) ತಟಸ್ಥ (ಸುರಕ್ಷಿತ ಅಥವಾ ಅಸುರಕ್ಷಿತ) ಡಿ) ಸ್ವಲ್ಪ ಅಸುರಕ್ಷಿತ ಇ) ಅಸುರಕ್ಷಿತ</p>
48.	<p>ಹಿಂದಿನ ಪ್ರಶ್ನೆಗೆ ನಿಮ್ಮ ಉತ್ತರವಾಗಿ ನೀವು ಆಯ್ಕೆ ಮಾಡಿದ ಆಯ್ಕೆಯ ಆಧಾರದ ಮೇಲೆ, ನೀವು ಏಕೆ ಆರಿಸಿದ್ದೀರಿ ಎಂಬುದನ್ನು ದಯವಿಟ್ಟು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸಬಹುದೇ?</p> <p>(ದಯವಿಟ್ಟು ಕೆಲವು ಪದಗಳಲ್ಲಿ ಅಥವಾ ವಾಕ್ಯದಲ್ಲಿ ಅನ್ವಯವಾಗುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುವ ಕಾರಣವನ್ನು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ)</p>	

ಈ ರೀತಿಯ ಘಟನೆಗಳಿಗೆ ಸಾಕ್ಷಿಯಾದವರಿಗೆ:

ಭಾಗ 3: ಲಿಂಗ ಆಧಾರಿತ ಹಿಂಸಾಚಾರ ಮತ್ತು ಕಿರುಕುಳದ ಸಾಕ್ಷಿ		
(ಈ ವಿಭಾಗವು ಸೂಕ್ಷ್ಮವಾದ ಪ್ರಶ್ನೆಗಳನ್ನು ಒಳಗೊಂಡಿದೆ. ದಯವಿಟ್ಟು ಅನ್ವಯಿಸುವ ಬಾಕ್ಸುಗಳನ್ನು ಭರ್ತಿ ಮಾಡಿ ಅಥವಾ ಟಿಕ್ ಮಾಡಿ. ಯಾವುದೇ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಲು ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಅವುಗಳನ್ನು ಬಿಟ್ಟುಬಿಡಬಹುದು)		
16.(A)	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳನ್ನು ಬಳಸಿ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಹೊರಡುವಾಗ ಇತರ ಮಹಿಳೆಯರೊಂದಿಗೆ ಯಾವುದೇ ಅಹಿತಕರ ಅಥವಾ ಅಹಿತಕರ ಸಂದರ್ಭಗಳು ಸಂಭವಿಸಿರುವುದನ್ನು ನೀವು ನೋಡಿದ್ದೀರಾ?	ಎ) ಹೌದು, ನನ್ನ ಬಳಿ ಇದೆ ಬಿ) ಹಂಚಿಕೊಳ್ಳಲು ಬಯಸುವುದಿಲ್ಲ ನೀವು (A) ಅನ್ನು ಆರಿಸಿದರೆ, ದಯವಿಟ್ಟು QN 16(B) ಗೆ ಹೋಗಿ; ನೀವು (B) ಅನ್ನು ಆಯ್ಕೆ ಮಾಡಿದರೆ QN 35 ಗೆ ಹೋಗಿ
16.(B)	ದಯವಿಟ್ಟು ಘಟನೆಯನ್ನು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸುವಿರಾ? (ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಈ ಪ್ರಶ್ನೆಯನ್ನು ಬಿಟ್ಟು 16(C) ಗೆ ಹೋಗಬಹುದು)	
16.(C)	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳನ್ನು ಬಳಸಿ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಹೊರಡುವಾಗ ಇಂತಹ ಅಹಿತಕರ/ಅಹಿತಕರ ಘಟನೆಗಳನ್ನು ನೀವು ಎಷ್ಟು ಬಾರಿ ವೀಕ್ಷಿಸಿದ್ದೀರಿ?	ಎ) ವಿರಳವಾಗಿ (ಒಂದು ಅಥವಾ ಎರಡು ಬಾರಿ) ಬಿ) ಕೆಲವೊಮ್ಮೆ (ತಿಂಗಳಿಗೆ ಕೆಲವು ಬಾರಿ) ಸಿ) ಆಗಾಗ್ಗೆ (ತಿಂಗಳಿಗೆ ಹಲವಾರು ಬಾರಿ) ಡಿ) ಆಗಾಗ್ಗೆ (ಬಹುತೇಕ ಪ್ರತಿ ಬಾರಿ) ಇದರ ನಂತರ, ಪ್ರಶ್ನೆ 17 ಕ್ಕೆ ಹೋಗಿ
17.	ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ದಿನದ ಯಾವ ಸಮಯದಲ್ಲಿ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಮತ್ತು ಹೊರಡುವಾಗ ಇಂತಹ ಘಟನೆಗಳನ್ನು ನೀವು ಸಾಮಾನ್ಯವಾಗಿ ನೋಡಿದ್ದೀರಿ? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)	ಎ) ಬೆಳಿಗ್ಗೆ- ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುವಾಗ ಪ್ರಯಾಣ ಬಿ) ಸಂಜೆ- ಕಾಲೇಜಿನಿಂದ ಹಿಂತಿರುಗುವ ಪ್ರಯಾಣ ಸಿ) ಎರಡೂ ಡಿ) ಬೇರೆ ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ

ಭಾಗ 4: ಕಿರುಕುಳದ ವಿಧಗಳು

(ಈ ವಿಭಾಗವು ವಿವಿಧ ರೀತಿಯ ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಕುರಿತು ಪ್ರಶ್ನೆಗಳನ್ನು ಒಳಗೊಂಡಿದೆ. ದಯವಿಟ್ಟು ಅನ್ವಯಿಸುವ ಬಾಕ್ಸ್‌ಗಳನ್ನು ಭರ್ತಿ ಮಾಡಿ ಅಥವಾ ಟಿಕ್ ಮಾಡಿ. ಯಾವುದೇ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಲು ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಅವುಗಳನ್ನು ಬಿಟ್ಟುಬಿಡಬಹುದು)

ಈಗ, ಕೆಳಗಿನವುಗಳು ನಿಮ್ಮಂತಹ ಹುಡುಗಿಯರ ಕೆಲವು ಕಥೆಗಳು, ಅವರನ್ನು ಲೀಲಾವತಿ, ಮೀನಾಕ್ಷಿ ಮತ್ತು ಫಾತಿಮಾ ಎಂದು ಕರೆಯೋಣ. ಅವರು ನಿಜವಾದ ಜನರಲ್ಲ, ಆದರೆ ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡದಲ್ಲಿ ಅವರಂತಹ ಜನರಿದ್ದಾರೆ. ದಯವಿಟ್ಟು ಮುಂದಿನ ಪ್ರಶ್ನೆಗಳನ್ನು ಓದಿ ಮತ್ತು ಉತ್ತರಿಸಿ.

ಉದಾಹರಣಾ ಪರಿಶೀಲನೆ:

ಲೀಲಾವತಿ ಅವರು 22 ವರ್ಷದ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯಾಗಿದ್ದು, ಅವರು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ಮತ್ತು ಬರಲು ಆಗಾಗ್ಗೆ ಬಸ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ. ಒಂದು ಸಂಜೆ, ಅವಳು ಕಿಕ್ಕಿರಿದ ಬಸ್‌ನಲ್ಲಿ ನಿಂತಿದ್ದಳು ಮತ್ತು ಸೀಟುಗಳು ಲಭ್ಯವಿರಲಿಲ್ಲ. ಬಸ್ಸು ಚಲಿಸುತ್ತಲೇ ಇದ್ದಾಗ, ಅವಳ ಎದುರಿಗಿರುವ ಒಬ್ಬ ವ್ಯಕ್ತಿಯನ್ನು ಅವಳು ಗಮನಿಸುತ್ತಾಳೆ, ಅವನು ಅವಳನ್ನು ನೋಡಿ ವಿಚಿತ್ರವಾಗಿ ನಗುತ್ತಾನೆ. ಅವಳು ಹಿಂತಿರುಗಿದಂತೆ, ಅವನು ಅವಳ ದೇಹದ ಮೇಲೆ ಕಾಮೆಂಟ್ ಮಾಡುತ್ತಾನೆ ಮತ್ತು ಅವಳೊಂದಿಗೆ ಫ್ಲರ್ಟಿಂಗ್ ಪ್ರಾರಂಭಿಸುತ್ತಾನೆ. ಅವನ ಕಾಮೆಂಟ್‌ಗಳು ಕೆಟ್ಟದಾಗುತ್ತಲೇ ಇರುತ್ತವೆ ಮತ್ತು ಅವನು ಅವಳ ಸಂಪರ್ಕ ಸಂಖ್ಯೆಯನ್ನು ಕೇಳಲು ಪ್ರಾರಂಭಿಸುತ್ತಾನೆ. ಹತ್ತಿರದ ಇತರ ಪ್ರಯಾಣಿಕರಿಗೆ ಏನಾಗುತ್ತಿದೆ ಎಂಬುದರ ಬಗ್ಗೆ ನಿಧಾನವಾಗಿ ಅರಿವಾಗುತ್ತದೆ ಆದರೆ ಯಾರೂ ಅವನನ್ನು ನಿಲ್ಲಿಸಲು ಹೇಳುವುದಿಲ್ಲ. ಲೀಲಾವತಿಯವರಿಗೆ ಸಹಾಯ ಮಾಡುವ ಪ್ರಯತ್ನವನ್ನು ಯಾರೂ ಮಾಡಿಲ್ಲ ಮತ್ತು ಈ ಘಟನೆಯನ್ನು ಅಧಿಕಾರಿಗಳಿಗೆ ವರದಿ ಮಾಡಿಲ್ಲ.

ಈಗ, ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವದ ಆಧಾರದ ಮೇಲೆ ಕೆಳಗಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿ:

18. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್ಸುಗಳನ್ನು ಬಳಸುವಾಗ ನೀವು ಇದೇ ರೀತಿಯ ಸಂದರ್ಭಗಳನ್ನು ನೋಡಿದ್ದೀರಾ?

ಹೌದು

ಸಂ

ಇಲ್ಲದಿದ್ದರೆ, Qn 21 ಗೆ ಹೋಗಿ

19. 1 ರಿಂದ 5 ರ ಸ್ಕೇಲ್‌ನಲ್ಲಿ (1-ಬಾಧಿತವಾಗಿಲ್ಲ, 2- ಸ್ವಲ್ಪ ಬಾಧಿತ, 3-ಮಧ್ಯಮ ಬಾಧಿತ, 4-ಹೆಚ್ಚು ಬಾಧಿತ, 5- ವಿಪರೀತವಾಗಿ ಬಾಧಿತ), ಅಂತಹ ಪರಿಸ್ಥಿತಿಯನ್ನು ವೀಕ್ಷಿಸಲು ನಿಮಗೆ ಹೇಗೆ ಅನಿಸುತ್ತದೆ?

1

2

3

4

5

20. ಮೌಖಿಕವಾಗಿರುವ ಯಾವ ರೀತಿಯ ನಡವಳಿಕೆ/ಕ್ರಿಯೆಗಳು ನಿಮಗೆ ಅನಾನುಕೂಲವನ್ನುಂಟು ಮಾಡಿದೆ? ಅಲ್ಲದೆ, ನೀಡಿರುವ ಸ್ಕೇಲ್ ಪ್ರಕಾರ ಪ್ರತಿಯೊಂದನ್ನೂ ಶ್ರೇಣೀಕರಿಸಿ

(ಅನ್ವಯವಾಗುವ ಎಲ್ಲವನ್ನೂ ಟಿಕ್ ಮಾಡಿ. ದಯವಿಟ್ಟು ನೀವು ನೋಡಿದ ಕ್ರಿಯೆಗಳು/ನಡವಳಿಕೆಗಳನ್ನು '+' ಮತ್ತು '-' ; ಅಲ್ಲಿ '+++' ಹೆಚ್ಚು ಆಗಾಗ್ಗೆ ಸಾಕ್ಷಿಯಾಗಿದೆ ಮತ್ತು '+' ಕಡಿಮೆ ಸಾಕ್ಷಿಯಾಗಿದೆ. ನೀವು ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಸಾಕ್ಷಿಯಾಗಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು; ಉದಾಹರಣೆಗೆ: ನೀವು 'ಲೈಂಗಿಕ ಶಬ್ದಗಳಿಗೆ' ಆಗಾಗ್ಗೆ ಸಾಕ್ಷಿಯಾಗಿದ್ದರೆ ಅದನ್ನು "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು 'ಆಕ್ಷೇಪಾರ್ಹ ಟೀಕೆಗಳಿಗೆ' ಕನಿಷ್ಠ ಸಾಕ್ಷಿಯಾಗಿದ್ದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)

- ಲೈಂಗಿಕ ಶಬ್ದಗಳು _____
- ಆಕ್ಷೇಪಾರ್ಹ ಟೀಕೆಗಳು/ಜೋಕ್‌ಗಳು _____
- ಮೌಖಿಕ ನಿಂದನೆ _____
- ಆಕ್ಷೇಪಾರ್ಹವಾಗಿ ಹಾಡುವುದು _____
- ವೈಯಕ್ತಿಕ ಮಾಹಿತಿಗಾಗಿ ಕೇಳಲಾಗುತ್ತಿದೆ _____
- ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

ಮೀನಾಕ್ಷಿ 24 ವರ್ಷದ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯಾಗಿದ್ದು, ಅವರು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ಮತ್ತು ಬರಲು ಆಗಾಗ್ಗೆ ಬಸ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ. ಒಂದು ದಿನ ಬೆಳಿಗ್ಗೆ ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸುತ್ತಿದ್ದಾಗ, ಅವಳು ತನ್ನ ಸೀಟಿನಲ್ಲಿ ಕುಳಿತಿದ್ದಳು ಮತ್ತು ಪುರುಷ ಸಹ-ಪ್ರಯಾಣಿಕನು ಅವಳ ಎದುರು ಹತ್ತಿರದಲ್ಲಿ ನಿಂತಿದ್ದನು. ಬಸ್ ಚಲಿಸಲು ಪ್ರಾರಂಭಿಸುತ್ತಿದ್ದಂತೆ, ಈ ವ್ಯಕ್ತಿ ತನ್ನತ್ತ ಕಣ್ಣು ಮಿಟುಕಿಸುವುದನ್ನು ಅವಳು ಗಮನಿಸುತ್ತಾಳೆ. ಅವಳು ಅವನನ್ನು ನಿರ್ಲಕ್ಷಿಸಲು ಪ್ರಯತ್ನಿಸುತ್ತಾಳೆ ಆದರೆ ಅವನು ಅವಳ ಗಮನವನ್ನು ಸೆಳೆಯಲು ಅಸಭ್ಯ ಕ್ರಿಯೆಗಳನ್ನು ಮಾಡಲು ಪ್ರಾರಂಭಿಸುತ್ತಾನೆ. ಇತರ ಪ್ರಯಾಣಿಕರು ಸಹ ನೋಡುತ್ತಿದ್ದಾರೆ ಎಂದು ಅವಳು ಅರಿತುಕೊಂಡಳು ಆದರೆ ಯಾರೂ ಅವನನ್ನು ನಿಲ್ಲಿಸಲು ಹೇಳಲಿಲ್ಲ. ಮೀನಾಕ್ಷಿ ಸಹಾಯ ಮಾಡಲು ಯಾರೂ ಪ್ರಯತ್ನಿಸಲಿಲ್ಲ ಮತ್ತು ಈ ಘಟನೆಯನ್ನು ಅಧಿಕಾರಿಗಳಿಗೆ ವರದಿ ಮಾಡಲಾಗಿಲ್ಲ.

ಈಗ, ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವದ ಆಧಾರದ ಮೇಲೆ ಕೆಳಗಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿ:

21. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್ಸುಗಳನ್ನು ಬಳಸುವಾಗ ನೀವು ಇದೇ ರೀತಿಯ ಪರಿಸ್ಥಿತಿಯನ್ನು ನೋಡಿದ್ದೀರಾ?

- ಹೌದು
- ಸಂ

ಇಲ್ಲದಿದ್ದರೆ, Qn 24 ಗೆ ಹೋಗಿ

22. 1 ರಿಂದ 5 ರ ಸ್ಕೇಲ್‌ನಲ್ಲಿ (1-ಬಾಧಿತವಾಗಿಲ್ಲ, 2- ಸ್ವಲ್ಪ ಬಾಧಿತ, 3-ಮಧ್ಯಮ ಬಾಧಿತ, 4- ಹೆಚ್ಚು ಬಾಧಿತ, 5- ವಿಪರೀತವಾಗಿ ಬಾಧಿತ) ಅಂತಹ ಪರಿಸ್ಥಿತಿಯನ್ನು ವೀಕ್ಷಿಸಲು ನಿಮಗೆ ಹೇಗೆ ಅನಿಸುತ್ತದೆ?

- 1
- 2
- 3
- 4
- 5

23. ಮೌಖಿಕವಲ್ಲದ ಯಾವ ರೀತಿಯ ನಡವಳಿಕೆ/ಕ್ರಿಯೆಗಳು ನಿಮಗೆ ಅನಾನುಕೂಲತೆಯನ್ನುಂಟು ಮಾಡಿದೆ? ಅಲ್ಲದೆ, ನೀಡಿರುವ ಸ್ಕೇಲ್ ಪ್ರಕಾರ ಪ್ರತಿಯೊಂದನ್ನೂ ಶ್ರೇಣೀಕರಿಸಿ

(ಅನ್ವಯವಾಗುವ ಎಲ್ಲವನ್ನೂ ಟಿಕ್ ಮಾಡಿ. ದಯವಿಟ್ಟು ನೀವು ನೋಡಿದ

ಕ್ರಿಯೆಗಳು/ನಡವಳಿಕೆಗಳನ್ನು '+' ಮತ್ತು '-'; ಅಲ್ಲಿ '+++' ಹೆಚ್ಚು ಆಗಾಗ್ಗೆ ಸಾಕ್ಷಿಯಾಗಿದೆ ಮತ್ತು '+' ಕಡಿಮೆ ಸಾಕ್ಷಿಯಾಗಿದೆ. ನೀವು ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಸಾಕ್ಷಿಯಾಗಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು ; ಉದಾಹರಣೆಗೆ: ನೀವು 'ತಿರುಗುವಿಕೆ'ಗೆ ಸಾಕ್ಷಿಯಾಗಿದ್ದರೆ ಅದನ್ನು ಆಗಾಗ್ಗೆ "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿದರೆ; ಮತ್ತು ನೀವು 'ಆಕ್ಸೀಪಾಹ್ ಕೆ ಸನ್ನೆಗಳನ್ನು ತೋರಿಸುವುದನ್ನು' ಕನಿಷ್ಠವಾಗಿ ಕಂಡಿದ್ದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)

- ದಿಟ್ಟಿಸುವುದು _____
- ಗಮನಕ್ಕಾಗಿ ತನ್ನ ಖಾಸಗಿ ಭಾಗಗಳನ್ನು ತುರಿಕೆ ಮಾಡುವುದು _____
- ಕಣ್ಣು ಮಿಟುಕಿಸುವುದು _____
- ಅಸಭ್ಯ ಮಾನ್ಯತೆ _____
- ಹಿಂಬಾಲಿಸುವುದು _____
- ಆಕ್ರಮಣಕಾರಿ ಕೆ ಸನ್ನೆಗಳನ್ನು ತೋರಿಸಲಾಗುತ್ತಿದೆ _____
- ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

ಫಾತಿಮಾ 23 ವರ್ಷ ವಯಸ್ಸಿನ ಕಾಲೇಜು ವಿದ್ಯಾರ್ಥಿನಿಯಾಗಿದ್ದು, ಅವರು ಕಾಲೇಜಿಗೆ ಪ್ರಯಾಣಿಸಲು ಮತ್ತು ಬರಲು ಆಗಾಗ್ಗೆ ಬಸ್‌ಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳುತ್ತಾರೆ. ವಿಪರೀತ ರಶ್ ಅವರ್‌ನಲ್ಲಿ ಕಾಲೇಜಿನಿಂದ ಮನೆಗೆ ಹಿಂದಿರುಗುತ್ತಿದ್ದಾಗ, ಆಕೆಗೆ ಸೀಟು ಸಿಗದೆ ಹಿಂಬದಿಯಲ್ಲಿ ನಿಲ್ಲಬೇಕಾಯಿತು. ಅವಳನ್ನು ಒಂದು ಮೂಲೆಯಲ್ಲಿ ತಳ್ಳಲಾಯಿತು, ಅಲ್ಲಿ ಅವಳು ಸ್ವಲ್ಪ ಜಾಗವನ್ನು ಹೊಂದಿದ್ದಳು. ಮುಂದಿನ ನಿಲ್ದಾಣದಲ್ಲಿ ಒಬ್ಬ ವ್ಯಕ್ತಿ ಬಸ್ ಹತ್ತಿ ಅದೇ ಜಾಗದಲ್ಲಿ ಬಲವಂತವಾಗಿ ತನ್ನನ್ನು ತಾನೇ ಬಲವಂತಪಡಿಸಿಕೊಂಡನು. ಅವನು ತನ್ನ ಹಿಂದೆ ತುಂಬಾ ಹತ್ತಿರದಲ್ಲಿ ನಿಂತಿರುವುದನ್ನು ಅವಳು ಗಮನಿಸಿದಳು. ನಿಧಾನವಾಗಿ, ಅವನು ಅವಳ ಸೊಂಟ ಮತ್ತು ಕೆಳ ಬೆನ್ನನ್ನು ಸ್ಪರ್ಶಿಸಲು ಪ್ರಾರಂಭಿಸಿದನು. ಅವನು ಇದನ್ನು ಉದ್ದೇಶಪೂರ್ವಕವಾಗಿ ಮಾಡುತ್ತಿದ್ದಾನೆ ಮತ್ತು ತಪ್ಪಾಗಿ ಮಾಡುತ್ತಿಲ್ಲ ಎಂದು ಅವಳು ಅರಿತುಕೊಂಡಳು. ಫಾತಿಮಾ ಅವನನ್ನು ತಡೆಯಲು ಮತ್ತು ಏನಾಗುತ್ತಿದೆ ಎಂಬುದರ ಬಗ್ಗೆ ಯಾರಿಗೂ ತಿಳಿಸಲು ಸಾಧ್ಯವಿಲ್ಲ. ಫಾತಿಮಾಳ ಪರಿಸ್ಥಿತಿಯ ಬಗ್ಗೆ ಅವಳ ಸುತ್ತಲಿರುವ ಯಾರಿಗೂ ತಿಳಿದಿಲ್ಲ ಮತ್ತು ಈ ಪರಿಸ್ಥಿತಿಯು ಗಮನಿಸುವುದಿಲ್ಲ. ಈಗ, ದಯವಿಟ್ಟು ನಿಮ್ಮ ಅನುಭವದ ಆಧಾರದ ಮೇಲೆ ಕೆಳಗಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ಉತ್ತರಿಸಿ:

24. ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್ಸುಗಳನ್ನು ಬಳಸುವಾಗ ನೀವು ಯಾವುದೇ ರೀತಿಯ ಪರಿಸ್ಥಿತಿಯನ್ನು ಕಂಡಿದ್ದೀರಾ?

- ಹೌದು
- ಇಲ್ಲ

ಇಲ್ಲದಿದ್ದರೆ, ಪ್ರಶ್ನೆ 27 ಕ್ಕೆ ಹೋಗಿ.

25. 1 ರಿಂದ 5 ರ ಸ್ಕೇಲ್‌ನಲ್ಲಿ (1-ಬಾಧಿತವಾಗಿಲ್ಲ, 2- ಸ್ವಲ್ಪ ಬಾಧಿತ, 3-ಮಧ್ಯಮ ಬಾಧಿತ, 4-ಹೆಚ್ಚು ಬಾಧಿತ, 5- ವಿಪರೀತವಾಗಿ ಬಾಧಿತ) ಅಂತಹ ಪರಿಸ್ಥಿತಿಯನ್ನು ವೀಕ್ಷಿಸಲು ನಿಮಗೆ ಹೇಗೆ ಅನಿಸುತ್ತದೆ?

- 1
- 2
- 3
- 4
- 5

26. ಶಾರೀರಿಕವಾಗಿರುವ ಯಾವ ರೀತಿಯ ನಡವಳಿಕೆ/ಕ್ರಿಯೆಗಳು ನಿಮಗೆ ಅನಾನುಕೂಲವನ್ನುಂಟು ಮಾಡಿದೆ? ಅಲ್ಲದೆ, ನೀಡಿರುವ ಸ್ಕೇಲ್ ಪ್ರಕಾರ ಪ್ರತಿಯೊಂದನ್ನೂ ಶ್ರೇಣೀಕರಿಸಿ
(ಅನ್ವಯವಾಗುವ ಎಲ್ಲವನ್ನೂ ಟಿಕ್ ಮಾಡಿ. ದಯವಿಟ್ಟು ನೀವು ನೋಡಿದ ಕ್ರಿಯೆಗಳು/ನಡವಳಿಕೆಗಳನ್ನು '+' ಮತ್ತು '-' ; ಅಲ್ಲಿ '+++' ಹೆಚ್ಚು ಆಗಾಗ್ಗೆ ಸಾಕ್ಷಿಯಾಗಿದೆ ಮತ್ತು '+' ಕಡಿಮೆ ಸಾಕ್ಷಿಯಾಗಿದೆ. ನೀವು ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಸಾಕ್ಷಿಯಾಗಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು; ಉದಾಹರಣೆಗೆ: ನೀವು 'ತಪ್ಪಾಗಿ ಸ್ಪರ್ಶಿಸುವುದನ್ನು' ಆಗಾಗ್ಗೆ ವೀಕ್ಷಿಸಿದ್ದರೆ ಅದನ್ನು "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು 'ಗ್ರೋಪಿಂಗ್' ಅನ್ನು ಕನಿಷ್ಠವಾಗಿ ವೀಕ್ಷಿಸಿದ್ದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)

- ತಪ್ಪಾಗಿ ಸ್ಪರ್ಶಿಸುವುದು _____
 ತಡಕಾಡುವುದು _____
 ಮಹಿಳೆಯ ದೇಹದ ವಿರುದ್ಧ ತಳ್ಳುವುದು _____
 ಮಹಿಳೆಯ ದೇಹದ ವಿರುದ್ಧ ಉಜ್ಜುವುದು _____
 ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

27.	<p>ಹಿಂದಿನ ಪ್ರಶ್ನೆಗಳಿಗೆ ನಿಮ್ಮ ಉತ್ತರ "ಇಲ್ಲ" ಆಗಿದ್ದರೆ, ನೀವು ಬೇರೆ ಯಾವ ರೀತಿಯ ಅನಪೇಕ್ಷಿತ/ಇಷ್ಟವಿಲ್ಲದ ಘಟನೆಗಳಿಗೆ ಸಾಕ್ಷಿಯಾಗಿದ್ದೀರಿ? ದಯವಿಟ್ಟು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸಿ: (ನಿಮಗೆ ಅನಾನುಕೂಲವಾಗಿದ್ದರೆ, ನೀವು ಈ ಪ್ರಶ್ನೆಯನ್ನು ಬಿಟ್ಟುಬಿಡಲು ಆಯ್ಕೆ ಮಾಡಬಹುದು)</p>
28.	<p>ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಹೆಚ್ಚಿನ ಘಟನೆಗಳನ್ನು ನೀವು ಎಲ್ಲಿ ನೋಡಿದ್ದೀರಿ?</p>
ಸ್ಥಳ	<p>ನೀವು ಸಾಕ್ಷಿಯಾಗಿದ್ದೀರಾ (ಹೌದು/ಇಲ್ಲ)</p> <p>ದಯವಿಟ್ಟು ನೀವು '+' ಅಥವಾ '-' ಮೂಲಕ ಸಾಕ್ಷಿ ನೀಡಿದ ಸ್ಥಳವನ್ನು ಶ್ರೇಣಿ ಮಾಡಿ; ಇಲ್ಲಿ "+++" ಎಂಬುದು ನೀವು ಹೆಚ್ಚು ಬಾರಿ ಸಾಕ್ಷಿಯಾಗಿರುವ ಸ್ಥಳವಾಗಿದೆ ಮತ್ತು "+" ಎಂಬುದು ಕಡಿಮೆ ಸಾಕ್ಷಿಯಾಗಿರುವ ಸ್ಥಳವಾಗಿದೆ. ನೀವು ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಸಾಕ್ಷಿಯಾಗಲಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು (ಉದಾ: ನೀವು 'ಬಸ್‌ನಲ್ಲಿ' ಸಾಕ್ಷಿಯಾಗಿದ್ದಲ್ಲಿ ಅದನ್ನು ಆಗಾಗ್ಗೆ "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು ನೀವು</p>

		'ಬೋರ್ಡಿಂಗ್‌ನಲ್ಲಿ' ಕನಿಷ್ಠ ಸಾಕ್ಷಿಯಾಗಿದ್ದರೆ, ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)
ಎ) ಬಸ್ ಹತ್ತುವಾಗ ಬಿ) ಬಸ್ಸಿನಿಂದ ಇಳಿಯುವಾಗ ಸಿ) ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ಬಸ್ ಒಳಗೆ ಡಿ) ಬಸ್ ನಿಲ್ದಾಣದಲ್ಲಿ	ಹೌದು/ಇಲ್ಲಾ ಹೌದು/ಇಲ್ಲಾ ಹೌದು/ಇಲ್ಲಾ ಹೌದು/ಇಲ್ಲಾ	
29.	ಈ ಕಿರುಕುಳದ ಘಟನೆಗಳು ಸಾಮಾನ್ಯವಾಗಿ ಯಾವಾಗ ಸಂಭವಿಸುತ್ತವೆ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?	
ವೇಳೆ:	ನೀವು ಸಾಕ್ಷಿಯಾಗಿದ್ದೀರಾ (ಹೌದು/ಇಲ್ಲ)	ದಯವಿಟ್ಟು ನೀವು '+' ಅಥವಾ '-' ನೊಂದಿಗೆ ಸಾಕ್ಷಿ ನೀಡಿದ ಸಮಯವನ್ನು ಶ್ರೇಣೀಕರಿಸಿ; ಇಲ್ಲಿ "+++" ನೀವು ಹೆಚ್ಚಾಗಿ ಸಾಕ್ಷಿಯಾಗಿರುವ ಸಮಯ ಮತ್ತು "+" ನೀವು ಕಡಿಮೆ ಸಾಕ್ಷಿಯನ್ನು ಹೊಂದಿರುವ ಸಮಯವಾಗಿದೆ. ಇದಕ್ಕೆ ನೀವು ಇಲ್ಲ ಎಂದು ಉತ್ತರಿಸಿದರೆ: ಎಂದಿಗೂ ಸಾಕ್ಷಿಯಾಗಿಲ್ಲ, ನೀವು '-' ಎಂದು ಗುರುತಿಸಬಹುದು (ಉದಾ, "ಪೀಕ್ ರಶ್ ಅವರ್" ಸಮಯದಲ್ಲಿ ನೀವು ಅದನ್ನು ಆಗಾಗ್ಗೆ ವೀಕ್ಷಿಸಿದ್ದರೆ ಅದನ್ನು "+++" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ; ಮತ್ತು 'ನಿಲ್ದಾಣದಲ್ಲಿರುವಾಗ ನೀವು ಅದನ್ನು ಕಂಡಿದ್ದರೆ ಸೀಟುಗಳ ಅಲಭ್ಯತೆಗಾಗಿ', ಅದನ್ನು "+" ಎಂದು ಶ್ರೇಣೀಕರಿಸಿ)
ಎ) ವಿಶೇಷ ಕಾರ್ಯಕ್ರಮಗಳು/ಉತ್ಸವಗಳ ಸಂದರ್ಭದಲ್ಲಿ ಬಿ) ಪೀಕ್ ರಶ್ ಅವರ್ ಸಮಯದಲ್ಲಿ ಸಿ) ಸೀಟುಗಳ ಅಲಭ್ಯತೆ ಇದ್ದಾಗ	ಹೌದು/ಇಲ್ಲಾ ಹೌದು/ಇಲ್ಲಾ ಹೌದು/ಇಲ್ಲಾ	

ಡಿ) ಇತರರು, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:	ಹೌದು/ಇಲ್ಲಾ	
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30.	<p>ಈ ಘಟನೆಗಳನ್ನು ನೀವು ನೋಡಿದಾಗ ನೀವು ಗಮನಿಸಿದ ಕೆಲವು ಅಪರಾಧಿಗಳು ಯಾರು?</p> <p>(ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ನೀವು ಅವುಗಳನ್ನು ಎಷ್ಟು ಸಾಮಾನ್ಯವಾಗಿ ಗಮನಿಸಿದ್ದೀರಿ ಎಂಬುದರ ಪ್ರಕಾರ ಅವುಗಳನ್ನು ಶ್ರೇಣೀಕರಿಸಿ (ಮೂರು ಆಯ್ಕೆಗಳಲ್ಲಿ ಯಾವುದನ್ನಾದರೂ ಆಯ್ಕೆಮಾಡಿ- ಕಡಿಮೆ: ಕನಿಷ್ಠ ಪ್ರಕಾರದ ಗಮನಿಸಿದ ಅಪರಾಧಿ, ಮಧ್ಯಮ: ಹೆಚ್ಚಾಗಿ ಗಮನಿಸಲಾಗಿದೆ ಹೆಚ್ಚು: ಗಮನಿಸಿದ ಅಪರಾಧಿಯ ಸಾಮಾನ್ಯ ಪ್ರಕಾರ)</p>
a.	ಬಸ್ಸಿನಲ್ಲಿ ಪುರುಷ ಸಹ ಪ್ರಯಾಣಿಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
b.	ಅದೇ ಆಸನ ಪ್ರದೇಶದಲ್ಲಿ ಪುರುಷ ಸಹ ಪ್ರಯಾಣಿಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
c.	ಬಸ್ಸಿನ ಪುರುಷ ಕಂಡಕ್ಟರ್	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
d.	ಬಸ್ಸಿನ ಪುರುಷ ಚಾಲಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
e.	ಬಸ್ ನಿಲ್ದಾಣ/ನಿಲುಗಡೆಯಲ್ಲಿ ಪುರುಷ ಸಿಬ್ಬಂದಿ ಅಥವಾ ಸಿಬ್ಬಂದಿ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
f.	ಬಸ್ ನಿಲ್ದಾಣ/ನಿಲ್ದಾಣದಲ್ಲಿ ಪುರುಷ ವೀಕ್ಷಕ	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
g.	ಮಹಿಳೆಯ ಜೊತೆಯಲ್ಲಿರುವ ಪುರುಷ ಪರಿಚಯಸ್ಥರು ಅಥವಾ ಸ್ನೇಹಿತರು	ಕಡಿಮೆ/ಮಧ್ಯಮ/ಹೆಚ್ಚು
h.	ಇತರೆ	ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____

ಭಾಗ 5: ಆರಂಭಿಕ ಪ್ರತಿಕ್ರಿಯೆ

31.	<p>ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಘಟನೆಯನ್ನು ನೀವು ವೀಕ್ಷಿಸಿದಾಗ ನಿಮ್ಮ ಮೊದಲ ಪ್ರತಿಕ್ರಿಯೆ ಏನು? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ, ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ಎ) ಹೊರನಡೆದರು ಬಿ) ಮಾತಿನ ಮೂಲಕ ಪ್ರತೀಕಾರ ಸಿ) ದೈಹಿಕವಾಗಿ ಪ್ರತೀಕಾರ ಡಿ) ಸಹಾಯಕ್ಕಾಗಿ ಸುತ್ತಮುತ್ತಲಿನ ಜನರನ್ನು ಕೇಳಿದರು ಇ) ಸಹಾಯಕ್ಕಾಗಿ ಕೆಲವು ಸಂಬಂಧಿ/ಸ್ನೇಹಿತ/ಕುಟುಂಬವನ್ನು ಕರೆದರು ಎಫ್) ಘಟನೆಯನ್ನು ಪೊಲೀಸ್/ಬಸ್ ಇಲಾಖೆ/ಸಾರಿಗೆ ಏಜೆನ್ಸಿಗೆ ವರದಿ ಮಾಡಲಾಗಿದೆ ಜಿ) ಬೇರೆ ಯಾವುದಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:</p>
32.	<p>ನಿಮ್ಮ ಬಸ್ ಪ್ರಯಾಣದ ಸಮಯದಲ್ಲಿ ನೀವು ಕಿರುಕುಳವನ್ನು ಕಂಡಾಗ, ನೀವು ಅನುಭವಿಸಿದ ಭಾವನೆಗಳನ್ನು ವಿವರಿಸಬಹುದೇ?</p>	
33.	<p>ನಿಮಗೆ ಅನಿಸಿದೆಯೇ: (ನಿಮ್ಮ ಭಾವನೆಗಳನ್ನು ಉತ್ತಮವಾಗಿ ಸೆರೆಹಿಡಿಯುವಂತಹವುಗಳನ್ನು ಆಯ್ಕೆಮಾಡಿ. ಅಗತ್ಯವಿದ್ದರೆ ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ಎ) ಭಯ, ಆತಂಕ ಅಥವಾ ನರ ಬಿ) ಕೋಪ, ಹತಾಶೆ ಅಥವಾ ಅಸಮಾಧಾನ ಸಿ) ಮುಜುಗರ ಅಥವಾ ನಾಚಿಕೆ ಡಿ) ಅಸಹಾಯಕ ಅಥವಾ ದುರ್ಬಲ ಇ) ಅದನ್ನು ಅನುಭವಿಸುವವರಿಗೆ ಸಹಾಯ ಮಾಡಲು ನಿರ್ಧರಿಸಲಾಗಿದೆ ಎಫ್) ಸಹಾಯ ಅಥವಾ ಬೆಂಬಲವನ್ನು ಪಡೆಯುವ ಅಗತ್ಯವನ್ನು ಅನುಭವಿಸಿದೆ</p>

ಭಾಗ 6: ದೀರ್ಘಾವಧಿಯ ಬದಲಾವಣೆಗಳು

34.(A)	<p>ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ನಲ್ಲಿ ಕಿರುಕುಳದ ಘಟನೆ(ಗಳನ್ನು) ನೋಡಿದ ನಂತರ, ಘಟನೆಯ ನಂತರ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯ ನಿಮ್ಮ ಬಳಕೆಯ ಮೇಲೆ ಅವು ಪರಿಣಾಮ ಬೀರಿವೆಯೇ?</p>	<p>ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ಸಿ) ಇತರೆ, ಸೂಚಿಸಿ:</p>
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		ನೀವು (A) ಅನ್ನು ಆಯ್ಕೆ ಮಾಡಿದರೆ, ಪ್ರಶ್ನೆ ಸಂಖ್ಯೆ 34 (B) ಗೆ ಹೋಗಿ ಅಥವಾ ಪ್ರಶ್ನೆ ಸಂಖ್ಯೆ 35 ಕ್ಕೆ ಹೋಗಿ
34.(B)	ಹೌದು ಎಂದಾದರೆ, ಈ ಕೆಳಗಿನವುಗಳಲ್ಲಿನ ಪರಿಣಾಮಗಳು/ಬದಲಾವಣೆಗಳೇನು? (ಉದಾ: ಬದಲಾದ ಪ್ರಯಾಣ ಮಾರ್ಗ, ಪ್ರಯಾಣದ ಸಮಯ; ಹೆಚ್ಚಿದ ಕಂಪನಿ, ಆತ್ಮರಕ್ಷಣೆ ಇತ್ಯಾದಿ.) ದಯವಿಟ್ಟು ಅನ್ವಯಿಸುವಲ್ಲಿಲ್ಲಾ ಭರ್ತಿ ಮಾಡಿ	
34. B (i)	ಬಸ್ ಬಳಕೆ: ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ, ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ನಲ್ಲಿ ನೀವು ಕಂಡ ಕಿರುಕುಳದ ಘಟನೆಯು ಘಟನೆಯ ನಂತರ ನಿಮ್ಮ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಳಕೆಯ ಮೇಲೆ ಪರಿಣಾಮ ಬೀರಿದೆಯೇ?	ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ನೀವು A ಅನ್ನು ಆರಿಸಿದರೆ ಅದು ನಿಮ್ಮ ಬಸ್ ಬಳಕೆಯ ಮೇಲೆ ಹೇಗೆ ಪ್ರಭಾವ ಬೀರಿದೆ ಎಂಬುದನ್ನು ವಿವರಿಸಿ: _____
34. B (ii)	ಬಸ್ ತೆಗೆದುಕೊಳ್ಳುವ ಮುನ್ನ ತಯಾರಿ: ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ, ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಬಸ್‌ನಲ್ಲಿ ನೀವು ಕಂಡ ಕಿರುಕುಳದ ಘಟನೆಯು ಬಸ್‌ಗೆ ಹೋಗುವ ಮೊದಲು ನೀವು ತಯಾರಿಸಿದ ವಿಧಾನವನ್ನು ಬದಲಾಯಿಸಿದೆಯೇ?	ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ನೀವು A ಅನ್ನು ಆರಿಸಿದರೆ ದಯವಿಟ್ಟು ಬಸ್ ಅನ್ನು ತೆಗೆದುಕೊಳ್ಳುವ ಮೊದಲು ನಿಮ್ಮ ತಯಾರಿಯಲ್ಲಿ ನೀವು ಮಾಡಿದ ಬದಲಾವಣೆಗಳನ್ನು ವಿವರಿಸಿ: _____
34. B (iii)	ಬಸ್ ಹತ್ತುವಾಗ ಮತ್ತು ಇಳಿಯುವಾಗ: ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ, ಕಳೆದ 6 ತಿಂಗಳುಗಳಲ್ಲಿ ಕಿರುಕುಳದ ಘಟನೆಗೆ ಸಾಕ್ಷಿಯಾದಾಗಿನಿಂದ ನೀವು ಬಸ್‌ನಿಂದ ಹತ್ತುವ ಅಥವಾ ಇಳಿಯುವ ವಿಧಾನದಲ್ಲಿ ಯಾವುದೇ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಿದ್ದೀರಾ?	ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ನೀವು A ಅನ್ನು ಆರಿಸಿದರೆ ದಯವಿಟ್ಟು ಬಸ್ ಹತ್ತುವಾಗ ಮತ್ತು ಇಳಿಯುವಾಗ ನೀವು ಮಾಡಿದ ಬದಲಾವಣೆಗಳನ್ನು ವಿವರಿಸಿ: _____

34.B (iv)	ಬಸನಲ್ಲಿದ್ದಾಗ: ಕಳೆದ 6 ತಿಂಗಳಲ್ಲಿ ನೀವು ಕಂಡ ಕಿರುಕುಳದ ಘಟನೆಯ ನಂತರ ನಿಮ್ಮ ಸುರಕ್ಷತೆಗಾಗಿ ನೀವು ಬಸನಲ್ಲಿದ್ದಾಗ ಯಾವುದೇ ಬದಲಾವಣೆಗಳನ್ನು ಮಾಡಿದ್ದೀರಾ?	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ</p> <p>ನೀವು A ಅನ್ನು ಆರಿಸಿದರೆ) ದಯವಿಟ್ಟು ಬಸನಲ್ಲಿರುವಾಗ ನೀವು ಮಾಡಿದ ಬದಲಾವಣೆಗಳನ್ನು ವಿವರಿಸಿ:</p> <p>_____</p>
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ಭಾಗ 7: ವರದಿ ಮಾಡುವಿಕೆ ಮತ್ತು ಪ್ರಸ್ತುತ ಜ್ಞಾನ

35.	ನೀವು ನೋಡಿದ ಬಸಗಳಲ್ಲಿ ಇಂತಹ ಘಟನೆಗಳನ್ನು ವರದಿ ಮಾಡಬಹುದಾದ ಅಸ್ತಿತ್ವದಲ್ಲಿರುವ ಯಾವುದೇ ವ್ಯವಸ್ಥೆ/ ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳ ಬಗ್ಗೆ ನಿಮಗೆ ತಿಳಿದಿದೆಯೇ?	<p>ಎ) ಹೌದು</p> <p>ಬಿ) ಇಲ್ಲ</p>
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36(A).	ನೀವು ಕಿರುಕುಳಕ್ಕೆ ಸಾಕ್ಷಿಯಾದಾಗ, ಅದನ್ನು ವರದಿ ಮಾಡುವ ನಿಮ್ಮ ವಿಧಾನವೇನು?	<p>ಎ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿದಿಲ್ಲ, ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುವುದಿಲ್ಲ</p> <p>ಬಿ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿದಿಲ್ಲ, ಆದರೆ ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುತ್ತೇನೆ</p> <p>ಸಿ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿಯಿರಿ ಆದರೆ ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುವುದಿಲ್ಲ</p> <p>ಡಿ) ಅದನ್ನು ಹೇಗೆ ವರದಿ ಮಾಡಬೇಕೆಂದು ತಿಳಿಯಿರಿ ಮತ್ತು ಅದನ್ನು ವರದಿ ಮಾಡಲು ಬಯಸುತ್ತೀರಿ</p> <p>ಇ) ಯಾರಾದರೂ ಇದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ:</p> <p>ನೀವು (A)/(B)/(C) ಆಯ್ಕೆಮಾಡಿದರೆ, ಪ್ರಶ್ನೆ 36(B) ಗೆ ಹೋಗಿ, ಇಲ್ಲದಿದ್ದರೆ ಪ್ರಶ್ನೆ 37</p>
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<p>36(B).</p>	<p>ನಿಮ್ಮ ಪ್ರಕಾರ, ಮಹಿಳೆಯರು ಇಂತಹ ಕಿರುಕುಳದ ಪ್ರಕರಣಗಳನ್ನು ವರದಿ ಮಾಡದಿರಲು ಕಾರಣವಾಗುವ ವಿವಿಧ ಅಂಶಗಳು/ಕಾರಣಗಳು ಯಾವುವು? (ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚು ಆಯ್ಕೆಮಾಡಿ)</p>	<p>ಎ) ಕುಂದುಕೊರತೆ ಪರಿಹಾರ ವ್ಯವಸ್ಥೆಗಳ ಬಗ್ಗೆ ತಿಳಿದಿಲ್ಲ ಬಿ) ಕುಂದುಕೊರತೆ ನಿವಾರಣಾ ವ್ಯವಸ್ಥೆಯು ಬಹಳ ವಿಸ್ತಾರವಾಗಿದೆ ಮತ್ತು ಸಂಕೀರ್ಣವಾಗಿದೆ ಸಿ) ತೀರ್ಪಿನ ಭಯ ಮತ್ತು ಪ್ರೇಕ್ಷಕರಿಂದ ತಾರತಮ್ಯ ಡಿ) ಮುಂಚೂಣಿ ಸಿಬ್ಬಂದಿಯ ಬೆಂಬಲದ ಕೊರತೆ- ಚಾಲಕ, ಕಂಡಕ್ಟರ್ ಇತ್ಯಾದಿ. ಇ) ಲಭ್ಯವಿಲ್ಲದಿರುವುದು: ಕುಂದುಕೊರತೆ ನಿವಾರಣಾ ಸಿಬ್ಬಂದಿ, ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳಲ್ಲಿ ಮಾರ್ಪೆಟ್‌ಗಳು ಎಫ್) ಕುಂದುಕೊರತೆ ನಿವಾರಣಾ ಸೌಲಭ್ಯ ಅಥವಾ ಪೊಲೀಸ್‌ನಲ್ಲಿ ಮಹಿಳಾ ಸಿಬ್ಬಂದಿ ಕೊರತೆ ಜಿ) ಅಧಿಕಾರಿಗಳ ಮೇಲೆ ಅಪನಂಬಿಕೆ ಎಚ್) ಕುಂದುಕೊರತೆ ಪರಿಹಾರ ಪ್ರಕ್ರಿಯೆಯಲ್ಲಿ ಅಪನಂಬಿಕೆ ಐ) ಕುಟುಂಬದ ಬೆಂಬಲದ ಕೊರತೆ ಜೆ) ವರದಿ ಮಾಡಲು ಮತ್ತು ಮುಂದುವರಿಸಲು ಸಮಯದ ಕೊರತೆ ಕೆ) ಅಪರಾಧಿಯಿಂದ ಸೇಡು ತೀರಿಸಿಕೊಳ್ಳುವ ಭಯ ಎಲ್) ಇತರೆ- ಸೂಚಿಸಿ</p>
<p>37.(A)</p>	<p>ನೀವು ಕಂಡ ಲೈಂಗಿಕ ಕಿರುಕುಳದ ಪ್ರಕರಣವನ್ನು ವರದಿ ಮಾಡಲು ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳನ್ನು (ಆಫ್: ಆಯ್ಕೆಮಾಡಿದ ಸಾರಿಗೆ ವಿಧಾನ/ಪೊಲೀಸ್) ಬಳಸಿದ್ದೀರಾ?</p>	<p>ಎ) ಹೌದು ಬಿ) ಇಲ್ಲ ನೀವು (A) ಅನ್ನು ಆಯ್ಕೆ ಮಾಡಿದರೆ QN 37(B) ಗೆ ಹೋಗಿ ಅಥವಾ QN 38 ಗೆ ಹೋಗಿ</p>
<p>37.(B)</p>	<p>ನಿಮ್ಮ ಉತ್ತರ ಹೌದು ಎಂದಾದರೆ, ಪ್ರಕರಣಗಳನ್ನು ನಿಭಾಯಿಸಲು ಈ ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳು ಎಷ್ಟು ಪರಿಣಾಮಕಾರಿ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?</p>	<p>ಎ) ಯಾವಾಗಲೂ ಪರಿಣಾಮಕಾರಿ ಬಿ) ಹೆಚ್ಚಾಗಿ ಪರಿಣಾಮಕಾರಿ ಸಿ) ಸ್ವಲ್ಪ ಪರಿಣಾಮಕಾರಿ ಡಿ) ಹೆಚ್ಚಾಗಿ ಪರಿಣಾಮಕಾರಿಯಲ್ಲ ಇ) ಎಂದಿಗೂ ಪರಿಣಾಮಕಾರಿಯಲ್ಲ</p>

ಭಾಗ 8: ಕಿರುಕುಳಕ್ಕಾಗಿ ಗ್ರಹಿಸಿದ ಕಾರಣಗಳು

<p>38.</p>	<p>ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯಲ್ಲಿ ಮಹಿಳೆಯರಿಗೆ ಲೈಂಗಿಕ ಕಿರುಕುಳ ಏಕೆ ಸಂಭವಿಸುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?</p> <p>(ಅಗತ್ಯವಿದ್ದಲ್ಲಿ ದಯವಿಟ್ಟು ಒಂದಕ್ಕಿಂತ ಹೆಚ್ಚಿನದನ್ನು ಆಯ್ಕೆಮಾಡಿ ಅಥವಾ ನೀವು ಯೋಚಿಸಬಹುದಾದ ಇತರರನ್ನು ಪಟ್ಟಿ ಮಾಡಿ)</p>	<p>ಎ) ಮಹಿಳೆಯರು ಪುರುಷರಲ್ಲಿ ಅಸಭ್ಯ ವರ್ತನೆಯನ್ನು ಪ್ರಚೋದಿಸುವ ಬಟ್ಟೆಗಳನ್ನು ಧರಿಸುತ್ತಾರೆ</p> <p>ಬಿ) ಪುರುಷರು ಪುರುಷರಾಗುತ್ತಾರೆ</p> <p>ಸಿ) ಪುರುಷರಲ್ಲಿ ಶಿಕ್ಷಣದ ಕೊರತೆ</p> <p>ಡಿ) ಬಸ್ ಒಳಗೆ ಕಳಪೆ ಬೆಳಕು ಮತ್ತು ಮೂಲಸೌಕರ್ಯ</p> <p>ಇ) ಭದ್ರತಾ ಸಿಬ್ಬಂದಿ ಕೊರತೆ, ಬಸ್ ನಿಲ್ದಾಣಗಳಲ್ಲಿ ಸಿಸಿಟಿವಿಗಳು</p> <p>ಎಫ್) ಲೈಂಗಿಕ ಕಿರುಕುಳದ ವಿರುದ್ಧ ಯಾವುದೇ ಕಾನೂನು ಇಲ್ಲ</p> <p>ಜಿ) ಭದ್ರತಾ ಅಧಿಕಾರಿಗಳು, ಪೊಲೀಸರು ಲೈಂಗಿಕ ಕಿರುಕುಳದ ದೂರನ್ನು ಗಂಭೀರವಾಗಿ ಪರಿಗಣಿಸುವುದಿಲ್ಲ ಮತ್ತು ಅಪರಾಧಿಗಳಿಗೆ ಶಿಕ್ಷೆಯಾಗುವುದಿಲ್ಲ</p> <p>ಎಚ್) ಮಹಿಳೆಯರು ದೂರು ನೀಡಲು ತುಂಬಾ ಕಾರ್ಯನಿರತರಾಗಿದ್ದಾರೆ</p> <p>ಐ) ಮಹಿಳಾ ಸೀಟುಗಳ ಮೀಸಲಾತಿಗೆ ಸರಿಯಾದ ವ್ಯವಸ್ಥೆ ಇಲ್ಲ</p> <p>ಜೆ) ಯಾವುದೇ ಇತರರಿದ್ದರೆ, ದಯವಿಟ್ಟು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ: _____</p>
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ಭಾಗ 9: ಸುರಕ್ಷಿತ ಪ್ರಯಾಣವನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಲು ಮತ್ತು ಕಿರುಕುಳದ ಅಪಾಯವನ್ನು ತಡೆಗಟ್ಟಲು ಸಲಹೆಗಳು

<p>39.</p>	<p>ಸಾರ್ವಜನಿಕ ಬಸ್‌ಗಳಲ್ಲಿ ಮಹಿಳೆಯರು ಸುರಕ್ಷಿತವಾಗಿರುವುದನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಲು ನಿಮ್ಮ ಸಲಹೆಗಳೇನು? (ದಯವಿಟ್ಟು ಅವುಗಳನ್ನು ಪಟ್ಟಿ ಮಾಡಿ)</p>	
<p>40.</p>	<p>ಇತರ ನಗರಗಳಲ್ಲಿನ ಅಧ್ಯಯನಗಳಿಂದ ಬಂದಿರುವ ಸಾಮಾನ್ಯವಾಗಿ ಸೂಚಿಸಲಾದ ಪರಿಹಾರಗಳನ್ನು ಈ ಪಟ್ಟಿಯು ತೋರಿಸುತ್ತದೆ. ಈ ಪಟ್ಟಿಯಿಂದ, ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡದಲ್ಲಿ ಸುರಕ್ಷಿತ ಸಾರಿಗೆ ಅನುಭವವನ್ನು ಖಚಿತಪಡಿಸುತ್ತದೆ ಮತ್ತು ಅನ್ವಯಿಸಬಹುದು ಎಂದು ನೀವು ಭಾವಿಸುವ ಯಾವುದಾದರೂ 5 ಆಯ್ಕೆಮಾಡಿ:</p>	<p>ಎ) ಅಂತಹ ಎಲ್ಲಾ ಘಟನೆಗಳ ವರದಿ ಬಿ) ತಪ್ಪಿತಸ್ಥರನ್ನು ಕಟ್ಟುನಿಟ್ಟಾಗಿ ಶಿಕ್ಷಿಸಲು ರೂಪಿಸಲಾದ ಕಾನೂನುಗಳನ್ನು ಅನುಷ್ಠಾನಗೊಳಿಸುವುದು ಸಿ) ಹೆಚ್ಚು ಗೋಚರಿಸುವ ಪೊಲೀಸ್ ಸಿಬ್ಬಂದಿಯನ್ನು ನಿಯೋಜಿಸುವುದು ಡಿ) ಬಸ್ಸುಗಳ ಆವರ್ತನವನ್ನು ಸುಧಾರಿಸುವ ಮೂಲಕ ಜನಸಂದಣಿಯನ್ನು ಕಡಿಮೆ ಮಾಡುವುದು, ಬಸ್ ನಿಲ್ದಾಣಗಳನ್ನು ಹೆಚ್ಚಿಸುವುದು ಇ) ಮಹಿಳೆಯರು ಮತ್ತು ಅವರ ಹಕ್ಕುಗಳ ಬಗ್ಗೆ ಪುರುಷರ ಗ್ರಹಿಕೆಯಲ್ಲಿ ಬದಲಾವಣೆ ಎಫ್) ಮೂಲಸೌಕರ್ಯವನ್ನು ಸುಧಾರಿಸುವುದು- ಸಿಸಿಟಿವಿ, ಉತ್ತಮ ಬೆಳಕು, ಉತ್ತಮ ಸೂಚನಾ ಫಲಕಗಳು, ವಿಶಾಲವಾದ ಗ್ಯಾಂಗ್‌ವೇಗಳು, ಮಹಿಳಾ ಬಾಗಿಲುಗಳು, ಪ್ರವೇಶ ಇಳಿಜಾರುಗಳು, ಬಸ್‌ನೊಳಗೆ ಉತ್ತಮ ಸಂಗ್ರಹಣೆ ಸ್ಥಳ; ಮಹಿಳೆಯರು, ವೃದ್ಧರು ಮತ್ತು ಮಕ್ಕಳಿಗೆ ಸಾಕಷ್ಟು ಮತ್ತು ಕಾಯ್ದಿರಿಸಿದ ಆಸನಗಳನ್ನು ಖಚಿತಪಡಿಸಿಕೊಳ್ಳಿ; ಕಡಿಮೆ ಇರಿಸಲಾದ ಹ್ಯಾಂಡಲ್ ಬಾರ್‌ಗಳು ಸುಲಭ ಇತ್ಯಾದಿ, ಪ್ಲಾಟ್‌ಫಾರ್ಮ್ ಮತ್ತು ಬಸ್ ಕೋಚ್ ನಡುವಿನ ಅಂತರವನ್ನು ಕಡಿಮೆ ಮಾಡುತ್ತದೆ</p>

		<p>ಜಿ) ಮಹಿಳಾ ಚಾಲಕರು ಮತ್ತು ಕಂಡಕ್ಟರ್‌ಗಳನ್ನು ನಿಯೋಜಿಸುವುದು</p> <p>ಎಚ್) ನೈಜ ಸಮಯದ ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಮಾಹಿತಿ- ಪ್ರದರ್ಶನ ಅಥವಾ ಮೊಬೈಲ್ ಅಪ್ಲಿಕೇಶನ್‌ಗಳ ಮೂಲಕ ಮಾರ್ಗ, ಸಮಯಗಳನ್ನು ತೋರಿಸುತ್ತದೆ</p> <p>1) ಮಹಿಳೆಯರು, ಮಕ್ಕಳು ಮತ್ತು ವೃದ್ಧರಿಗೆ ಪ್ರತ್ಯೇಕ ಸರತಿ ವ್ಯವಸ್ಥೆ/ಆದ್ಯತಾ ಬೋರ್ಡಿಂಗ್</p> <p>2) ಹೆಚ್ಚುವರಿ ನಿಲ್ದಾಣಗಳು/ 'ವಿನಂತಿ ನಿಲುಗಡೆ' ಸೇವೆಗಳು- ತಡವಾಗಿ ಪ್ರಯಾಣಿಸಲು ಗೊತ್ತುಪಡಿಸಿದ ಬಸ್ ನಿಲ್ದಾಣಗಳ ನಡುವೆ ಇಳಿಯಲು</p> <p>ಕೆ) ಲಿಂಗ ಸಂವೇದನೆಯನ್ನು ಹೆಚ್ಚಿಸಿ** ಸಾರಿಗೆ ಸಿಬ್ಬಂದಿ/ತರಬೇತಿ ವೀಕ್ಷಕರಿಗೆ ಮಧ್ಯಪ್ರವೇಶಿಸಲು ತರಬೇತಿ ಮತ್ತು ಅರಿವು</p> <p>ಎಲ್) ತುರ್ತು ಸೇವೆಗಳನ್ನು ಹೆಚ್ಚಿಸಿ/ಕಾರ್ಯನಿರ್ವಹಿಸುವ ಸಹಾಯವಾಣಿ ಸಂಖ್ಯೆಗಳು/ಕ್ವಿಪು ಪ್ರತಿಕ್ರಿಯೆ ತಂಡಗಳು (ಕರೆಗಳು, ಮೊಬೈಲ್ ಅಪ್ಲಿಕೇಶನ್‌ಗಳ ಮೂಲಕ)</p> <p>** ಎಲ್ಲಾ ಲಿಂಗಗಳ ಜನರ ವಿಭಿನ್ನ ಪಾತ್ರಗಳು, ಹಕ್ಕುಗಳು ಮತ್ತು ಅನುಭವಗಳ ಬಗ್ಗೆ ಅರಿವು ಮತ್ತು ತಿಳುವಳಿಕೆಯನ್ನು ಹೆಚ್ಚಿಸುವುದು. ಇದು ಪ್ರತಿಯೊಬ್ಬರಿಗೂ ಅವರ ಲಿಂಗವನ್ನು ಲೆಕ್ಕಿಸದೆ ಗೌರವ, ಸಮಾನತೆ ಮತ್ತು ನ್ಯಾಯೋಚಿತತೆಯನ್ನು ಉತ್ತೇಜಿಸುವುದನ್ನು ಒಳಗೊಂಡಿರುತ್ತದೆ</p>
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41.	<p>ಮೇಲಿನ ಪ್ರಶ್ನೆಯಿಂದ 5 ಆಯ್ಕೆಗಳನ್ನು ಆಯ್ಕೆ ಮಾಡಿದ ನಂತರ, ನೀವು ಅವುಗಳನ್ನು ಏಕೆ ಆರಿಸಿದ್ದೀರಿ ಎಂಬುದನ್ನು ದಯವಿಟ್ಟು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸಬಹುದೇ?</p> <p>(ದಯವಿಟ್ಟು ಪ್ರತಿಯೊಂದಕ್ಕೂ ಅನ್ವಯಿಸುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುವ ಕಾರಣವನ್ನು ಕೆಲವು ಪದಗಳಲ್ಲಿ ಅಥವಾ ವಾಕ್ಯದಲ್ಲಿ ಸೂಚಿಸಿ)</p>	
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ಭಾಗ 10: ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯ ನಿರೀಕ್ಷೆಗಳು ಮತ್ತು ಈ ರೀತಿಯ ಸಾರಿಗೆಯ ಮೇಲಿನ ಕಿರುಕುಳದ ಬಗ್ಗೆ ಕಾಳಜಿ

42.	<p>ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಮತ್ತು ಅದರ ಸುತ್ತಮುತ್ತಲಿನ ಪ್ರದೇಶಗಳಲ್ಲಿ ಲೈಂಗಿಕ ಕಿರುಕುಳವು ಕಾಳಜಿಯ ವಿಷಯವಾಗಿದೆ ಮತ್ತು ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆಯನ್ನು ಯೋಜಿಸುವಾಗ, ಅಭಿವೃದ್ಧಿಪಡಿಸುವಾಗ ಮತ್ತು ನಿರ್ವಹಿಸುವಾಗ ಸಾಕಷ್ಟು ಪ್ರಾಮುಖ್ಯತೆಯನ್ನು ನೀಡಲಾಗುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಾ?</p>	<p>ಎ) ಒಪ್ಪುತ್ತೇನೆ ಬಿ) ಖಚಿತವಾಗಿಲ್ಲ ಸಿ) ಒಪ್ಪುವುದಿಲ್ಲ</p>
43.	<p>ನಿಮ್ಮ ಅನುಭವದ ಪ್ರಕಾರ, ಒಟ್ಟಾರೆಯಾಗಿ, ಸಾರ್ವಜನಿಕ ಸಾರಿಗೆ ಬಸ್‌ಗಳಲ್ಲಿ ಪ್ರಯಾಣಿಸುವುದು ಎಷ್ಟು ಸುರಕ್ಷಿತ ಎಂದು ನೀವು ಭಾವಿಸುತ್ತೀರಿ?</p>	<p>ಎ) ಸುರಕ್ಷಿತ ಬಿ) ಸ್ವಲ್ಪ ಸುರಕ್ಷಿತ ಸಿ) ತಟಸ್ಥ (ಸುರಕ್ಷಿತ ಅಥವಾ ಅಸುರಕ್ಷಿತ) ಡಿ) ಸ್ವಲ್ಪ ಅಸುರಕ್ಷಿತ ಇ) ಅಸುರಕ್ಷಿತ</p>
44.	<p>ಹಿಂದಿನ ಪ್ರಶ್ನೆಗೆ ನಿಮ್ಮ ಉತ್ತರವಾಗಿ ನೀವು ಆಯ್ಕೆ ಮಾಡಿದ ಆಯ್ಕೆಯ ಆಧಾರದ ಮೇಲೆ, ನೀವು ಏಕೆ ಆರಿಸಿದ್ದೀರಿ ಎಂಬುದನ್ನು ದಯವಿಟ್ಟು ಸಂಕ್ಷಿಪ್ತವಾಗಿ ವಿವರಿಸಬಹುದೇ?</p> <p>(ದಯವಿಟ್ಟು ಕೆಲವು ಪದಗಳಲ್ಲಿ ಅಥವಾ ವಾಕ್ಯದಲ್ಲಿ ಅನ್ವಯವಾಗುತ್ತದೆ ಎಂದು ನೀವು ಭಾವಿಸುವ ಕಾರಣವನ್ನು ನಿರ್ದಿಷ್ಟಪಡಿಸಿ)</p>	

ANNEXURE 7: Analysis Tables from Chapter 3 RESULTS:

Table 3.16 Reasons for not reporting cases of harassment

Variable	Category	Frequency (%) n= 303
Reason for not reporting	Fear of judgement and discrimination from family/bystanders	96 (31.6)
	Fear of revenge from perpetrator	93 (30.7)
	Don't know about the grievance redressal system	77 (25.4)
	Lack of family support	57 (18.8)
	Non availability of: helpline/grievance redressal personnel, Marshals/police officers on buses	41 (13.5)
	Lack of support by frontline staff- driver, conductor etc	39 (12.8)
	Lack of time to report	37 (12.2)
	Lack of women personnel at grievance redressal facility or police	34 (11.2)
	Grievance redressal system is complex	32 (10.5)
	Distrust in authorities	31 (10.2)
Distrust in grievance redressal process	15 (4.9)	

Table 3.17 Why women are sexually harassed- perceived reasons

Variable	Category	Frequency (%) n= 303
Perceived reasons why women are harassed	Men will be men	116 (38.2)
	Lack of education among males	108 (35.6)
	No law or punishment against sexual harassment	102 (33.6)
	Lack of security/police personnel, CCTV cameras at bus stops	99 (32.6)
	No proper system of women's reservation of seats	82 (27)
	Women's clothes	70 (23.1)
	Officers/police don't treat harassment complaints seriously and perpetrators go unpunished	56 (18.4)
	Poor lighting and infrastructure inside the bus	38 (12.5)

Table 3.18 Suggested solutions to ensure safer transport

Variable	Category	Frequency (%) n= 303/303
Solutions (prompted)	Reporting of all such incidents	154 (50.8)
	Reducing overcrowding-improve frequency of buses, increase bus stops	152 (50.1)
	Improving infrastructure- CCTV, good lighting, signage, wider pathways, women doors, access ramps, women’s reserved seats	141 (46.5)
	Implementing laws to punish culprit strictly	132 (43.5)
	Change in perception of men towards women and their rights	132 (43.5)
	Deploying more visible police personnel	101 (33.3)
	Deploying female drivers and conductors	89 (29.3)
	Separate queuing system-boarding priority for women, children and elderly	80 (26.4)
	Increase Gender sensitization training and awareness of transport staff/training bystander to intervene	79 (26)
	Real time Public Transport Information	73 (24)
	Additional stops- ‘Request Stop’ services	70 (23.1)
Increase emergency services-ensure working helplines, Rapid response Teams	70 (23.1)	

ANNEXURE 8: IEC Clearance certificate



श्री चित्रा तिरुनाल आयुर्विज्ञान और प्रौद्योगिकी संस्थान, त्रिवेन्द्रम
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Institutional Ethics Committee

CDSO Registration No: ECR/189/Inst/KL/2013/RR-21
DHR Registration No: EC/NEW/INST/2022/2775

SCT/IEC/2183/DECEMBER/2023

12.01.2024

Dr. Pallan Mehruunnisa
MPH Student, AMCHSS
SCTIMST, Thiruvananthapuram

Dear **Dr. Pallan Mehruunnisa,**

The Institutional Ethics Committee held on 30th December, 2023, reviewed and discussed your application to conduct the study titled "A CROSS SECTIONAL STUDY ON SAFETY OF FEMALE STUDENTS USING PUBLIC TRANSPORT BUSES IN HUBLI, KARNATAKA" (IEC /2183) "

Principal Investigator	Dr. Pallan Mehruunnisa, MPH Student, AMCHSS, SCTIMST
Co-Principal Investigator(s)	Dr. Rakhal Galtonde, Professor, AMCHSS, SCTIMST
Duration of the study	3 months

The following members of the Ethics Committee were present at the meeting held on 30th December, 2023

SL. No.	Member Name	Highest Degree	Gender	Scientific /Non Scientific	Affiliation with Institution(s)
1.	Smt. Sathi Nair	MA (English Literature)	Female	Lay Person	No
2.	Dr. Kala Kesavan P	MBBS,MD	Female	Basic Medical Scientist	No
3.	Adv. Priya Kaimal	LLM, MBL	Female	Legal Expert	No
4.	Dr. P. Manickam	BSMS, MSc (Epid).,PhD	Male	Health Science Expert/ Social Scientist	No
5.	Dr. Christina George	MD Psychiatry	Female	Clinician	No
6.	Dr. Narayanan Namboodiri. K K	MBBS,MD,DM	Male	Clinician	Yes
7.	Dr. Biju Soman	MBBS,MD, DPH, MSc, DLSHTM	Male	Basic Medical Scientist	Yes

The following documents were reviewed:

Original submission

1. Checklist Form
2. Covering letter addressed to the Chairman, IEC, SCTIMST dated 01.12.2023
3. Responses/Amendments made based on the Reviewer's comments
4. IEC Application Form
5. Research Proposal
6. Questionnaire in English and Kannada
7. Participant Information Sheet and Informed Consent Form in English and Kannada
8. CV of Principal Investigator and Co-PI
9. Declaration Form
10. Permission letter from colleges
11. SRC Recommendation Letter

Revised submission

1. Checklist Form
2. Covering letter addressed to the Chairman, IEC, SCTIMST dated 11.01.2024
3. Responses/Amendments made based on the Reviewer's comments
4. Copy of IEC Recommendation letter dated 09.01.2024
5. Responses/Amendments made based on the Reviewer's comments
6. IEC Application Form
7. Research Proposal
8. Questionnaire in English and Kannada
9. Participant Information Sheet and Informed Consent Form in English and Kannada
10. CV of Principal Investigator and Co-PI
11. Declaration Form
12. Permission letter from colleges

IEC Decision

The IEC approved the conduct of the study in the present form.

Remarks:

The Institutional Ethics Committee expects to be informed about the progress of the study, any SAE occurring in the course of the study, any changes in the protocol and patient information/informed consent and asks to be provided a copy of the final report.

There was no member of the study team / Gulde who participated in voting / decision making process. The ethics committee is organized and operated according to the requirements of Good Clinical Practice and the requirements of the Indian Council of Medical Research (ICMR).

Sincerely,



Dr. G. Srinivas
Member Secretary, IEC

MEMBER SECRETARY
INSTITUTIONAL ETHICS COMMITTEE (IEC)
SCTIMST, THIRUVANANTHAPURAM



ANNEXURE 9: PLAGIARISM CHECK REPORT



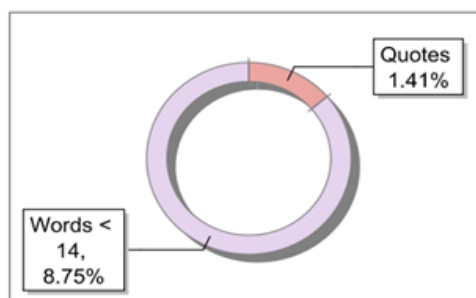
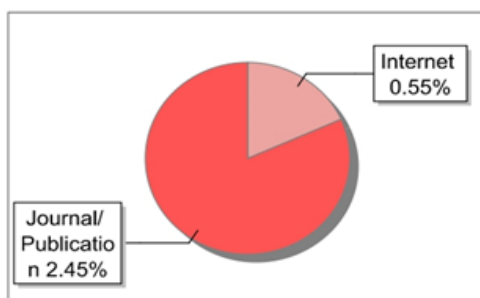
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Submission Information

Author Name	Pallan Mehrunnisa
Title	A Cross sectional study on Safety of Female students using public transport buses in Hubli, Karnataka
Paper/Submission ID	1707344
Submitted by	rakhal.gaitonde@sctimst.ac.in
Submission Date	2024-04-27 21:33:28
Total Pages	79
Document type	Dissertation

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5	Mens stranger intrusions Rethinking street harassment by Vera-Gray-2016	<1	Publication
6	www.sapub.org	<1	Publication
7	Intimate intrusions online Studying the normalisation of abuse in da, by Gillett, Rosalie- 2018	<1	Publication
8	www.dx.doi.org	<1	Publication
9	apps.who.int	<1	Publication
10	are.ui.ac.ir	<1	Internet Data
11	chr.up.ac.za	<1	Publication
12	Thesis Submitted to Shodhganga Repository	<1	Publication
13	Thesis Submitted to Shodhganga Repository	<1	Publication

14	Chilean Womens Reflections About Womanhood and Sexuality During Midlife in a Sw by Binfa-2009	<1	Publication
15	www.hzu.edu.in	<1	Publication
16	www.ihdindia.org	<1	Publication
17	academicjournals.org	<1	Publication
18	moam.info	<1	Internet Data
19	Intimate intrusions online Studying the normalisation of abuse in da, by Gillett, Rosalie- 2018	<1	Publication
20	www.devex.com	<1	Internet Data
21	biomedcentral.com	<1	Internet Data
22	static-content.springer.com	<1	Publication
23	www.japi.org	<1	Internet Data