

A Research Report on “Understanding Masculinities in Public Transport,” Kathmandu, Nepal



Submitted To:

SANAM Fellowship Program

Submitted By:

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Abbreviations:

AWON	Action Works Nepal
GBV	Gender Based Violence
Ktm	Kathmandu
SANAM	South Asian Network for Addressing Masculinities
SGBV	Sexual and Gender Based Violence

Acknowledgement

This report entitled '*Understanding the Masculinities in Public Transport*' in public buses Kathmandu is the joint product of many actors at various levels and sectors.

In this connection, first, I would like to extend my sincere thanks and gratitude to those drivers, conductors, passengers; women, men for their kind cooperation, honest input during study. Likewise, I would like to thank to all SANAM team for their continuous efforts for this succession.

At last but not least, I would like to be grateful towards team members of OUTLIE Media and AWON for their support, cooperation, encouragement throughout the study.

Project Question:

How the masculinity reinforce in occurrence of violence in Public Transport?

Specific Project Questions:

The sub-questions are:

- How the masculinities play to use the public buses as a means of transport?
- How masculinities create an environment to enacted violence by women, men and Transgender?
- How Masculinities performed within gender identity?
- When and where the masculinities provoked?
- How masculinities manifest within same gender identity (driver and conductor)?
- Why and how survivor response against violence?

Project Objective:

To identify the reinforcing factors for occurring violence among users of public vehicles

Landscape:

Kathmandu is the capital city of Republic Nepal. Cutting cross of all categories of class, caste, profession, religion, and region etc, it is the habitat of all as well as hub for employment. Thus, it is being crowded gradually by day by day where the people's shifting nature in living style also contribute in way and another. Meanwhile various forms of social, economical and political concerns are rising as outcome of shifting in lifestyle and development. An increasing mobility of women via public transport for work or education is as far as good and also becoming a prominent concern for urban areas specially Kathmandu. Because of the limited women who represent corporate, non-governmental organizations and high class are using private vehicles and public vehicles is no longer safe and secure public space.

Though, public transport means the vehicles including buses, tempos, micro-buses and taxies, women are using public buses mostly due to easy access which allow carrying bags or kids. Unfortunately, these public buses, its waiting stations, bus parks are being gendered places and becoming vulnerable for women, girls largely and even for the men, boys and Transgender.

Regards to the policy, 'Code of Conduct in Public Transport' endorsed by government in March 8, 2011.¹ It is neither disseminates widely nor formulate properly in terms of gender responsiveness including prevention and response mechanism. Meanwhile, mostly public vehicles operators called driver and conductors/assistant, are men and represent low economic class, poor education and work in vehicles as ultimate option for their livelihood. They also have

¹ The Code of Conduct in Public Transportation endorsed by Ministry of Labor and Transportation in March 8, 2011

limited opportunity for taking leisure and entertainment. In this circumstance, mostly women, girls and transgender are encountering various forms of violence particularly sexual abuses but it is ignored and/or considered normal form of behavior, and considered that 'notion of power' at large.

“Several times, I come across with drivers and conductors of public buses with verbal and sexual abuse. Buses are always full, no specific seats for women; have to stand in crowd along with men. When women get on bus, the conductor catches either arms or in back. It seems providing support to get on but I do not feel that it is necessary and secure. Inside the bus, men passengers resist giving space and they touch, rub the private parts with their body. If any woman tries to defend, mostly alone and get verbal abuse by saying 'if you don't have tolerance for such touch use private car'. In case women get seats, men folks occupy the space more than one by expanding their legs. They try to touch private or any part of women by acting as if falling in sleep, or showing powerful personality. In case of women having kids or bags with them, they are abused throughout the trip. Both driver and conductor alarmed these women either to leave the space for others or have to go on the back and sit in between the seats. Mostly all drivers, conductors and men passengers shout against women and girls at extreme way using foul languages e.g. mother fucking! Why don't these women listen to us, next time do not allow such women with kids or bags to board the bus.”

The songs, posters, jokes, chat or cartoons, pictures, signals etc are also using for abuse women, girls and Transgender.² Likewise, the ranges of physical, verbal, sexual forms of violence also experienced by Rwandan women in public spaces 11.3 % of the survey women insulted once, 5.1% between 2 and 3 times, 1.5% between 4 and 10 times and 9% more than 10 times. 8% of the respondents were subjected to indecent exhibition of sexual organs: 4.5% suffered it once and 3.2% two times and more. 12% of the respondents declared that their bags, wallets, jewellery and other objects were violently stolen: 9% once and 3% two times or more.³ Like women and girls, Transgender are facing range of violence while travelling through public transport (B.Shah).

This persistent violence affects the survivors in many ways particularly manifestation of physical, mental and social disorders and finally increased the indirect cost in long term by and for economical and social multiplier effects. Regards to mental problems, the survivors experienced fear, anxiety, low-self esteem etc whereas physical problems could be injury, headache, asthma, self-injurious (e.g. smoking). Social issues constitutes drop out from education or work, restricted or limited mobility.^{4,5}

² Proceeding Report, Action Works Nepal, 2010

³ Baseline Survey on Sexual and Gender Based Violence in Rwanda, (UNIFEM 2008)

⁴ Safe Cities: Free of Violence Against Women and Girls Initiatives, 2010

Though, the underpinning motivation/condition for protecting is not known, women, men and Transgender are protests or protects or defenses themselves or others. Meanwhile, some women also do not harassed forever or often and some young boys, men and Transgender also harassed.

To the end of this discussion, violence in public transport is crucial to analysis through the masculinity lens to understand reinforcing or contributing factors of construction of masculinity at broader level.

Justification/ Rationale:

The urgency for conducting this research study is justified in four ways. Firstly, the magnitude and intensity of the violence associated with public transports the matter of the violence of human rights. Women and girls are most common users out of 100,000 users in 50,000 public vehicles daily.⁶ They are most vulnerable due to 'gendered roles' and 'gendered places'. The 50% women and girls were suffered from violence in New Delhi.⁷ In Kathmandu, women are facing various (verbal, physical, emotional) forms of sexual abuses experienced by women and girls and it is also witnessed by men.⁸ It is also highly emphasized by media.⁹ This circumstance constitutes the violation of international and national human right instruments/ policies such as CEDAW 1979, Nepal's Interim Constitution (2007).

Secondly, violence is a development concern because it provokes to 'missing opportunities' and increasing the indirect cost largely.¹⁰

Thirdly, violence, the positioning, function and structure of drivers, conductors and passengers are not analyzed or studied yet through masculine lenses.

Finally, this research is also a requirement for the partial fulfillment of the SANAM fellowship.

Therefore, this study is urgent and significant to conduct for understanding the dynamic of masculinity across women, men and transgender and exploring the way forward for program and policy.

Methodology:

This research study carried out by following methods as mentioned below;

1. **Literature review:** the relevant and diverse resources; electronic means, text books, reports, studies reviewed in order to get deeper insights and scope for the study in Nepali

⁵ Safe Cities: Free of Violence Against Women and Girls Initiatives, 2010

⁶ Ministry of Labor and Transport, Nepal, 2010

⁷ Safe Cities :Free of Violence , India, 2010)

⁸ Proceeding Report, AWON, 2011

⁹ Paudel. R, New Spotlight, 2010

¹⁰ Bhatia N., *Public Spaces: consequences and Cost*, 2010

context. Particularly, it assesses the dynamic of violence associated with public transport around masculine perspectives including the sub-ordinate masculinity.

2.1. Consultation with Guide of Fellowship: since beginning of the program, the mentor and colleagues are continuously in touch in order to discuss about the process, methodology, contents and quality of the project product by holding meetings, virtual communication and at person.

2.2. Consultation Meeting with Stakeholders: In order to facilitate the research process e.g. identify the appropriate routes, questions etc, there were two consultation meetings had taken place before data collection in September 2011. During this meeting, participants recommended the following things;



Figure Interaction Program with

i. the busiest routes and public transport for data collection as mentioned below;

- Koterswor to Gopikrishna, Nepal Yatayat
- Maharajgunj to Ratnapark, Kantipur
- Ratnapark to Tinkune, Madya Upteka (mid valley
- Kirtipur to Ratnapark, Kirtipur Yatayat

ii. time for data collection-between- 8.00-12.00

iii. selection of respondents- involve more members from decision making level/policy makers

Likewise, the consultation meeting had organized in November 2011 where the representatives of the transport association, victims, drivers, conductors, law makers, media etc were provided their input and expressed commitment to implement the recommendation (See for Annex for participants).

2.3. Participation Observation: Observed four recommended routes which simply from one station to another station e.g. Koteswor to Ratnapark, rooming in four bus park/station during the busiest or less busiest timing in order to observe gender performances being carried out by women, men and Transgender associated with public transport¹¹. Meanwhile, this research also observed the use of information and communication materials such as music, radio program, posters, statements, cartoons etc.

¹¹ If the Transgender recognize well

2.4. Interview Schedule:

For exploring the determining attributes of masculinities to enacted violence in public transport, this study collect data and information through purposive interview schedule with 15-49 years women and men, girls and boys because these years are more enactment of masculinity, more dynamic, mobile age and important for reproductive health (see annex for guiding questions). The interview schedule proceeds with following respondents;

2.3.1. With men as operators-driver and conductors/assistant: The 10 (five drivers, five conductor) conductors chosen purposively in order to examine the underlying causes which create sub-culture within the men or how the masculinity among less well off communities such as economical, social and cultural background which promote to manifest masculine behaviors. It was also analysis masculinity within two levels in same category (sub-ordinate masculinity).

2.3.2. With the men/boys (as users): The ten (boys and men) general men chosen purposively for exploring the motivation factors or condition against 'protection discourse.'

2.4. Group meeting with women users: The three group meeting comprised of two or more women (total women No.8) who are using public vehicles in old Bus Park, Ratnapark chosen and discussed about the forms, frequency, timing, conditions, and strategies in two ways: violence and protection. The guiding question attached in annex.

2.5. Telephonic Interview: In order to get the deeper understanding and insight on masculinities and its impacts, associated with public transport, specifically how policy makers are taking in to account as an urgent issue to address or less priority. For this purpose, three telephonic interviews carried out. It comprised of the following stakeholders; Office of Prime Minister and Council Minister (OPMCM), National Women Commission, Ministry Labor and Transport. At the end of data collection, researcher had taken interview because this was the great opportunity to discuss about the issue as well as a strategy to make them accountable.

3. Ethical Consideration:

Throughout the research, the ethical principles considered during data collection as well as dissemination of findings. Particularly, the principles; the duty of protect the welfare of the participants, respect the participant's choice and justice, considered by maintaining confidentiality, taking informed choice and sharing of the outcomes with the participants (WHO ethical guidelines). The verbal consent will be taken with each respondents and while taking photographs.

Analysis and Discussion

1. Demographic Information:

The age, caste, education, address, occupation, and year of living has been discussed in this study as an influential factors of construction of Masculinity. Because of the masculinity is dynamic, varies from time, place, person, occupation etc and changing accordingly. These factors discussed in upcoming paragraphs which are asked with the respondent of in-depth interview and group meeting

1. Drivers

As mentioned below Table no. 1, five drivers represented Nepal Yatayat and Mid-Valley transport in Kathmandu.

Table No 1. Demographic Characteristics of Men as Operator/Driver

S.N.	Transport	Age	Caste	Education	Address	Previous occupation	No of years in Kathmandu	Parents' occupation
1	Nepal Yatayat	27	Chhetri	5 class	Ramechhap	Aboard	10	Agriculture
2	Mid valley	28	Newar	5 class	Lalitpur	Conductor	6	Agriculture
3	Mid valley	29	Chhetri	SLC	Banke	conductor	7	agriculture
4	Nepal Yatayat	32	Bramin	SLC pass	Ramechhap	Driving	11	Agriculture
5	Nepal Yatayat	32	Newar	SLC pass	Kavre	Conductor	12	Agriculture

Age (years):

Among the in-depth interviewed drivers, they fall between 27-32 years of age that belong with the most productive, interactive, mobile age of life of the person.

Caste/ethnicity:

Out of five respondents, three represented with Bramin/Chhetri and rests of them belong with Newar (Advanced Janjati).

Educational status:

As the general saying in Nepali society, that the drivers/conductors have not have education. Surprisingly, all respondents are educated; at least completed primary level education and majority of them (N-3) have passed SLC (School Leaving Certificate) from their respective home town.

Address:

All respondents are belonging to outside of Kathmandu valley; initially they came in Kathmandu then started to work in public transport sectors due to easy access and readily available. They are living in Kathmandu since long time. The range of living in Kathmandu is 6-12 years.

Working Years in bus/public transport:

Once they start to live in Kathmandu, start to engage with public transport (6-12 years) simultaneously.

Parent's Occupation:

All respondent's parents are engaged in agricultural sector in their respective place of origin.

2. Conductors

As mentioned below Table no. 2, five conductors were taken for in-depth interview who represented Nepal Yatayat and Mid-Valley transport in Kathmandu.

Table No. 2 Demographic Characteristic of the Conductors

S. N.	Transport	Age	Caste	Education	Address	Previous occupation	No of years in Kath	Parents' occupation
1	Nepal yatayat	22	Bramin	IA	Sindhuli	Student	4 years	Agriculture
2	Nepal yatayat	22	Bramin	5	Sankhuwa sabha	Conductor	4yrs	Agriculture
3	Nepal yatayat	23	Shah	3 class	Sunsari	Conductor	11 years	Business
4	Mid valley	28	Bramin	SLC pass	Kavre	Student	3 months	Agriculture
5	Mid-valley	29	Chhetri	SLC pass	Banke	Conductor	6 yrs	Agriculture

Age (years):

As like drivers, conductors also represented the most mobile and productive age of life . They fall between 22-29 years.

Caste/ethnicity:

Out of the five respondents, four are belongs with Bramin/Chhetri and only one belongs with shah or Terai dalit.

Educational status:

As like drivers, conductors are educated, majority (N-3) has passed SLC (School Leaving Certificate).

Address:

They all are belonging to outside of Kathmandu as drivers. However, they are living in Kathmandu since long time, ranges from 3 months -11 years.

Working Years in bus/public transport:

When they start to live in Kathmandu immediately start to engage with public transport (6-12 years).

Parent's Occupation: All are engaged in agricultural sector except one.

3. Men passenger:

As mentioned below Table no. 3, 10 men as survivor, protector and witnessed, interviewed for in-depth interview. They represented Nepal Yatayat and Mid-Valley transport in Kathmandu.

Table No. 3- Characteristic of the Men Passenger

S.N.	Education	Age	Caste	Address	Occupation	Years of witness
1	Twelve	17	Bramin	Kathmandu	Student	5
2	Bachelor	24	Newar	Chitwan	student	7
3	Bachelor	26	Chhetri	Dang	Service	10
4	Master	29	Bramin	Banke	Service	10
5	3 class	40	Gurung	Sindhuli	Taxi driver	20
6	literate	40	Newar	Bhaktapur	Bussiness	20
7	5 class	52	Chhetri	Okhaldhunga	Security Guard	30
8	Literate	52	Bramin	Chitwan	Agriculture	50
9	Literate	58	Bramin	Chitwan	housework	30
10	Illiterate	65	Tamang	Kathmandu	housework	50

Education:

Among the respondents, nine have educated ranges from class three to master's degree and one is illiterate.

Age and occupation:

The range of age of the respondents is from 17-65 years who have engaged in various forms of occupation such as students, driver, business, agriculture, housework and services.

Caste/Ethnicity:

Among the respondents, three represented from the Janjati and rest of belong with Bramin/Chhetri.

Number of years experiencing /witnessed violence in public transportation:

Since using the public transport, they witnessed the violence in the public transport, its falls from 5-50 years

4. Women of Group meeting

As mentioned below Table no. 4, eight women participated during group meeting who represented women passengers as survivors, protector, witnessed and perpetrators, in old bus park in Kathmandu. The details of this table are described in below.

Table No 4. Characteristic of the Women Passengers

S. N.	Group	Age	Education	Caste	Address	Occupation	Years of witness
1	1	16	11	Bramin	Kathmandu	Student	1
2		28	SLC	Janjati	Dharan	Handicraft	10
3	2	29	MA	Madesh	Mahottari	Social worker	7
4		33	BA	Bramin	Kathamndu	Service	10
5		34	Literate	Chhetri	Chitwan	House work	10
6	3	34	10	Janjati	Dharan	handicraft	4
7		35	SLC	Janjati	Dharan	handicraft	10
8		42	Literate	Chhetri	Chitwan	House work	10

Age:

Among the respondents, the age group found range from 16-42 years that is also the most productive, mobile age due to their nature of work as well as the vulnerable as for subject to violence.

Education:

Regards to the education, all are educated and have different background.

Caste/Ethnicity:

Respondent of women group meeting belong to diverse caste/ethnic background; Bramin/Chhetri, Janjati, Madesh.

Address:

Six respondents are working in Kathmandu from outside. They are associated with social work, college, Handicraft Company as their occupation.

2. Participation Observation:

During the study period, four routes were observed as mentioned below;

- Koterswor to Gopikrishna, Nepal Yatayat
- Maharajgunj to Ratnapark, Kantipur
- Ratnapark to Tinkune, Madya Upteka (mid valley)
- Kirtipur to Ratnapark, Kirtipur Yatayat

The following situation is observed by

- Women and girls are more vulnerable during office time and evening, especially conductors are badly scolded to women who have with bag or luggage.
- No reserved seats for women, disability, short heights, if provisioned in some cases but not implemented at all
- No space for stand at all. No bars, ropes, stands for standing except Kirtipur transport
- Pieces of poems, slogan, statements, stickers, posters, cartoons etc which are not friendly for women/girls put at door, ceiling, wall etc of the vehicles
- Conductors hold strongly at the arms, back, hand while get on/off where there is no need to supposed
- The conductor, driver or men passengers make funs, joke related to women and girls. The following words are commonly used;
 - a) Mujhi (refer to private parts)
 - b) Mother fucking
 - c) Wow! How beauty, I am dying for such girl friend
 - d) Why do you use this public bus, go by car
- Men passengers, conductors create opportunity e.g. act as fall in sleep for sexual abuse, fondling of body parts mainly breast, axilla, ear, back, cheeks, occupy more space in seat by spreading legs etc
- Shouted to women if she try to defense by saying use car !marriage with rich, why did you wear such a sexy dress or looking so sexy
- No women driver and conductor or employees
- The rental rate also claim more, do not or denial to return or need to request to back
- Unnecessary debate or discussion while women show her identity card for discount if she has with kids, looks simple or adult by saying e.g. do anyone go to college with 2-3 kids? Is it of daughter or mother, ha ha !,oh! nowadays intellectual go to college at the age 40 years
- Pick pocketing inside the vehicles, and during get on/off

3. Interview Schedule:

3.1. Men as operator/driver:

Among the driver respondents, the reinforcing factors of violence in public transport has discussed in various sub-headings as follows;

Motivation to work in vehicles:

Among the five respondents, four are joined the public transport due to unemployment or their livelihood. Respondent said, **'I can't become a thief. I did SLC, my family considered me as bread winner for the family survival but I do not get any job then no way to join this sector.'** Few drivers joined this sector due to friends; in the beginning it was really fun having many friends.

Condition for working in bus;

There is no anything regards to conditions. Each route has their own committee; it has been operating on the basis of it that more focused on operations but not for the welfare of the drivers and conductors.

Knowledge on code of conduct, human rights:

They heard about the reserved seats for women, disabled simply but do not know about the rationale behind it. They never heard about the code of conduct and various rights, policies about women, girls and disabled. In Nepal Transport, the reserved seats allocated for women and disabled but it is not implemented. Neither the passenger knows about it nor the seats are available nor does the right holder claim their reserved seats. Sometime, conductor asks for leave the seats but no one ready to listen, and no one supported to conductor.

Act related violence to women, girls, men or Transgender:

Indeed, drivers are not ready to accept that there is violence; physical, verbal, psychosocial abuses happening in the bus that is normal. They responded, usually during the office time and evening, there is some disputes due to low rent, duplicate identity cards, get off passenger (because get on is easy but get off is longer, hard to serve passengers due to traffic).

Inspiration/motivation for using abusive statements, music.....

They do not know exactly why they are using such abusive statements, songs or dialogues. However they used to for that and sometimes they enjoy with it.

The most common victims: women, girls, men, boys, Transgender:

Since the drivers are not agreed about the violence happening in the public transport though they said that the women, girls known transgender are more vulnerable for the violence.

Motivation for enacted violence:

It is because of learning/socialization form childhood. Usually women and girls are unable to complaint or protest, if they do, no one supports them (usually). It is sorts of entertainment, they said.

Types of violence:

Though the drivers do not admit the violence from their side, they observed that pushing, passing comments, joking, touching the sensitive body parts etc are common forms of violence.

The common place for occurrence of violence:

The bus parks, bus stops and inside the bus are more common place for violence.

Motivation to protect or protest against violence:

Indeed, there is no usual practice of protection. However, sometimes, driver jumped in to it when they realized that the conductors are going to lose. It is done for the sake of solidarity as well as prestige of the drivers and conductors. Conductors resolve or deal

the cases according to the context of violence as they can in their way as mentioned below;

- gently talked when they felt that the victim has well educated, strong physical structure or well dress up
- sometimes shouted haphazardly, means threaten indirectly to perpetrators because they can't speak against them due to their heroism
- Sometimes, conductors remained quiet and ignored fully

Suggestions to prevent violence:

Strong punishment system should be introduced, they said. Political parties encouraging the impunity of culture, they are most corrupted, drivers added. In addition, women, girls, men, drivers needs education about it because it is responsibility of all e.g. reserve seats, men should leave the seats, women should use the seats and bus owner or policy should allocate the seat.

3.2 Men as Conductors:

Motivation to work in vehicles:

As like to drivers, conductors joined in public transport due to following reasons;

- Have more fun with friends (N-3)
- Earning for study and livelihood.

Condition for working in bus;

It is same as drivers. There is no anything regards to conditions. Each route has its own committee; it has been operating on the basis of that. It is more focused on operations but not for the welfare of the drivers, conductors and passengers.

Knowledge on code of conduct, human rights:

Same as drivers, they do not know about DO'S and DON'T while working in public transport.

Act related violence to women, girls, men or Transgender:

As drivers, conductors also do not admit the violence, disputes in the public transport. They responded, `usually during the office time and evening, there is some disputes due to low rent, duplicate identity cards, get off passenger (because get on is easy but get off is longer, hard to please passengers due to traffic).

Inspiration/motivation for using abusive statements, music.....

It is just for fun, passing the comments to girls/women during the free time/daytime. They do not know exactly why they are using such abusive statements, songs or dialogues. However they used to for that and sometimes they enjoy with it which has been learned from the senior's males, conductors, drivers and all men in general. Conductors also speak with rudely sometimes because they are working in such a big pressure such as limited time, order from driver, traffic police, vehicle owner etc meantime passenger are not obey the instruction then conductors also no way for compensation.

The most common victims: women, girls, men, boys, Transgender:

Since the conductors are not agreed that they acted about violence in the public transport though they agreed that the women, girls known transgender are more vulnerable for the violence.

Motivation for enacted violence:

It is because of learning/socialization form childhood. Usually women and girls are unable to complaint or protest, if they do, no one supports them (usually) and sorts of entertainment, they said. They also added, most of the men are doing so why not we? May be women and girls are for sake of enjoyment, expressed with smile by some conductors.

Types of violence:

Though the conductors do not admit the violence from their side, they observed that pushing, passing comments, joking, touching the sensitive body parts etc are common forms of violence.

The common place for occurrence of violence and to whom:

The bus parks, bus station and inside the bus are more common place for violence. Some reluctantly, admitted that these activities¹² take place while get on and get off.

Motivation to protect or protest against violence:

Sometimes, conductors protest e.g. if the women or girl are beautiful or they liked. Otherwise do not care about the violence or depends on mood.

Suggestions to prevent violence:

Conductor do not know well about the suggestions however they thought that everyone; passenger, driver, conductor, will be less stress if the system will introduced and implemented for following seats (not allow to carry more than seats).

3.3. Men as passenger:

The most vulnerable group:

Women and girls are most vulnerable groups. Sometimes, if recognized third gender, they stigmatized by making jokes and passing comments.

Reason behind the increasing the vulnerability:

For violent boys/men, there is no system for punishment, political leaders and police themselves are committing violence directly and indirectly. Everyone is showing heroism at the name of DADAGIRI so men and boys also might think in this way. The police do also not much supportive as intended. In other side, the drivers, conductors and men passengers also do not know about the rights and duties.

¹² Conductors do not know these activities are refer violence so they like to prefer activities

Response while observing the violence:

It depends on situation. Sometimes response against violence in a protective manner and sometimes fully ignored.

Motivation behind such response:

Don't know exactly behind the response against violence because they do not respond always. Sometimes felt duty, sometime felt sympathy and sometimes felt more attractive, then try to protect as well as leave the seats for sitting.

Suggestions:

They said, need law to punish to everyone, no excuse to all at all. Meanwhile, should raise awareness on rights, responsibilities and rules through radio, traffic weekly or any other means because people exactly do not know what is going on and whether it is good or bad or culture.

3.4 Group meeting with women**Reason for behind using public vehicles:**

These respondents have no way without using public transport in their life. Mostly said, they are poor, no private vehicle for them, even for the men members. Their works also compel to use public vehicle such as going to school/office/garment etc. At the mean time, they have to continue their work as well as bring the kids to hospital or any sorts of household chores.

Experiences of any forms of violence:

They said `YES'. All respondent experienced the various forms of the violence by themselves. The nature of violence is more and serious. Two participants referred to the gang rape incidence with NUN on public transport. They characterized the various forms of violence; starring, verbal jokes, scold, fondling, rubbing genital with women/girls or touching their genitalia by themselves, referring the body parts or cartoons, vulgar songs etc

Witnessed of any forms of violence:

They also witnessed the many forms of sexual harassment including physical and psychological violence such as touching, verbal abuse, unaccepted songs, cartoons.

The most vulnerable individual or group for violence and timing for violence:

Based on their experience, college girls recognized third gender and women with bags/babies are more vulnerable. The office times, after sunset women and girls and more victimized.

The reason for underlying such violence:

They also said that they don't know about exact reason. However, women and girls abused due to poor status of women and girls in the society and they can't revolt immediately that is why they encountered with abuses.

The most common place for violence:

There are several common places for the violence in public transport. It happened in bus stations, while get on and get off bus, inside the bus and while walking in the street.

Immediate response while experience:

Usually ignore and accommodate the positions by manipulating the position, protect by keeping bags etc. In case of enabling environment like during day time, with few friends or assumed that environment is supporting, women and girls are also protest.

The suggestion for response and prevention of violence:

Women and girls suggested the points as mentioned below;

- The buses should stop to carry passengers beyond seats,
- There should be strict timeline to run the vehicles
- The awareness raising activities should reach to the drivers, conductors and men passengers
- The political parties shouldn't protect the perpetrators
- Perpetrators should hang in the 'Thundikhel'

5. Telephonic Interview**Knowledge so far on violence issues: types, with whom:**

The policy makers agreed that women and girls facing sexual and gender based violence everyday in public transport from unwelcomed looking to gang rape.

Knowledge so far on underlying causes of violence:

Women and girls considered a second citizen and discriminated across all sectors and levels and exiting discriminatory laws are the major causes of violence in general.

The most urgent policy concern for your institutions:

They said, the bill tabulated on public sphere which will speak about the public transport in a way and another. However, it is not considered as high priority.

Person in decision making positions:

By nature National Women Commission has women members otherwise, no women in decision making positions.

Policies associated with public transport:

In Nepal, there is no specific policy in place yet except the code of conduct on public transport 2067. However, the bill on sexual harassment on workforce has pending in cabinet, though is not spell well about the public transport. The public transport is not considered as a form of workforce.

Implementation mechanism so far:

The implementation is so poor; neither the case neither reported nor acted, as response nor prevention from the governmental level due to considered as low priority as well as unclear roles and responsibilities. However, the drinking and smoking is controlled to some extent.

Experienced challenges:

Poor coordination among the key stakeholders as well as culture of impunity are the major challenges while working in public transport. They said that the government needs to go long way in order to address the underlying causes of violence in public transport

Suggestions if any:

By considering the issues and its long term effects, should considered it seriously and concretely which requires several consultation among them, they responded.

Key Findings

1. Demographic Information:

A total 31 respondents are involved in this study. Among them, five drivers, 5 conductors, 10 men passengers, 8 women passengers and three policy makers. By sex, total 22 are men and 9 are women. By age, all are fall between 16-65 years which is very productive and interactive age of the human life. By caste/ethnicity, total 17 are belong with Bramin/Chhetri, 6 are belong with Janjati excluding Newar, 5 are belong with Newar, 2 are belong with Madesh and and 1 belong with Dalit. By education, 10 have primary education, 8 have SLC and above SLC and 4 have illiterate.

2. Participation Observation

Women, men and transgender are encountered with various forms of sexual violence includes mental, physical, and sexual in the public transport. However, women and girls are most suffered where as men are involved. Sometimes, the women who have huge bodily structure or well dress up involved in the violence to women and men. Likewise, the conductors are getting verbal abuse from the drivers. By time, evening and office time is more risks times for violence. By place, the bus parks, road and inside the bust are major places for violence.

3. Interview Schedule:

3.1. Men as operator/driver:

Majority of the drivers involved in the violence towards women and girls due to their socialization process and considered as powerfulness as well as a means of entertainment. The drivers do not like to involve in the protection unless and until the conductor are in risk it also reveals that is prestige of the driver/bus, forms of entitlement of the power.

3.2 Men as Conductors:

Though the conductors do not agreed that the violence happened in public transport, they involved in making violence in the public transport. They learned such behavior from their socialization process specially influence from men, drivers and senior conductors. Sometimes, they involved in the protection of violence when they felt that they are superior by sex, strong physical structure, well dress up. These are also a means of power, they are obeying the power. Sometimes, they shouted haphazardly, means threaten indirectly to perpetrators because they can't speak against them due to their heroism. It is also a form of powerfulness by conductor themselves. They project their power through verbal communication including abusive words. And sometimes, conductors remained quiet and ignored fully which denote their powerlessness.

3.3. Men as passenger:

The men perceived that the violence is the symbol of 'DADAGIRI' or 'HEROISM' which is the form of power. Usually, such powers used as negative forms e.g. violence. Men also involved in the protection against violence but it is contextual and varies place to

place and person to person e.g. men do not always engage in protection of violence public transport.

3.4 Group meeting with women

Mostly, women considered themselves physically weak, insecure and powerless while travelling in the public transport especially during the office time and evening. Women also engage in protection against violence when they felt powerful, secure or having enabling environment like day time or have group of friends or felt confident to get support from neighboring passengers.

5. Telephonic Interview

The poorly founded policies and enforcement of policies also encourage making violence in public transport e.g. none of the drivers/conductors know about the code of conduct on public transport and basic human rights of passengers.

Conclusion and Recommendation

Conclusion:

Based on discussion from the earlier chapters, the following points can be drawn as conclusion.

1. Both the drivers and conductors behavior regards to migration, mobility and occupation is influence by factors of construction of masculinity.
2. The privileges such as accessibility, availability, freedom and friendship of drivers and conductors, influence to choose occupation.
3. The ignorance about code of conduct, human rights and other rules related to public transport are the reinforcing factor to occur violence associated with public transport
4. Sex and gender identity, physical structure, dress up, feeling of heroism and position (conductors suffers from driver, traffic and men passengers) makes matters for occurring violence. In case of conductors, they are getting extreme pressure from drivers and traffic as well. They also influenced from their senior male members, drivers, portrait of heroism since childhood and also violence considered as a form of entertainment
5. The office hours and evening times are the most vulnerable time for violence due to gendered time as considered unsafe and insecure for women. Likewise, the bus park, inside the bus and road also unsafe and insecure especially for women and girls due to gender and gendered places.
6. The various forms of violence to women, girls and identified transgender is common in the public transport that the range of violence; mental, physical, sexual, social occurred in the transport.
7. The protection against violence is sense of entitlement power to both men, women and girls but it is vary to person to person and place to place such as context, time, and person.
8. The policy and practice of policy enforcement have influenced the in shaping the behaviors of person. However, it is men are influenced more towards reverse outcomes. Therefore, more men acted as perpetrators behind the violence occurring in public transport. The inadequate policy and poor enforcement of existing policy is resulted due to having low participation of women in public transport sectors.
9. Regards to the violence occurring in public transport, to conduct studies/research including awareness raising activities is urgently required to ensure the violence free public transport.

Recommendation

In order to address the violence in the public transport, this study recommended the following points;

Capacity building:

- Enhance knowledge and skills on code of conducts, traffic rules and relevant human rights concerns to the public transport entrepreneurs, trade unions, drivers, conductors
- Improve the understanding on violence and traffic roles by engaging the traffic in various capacity building programs

Transport Entrepreneur

- Endorse the policy to orient and signed in the code of conduct while offering appointment letter
- Organize the series of activities in order to raise awareness on code of conduct on public transport and other disciplinary actions expected by the public transporters from the public

Networking, Policy Advocacy and Monitoring

- The partnership and networking should expand to involve concerned stakeholders across sectors
- The coordination among the key actors specially ministry of labour and public transport, national women commission, Traffic police and public transport entrepreneurs has to organize series of interactions for policy revised and enforcement
- By them, need to develop a strong monitoring mechanism including civil society organizations

Engagement with educational institutions

- Due to pro-longed used the public transport by school users till university level and in daily life, the educational institutions is a crucial stakeholder to engage and minimize the violence behavior as well as increased positive attitude

Media mobilization

- The media is crucial for wide coverage of the users of public transport as well as the policy makers so program should link with media.

Study/Research and dissemination

- Need to conduct a research in large scale to understand the causes violence and its management at policy and implementation level
- The dissemination mechanism also need to develop to realized the essence of the study and its impact of the national building at large

Reference:

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4. National Demographic Health Survey, 2006
5. Proceeding Report, Action Works Nepal, 2010
6. Paudel. R, New Spotlight, 2010
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Annex

Activity Plan:

S.N.	Major Activities	2011					
		Feb-June	July	Aug	Sept	Oct	Nov
1	<i>Literature Review</i>						
2	<i>Consultative Meeting-trade union, transport association, Govt, AWON etc finalization tools/sites and KII</i>						
3	<i>Data Collection-participant observation, interview schedule, KII, group meeting</i>						
4	<i>Data Management and Analysis</i>						
5	<i>Prepare and Sharing of Draft Report with resource person</i>						
6	<i>Finalization of Report</i>						
7	<i>Dissemination of Report with stakeholder as mentioned in activity No 2</i>						

Financial Report**Project Name: Understanding Masculinities in Public Transport****Name of the Fellow: Radha Paudel****Reporting Period: Feb-December, 2011****Income:****Save the Children****USD 1700****Expenditure**

S.N.	Description/Activities	Budget USD	Expenses	Balance
1	Literature review-materials	70	70	
2	Consultation Meeting with stakeholder-refreshment	177	177	
3	Orient to Note Taker	28	28	
4	Data Collection-Note taker	507	507	
5	Technical Assistant in Data Management (USE AWON's TA)	0	0	
6	Photocopy/print/stationary	324	324	
7	Supplies: recorder, camera, battery, banner etc	352	352	
8	Dissemination: Members of consultative meeting with stakeholders	177	177	
9	Stipend	250	250	
10	Transportation	201	201	
11	Communication	113	113	
Total Cost		2,200	2200	

Guiding Questions

1. Guiding Questions for Key Informant Interview (KII):

Introduction:

Objective sharing:

Informed Consent:

Demographic Information: Name: Organization: Position: Education

1. Knowledge so far on violence issues: types, with whom
2. Knowledge so far on underlying causes of violence
3. The most urgent policy concern for this ministry/institutions
4. Person in decision making positions
5. Policies associated with public transport
6. Implementation mechanism so far
7. Experienced challenges
8. Suggestions if any

2. Participants Observation:

Four Routes

1. Reserved seats for women
2. Behavior towards women from men (driver, conductor), boys, Transgender while get on, off and inside the vehicles
3. Statements, music, posters...used in vehicles
4. Mental status of women survivors in bus and park in different timing
5. Gesture, activities of women and men in bus park

3. Interview Schedule:

Introduction:

Objective sharing:

Informed Consent:

Demographic Information: Code (Name), Age, Education, Caste, Occupation, # year using public transport

3.1. With men as operators-driver and conductors/assistant:

Subculture/sub areas

1. Age (years)
2. Belong from (Home town)
3. Occupation of parents
4. Educational status: from where, grade
5. Years living in Kathmandu
6. Years working in bus

7. *Motivation to work in vehicles*
8. *Condition for working in bus*
9. *Knowledge on code of conduct, human rights: reserved seat, safety of the passengers*
10. *Act related violence to women, girls, men or Transgender e.g. passing the comments*
11. *Types of violence including disputes they acted*
12. *Inspiration/motivation for using statements, music.....*
13. *The most common victims: women, girls, men, boys, Transgender*
14. *Motivation for enacted violence*
15. *Types of women, girls, men, boys and Transgender, not encountered with violence*
16. *The common place for occurrence of violence and to whom*
17. *Motivation to protect or protest against violence*
18. *Suggestions to prevent violence if any*

3.2. With the men passenger: protector, surviour, witnesser

1. *Number of years experiencing /witnessed violence in public transportation*
2. *The most vulnerable group*
3. *Reason behind the increasing the vulnerability*
4. *Response while observing the violence*
5. *Motivation behind such response*
6. *Suggestion to the victims and actors who are working around it*

3. Group meeting with women

1. *Reason for behind using public vehicles*
2. *Experiences of any forms of violence*
3. *Witnessed of any forms of violence*
4. *The most vulnerable individual or group for violence and timing for violence*
5. *The reason for underlying such violence*
6. *The most common place for violence*
7. *Immediate response while experience*
8. *Immediate response while experienced*
9. *The suggestion for response and prevention of violence*

List of the participants of sharing meeting of public Transport

S.N.	Name	Organization
1.	Durga Thapa	BDS
2.	Arati Rana Magar	Constitutional Assembly Member
3.	Nirasha Bhandari	BDS
4.	Manju Yadav	Social Worker
5.	Sarati Subedi	Sarathi Nepal
6.	Kala Rai	WOREC Nepal
7.	Indu Sharma	Constitutional Assembly Member
8.	Devi Khadka	Constitutional Assembly Member
9.	Shanti Adhikari	Constitutional Assembly Member
10	Shanta Chaudhary	Constitutional Assembly Member
11	Kumar Paudel	
12	Sharad Neupane	Asian Academic For Peace
13	Asmita Pariyar	Chaahari Nepal
14	Sirjana Pun	WOWOFUN
15	Bimla Thapa	Police Headquarter
16	Mona Ansari	National Women Commission
17	Mahima Malla	OPMCM
18	Jenee Rai	The Kathmanu Post
19	Julia Chitrakar	CSGS, WHRS
20	Shiromani Dhital	OUTLINE media
21	Bharat Parsad	AWON
22	Lalitkala Grg	NTV
23	Mira Pun	Constitutional Assembly Member
24	Samjhana Paudel	OUTLINE Media
25	Asha Manander	News 24
26	Bigyan Sharma	OUTLINE Media
27	Kumar Bhandari	OUTLINE media
28	Subindra Shrestha	ATV
29	Jagannath Dulal	OUTLINE media
30	Anusha Dhungana	NEWS 24
31	Gyanratna Maharjan	Xpose Nepal
32	Ramesh Pandey	OUTLINE Media