



Addressing Sexual Violence and Harassing Women's Mobility in Public Transport System in Dhaka City : The Ways to Address the Issue from Sociological Perspective

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Abstract

The study has been carried out to understand violence against women in public transport in our society. This study mainly focuses on the current scenario of violence occurring against women in public transportations, patterns of such violence/harassment, further reactions and effects on victims as well as ways to address the issue. Qualitative data was collected through in-depth interview from the female respondents who travel in public transports. To make this research more specific, expositive and informative focused group discussion and in depth interviews have been used as data collection technique as part of qualitative study. Study exposed that, violence against women in our society is not an uncommon affair, especially in public transports in multiple forms which creates an enormous psycho-social impact on victims and their surroundings. Therefore, the findings of this study will also work for analyzing the jeopardized condition of women who travel by public transports frequently and for implementing recommendations for a constructive change in our society.

Key words: Violence, women, public transports, impact, policy

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1. Introduction:

Violence against women is not a wonder in our country, Bangladesh. Violence against women is not a wonder in our country, Bangladesh. Different types of harassment happen in Bangladesh; such as: violence , dowry-related violence, acid violence, death, rape, rape followed by death, forced or abortion , forced prostitution, sexual harassment, eve-teasing, violence at work place and trafficking (Hossain and Suman 2013). Among all form, violence against women in public transports has been a frightening issue nowadays. Women in developing nations like Bangladesh certainly enjoy greater mobility, but their freedom to move and claim new opportunities comes at a cost, since they become much more vulnerable to unpleasant social, psychological, and physical experiences. Any kind of discrimination, exclusion, harassment (both sexual and verbal) and torture (both physical and psychological) against women in public transport is literally violence against them. Common types of harassment in public transports range from annoying behavior i.e. leering looks, winking, and gesture to offensive acts such as unnecessary touching, unnecessary leaning or pressing against the woman, unexpected touching of the breast, brushing of thighs and bottoms, pinching of the bottoms, and pinching of the hips. The impact of such assaults can be very long lasting. Transport employees can also be part of the problem, rather than a trusted source of help. Violence against women is essentially embedded in gender norms. Generally, the status of women-economically, socially, culturally and politically tend to be liable for the violation of basic rights of females by males during a society like Bangladesh (Relly 2009, McMillan 2007).

This paper intends to deal with the patterns of violence against women in public transportation or types of harassment they are facing in daily basis and proposed research is definitely bound to understand the situation and then find out the reasons or tendencies instigating such violence with policies and recommendation to mitigate the issue. So, this study focuses precisely on the crisis and its several impacts on the women and then expert reviews towards some solution with some policy recommendations will also be added.

2. Literature Review

Violence against women is experienced by women of all ages and social classes, all races, religions, and nationalities, everywhere the planet. It is overwhelmingly perpetrated by men. It is the most pervasive violation of human rights in the world today. Its forms are both subtle and blatant and its impact on development is profound. But it's so deeply embedded in

cultures round the world that it's almost invisible. Violence against women could also be a manifestation of the historically unequal power relations between men and women.

There is a strong correlation between women right & safety and their ability to contribute in various development sectors. Study reveals that, 13% women avoid using public transport due to sexual harassment. Ensuring enough number of buses and safety as well is prerequisite for creating women friendly traveling environment.(WBB Trust, 2016)Another study by BRAC (2018) exposed that, 94% women commuting in public transport in Bangladesh have experienced sexual harassment in verbal, physical and other forms. A strange revelation of the study is that males belonging to relatively older age group of 41-60 years have been identified as the major perpetrators. This group has been identified as perpetrators for 66 percent of such incidents.

M. Chesney-Lind (2013) argues that violence against women in public transports is a Global Issue, especially in developing countries. Such violations may seem surprising in the twenty-first century, but in truth the world has a long history of countenancing violence against women. Common types of assaults in public array from bothersome conduct – staring at to offensive acts such as unnecessary touching. Often described as “micro inequalities,” women are more susceptible to such unpleasant experiences as they become spatially mobile. Despite intense reactions, most women do not take steps properly in response to harassment. Except with a few very close friends, they do not even talk with others about what happened. Women worry that publicly disclosing harassment will lead to stigma for them and their families.

Safety is a major anxiety issue while for women choosing among transport options. Women often revise their traveling habit due to uneasiness while choosing and commuting through public transports or earlier bitter experience.(Loukaitou-Sideris 2008; Schulz and Gilbert 2000). Global Women Institute in accordance with World Bank (2015) has investigated into the concern of violence against women in public transports. Violence against women in public transports may have negative impacts on women's income; shorter-distance trips to save time and money may result in limited job opportunities, with implications for women's empowerment.

A study about the psychological impact of sexual harassment indicated that experiencing sexual harassments may cause post-traumatic stress symptoms which create more depression and overall psychological distress among women (Ho et al., 2012).

Jagori (2010) revealed a research result where it has been found that, women feel unsafe and are afraid of being physically hurt, harassed, molested or raped in deserted spaces, as well as in crowded spaces, most commonly in crowded public transport.

There are a huge number of literatures on the violence against women. Especially in recent years much progress has been made in the clarification of its various aspects and patterns of social harassment against women in Bangladesh. Hardly there is any comprehensive study on the issue which looks at the problem by conceptualizing how the crisis/problem is affecting our women as well as our nation at all spheres. Researchers hardly look at the root causes and severe consequences of the crisis particularly on the women of Bangladesh. Thus, this research probes into why and how harassment problems have been explained so far by exploring the probable causes and finding out some possible solution with expert reviews. Here lies the significance of the current study on violence against women in public transportation in Bangladesh.

3. Objectives of the Study

The main objective of the present research is to find out the nature/types, causes, reactions and effects of women violence or harassments which women have to face in public transport in Dhaka city.

1. To find out the nature of violence against women in public transports.
2. To investigate the major causes behind violence against women in public transports.
3. To explore the effects of violence against women in public transports on victim women and their families.
4. To divulge the relationship between people's (both male and female) indolence and the increase of violence against women.

4. Research Methodology of the Study:

Explanatory field investigation has been conducted about violence against women in public transports of Dhaka city of Bangladesh. The whole study has been carried out through a comprehensive review process involving in-depth interviews, focused group discussion and researcher's observation. The study area and target group of study were selected by using purposive sampling. Female students and few faculty members of Bangladesh University of Professionals were the population of this study. Out of 33 participants, 5 participants were teachers in profession and 28 were students. A semi-structured questionnaire with some structured, semi structured and open questions has been used while interviewing the

respondents. Finally, available references (books, journals, articles, (newspapers) have been collected for review and analysis in order to synthesize the existing knowledge and information.

5. Data Finding and Discussion:

5.1 Patterns of Violence against Women in the Public Transports: Experience Shared by Respondents:

5.1.1 Current Scenario of Harassment in Public Transport:

About 94% women have experienced harassment in verbal, physical and other forms while using public transports for daily activities in our country (Dhaka Tribune, 2017). Another report says that, 13% women have decided not to use public transportation as they have been victim of such violence several times. (WBB Trust, 2016)

Violence against women is experienced by women of all ages and social classes, all races, religions and nationalities, all over the world (Bangladesh Bureau of Statistics Labor Force Survey 2010). As hardly there have been quantitative data analysis on the harassment issue in public transport in broader sense, there have always been some ambiguity about the actual scenario of Dhaka city in Bangladesh. From the reported case found in our daily newspapers or our day to day experience, we can certainly say that violence against women in public transport has been a burning issue or not deniable problem for all ages of women in our society. From the school going child to office workers, from children to old; common threat or uncomfortable terror is being victim of such violence while reaching destination by public transports. Nowadays protests have been made by some women, still most of the victims remain silent as they are afraid of social stigma, not getting permission to continue job, fear of molestation again in another way, bullying etc. Face book has become one of the strong platforms for raising voice at present days, according to some respondents.

Among 33 respondents of this study who are using public transports time to time 81.8% suffered from violence (27 respondents) and 28 respondents (84.8%) said that, they have experienced other women to be harassed sometimes or simply they are witness of such violence. From the viewpoint of the respondents, mostly women of all ages are the victim of such violence in public transports in Dhaka city.

5.1.2 Nature or Types of Perpetrators or Harassers

Historically, unequal power relations between men and women has paved the way towards violence against women as well as led to domination over and discrimination against women by men and to the prevention of full advancement of women. Violence against women is overwhelmingly perpetrated by men and this heinous act has become an issue completely taken for granted which is so deeply implanted in our culture that it is almost invisible.

The major culprits of violence against women in public transport are fellow male passengers, followed by bus conductors, helpers and even the bus drivers. Perpetrators belong to any age group including both adult men and teenager boys and are from any social background. There are both educated and illiterate men who commit violence against women in public transport.

Regarding the physical assault, which is mostly committed stealthily on buses and busy markets, middle aged men were placed highest in the rank of its perpetrators by 100% respondents; while 19% among them were of the view that young adults and teenagers also commit such offences, though young adults were reported to perpetrate this abuse more than teenagers (Daily Times).

5.1.3. Location of Violence

There are clear findings about the fact that women feel unsafe in many public spaces like public transports and bus stands while standing alone. So, it can be said that these often include transportation environments (Loukaitou-Sideris, 2009). As overcrowded buses running in the country have become a preying ground for male commuters who subject women passengers to eve-teasing and harassment, making it a major issue of concern for the women in the city (Daily Times). Location of harassment in public transport: inside the bus/mini-bus, leguna, train, launch or at bus stops, train platform, launch ghats. Among all those categories the vast majority cited such incidents inside buses.

5.1.4 Forms of Violence against Women in Public Transport

Most of the respondents (26 among 33) of this study revealed that pattern of violence in public transports is mostly physical in nature which is 78.8%. Others mentioned about other patterns of harassment in public transports or included variety of harassment sums up physical, psychological, sexual, molestation, touching intentionally, teasing, staring, passing comments, using slangs, unwanted touch and so on, they have faced or witnessed/ experienced while commuting transports for diverse purpose. 15.2% stated about verbal violence also.

5.1.4.1 Physical Violence

This is the approximately invisible but usually happening form of violence perpetrated against women in public transport in Dhaka city. This kind of violence ranges from being punched by the bus-helpers during getting off the bus, intentional touch by helpers or passengers of the bus, using sensitive words or staring purposively, absence of hygienic washroom for the women in train and launch to reserved women sits of public bus lying on the engine.

Being punched by the bus-conductors is very common phenomenon for the women and girls of Dhaka city who usually depend on public transports for daily activities. One of the respondents of the study stated:

‘I forbid helpers in the bus not to touch me while getting off the bus after having such irritating experience earlier and they just do it intentionally sometimes as well as some passengers take advantage of the crowd in the bus sometimes and just touch in the sensitive part of women which is very shameful to share even and it directly affected me in many ways’. Another said that, ‘There is lack of awareness among people and in our society very few people raise voice against such violence or support victim of such harassment in the same bus they are using’. Absence of hygienic washroom for the women in train and launch and reserved women sits of public bus lying on the engine can be very much injurious to women’s physical well-being and women’s health.

5.1.4.2 Sexual Violence

Sexual harassment refers to any kind of physical, verbal or sexual misconduct towards woman which are absolutely not welcoming for woman and it happens mostly due to while her gender identity. Such violence simply narrows down space for women and they fear of going out after experiencing such violence. Study says that, some women have decided to not use public transports or they have left job for such experience. A baseline study on 800 women and girls and 400 men and boys by Action Aid Bangladesh found that about 13 per cent women keep from public transport to avoid sexual harassment. Still women have to go outside for their own need and except raising voice as well as awareness nothing can be done so easily for stopping violence against women at community level. The Beijing Declaration and Platform for Action, paragraph 178, recognizes sexual harassment as a form of discrimination and violence against women (Asian Development Bank, 2015)

This is the most traumatic as well as mostly happened form of violence perpetrated against women in public transport in Dhaka city. In societies, the higher the gender inequality, the more likely their women are to be facing gender based violence.

In Dhaka women and girls have to face terrific forms of sexual violence in public transport, ranging from annoying behavior (verbal abuse, leering looks, winking and gestures); unnecessary touching; leaning or pressing against the women; unexpected touching of the breast; brushing of thighs and bottoms; pinching of the bottoms, and the hips to rape, gang-rape and rape followed by death. The true incidents of women's sexually victimization in public transport are horrific as well as heart rendering. A student revealed:

I used to travel in public buses until I faced that frightful and ugly incident with me. A middle aged man squeezed my breast all of a sudden while boarding on a bus which was overcrowded. After the unanticipated accident I went speechless during the whole journey. When I reached home, I screamed and then burst into tears. Henceforth, I have given up travelling in public transport.

Evidently most women reported of facing annoying behavior ranges from verbal abuse, leering looks, winking and gestures to pinching of the bottoms, and the hips.

'I have to travel by public buses regularly. Both in buses and legunas, I have to face negative comments, staring looks or unexpected gestures or touch very often. These kinds of behavior are very humiliating.'

Incidence of sexual harassment is a common phenomenon. It has been reported that, there is a positive correlation between usage of public transportations and rate of violence against women. Rape, gang- rape and rape followed by death in public transport have become an alarming issue in Dhaka city. Recently a student from Dhaka University also raped by a addicted person after getting of a bus, which shows the terrific nature of violence in our country against women.

5.1.4.3 Psychological Violence

In the existing patriarchal structure of our society, where women are usually thought to be submissive as well as indolent in situations where protesting against the wrong things is the fundamental right. Women are often victim of such situation where they are thrown out or verbally abused for protesting against wrong doing or the misbehaviour of bus-conductors. In public bus, tendency about supporting women and right is so low in our society. As a result,

harassment has become a common issue in our country. Women are insulted and thrown out more frequently than males whenever they disagree with the conductors or drivers.

One of the respondents pointed out:

‘Often the bus-conductors as well as bus-helpers use unusual slangs unnecessarily which create embarrassing situations’.

A study by Action Aid Bangladesh shows that, 86% women face unpleasant comments from bus conductors and drivers. In most of the buses of Dhaka city, women have to sit on the overcrowded women seats which are basically lying on the engine which is injurious to women’s health. On the other hand, most of the bus drivers as well as conductors are reluctant to take on the female passengers in the bus. Prof. ShamsulHaque, teacher of civil engineering at BUET said to The Daily Star in an interview that to drivers and conductors, female passengers are slow to get on the bus and require more room. So, they have negative attitudes towards female passengers.

In a developing country like Bangladesh where women are participating in the social, economic, political and intellectual activities and contributing a lot to the progress and development; ensuring women’s equal rights in every spheres has become the demand of time- so in the public transport sector.

5.2 Causes behind Violence against Women in Public Transports

22 respondents (66.7%) of this study stated that, low mentality of the people around us give input towards the violence against women. One respondent noted: ‘It depends on the mentality, some people think of women as toys and stuff. So they just use them because they are bored.’

Perpetrators often have negative attitude towards women and they just want women in a very subordinate position as set by the structure of our society. According to one respondent’s perception: ‘It’s because most of them are out of work and get nothing to do in their free time, so they watch pornography and other harassing stuffs which helps to increase their lust and thus they have a perception about women that women are born to be subordinated by men.’

18.2% (06) respondents blamed the subordinate position of women in our society for being victim and not protesting against such crime. As one stated, ‘Women cannot explain their violence. And they always hide it. They remain silent and say nothing, just tolerate it.’

Another major reason behind harassment is the lower perception of people and so on. Another respondent of the study mentioned that, 'Male member just don't respect the women of the same society'

There are several causes behind women violence in public transport, which are collected from both primary and secondary data. These are given below:

1. Women dressing that provoke indecent behavior among men,
2. Women do not act decently/ appropriately
3. Lack of education
4. Overcrowded transportation
5. Poor lightening
6. Lack of security facilities
7. No implementation on law against indecent behavior & harassment
8. Police do not treat such complaints seriously
9. Perpetrators go unpunished

Interestingly, almost in all cases in our country dress pattern has become an important factor mentioned as the prime cause behind such violence against women. 78.8% of the respondents of this study did not agree with the interrelationship between the dress pattern and sexual violence in public transports and 15.2% somewhat agreed to this correlation. One respondent stated about Tonu and Nusrat rape cases where they were wearing hizab.

5.3 Nature of Reaction of Women Violence in Public Transport

There has been increasing number of harassment and violence against women in Dhaka city where structure of the society compelled women to be in a subordinate position and this unequal power relation sometimes being responsible for the increasing number of violence. Despite this rise, reporting of such cases has been camouflaged by societal stigmatization that survivors face in their attempt to seek justice. Victim women often get negative comment if they share such experience and very few of them gets support from family and friends as well as relatives. 66.6% of the respondents got support from family where 36.4% of the respondents had doubt if they would get support in such case or not.

5.3.1 Nature of Reaction of Victim Woman

Empirical studies from different parts of the world show that, a majority of women are vulnerable to the potential violence against them outside of home or in the public spaces/transport.

1. The perceived vulnerability of women because of a lesser physical ability to defend themselves,
2. The influence upon them of parental advice and societal admonitions,
3. Their greater propensity to transfer past experiences and memories of victimization to present situations,
4. The additional concern for their children, who often accompany them,
5. The persistent sexual harassment that women suffer on streets and public transportation vehicles
6. Women's fear for their safety and that of their children is often amplified by media accounts,
7. The public representation and sensation of crime contributes to a social production of fear.

The problem with women is that, the victims seldom turn up with complaints as they fear that they would be dragged to court to depose against the accused if they press charges. But it is a false notion. Sexual or verbal abuse against women or eve teasing is pretty a crime and there need not be even a written complaint to take action against the culprits. Girls can even call the emergency numbers like 100 to report offences without revealing their identity and the police would take care of the rest.

Mothers travelling with children, low-income working women and school or university going girls are easier to prey on and overcome than high-income working women and college or university going girls as they do not protest against violence or harassment usually. Being sexually or verbally harassed in public transport is a common matter for women and girls. Most of the women usually have to remain silent in spite of protesting the harassment because of the influence upon them of parental advice and societal admonitions.

5.4 Impact of Violence against Women in Public Transports on Victim Women and their Families

Women tend to revise their travel manners due to fear of using public transportation. (Loukaitou-Sideris 2008; Schulz and Gilbert 2000). Feminist groups argue that real and

perceived violence, constraining women's mobility, is a form of gender inequality embedded within the public transit system (Garibi et al. 2010; Valentine 1992; Wade 2009).

32 respondents mentioned about long term effects of such violence on the victim and their family which is almost 97% response of the study. It causes long-term effects in a woman's life. Sometimes the incident of violence or harassment in a public transport also influence on the other spheres of a woman's life. Those effects range from post-traumatic stress, depression, feeling of guilt and insulted, feeling of inferiority and powerlessness, reduction of their earning options, limitation of their social mobility to social stigmatization. One of the respondents revealed:

'I got much support from my family in protesting against the incidence of harassment perpetrated by a passenger in the bus but had to suffer through a lot of distressed situation by my surrounding people'.

The impacts or effects of violence against women in public transport on women which can be possibly identifiable within our society are given below:

1. Limit women's willingness to travel,
2. Reducing their earning options,
3. Negative impacts on women's income,
4. Feeling of inferiority and powerlessness raises among women,
5. Controlling women's mobility,
6. Limit women's access to educational and employment opportunities,
7. Reduce women's access to socialization and recreational activities,
8. Post -traumatic stress,
9. Depression,
10. Psychological distress,
11. Higher frequency of absenteeism at work/study,
12. Thinking of quitting their jobs,
13. Feeling of guilt and insulted,
14. Feeling of inferiority and powerlessness,
15. Reduction of their earning options,
16. Limitation of their social mobility,
17. Negative impacts on victim women's family life,
18. Social stigmatization,

19. Absence of women in economic growth results in obsolescence of national economy, etc.

Women violence in public transport limits comfort, mobility and freedom of women as it compels women to avoid public buses, specific transit routes or bus stops and use them only at daytime better avoiding travelling by buses. One respondent mentioned: 'Fear felt by many women leads to behavioral adjustments and precautions—not walking alone, avoiding certain settings completely, avoiding travel and so on'

To move from here and there, transportation is the prime requisite. Harassment confines their mobility in every aspect affecting one's employment opportunities, job securities, economic stability, access to education, even recreational activities. When there are some 41 lakh economically active population aged 15 years and above, and of them, about 12 lakh are women in Dhaka, the capital city of Bangladesh; it can be precisely pointed out that without engaging this large segment of population in the development program no nation can gain its expected national achievements and sustainable development.

5.5 The Relationship between People's (both male and female) Indolence and the Increase of Violence against Women

There may be an interrelationship between silence and endurance of the victim and increasing number of violence in public transports according to 17 respondents (51.5%), where 30.3% respondents completely agreed to the correlation between these two factors and 18.2% did not agree to the proposition.

At present, women don't keep silent. They are now roaring their voice against her case or any others case though rate is low. In our society, most of people think that when a molesting incident happens, the biggest fault goes upon to the victim (women). That's why people remain keep quite. Also people don't want get themselves into any kind of unwanted troubles.

'When this kind of things happen, most of the time for protesting would minimize because of traumatization of women. For me, I just think what just happened with me. And I get feared. So I really can't say any word after this.' - According to one respondent of the study.

Sometimes they are scared of worst situation or disgrace and remain silent sometimes they thinks it is usual in public transport and sometimes they remain silent because of shyness. Another respondent noted that, 'From my viewpoint, I think women are uncomfortable to speak up in public transport and they think about what other people will say and it can create negative image of them'

As per the evidence, significant numbers of intimidating and even violent acts against women go unnoticed and under-reported. These encourage the perpetrators to repeat the acts of women violence in public transport. Most of the time, the perpetrators go unpunished which gives birth to new perpetrators. There is a direct relation between people's apathy of protesting and increase of women violence in public transport. The relationship between them is cyclic indeed. People become used to experiencing women violence regularly, they remain apathetic whenever experience women violence in public transport, thus an increase of women violence in public transport occur, as a result women violence in public transport become a regular issue.

5.6 State Policy and Fulfillment of the Fundamental Rights of Women

We know that, women and men's differing roles regulate their travel decisions and transportation needs (World Development Report 2012).

According to the article 19(3) of The Constitution of the People's Republic of Bangladesh, "The state shall endeavor to ensure equality of opportunity and participation of women in all spheres of national life".

According to the article 28(2) of The Constitution of the People's Republic of Bangladesh, "Women shall have equal rights with men in all spheres of the state and public life".

According to the article 28(4) of The Constitution of the People's Republic of Bangladesh, "Nothing in this article shall prevent the state from making special provision in favor of women or children or for the advancement of any backward section of citizens".

It is a matter of sorrow that in spite of ensuring women's equal rights with men in the constitution of Bangladesh, women have been deprived of their fundamental rights in every step, in every sphere; deprivation and no-fulfillment of their rights in public transport is no exception.

Ensuring as well as fulfilling women's equal rights and mitigating all kinds of violence and harassment against women in public transport will not only advance women and smooth their mobility but also contribute to the social, economic, political and ideological development of Bangladesh. In a word, it will bring in a radical national growth.

5.7 Some Strategies to Prevent Women Violence in Public Transport

While concerned about the relative lack of societal attention to issues of violence against women, respondents also had a wealth of suggestions to offer for making transport environments safer and more fitting to the needs of women riders.

1. Change of stereotypical chauvinist mentality of general people. The mentality of the people of our society needs to be changed about women. Only when men stand by the side of the victim, it'll be possible to abolish violence against women.
2. Design can be applied to different components of the transportation network in an effort to enhance the environmental factors that reduce fear and eliminate or curtail those that promote it;
3. Good lighting of all aspects of the transportation network, including buses, trains, launches, bus stops, platforms, and streets, was mentioned as extremely important by all respondents;
4. Security cameras (CCTV technology) received mixed marks, but in general most respondents were in favor of using them as a measure of safety and a deterrent to crime at transit settings;
5. Some respondents also argued for bus shelter designs that allow good visibility from the surroundings, have minimum advertising so that people can see you from the street;
6. Some respondents stressed the importance of public information signs such as "Sexual Harassment is a crime in the subway, too-a crowded train is no excuse for in improper touch";
7. School curriculum should include material on respecting women. Education and awareness for both women and men of all ages is needed to help define appropriate behavior, redirect responsibility to the perpetrator, promote awareness and encourage intervention where possible;
8. Special escort programs for female passengers during early morning or late evening hours;
9. Allowing female passengers to get off the bus where they want at night;
10. Taxi-Cab or CNG vouchers available to low-income women for use in emergency situations.
11. Making a safe society with certain security policy, proper implementation of law and punishment of the offenders and self-defense learning of the women

12. In the schools both boys and girls should be given this education to respect every gender. There should be taken some initiatives like arranging seminar about giving proper respect to the women and raising awareness
13. Ensuring more seats or women only transports
14. Women should disclose the violence happened to them rather than being silent, they should seek support from police for this matter.
15. Reducing unnecessary crowd in all transportations after filling up the seats
16. As we know that every transport has two rows, government may declare one row for women and other row for men so that they keep distance among each other.

6. Conclusion and Recommendation

In concert with these efforts, public transport systems must be planned and designed to accommodate women's specific needs in terms of the directions, times, places of waiting for buses and dropping from buses. In addition, reserved seats for women should be available for women only. Recommendations based on the discussion above may conclude the whole study and give some input into the policy implication to mitigate the social problem.

- Establishing easy complaint networking system for all women
- Media can play active role for raising awareness among people about respect for each other, women dignity, and equal gender role in society so that people avoid such heinous act against women.
- Provide larger buses and increase the frequency of trains to reduce overcrowding, which are linked to the increased sexual harassment.
- For short term process, establishing and implementing strong laws for violence against women and for long term process people should learn morality.
- Government should give exemplary punishment those who create violence against women in public transport and to ensure a safe road trip for all the women.

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