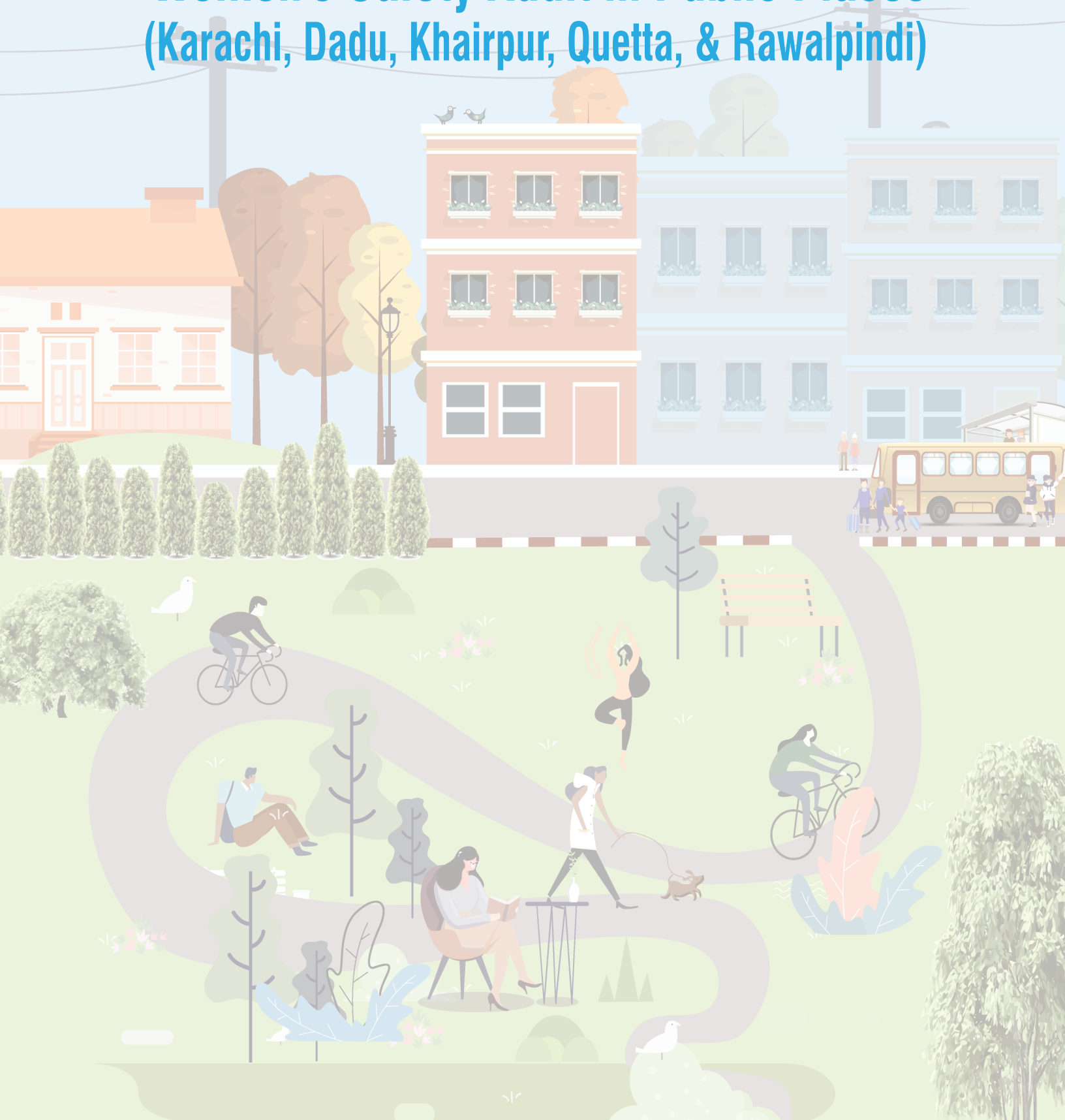


Women's Safety Audit in Public Places (Karachi, Dadu, Khairpur, Quetta, & Rawalpindi)



Women's Safety Audit in Public Places

(Karachi, Dadu, Khairpur, Quetta, & Rawalpindi)

2020

TABLE OF CONTENTS

| | |
|---|-----|
| MESSAGE FROM WOMEN DEVELOPMENT DEPARTMENT, GOVERNMENT OF SINDH | 10 |
| MESSAGE FROM WOMEN DEVELOPMENT DEPARTMENT, GOVERNMENT OF PUNJAB | 11 |
| MESSAGE FROM WOMEN DEVELOPMENT DEPARTMENT, GOVERNMENT OF BALOCHISTAN | 12 |
| MESSAGE FROM UN WOMEN, PAKISTAN | 13 |
| MESSAGE FROM AURAT FOUNDATION | 14 |
| ACKNOWLEDGMENTS | 15 |
| ACRONYMS | 16 |
| GLOSSARY OF KEY TERMS | 18 |
| EXECUTIVE SUMMARY | 24 |
| CHAPTER 1: INTRODUCTION | 32 |
| 1.1 OBJECTIVES OF THE STUDY | 33 |
| 1.2 IMPLEMENTATION METHODOLOGY | 34 |
| 1.3 PROJECT ACTIVITIES | 37 |
| CHAPTER 2: DESK REVIEW | 40 |
| 2.1 INTERNATIONAL COMMITMENTS | 43 |
| 2.2 CONSTITUTION AND NATIONAL LAWS | 43 |
| 2.3 PUNJAB | 44 |
| 2.4 SINDH | 48 |
| 2.5 BALOCHISTAN | 52 |
| 2.6 RESEARCH STUDIES | 54 |
| CHAPTER 3: METHODOLOGY | 57 |
| 3.1 RATIONALE AND METHODOLOGY | 58 |
| 3.2 RESEARCH METHODS AND SAMPLING | 58 |
| 3.3 DATA COLLECTION | 71 |
| 3.4 DATA ANALYSIS | 72 |
| CHAPTER 4: RESULTS | 73 |
| 4.1 PERCEPTION SURVEY OF WOMEN AT PUBLIC PLACES | 74 |
| 4.2 PERCEPTION SURVEY OF WOMEN COMMUTERS | 106 |
| 4.3 SAFETY WALKS | 144 |
| 4.4 KEY INFORMANTS INTERVIEWS (KIIs) | 170 |
| 4.5 FOCUS GROUP DISCUSSIONS (FGDs) | 186 |

| | |
|--|-----|
| CHAPTER 5: SUMMARY OF KEY SAFETY AUDIT FINDINGS BY DISTRICT | 191 |
| 5.1 KARACHI | 192 |
| 5.2 DADU | 197 |
| 5.3 KHAIRPUR | 202 |
| 5.4 RAWALPINDI | 207 |
| 5.5 QUETTA | 212 |
| CHAPTER 6: PROVINCIAL SYNOPSES | 217 |
| 6.1. SINDH | 218 |
| 6.2. PUNJAB..... | 219 |
| 6.3. BALOCHISTAN | 220 |
| CHAPTER 7: RECOMMENDATIONS | 222 |
| ANNEX 1: REFERENCES | 224 |
| ANNEX 2: PROVINCIAL STEERING COMMITTEES (PSCs) | 228 |
| ANNEX 3: DISTRICT TECHNICAL WORKING GROUPS (DTWGs) | 230 |
| ANNEX 4: LIST OF KEY INFORMANT INTERVIEWS (KIIs) | 232 |
| ANNEX 5: WSA SURVEY MAPPING EXERCISE | 234 |
| ANNEX 6: RESEARCH TOOLS | 248 |
| ANNEX 7: GUIDELINES FOR DATA COLLECTION | 275 |

LIST OF TABLES

| | |
|-----------|--|
| Table 1: | Population weighted sample size |
| Table 2: | Distribution of sample in Rawalpindi |
| Table 3: | Distribution of sample in Khairpur |
| Table 4: | Distribution of sample in Dadu |
| Table 5: | Distribution of sample in Quetta |
| Table 6: | Distribution of sample in Karachi Division |
| Table 7: | Distribution of sample district-wise |
| Table 8: | Distribution of sample by category and districts |
| Table 9: | Distribution of safety walks |
| Table 10: | Category |
| Table 11: | Nature of disability |
| Table 12: | Marital status |
| Table 13: | Age |
| Table 14: | Education |
| Table 15: | Employment status |
| Table 16: | Frequency of visiting public places |
| Table 17: | Accompanied by whom visiting public places by districts |
| Table 18: | Feeling of security in public places |
| Table 19: | Factors contributing towards feeling insecure in public places |
| Table 20: | Witnessed type of harassment faced by women in public places by district |
| Table 21: | Witnessed action taken by women in response to being harassed in public places by district |
| Table 22: | Witnessed action taken by women in response to being harassed in public places by category |
| Table 23: | Type of harassment faced by transgender persons (TGPs) in public places by district |
| Table 24: | Action taken by TGPs in response to harassment faced in public place by district |
| Table 25: | Type of harassment faced in public places by district |
| Table 26: | Type of harassment faced in markets by district |
| Table 27: | Type of harassment faced in parks by district |
| Table 28: | Type of harassment faced by age in public places |
| Table 29: | Type of harassment faced in public places by category |
| Table 30: | Action taken in response to being harassed in public places by district |
| Table 31: | Action taken after being harassed in public places by category |
| Table 32: | Action taken after being harassed in public places by education |
| Table 33: | Action taken on being harassed in markets by district |
| Table 34: | Action taken on being harassed in parks by district |
| Table 35: | Time of harassment incidence occurring in the public places |
| Table 36: | Number of people involved in the incidence of harassment |
| Table 37: | Family reaction on being told about facing harassment by district |
| Table 38: | Helpline response on complaints by district |
| Table 39: | Police response by district |
| Table 40: | Feeling unsafe in locality due to insidious men by district |
| Table 41: | Category |

| | |
|-----------|--|
| Table 42: | Age of women commuters |
| Table 43: | Education |
| Table 44: | Employment status |
| Table 45: | Income distribution |
| Table 46: | Nature of disability by district |
| Table 47: | Reasons for preferable mode of transport |
| Table 48: | Purpose of using transport |
| Table 49: | Frequency of using transport |
| Table 50: | Travel companions by district |
| Table 51: | Witnessed problems faced by women at transportation stops/ stands by district |
| Table 52: | Witnessed type of harassment faced by women at transportation stop by district |
| Table 53: | Witnessed action taken by women on being harassed at transportation stops |
| Table 54: | Type of harassment faced by TGPs at transportation stops/ stands by district |
| Table 55: | Action taken by TGPs on being harassed at transportation stops/ stands by district |
| Table 56: | Frequency of being harassed at transportation stops/ stands by district |
| Table 57: | Type of harassment faced at transportation stops/ stands by district |
| Table 58: | Type of harassment faced by respondent at transportation stops/ stands by category |
| Table 59: | Action taken on being harassed at transportation stops/ stands by district |
| Table 60: | Action taken on being harassed at transportation stops/ stands by educational levels |
| Table 61: | Action taken on being harassed at transportation stops/ stands by category |
| Table 62: | Factors contributing to feeling of insecurity by district |
| Table 63: | Get a place to stand in women's section while traveling by district |
| Table 64: | Designated place for TGPs in transport by district |
| Table 65: | TGPs faced resistance from men and women on boarding their section by district |
| Table 66: | Witnessed type of harassment faced by women while traveling by district |
| Table 67: | Witnessed action taken by women on being harassed while traveling by district |
| Table 68: | Type of harassment faced by TGPs while traveling by district |
| Table 69: | Action taken by TGPs on being harassed while traveling by district |
| Table 70: | Type of harassment faced while traveling by district |
| Table 71: | Harassment faced while traveling by category |
| Table 72: | Harassment faced while traveling by mode of transport |
| Table 73: | Actions taken by the one being harassed while traveling by age |
| Table 74: | Actions taken on being harassed while traveling by district |
| Table 75: | Response from Helpline/ App by district |
| Table 76: | Response of police after reporting by district |
| Table 77: | Harasser by district |
| Table 78: | Suggestions for improving behavior of drivers and conductors by district |
| Table 79: | Maintenance, escape routes and facilities for special persons in markets, parks and transport stops/ stands in Karachi |
| Table 80: | Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Karachi |
| Table 81: | Signage and graffiti in markets, parks and transport stops in Karachi |
| Table 82: | Visibility of women in markets, parks and transport stops, by time of day in Karachi |
| Table 83: | Markets, parks and transport stops environment in Karachi |
| Table 84: | Police presence and visibility from outside in markets, parks and transport stops in Karachi |

| | |
|------------|--|
| Table 85: | Maintenance, escape routes and facilities for special persons in markets, parks and transport stops/ stands in Khairpur |
| Table 86: | Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Khairpur |
| Table 87: | Signage and graffiti in markets, parks and transport stops in Khairpur |
| Table 88: | Visibility of women in markets, parks and transport stops, by time of day in Khairpur |
| Table 89: | Markets, parks and transport stops environment in Khairpur |
| Table 90: | Police presence and visibility from outside in markets, parks and transport stops in Khairpur |
| Table 91: | Maintenance, escape routes and facilities for special persons in markets, parks and transportation stops/ stands in Dadu |
| Table 92: | Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Dadu |
| Table 93: | Signage and graffiti in markets, parks and transport stops in Dadu |
| Table 94: | Visibility of women in markets, parks and transport stops, by time of day in Dadu |
| Table 95: | Markets, parks and transport stops environment in Dadu |
| Table 96: | Police presence and visibility from outside in markets, parks and transport stops in Dadu |
| Table 97: | Maintenance, escape routes and facilities for special persons in markets, parks and transportation stops/ stands in Rawalpindi |
| Table 98: | Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Rawalpindi |
| Table 99: | Signage and graffiti in markets, parks and transport stops in Rawalpindi |
| Table 100: | Visibility of women in markets, parks and transport stops, by time of day in Rawalpindi |
| Table 101: | Markets, parks and transport stops environment in Rawalpindi |
| Table 102: | Police presence and visibility from outside in markets, parks and transport stops in Rawalpindi |
| Table 103: | Maintenance, escape routes and facilities for special persons in markets, parks and transport stops/ stands in Quetta |
| Table 104: | Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Quetta |
| Table 105: | Signage and graffiti in markets, parks and transport stops in Quetta |
| Table 106: | Visibility of women in markets, parks and transport stops, by time of day in Quetta |
| Table 107: | Markets, parks and transport stops environment in Quetta |
| Table 108: | Police presence and visibility from outside in markets, parks and transport stops in Quetta |

LIST OF FIGURES

- Figure 3.1: Distribution of respondents in the sample
- Figure 3.2: Distribution of drivers/ conductors
- Figure 3.3: Distribution of KIIs by districts
- Figure 4.1: Time of going to public places by category
- Figure 4.2: Time of going to public places by district
- Figure 4.3: Feeling of security in public places
- Figure 4.4: Witnessed women being harassed in public places by district
- Figure 4.5: Witnessed TGP's facing harassment
- Figure 4.6: Harassment faced by respondents in public places
- Figure 4.7: Facing harassment in markets by district
- Figure 4.8: Facing harassment in parks by district
- Figure 4.9: Type of harassment faced in markets
- Figure 4.10: Type of harassment faced in parks
- Figure 4.11: Action taken on being harassed in markets
- Figure 4.12: Action taken on being harassed in parks
- Figure 4.13: Reaction of people against harassment in the public place
- Figure 4.14: Harasser in public places by district
- Figure 4.15: Awareness about sexual harassment being a crime by district
- Figure 4.16: Availability of separate washrooms for females in public spaces by district
- Figure 4.17: Place for diaper change by district
- Figure 4.18: Place for feeding children by district
- Figure 4.19: Facilities for special persons by district
- Figure 4.20: Provision of first aid facility by district
- Figure 4.21: Nearby presence of police/ guards by district
- Figure 4.22: Availability of light in dark areas by district
- Figure 4.23: Sample by district
- Figure 4.24: Sample by category
- Figure 4.25: Marital status
- Figure 4.26: Nature of disability by district
- Figure 4.27: Mode of transport by district
- Figure 4.28: Time of traveling by district
- Figure 4.29: Feeling of security at transport stops
- Figure 4.30: Witnessed women being harassed at transportation stands/ stops
- Figure 4.31: TGP's being harassed at transportation stands/ stops by district
- Figure 4.32: Respondents facing harassment at transportation stops/ stands by district
- Figure 4.33: Type of harassment faced at transportation stops/ stands
- Figure 4.34: Action taken on being harassed at transportation stops/ stands
- Figure 4.35: Feeling of security at transport stands/ stops by district
- Figure 4.36: Facilities for women with disabilities (WWDs) at transport stands by district
- Figure 4.37: Get a place to stand in women's section while traveling by district
- Figure 4.38: Witnessed women facing harassment while traveling by district
- Figure 4.39: TGP's being harassed while traveling by district

- Figure 4.40: Facing harassment while traveling by district
- Figure 4.41: Behavior of drivers and conductors to incidents of harassment by district
- Figure 4.42: Suggestions for improving behavior of drivers and conductors
- Figure 4.43: Is sexual harassment a punishable crime
- Figure 4.44: Awareness about PPC-509 by district
- Figure 4.45: Perception about driving motorcycles by district
- Figure 4.46: Suggestions to reduce sexual harassment in transportation
- Figure 4.47: Distribution of safety walks in Karachi
- Figure 4.48: Distribution of safety walks in Khairpur
- Figure 4.49: Distribution of safety walks in Dadu
- Figure 4.50: Distribution of safety walks in Rawalpindi
- Figure 4.51: Distribution of safety walks in Quetta

MESSAGE FROM WOMEN DEVELOPMENT DEPARTMENT, GOVERNMENT OF SINDH



The Government of Sindh is committed to the protection and promotion of women's rights, gender equity and equality in the public sector and in society in general. The Government of Sindh is actively engaged in the formation of public policies and laws to meet the special needs of women. Violence against women and girls (VAWG) is now widely recognized as a human rights violation. Keeping in view the challenges faced by women in feeling assured of safety and comfort, UN Women, in collaboration with the Women Development Department (WDD), Government of Sindh, piloted the project, "Women's Safety Audit in Public Places" in Dadu, Khairpur, Karachi, Rawalpindi and Quetta districts. Aurat Foundation implemented the project and collected data to assess women's perceptions of safety, the factors leading to their harassment and ways to curb VAWG in the public arena.

The Women's Safety Audit supplements Sindh Government priorities for women's empowerment and gender equality in pursuance of Sustainable Development Goal 5. The WDD Sindh has attempted to address these concerns through gender sensitive measures such as the 'Women on Wheels' project and separate public facilities for women. It aims to provide a subsidy to working women utilizing public transportation in the coming Annual Development Plan (ADP). Safety concerns surrounding public places in Sindh need to be proactively addressed to enable women to fully participate and have access to opportunities and resources. This audit provides credible data and recommendations for policy planning and implementation. We look forward to using this information to create an enabling environment where women and girls can move about safely, travel to schools and markets, for leisure and for work, with confidence and dignity.

SHEHLA RAZA

Minister

**Women Development Department
Government of Sindh**

MESSAGE FROM WOMEN DEVELOPMENT DEPARTMENT, GOVERNMENT OF PUNJAB



The Government of the Punjab is committed to achieving gender equality and women's empowerment in pursuance of Sustainable Development Goal 5. As women increasingly participate in economic, social and educational activities, many are accessing public spaces. Yet they continue to face challenges, including threat to their safety, security and self-respect. Keeping in view the challenges faced by women in ensuring safety and comfort, UN Women in collaboration with the Women Development Department, Government of Punjab piloted the "Women's Safety Audit in Public Places" project in Rawalpindi district. Aurat Foundation implemented the project and collected data to assess women's perceptions of safety, factors leading to their harassment and ways to curb violence against women and girls in the public arena.

The Government of Punjab has attempted to address these concerns through undertaking gender-sensitive measures, such as separate sections in buses and running women-only buses. Safety concerns are now being addressed to curb harassment in Metro stations, waiting areas and public spaces. It is foreseen that this audit will provide significant inputs leading to safe access to markets, parks and public transportation for women, girls and vulnerable communities.

We look forward to using this crucial information to create safer and smarter cities and communities where women and girls enjoy equal rights and opportunities.

AMBREEN RAZA
Secretary
Women Development Department
Government of Punjab

MESSAGE FROM WOMEN DEVELOPMENT DEPARTMENT, GOVERNMENT OF BALOCHISTAN



Ensuring women's safety and use of public transport is one of the main areas highlighted by the Government of Balochistan but can only achieve positive results if change in community behaviors and attitudes is brought about by increasing civic participation. Women who are a vulnerable segment of our society face harassment on a regular basis, but such cases are brushed under the carpet due to tribal norms and traditions.

Women travelling alone usually face verbal and physical harassment which results in restricting their freedom and binding them to travel with a male companion. The culture of holding women and girls responsible for all such harassment further inhibits their personality development and discourages them from freely participating in social and economic development. The basic requirement of establishing a helpline service to report such harassment cases in public places is currently facing many hurdles but I am certain that under the dynamic leadership of Honorable Chief Minister Balochistan Jam Kamal Khan, who is highly gender sensitized, these long-awaited policies will soon be implemented.

The Women Development Department (WDD), Government of Balochistan is conducting frequent meetings with public transporters and taking punitive measures against perpetrators. Similarly, steps like sensitization of law through robust awareness campaigns and involving law enforcement agencies effectively for reporting any untoward incidences in public places, are some of our main policy objectives. In pursuance of Sustainable Development Goal 5, safety concerns surrounding public spaces need to be proactively addressed to enable women to fully participate and have equal access to resources. The Women's Safety Audit in this context can be very effective for bringing about environment changes. Such initiatives would empower women and alert the public, as well as authorities, to the shared responsibility of ensuring the safety of women and would include the people of Balochistan in decision making processes.

SAIRA ATTA
Secretary
Women Development Department
Government of Balochistan

MESSAGE FROM UN WOMEN, PAKISTAN



It is every citizen's right to have access to safe public spaces without fear of violence or discrimination. This is not the case for most women and girls in the world. Unfortunately, Pakistan is not an exception. Their prospects for taking part in socio-economic activities with their full potential and agency remain overshadowed by the lack of safety that they experience in public spaces that impacts not only their educational and professional growth, but also their wellbeing. Women's mobility is restricted for a variety of reasons, ranging from traditional family norms and culture, to social stigma to fear of harassment and violence if they step out of their homes.

To understand the status of women's access to safe public spaces, UN Women conducted this Women's Safety Audit (WSA) in 5 cities across Pakistan, including Karachi, Dadu, Khairpur, Quetta and Rawalpindi. The audit is seen as a significant milestone in UN Women's efforts to support the provincial governments of Punjab, Sindh and Balochistan identify gaps and challenges that hinder provision of safe public spaces and services for women.

The study provides insights for the safety of women in the selected cities. Rigorous data analysis based on robust tools and methodology, collection of empirical evidence and comprehensive statistical examination was done to deduce findings of this important report in order to ensure the results are reached in a scientific manner and the recommendations are both pragmatic and effective.

Three districts of Sindh were part of the study. Karachi is a large metropolitan city, whereas Dadu and Khairpur are small districts in interior Sindh. All the cities were found to be unsafe for women. In Karachi (91.1%), Dadu (82.8%) and Khairpur (82.1%) women felt harassed in public places. In the district of Rawalpindi in Punjab, the majority (87.2%) of women faced harassment in public places. In Quetta, the provincial capital of Balochistan, the society is much more conservative and tribal compared to other provinces, and it was found that more than 80% women face harassment in public places. In spite of these high figures, reporting of incidents remains low, as the report found that women mostly ignored, verbally retaliated or informed family members in response to the incidents of harassment. These figures substantiate the need for concerted efforts to make public spaces safer for women.

I am confident that the analysis provided in this safety audit will help our government partners develop innovative and practical solutions to make public spaces safer and more accessible for all genders – especially women and other vulnerable groups – reaffirming our collective commitment to make our planning processes more gender-inclusive.

We are at a point in time when it is critical to join forces to advance actions for achieving the Sustainable Development Goals by 2030. UN Women is committed to work with the Government of Pakistan, at both federal and provincial levels, to help deliver on Pakistan's national and international commitments including CEDAW, BPfA and the SDGs. Together we can make our country and this world a better place for all ensuring equal access and opportunities for women, girls and gender minorities.

SHARMEELA RASSOOL
Country Representative
UN Women Pakistan

MESSAGE FROM AURAT FOUNDATION

Aurat Publication Information Service Foundation (Aurat Foundation) is working for women's greater access to knowledge, resources and institutions. We believe that the project, "Women's Safety Audit in Public Places" in Dadu, Khairpur, Karachi, Rawalpindi and Quetta districts, will promote our goal. This project supports the gender policies of the Government of Pakistan and was implemented with the assistance and guidance of UN Women Pakistan and with the support of Women Development Departments (WDDs).



Women's safety audit is a diagnostic tool being used all over the world to identify safe and unsafe spaces and ascertain how to improve unsafe spaces. There were three provinces covered in Pakistan, namely, Sindh, Punjab and Balochistan, for this audit. A detailed quantitative and qualitative analyses of six different research tools was carried out. The safety concerns of women in public places and transportation stops/ stands were discussed.

We hope that this study will increase awareness of violence against vulnerable groups and help users and decision-makers understand how men and women experience the urban environment differently. It can be instrumental in making public spaces safer and more accessible for women, girls and transgender persons. We need their full and meaningful participation to make cities safer for them. Federal, provincial and local governments along with civil society have a vital role and responsibility in engaging women and girls, and men and boys, as equals in decision-making, policy and strategy development for addressing violence against women and girls. Ending violence against women requires shared action and we need to recognize that if our cities are safer for women and girls, they will be better cities for everyone.

MAHNAZ RAHMAN
Resident Director
Aurat Foundation
Karachi

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Last, but not least we are grateful to all the women and transgender respondents, and all the field teams for participating in varying schedules during this challenging study.

ACRONYMS

| | |
|-------|--|
| ADC | Assistant Deputy Commissioner |
| AF | Aurat Foundation |
| APP | Associated Press of Pakistan |
| BPfA | Beijing Platform for Action |
| BRT | Bus Rapid Transit |
| CEDAW | Convention on the Elimination of All Forms of Discrimination against Women |
| CERP | Centre for Economic Research in Pakistan |
| CNG | Compressed Natural Gas |
| CPLC | Citizen Police Liaison Committee |
| CSO | Civil Society Organization |
| CSW | Commission on Status of Women |
| DAD | Dadu |
| DG | Director General |
| DGS | Department Gender Studies |
| DRTA | District Regional Transport Authority |
| DSP | Deputy Superintendent Police |
| DTWG | District Technical Working Group |
| EDO | Executive District Officers |
| EVAW | Ending Violence Against |
| FGD | Focus Group Discussion |
| FIR | First Information Report |
| GBV | Gender-Based Violence |
| GMC | Gender Mainstreaming Unit |
| GNI | Gross National Income |
| GoS | Government of Sindh |
| HoD | Head of Department |
| HRCP | Human Rights Commission of Pakistan |
| INGO | International Non-Governmental Organization |
| KAR | Karachi |
| KCR | Karachi Circular Railways |
| KHR | Khairpur |
| KI | Key Informant |
| KII | Key Informant Interview |
| KMC | Karachi Metropolitan Corporation |
| KNIP | Karachi Neighborhood Improvement Project |
| KPTS | Karachi Public Transport Society |
| KSDP | Karachi Strategic Development Plan |
| KTC | Karachi Transport Company |
| KTI | Karachi Transport Ittehad |
| KUTC | Karachi Urban Transport Cooperation Limited |

| | |
|-------|---|
| LRF | Legal Rights Forum |
| LTC | Lahore Transport Company |
| M&E | Monitoring & Evaluation |
| MPA | Member, Provincial Assembly |
| NGO | Non-Governmental Organization |
| P&D | Planning and Development |
| PCSW | Punjab Commission on the Status of Women |
| PHA | Punjab Horticultural Authority |
| PMA | Punjab Mass Transit Authority |
| PSC | Provincial Steering Committee |
| PSCA | Punjab Safe Cities Authority |
| PTA | Provincial Transport Authority |
| PWD | Person (living) With Disability |
| PWEP | Punjab Women's Empowerment Package |
| QUE | Quetta |
| QMC | Quetta Municipal Corporation |
| RTA | Rawalpindi Regional Transport Authority |
| RWP | Rawalpindi |
| S&GAD | Service & General Administration Department |
| SBBWC | Shaheed Benazir Bhutto Women Centre |
| SBK | Sardar Bahadur Khan University |
| SCSW | Sindh Commission on the Status of Women |
| SDG | Sustainable Development Goal |
| SHO | Station House Officer |
| SHRC | Sindh Human Rights Commission |
| SOPs | Standard Operating Procedures |
| SRU | Strategic Reform Unit |
| SSP | Senior Superintendent of Police |
| SWD | Social Welfare Department |
| TGP | Transgender Person |
| UoB | University of Balochistan |
| UN | United Nations |
| URC | Urban Resource Center |
| VAW | Violence Against Women |
| VAWG | Violence Against Women and Girls |
| WDD | Women Development Department |
| WSA | Women's Safety Audit |
| WWD | Woman (living) With Disability |

GLOSSARY OF KEY TERMS

- Assault:** A threat or attempt to inflict offensive physical contact or bodily harm on a person (as by lifting a fist in a threatening manner) that puts the person in immediate danger or in apprehension of danger.
- Cyberspace:** Cyberspace refers to the virtual computer world, and more specifically, an electronic medium that is used to facilitate online communication. Cyberspace's core feature is an interactive and virtual environment for a broad range of participants.¹
- Discrimination:** Discrimination is any unfair treatment or arbitrary distinction based on a person's race, sex, religion, nationality, ethnic origin, sexual orientation, disability, age, language, social origin or other status. Discrimination may be an isolated event affecting one person or a group of persons similarly situated, or may manifest itself through harassment or abuse of authority.²
- Domestic Violence:** A pattern of behavior in any relationship that is used to gain or maintain power and control. Abuse is physical, sexual, emotional, economic or psychological actions or threats of actions that influence another person. This includes any behaviors that frighten, intimidate, terrorize, manipulate, hurt, humiliate, blame, injure, or wound someone. Domestic abuse can happen to anyone of any race, age, sexual orientation, religion, or gender. It can occur within a range of relationships. Domestic violence affects people of all socioeconomic backgrounds and education levels.³
- Gender:** Socially constructed characteristics of women, men and transgendered individuals, i.e. the roles attributed to individuals by society in public and private spheres as opposed to biological construction of a person.
- Gender-Based Violence:** Violence directed against a person because of his/ her gender. Both women and men experience gender-based violence but the majority of victims are women and girls.

¹ Techopedia, <https://www.techopedia.com/definition/2493/cyberspace>

² United Nations Secretariat ST/ SGB/ 2008/ 5, Secretary-General's bulletin Prohibition of discrimination, harassment, including sexual harassment, and abuse of authority, 2008, <https://undocs.org/pdf?symbol=en/St/SGB/2008/5>

³ United Nations COVID-19 Response, <https://www.un.org/en/coronavirus/what-is-domestic-abuse>

- Gender Discrimination:** Any distinction, exclusion or restriction made on the basis of sex which has the effect or purpose of impairing or nullifying the recognition, enjoyment or exercise by women, irrespective of their marital status, on the basis of equality of men and women, of human rights and fundamental freedoms in the political, economic, social, cultural, civil or any other field – (Article 1 CEDAW)
- Gender Equality:** The equal access to rights, responsibilities and opportunities of women and men and girls and boys. Equality does not mean that women and men will become the same but that women's and men's access to rights, resources and opportunities will not depend on whether they are born male or female.⁴
- Gender Sensitization:** The modification of behavior by raising awareness of gender equality concerns. Changing behavior and instilling empathy into the views that we hold about our own and the other sex.⁵
- Harassment:** Harassment is any improper and unwelcome conduct that might reasonably be expected or be perceived to cause offence or humiliation to another person. Harassment may take the form of words, gestures or actions which tend to annoy, alarm, abuse, demean, intimidate, belittle, humiliate or embarrass another or which create an intimidating, hostile or offensive work environment. Harassment normally implies a series of incidents. Disagreement on work performance or on other work-related issues is normally not considered harassment and is not dealt with under the provisions of this policy but in the context of performance management.⁶
- Mental Disability:** A behavioral or mental pattern that causes significant distress or impairment of personal functioning. Such features may be persistent, relapsing and remitting, or occur as a single episode.
- Non-Verbal Harassment:** Non-verbal harassment does not involve oral communication or physical contact. Some examples of nonverbal sexual harassment include lewd or suggestive gesturing, winking and leering.

⁴ European Institute for Gender Equality, definitions and concepts: <https://eige.europa.eu/gender-mainstreaming/concepts-and-definitions>

⁵ United Nations Economic and Social Commission for Western Asia, <https://www.unescwa.org/gender-sensitization>

⁶ United Nations Secretariat ST/SGB/2008/5, Secretary-General's bulletin Prohibition of discrimination, harassment, including sexual harassment, and abuse of authority, 2008, <https://undocs.org/pdf?symbol=en/St/SGB/2008/5>

- Obscene Gestures:** An obscene gesture is a movement or position of the body, especially of the hands or arms, that is considered exceedingly offensive or vulgar in some particular cultures.
- Offender/ Perpetrator:** A person who commits an illegal act.
- Person With Disability:** Any person unable to ensure by himself or herself, wholly or partly, the necessities of a normal individual and/ or social life, as a result of deficiency, either congenital or not, in his or her physical or mental capabilities.⁷
- The term persons with disabilities is used to apply to all persons with disabilities including those who have long-term physical, mental, intellectual or sensory impairments which, in interaction with various attitudinal and environmental barriers, hinders their full and effective participation in society on an equal basis with others.⁸
- Physical Disability:** A physical disability is a physical condition that affects a person's mobility, physical capacity, stamina, or dexterity.
- Physical Harassment:** Physical harassment, in relation to sexual harassment, is when a victim is touched in an inappropriate way. Most importantly, the victim is touched against his or her will.
- Psychosocial Counseling:** Psychosocial counseling is a service provided by a skilled professional counselor to an individual, family, or group for the purpose of improving well-being, alleviating distress, and enhancing coping skills.
- Psychological Violence:** Any intentional conduct that seriously impairs another person's psychological integrity through coercion or threats. Statistical definition: Any act which causes psychological harm to an individual.

⁷ Declaration on the Rights of Disabled Persons Proclaimed by General Assembly resolution 3447 (XXX) of 9 December 1975, <https://www.ohchr.org/documents/professionalinterest/res3447.pdf>

⁸ United Nations Economic and Social Affairs, FAQs, <https://www.un.org/esa/socdev/enable/faqs.htm>

- Sexual Harassment:** Sexual harassment is any unwelcome sexual advance, request for sexual favor, verbal or physical conduct or gesture of a sexual nature, or any other behavior of a sexual nature that might reasonably be expected or be perceived to cause offence or humiliation to another, when such conduct interferes with work, is made a condition of employment or creates an intimidating, hostile or offensive work environment. While typically involving a pattern of behavior, it can take the form of a single incident. Sexual harassment may occur between persons of the opposite or same sex. Both males and females can be either the victims or the offenders.⁹
- Sexual Remarks:** Sexual comments are likewise unwelcome statements relating to a person's sex. They can range from passing remarks about a person's appearance to hostile criticism of someone's sexual preference.
- Sexual Violence:** Any non-consensual sexual activities, with or without the use of physical or emotional force, which may be perpetrated by partners, friends, family, acquaintances, or strangers.¹⁰
- Staring:** To look at in a fixed and intense way, An open-eyed look of interest or amazement
- Transgender Person:** Transgender (sometimes shortened to "trans") is an umbrella term used to describe a wide range of identities whose appearance and characteristics are perceived as gender atypical - including transsexual people, cross-dressers (sometimes referred to as "transvestites"), and people who identify as third gender. Transwomen identify as women but were classified as males when they were born, transmen identify as men but were classified female when they were born, while other trans people don't identify with the gender-binary at all. Some transgender people seek surgery or take hormones to bring their body into alignment with their gender identity; others do not.¹¹

⁹ United Nations Secretariat ST/ SGB/ 2008/ 5, Secretary-General's bulletin Prohibition of discrimination, harassment, including sexual harassment, and abuse of authority, 2008, <https://undocs.org/pdf?symbol=en/St/SGB/2008/5>

¹⁰ WAR Against Rape; "Sexual Violence and Laws of Pakistan", 2011, http://www.war.org.pk/WAR%20Webfiles/PDF's/Sexual_Violence_in_Pakistani_Law.pdf

¹¹ United Nations Free and Equal, Definitions, <https://www.unfe.org/definitions/>

- Verbal Harassment:** Verbal harassment can include insults, cursing, yelling, or threats in private or public.
- Victim/ Survivor:** The terms 'Victim' and 'Survivor' are used to refer to the person who is the subject of any type of violence. Often these terms are used interchangeably, however there is a nuanced difference between them. 'Victim' connotes an attempt to recognize *"the enormity of the system of gender-based discrimination that women and girls face"*. Whereas the term 'survivor' is used *"as a way of reflecting the agency, resilience and courage of women and girls subjected to violence."*¹²
- Violence:** The intentional use of physical force or power, threatened or actual, against oneself, another person, or against a group or community, that either results in or has a high likelihood of resulting in injury, death, psychological harm, mal-development, or deprivation.¹³
- Violence against Women:** The Beijing Platform of Action (BPFA) defines VAW as: "Any act of gender-based violence that results in, or is likely to result in, physical, sexual or psychological harm or suffering to women, including threats of such acts, coercion or arbitrary deprivations of liberty, whether occurring in public or private life." In short, it is violence that is directed against a woman because she is a woman or that affects women disproportionately.¹⁴ It is the most brutal form of discrimination and a violation of fundamental rights.¹⁵ VAW does not only occur in the family and in the general community, but also may be condoned or perpetuated by the State through a variety of policies or actions by State institutions.¹⁶

¹² A Practitioner's Toolkit on Women's Access to Justice Programming, MODULE 3: Ending Violence Against Women, p.12, https://www.ohchr.org/Documents/Publications/PractitionerToolkit/WA2J_Module3.pdf

¹³ World Report on Violence and Health, WHO, 2002, https://www.who.int/violence_injury_prevention/violence/world_report/en/summary_en.pdf

¹⁴ Committee on Elimination of Discrimination against Women (CEDAW), GR 19, Article 3 Istanbul Convention

¹⁵ Committee on Elimination of Discrimination against Women (CEDAW), GR 19, Article 3 Istanbul Convention

¹⁶ Aurat Foundation Violence Against Women Report, Annual Report 2010, <https://www.af.org.pk/PDF/VAW%20Reports%20AND%20PR/Annual%20Report%202010%20-%20VAW.pdf>

Note: The terms “gender-based violence” and “violence against women” are often used interchangeably. The term “gender-based violence” aims to reflect the fact that violence against women arises from power hierarchies based on gender and may be committed against boys and men¹⁷. The term GBV captures the fact that such violence is rooted in unequal power between women and men. GBV both reflects and reinforces the subordinate status of females – who are the large majority of victims – in male-dominated societies. However, males can also be victims of such violence, especially those who do not conform to traditional societal expectations about “masculine” behavior. And some women perpetuate violence against other females in order to assert their authority and dominance, such as a woman who abuses a domestic worker.¹⁸

Violent Attack:

An unlawful physical attack upon another individual; an attempt to inflict violence on another.

Visual Harassment:

Visual harassment is an assault to someone's sight. It can include obscene gestures and looks or sexually explicit images in the forms of posters, email attachments, photographs, screensavers, and wallpaper on a computer, nude calendars, and other graphic images that offend.

¹⁷ Working with Gender Based Violence Survivors Reference Training Manual for Frontline Staff, UNRWA 2012, https://reliefweb.int/sites/reliefweb.int/files/resources/Full_Report_4130.pdf

¹⁸ Gender-based violence comes at high social and economic cost, ILO 2011, https://www.ilo.org/global/publications/world-of-work-magazine/articles/WCMS_167867/lang-en/index.htm

EXECUTIVE SUMMARY

Aurat Publication Information Service Foundation (Aurat Foundation) with the support and guidance of UN Women Pakistan is implementing a project titled 'Women's Safety Audit of Public/ Private Transport and Public Places in Karachi, Dadu, Khairpur, Quetta and Rawalpindi,' in support of the Government of Pakistan's gender policy. The project worked closely with WDDs of Balochistan, Punjab and Sindh as key partners, as well as other stakeholders including Civil Society Organizations (CSOs), Provincial Commissions on the Status of Women (PCSWs), Provincial Social Welfare Departments (SWDs), Transport Departments, Law and Parliamentary Affairs Departments, parliamentarians/ lawmakers, transport police and other office bearers.

OBJECTIVES

In order to collect data on the kinds of safety concerns facing women and girls in public and private transport and public places in the project districts, as well as the factors that pose a threat to and may lead to increased Violence Against Women and Girls (VAWG), a safety audit was conducted at selected bus stops, parks and markets, to achieve the following objectives:

1. Collect and compile evidence-based data, inputs, suggestions and recommendations on barriers to women and girls' safety and security in public spaces in Karachi, Dadu, Khairpur, Quetta and Rawalpindi.
2. Develop policy advocacy recommendations and evidence-based actions to improve the service delivery and public infrastructure and to avert and respond to VAWG by identifying the gaps in services based on the audit findings.
3. Create and increase the spaces for women and girls' public participation in policy making and programme design.

METHODOLOGY

The mixed methods research approach was adopted. The research study is both qualitative and quantitative in nature, coupled with participatory research methods. To capture the responses and perceptions of different stakeholders, the following techniques were used:

- Perception survey of women/ girls using public transport and visiting public places
- Perception survey with drivers and conductors
- Key Informant Interviews (KIIs) with key stakeholders and duty bearers
- Focus Group Discussions (FGDs) with users and service providers
- Safety walks

DESK REVIEW

A desk review was carried out to understand the situation of sexual harassment at public spaces (markets, parks, bus stops/ bus stations) through relevant literature/ research on the topic. It also aimed to analyze the related policies, initiatives, rules and regulations of all relevant government departments including WDDs, Rawalpindi Regional Transport Authority (RTA), PCSW/ SCSW, Transport & Mass Transit Department GoS, Provincial Transport Authority (PTA) Sindh, District Regional Transport Authority (DRTA) Sindh, Karachi Urban Transport Corporation Ltd. (KUTC), Karachi Safe City Project, Sindh Information Technology Education, Human Rights, Minority, Health, Population, Local Government Department, P&D, Finance, Works & Services, Traffic Police, etc. The desk review included international and national legal frameworks, the government's gender-related processes, and civil society initiatives. Thus, this desk review helped to analyze existing initiatives and services for women at public places and using various modes of transportation as well as identify gaps.

FINDINGS

Three provinces were covered in this study, namely, Sindh, Punjab and Balochistan. Detailed quantitative and qualitative analyses using six different research tools was carried out in the 5 project districts. A brief summary of the situation analysis of safety concerns of women at public places and transportation is discussed as under.

Safety concerns at public places

- Overall, in all the five selected districts, 81% women and girls felt unsafe in markets and parks and 93.2% at the transportation stops/ stands. In Karachi 75%, Dadu 80%, Khairpur 89%, Rawalpindi 80% and Quetta 80% women felt unsafe in public places.
- Women in all districts reported over-crowdedness, presence of more men and poor maintenance of infrastructure as the main reasons for lack of safety in public places. In markets, the contributing factors were overcrowding, a higher proportion of men and lack of security and surveillance.
- The most occurring types of harassment faced by women, girls, transgender persons (TGPs) and persons with disability (PWDs) included staring, stalking, obscene gesturing, whistling, passing sexual comments and touching. In Dadu, in addition to these forms of harassment, mirror flashing was also reported.

- In Karachi, women felt more unsafe in markets and at transport stops as compared to parks, whereas in Dadu the reverse was observed i.e. women felt less safe in parks rather than in markets. In Khairpur, Rawalpindi and Quetta, women felt less safe at transportation stands.

Harassment at public places

- The overall proportion of women who face harassment in public places in the 5 project districts is 85%.
- Among all districts, women felt most harassed in Karachi, followed by Rawalpindi. In smaller districts like Dadu and Khairpur, women frequently travel in groups, which to some extent helps reduce the chance of getting harassed. In Quetta, women were mostly accompanied by male members in markets and parks, which again reduces the chances of harassment. In big cities, more women step out of their homes for various reasons like educational and employment purposes, and there is a greater percentage of women moving alone.
- In markets, the percentage of women getting harassed was more than in parks. Women in parks in Dadu and Khairpur, felt mostly harassed in the evenings, mainly due to lighting issues and non-surveillance. In Karachi and Rawalpindi, women going for morning walks or exercise report being harassed in the morning.
- The major types of harassment faced by women were inappropriate comments, staring, obscene gestures and stalking. In Dadu, mirror flashing was predominantly occurring, while in Quetta, inappropriate touching was reported by a majority of women, a type of harassment mostly faced by TGPs also.

Harassment at transportation stands and during travelling

- Transport stops/ stands in all districts were not found to be women-friendly. Young women were most likely to face sexual harassment while using transport. The youngest age group surveyed (20–29 years) and TGPs reported the most harassment at bus stops.
- Staring, obscene gesturing, inappropriate comments and touching were the most common forms of harassment faced by women at transportation stops/ stands. TGPs also faced whistling in significant numbers. Almost the same pattern was found in all project districts.
- Lack of sitting and standing place, over crowdedness and the presence of more males were the main reasons behind harassment at the stops/ stands.
- The women commuters travelling on different means of transportation faced staring, obscene gesturing and inappropriate comments. Inappropriate touching was the most

common form of harassment faced by women commuters. In Dadu and Khairpur, touching and pushing was reported less because women mostly travel in groups. In Karachi, due to lack of space, male passengers often travel in the female section which is uncomfortable for female passengers.

Women's response to harassment

- The most commonly reported actions of women upon facing harassment were ignoring, verbal retaliation and sharing the incident with family members.
- In Karachi and Rawalpindi, more women were found to share harassment incidents with their family, showing better establishment of trust. However, in Dadu, Khairpur and Quetta, women mostly hide such incidents from family.
- Even in Karachi, women were not seen to strongly respond to harassers. The same response of women and girls was found in parks, markets, transport stops/ stands and during travelling.
- Middle aged women and TGPs verbally retaliated more to the harassers.

Who is the harasser?

- Across all districts, in parks and markets, male visitors were identified as harassers by the women, girls, TGPs, and WWDs.
- At the transportation stops/ stands or during travelling, fellow male passengers were more often identified as harassers.

Transgender persons

- In all districts, TGPs faced harassment in markets, parks and transportation stands.
- Staring, obscene gestures, inappropriate touching, comments and whistling were the types of harassment that they mostly faced.
- TGPs mostly verbally retaliated or ignored the situation.
- TGPs do not have a designated place to sit in transportation vehicles. They were asked to sit or stand wherever the conductor found space, whether in the male or female section, which made them more vulnerable to harassment.

Response of families after incident sharing

- The response of the family was reported to be very disheartening. Families mostly ignored the incident and gave a message of silence to women and girls. They considered facing harassment at public places as part of the experience of living in a patriarchal society, because these norms are deeply rooted in the socio-cultural fiber of the society.
- Even in big cities like Karachi and Rawalpindi, families often chose to remain silent over such incidents. In Quetta, respondents did not share harassment incidents because of the fear that their mobility would be restricted if their families found out.

Reaction of police

- The majority of women, girls, TGPs, and PWDs showed no trust in the police and do not contact them in case of an emergency. However, for the very few cases registered, hardly any solid action was taken by police.
- Women themselves were often blamed for the harassment incidents, which further discouraged them from going to police stations for registering complaints.
- A few cases were reported in Karachi but in all other districts, due to the stereotypical cultural norms and attitude of the police, women did not think of contacting the police.

Awareness about helplines

- Except for Karachi and Rawalpindi, the facility of women protection helplines and apps is not available in other districts.
- In Karachi, 95% women do not know about any helplines and 99% of women had not contacted any helpline. A similar situation was found in Rawalpindi.

Awareness about laws on harassment

- The majority of women across all districts were not aware of laws on harassment and 98% of women did not consider harassment a crime. They think that it is part of everyday life and have accepted it. That is one of the reasons why almost no action is taken by women as a response to facing harassment in public places.
- Even in a big city like Karachi, women do not know that harassment is a crime and is punishable.

Provision of facilities for Persons with Disability (PWDs)

- There are no proper facilities for PWDs at any transport stops/ stands, and at most markets and parks in Dadu and Khairpur.
- Even in a metropolitan city like Karachi, facilities for PWDs are not available at all bus stops/ stands and markets. Further, there is hardly any maintenance of existing facilities because of which many ramps are broken, and lifts are non-functional.

Availability of facilities in public places

- In all districts, there was a lack of facilities required by women in the markets, parks and transportation stops/ stands i.e. public toilets for women, space for diaper changing or feeding children, first aid services and proper lighting. Only in shopping malls are separate female washrooms available with these facilities.
- The presence of police and security guards can be seen in mostly markets and parks, but not at transport stops/ stands. In Quetta, due to security reasons, more security and police is present in the markets and parks.

Maintenance, signage and graffiti

- There were no proper transportation stops/ stands in Dadu, Khairpur and Quetta. Vehicles stop at the will of the driver or need of the passenger. Hence, there was no maintenance and signage seen at the so-called stops in these cities.
- In Karachi and Rawalpindi, bus stops/ stands were found well-maintained and clean as compared to markets and parks.
- There were no electric coolers found in parks and stops/ stands and in most of the markets. Further, almost no facilities, such as wheelchair ramps or elevators, were found for PWDs in parks, transport stops/ stands and markets.
- The signage in the markets and parks was found to be very poor. There were no visible signs of any emergency support nor were any signs given for direction. A strong need for proper signage was suggested in markets of all districts. There were no special signs for visually impaired persons. Racist/ sexist images were found to be drawn at different places in the markets.
- At transportation stops/ stands, no route maps were mounted, nor were any emergency numbers clearly visible in Karachi and Rawalpindi.

Lighting and visibility

- In Karachi and Rawalpindi, most of the markets, parks and transport stops/ stands were found to be well-lit. Visibility was not obstructed in various markets, parks and transportation stops/ stands. From dusk till dawn, women could easily see people around.
- In Dadu, Khairpur and to some extent in Quetta, parks and transportation stands were not well lit. However, markets in these districts had proper lighting.

Formal and informal surveillance

- Security cameras and police/ security were not available in all the selected markets, parks and transport stops/ stands of all districts visited.

RECOMMENDATIONS

- **Strict Implementation of Laws:** Government should put more resources to this basic issue of sexual harassment faced by a very large segment of society. Laws for perpetrators should be stricter and they should be heavily fined for acts of harassment.
- **Awareness Campaigns:** Information regarding launch of complaints, follow up procedures, laws, and penalties should be displayed at public transport stops, parks and markets. Establishing a helpline in each district to register complaints can also help address the issue.
- **Role of Law Enforcing Agencies:** Police must be given gender sensitization trainings. Reporting mechanisms should also be elaborated for the collective consciousness of the public to report on such events happening in public places. A task force should be established which should be authorized to initiate instant action after receipt of a complaint.
- **Gender Sensitization Campaigns:** The general public should also be sensitized with a collective responsibility to eliminate incidents of harassment. Awareness-raising sessions should frequently be done at all levels – in academic institutions, communities, and public places – to sensitize people about the issue. The role of CSOs and NGOs is critical in this regard. They need to put more efforts for awareness-raising on the issue of physical and psychological safety of women, girls, TGPs and PWDs at public places. The campaigns should be inclusive of men and boys for engaging them to prevent violence against women. Media should also partner to amplify the impact.
- **Trainings of Transport Employees:** Employees of transport companies, parks and markets should receive gender sensitive training in the same manner that they receive other trainings for their role.

- **Independent Ride for Girls and Women:** In big cities like Karachi and Rawalpindi, projects like “Women on Wheels” should be initiated.
- **Monitoring and Surveillance:** All public parks, markets and transport stands/ stops should be protected with police surveillance cameras. Proper mechanisms should be established for 24/7 monitoring.
- **Provision of Facilities for PWDs:** Special seats should be allocated in all transports for persons with special needs. Drivers and conductors must provide proper assistance in helping WWDs board and disembark.
- **Respect for Transgender Persons:** Special seats should be allocated for TGPs in all modes of transports. Drivers and conductors need to be provided training to respect TGPs. The City District Governments should carry out awareness-raising campaigns on the respect and inclusion of TGPs.

CHAPTER 1: INTRODUCTION

In support of the Government of Pakistan's gender policies, Aurat Publication Information Service Foundation (Aurat Foundation), implemented a project titled '**Women's Safety Audit of Public Places in Karachi, Dadu, Khairpur, Quetta and Rawalpindi,**' with the support and guidance of UN Women Pakistan. The project was implemented in close collaboration with WDDs of Balochistan, Punjab and Sindh as key partners, as well as other stakeholders including CSOs, Provincial CSWs, transport departments, transport police, Law and Parliamentary affairs departments, parliamentarians/ lawmakers and other office bearers.

Although violence in the private domain is now widely recognized as a human rights violation, violence against women and girls, especially sexual harassment in public spaces, remains a largely neglected issue, with few laws or policies in place to prevent and address it. In this regard, the current project aims to collect data on the kinds of safety concerns faced by women and girls in public places, as well as factors that may lead to increased VAWG. The Women's Safety Audit (WSA) was conducted in five selected districts to collect accurate data on the scale and nature of VAWG in these districts. This information can then be used to guide policies and programmes to tackle the issue.

Data was collected through perception surveys and safety audits of the public spaces to assess/ establish the forms of VAWG that are prevalent and identify public spaces that women consider safe or unsafe such as markets, parks, bus stations, local transport spots and routes or streets. The project aims at advancing women's human rights and empowerment with the objective of generating an evidence base that can support interventions for affecting real behavioral change and contributing to a productive debate on gender within Pakistan.

1.1 OBJECTIVES OF THE STUDY

The study addresses the safety concerns of women and girls using public and private transport and in public places in the project districts (Karachi, Dadu, Khairpur, Quetta and Rawalpindi), and also aims to identify factors that may lead to increased VAWG. Aurat Foundation carried out a safety audit at selected bus stops, parks and markets, to collect and compile evidence-based data, suggestions and recommendations on barriers to women and girls' mobility and safety in public spaces in the project districts mentioned above.

This study proposes policy advocacy recommendations and evidence-based actions to improve the service delivery and public infrastructure and to prevent and respond to VAWG by identifying the gaps in services based on the findings. Another objective of the study is to create and increase the spaces for women and girls' public participation in policy-making and programme design.

The findings and recommendations from the Safety Audit will be used to develop policy briefs to inform provincial policies and strategies for strengthening services to prevent and respond to violence and harassment that women face in public spaces.

1.2 IMPLEMENTATION METHODOLOGY

The mixed methods research approach was adopted for this study. The research study is both qualitative and quantitative, with participatory research methods also used. The sampling technique used to reach the required sample size is explained in the following sections. To capture the responses and perceptions of different stakeholders, the following research techniques were used:

- Perception surveys of women/ girls using public transport and visiting public places (4072)
- Perception surveys of drivers and conductors (100)
- Key Informant Interviews (KIIs) with key stakeholders and duty bearers (50)
- Focus Group Discussions (FGDs) with users and service providers (10)
- Safety walks (102)

1.2.1 Perception survey of women/ girls using public transport and visiting public places

The perception survey was based on a Stratified Random Sampling Method. The design of the study is cross-sectional in order to access a representative cross-section of women using public transport and visiting public parks and markets.

Sample Distribution

- | | |
|--------------------|--------------|
| - Transport Routes | (45% sample) |
| - Markets | (28% sample) |
| - Parks | (27% sample) |

Survey Tool Kit

A Research toolkit was developed for the study, included 5 types of tools:

1. Questionnaire for transport (Quantitative)

2. Questionnaire for public places (Quantitative)
3. Questionnaire for drivers and conductors (Quantitative)
4. Guidelines for FGDs (Qualitative)
5. Guidelines for KII interviews (Qualitative)
6. Guidelines for Safety Walks (Qualitative)

Data Collection

AF hired a group of 50 enumerators, 2 data quality assurance officers and 2 data compilation officers. AF WSA team organized a one-day orientation session on the project focusing on orientation of survey tools, interview conducting techniques and ethical considerations. A pre-testing exercise was also carried out in the field and implementation and monitoring plans were finalized. The enumerators' field plan was finalized and approved by UN Women. The 50 enumerators accessed the target sample i.e. women commuters, as well as public and private transport management employees and regulators. Alongside the selection of respondents from the defined categories, a proportional selection of respondents from the different geographic locations within each district was ensured.

Karachi: Settled areas of this metropolitan city, urban slums, *kachi abadis*¹⁹ and higher traffic areas were considered. After meeting with provincial transport authorities, it was discovered that there is no official government transport system operating in Karachi. Within the city, transport is managed by private owners or contractors. Government departments serve as regulatory authorities that issue route permits and fitness certificates for vehicles. Private transport owners/contractors have their association named 'Karachi Transport Ittehad'. In Karachi, out of 230 service routes, AF conducted surveys at one third operating bus stops in Karachi after meeting with PSC.

Dadu and Khairpur: The transportation used by women/ girls on transportation routes are private pickups, Qingqi and rickshaws. AF devised a strategy with DTWG in order to identify urban clusters and track/ select transportation on these routes to administer the survey. Moreover, keeping in mind the dynamics of smaller districts, the survey required more waiting time in order to complete the sample size in both the districts. Hence, a smaller number of field team members were deployed, and duration of the survey remained the same.

Quetta: Settled areas of Quetta city and peri-urban areas were considered. Out of 11 routes (Sariab, Hazar Ganji, Sirki Road, Pashtoonabad, Kirani, Samungli, Nawa Killi, Baleli, Spini Road,

¹⁹ Makeshift communities, ramshackle neighbourhoods. In such unplanned and unregulated areas, safe drinking water and proper sanitation are rare, and the buildings themselves are often flimsy and unsafe.

Barowry Road, Sapzal), AF team conducted surveys in higher traffic bus stops to maximize the sample size. Keeping in mind the low frequency of women commuters per day, the survey team took guidance from DTWG to devise a working strategy in order to complete the requisite sample size in Quetta district.

Rawalpindi: Settled areas of the twin cities (Rawalpindi and Islamabad), urban slums, kachi abadis, higher traffic areas were considered. AF conducted surveys in 1/3 bus stops after meeting with DTWG. Further, frequency of travel trips were considered by keeping in view the excessive use of bus stops by women and girls. Trained enumerators completed the surveys within two weeks.

1.2.2 Key Informant Interviews (KIIs) with key stakeholders/ duty bearers

A total of 50 KIIs (20 Sindh, 20 Punjab, 10 Balochistan) were conducted to get an insight from key officials from WDD, SWD, Local Government Department, PCSW, transport authorities, traffic police, as well as legislators and key experts.

Sindh (Karachi, Khairpur and Dadu)

20 KIIs were conducted to gain insights from key officials from different departments/ organizations such as WDD, SCSW, Transport & Mass Transit Department, Provincial Transport Authority (PTA) Sindh, District Regional Transport Authority (DRTA) Sindh, Karachi Urban Transport Corporation Ltd. (KUTC), Karachi Public Transport Society (KPTS), Karachi Metropolitan Corporation (KMC), Karachi Safe City Project, Sindh Information Technology Education, Human Rights, Minority, Health, Population, Strategic Reform Unit (SRU), Local Government Department, P&D, Finance, Works & Services, traffic police, etc.

Balochistan (Quetta)

10 KIIs were conducted to gain insights from key officials such as WDD, Federal Caretaker Minister Roshan Khursheed Barocha, Provincial Caretaker Minister and Farzana Baloch (as Balochistan CSW has not been constituted), Balochistan Information Technology Education, Human Rights, Minority, Health, Population, SRU, Local Government Department, P&D, Finance, traffic police, as well as other key experts and duty bearers.

Punjab (Rawalpindi)

20 KIIs were conducted to gain insights from key officials and main stakeholders falling under the Punjab Government such as WDD, PCSW, Punjab Transport Department, Rawalpindi Regional Transport Authority, Punjab Mass Transport Authority, Punjab Safe City Authority, Chief Minister Strategic Reform Unit, Representative of Mayor Rawalpindi Municipal Corporation/

Representative of Local Government Punjab, Punjab Information Technology Education, Human Rights, Minority, Health, Population, Local Government Department, P&D, Finance, traffic police, as well as key experts and other relevant officials.

Resident Directors organized the individual meetings for in depth interviews of key stakeholders as mentioned above.

1.2.3 Focus Group Discussions (FGDs) with users/ service providers

A total of 10 FGDs (2 in each target district) comprising of 15-20 persons each were conducted. FGDs were conducted to get first-hand information from relevant stakeholders and target groups. It helped in determining and uncovering issues in more depth. FGDs were organized using a cluster approach.

Cluster I: Students, working women in public and private sector, home-based workers, domestic workers, small business holders, working women union leaders, pregnant women, women with children and infants, TGPs, PWDs, elders.

Cluster II: CSOs working on VAWG and GBV, women empowerment, provincial alliances/ forums, women headed organizations, INGOs, research institutions, academia, media, lawyers and key individual gender experts.

1.2.4 Safety Walks

In total, 102 Safety Walks were arranged in all five project districts. The walks were carried out at the central points/ bus stations covering urban population areas, including surrounding communities near bus stations, markets and parks which covered the poor or low-income areas/ rural population in each district. Safety Walks were arranged for mapping different facilities provided to women in public places. More than 100 women participated in these walks, including duty bearers, members of the steering committee, partner organizations, and women councilors of union councils, wards, municipal committees, metropolitan and working women in public and private sectors, etc.

1.3 PROJECT ACTIVITIES

1.3.1 Personnel hiring

Staff hiring was completed in all five project districts. AF hired the personnel, following AF policy and the procurement plan. Keeping in view the sensitivity of the valuable research, AF appointed

one Lead Researcher, five Associate Researchers, two Data Quality Assurance Officers, one Data Compilation Officer and fifty Field Enumerators to accomplish the said task. Provincial Resident Directors supervised the work as team leaders and provided human, financial and logistic support to the team for carrying out assigned tasks. AF internal M&E department was responsible for ensuring overall monitoring, reporting and evaluation. AF administration and finance departments were also involved in budget tracking, compliance of procurement processes, financial flow management and financial reporting.

1.3.2 Staff Orientation

Orientation of staff was held on 1st November 2018 in Lahore. The objective of the meeting was to give orientation to the project staff on WSA project's details, its rationale, scope of work, timelines and methodology. Seven staff members attended the meeting. Regional teams shared that they had started contacting relevant people for formation of the Provincial Steering Committees. The Karachi office appointed focal persons for the districts of Khairpur and Dadu who facilitated in the formation of the District Technical Working Groups (DTWGs). It was decided in the meeting that:

- Regions would form PSCs and DTWGs and share their final lists of members by 8 November 2018 with Mumtaz Mughal, Regional Director AF Punjab
- The PSCs were to be formed in Quetta, Lahore and Karachi
- The DTWGs were to be formed in Rawalpindi, Dadu and Khairpur
- Team Lead would finalize the research tools and share it with the research associates
- TL would prepare a common presentation for the first PSC meeting

1.3.3 Formation of Provincial Steering Committees (PSCs)

PSCs were established in Karachi, Quetta and Lahore. AF formed a steering committee for Women's Safety audit in public transport. In this regard, AF WSA team carried out mapping of the institutions, identified the key persons, communicated with them through letters and individual meetings and written commitments were taken. A list of persons was shared with UN Women. After consultation, the list was finalized for the WSA steering committee.

Representation from government departments and institutions, i.e. WDD, PCSW, PSCA, transport management authorities, women headed organizations, academia, research institutions, media, and women experts, women chamber of commerce, and key experts from different walks of life was ensured. UN women representatives were also part of the committee as observers.

The role and responsibilities of the steering committee was to provide guidance, technical input and oversight for the process of the safety audit. The steering committee also ensured visibility of the entire process, issues and results.

1.3.4 Formation of District Technical Working Groups (DTWGs)

DTWGs were established in Rawalpindi, Dadu and Khairpur. These were designed to provide local level technical assistance to implement the WSA study in these districts. The TORs identified the role of the DTWGs as under:

“The main role of DTWG will be to steer the project implementation at the district level and provide critical inputs on the progress of the project from time to time. The DTWG will provide technical input and facilitate the data collection at the district level i.e. organizing surveys, safety walks, focused group discussion and key informant interviews, etc.”

The first meeting of all PSCs was conducted in their respective provinces – Karachi, Quetta and Lahore in 2018. The first meeting of the DTWGs was also held in Rawalpindi and Dadu in 2018. Meeting of DTWG Khairpur was conducted in January 2019.

CHAPTER 2: DESK REVIEW

As part of the present study, this desk review was carried out to know the situation of sexual harassment at public spaces (markets, parks, bus stops/ bus stations). It was also aimed at analyzing the related policies/ initiatives/ rules and regulations of all relevant government departments like, WDD, Rawalpindi Regional Transport Authority (RTA), PCSW/ SCSW, Transport & Mass Transit Department GoS, Provincial Transport Authority (PTA)-Sindh, District Regional Transport Authority (DRTA) Sindh, Karachi Urban Transport Corporation Ltd. (KUTC), representatives of Karachi Safe City Project, Sindh Information Technology Education, Human Rights, Minority, Health, Population, SRU, Local Government Department, P&D, Finance, Works & Services, traffic police, key experts and other duty bearers. The desk review included international and national legal frameworks, the Government's gender-related processes and CSOs' selected publications. Thus, this desk review helped to analyze existing initiatives or services for women in public places and using various modes of transportation. Further, it gave directions to reduce harassment in public spaces such as parks, markets etc. The insecurity at public places creates a sense of insecurity among women when they are outside of their homes and hinders them from playing an active part in society.

Gendered Dimension of Transportation

A body of theoretical, survey, and case-study based literature suggests that sexual harassment on public transportation limits women's mobility. Sexual assault is defined as nonconsensual sexual activity that is criminalized under most legal systems, while sexual harassment generally, including unwelcome behavior of a sexual nature, is thought to be less severe in nature, although most of these forms of harassment are also punishable under law. Vera-Gray (2016) notes that conventional definitions of sexual harassment include behaviors such as staring, commenting on the woman's appearance, stalking, all of which can be characterized as intrusions by men on women in public space. Sexual harassment may impact mobility by increasing women's fear of sexual assault. Multiple studies have documented that women experience more fear of violent crime than do men, and that this fear primarily reflects a fear of sexual assault by men (Pain 1997, Stanko 1995, Madge 1995). Women's fear of sexual assault is much stronger in public spaces than private spaces - a fact that some scholars have deemed paradoxical, as women are much more likely to be assaulted in private and by someone that they know than by a stranger in public (Pain 1991). Pain theorizes that women's fear of assault in public is exacerbated by the sexual harassment they experience from strangers (1991). Valentine (1989) and Crouch (2009) argue that sexual harassment in public functions as a tool to keep women confined to certain spaces, a theory that has also been applied to harassment in the workplace.

Harassment on Public Transportation

Sexual harassment on public transportation is prevalent. Geloski et al.'s (2017) review of studies on sexual harassment of women and girls on public transportation found global prevalence rates ranging from 15% to 95%, with women in developing countries more likely to have been harassed. In their study of sexual harassment in Nepal, Neupane and Chesney-Lind (2014) suggests that public transport "offers males both proximity and anonymity, which, in turn, results in high level abuse with very little risk of social or legal consequences." Women across cultures often report experiencing fear or discomfort on public transportation (Paul-Majumder et al., 1997; Astrop, 1996; Pain, 1997). An analysis of a survey of Canadian women by Scott (2003) found that 75% of women felt somewhat or very worried when using public transportation alone at night, with a younger age and higher education level increasing the likelihood of being afraid. In a household survey in Pune, India, 41% of women said that overcrowding on public transport vehicles was a problem, compared to only 28% of men – an indicator that they experienced sexual harassment more often in crowded conditions (Astrop 1996). Literature on the direct effect of sexual harassment on public transportation on women's mobility is scarce, as noted by Gardner et al. (2017) in their literature review. A unique quantitative study by Borker (2017) analyzes survey data from 4,000 students at the University of Delhi and data from crowd-sourced mobile applications on perceived safety of locations in Delhi as well as level of sexual harassment experienced on different modes of transportation. Results indicate that women are willing to attend a college 25 percentage points lower in the quality distribution to have a commuting route that is one standard deviation safer. In a study consisting of focus groups with 18 women from the United States and from Taiwan, Hsu (2011) observed that some women reported avoiding sexual harassment on public transportation by not traveling alone, after dark, or on bus or train lines through areas with a high-crime reputation. These strategies were echoed by Mexican women interviewed by Graglia (2016). Additionally, a survey of women in Karachi, Pakistan by the Asian Development Bank (2014) found that half of women did not make any changes to their use of public transportation because of sexual harassment, citing their inability to choose or afford other options. A third of students and a fifth of working women and homemakers surveyed had reduced their use of public transportation in favor of more expensive private options, such as taxis and rickshaws, and 40% of students said they avoided using public transportation at night as a result of harassment. Similarly, Paul-Majumder (1997) noted that insecurity and congestion on buses in Dhaka, Bangladesh forced women to take more expensive private forms of transport. Together, these papers outline a relationship: sexual harassment, in conjunction with women's fear of crime, causes at least some women to change or limit their use of transportation.

2.1 INTERNATIONAL COMMITMENTS

Pakistan has ratified and signed several international commitments to achieve gender equality and provide safe and secure public places to gain equal opportunities for education, health, work etc.

- **Convention on the Elimination of All Forms of Discrimination Against Women 1979:** After ratifying CEDAW in 1979, Pakistan is legally bound to comply with all its articles. The Convention defines the ways through which women are discriminated in the society and sets out an agenda for national action to end such discrimination. In compliance with CEDAW, in the last decade, Pakistan has successfully undertaken pro women legislation, including a law of sexual harassment against women in the workplace.
- **Beijing Declaration and Platform for Action 1995:** The Platform for Action is an agenda for women's empowerment and is widely considered the most comprehensive gender-focused global commitment. It aimed to remove all obstacles to women's active participation in all spheres of public and private life through a full and equal share in economic, social, cultural and political decision-making.
- **Sustainable Development Goals:** The Sustainable Development Goals (SDGs) came into force and were aimed at sustainable development. The SDGs were welcomed in comparison to their predecessors, the Millennium Development Goals, which were critiqued for not addressing the structural inequalities that perpetuate violence against women. In the new development agenda, SDG-5 and 8 specifically relates to gender equality and women's empowerment with a focus on ending violence against women, while other SDGs have significant gender-related aspects.

2.2 CONSTITUTION AND NATIONAL LAWS

- **The Constitution of Pakistan 1973:** The Constitution of the Islamic Republic of Pakistan (1973) provides equal rights and opportunities in all walks of life to all citizens and does not discriminate on the basis of sex.
- **Criminal Law (Amendment) Act 2010 (Pakistan Penal Code Amendment section 509):** Pakistan Penal Code Section 509 clearly defines sexual harassment and declares it as punishable by law. It defines "public place" as including, but not limited to, markets, public transport, streets or parks, and in private places including, but not limited, to workplaces, private gatherings, homes and others. The punishment is up to three years imprisonment and/ or a fine of up to PKR 500,000.

- **Protection against Harassment of Women in the Workplace Act 2010:** This law was passed in 2010 by the National Assembly and later on passed by provincial assemblies as discussed in the sections below. The law aims to create a safe working environment for women, free from harassment, abuse and intimidation, to facilitate their right to work with dignity. It also enables women's higher productivity and a better quality of life at work. This law is applicable not only for workplaces, but to all public spheres.

2.3 PUNJAB

Punjab is the most populous province of Pakistan with an estimated population of around 110,012,442 (2017). It is the most developed and the most literate as compared to other provinces. In the urban areas of Punjab, women and girls are more educated and are coming out of their homes for jobs and getting education in large numbers. Gender-based violence includes domestic violence, psychological violence, sexual harassment at workplace, harassment in public places like markets, parks, streets etc., whereas, in the rural areas, women are subjected more to physical violence, early child marriages, rape, denial of inheritance, harmful customary practices like vani and swara (particularly in South Punjab), etc. In several parts of Punjab, like Dera Ghazi Khan, Jhang, Mianwali and Multan, there is powerful resistance from families with regard to daughters seeking higher education. The highest number of gender-based violence cases are reported in Punjab. More than 10,000 women fall victim to violence every year, while over 1,000 commit or attempt suicide due to the disowning of their rights, extreme poverty, physical and sexual violence in Punjab (HRCP, 2016). Aurat Foundation RD Mumtaz Mughal referred to Police Investigating Branch report and said that 151 women had fallen victim to gang-rapes from September 2017 to September 2018 in Punjab which is very alarming. In 2017, 181 women were murdered for honor in Punjab (The News, 2018). About one third of all women in Punjab between the ages of 15 and 64 have faced some form of violence (Khattak, 2019). In Lahore alone, there is a 21.5% increase in violence against women in 2017 in comparison to 2016 (PCSW, 2018).

2.3.1 Provincial Laws and Policies

- **Amendment in Motor Vehicle Rules (1969) 2016:** The law is applicable to all bus stands and stops. It ensures that: *“(a) the land and buildings of the stand shall at all times be kept clean and in good state of repair; (b) provide waiting rooms for the largest number of passengers that may reasonably be expected, to use the stand at any one time, including separate accommodation for women; (c) provide suitable lavatories for both sexes; (d) provide rest rooms for the drivers and conductors of the vehicle regularly kept at the stand; (e) provide an adequate supply of drinking water for passengers, drivers and all persons likely to be employed at the stands.”*

- **Provincial Motor Vehicles Ordinance 1965:** The relevant provision, power of Government to regulate stage carriages, states that the government, in order to regulate stage carriages on a route or in an area, ensures *“(a) reducing traffic congestion; (b) an efficient, adequate, and reliable, dignified, safe, integrated, economical and properly coordinated road transport system; (c) adequate seating arrangements for women and disabled; and (d) satisfying any other requirement for proper transportation system.”*
- **Punjab Safe Cities Authority Act 2016:** The PSCA was established under the Punjab Safe Cities Ordinance 2015. It aims to improve public safety and security in Punjab. The initiatives started by PSCA includes 24/ 7 Emergency Call Centre, surveillance and law enforcement that also includes crime hotspot monitoring, public safety app and Women's Safety app. These apps are linked to police and PCSW helplines.
- **Punjab Mass Transit Authority Act 2015:** The Punjab Mass Transit Authority (PMA) is a public authority in Punjab that operates public transportation in Lahore, Rawalpindi and Multan. Punjab Mass Transit Authority is a statutory body established in 2012 by the Government of Punjab with the purpose of planning, construction, operation and maintenance of mass transit systems in the major cities of Punjab. PMA aimed at providing safe, efficient and comfortable urban transportation systems in the province. It operates the Lahore Metro Bus, Lahore Metro, Rawalpindi-Islamabad Metro Bus, Multan Metro Bus and Orange Line Metro Train System.

2.3.2 Provincial Government Initiatives

- **Punjab Transport Department:** The Punjab Transport Department was established in 1987 and comprised of Punjab Provincial Transport Authority and District Regional Transport Authority. Its main objective is the “implementation of government policies for the provision of affordable, comfortable and efficient transport services across the province.” A major initiative includes the Transport Planning Unit.
- **Women's Development Department (WDD), Punjab:** The WDD was established in 2012. This is a government body aimed at promoting gender equality in Punjab. The main functions of the department are safeguarding women's rights and expanding economic, political and social opportunities for women. A toll-free helpline (1043) was launched by WDD in 2014. It provides support to women in distress and tackles cases of harassment amongst others.
- **Punjab Women Empowerment Package 2012, 2014, 2016, 2017:** The Chief Minister's Punjab Women's Empowerment Packages (PWEP) define the empowerment of women using four categories: legal, social, economic and political empowerment. All the PWEPs aimed to bring reforms in the legal, administrative and institutional spheres, as well as new initiatives to

safeguard women's rights and to expand opportunities available to them. PWEPs also addresses issues relating to the harassment of women such as establishing female helpdesks at all police stations, calling for separate sections in buses, women-only pink buses, student green card scheme, free travel cards, establishing complaint centers, establishing model women-friendly bus stops in urban and rural areas. Further, in compliance with PWEPs, the government has established an Ombudsperson Secretariat and appointed Women Ombudspersons for monitoring and compliance of the protection against harassment of women at workplace Act.

- **Punjab Commission on the Status of Women:** The PCSW is a statutory and autonomous body established in February 2014 for the promotion of women's rights. It was conceived as an oversight body to ensure policies and programmes of the government and promote gender equality in Punjab. Its objectives include elimination of all forms of violence against women and the empowerment of women. The PCSW maintains a Gender Management Information System and releases annual gender parity reports for the province. However, it does not include specific data on harassment in public spaces.
- **Chief Minister's Strategic Reform Unit:** The government of Punjab with the support of UN Women launched the "Women on Wheels" programme to eradicate the stigmas related to women's choice to drive and express mobility in public spaces. The unit is also responsible for issuing subsidized cards for working women commuters, which are to be introduced through a government policy on working women.
- **Implementation of Recommendations of Women's Safety Audit in Public Transport in Lahore:** The government of Punjab took the following initiatives after the publication of WSA report by Aurat Foundation and UN Women in 2017.
 - WDD Punjab constituted and notified a committee on implementation of Women's Safety Audit (WSA) recommendations. The lead department is WDD while the transport department, Lahore Transport Company (LTC), representative of Mass Transport Authority, representative of UN Women and representative of Aurat Foundation are members of the committee.
 - Local Government Department with the support of transport and WDD departments designed 'Gender Friendly Bus Stops'. New bus stops would be constructed accordingly all over Punjab.
 - Mayor Lahore also instructed LTC for taking actions suggested by the WSA report.

- WDD and Punjab Transport Department started awareness campaigns on women's safety issues especially about PP 509 dealing with harassment in public places. LTC also launched an awareness campaign and model bus stops.
- WDD with the support of UN Women conducted a two-day training session for bus drivers for capacity-building on gender concerns and dealing with issues of harassment faced by women. The session highlighted strategies about providing women with safe public places at the premises of LTC. The training sessions at LTC created an understanding among participants about gender equality, gender-based violence, and a responding strategy for dealing with the complaints of harassment in public places particularly at bus stops and in public transport.
- Transport Department committed to display a Code of Conduct for Harassment at all bus stands.
- PSCA initiated a billboard campaign to create awareness among the public about harassment in public places through a women's safety app on 8 March 2018.
- All mainstream national print media (Urdu and English) wrote articles and follow up articles on women's safety in public transport and public spaces.

2.3.3 Gaps Identified

The desk review shows that the Punjab government is committed and has passed legislation, as well as taken major initiatives to provide a safe and secure environment to women and girls in the province. However, the following gaps were found:

- There is no sex-disaggregated data available with the transport department. The helplines and apps established also do not provide sex-disaggregated data.
- Despite major initiatives taken by the government, there is a lack of women's safety and security regarding their mobility. There is a long way to go in implementing the programmes of PSCA and PTA.
- The Transport Department has failed to provide safe and women-friendly public transport and affiliated public spaces such as bus stops.
- The Punjab Safe Cities Authority Act 2016 ensures safety and security of the people, but it does not specify anything related to the safety of female commuters.
- The Punjab Safe City Authority does not have data specifically on harassment faced by women and girls in public spaces particularly those related to transport.

- The government had established Gender Mainstreaming Committees (GMCs) in all departments. The Punjab Transport Department also had the GMC committee, but it is not functional.

2.4 SINDH

Sindh is the second largest province in terms of population and the biggest in terms of revenue generation. In rural Sindh, women are treated as commodities and not as human beings. A woman's act is seen in terms of the honor of the family. Girls married to Quran to save properties, not given right of inheritance, child marriages, physical and sexual violence, and rape are just some of the gender-based violence practices prevalent. The situation is better in the capital Karachi. This is a large metropolitan city giving women opportunities to gain education and work. However, here too women face physical, sexual and psychological harassment and violence. In 2015-16, 21,837 cases of gender-based violence were reported only in Karachi. Sindh Assembly has passed a number of laws regarding women, but implementation is lacking. Some cases show that police do not use proper laws related to violence against women. Currently there are only 8 shelter homes in Sindh being managed by the provincial SWD and some NGOs. Out of a total 8 shelter homes, 5 are located in Karachi (Business Recorder, 2018). The provincial capital Karachi and two districts Khairpur and Dadu were part of this study. The section below gives an insight into the provincial laws, rules and regulations aimed at providing a safe and secure environment to girls and women in Sindh.

2.4.1 Provincial Laws and Policies

The relevant provincial laws, ordinances and rules related to public transport include the following.

- **Provincial Motor Vehicle Ordinance 1965 (Amended by Provincial Motor Vehicles Ordinance 1978):** The power of government to regulate stage carriages, states that the government in order to regulate stage carriages on a route or in an area, ensures: *“(a) reducing traffic congestion; (b) providing an efficient, adequate, and reliable, dignified, safe, integrated, economical and properly coordinated road transport system; (c) providing adequate seating arrangements for women and disabled; and (d) satisfying any other requirement for proper transportation system.”*
- **Motor Vehicles Rules 1969:** Government Rules of Business, 1986, Schedule-II entrusts Transport & Mass Transit Department with:
 - Administration of Motor Vehicle Ordinance excepting the provisions of the Ordinance relating to control of traffic and inspection and checking of Motor Vehicles for the purpose of traffic control.
 - Road Transport Corporation and Provincial Transport Authority.

- Service matters except those entrusted to Service & General Administration Department (S&GAD).
- **The Provincial Motor Vehicles (Amendment) Act 2014 Sindh:** Act No. XIII of 2014 of the said Ordinance, after section 45, the following new section was inserted: *“Providing adequate seating arrangements for women and disabled, and for Senior Citizens.”*
- **Sindh Mass Transit Authority Act 2014:** The Sindh Mass Transit Authority Bill, 2016 having been passed by the Provincial Assembly of Sindh on 29 September 2016 and assented to by the Governor of Sindh on 6 October 2016 is hereby published as an Act of the Legislature of Sindh. Sindh Act No. XXIX OF 2016, an Act to provide for the establishment of an Authority known as the Sindh Mass Transit Authority in the Province of Sindh. Whereas; it is expedient to establish and empower the Sindh Mass Transit Authority for the purpose of, inter alia, planning, coordinating, constructing, developing, operating, maintaining, monitoring and regulating mass transit systems in the Province of Sindh and carrying out all ancillary functions thereto for providing safe, efficient, comfortable, affordable, sustainable and reliable forms of mass transit systems and to make provisions for matters connected therewith or ancillary thereto.
- **Sindh Protection against Harassment of Women at Workplace 2018:** The Protection against Harassment of Women at the Workplace Act 2010 was passed by the National Assembly. The Sindh cabinet approved the ‘Sindh Protection against Harassment of Women at the Workplace Bill 2018. The cabinet further instructed the advisor to Chief Minister on the Law to examine the clauses and then send it for approval to the provincial assembly. Concerned stakeholders have actively engaged in pursuance for Law on Protection against Harassment of Women at Workplace in Sindh.

2.4.2 Provincial Government Initiatives

- **Ministry of Transport, Sindh:** To provide safe, reliable, comfortable and affordable means of transportation to the travelling public of the province by creating an enabling environment for private investment in the sector leading towards development and prosperity.
- **Transport & Mass Transit Department, Government of Sindh:** Planning, development, execution of mass transit programs and projects including rail and road-based services for city commuters, ensuring safe, comfortable, efficient public transport facilities at affordable fare structure on a sustainable basis. It advises and assists the Government of Pakistan, Government of Sindh and Local Government on matters relating to transport policies, transit schemes and transit ways and performs any other function, supplemental, incidental or consequential concerning the Department's activities of programs. To develop transport infrastructure, the city developed the Transport Master Plan 2030, which incorporates the

revival of the Karachi circular railway. As the Green and Orange Line bus rapid transit (BRT) projects are under way in Karachi, the Sindh government has planned another BRT project that will connect Model Colony with Numaish Chowrangi via University Road.

- **The Provincial Transport Authority (PTA):** The Provincial Transport Authority, was established under the Motor Vehicle Ordinance 1965 and after the break-up of One Unit, into four provinces. Each province now has its own Provincial Transport Authority. PTA is essentially concerned with the control and regulation of private transport sector within the province and the private transport operations between the others.
- **Karachi Transport Ittehad (KTI):** KTI is a coalition of owners of private buses, minibuses, taxis and rickshaws in Karachi, Sindh. Karachi Transport Ittehad sets the fares of private transport in Karachi. Minibuses, coaches and large buses (all with a separate compartment for women) typically provide the cheapest way to commute across the city. Rickshaws, Qingqis and taxis cater to the travelling needs of the upper middle class, while radio cabs or white cabs are frequently used by upper class travelers. This makes it possible for people without their own vehicles to access remote areas of the city.
- **All Karachi Qingqi Rickshaw Welfare Association:** Sindh transport department has recommended safety measures for these three-wheelers. The provincial government has received a legal draft for safety measures' implementation instead of banning them completely. The drivers and owners have to adopt safety measures according to legal order 2015. The speed limits, stops, and routes should be ascertained and strictly implemented.
- **Karachi Neighborhood Improvement Project (KNIP):** Government of Sindh, with World Bank support, has initiated KNIP for enhancement of public spaces in targeted neighborhoods i.e. Saddar, Malir and Korangi. The project supports Pakistan's Vision 2025, which aims to transform urban areas into creative, eco-friendly and sustainable cities through improved city governance, effective urban planning, efficient local mobility, infrastructure and better security to make urbanization an important driver of growth.
- **Karachi Public Transport Society (KPTS):** KPTS was established in 1997 after closure of Karachi Transport Corporation (KTC). It is registered under Social Welfare (Registration and Control) Ordinance 1961. A government NGO with public private partnership, it uses 260 coaches/ minibuses under the scheme.
- **Karachi Urban Transport Corporation Limited (KUTC):** KUTC was registered in 2008 as a limited company. The Corporation aims to revive the Karachi Circular Railways (KCR).

- **Women Development Department, Sindh:** The functions of the Department as per Rules of Business after 18th amendment/ devolution include:
 - Formation of public policies and laws to meet special needs of women;
 - Protection and promotion of women's rights, gender equity and equality in public sector or in particular and society in general;
 - Discharge of responsibilities with regard to status of women and girls;
 - Development projects for providing special facilities for women such as strategic initiative, innovations and special equalizing projects;
 - Coordination of women's welfare programs with other concerned departments and agencies at district and local levels for making conducive and safe work environments for working women and conducting research/ surveys in this regard;
 - Improvement of working conditions of female labor both in urban and rural areas;
 - To ensure that women interests and needs are adequately represented in public policy formulation by various organs and agencies of the government.
- **Provincial Commission on the Status of Women, Sindh (PCSW):** The Sindh Commission on the Status of Women Bill 2015 was passed by the Sindh Assembly on 6 April 2015, and became an Act on 12 May 2015. The office of the Sindh Commission on the Status of Women (SCSW), the legal body for the promotion of social, economic, political and legal rights of women in the province was established in 2017.

2.4.3 Gaps Identified

- There are many laws and rights for women, yet the non-implementation of these laws is still a major hurdle in giving full rights to women, who are now contributing immensely to the national GDP of Pakistan. The creation of safe public spaces is a holistic process which involves effort from different sections of society across different themes and platforms.
- Women faced different kinds of harassment and no transport facility is provided to them. The provision of public transport is a major issue, as there is very little space for females in mini-buses, and even that is occupied by men. The architectural element of safe places needs to be incorporated with greater lighting and more open space, factors which reduce the probability of such events occurring.
- The existing public transport system in Karachi has limited ability to cope with increasing demand, particularly during peak hours due to the fact that it constitutes majority of share

by low capacity (26 seats) minibuses. Moreover, buses/ minibuses are highly over loaded. Under existing conditions introduction of new large buses is urgently needed.

2.5 BALOCHISTAN

Balochistan is geographically the largest province of Pakistan. As compared to the other two provinces discussed above, this province is less developed. The norms and values of a tribal society are prevalent in Balochistan. Women observe purdah (veil) and are considered custodians of the honor of the family. Women's mobility is very limited and that too happens mostly when accompanied by male members of the family. Customary practices like honor killing, child marriages, walwar (bride price) etc. are types of gender-based violence in Balochistan. Most decisions are made through an informal justice system such as jirgas.

2.5.1 Provincial Laws and Policies

- **Provincial Motor Vehicle Ordinance 1965:** It states that the government ensures to regulate stage carriages on a route or in an area, for the purposes of: *“(a) reducing traffic congestion; (b) providing an efficient, adequate, and reliable, dignified, safe, integrated, economical and properly coordinated road transport system; (c) providing adequate seating arrangements for women and disabled; and (d) satisfying any other requirement for proper transportation system.”*
- **Motor Vehicle Rules 1969:** Rules and regulations are clarified and documented, reporting each and every aspect regarding traffic controls, motor vehicle checking, license issuance, and other significant highlights, to ensure safe and nonviolent transportation and to have a systematic traffic control and regulations.
- **The Balochistan Motor Vehicles (Amendment) Act No. 01 2017:** The Balochistan Motor Vehicles (Amendment) Bill (Bill No. 01 of 2017) assented by the Governor Balochistan on 3 May 2017 was published as an Act of the Balochistan Provincial Assembly. The amendments made in this act to be enacted are:
 - a. Amendment of section 116A, substitute of Twelfth schedule; penalty rates on moving vehicles, necessary rules of carriers and personal safety rules were formulated to ensure safe and regulated transport.
 - b. Substitution of Thirteenth Schedule to Ordinance XIX of 1965, compensation scales made payable on death and injury of a passenger in state carriages or contract carriages.
- **The Balochistan Mass Transit Authority Act (Act No.VI of 2017):** The Balochistan Mass Transit Authority Act (Bill No. 07 of 2017) was passed by the Provincial Assembly of

Balochistan on 28 August 2017 and was published as an Act of the Balochistan Provincial Assembly. The purpose of formation of this Authority is the supervision of construction, operation and maintenance of a Public Transport System in the major cities of Balochistan for providing safe, efficient and comfortable urban transport system to people. This Authority will ensure the means of facility and equipment in developing and monitoring and regulating a safe Mass Transit System within the Province of Balochistan including all the ancillary functions (bridge, underpass, tunnel, fence, toilet, scheduling system, passenger information, signaling, power supply, surveillance, control room, electrical and mechanical system, generator, light or fan and other facility). It is their responsibility to provide safe, efficient, affordable and reliable forms of mass transport facilities to the public and to administrate the stoppable centers for carriers and passengers keeping in view their convenience.

- **The Balochistan Protection Against Harassment of Women at Work Place 2016:** The Law of Protection against Harassment of Women in Work Place was passed by National Assembly in 2010 and was adopted and enacted by Provincial Assembly of Balochistan in January 2016 and published as an Act; 'The Balochistan Protection Act Against Harassment of Women at Workplace'. According to this Act, each department is legally bound to constitute inquiry committees comprising of three members with a least one woman member. Major and minor penalties are to be imposed after verifying the accused as to be guilty to safeguard a safe working environment for women.
- **The Balochistan Commission on the Status of Women Act No. V of 2017:** The Balochistan Commission on the Status of Women was constituted at the provincial level in September 2017, and published as an Act of Balochistan Provincial Assembly. This commission is responsible to promote and ensure the social, political, economic, and legal rights of women, and to eliminate any form of discrimination and encourage and develop laws as provided in the constitution of the Islamic Republic of Pakistan. So far, this body is in the process of establishment.

2.5.2 Provincial Government Initiatives

- **Provincial Transport Authority Government of Balochistan:** The Provincial Transport Authority of Balochistan was constituted in 1970, under the provision of Motor Vehicle Ordinance 1965. The Authority is responsible for implementing the said Ordinance within the whole province. The Government of Balochistan has reconstituted the new RTAs throughout the area specified against each district in October 2001. RTA is responsible for monitoring the local transport, mass transportation and even ensuring the rules and regulations region wise. The individual local bodies/ associations also coordinate with RTA when necessary.

- **All Quetta Local Bus Association:** The All Quetta Local Bus Association comprises of 6-7 members usually, voluntarily working and monitoring the operations of local buses within the Quetta District. This association is supervised by President Babu Shafi and chaired by Chairperson Haji Ismail. They act as an intermediary between governmental bodies, provincial and regional transport authorities and carrier drivers and even passengers, addressing their issues and highlighting it to the concerned department. They are trying their best to facilitate the local public, by providing half fare to students and even schoolteachers (schoolteachers are usually females who comprise a bigger proportion using local bus transport.) There is no proper bus stop for passengers to wait for their relevant carriers, which presents a difficult situation particularly for females.
- **Women Development Department, Balochistan:** WDD Balochistan was established by the SWD in 2009, and developed as a separate entity in 2011 with its own Directorates and officers. It has its representation in three districts, having offices and space specifically to shelter women in case of any violence. These are named as SBBWCC (Shaheed Benazir Bhutto Women Crisis Centre) having a facility of shelter homes as well. The main mission of WDD is to empower the women of Balochistan economically, politically and socially. WDD is playing a significant role in promoting gender equality and eliminating all forms of discrimination against women and also providing equal opportunities for livelihood and access to resources. They ensure and protect women from victimization by strengthening policies, strategies in legal laws and legislation within the province.

2.6 RESEARCH STUDIES

Pakistan is termed as “medium human development” country in the latest United Nations Development Program Human Development Report (2019), ranked 152 out of 189 countries. Its Gross National Income (GNI) per capita in 2016 was \$1,510, and in 2013 (the latest data available) almost 30% of its population lived under the national poverty line (The World Bank 2017). The World Economic Forum ranked Pakistan 151 out of 153 countries—the second-worst place—in its Global Gender Gap Report (2020), which rates countries on the relative status of men and women in economics, politics, health and education. Rigid gender roles continue to prescribe the ways that men and women participate in society and the workforce (Saeed et al., 2017).

Ejaz's (2007) conducted regression analysis of women's labor force participation in Pakistan based on the 2004-2005 Pakistan Social and Living Standards Measurement Survey found that having access to any type of personal vehicle (including a bicycle, motorcycle, or car) had a significant positive impact on probability of labor force participation. Other significant factors included education, age, and whether the woman was the head of household. Azid et al.'s (2009) similar analysis of married women in the province of Punjab province found that whether a

woman is impoverished was the largest determinant of labor force participation. Lahore is the second-largest city in Pakistan and the capital of the province of Punjab.

Focus groups and pilot studies conducted by the Center of Economic Research in Pakistan, presented in a policy brief as part of ongoing research, provide great insight into the relationship between sexual harassment and transportation for women in the city (Sajjad et al., 2017). Their 14 survey of 1,000 households found that 70% of men discouraged or strongly discouraged female household members from using public buses, while 86% said that they would support women using female-only transportation. 30% of women reported that it was “very unsafe” to walk through their neighborhood in order to wait at a bus stop. In focus groups, women reported that men “stare, pass comments, and follow women to their destination, or physically touch women while passing by.” Some women said that they avoided using transportation if a male relative was unable to escort them. Some alternative forms of transportation better facilitate women’s mobility. Three women-only “Pink Bus” routes are available to women in Lahore. Sajjad et al. (2017) found that while users depend on this transportation, its effectiveness is limited by its small geographic range and the fact that it makes a small and sometimes unpredictable number of trips each day. In addition, some companies provide private door-to-door transportation for female workers. 45% of women surveyed said that whether or not this kind of transport was provided would be a very important factor in considering whether or not to take a job.

Another research provides insight into women’s commute decisions and experience of sexual harassment on transportation in Lahore. In an analysis of two sources of data on commuters in the Lahore, Zolnik et al. (2018) find that female commuters are more likely to use bus or van services to get to work than their male counterparts. Irvin-Erickson et al. (2018) discuss the feasibility of using smartphone technology to gather data on women's fear of crime and public transit experience, presenting a pilot study from Lahore that includes data on mobile application users’ perceived likelihood and fear of sexual harassment.

The study undertaken by UN Women (2018) assesses the safety concerns of women and girls using public transport in Lahore. It identifies factors that may increase the chances of violence against women and girls at bus stops and on buses. The study carries out a perception study with 903 women commuters and 100 bus drivers and conductors, key informant interviews, safety walks evaluations at selected bus stops, and focus group discussions. The data reveals an alarming situation regarding the safety of women on public transport, contributing to the existing restrictions on women’s mobility, limiting their opportunities to engage in economic activity, education and other aspects of a fulfilled life. The study found that inadequate infrastructure and security arrangements, a gender-neutral approach by administrators and policymakers, social attitudes towards women and girls, and a lack of awareness among the general population about the impacts of sexual harassment on

women's and girls' lives, are some of the major reasons why dramatic levels of harassment on public transport have gone unnoticed and have perhaps increased.

A policy brief published by CERP in 2017 describes how women are more dependent on public transport than men as many alternate forms of transport (motorcycle, bicycle, etc.) are unavailable to them. However, women face challenges in using public transport that fundamentally emanates from the idea that public transport is 'unsafe'. This logic is often used by male family members to dissuade women from using public transport independently. Ironically, such men also harass women outside the family unit. This results in lower mobility for women; however, it must be recognized that the safety risk is very real as women do get harassed whilst travelling. CERP proposes optimizing resources for women-only services, efficient scheduling, government cooperation with informal operators in peri-urban areas, reducing overcrowding by expanding the transport network, public transport staff training, infrastructural improvements (including sidewalks, street lighting, and police attention) and better monitoring and evaluation. The report takes a long-term perspective, highlighting government's role in creating awareness and changing social norms.

Wilder (2018) in this research attempts to provide an insight by analyzing transportation survey data from Lahore. Pakistan exhibits a women's labor force participation rate well below the worldwide average, and the link between safe transportation and work for women could allow policymakers and development workers to design more effective interventions. However, this research did not find evidence for a relationship between proxy variables for harassment and women's labor market outcomes. There is a need for further research on the harassment-mobility-work relationship. Ali (2012) conducted a study centered on the Karachi strategic development plan 2020 (KSDP-2020). The research indicates that women account for 25% of the total travelers in Karachi. Majority of them are women from the middle and lower classes as these women come out of houses to work and also for the purpose of getting an education. There is no public transport to cater to the needs of these women and girls. These women can spend as much as 20 to 40% of their income on transport, and spend three to five hours daily on travelling. They also experience discomfort on private buses due to harassment from both drivers and other passengers. The study recommended more reserved seats and separate compartments for female passengers in buses.

Haider et.al (2014) conducted a study in Lahore on the travelling experiences of females in pink rickshaws. He concluded that the pink rickshaw initiative, where both driver and passengers are females, was appreciated by females and the need for an increase in the service was suggested. Ejaz (2007) concluded that Qingqis and rickshaws had promoted women ridership in Karachi as it is considered a safer mode of transport for women. It gives them freedom and they do not have to sit with men.

CHAPTER 3: METHODOLOGY

3.1 RATIONALE AND METHODOLOGY

This research focuses on women facing harassment in public places and travelling using various modes of transport. The sample includes women working in public and private organizations, domestic workers, home-based workers, students, WWDs, pregnant women, elderly women and TGPs. The study collected the perceptions of women aged 10 to 60+ years from five districts across Pakistan (Karachi, Dadu, Khairpur, Rawalpindi and Quetta). Further, views of key stakeholders were also recorded, including representatives from PCSW, SCSW, PSCA, LTC, Punjab Transport Department, WDD, Punjab Mass Transit Authority, Education Department, Health Department, Planning and Development Department, CERP, Police and CSOs. Focus group discussions with two different clusters were undertaken. Safety walks at selected bus stops, parks and markets were also part of the study.

The study used a participatory approach. Tools were developed in consultation with the Steering Committee and Advisory Committee and finalized in light of recommendations from consultative meetings with UN Women. Questions were designed to ensure accessibility and comprehension across a wide range of participants. The study used both quantitative and qualitative approaches to address the topic from different perspectives. Triangulation of the results during the final analysis provided a more comprehensive understanding. A background assessment was also carried out through desk review, including the identification of government policies and schemes related to women's empowerment in general and public transport in particular. This study helps to set the foundation for evidence-based actions by government and other stakeholders to end violence against women and girls in public places.

3.2 RESEARCH METHODS AND SAMPLING

The research methodology included a mapping exercise and devising a sampling strategy followed by four data collection techniques: street surveys (women commuters and bus drivers/conductors, women visiting markets and parks), focus group discussions, in-depth interviews with key informants and safety walks. The findings from all data collection methods complement each other.

3.2.1 Sampling

Cochrane's formula for probability sampling was used to calculate the sample size, which is as follows:

$$n = \left(\frac{z_{\alpha}^2}{2} * p(1 - p) / e^2 \right) * 2$$

Where

2: as we have to use two stage sample design

e=margin of error taken at 5%

$z_{\alpha/2}^2$ is the 95 percent confidence interval which equals to 3.84

p is the prevalence rate of harassment taken at 0.5 to get the maximum sample size

Using the above formula, the sample size came out to be 768 respondents per district and division. A square root allocation of this sample was done amongst all the districts to make the sample representative at the district, division and provincial level by assigning female population weights. The revised sample size after assigning these female population weights came out as shown in Table 1 below.

Table 1: Population weighted sample size

| Administrative Units | Total Population (Census 1998) | Total Population (Census 2017) | Female Population (Census 2017) | Sample Size | Square Root of Female Population | Distributed Sample among Domain by Using Square Root Allocation |
|----------------------|--------------------------------|--------------------------------|---------------------------------|-------------|----------------------------------|---|
| Rawalpindi District | 3,363,911 | 5,405,633 | 2,663,075 | 768 | 1631.89 | 849.48 |
| Quetta District | 773,936 | 2,275,699 | 1,081,755 | 768 | 1040.07 | 541.41 |
| Dadu District | 1,106,717 | 1,550,266 | 752,385 | 768 | 867.40 | 451.52 |
| Khairpur District | 1,547,751 | 2,404,334 | 1,163,806 | 768 | 1078.80 | 561.57 |
| Karachi Division | 9,856,318 | 16,051,521 | 7,610,365 | 768 | 2758.69 | 1436.03 |
| Total | 16,648,633 | 27,687,453 | 13,271,386 | 3840 | 7376.85 | 3840 |

Rawalpindi District

A two-stage stratified random sampling was used for the WSA Survey in Rawalpindi.

Table 2: Distribution of sample in Rawalpindi

| Sample Unit | No. | Source |
|--------------------------------------|-----|---|
| Total number of parks | 10 | https://en.wikipedia.org/wiki/List_of_parks_and_gardens_in_Pakistan#Rawalpindi Confirmed by Parks & Horticultural Authority (PHA) |
| Total number of markets | 14 | Web search verified by DTWG |
| Total number of transportation stops | | Transport Department Rawalpindi (with the help and coordination of member DTWG) |
| • Metro bus | 10 | |
| • Wagons/ vans | 20 | |

As per the mapping exercise, Rawalpindi district has 10 parks, 14 markets and 30 transportation stops and stations (wagon/ van/ minibuses and metro). In the first stage, the sample of 852 was proportionately divided into the three strata, namely parks, markets and transportation stops/ stations. Consequently, the sample size for the parks came out as 158 respondents, for markets it was 221 and for transportation stops/ stations it was 473 respondents.

The strata identified in the first stage were segmented according to high income, middle income and lower income category areas for parks, markets and transportation stops respectively.

In the second stage, 2 parks from each category (high income, middle income, and lower income) for a total of 6 parks were randomly selected. The sample size for parks was divided equally amongst the 6 parks so that approximately 27 respondents were interviewed from each park. Systematic random sampling was used for this purpose. For instance, every 5th female visitor to the park was interviewed as a survey respondent.

Similarly, for markets, 3 markets from each category (high income, middle income, and lower income) for a total of 9 markets were randomly selected. The sample size for markets was divided equally amongst the 9 markets so that approximately 25 respondents were interviewed from each market. Systematic random sampling was used for this purpose. For instance, every 5th female visitor entering the market was interviewed as a survey respondent.

The sample size identified for transportation was 473. Qingqi transport is available in only Saddar area of Rawalpindi. Therefore, 10 percent of the transport sample size (473) or 48 respondents were Qingqi users. The remaining sample of 425 was divided amongst the wagon/ van/ minibuses and metro stations/ stops. For the stops identified above, 6 stops falling within high income, middle income, and lower income, for a total of 18 transportation stops were randomly selected. The sample size was divided equally amongst the 18 stops so that approximately 24 respondents were interviewed from each stop. Systematic random sampling was used for this purpose. For instance, every 5th female traveler identified at the stop was interviewed as a survey respondent.

The Metro bus network is between Pak Secretariat, in Islamabad, and Saddar in Rawalpindi. It has 24 stations, 10 covering Rawalpindi and 14 in Islamabad. The starting point is Saddar Rawalpindi. This is famous for the main market of Rawalpindi Saddar Bazar and adjacent to Cantonment. The last station of Rawalpindi is Faizabad, which is the main bus stop of the twin cities. So, both stations are busy and cover the main areas. For this survey the whole route i.e. from Saddar Rawalpindi to Pak-Secretariat Islamabad was considered.

Transgender persons: 10% of the TGPs in Rawalpindi (for a total of 69) were contacted using the snowball sampling technique or respondent driven sampling technique to facilitate identification of the respondents.

Khairpur District

A two-stage stratified random sampling was used for the WSA Survey in Khairpur.

Table 3: Distribution of sample in Khairpur

| Sample Unit | No. | Source |
|--|-----|--|
| Total number of parks | 7 | Municipal Committee Khairpur |
| Total number of markets | 14 | Municipal Committee Khairpur and Town Committee Kot Diji |
| Total number of transportation stops - Qingqi/ Rickshaw | 16 | Public Transporters, Starters and RTA secretary |

As per the mapping exercise, Khairpur district has 7 parks, 14 markets and 16 Qingqi/ rickshaw stops. In the first stage, the sample of 562 was proportionately divided into the three strata, namely parks, markets and transportation stops. Consequently, the sample size for the parks came out to be 125 respondents, for markets it was 208 and for Qingqi/ rickshaw stops it was 229 respondents.

The strata identified in the first stage was segmented according to high income, middle income and lower income category areas for parks, markets and transportation stops respectively.

In the second stage, 2 parks from each category (high income, middle income, and lower income) for a total of 6 parks were randomly selected. The sample size for parks was divided equally amongst the 6 parks so that approximately 21 respondents were interviewed from each park. Systematic random sampling was used for this purpose. For instance, every 5th female visitor to the park was interviewed as a survey respondent.

Similarly, for market, 3 markets from each category (high income, middle income, and lower income) for a total of 9 markets were randomly selected. The sample size for markets was divided equally amongst the 9 markets so that approximately 23 respondents were interviewed from each market. Systematic random sampling was used for this purpose. For instance, every 5th female visitor entering the market was interviewed as a survey respondent.

Likewise, for Qingqi/ rickshaw stops, 3 stops falling within high income, middle income, and lower income each, for a total of 9 Qingqi stops were randomly selected. The sample size for Qingqi stops was divided equally amongst the 9 stops so that approximately 25 respondents were interviewed from each stop. Systematic random sampling was used for this purpose. For instance, every 5th female traveler identified at the stop was interviewed as a survey respondent.

It was found that bus and vans are not allowed inside Khairpur city. This mode of transport is used for travelling from other cities/ villages to Khairpur city and vice versa. There is one main bus stand at the old national highway near the entrance of the city from where buses/ vans come and go to the other cities. Some other stops of vans/ Suzuki pickups are also found here, near the old national highway crossing from Khairpur city area. Passengers use Qingqi/ rickshaw/ motorbike or private transport to go from inside the city to the bus stand from where they get a bus/ van for travelling out of the city. Likewise, people come from other cities/ nearby villages through bus/ van/ Suzuki pickups which drop them at the bus stand situated outside the city entrance and they use private transport or Qingqi/ rickshaw for coming into the city. Many people including students, employees, and businessmen travel frequently from/ to Khairpur in this way. Qingqis/ rickshaws/ motorbikes are also used for travelling to/ from nearby villages and small towns.

Qingqi/ rickshaw is used for travelling inside the city. There are a few Qingqi/ rickshaw stands in the city but there are few designated routes and stops for them. They are found in places where they can find passengers e.g. in front of hospitals, colleges, markets, offices and near out of city 'bus stand/ adda' and drop the passengers at any convenient place.

Transgender persons: 30% percent of the TGPs in Khairpur (for a total of 31) were interviewed using snowball or respondent driven sampling to facilitate identification of respondents.

Dadu District

A two-stage stratified random sampling was used for the WSA Survey in Dadu.

Table 4: Distribution of sample in Dadu

| Sample Unit | No. | Source |
|--------------------------------------|-----|---|
| Total number of parks | 06 | Municipal Committee Dadu |
| Total number of markets | 10 | Municipal Committee and DTWG |
| Total number of transportation stops | | Transporters Association, Traffic Police Municipal Committee Dadu |
| • Bus | 6 | Qingqi Rickshaw Owners Association Dadu |
| • Van | 8 | |
| • Pickups | 9 | |
| • Qingqi | 28 | |

As per the mapping exercise, Dadu district has 6 parks, 10 markets and 28 Qingqi stops. In the first stage, the sample of 453 was proportionately divided into the three strata, namely parks, markets and transportation stops. Consequently, the sample size for the parks came out to be 90 respondents, for markets it was 112 and for Qingqi it was 251 respondents.

The strata identified in the first stage was segmented according to high income, middle income and lower income category areas for parks, markets and transportation stops respectively.

In the second stage, one park from each category (high income, middle income, and lower income) for a total of 3 parks was randomly selected. The sample size for parks was divided equally amongst the 3 parks so that approximately 30 respondents were interviewed from each park. Systematic random sampling was used for this purpose. For instance, every 5th female visitor to the park was interviewed as a survey respondent.

Similarly, for markets, 2 markets from each category (high income, middle income, and lower income) for a total of 6 markets were randomly selected. The sample size for markets was divided equally amongst the 6 markets so that approximately 19 respondents were interviewed from each market. Systematic random sampling was used for this purpose. For instance, every 5th female visitor entering the market was interviewed as a survey respondent.

Likewise, for Qingqi stops, 4 stops falling within high income, middle income, and lower income each, for a total of 12 Qingqi stops were randomly selected. The sample size for Qingqi stops was divided equally amongst the 12 stops so that approximately 21 respondents were interviewed from each stop. Systematic random sampling was used for this purpose. For instance, every 5th female traveler identified at the stop was interviewed as a survey respondent.

It was reported that buses and vans are not allowed inside Dadu city. They are used for travelling from city to city and from villages to Dadu city and vice versa. There is one main bus stand near the entrance of the city from where buses/ vans come and go to other cities. Passengers use Qingqi or private transport to go from inside the city to the bus stand from where they get a bus/ van for travelling out of the city. Likewise, people come from other cities/ nearby villages by bus/ van which drops them at the bus stand situated outside the city entrance and they use private transport or Qingqi to come inside the city. Many people including students, employees, and businessmen travel frequently from/ to Dadu in this way. Qingqis are also used for travelling to/ from nearby villages and small towns.

Qingqi/ rickshaw is used for travelling inside the city. There are 28 Qingqi stands in the city but there are no designated routes and stops. They are found in places where they can find passengers easily e.g. in front of hospitals, colleges, markets, offices and near out of city 'bus stand/ adda' and drop the passengers at any convenient place.

Transgender persons: 100 percent of the TGPs in Dadu (for a total of 24) were interviewed. The TGPs were identified using snowball or respondent driven sampling.

Quetta District

A two-stage stratified random sampling was used for the WSA Survey in Quetta.

Table 5: Distribution of sample in Quetta

| Sample Unit | No. | Source |
|--|--------|--|
| Total number of parks | 6 | Self-Survey Municipal Corporation |
| Total number of markets | 15 | Self-Survey Municipal Corporation Anjuman-e-Tajeraan |
| Total number of transportation stops | | Regional Transport Authority (RTA) Quetta Van Association Hazara-Town |
| <ul style="list-style-type: none"> • Bus • Pickups/ vans | 5 4 | |

As per the mapping exercise, Quetta district has 6 parks, 15 markets, 9 bus/ van stops. In the first stage, the sample of 541 was proportionately divided into the three strata, namely parks, markets and transportation stops. Consequently, the sample size for the parks was 108 respondents, for markets it was 271 and for bus/ van stops it was 162 respondents.

The strata identified in the first stage was segmented according to high income, middle income and lower income category areas for parks, markets and transportation stops respectively.

In the second stage, one park from each category (high income, middle income, and lower income) for a total of 3 parks was randomly selected. The sample size for parks was divided equally amongst 3 parks so that approximately 36 respondents were interviewed from each park. Systematic random sampling was used for this purpose. For instance, every 5th female visitor to the park was interviewed as a survey respondent. It is important to mention here that 2 of the 6 total parks in Quetta were not sampled as one was closed for construction whilst the other was not accessible due its location in the cantonment area.

Similarly, in case of markets, randomly 4 markets from each category (high income, middle income, and lower income) were selected for a total of 12 markets. The sample size for markets was divided equally amongst the 12 markets so that approximately 23 respondents were interviewed from each market. Systematic random sampling was used for this purpose. For instance, every 5th female visitor entering the market was interviewed as a survey respondent.

Likewise, for bus / van stops, randomly 2 bus/ van stops falling within high income, middle income, and lower income categories each, for a total of 6 stops were chosen accordingly. The sample size for bus stops was divided equally amongst the 6 bus/ van stops so that approximately 27 respondents were interviewed from each bus/ van stop. Systematic random sampling was

used for this purpose. For instance, every 5th female traveler identified at the stop was interviewed as a survey respondent.

The transportation stops are actually “Bus Stands” where buses are stationed (also picking and dropping passengers from here), whereas the route-wise bus stops or pick and drop points are not specified and are informal, depending on the will of passengers and drivers. Although Quetta Municipal Corporation (QMC) have constructed 2-3 roofed stands, these are not used properly by the public or by bus drivers.

Transgender persons: All known TGPs in Quetta (31) using snowball or respondent driven sampling were contacted and interviewed.

Karachi Division

A three-stage stratified random sampling was used for the WSA Survey in Karachi.

Table 6: Distribution of sample in Karachi Division

| Sample Unit | No. | Source |
|---------------------------|-----|--|
| Total number of parks | 80 | http://www.kmc.gos.pk/Contents.aspx?id=79 http://www.liquisearch.com/list_of_parks_and_gardens_in_karachi/public_parks |
| Total number of markets | 102 | http://www.kmc.gos.pk/Contents.aspx?id=71 |
| Total number of bus stops | 115 | http://www.kmc.gos.pk/Contents.aspx?id=71 |

As per the mapping exercise, Karachi division has 80 parks, 102 markets, and 115 bus stops. In the first stage, the sample of 1436 was proportionately divided into the three strata, namely parks, markets and transportation stops. Consequently, the sample size for the parks came out to be 387 respondents, for markets it was 493 and for bus stops it was 556 respondents.

The strata identified in the first stage was segmented according to high income, middle income and lower income category areas for parks, markets and transportation stops respectively.

In the second stage, randomly 6 parks from each category (high income, middle income, and lower income) for a total of 18 parks were selected. The sample size for parks was divided equally amongst the 18 parks so that approximately 22 respondents were interviewed from each park. Systematic random sampling was used for this purpose so that, for instance, every 5th female visitor to the park was interviewed as a survey respondent.

Similarly, for markets, randomly 6 markets from each category (high income, middle income, and lower income) for a total of 18 markets were selected. The sample size for markets was divided equally amongst the 18 markets so that approximately 28 respondents were interviewed from

each market. Systematic random sampling was used for this purpose so that, for instance, every 5th female visitor entering the market was interviewed as a survey respondent.

Likewise, for bus/ van stops, randomly 6 bus/ van stops falling within high income, middle income, and lower income, for a total of 18 stops were selected accordingly. The sample size for bus stops was divided equally amongst the 6 bus/ van stops so that approximately 31 respondents were interviewed from each bus/ van stop. Systematic random sampling was used for this purpose. For instance, every 5th female traveler identified at the stop was interviewed as a survey respondent.

Table 7: Distribution of sample district-wise

| Data | Central | South | East | West | Malir | Korangi | Total | Source |
|-----------|---------|-------|------|------|-------|---------|-------|--|
| Parks | 19 | 43 | 12 | 1 | 2 | 3 | 80 | http://www.kmc.gos.pk/Contents.aspx?id=79 http://www.liquisearch.com/list_of_parks_and_gardens_in_karachi/public_parks |
| Markets | 27 | 40 | 16 | 4 | 8 | 7 | 102 | http://www.kmc.gos.pk/Contents.aspx?id=71 |
| Bus Stops | 24 | 24 | 26 | 20 | 9 | 12 | 115 | http://www.kmc.gos.pk/Contents.aspx?id=71 |

Transgender persons: 4% of TGPs in Karachi division (for a total of 50 TGPs) were interviewed using snowball or respondent driven sampling to facilitate identification of respondents.

3.2.2 Pretesting

Before starting data collection, a pre-test was carried out in all five districts. 10% of the total sample was used for pre-testing. In light of the findings of the pre-test, some changes were made in the developed tools.

3.2.3 Data Cleaning

Prior to data entry, all the data was systematically edited and coded. The data was cleaned using filter checks to minimize errors and omissions. The quantitative data was coded and analyzed using SPSS and the qualitative data was analyzed manually. After a thorough content analysis, codes were allocated, matrix was developed, and themes were identified. The data was categorized by themes and sub-themes, and a discourse analysis was carried out.

3.2.4 Mapping information

The detailed mapping with lists/ names of parks, markets and transportation stops are provided in Annex-5.

3.2.5 Perception Surveys

A street perception survey was conducted, aiming to access the experiences of a large number of women from different classes, age groups, occupations, etc. from the five targeted districts. Two separate questionnaires were designed to gain insights into women's concerns, their understanding of the factors that cause insecurity, and their responses to sexual harassment faced in public places (parks and markets) and at transport stops and during travel. The questionnaires in English are attached in Annex-6. A questionnaire for recording the perception of drivers/ conductors was also developed. The survey was conducted at different times of the day (morning, afternoon, evening and night). In total, 4072 women and 76 bus drivers/conductors were interviewed in different areas of the selected districts.

Table 8: Distribution of sample by category and districts

| Districts | Public and Private Transport | Parks | Markets | Total | Percentage |
|-------------------|------------------------------|-------------|-------------|-------------|--------------|
| Karachi | 585 | 560 | 365 | 1510 | 37.1 |
| Dadu | 295 | 62 | 117 | 474 | 11.6 |
| Khairpur | 258 | 174 | 164 | 596 | 14.6 |
| Rawalpindi | 537 | 160 | 219 | 916 | 22.5 |
| Quetta | 175 | 136 | 265 | 576 | 14.14 |
| Total | 1850 | 1092 | 1130 | 4072 | 100 |
| Percentage | 45 | 27 | 28 | 0 | 100 |

The sample was further divided into various categories as shown in Figure 3.1. A diverse representative group of women, and a wide range of questions helped to assess and analyze harassment holistically. The women/girl's category includes working women and students of schools, colleges and universities.

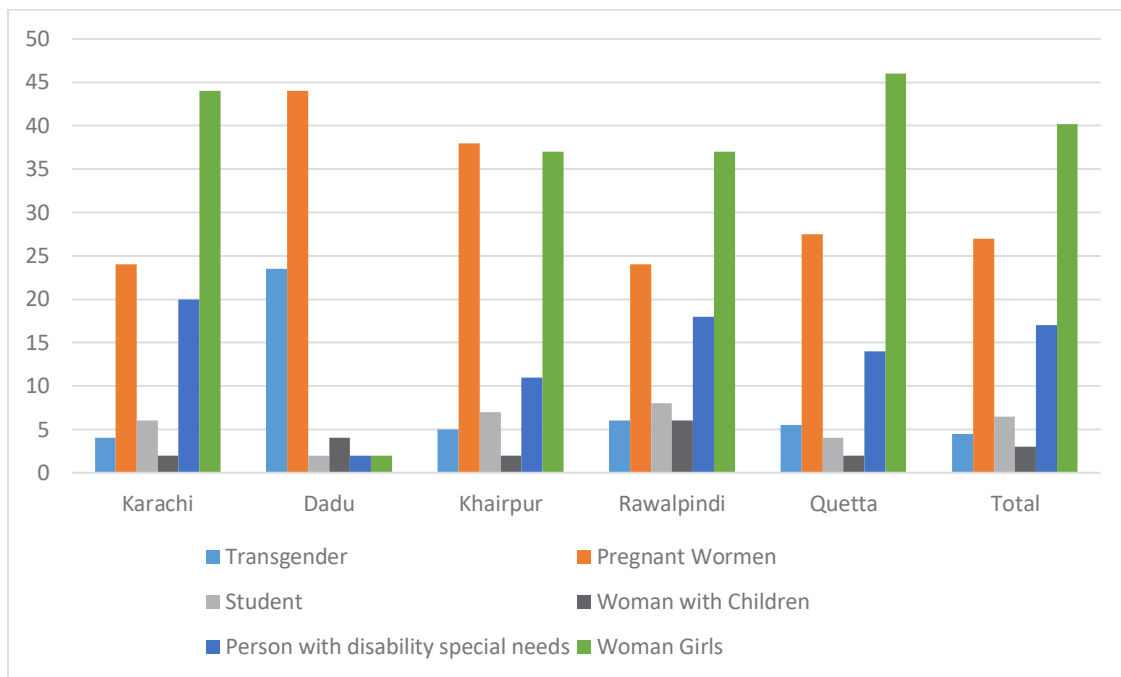


Figure 3.1: Distribution of respondents in the sample

Further, the perception of bus drivers/ conductors driving various public and private vehicles was also recorded to analyze their understanding of the severity of the phenomena and role in such situations.

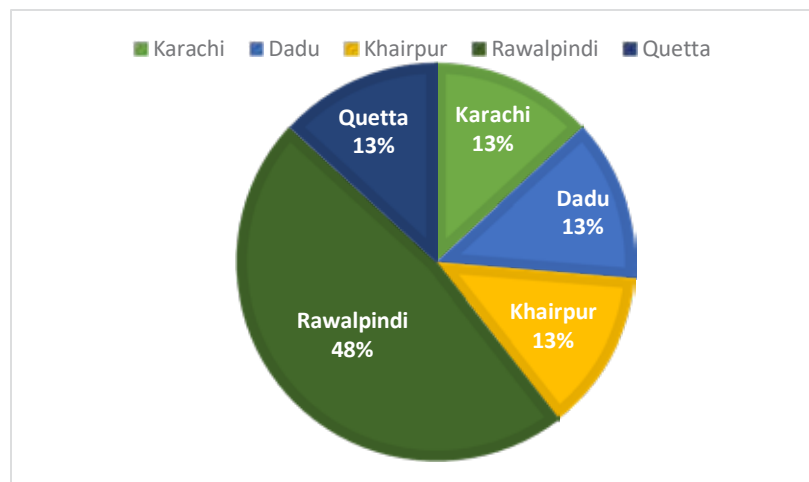


Figure 3.2: Distribution of drivers/ conductors

3.2.6 Key Informant Interviews

In total, 50 key informant interviews were conducted with officials. An interview guide was developed to aid a structured discussion, attached in Annex-7 and the list of key informants is provided in Annex-4. The officials included were affiliated with the WDD, CSW, District Transport Authority, DG Parks, Regional Transport, HRCP, Ministry of Human Rights and Minorities, Health Department, Population Department, Local Government Department, Planning and

Development Department, Finance Department, police etc. The KIIs also included legislators and key experts.

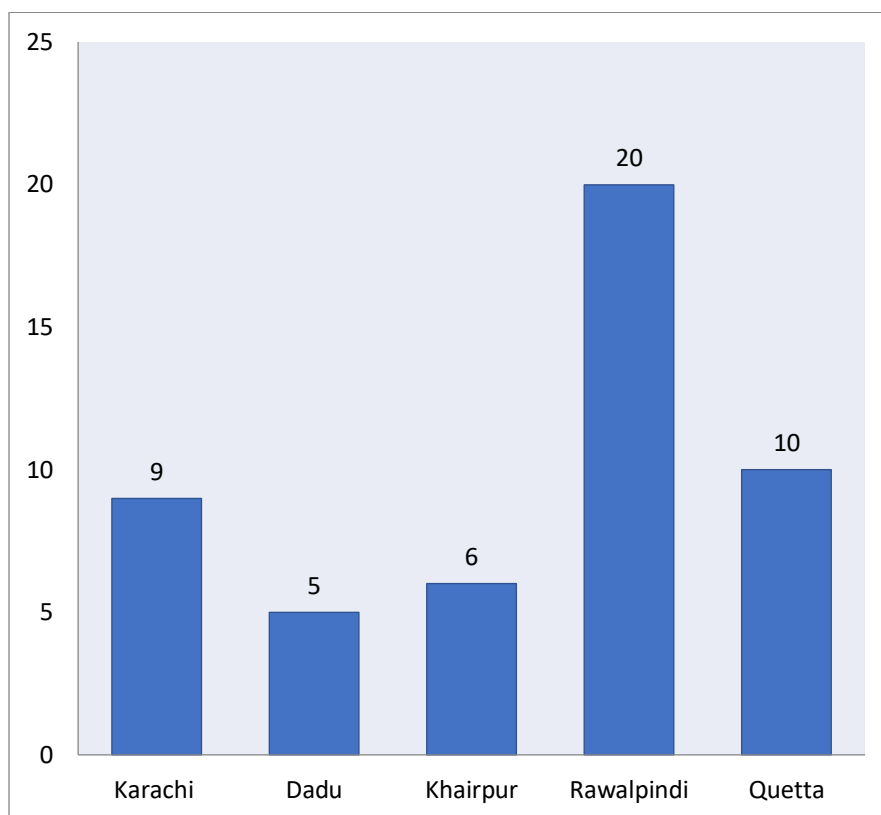


Figure 3.3: Distribution of KIIs by districts

3.2.7 Focus Group Discussions (FGDs)

In each district/ division, two FGDs were conducted, for a total of 10. The guidelines for conducting focus group discussions were developed and discussions were held in order to engage stakeholders/ duty-bearers and get their insights. The discussion points for the groups are provided in Annex-7.

Each FGD group comprised of 8–15 individuals and lasted for 2–2.5 hours which gave participants ample time to express their views and interact with each other. This helped in understanding issues in greater depth and coming to sound conclusions. The team members in all districts moderated the discussions and also acted as rapporteurs. All discussions were video recorded and later transcribed. The recordings were carried out with the consent of the participants and are used for the purpose of this research only. The objectives of the focus group discussions were:

- To get first-hand information in a broader context from stakeholders, particularly women, on the issues they face in public places in the targeted five districts; and

- To explore issues that women and girls face in the different districts, and to find possible solutions from the perspectives of both rights holders and duty bearers.

The FGDs were carried out with two different clusters in each district/ division:

| Cluster I |
|---|
| Students, working women in public and private sector, home-based workers, domestic workers, small-business holders, working women union leaders, pregnant women, women with children and infants, TGPs, WWDs, elders, representatives of excluded groups of society using public transport. |

| Cluster II |
|---|
| CSOs working on VAW/ GBV and women empowerment, provincial alliances/ forums, women-headed organizations, INGOs, research institutions, academia, media, lawyers and key individual gender experts. |

All the groups highlighted the experiences of women in terms of insecurity, the role of government institutions and factors that could improve the situation. The women and girls who participated in these discussions had similar profiles to those in the perception surveys of women. However, these discussions gave an opportunity to ascertain the views of women belonging to varied age groups, working status and socioeconomic classes in a single sitting.

3.2.8 Safety Walks

Safety walks were used to assess infrastructure from the perspective of women's safety. In total, 102 safety walks were arranged at locations selected for specific characteristics across the five districts.

Table 9: Distribution of Safety Walks

| Districts | Safety Walks |
|--------------|--------------|
| Karachi | 27 |
| Dadu | 18 |
| Khairpur | 18 |
| Rawalpindi | 12 |
| Quetta | 27 |
| Total | 102 |

The safety walks were carried out by district coordinators along with women duty-bearers, members of the Steering Committee, partner organizations, women councilors, working women

in public and private sectors, students, TGPs, etc. The observers looked out for the reasons behind security concerns of women at three different times of the day at the same parks, markets and bus stops/ stands. Observations were made and recorded on a pre-developed checklist provided to all participants. The checklist covered aspects such as lighting, signage, security and surveillance, etc., at the bus stops. The observations made by participants were entered into SPSS, tabulated and analyzed.

3.3 DATA COLLECTION

The project team accompanied the research teams to monitor and supervise field visits, ensuring their presence till data collection was completed. Research teams included internal quality assurance monitors to supervise and monitor the data collection process. The data was collected over a period of 45 days between July-August 2019.

3.3.1 Orientation of field enumerators

The field enumerators (total 50: 45 females and 5 males) were team members of Aurat Foundation in each district and individual professional researchers. The minimum qualification was a Bachelor's degree with at least 2 years' experience of working with NGOs.

All field enumerators attended a one-day training session on the aims and objectives of the project, research instruments and data collection processes given by the Lead Researcher in each district. The field enumerators were orientated on concepts related to gender and gender-based violence and briefed on ethical considerations during data collection. The interview teams received special training on the techniques and skills required to conduct in-depth interviews and were provided with a set of questionnaire guidelines and briefing on specific interview techniques. The interviews and FGDs were conducted by Aurat Foundation local teams in the respective districts/ divisions. The training guidelines are provided in Annex-7.

3.3.2 Ethical considerations

At every stage of the study, careful consideration was given to following ethical guidelines. Informed consent was taken from respondents prior to the start of data collection. Recognizing the sensitivity of the topic, extra care was taken, and the time and venue of the interview was decided in consultation with the respondents. The in-depth interviews and focus group discussions were conducted in strict privacy, with outsiders present only if the respondent allowed it. All researchers were asked to end the interviews on a positive note. The confidentiality of respondents was deemed paramount and their names or addresses are not included in this report.

3.4 DATA ANALYSIS

Quantitative data was analyzed using the statistical software SPSS. The data displays frequency and percentage distributions by age, education, profession, type of harassment faced at transportation stops and during travel, and in parks and markets. Comparative analysis between the districts was also made to identify differences by locale and context. The data was analyzed according to pre-defined variables in the study. The data was entered, tabulated and coded by a research team at the University of the Punjab, Lahore. The qualitative data generated from interviews with key informants and focus group discussion was analyzed separately. A thematic discourse analysis was carried out to interpret the results of the study.

CHAPTER 4: RESULTS

The data collection was carried out in five districts/ divisions, namely Karachi, Quetta, Rawalpindi, Khairpur and Dadu, in three provinces across Pakistan. The results of the study are based on quantitative and qualitative analysis.

This chapter is divided into six sections covering the below topics:

- Perception survey of women at public places (markets and parks)
- Perception survey of women at transportation stops and during travelling
- Perception survey with transportation drivers and conductors
- Safety walks
- Key Informants Interviews (KIIs)
- Focus Group Discussions (FGDs)

4.1 PERCEPTION SURVEY OF WOMEN AT PUBLIC PLACES

This section describes the results of the survey carried out with women visiting public places. The perception survey consisted of a sample of 2222 women visiting parks and markets in the five districts. The multiple response tables in the analysis' are calculated on the basis, of the number of responses given by the respondents for a particular statement.

4.1.1 Demographic Characteristics of Sample in Public Places

Table 10: Category

| District/ Category | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|---------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| TGPs | 35 | 4.0 | 10 | 5.6 | 16 | 4.7 | 17 | 4.5 | 22 | 5.5 | 100 | 4.5 |
| Housewives/ Women with children | 247 | 27.0 | 64 | 35.8 | 129 | 38.2 | 110 | 29.0 | 133 | 33.2 | 683 | 30.7 |
| Pregnant women | 56 | 6.0 | 15 | 8.4 | 30 | 8.9 | 28 | 7.4 | 18 | 4.5 | 147 | 6.6 |
| WWDs | 13 | 1.0 | 0 | 0.0 | 8 | 2.4 | 11 | 2.9 | 7 | 1.7 | 33 | 1.5 |
| Female students | 131 | 14.0 | 17 | 9.5 | 40 | 11.8 | 54 | 14.2 | 58 | 14.5 | 306 | 13.8 |
| Working Women | 443 | 48.0 | 73 | 40.8 | 115 | 34.0 | 159 | 42.0 | 163 | 40.6 | 953 | 42.9 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

The above table shows the distribution of respondents in all districts. Almost 42.9% of the total sample respondents visiting public places were working women followed by 30.7% women with children/ housewives. Only 13.5% of the sample were students visiting parks or markets. This shows that the majority of the respondents in the selected sample are mature women, thus, the

study reflects the opinion of middle-aged mature women with a clear understanding of the challenges faced by Pakistani women at the public places.

Table 11: Nature of Disability

| District/ Nature of Disability | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|--------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| No disability | 916 | 99.0 | 176 | 98.3 | 332 | 98.2 | 372 | 98.2 | 393 | 98.0 | 2189 | 98.5 |
| Physical | 6 | 0.6 | 3 | 1.7 | 6 | 1.8 | 5 | 1.3 | 8 | 2.0 | 28 | 1.3 |
| Mental | 3 | 0.3 | 18 | 10.1 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 5 | 0.2 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

The above table shows the nature of disability of respondents across five districts. Almost 98.5% of the respondents did not have any disability, while 1.3% of the respondents had a physical disability and only 0.2% of the respondents had mental disability.

Table 12: Marital status

| Districts/ Marital Status | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|---------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Single | 318 | 34.4 | 65 | 36.3 | 87 | 25.7 | 110 | 29.0 | 136 | 33.9 | 716 | 32.2 |
| Married | 517 | 55.9 | 95 | 53.1 | 227 | 67.2 | 238 | 62.8 | 224 | 55.9 | 1301 | 58.6 |
| Widow | 66 | 7.1 | 11 | 6.1 | 19 | 5.6 | 22 | 5.8 | 32 | 8.0 | 150 | 6.8 |
| Separated | 14 | 1.5 | 4 | 2.2 | 4 | 1.2 | 4 | 1.1 | 6 | 1.5 | 32 | 1.4 |
| Divorcee | 10 | 1.1 | 4 | 2.2 | 1 | 0.3 | 5 | 1.3 | 3 | 0.7 | 23 | 1.0 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

In the sample of the study, more than half of the respondents (58.6%) were married, while 32.2% respondents were single. This again shows the level of maturity among the sample of the study.

Table 13: Age

| Districts/ Age | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| 10-19 | 116 | 12.5 | 25 | 14.0 | 16 | 4.7 | 24 | 6.3 | 44 | 11.0 | 242 | 10.9 |
| 20-29 | 323 | 34.9 | 63 | 35.2 | 129 | 38.2 | 142 | 37.5 | 131 | 32.7 | 813 | 36.6 |
| 30-39 | 287 | 31.0 | 66 | 36.9 | 30 | 8.9 | 113 | 29.8 | 133 | 33.2 | 734 | 33.0 |
| 40-49 | 151 | 16.3 | 23 | 12.8 | 8 | 2.4 | 51 | 13.5 | 76 | 19.0 | 343 | 15.4 |
| 50-59 | 35 | 3.8 | 2 | 1.1 | 40 | 11.8 | 4 | 1.1 | 12 | 3.0 | 66 | 3.0 |
| 60+ | 13 | 1.4 | 0 | 0.0 | 115 | 34.0 | 4 | 1.1 | 5 | 1.2 | 24 | 1.1 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Almost three-fourths of the sample respondents were in the age group of 20-39 years. Very few women fell into older age brackets. A similar pattern prevails across all districts.

Table 14: Education

| Districts/ Educational Levels | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| No education | 67 | 7.2 | 26 | 14.5 | 40 | 11.8 | 30 | 7.9 | 60 | 15.0 | 223 | 10.0 |
| Primary | 69 | 7.5 | 37 | 20.7 | 14 | 4.1 | 28 | 7.4 | 51 | 12.7 | 199 | 9.0 |
| Middle | 105 | 11.4 | 17 | 9.5 | 30 | 8.9 | 32 | 8.4 | 53 | 13.2 | 237 | 10.7 |
| Matric | 215 | 23.2 | 54 | 30.2 | 72 | 21.3 | 77 | 20.3 | 69 | 17.2 | 487 | 21.9 |
| Intermediate | 227 | 24.5 | 23 | 12.8 | 53 | 15.7 | 74 | 19.5 | 72 | 18.0 | 449 | 20.2 |
| Graduation | 153 | 16.5 | 16 | 8.9 | 80 | 23.7 | 72 | 19.0 | 46 | 11.5 | 367 | 16.5 |
| Post Graduate | 50 | 5.4 | 5 | 2.8 | 45 | 13.3 | 63 | 16.6 | 18 | 4.5 | 181 | 8.1 |
| Madrassa | 39 | 4.2 | 1 | 0.6 | 4 | 1.2 | 3 | 0.8 | 32 | 8.0 | 79 | 3.6 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Almost 90% of the respondents were literate, and among those who were not educated, the majority belonged to Khairpur and Dadu. About 42% respondents were matric and intermediate graduates.

Table 15: Employment status

| Districts/ Employment Status | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Private/ Public Job | 172 | 18.6 | 15 | 8.4 | 62 | 18.3 | 52 | 13.7 | 40 | 10.0 | 341 | 15.3 |
| Self-employed/ small business | 37 | 4.0 | 8 | 4.5 | 11 | 3.3 | 14 | 3.7 | 17 | 4.2 | 87 | 3.9 |
| Domestic Worker | 76 | 8.2 | 8 | 4.5 | 28 | 8.3 | 30 | 7.9 | 30 | 7.5 | 172 | 7.7 |
| Housewife | 452 | 48.9 | 78 | 43.6 | 184 | 54.4 | 182 | 48.0 | 193 | 48.1 | 1089 | 49.0 |
| Unemployed | 188 | 20.3 | 69 | 38.5 | 53 | 15.7 | 101 | 26.6 | 121 | 30.2 | 532 | 23.9 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Almost half of the respondents (49.0%) were housewives, while about one-fourth were unemployed. 15.3% of the respondents were employed in jobs.

4.1.2 Safety Concerns in Public Places (Parks/ Markets)

This section describes the situation of women facing harassment in public places, which includes both markets and parks. Further, for some of the most important indicators of women's safety, separate analysis by markets and parks is also carried out. The purpose is to understand the situation in more depth.

Table 16: Frequency of visiting public places

| Districts/ Frequency | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Daily (5-7 days in a week) | 133 | 14.4 | 22 | 12.3 | 11 | 3.3 | 52 | 13.7 | 39 | 9.7 | 257 | 11.6 |
| Often (2-4 times in a week) | 120 | 13.0 | 19 | 10.6 | 34 | 10.1 | 54 | 14.2 | 46 | 11.5 | 273 | 12.3 |
| Sometimes (2-3 times in a month) | 245 | 26.5 | 94 | 52.5 | 131 | 38.8 | 132 | 34.8 | 103 | 25.7 | 705 | 31.7 |
| Rarely (Once in a month) | 194 | 21.0 | 26 | 14.5 | 112 | 33.1 | 76 | 20.1 | 109 | 27.2 | 517 | 23.3 |
| Very rarely (Once in two months) | 233 | 25.2 | 18 | 10.1 | 50 | 14.8 | 65 | 17.2 | 104 | 25.9 | 470 | 21.2 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Table 16 shows that generally there is a lower number of respondents visiting parks and markets daily. Only 11.6% respondents frequently visited such places. Most of the daily visitors may be those who go to parks for walking/ jogging or some other daily exercise. Interestingly, in Karachi and Rawalpindi, more respondents go to parks daily, while in Khairpur and Dadu, more respondents go to markets for buying groceries daily.

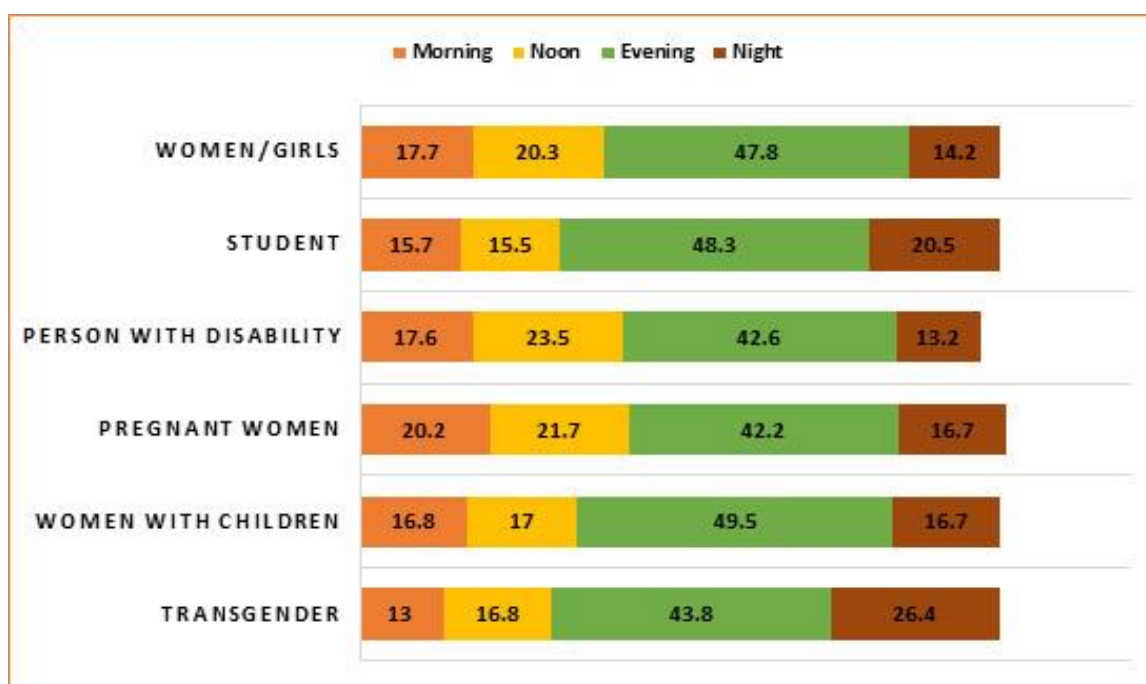


Figure 4.1: Time of going to public places by category

Figure 4.1 shows that almost half of the respondents went to public places in the evening. TGPs could be seen visiting parks and markets in the evenings. In Karachi, respondents mostly visited parks and markets in the evening. The respondents were asked to mention the time they mostly visit, and multiple options were allowed. The morning time was from 7 a.m. to 12 noon;

afternoon from 12 noon to 4 p.m.; evening from 4 p.m. to 8 p.m.; and night timings were from 8 p.m. to midnight.

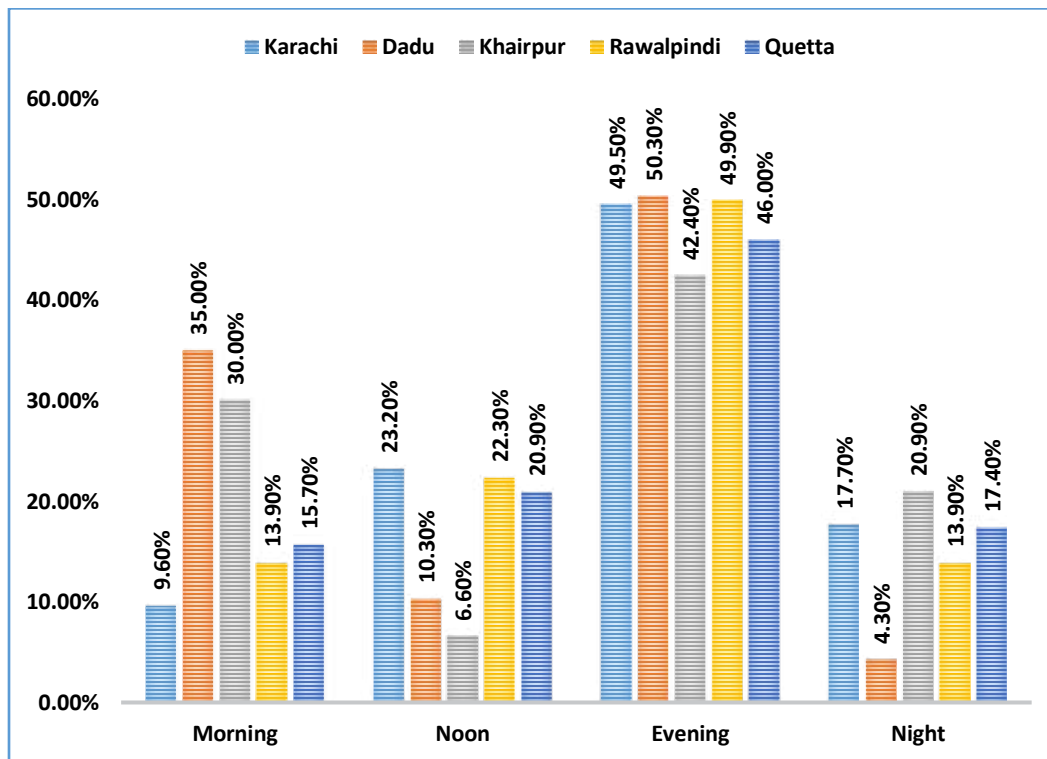


Figure 4.2: Time of going to public places by district

Table 17: Accompanied by whom visiting public places by district

| District/ Accompanied By | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| With Friends | 189 | 20.4 | 49 | 27.4 | 26 | 7.7 | 61 | 16.1 | 70 | 17.5 | 395 | 17.8 |
| With Family | 618 | 66.8 | 119 | 66.5 | 293 | 86.7 | 272 | 71.8 | 296 | 73.8 | 1598 | 71.9 |
| With Colleagues | 33 | 3.6 | 5 | 2.8 | 4 | 1.2 | 13 | 3.4 | 17 | 4.2 | 72 | 3.2 |
| Alone | 85 | 9.2 | 6 | 3.4 | 15 | 4.4 | 33 | 8.7 | 18 | 4.5 | 157 | 7.1 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Almost three-quarters of the respondents (71.9%) visit public places with their family members and the percentage is highest in Khairpur. The family may include one or more family members. Only 7 percent respondents visit public places alone, which is mostly in Karachi and Rawalpindi.

Table 18: Feeling of security in public places

| District/ Feeling of Security | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|----------------------------------|-----|------|-----|------|-----|-----|-----|------|-----|------|-------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Totally safe | 232 | 25.1 | 36 | 20.1 | 2 | 0.6 | 76 | 20.1 | 81 | 20.2 | 427 | 19.2 |

| | | | | | | | | | | | | |
|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| A little unsafe | 51 | 5.5 | 11 | 6.1 | 49 | 14.5 | 14 | 3.7 | 57 | 14.2 | 182 | 8.2 |
| Very unsafe | 71 | 7.7 | 29 | 16.2 | 78 | 23.1 | 58 | 15.3 | 120 | 29.9 | 356 | 16.0 |
| Totally unsafe | 571 | 61.7 | 103 | 57.5 | 209 | 61.8 | 231 | 60.9 | 143 | 35.7 | 1257 | 56.6 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Table 18 shows that only 19% respondents felt secure in public spaces, while around 80% of the women in all reported feeling unsafe. In Quetta, women are mostly accompanied by some males in markets and parks, which lowers the feeling of being totally unsafe in a public place.

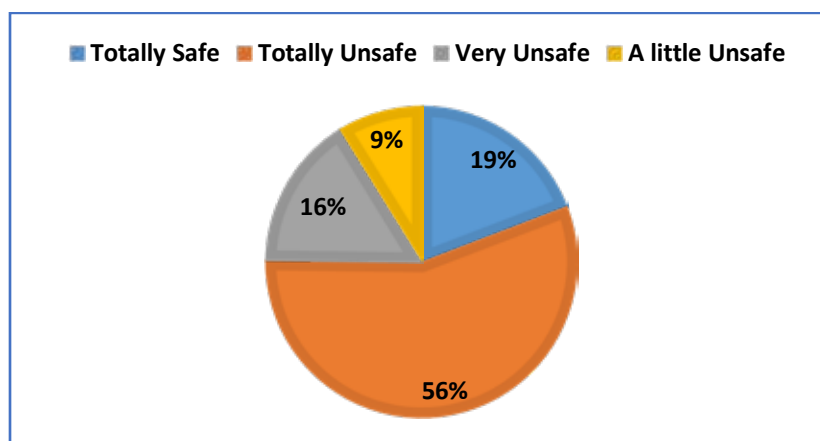


Figure 4.3: Feeling of security in public places

Table 19: Factors contributing towards feeling insecure in public places

| Districts/ Factors of insecurity | KAR | | DAD | | KHR | | RWP | | QUE | | Total* | |
|--|-----|------|-----|------|-----|------|-----|------|-----|------|-------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Poor Light | 262 | 15.8 | 66 | 17.4 | 119 | 12.1 | 67 | 9.0 | 77 | 11.0 | 591 | 13.2 |
| Poor Maintenance | 224 | 13.6 | 40 | 10.6 | 226 | 22.9 | 134 | 18.0 | 77 | 11.0 | 701 | 15.7 |
| Crowdedness | 391 | 23.7 | 86 | 22.7 | 299 | 30.3 | 208 | 28.0 | 207 | 29.5 | 1191 | 26.7 |
| Desertedness | 343 | 20.8 | 77 | 20.3 | 13 | 1.3 | 78 | 10.5 | 69 | 9.8 | 580 | 13.0 |
| Lack of police surveillance | 152 | 9.2 | 38 | 10.0 | 86 | 8.7 | 83 | 11.2 | 42 | 6.0 | 401 | 9.0 |
| More number of males | 215 | 13.0 | 50 | 13.2 | 213 | 21.6 | 135 | 18.2 | 202 | 28.8 | 815 | 18.3 |
| Lack of women related facilities | 66 | 4.0 | 22 | 5.8 | 30 | 3.0 | 38 | 5.1 | 27 | 3.9 | 183 | 4.1 |

*Percentages and totals are based on multiple responses

Overall, the major factors reported by the respondents for feeling insecure in public places were over-crowdedness, presence of more males, and poor lighting and maintenance. Other factors included desertedness and lack of police/ surveillance. In Karachi, over-crowdedness and desertedness simultaneously were the major factors identified. This was mainly true for parks in

the evenings. The respondents in all districts perceived that poor maintenance leads to harassment. As discussed earlier, the percentages are calculated on the basis of responses given by the respondents. A respondent identified multiple factors causing insecurity at the public places. Hence, all the multiple responses were counted and analyzed using multiple response analysis.

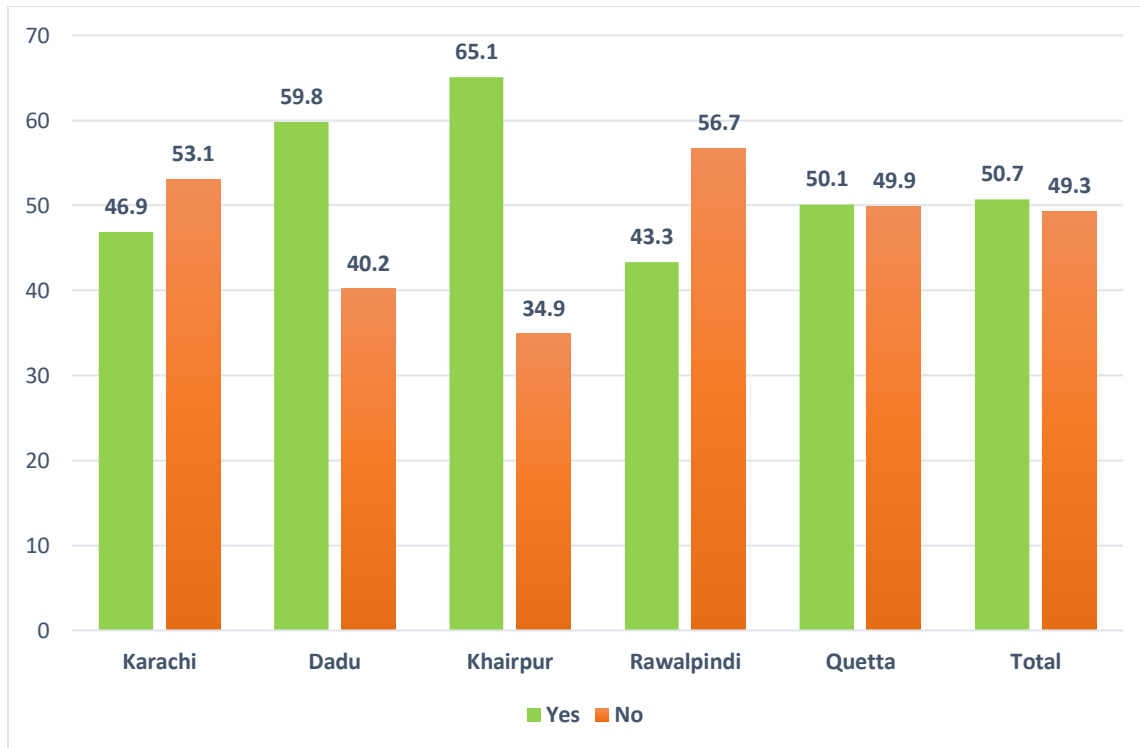


Figure 4.4: Witnessed women being harassed in public places by district

Figure 4.4 shows that around half of the respondents witnessed a girl/ woman being harassed while the other half responded in the negative. In small cities like Dadu and Khairpur, more women witnessed a girl/ woman getting harassed as compared to Karachi and Rawalpindi.

Table 20: Witnessed type of harassment faced by women in public places by district

| District/ Type of Harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|---------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 229 | 21.4 | 71 | 29.0 | 155 | 18.7 | 96 | 19.4 | 69 | 14.2 | 620 | 19.9 |
| Obscene Gestures | 112 | 10.5 | 38 | 15.5 | 117 | 14.1 | 56 | 11.3 | 60 | 12.4 | 383 | 12.3 |
| Mirror Flashing | 16 | 1.5 | 10 | 4.1 | 9 | 1.1 | 7 | 1.4 | 12 | 2.5 | 54 | 1.7 |
| Taking Photos | 31 | 2.9 | 8 | 3.3 | 13 | 1.6 | 11 | 2.2 | 8 | 1.6 | 71 | 2.3 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 133 | 12.4 | 33 | 13.5 | 100 | 12.1 | 74 | 14.9 | 63 | 13.0 | 403 | 12.9 |
| Whistling | 87 | 8.1 | 9 | 3.7 | 82 | 9.9 | 44 | 8.9 | 53 | 10.9 | 275 | 8.8 |
| Singing | 118 | 11.0 | 10 | 4.1 | 64 | 7.7 | 33 | 6.7 | 29 | 6.0 | 254 | 8.1 |

| | | | | | | | | | | | | |
|------------------------|-----|------|----|------|-----|------|----|------|----|------|------------|-------------|
| Shouting | 22 | 2.1 | 2 | 0.8 | 2 | 0.2 | 0 | 0.0 | 3 | 0.6 | 29 | 0.9 |
| Sexual Remarks | 14 | 1.3 | 3 | 1.2 | 5 | 0.6 | 16 | 3.2 | 10 | 2.1 | 48 | 1.5 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 67 | 6.3 | 4 | 1.6 | 38 | 4.6 | 32 | 6.5 | 25 | 5.2 | 166 | 5.3 |
| Stalking | 108 | 10.1 | 39 | 15.9 | 104 | 12.6 | 54 | 10.9 | 54 | 11.1 | 359 | 11.5 |
| Pushing | 23 | 2.2 | 6 | 2.4 | 14 | 1.7 | 14 | 2.8 | 14 | 2.9 | 71 | 2.3 |
| Violent Attacks | 3 | 0.3 | 1 | 0.4 | 1 | 0.1 | 4 | 0.8 | 0 | 0.0 | 9 | 0.3 |
| Kidnapping | 7 | 0.7 | 0 | 0.0 | 4 | 0.5 | 2 | 0.4 | 3 | 0.6 | 16 | 0.5 |
| Inappropriate Touching | 67 | 6.3 | 6 | 2.4 | 85 | 10.3 | 37 | 7.5 | 64 | 13.2 | 259 | 8.3 |
| Pinching | 25 | 2.3 | 3 | 1.2 | 33 | 4.0 | 12 | 2.4 | 17 | 3.5 | 90 | 2.9 |
| Assault | 3 | 0.3 | 2 | 0.8 | 2 | 0.2 | 2 | 0.4 | 0 | 0.0 | 9 | 0.3 |
| Others | 4 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 1 | 0.2 | 6 | 0.2 |

*Percentages and totals are based on multiple responses

Table 20 shows the respondents' responses to having witnessed various types of harassment faced by women/ girls in public places in the selected districts. Staring was reported as the most observed type of harassment faced by women across all districts. This was followed by obscene gestures and inappropriate comments. In Dadu and Khairpur, stalking was also observed by respondents. In smaller districts, the context makes it more feasible to follow a woman. In Quetta, inappropriate touching was the major harassment type faced by women in public places.

Table 21: Witnessed action taken by women in response to being harassed in public places by district

| District/ Actions taken | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 176 | 26.6 | 51 | 37.8 | 50 | 13.4 | 82 | 34.7 | 75 | 27.1 | 434 | 25.8 |
| Verbally Retaliated | 184 | 27.8 | 45 | 33.3 | 148 | 39.6 | 59 | 25.0 | 75 | 27.1 | 511 | 30.4 |
| Asked Nearby People for Help | 104 | 15.7 | 6 | 4.4 | 75 | 20.1 | 23 | 9.7 | 43 | 15.5 | 251 | 14.9 |
| Physically Stopped | 17 | 2.6 | 4 | 3.0 | 1 | 0.3 | 3 | 1.3 | 5 | 1.8 | 30 | 1.8 |
| Slapped Perpetrator | 60 | 9.1 | 6 | 4.4 | 75 | 20.1 | 16 | 6.8 | 27 | 9.7 | 184 | 10.9 |
| Reported to Police | 20 | 3.0 | 0 | 0.0 | 3 | 0.8 | 8 | 3.4 | 7 | 2.5 | 38 | 2.3 |
| Reported on Safety App | 5 | 0.8 | 2 | 1.5 | 1 | 0.3 | 4 | 1.7 | 0 | 0.0 | 12 | 0.7 |
| Reported to Women's Helpline | 2 | 0.3 | 0 | 0.0 | 0 | 0.0 | 2 | 0.8 | 0 | 0.0 | 4 | 0.2 |
| Came back from Park/ Market | 20 | 3.0 | 2 | 1.5 | 16 | 4.3 | 9 | 3.8 | 14 | 5.1 | 61 | 3.6 |
| Informed family embers | 43 | 6.5 | 10 | 7.4 | 5 | 1.3 | 17 | 7.2 | 20 | 7.2 | 95 | 5.6 |
| Told a friend | 28 | 4.2 | 9 | 6.7 | 0 | 0.0 | 13 | 5.5 | 11 | 4.0 | 61 | 3.6 |
| Any Other | 2 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |

*Percentages and totals are based on multiple responses

In response to harassment faced by women in public places, the actions mostly taken by girls/ women included verbal retaliation (30.4%), ignoring (25.8%) and sometimes asking nearby people for help (14.9%). These findings show the typical mindset of Pakistani women giving no

response against harassment and mostly ignoring it or at the most merely verbally retaliating towards the harasser. However, it is interesting to find out that in Quetta and Khairpur, women found the courage to slap the harasser. This is bold step taken by women in these districts.

Table 22: Witnessed action taken by women in response to being harassed in public places by category

| Category/ Reaction | TGPs | | Women with Children | | Pregnant Women | | WWDs | | Female Students | | Working Women | | Total* | |
|------------------------------|------|------|---------------------|-----|----------------|------|------|------|-----------------|------|---------------|------|------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 11 | 15.3 | 142 | 26 | 20 | 23.5 | 7 | 25 | 63 | 27 | 181 | 25.9 | 424 | 25 |
| Verbally Retaliated | 26 | 36 | 164 | 30 | 28 | 32.9 | 9 | 32 | 60 | 25.6 | 222 | 31.7 | 509 | 31 |
| Asked Nearby People for Help | 14 | 19.5 | 76 | 14 | 20 | 23.5 | 5 | 18 | 32 | 13.7 | 103 | 14.7 | 250 | 15 |
| Physically Stopped | 2 | 2.8 | 8 | 1.5 | 2 | 2.4 | 0 | 0 | 5 | 2.1 | 13 | 2 | 30 | 1.8 |
| Slapped Perpetrator | 6 | 8.3 | 72 | 13 | 8 | 9.4 | 3 | 10.7 | 22 | 9.4 | 73 | 10.4 | 184 | 11 |
| Reported to Police | 3 | 4.2 | 17 | 3 | 2 | 2.4 | 0 | 0 | 7 | 3 | 9 | 1.3 | 38 | 2.3 |
| Reported on Safety App | 1 | 1.4 | 5 | 0.9 | 0 | 0 | 0 | 0 | 1 | 0.4 | 5 | 0.7 | 12 | 0.7 |
| Reported to Women's Helpline | 1 | 1.4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.9 | 1 | 0.1 | 4 | 0.2 |
| Came back from Park/Market | 1 | 1.4 | 18 | 3.3 | 3 | 3.5 | 1 | 3.6 | 9 | 3.8 | 29 | 4.1 | 61 | 3.7 |
| Informed family members | 5 | 6.9 | 31 | 5.7 | 1 | 1.2 | 1 | 3.6 | 19 | 8.1 | 36 | 5.1 | 93 | 5.6 |
| Told a friend | 2 | 2.8 | 14 | 2.6 | 1 | 1.2 | 2 | 7.1 | 14 | 6 | 28 | 4 | 61 | 3.7 |

**Percentages and totals are based on multiple responses*

Table 22 shows that around a quarter of women with children ignored the harasser whereas women in other categories took some action against the harasser. At the same time, women accompanied by children also complained to police and on the safety helpline. TGPs were observed by respondents as complaining to police and calling at safety apps and helplines.

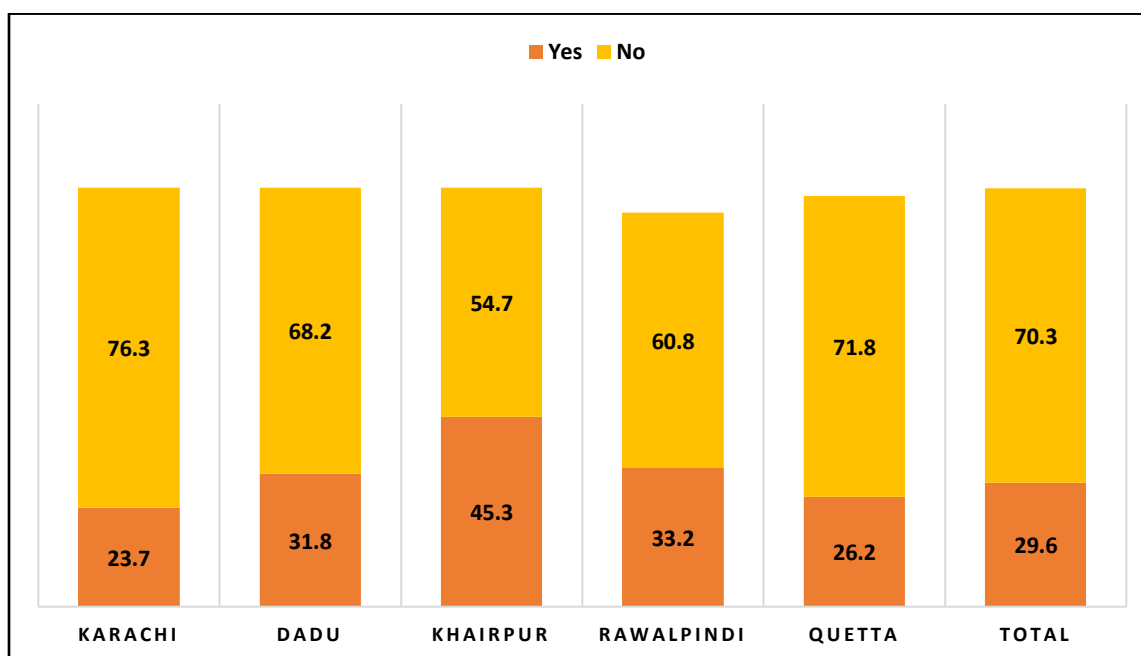


Figure 4.5: Witnessed TGP facing harassment

Figure 4.5 shows the responses of the respondents witnessing TGPs being harassed. Almost three-fourths of the respondents (70.3%) had not seen any TGP being harassed in public places. However, in Khairpur district, the data shows that TGPs are harassed publicly more as compared to other districts.

Table 23: Type of harassment faced by TGPs in public places by district

| District/ Type of Harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|---------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 93 | 13.6 | 37 | 19.8 | 91 | 14.1 | 42 | 10.1 | 35 | 9.2 | 298 | 12.9 |
| Obscene Gestures | 67 | 9.8 | 28 | 15.0 | 98 | 15.1 | 45 | 10.8 | 42 | 11.0 | 280 | 12.1 |
| Mirror Flashing | 19 | 2.8 | 9 | 4.8 | 5 | 0.8 | 7 | 1.7 | 13 | 3.4 | 53 | 2.3 |
| Taking Photos | 22 | 3.2 | 7 | 3.7 | 8 | 1.2 | 4 | 1.0 | 12 | 3.1 | 53 | 2.3 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 95 | 13.9 | 25 | 13.4 | 94 | 14.5 | 67 | 16.1 | 54 | 14.1 | 335 | 14.5 |
| Whistling | 95 | 13.9 | 25 | 13.4 | 67 | 10.4 | 42 | 10.1 | 49 | 12.8 | 278 | 12.0 |
| Singing | 76 | 11.1 | 14 | 7.5 | 36 | 5.6 | 39 | 9.4 | 31 | 8.1 | 196 | 8.5 |
| Sexual remarks | 4 | 0.6 | 2 | 1.1 | 5 | 0.8 | 12 | 2.9 | 10 | 2.6 | 33 | 1.4 |
| Physical | | | | | | | | | | | | |
| Shouting | 22 | 3.2 | 0 | 0.0 | 1 | 0.2 | 2 | 0.5 | 3 | 0.8 | 28 | 1.2 |
| Blocking Way | 52 | 7.6 | 7 | 3.7 | 32 | 4.9 | 24 | 5.8 | 32 | 8.4 | 147 | 6.3 |
| Stalking | 38 | 5.6 | 13 | 7.0 | 55 | 8.5 | 42 | 10.1 | 24 | 6.3 | 172 | 7.4 |
| Pushing | 31 | 4.5 | 11 | 5.9 | 15 | 2.3 | 17 | 4.1 | 9 | 2.4 | 83 | 3.6 |
| Violent Attacks | 3 | 0.4 | 1 | 0.5 | 3 | 0.5 | 5 | 1.2 | 7 | 1.8 | 19 | 0.8 |

| | | | | | | | | | | | | |
|------------------------|----|-----|---|-----|----|------|----|------|----|-----|------------|------------|
| Kidnapping | 3 | 0.4 | 1 | 0.5 | 1 | 0.2 | 4 | 1.0 | 7 | 1.8 | 16 | 0.7 |
| Inappropriate Touching | 50 | 7.3 | 2 | 1.1 | 84 | 13.0 | 50 | 12.0 | 35 | 9.2 | 221 | 9.5 |
| Pinching | 5 | 0.7 | 5 | 2.7 | 51 | 7.9 | 12 | 2.9 | 16 | 4.2 | 89 | 3.8 |
| Assault | 6 | 0.9 | 0 | 0.0 | 1 | 0.2 | 1 | 0.2 | 2 | 0.5 | 10 | 0.4 |
| Other | 2 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 1 | 0.3 | 4 | 0.2 |

**Percentages and totals are based on multiple responses*

Staring, obscene gestures, inappropriate comments and whistling were the most observed type of harassment faced by TGPs in public places. In Rawalpindi, inappropriate touching was also reported by respondents for TGPs.

Table 24: Action taken by TGPs in response to harassment faced in public place by district

| District/ Actions taken | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 78 | 25.5 | 29 | 35.8 | 75 | 39.5 | 51 | 29.8 | 43 | 34.4 | 276 | 31.6 |
| Verbally retaliated | 122 | 39.9 | 26 | 32.1 | 70 | 36.8 | 47 | 27.5 | 41 | 32.8 | 306 | 35.1 |
| Asked nearby people for help | 46 | 15.0 | 4 | 4.9 | 20 | 10.5 | 17 | 9.9 | 7 | 5.6 | 94 | 10.8 |
| Physically stopped | 14 | 4.6 | 5 | 6.2 | 3 | 1.6 | 8 | 4.7 | 4 | 3.2 | 34 | 3.9 |
| Slapped perpetrator | 17 | 5.6 | 0 | 0.0 | 11 | 5.8 | 13 | 7.6 | 4 | 3.2 | 45 | 5.2 |
| Reported to Police | 9 | 2.9 | 2 | 2.5 | 1 | 0.5 | 5 | 2.9 | 3 | 2.4 | 20 | 2.3 |
| Reported on Safety App | 0 | 0.0 | 1 | 1.2 | 0 | 0.0 | 9 | 5.3 | 1 | 0.8 | 11 | 1.3 |
| Reported to Women's Helpline | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 1.2 | 2 | 1.6 | 4 | 0.5 |
| Came back from Park/ Market | 11 | 3.6 | 3 | 3.7 | 7 | 3.7 | 7 | 4.1 | 7 | 5.6 | 35 | 4.0 |
| Shared with family members | 6 | 2.0 | 1 | 1.2 | 0 | 0.0 | 9 | 5.3 | 5 | 4.0 | 21 | 2.4 |
| Shared with a friend | 2 | 0.7 | 6 | 7.4 | 3 | 1.6 | 3 | 1.8 | 8 | 6.4 | 22 | 2.5 |
| Any other | 1 | 0.3 | 4 | 4.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.6 |

**Percentages and totals are based on multiple responses*

Table 24 shows that mostly TGP do not physically react to the harassers in public. They frequently ignored the harassment, asked nearby people for help or at the most verbally retaliated.

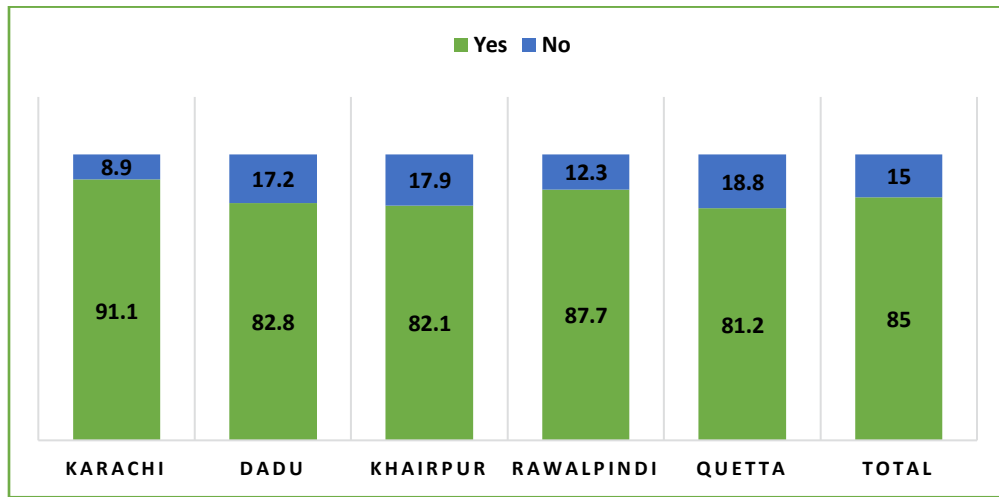


Figure 4.6: Harassment faced by respondents in public places

Figure 4.6 describes that harassment faced by respondents at public places is 85% whilst 15% respondents reported that they feel safe in public places. In markets, 85.4% respondents, while at parks, 84.6% respondents, felt unsafe. This shows that the situation is similar in both markets and parks. Further, Karachi (91.1%) was found to be the least safe city, followed by Rawalpindi (87.7%). However, the situation in Khairpur, Dadu and Quetta is also not very encouraging.

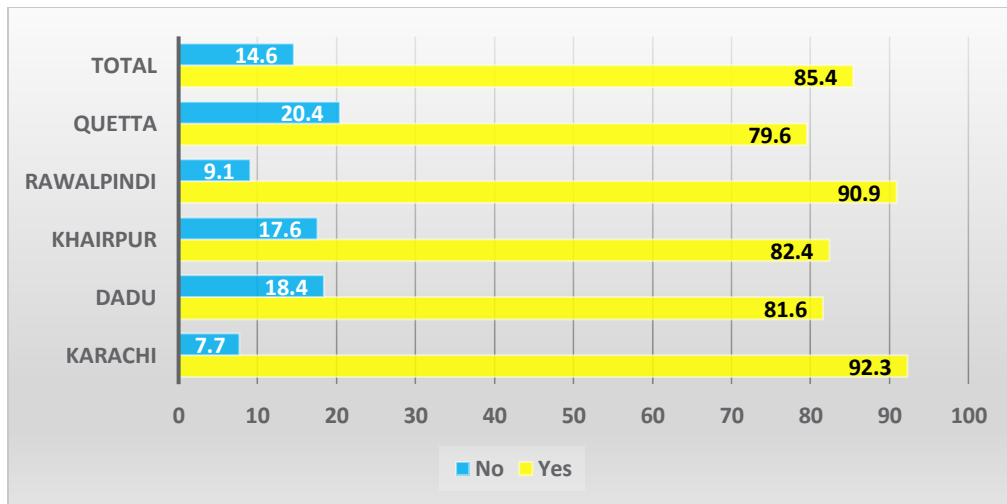


Figure 4.7: Facing harassment in markets by district

In Karachi and Rawalpindi, the situation in markets is worse than in parks, whereas in Quetta and Khairpur, the situation is the opposite. In big cities like Karachi and Rawalpindi, women mostly travel alone which may increase the possibility of harassment. Touching is reported more by women in markets. In parks, women are mostly accompanied by family members. In Quetta and Khairpur, women’s mobility in markets is limited and it is usually with adult male family members. In parks also, women are accompanied by family members, but they reported facing harassment, particularly in the evenings.

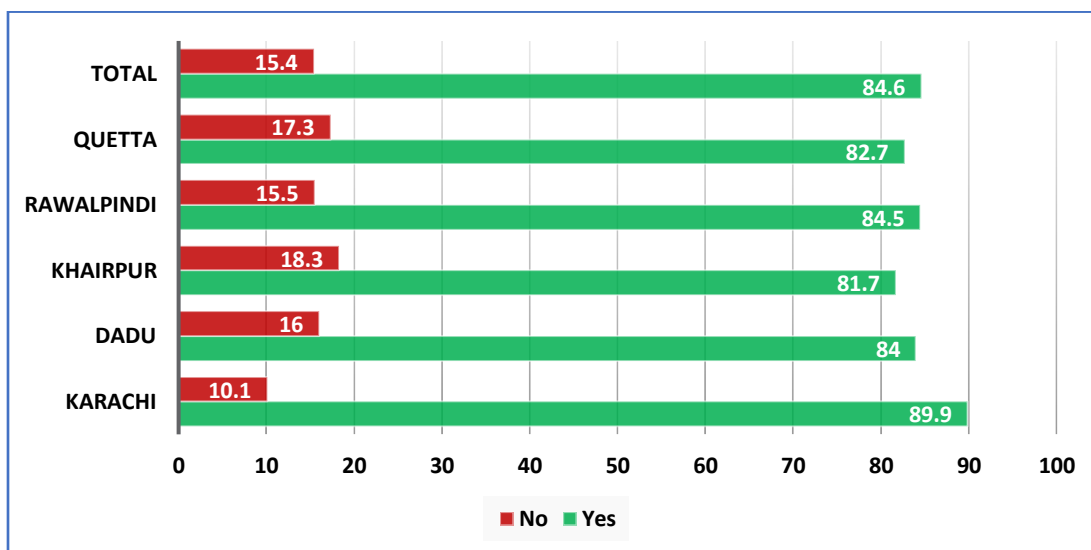


Figure 4.8: Facing harassment in parks by district

Table 25: Type of harassment faced in public places by district

| Districts/ Type of Harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|-------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 238 | 23.6 | 91 | 33.5 | 195 | 18.7 | 93 | 20.7 | 83 | 16.5 | 700 | 21.4 |
| Obscene Gestures | 114 | 11.3 | 32 | 11.8 | 146 | 14.0 | 62 | 13.8 | 51 | 10.2 | 405 | 12.4 |
| Mirror Flashing | 11 | 1.1 | 10 | 3.7 | 5 | 0.5 | 8 | 1.8 | 19 | 3.8 | 53 | 1.6 |
| Taking Photos | 26 | 2.6 | 4 | 1.5 | 14 | 1.3 | 14 | 3.1 | 14 | 2.8 | 72 | 2.2 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 127 | 12.6 | 29 | 10.7 | 99 | 9.5 | 49 | 10.9 | 63 | 12.5 | 367 | 11.2 |
| Whistling | 76 | 7.5 | 11 | 4.0 | 92 | 8.8 | 34 | 7.6 | 48 | 9.6 | 261 | 8.0 |
| Singing | 94 | 9.3 | 23 | 8.5 | 83 | 8.0 | 18 | 4.0 | 22 | 4.4 | 240 | 7.3 |
| Shouting | 28 | 2.8 | 3 | 1.1 | 1 | 0.1 | 6 | 1.3 | 1 | 0.2 | 39 | 1.2 |
| Sexual remarks | 15 | 1.5 | 2 | 0.7 | 11 | 1.1 | 12 | 2.7 | 12 | 2.4 | 52 | 1.6 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 60 | 6.0 | 7 | 2.6 | 64 | 6.1 | 23 | 5.1 | 32 | 6.4 | 186 | 5.7 |
| Stalking | 118 | 11.7 | 44 | 16.2 | 144 | 13.8 | 54 | 12.0 | 50 | 10.0 | 410 | 12.5 |
| Pushing | 23 | 2.3 | 8 | 2.9 | 15 | 1.4 | 13 | 2.9 | 19 | 3.8 | 78 | 2.4 |
| Violent Attacks | 3 | 0.3 | 1 | 0.4 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 5 | 0.2 |
| Kidnapping | 1 | 0.1 | 0 | 0.0 | 1 | 0.1 | 7 | 1.6 | 7 | 1.4 | 16 | 0.5 |
| Inappropriate Touching | 66 | 6.5 | 4 | 1.5 | 122 | 11.7 | 39 | 8.7 | 65 | 12.9 | 296 | 9.0 |
| Pinching | 8 | 0.8 | 2 | 0.7 | 50 | 4.8 | 12 | 2.7 | 16 | 3.2 | 88 | 2.7 |
| Assault | 0 | 0.0 | 1 | 0.4 | 2 | 0.2 | 4 | 0.9 | 0 | 0.0 | 7 | 0.2 |

*Percentages and totals are based on multiple responses.

The top three types of harassment reported by women in public places include staring, obscene gestures and stalking. These are followed by inappropriate comments, touching, whistling and singing. The pattern is almost similar in all the five selected districts. In Quetta, inappropriate touching was reported by a substantial number of respondents. In Karachi, staring was the major type of harassment faced by women.

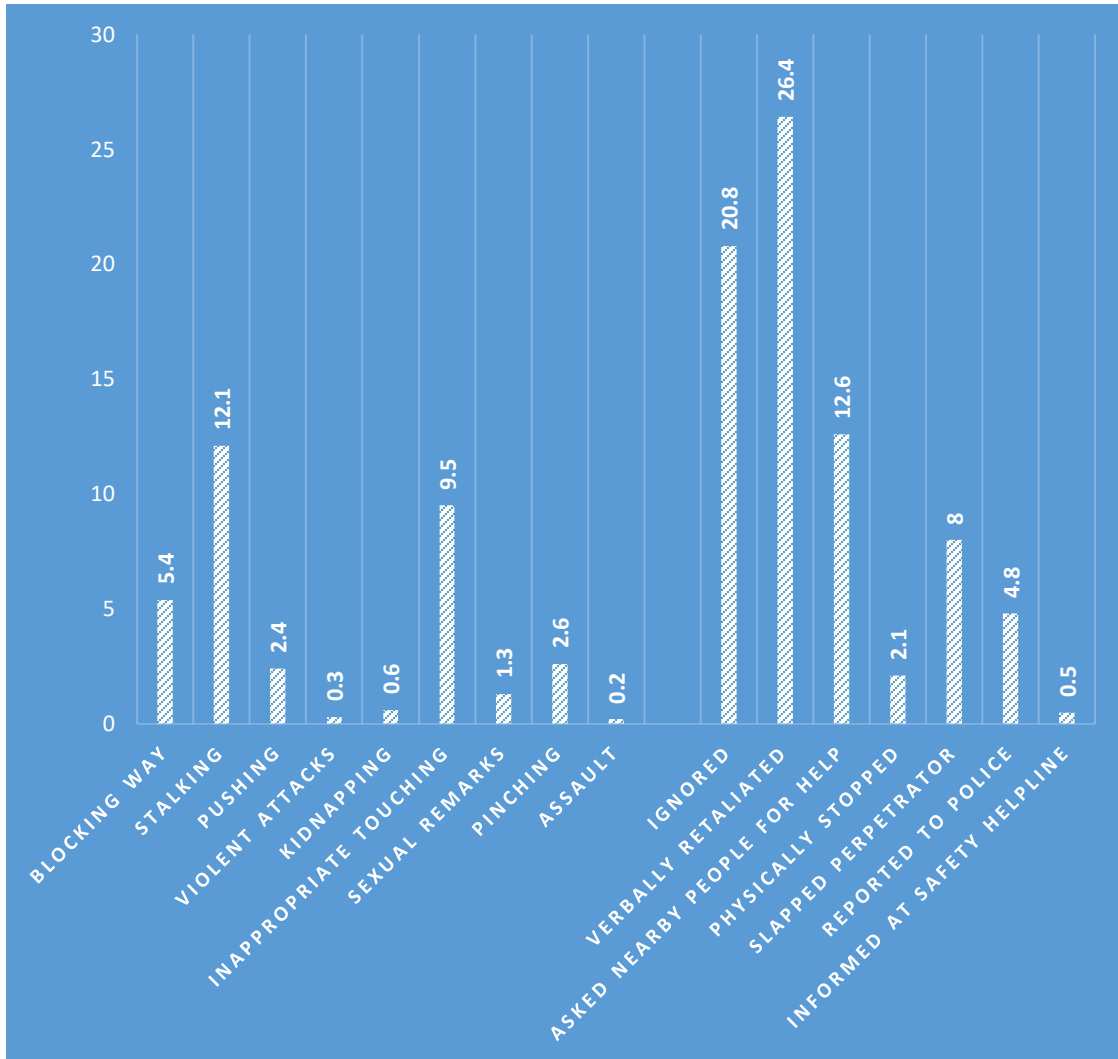


Figure 4.9: Type of harassment faced in markets

Table 26: Type of harassment faced in markets by district

| Districts/ Type of Harassment in markets | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|--|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 97 | 21.7 | 61 | 31.4 | 88 | 17.9 | 51 | 18.1 | 45 | 15.8 | 342 | 20.9 |
| Obscene Gestures | 56 | 12.6 | 24 | 12.4 | 72 | 14.7 | 37 | 13.2 | 32 | 11.2 | 221 | 12.8 |
| Mirror Flashing | 5 | 1.1 | 4 | 2.1 | 4 | 0.8 | 5 | 1.8 | 13 | 4.6 | 31 | 2.1 |
| Taking Photos | 12 | 2.7 | 3 | 1.5 | 7 | 1.4 | 6 | 2.1 | 11 | 3.9 | 39 | 2.3 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 58 | 13.0 | 24 | 12.4 | 54 | 11.0 | 29 | 10.3 | 46 | 16.1 | 211 | 12.6 |
| Whistling | 36 | 8.1 | 6 | 3.1 | 34 | 6.9 | 23 | 8.2 | 20 | 7.0 | 119 | 6.7 |
| Singing | 34 | 7.6 | 17 | 8.8 | 49 | 10.0 | 13 | 4.6 | 12 | 4.2 | 125 | 7.1 |
| Shouting | 19 | 4.3 | 1 | 0.5 | 0 | 0.0 | 4 | 1.4 | 0 | 0.0 | 24 | 1.2 |
| Sexual remarks | 6 | 1.3 | 1 | 0.5 | 4 | 0.8 | 6 | 2.1 | 5 | 1.8 | 22 | 1.3 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 24 | 5.4 | 6 | 3.1 | 28 | 5.7 | 16 | 5.7 | 17 | 6.0 | 91 | 5.2 |
| Stalking | 45 | 10.1 | 36 | 18.6 | 57 | 11.6 | 37 | 13.2 | 31 | 10.9 | 206 | 12.9 |
| Pushing | 15 | 3.4 | 4 | 2.1 | 6 | 1.2 | 9 | 3.2 | 7 | 2.5 | 41 | 2.5 |
| Violent Attacks | 3 | 0.7 | 1 | 0.5 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 5 | 0.3 |
| Kidnapping | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 1.8 | 5 | 1.8 | 10 | 0.7 |
| Inappropriate Touching | 33 | 7.4 | 3 | 1.5 | 63 | 12.8 | 28 | 10.0 | 35 | 12.3 | 162 | 8.8 |
| Pinching | 3 | 0.7 | 2 | 1.0 | 24 | 4.9 | 9 | 3.2 | 6 | 2.1 | 44 | 2.4 |
| Assault | 0 | 0.0 | 1 | 0.5 | 1 | 0.2 | 2 | 0.7 | 0 | 0.0 | 4 | 0.3 |

Percentages and totals are based on multiple responses

In parks, the most reported types of harassment were staring, stalking, and obscene gestures respectively. Among others predominantly occurring types were inappropriate comments, touching and whistling.

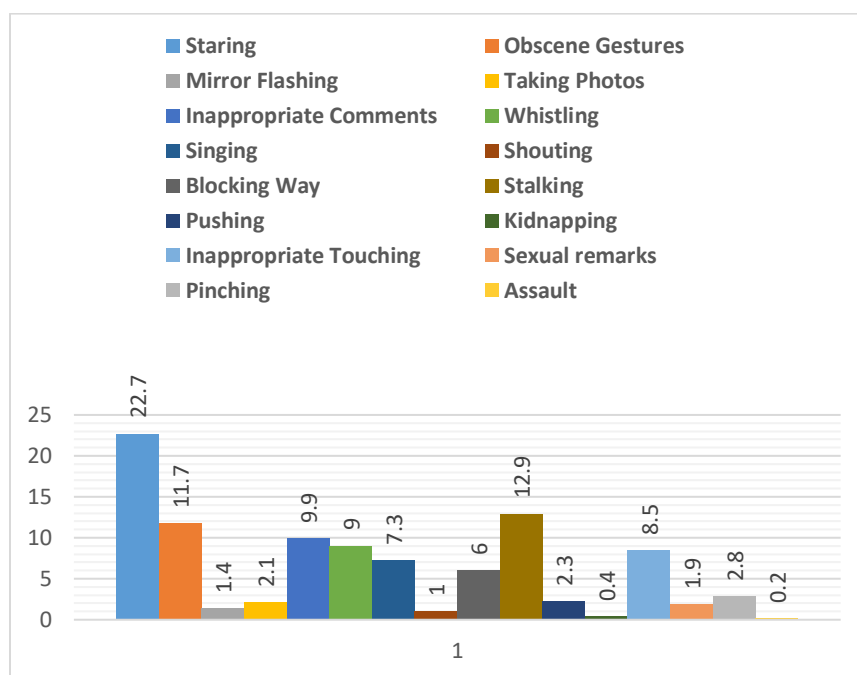


Figure 4.10: Type of harassment faced in parks

Table 27: Type of harassment faced in parks by district

| Districts/ Type of harassment in parks | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|---|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 141 | 25.1 | 30 | 38.5 | 107 | 19.3 | 42 | 25.0 | 38 | 17.5 | 358 | 25.1 |
| Obscene Gestures | 58 | 10.3 | 8 | 10.3 | 74 | 13.4 | 25 | 14.9 | 19 | 8.8 | 184 | 11.5 |
| Mirror Flashing | 6 | 1.1 | 6 | 7.7 | 1 | 0.2 | 3 | 1.8 | 6 | 2.8 | 22 | 2.7 |
| Taking Photos | 14 | 2.5 | 1 | 1.3 | 7 | 1.3 | 8 | 4.8 | 3 | 1.4 | 33 | 2.3 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 69 | 12.3 | 5 | 6.4 | 45 | 8.1 | 20 | 11.9 | 17 | 7.8 | 156 | 9.3 |
| Whistling | 40 | 7.1 | 5 | 6.4 | 58 | 10.5 | 11 | 6.5 | 28 | 12.9 | 142 | 8.7 |
| Singing | 60 | 10.7 | 6 | 7.7 | 34 | 6.1 | 5 | 3.0 | 10 | 4.6 | 115 | 6.4 |
| Sexual remarks | 9 | 1.6 | 1 | 1.3 | 7 | 1.3 | 6 | 3.6 | 7 | 3.2 | 30 | 2.2 |
| Physical | | | | | | | | | | | | |
| Shouting | 9 | 1.6 | 2 | 2.6 | 1 | 0.2 | 2 | 1.2 | 1 | 0.5 | 15 | 1.2 |
| Blocking Way | 36 | 6.4 | 1 | 1.3 | 36 | 6.5 | 7 | 4.2 | 15 | 6.9 | 95 | 5.1 |
| Stalking | 73 | 13.0 | 8 | 10.3 | 87 | 15.7 | 17 | 10.1 | 19 | 8.8 | 204 | 11.6 |
| Pushing | 8 | 1.4 | 4 | 5.1 | 9 | 1.6 | 4 | 2.4 | 12 | 5.5 | 37 | 3.2 |
| Kidnapping | 1 | 0.2 | 0 | 0.0 | 1 | 0.2 | 2 | 1.2 | 2 | 0.9 | 6 | 0.5 |
| Inappropriate Touching | 33 | 5.9 | 1 | 1.3 | 59 | 10.7 | 11 | 6.5 | 30 | 13.8 | 134 | 7.6 |
| Pinching | 5 | 0.9 | 0 | 0.0 | 26 | 4.7 | 3 | 1.8 | 10 | 4.6 | 44 | 2.4 |
| Assault | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 2 | 1.2 | 0 | 0.0 | 3 | 0.3 |

*Percentages and totals are based on multiple responses

In Quetta, in both markets and parks separately, inappropriate touching was the main type of harassment faced by women. This was reported by women in other districts too, but their percentage is low. This shows an alarming situation in Quetta. In the parks of Dadu, mirror flashing was also reported by women. However, in other districts, a very low percentage of women reported this type of harassment.

Table 28: Type of harassment faced by age in public places

| Age/ Type of harassment faced | Age Group | | | | | | | | | | | | | |
|--|-----------|------|-------|------|-------|------|-------|------|-------|------|-----|------|------------|-------------|
| | 10-19 | | 20-29 | | 30-39 | | 40-49 | | 50-59 | | 60+ | | TOTAL* | |
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | | | |
| Staring | 69 | 24.2 | 277 | 20.4 | 233 | 21.5 | 101 | 21.7 | 12 | 26.7 | 8 | 19.0 | 700 | 26.7 |
| Obscene Gestures | 43 | 15.1 | 175 | 12.9 | 136 | 12.6 | 49 | 10.5 | 0 | 0 | 2 | 4.8 | 405 | 11.2 |
| Mirror Flashing | 6 | 2.1 | 18 | 1.3 | 19 | 1.8 | 10 | 2.2 | 0 | 0 | 0 | 0 | 53 | 1.5 |
| Taking Photos | 5 | 1.8 | 28 | 2.1 | 23 | 2.1 | 14 | 3.0 | 1 | 2.2 | 1 | 2.4 | 72 | 2.7 |
| Verbal | | | | | | | | | | | | | | |
| Inappropriate Comments | 31 | 10.9 | 144 | 10.6 | 128 | 11.8 | 57 | 12.3 | 3 | 6.7 | 4 | 9.5 | 367 | 12.4 |
| Whistling | 22 | 7.7 | 116 | 8.6 | 85 | 7.9 | 30 | 6.5 | 5 | 11.1 | 3 | 7.1 | 261 | 9.8 |
| Singing | 20 | 7.0 | 103 | 7.6 | 78 | 7.2 | 31 | 6.7 | 4 | 8.9 | 4 | 9.5 | 240 | 9.4 |
| Shouting | 4 | 1.4 | 13 | 1.0 | 14 | 1.3 | 6 | 1.3 | 1 | 2.2 | 1 | 2.4 | 39 | 1.9 |
| Sexual remarks | 4 | 1.4 | 26 | 1.9 | 17 | 1.6 | 3 | 0.6 | 0 | 0 | 2 | 4.8 | 52 | 2.1 |
| Physical | | | | | | | | | | | | | | |
| Blocking Way | 21 | 7.4 | 69 | 5.1 | 48 | 4.4 | 37 | 8.0 | 6 | 13.3 | 5 | 11.9 | 186 | 10.0 |
| Stalking | 25 | 8.8 | 185 | 13.6 | 132 | 12.2 | 61 | 13.1 | 3 | 6.7 | 4 | 9.5 | 410 | 12.8 |
| Pushing | 4 | 1.4 | 31 | 2.3 | 33 | 3.0 | 5 | 1.1 | 3 | 6.7 | 2 | 4.8 | 78 | 3.9 |
| Violent Attacks | 0 | 0 | 1 | 0.1 | 4 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0.1 |
| Kidnapping | 3 | 1.0 | 11 | 0.8 | 1 | 0.1 | 1 | 0.2 | 0 | 0 | 0 | 0 | 16 | 0.4 |
| Inappropriate Touching | 18 | 6.3 | 121 | 8.9 | 100 | 9.2 | 47 | 10.1 | 6 | 13.3 | 4 | 9.5 | 296 | 11.5 |
| Pinching | 10 | 3.5 | 36 | 2.7 | 28 | 2.6 | 11 | 2.4 | 1 | 2.2 | 2 | 4.8 | 88 | 3.6 |
| Assault | 0 | 0 | 2 | 0.1 | 3 | 0.3 | 2 | 0.4 | 0 | 0 | 0 | 0 | 7 | 0.2 |

**Percentages and totals are based on multiple responses*

Staring is the most common type of harassment faced by the respondents across all ages. Interestingly, women above 50 reported blocking the way and inappropriate touching by harassers. This could be due to the fact that these women may be less able to immediately give back a response or follow the harasser. Younger women faced mainly staring and obscene gestures.

Table 29: Type of harassment faced in public places by category

| Category/ Type of harassment faced | Category | | | | | | | | | | | | | |
|---|----------|------|---------------------------|------|-------------------|------|------|------|--------------------|------|------------------|------|------------|-------------|
| | TGPs | | Women with Children | | Pregnant Women | | WWDs | | Female Students | | Working Women | | Total | |
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | | | |
| Staring | 45 | 11.9 | 212 | 22.4 | 42 | 21.0 | 10 | 15.6 | 98 | 22.4 | 289 | 23.5 | 696 | 21.4 |
| Obscene Gestures | 44 | 11.6 | 106 | 11.2 | 30 | 15.0 | 11 | 17.2 | 55 | 12.6 | 155 | 12.6 | 401 | 12.3 |
| Mirror Flashing | 3 | 0.8 | 23 | 2.4 | 1 | 0.5 | 0 | 0 | 9 | 2.1 | 17 | 1.4 | 53 | 1.6 |
| Taking Photos | 9 | 2.4 | 26 | 2.7 | 4 | 2.0 | 1 | 1.6 | 11 | 2.5 | 21 | 1.7 | 72 | 2.2 |
| Verbal | | | | | | | | | | | | | | |
| Inappropriate Comments | 43 | 11.3 | 102 | 10.8 | 25 | 12.5 | 7 | 10.9 | 46 | 10.5 | 141 | 11.5 | 364 | 11.2 |
| Whistling | 37 | 9.8 | 81 | 8.6 | 6 | 3.0 | 7 | 10.9 | 40 | 9.1 | 89 | 7.2 | 260 | 8.0 |
| Singing | 27 | 7.1 | 70 | 7.4 | 15 | 7.5 | 4 | 0.1 | 37 | 8.4 | 87 | 7.1 | 240 | 7.4 |
| Shouting | 19 | 5.0 | 7 | .7 | 1 | .5 | 0 | 0 | 6 | 1.4 | 6 | .5 | 39 | 1.2 |
| Sexual remarks | 6 | 1.6 | 19 | 2.0 | 0 | 0 | 0 | 0 | 8 | 1.8 | 19 | 1.5 | 52 | 1.6 |
| Physical | | | | | | | | | | | | | | |
| Blocking Way | 25 | 6.6 | 50 | 5.3 | 10 | 5.0 | 4 | 6.3 | 25 | 5.7 | 71 | 5.8 | 185 | 5.7 |
| Stalking | 38 | 10.0 | 122 | 12.9 | 25 | 12.5 | 8 | 12.5 | 54 | 12.3 | 158 | 12.9 | 405 | 12.4 |
| Pushing | 13 | 3.4 | 28 | 3.0 | 4 | 2.0 | 1 | 1.6 | 8 | 1.8 | 24 | 2.0 | 78 | 2.4 |
| Violent Attacks | 3 | .8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | .2 | 1 | 0.2 | 5 | 0.2 |
| Kidnapping | 6 | 1.6 | 2 | 0.2 | 0 | 0 | 1 | 1.6 | 4 | .9 | 3 | 0.2 | 16 | 0.5 |
| Inappropriate Touching | 46 | 12.1 | 76 | 8.0 | 22 | 11.0 | 8 | 12.5 | 26 | 5.9 | 117 | 9.5 | 295 | 9.1 |
| Pinching | 14 | 3.7 | 21 | 2.2 | 13 | 6.5 | 2 | 3.1 | 9 | 2.1 | 29 | 2.4 | 88 | 2.7 |
| Assault | 1 | 0.3 | 2 | 0.2 | 2 | 1.0 | 0 | 0 | 1 | 0.2 | 1 | 0.1 | 7 | 0.2 |

*Percentages and totals are based on multiple responses

Table 29 shows that TGPs and WWDs mostly faced inappropriate touching. The harasser took advantage of the physical condition of the women which is highly condemnable.

Table 30: Action taken in response to being harassed in public places by district

| Districts/ Type of harassment faced | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|--|-----|------|-----|------|-----|------|-----|------|-----|------|-------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 167 | 22.9 | 49 | 34.8 | 67 | 11.6 | 84 | 25.8 | 74 | 23.1 | 441 | 21.1 |
| Verbally retaliated | 161 | 22.1 | 57 | 40.4 | 173 | 29.9 | 49 | 15.1 | 64 | 19.9 | 503 | 24.0 |
| Asked nearby people for help | 103 | 14.1 | 7 | 5.0 | 101 | 17.5 | 23 | 7.1 | 24 | 7.5 | 258 | 12.3 |
| Physically stopped | 14 | 1.9 | 0 | 0.0 | 2 | 0.3 | 9 | 2.8 | 7 | 2.2 | 32 | 1.5 |
| Slapped perpetrator | 51 | 7.0 | 7 | 5.0 | 70 | 12.1 | 19 | 5.8 | 26 | 8.1 | 173 | 8.3 |
| Reported to Police | 34 | 4.7 | 1 | 0.7 | 14 | 2.4 | 39 | 12.0 | 15 | 4.7 | 103 | 4.9 |
| Reported on Safety App | 5 | 0.7 | 1 | 0.7 | 0 | 0.0 | 2 | 0.6 | 0 | 0.0 | 8 | 0.4 |
| Reported to Women's Helpline | 8 | 1.1 | 0 | 0.0 | 2 | 0.3 | 32 | 9.8 | 9 | 2.8 | 51 | 2.4 |
| Came back from Park/ Market | 21 | 2.9 | 1 | 0.7 | 25 | 4.3 | 8 | 2.5 | 17 | 5.3 | 72 | 3.4 |
| Shared with family members | 139 | 19.1 | 12 | 8.5 | 111 | 19.2 | 163 | 53 | 72 | 22.4 | 387 | 18.5 |
| Shared with a friend | 25 | 3.4 | 6 | 4.3 | 13 | 2.2 | 7 | 2.2 | 13 | 4.0 | 64 | 3.1 |

*Percentages and totals are based on multiple responses

The study found that the reaction of women on facing harassment is mostly to ignore the incident or verbally retaliate. They generally remain silent as they think it will make no difference, rather, they will draw unwanted attention. Thus, they mostly ignore such incidents, which in return gives more encouragement to the harassers. Across all the districts, women informed their family members about the incident. This confidence and sharing between parents and children particularly, has developed in recent years. Parents have confidence in their daughters and daughters shared these incidents without any fear with their parents. This trust bonding is a positive change in the society.

Table 31: Action taken after being harassed in public places by category

| Category/ Reaction | Category | | | | | | | | | | | | | |
|------------------------------|----------|------|---------------------|------|----------------|------|------|------|-----------------|------|---------------|------|------------|-------------|
| | TGPs | | Women with Children | | Pregnant Women | | WWDs | | Female Students | | Working Women | | Total* | |
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 27 | 16.3 | 132 | 22.3 | 24 | 18.5 | 9 | 21.4 | 63 | 22.5 | 182 | 20.9 | 437 | 21 |
| Verbally retaliated | 49 | 29.5 | 152 | 25.7 | 31 | 23.8 | 8 | 19.0 | 56 | 20 | 204 | 23.4 | 500 | 24 |
| Asked nearby people for help | 32 | 19.3 | 70 | 11.8 | 14 | 10.8 | 7 | 16.7 | 36 | 12.9 | 99 | 11.4 | 258 | 12.4 |
| Physically stopped | 5 | 3 | 8 | 1.4 | 2 | 1.5 | 0 | 0 | 3 | 1.1 | 14 | 1.6 | 32 | 1.5 |
| Slapped perpetrator | 11 | 6.6 | 46 | 7.8 | 14 | 10.8 | 2 | 4.8 | 19 | 6.8 | 79 | 9.1 | 171 | 8.2 |
| Reported to Police | 16 | 9.6 | 24 | 4.1 | 10 | 7.7 | 1 | 2.4 | 20 | 7.1 | 31 | 3.6 | 102 | 4.9 |
| Reported on Safety App | 1 | 0.6 | 3.0 | .50 | 0 | 0 | 0 | 0 | 1 | .40 | 3.0 | .30 | 8 | 0.4 |
| Reported to Women's Helpline | 3 | 1.8 | 11 | 1.9 | 4 | 3.1 | 1 | 2.4 | 12 | 4.3 | 19 | 2.2 | 50 | 2.41 |
| Came back from Park/Market | 6 | 3.6 | 30 | 5.1 | 2.0 | 1.5 | 2 | 4.8 | 6 | 2.1 | 26 | 3 | 72 | 3.5 |
| Shared with family members | 9 | 5.4 | 107 | 18.1 | 25 | 19.2 | 9 | 21.4 | 54 | 19.3 | 181 | 20.8 | 385 | 18.5 |
| Shared with a friend | 7 | 4.2 | 8 | 1.4 | 4 | 3.1 | 3 | 7.1 | 10 | 3.6 | 32 | 3.7 | 64 | 3.1 |

*Percentages and totals are based on multiple responses

It is interesting to find that TGPs mostly verbally retaliate to the harassers as compared to women in all other categories. The first reaction of the respondents with post-graduate education was informing family members about the incident. This shows that an increase in education leads towards more sharing and trust with family members. Women attaining all other levels of education showed almost the same pattern as found in previous tables and figures.

Table 32: Action taken after being harassed in public places by education

| Education/ Reaction | Education | | | | | | | | | | | | | | | | | | Total | |
|------------------------------|--------------|------|---------|------|--------|------|--------|------|-------------------|------|------------|------|---------------|------|---------|------|------------|-------------|-------|--|
| | No education | | Primary | | Middle | | Matric | | Intermedi- ate | | Graduation | | Post Graduate | | Madrasa | | N | % | | |
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % | N | % | | | | |
| Ignored | 44 | 21.5 | 41 | 26.8 | 49 | 20.4 | 97 | 22.8 | 87 | 24.4 | 65 | 17.2 | 42 | 17.1 | 18 | 27.2 | 443 | 21.2 | | |
| Verbally retaliated | 59 | 28.8 | 43 | 28.1 | 45 | 18.8 | 98 | 23.0 | 93 | 26.1 | 106 | 28.0 | 42 | 17.1 | 17 | 17.0 | 503 | 24 | | |
| Asked nearby people for help | 25 | 12.2 | 15 | 9.8 | 38 | 15.8 | 45 | 10.6 | 41 | 11.5 | 51 | 13.5 | 26 | 10.6 | 17 | 17.1 | 258 | 12.3 | | |
| Physically stopped | 0 | 0 | 4 | 2.6 | 6 | 2.5 | 8 | 1.9 | 2 | .6 | 8 | 2.1 | 4 | 1.6 | 0 | 0 | 32 | 1.5 | | |
| Slapped perpetrator | 20 | 9.8 | 10 | 6.5 | 19 | 7.9 | 37 | 8.7 | 25 | 7 | 33 | 8.7 | 24 | 9.8 | 5 | 5.6 | 173 | 8.3 | | |
| Reported to Police | 14 | 6.8 | 7 | 4.6 | 18 | 7.5 | 18 | 4.2 | 4 | 1.1 | 18 | 4.8 | 22 | 9 | 2 | 2.2 | 103 | 4.9 | | |
| Reported on Safety App | 0 | 0 | 1 | 0.7 | 1 | 0.4 | 2 | 0.5 | 0 | 0 | 3 | 0.8 | 1 | 0.4 | 0 | 0 | 8 | 0.4 | | |
| Reported to Women's Helpline | 1 | 0.5 | 3 | 2 | 4 | 1.7 | 8 | 1.9 | 4 | 1.1 | 11 | 2.9 | 18 | 7.3 | 2 | 2.2 | 51 | 2.4 | | |
| Came back from Park/Market | 8 | 3.9 | 5 | 3.3 | 15 | 6.3 | 12 | 2.8 | 13 | 3.6 | 8 | 2.1 | 9 | 3.7 | 2 | 2.2 | 72 | 3.4 | | |
| Shared with family members | 27 | 13.2 | 20 | 13.1 | 36 | 15.0 | 92 | 21.6 | 69 | 19.3 | 68 | 18.0 | 51 | 20.8 | 24 | 17.0 | 387 | 18.5 | | |
| Shared with a friend | 8 | 3.9 | 4 | 2.6 | 9 | 3.8 | 9 | 2.1 | 19 | 5.3 | 7 | 1.9 | 6 | 2.4 | 2 | 2.2 | 64 | 3.1 | | |

*Percentages and totals are based on multiple responses

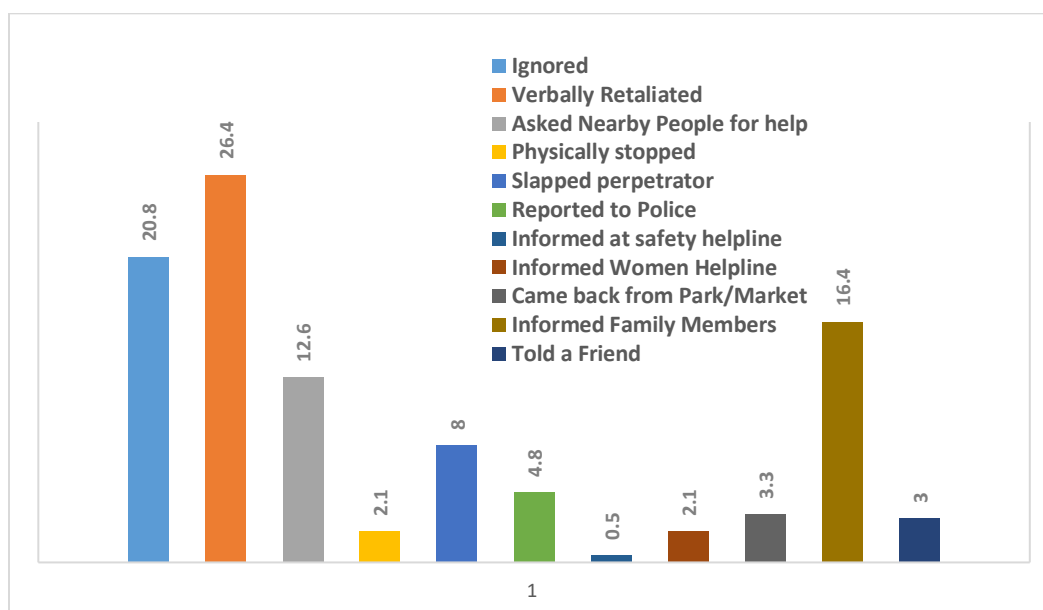


Figure 4.11: Action taken on being harassed in markets

In markets, we see the same pattern of verbal retaliation and ignoring the harasser reported by the women. They mostly do not want to draw attention. Sometimes, however, the women did report asking nearby people for help.

In big cities like Karachi, we see the same attitude of women as found in other districts. In Dadu alone, among the three topmost reactions of women, slapping the harasser is one of them.

Table 33: Action taken on being harassed in markets by district

| Districts/ Action taken in markets | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|---------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 69 | 22.0 | 31 | 30.7 | 36 | 13.3 | 42 | 22.3 | 39 | 22.8 | 217 | 21 |
| Verbally retaliated | 73 | 23.3 | 46 | 45.5 | 77 | 28.4 | 34 | 18.1 | 46 | 26.9 | 276 | 26.4 |
| Asked nearby people for help | 50 | 16.0 | 5 | 5.0 | 44 | 16.2 | 15 | 8.0 | 18 | 10.5 | 132 | 12.6 |
| Physically stopped | 11 | 3.5 | 0 | 0.0 | 0 | 0.0 | 4 | 2.1 | 7 | 4.1 | 22 | 2 |
| Slapped perpetrator | 19 | 6.1 | 7 | 6.9 | 31 | 11.4 | 12 | 6.4 | 15 | 8.8 | 84 | 8 |
| Reported to Police | 13 | 4.2 | 1 | 1.0 | 9 | 3.3 | 20 | 10.6 | 7 | 4.1 | 50 | 4.8 |
| Reported on Safety App | 2 | 0.6 | 1 | 1.0 | 0 | 0.0 | 2 | 1.1 | 0 | 0.0 | 5 | 0.5 |
| Reported to Women's Helpline | 2 | 0.6 | 0 | 0.0 | 2 | 0.7 | 17 | 9.0 | 1 | 0.6 | 22 | 2 |
| Came back from Park/ Market | 7 | 2.2 | 1 | 1.0 | 13 | 4.8 | 4 | 2.1 | 9 | 5.3 | 34 | 3.3 |
| Shared with family members | 56 | 17.9 | 6 | 5.9 | 50 | 18.5 | 32 | 17.0 | 27 | 15.8 | 171 | 16.4 |
| Shared with a friend | 11 | 3.5 | 3 | 3.0 | 9 | 3.3 | 6 | 3.2 | 2 | 1.2 | 31 | 3 |

*Percentages and totals are based on multiple responses

Table 34: Action taken on being harassed in parks by district

| Districts/ Action taken in parks | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|-------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 99 | 23.8 | 18 | 45.0 | 31 | 10.1 | 42 | 30.7 | 35 | 23.3 | 225 | 21.4 |
| Verbally retaliated | 87 | 21.0 | 11 | 27.5 | 96 | 31.3 | 15 | 13.9 | 18 | 12.0 | 227 | 21.6 |
| Asked nearby people for help | 53 | 12.8 | 2 | 5.0 | 57 | 18.6 | 8 | 5.8 | 6 | 4.0 | 126 | 12 |
| Physically stopped | 3 | 0.7 | 0 | 0.0 | 2 | 0.7 | 5 | 3.6 | 0 | 0.0 | 10 | 1 |
| Slapped perpetrator | 32 | 7.7 | 0 | 0.0 | 39 | 12.7 | 7 | 5.1 | 11 | 7.3 | 89 | 8.5 |
| Reported to Police | 21 | 5.1 | 0 | 0.0 | 5 | 1.6 | 19 | 10.9 | 8 | 5.3 | 53 | 5 |
| Reported on Safety App | 3 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.3 |
| Reported to Women’s Helpline | 6 | 1.4 | 0 | 0.0 | 0 | 0.0 | 15 | 10.9 | 8 | 5.3 | 29 | 2.8 |
| Came back from Park/ Market | 14 | 3.4 | 0 | 0.0 | 12 | 3.9 | 4 | 2.9 | 8 | 5.3 | 38 | 3.6 |
| Shared with family members | 83 | 20.0 | 6 | 15.0 | 61 | 19.9 | 21 | 15.3 | 45 | 30.0 | 216 | 20.6 |
| Shared with a friend | 14 | 3.4 | 3 | 7.5 | 4 | 1.3 | 1 | 0.7 | 11 | 7.3 | 33 | 3.2 |

*Percentages and totals are based on multiple responses

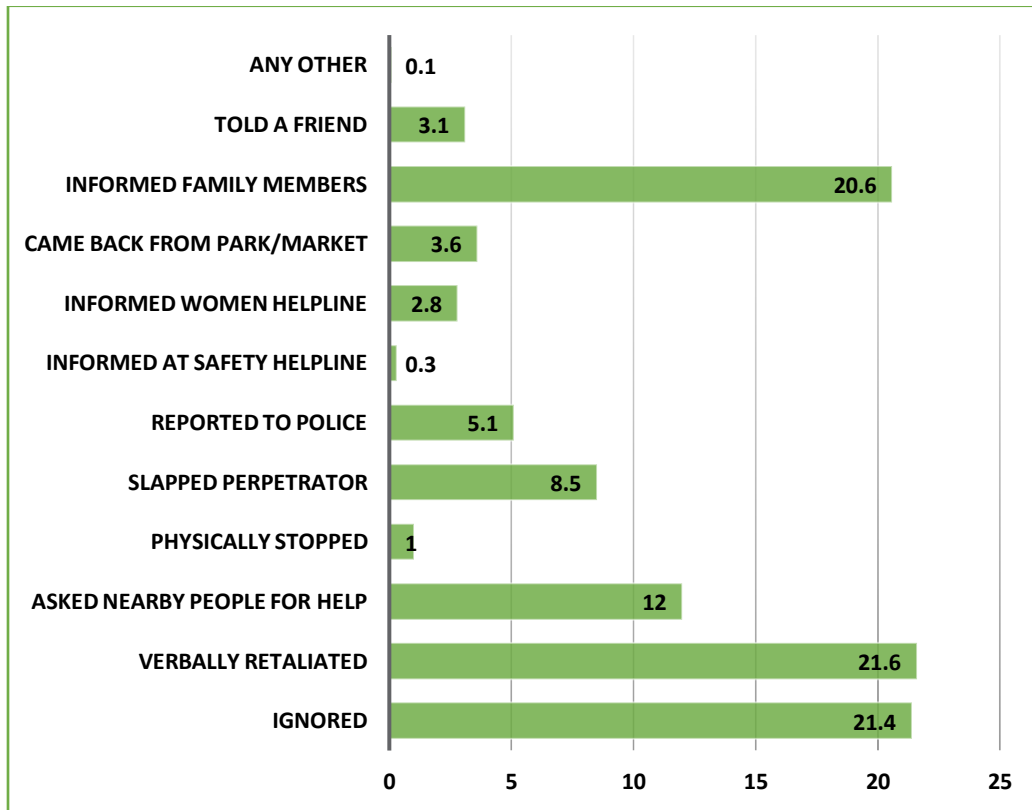


Figure 4.12: Action taken on being harassed in parks

In parks, the reaction of the women facing harassment was almost the same, i.e. ignoring, verbal retaliation and informing family members. Further, almost no difference could be seen between the big and small cities.

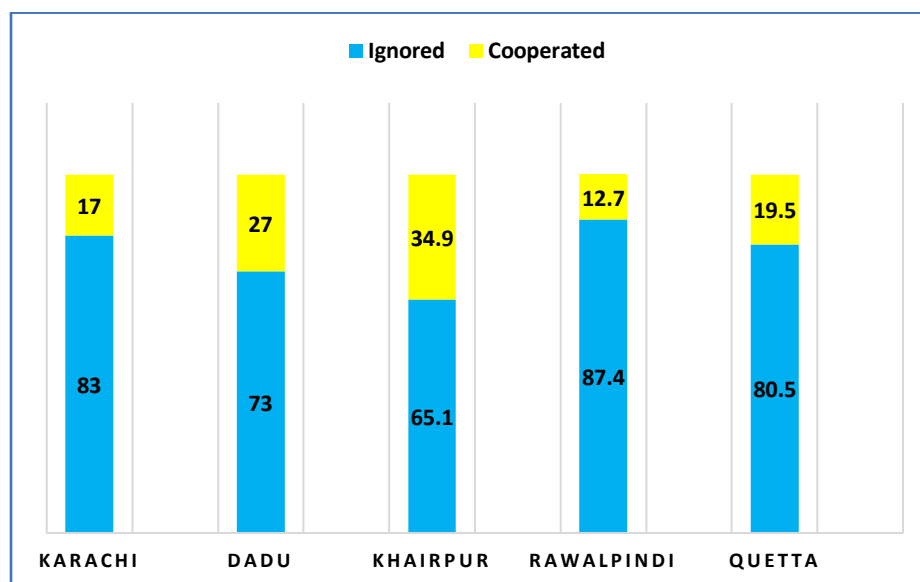


Figure 4.13: Reaction of people against harassment in the public place

As the women were asked about their reaction on facing harassment, the reaction of people around them was also inquired about from the sample. Figure 4.13 shows in big cities like Karachi, Rawalpindi and Quetta, people mostly ignored such incidents, while in comparatively smaller districts, people cooperated with the women and helped them in such situations like asking the harasser to apologize to the concerned woman, or made the harasser ashamed of his act etc.

Table 35: Time of harassment incidence occurring in the public places

| Timings | | District | | | | | TOTAL |
|--------------|----------|------------|------------|------------|------------|------------|-------------|
| | | KAR | DAD | KHR | RWP | QUE | |
| Morning | N | 157 | 59 | 91 | 31 | 28 | 366 |
| | % | 17.0 | 33.0 | 26.9 | 8.2 | 7.0 | 16.5 |
| Afternoon | N | 193 | 29 | 29 | 98 | 74 | 423 |
| | % | 20.9 | 16.2 | 8.6 | 25.9 | 18.5 | 19.0 |
| Evening | N | 430 | 61 | 167 | 187 | 261 | 1106 |
| | % | 46.5 | 34.1 | 49.4 | 49.3 | 65.1 | 49.8 |
| Night | N | 145 | 30 | 51 | 63 | 38 | 327 |
| | % | 15.7 | 16.8 | 15.1 | 16.6 | 9.5 | 14.7 |
| Total | N | 925 | 179 | 338 | 379 | 401 | 2222 |

The table above shows almost half of the respondents reported harassment incidents taking place in the evening. Among all the districts, the highest percentage of harassment incidents in

the evening took place in Quetta (65.1%). This shows that in Quetta, it is very difficult to move in public places in the evening. In Dadu, there is almost an equal number of incidents in the morning (33.0%) as there are in the evening (34.1%).

Table 36: Number of people involved in the incidence of harassment

| District/ No of people | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| No response | 536 | 57.9 | 60 | 33.5 | 75 | 22.2 | 229 | 60.4 | 224 | 55.9 | 1124 | 50.6 |
| One | 187 | 20.2 | 73 | 40.8 | 121 | 35.8 | 57 | 15.0 | 104 | 25.9 | 542 | 24.4 |
| Two | 105 | 11.4 | 38 | 21.2 | 96 | 28.4 | 49 | 12.9 | 44 | 11.0 | 332 | 14.9 |
| Three | 58 | 6.3 | 8 | 4.5 | 27 | 8.0 | 31 | 8.2 | 26 | 6.5 | 150 | 6.8 |
| Four | 23 | 2.5 | 0 | 0.0 | 9 | 2.7 | 10 | 2.6 | 1 | 0.2 | 43 | 1.9 |
| More than four | 16 | 1.7 | 0 | 0.0 | 10 | 3.0 | 3 | 0.8 | 2 | 0.5 | 31 | 1.4 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

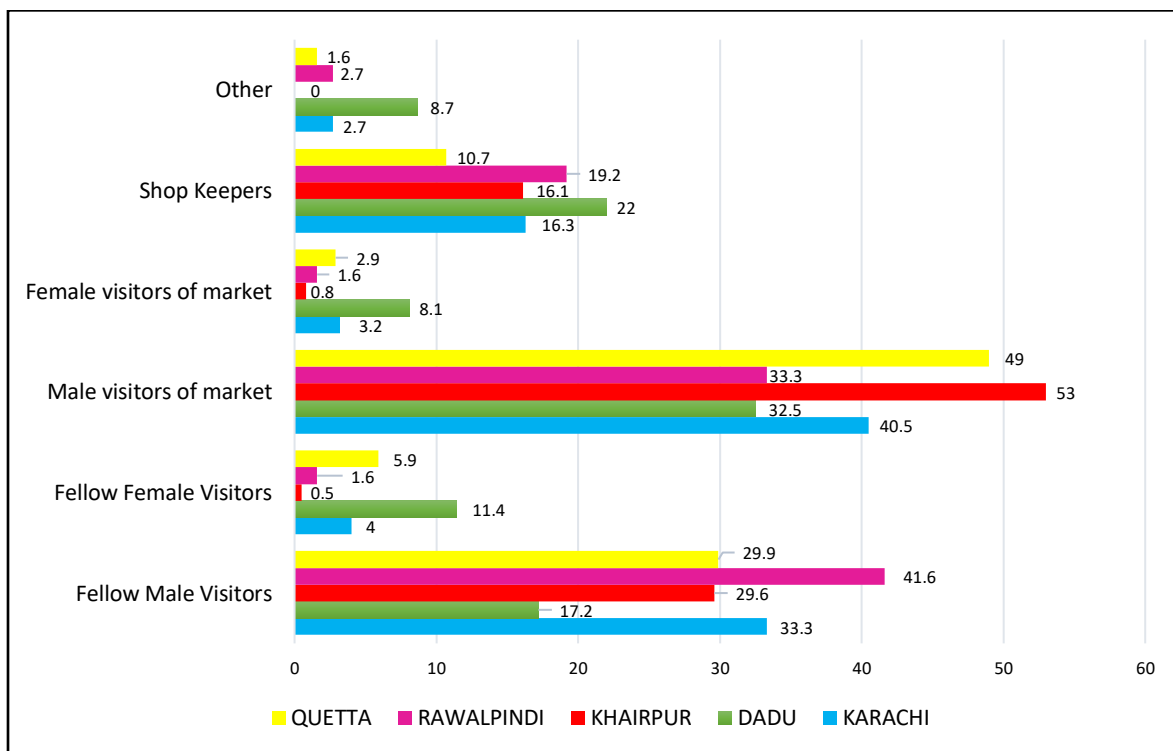


Figure 4.14: Harasser in public places by district

The figure above shows respondents' perceptions about who the harasser was. Almost 75% of the respondents think that males visiting markets and parks are the harassers, while some of the respondents felt that fellow male visitors are the harassers. Other respondents thought that shopkeepers harassed women.

Table 37: Family reaction on being told about facing harassment by district

| Districts/ Reaction of family | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 831 | 90.0 | 171 | 95.5 | 287 | 84.9 | 341 | 90.0 | 341 | 85.0 | 1971 | 88.8 |
| Blamed me for the incident | 22 | 2.4 | 3 | 1.7 | 9 | 2.7 | 7 | 1.8 | 23 | 5.7 | 64 | 2.9 |
| Registered case | 8 | 0.9 | 0 | 0.0 | 1 | 0.3 | 4 | 1.1 | 5 | 1.2 | 18 | 0.8 |
| Investigated | 7 | 0.8 | 0 | 0.0 | 0 | 0.0 | 3 | 0.8 | 1 | 0.2 | 11 | 0.5 |
| Caught the offender | 24 | 2.6 | 1 | 0.6 | 3 | 0.9 | 9 | 2.4 | 9 | 2.2 | 46 | 2.1 |
| Stopped me from visiting park | 14 | 1.5 | 2 | 1.1 | 17 | 5.0 | 7 | 1.8 | 6 | 1.5 | 46 | 2.1 |
| Stopped me from visiting market | 18 | 1.9 | 2 | 1.1 | 21 | 6.2 | 8 | 2.1 | 16 | 4.0 | 65 | 2.9 |
| Total | 924 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

Table 37 shows the responses regarding the reaction of the family reaction respondents told them about facing harassment by district. 90% of the respondents' family members ignored the incident, and this percentage is the highest in Dadu. This shows how the attitudes of family members do not give confidence to the respondents by not taking any action against these incidents of harassment. The study found that, as compared to past when females did not share such incidences with the family, now more females are sharing. But the change observed in the behavior of the family was not significant. The attitude of the family members remains stereotypical and they ask the females to ignore such incidents.

Table 38: Helpline response on complaints by district

| Districts/ Helpline response | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|---------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Don't know about helpline | 919 | 99.4 | 179 | 100 | 337 | 99.7 | 377 | 98.4 | 400 | 100 | 2210 | 99.2 |
| Listened to caller | 3 | 0.3 | 0 | 0.0 | 0 | 0.0 | 3 | 0.7 | 0 | 0.0 | 6 | 0.3 |
| Provided counseling | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 2 | 0.1 |
| Given legal advice | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 1 | 0.04 |
| Referred to shelter | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Referred to police | 3 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.0 |
| Did not listen to caller | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Total | 925 | 100 | 179 | 100 | 337 | 100 | 383 | 100 | 400 | 100 | 2222 | 100 |

The helpline service was available only in big cities like Karachi and Rawalpindi, where the study found that almost all the participants were unaware of this helpline service. In Karachi, only three respondents called on the Helpline and they were listened to and referred to the police, whereas in Rawalpindi, three contacted the Helpline, out of which one was given legal advice and the

other two were given counselling. This is very alarming situation that in a city like Karachi, which has a population of more than 15 million, there are hardly any women who called on the Helpline service. Serious efforts are needed to create awareness in this regard.

Table 39: Police response by district

| Districts/ Police response | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Did not contact | 891 | 96.3 | 178 | 99.4 | 324 | 95.9 | 340 | 89.7 | 386 | 96.3 | 2119 | 95.4 |
| Did not listen to complainant | 12 | 1.3 | 0 | 0.0 | 7 | 2.1 | 10 | 2.6 | 7 | 1.7 | 36 | 1.6 |
| Blamed complainant for the incident | 9 | 1.0 | 0 | 0.0 | 4 | 1.2 | 18 | 4.7 | 4 | 1.0 | 35 | 1.6 |
| Registered case | 7 | 0.8 | 1 | 0.6 | 2 | 0.6 | 9 | 2.4 | 3 | 0.7 | 22 | 1.0 |
| Investigated | 4 | 0.4 | 0 | 0.0 | 1 | 0.3 | 2 | 0.5 | 1 | 0.2 | 8 | 0.4 |
| Caught the offender | 2 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

The study identified that 95% respondents were not satisfied with the police and did not contact them for their complaints. Around 3% of the respondents were either not listened to by the police or the women themselves were blamed for the incident. This shows a very discouraging attitude from the police.

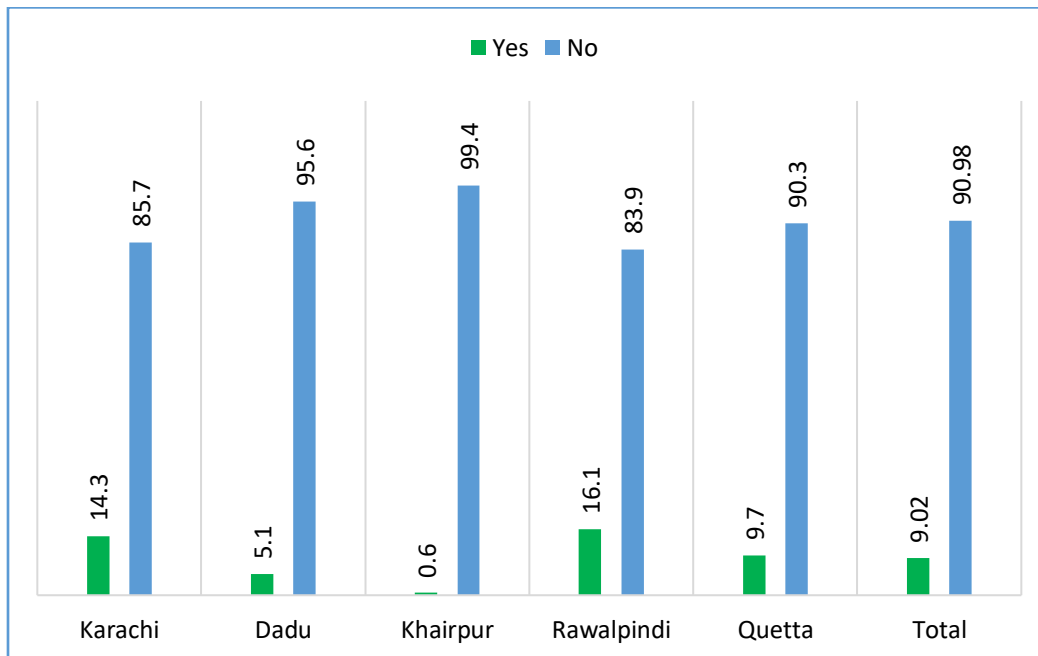


Figure 4.15: Awareness about sexual harassment being a crime by district

The respondents were asked about their understanding of sexual harassment, i.e. whether they think it is a crime or not. Figure 4.15 shows that 91% of respondents did not have any awareness that sexual harassment is a crime and that there is punishment for it. They felt that the harassment they face in public places was because of the perceived superiority of men over women and that it is the tradition. The highest percentage of women rightly understanding that sexual harassment is a punishable crime was found in Rawalpindi (16.1%) followed by Karachi (14.3%) and Quetta (9.7%). In Dadu and Khairpur, an extensive campaign is needed to make women aware that sexual harassment is in fact a crime.

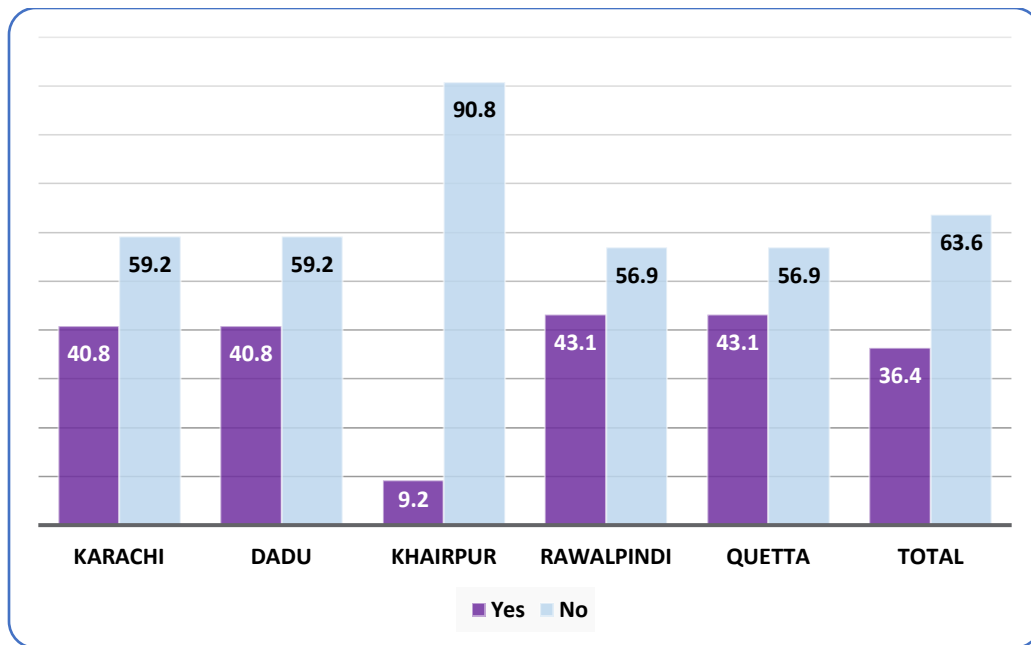


Figure 4.16: Availability of separate washrooms for females in public spaces by district

Almost two-thirds of the respondents (63.6%) said that there is no facility of separate female washrooms in public places. The availability of separate female washrooms was almost the same in Karachi, Khairpur, Rawalpindi and Quetta at around 40%. However, in Khairpur, only 9.2% of respondents informed that there are separate washrooms for females in markets and parks. This is an alarming situation for the local government in Khairpur.

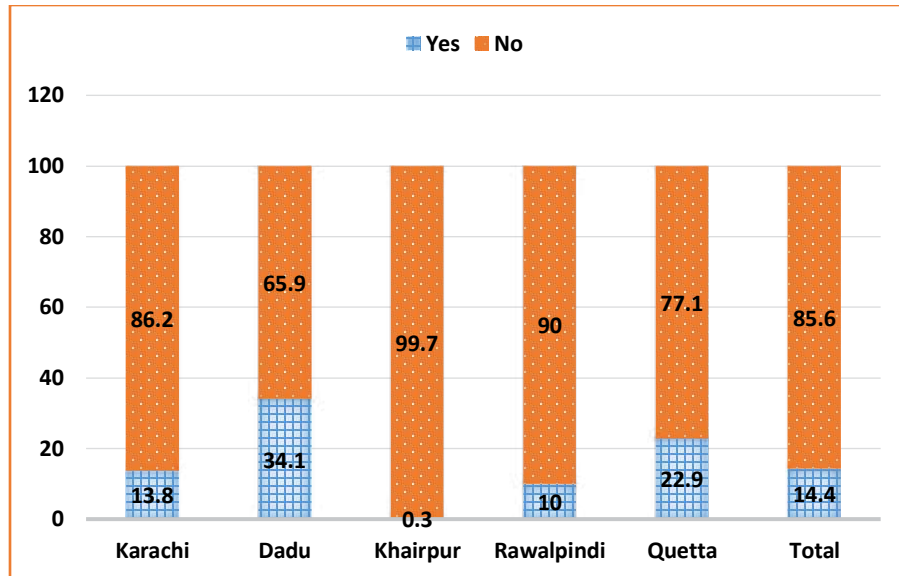


Figure 4.17: Place for diaper change by district

Figure 4.17 shows the responses of women about the facility of changing baby diapers in public places. Overall, 85.5% of the respondents said that there was no place for changing diapers in public places. The percentage was highest in Khairpur (99.7%) and lowest in Dadu (65.9%). It was interesting to note the large difference between Khairpur and Dadu districts. In Dadu, the situation was found to be much better than in Khairpur. Another interesting finding is the availability of these facilities in public places is much better in Quetta as compared to the bigger cities of Rawalpindi and Karachi.

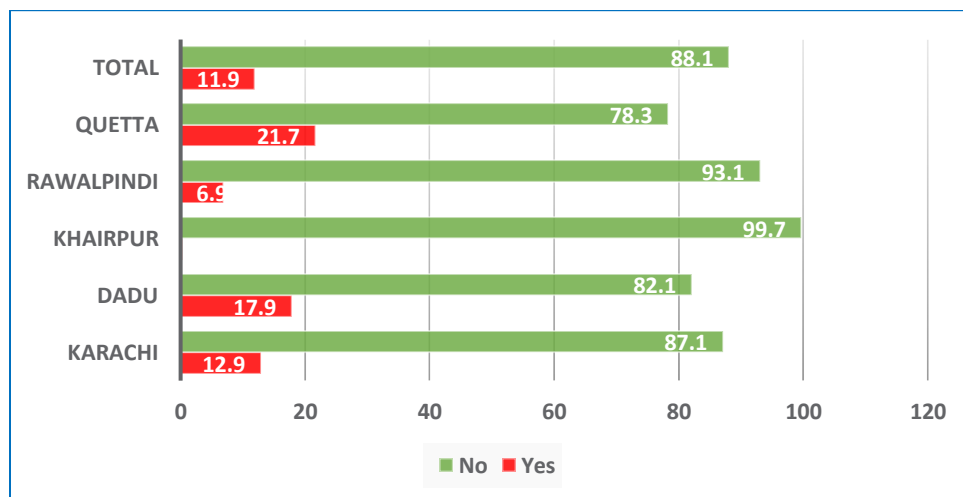


Figure 4.18: Place for feeding children by district

Figure 4.18 shows the responses about the places for feeding children in public places. The data shows some very interesting findings. In total, 88.1% respondents replied in the negative about

any feeding facility being available in public places. However, in Quetta, the highest percentage of this facility was reported by women (21.7%) as compared to Karachi (12.9%) and Rawalpindi (6.9%). In big and comparatively developed cities, this facility is not available while in less developed cities the percentage was much higher.

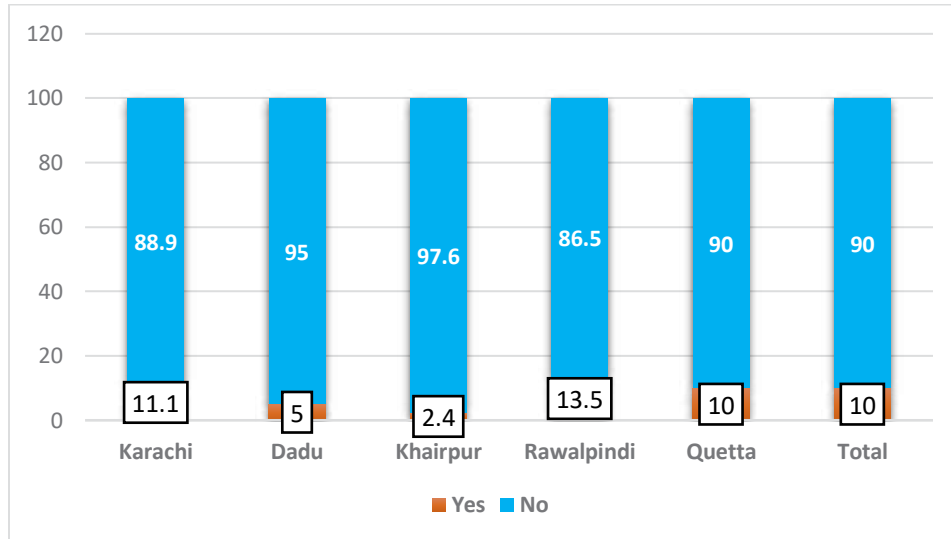


Figure 4.19: Facilities for PWDs by district

The data shows that 90% of the respondents said there were no facilities provided in public places for PWDs. In Dadu and Khairpur, the situation was the worst for PWDs. In a metropolitan city like Karachi, only 11% of the women acknowledged the provision of facilities for PWDs and the situation is almost the same in Quetta and Rawalpindi.

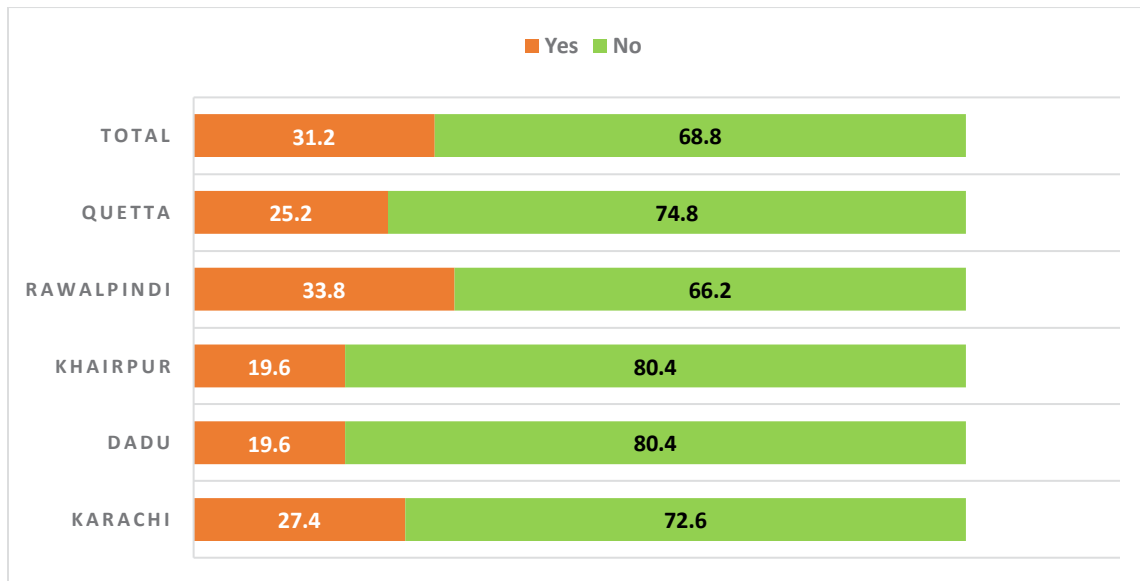


Figure 4.20: Provision of first aid facility by district

Almost 69% of the respondents replied that there were no facilities for first aid available in public places. In Rawalpindi, 38% respondents agreed that there were first aid facilities available while in Karachi the percentage was only 27%, followed by 25% in Quetta.

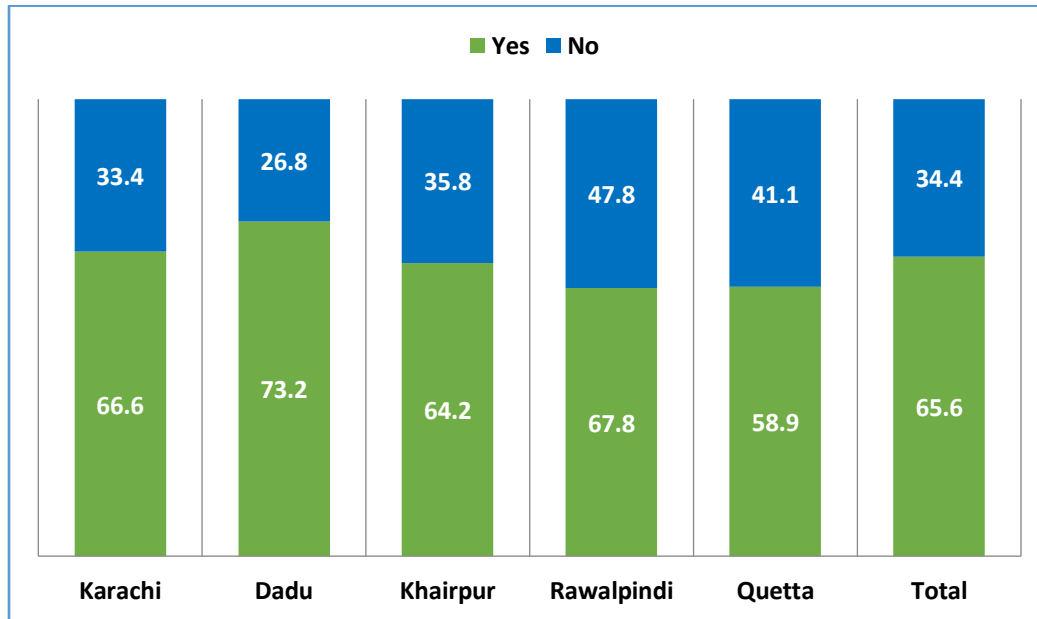


Figure 4.21: Nearby presence of police/ guards by district

The data shows responses about the presence of police or guards when the harassment incident took place. In Dadu, almost three-fourths of the women said there was police/ guard near the place of the incident. In Karachi, Rawalpindi and Khairpur, the pattern is almost the same. In Quetta, the percentage is a little lower. Surprisingly, despite the presence of police/ guard, the study finds that the majority of respondents still felt insecure in these public places. This shows a lack of trust or negligence on the part of police/ guards and demonstrates that they often do not take action in case of a sexual harassment incident.

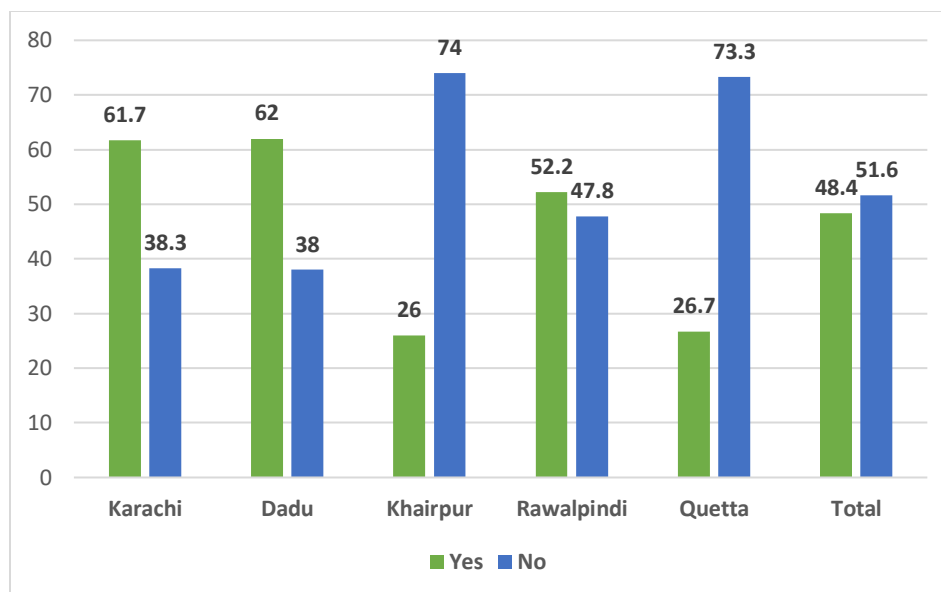


Figure 4.22: Adequate lighting in dark areas by district

The data shows that according to around half the respondents (48.8%), public places i.e. markets and parks, are well-lit in the selected districts. Karachi and Dadu are at the top followed by Rawalpindi. However, the situation is not good in Quetta and Khairpur, which definitely requires the attention of the local authorities.

Table 40: Feeling unsafe in locality due to insidious men by district

| Districts/ Options | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| Yes | 722 | 78.1 | 163 | 91.1 | 317 | 93.8 | 292 | 77.0 | 323 | 80.5 | 1817 | 81.8 |
| No | 203 | 21.9 | 16 | 8.9 | 21 | 6.2 | 87 | 23.0 | 78 | 19.5 | 405 | 18.2 |
| Total | 925 | 100 | 179 | 100 | 338 | 100 | 379 | 100 | 401 | 100 | 2222 | 100 |

The majority of women (82%) reported feeling insecure in public places due to the presence of insidious men. The situation is worst in small cities, i.e. Khairpur and Dadu. A substantial number of women in other cities also reported the presence of insidious men in the markets and parks, particularly in the evenings and nights.

4.2 PERCEPTION SURVEY OF WOMEN COMMUTERS

This section describes the results of the survey carried out with women travelling using various modes of transportation. The perception survey consisted of a sample of 1850 women travelling on different public and private transports in the five selected districts. Further, the perceptions of transport staff, including conductors and drivers, were also collected. Note that the multiple response tables in the analysis are calculated on the basis of the total number of responses given by the respondents for a particular statement.

4.2.1 Demographic Characteristics of Sample in Transport

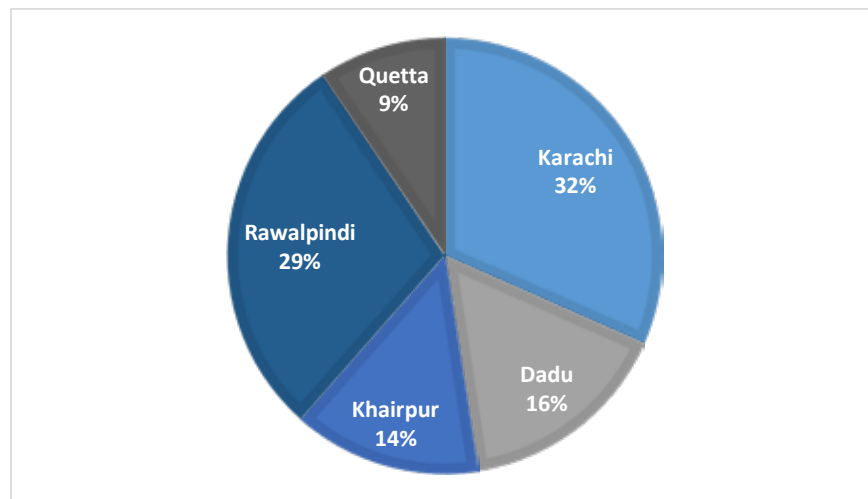


Figure 4.23: Sample by district

Table 41: Category

| Districts/ Categories | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| TGPs | 29 | 5.0 | 2 | 0.7 | 15 | 5.8 | 37 | 6.9 | 10 | 5.7 | 93 | 5.0 |
| Women with Children | 106 | 18.1 | 121 | 41.0 | 94 | 36.4 | 108 | 20.1 | 28 | 16.0 | 457 | 24.7 |
| Pregnant Women | 42 | 7.2 | 25 | 8.5 | 14 | 5.4 | 50 | 9.3 | 4 | 2.3 | 135 | 7.3 |
| WWDs | 13 | 2.2 | 2 | 0.7 | 4 | 1.6 | 47 | 8.8 | 3 | 1.7 | 69 | 3.7 |
| Female Students | 177 | 30.3 | 64 | 21.7 | 24 | 9.3 | 111 | 20.7 | 26 | 14.9 | 402 | 21.7 |
| Working Women | 218 | 37.3 | 81 | 27.5 | 107 | 41.5 | 184 | 34.3 | 104 | 59.4 | 694 | 37.5 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

Table 41 shows that more than one-third (37.5%) of the respondent commuters belonged to the category of women/ girls, almost one-fourth (24.7%) were women with children, more than one-

fifth (21.7%) were students, while the remaining respondents were PWDs (3.7%), TGPs (5%) and pregnant women (7.3%).

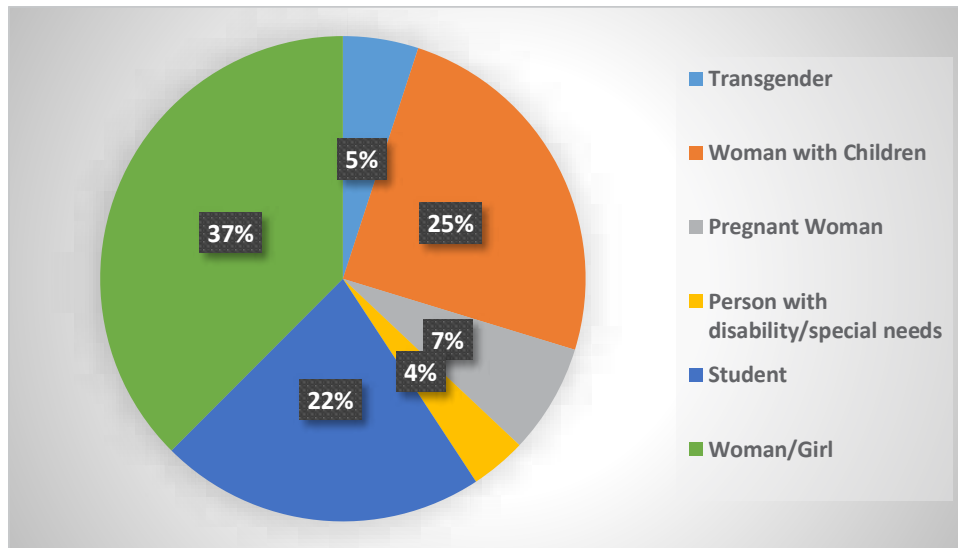


Figure 4.24: Sample by category

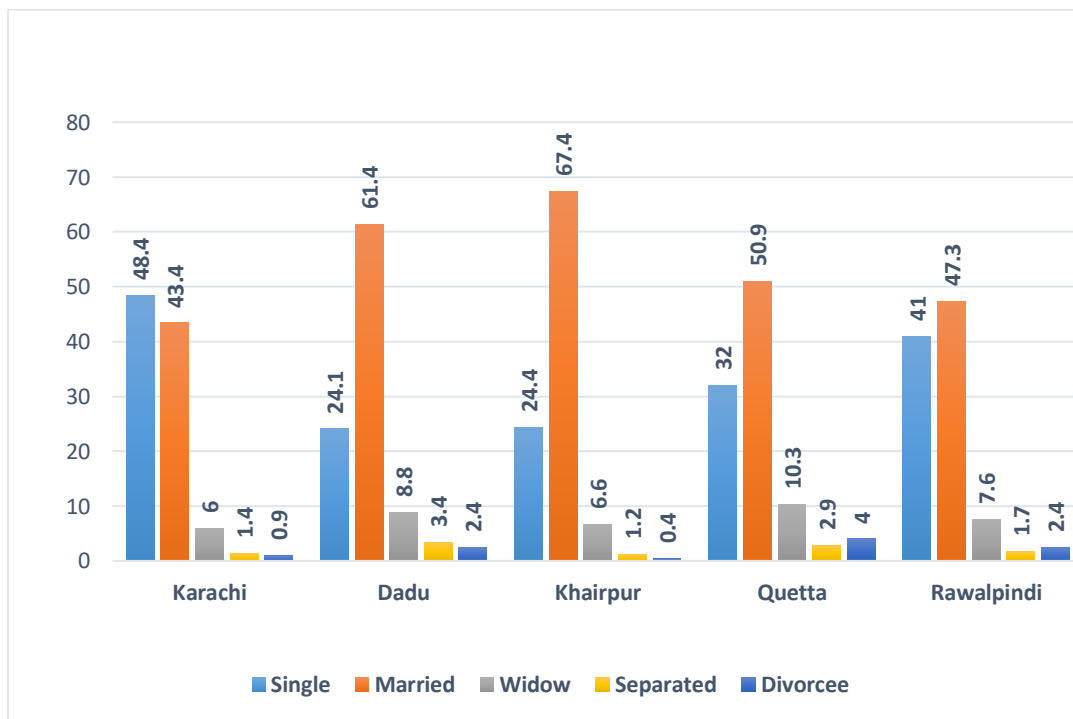


Figure 4.25: Marital status

Figure 4.25 presents the distribution of women commuters with respect to their marital status. In Karachi, 48% women were single and 43% were married. In Dadu, 61% respondents were

married, and one-fourth of the respondents were single. Similarly, two thirds of the respondents from Khairpur (67%) were married and 24% were single. In Quetta, 50% of the women were married and 32% were single. In the Rawalpindi sample, 47% of respondents were married and 41% were single. Dadu and Khairpur had the highest number of widows with 8.8% and 6.6% respectively.

Table 42: Age of women commuters

| Districts/ Age group | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| 10-19 | 107 | 18.3 | 32 | 10.8 | 12 | 4.7 | 51 | 9.5 | 20 | 11.4 | 222 | 12.0 |
| 20-29 | 215 | 36.8 | 87 | 29.5 | 102 | 39.5 | 206 | 38.4 | 54 | 30.9 | 664 | 35.9 |
| 30-39 | 167 | 28.5 | 101 | 34.2 | 108 | 41.9 | 186 | 34.6 | 63 | 36.0 | 625 | 33.8 |
| 40-49 | 68 | 11.6 | 58 | 19.7 | 33 | 12.8 | 78 | 14.5 | 34 | 19.4 | 271 | 14.6 |
| 50-59 | 26 | 4.4 | 16 | 5.4 | 3 | 1.2 | 15 | 2.8 | 4 | 2.3 | 64 | 3.5 |
| 60+ | 2 | 0.3 | 1 | 0.3 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 4 | 0.2 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

Table 42 shows that as compared to bigger and more densely populated districts, the small district of Khairpur witnessed most young females (age 20-29 years) using public and private transport (39.5%), whilst the percentage was 38.4% in Rawalpindi and 36.8% in Karachi. As per the analysis, in the age category of 30-39 years, the highest percentage was witnessed again in Khairpur (41.9%) as compared to Karachi (28.5%) and Rawalpindi (34.6%). However, women in age category of 60+ years were found to be quite low in all districts. The highest percentage for this category was observed in Karachi and it was only 0.3%.

Table 43: Education

| Districts/ Education | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| No Education | 67 | 11.5 | 77 | 26.1 | 35 | 13.6 | 63 | 11.7 | 51 | 29.1 | 293 | 15.8 |
| Primary | 33 | 5.6 | 60 | 20.3 | 19 | 7.4 | 43 | 8.0 | 30 | 17.1 | 185 | 10.0 |
| Middle | 56 | 9.6 | 32 | 10.8 | 25 | 9.7 | 63 | 11.7 | 21 | 12.0 | 197 | 10.6 |
| Matric | 112 | 19.1 | 63 | 21.4 | 62 | 24.0 | 89 | 16.6 | 31 | 17.7 | 357 | 19.3 |
| Intermediate | 143 | 24.4 | 27 | 9.2 | 40 | 15.5 | 108 | 20.1 | 20 | 11.4 | 338 | 18.3 |
| Graduation | 105 | 17.9 | 26 | 8.8 | 46 | 17.8 | 108 | 20.1 | 10 | 5.7 | 295 | 15.9 |
| Post Graduate | 55 | 9.4 | 9 | 3.1 | 26 | 10.1 | 57 | 10.6 | 5 | 2.9 | 152 | 8.2 |
| Madrasa | 14 | 2.4 | 1 | 0.3 | 5 | 1.9 | 6 | 1.1 | 7 | 4.0 | 33 | 1.8 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

The data shows that irrespective of the level of education attained, women used different modes of transport for their mobility. However, a lower percentage of women with post-graduation were found to be using these modes of transport.

Table 44: Employment status

| Districts/ Employment status | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| Job-Holder | 124 | 21.2 | 25 | 8.5 | 31 | 12.0 | 128 | 23.8 | 12 | 6.9 | 320 | 17.3 |
| Self-employed | 18 | 3.1 | 15 | 5.1 | 9 | 3.5 | 16 | 3.0 | 6 | 3.4 | 64 | 3.5 |
| Domestic Worker | 39 | 6.7 | 11 | 3.7 | 12 | 4.7 | 58 | 10.8 | 24 | 13.7 | 144 | 7.8 |
| Housewife | 178 | 30.4 | 153 | 51.9 | 146 | 56.6 | 187 | 34.8 | 85 | 48.6 | 749 | 40.5 |
| Unemployed | 221 | 37.8 | 83 | 28.1 | 58 | 22.5 | 144 | 26.8 | 48 | 27.4 | 554 | 29.9 |
| Others | 5 | 0.9 | 8 | 2.7 | 2 | 0.8 | 4 | 0.7 | 0 | 0.0 | 19 | 1.0 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

The study revealed that Karachi and Rawalpindi were the districts where most of women using public transport were employed. Karachi had 21.1% while Rawalpindi had 23.8% of women reporting to be in this category, whereas the percentage is low in less developed cities like Dadu, Quetta and Khairpur. In large cities, the working women preferred public transport due to multiple reasons including traffic problems and cheaper fares as compared to using personal transport. On other hand, a higher percentage of housewives used public transport in Khairpur (56.6%) and Dadu (51.9%). The percentage of domestic workers using public transport was also high in Quetta and Khairpur.

Table 45: Income distribution

| Districts/ Income distribution | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| < 10,000 | 10 | 1.7 | 59 | 20.0 | 0 | 0.0 | 14 | 2.6 | 11 | 6.3 | 94 | 5.1 |
| 10,000-20,000 | 77 | 13.2 | 80 | 27.1 | 21 | 8.1 | 89 | 16.6 | 62 | 35.4 | 329 | 17.8 |
| 20,000-30,000 | 88 | 15.0 | 75 | 25.4 | 80 | 31.0 | 187 | 34.8 | 57 | 32.6 | 487 | 26.3 |
| 30,000-40,000 | 55 | 9.4 | 35 | 11.9 | 48 | 18.6 | 105 | 19.6 | 18 | 10.3 | 261 | 14.1 |
| 40,000-50,000 | 102 | 17.4 | 24 | 8.1 | 79 | 30.6 | 60 | 11.2 | 14 | 8.0 | 279 | 15.1 |
| Above 50,000 | 58 | 9.9 | 5 | 1.7 | 21 | 8.1 | 5 | 0.9 | 7 | 4.0 | 96 | 5.2 |
| No response | 195 | 33.3 | 17 | 5.8 | 9 | 3.5 | 77 | 14.3 | 6 | 3.4 | 304 | 16.4 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

A higher percentage of women earning less than PKR 10,000 was found using public transport in Dadu district. The percentage of women earning PKR 20,000-30,000 was high in Rawalpindi

(34.8%), Quetta (32.6%), and Khairpur (31%). However, in Karachi, the percentage of females having higher income was found using public transport more (17.4%) as compared to other income groups. This showed that middle class women in more developed cities use public transport more.

Table 46: Nature of disability by district

| Districts/ Nature of disability | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| Physical | 14 | 2.4 | 7 | 2.4 | 4 | 1.6 | 34 | 6.3 | 3 | 1.7 | 62 | 3.4 |
| Mental | 1 | 0.2 | 1 | 0.3 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 3 | 0.2 |
| Multiple | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 3 | 0.6 | 0 | 0.0 | 4 | 0.2 |
| No disability | 569 | 97.3 | 287 | 97.3 | 254 | 98.4 | 499 | 92.9 | 172 | 98.3 | 1781 | 96.3 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

The results show that more than 97% respondents in Karachi, Dadu, Khairpur and Quetta did not report having a disability. The highest percentage of PWDs were in the sample from Rawalpindi (7.1%).

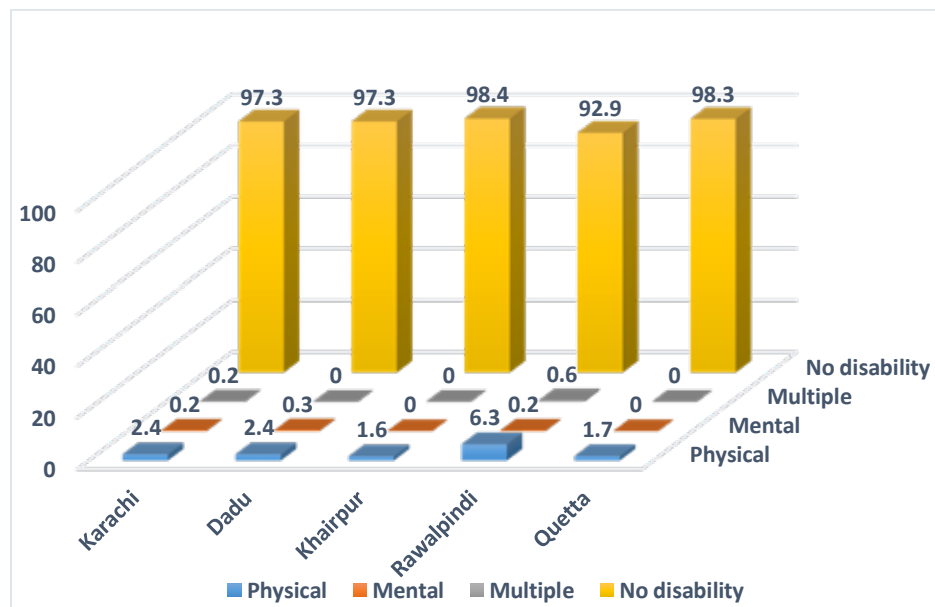


Figure 4.26: Nature of disability by district

4.2.2 Transport Preferences of Sample

Figure 4.27 shows that women mostly used private and minibuses (Mazda's) in Karachi (71.5%). In Quetta also, buses (89.1%) were mainly used. Surprisingly, only 0.4% women travelled by bus in Dadu and Khairpur. In both these cities, the main sources of transportation used by women

were Qingqi and rickshaw. Interestingly, in Khairpur 98.4% women used rickshaw for transportation as compared to Karachi (0.2%). In Karachi, it is more expensive to travel by rickshaw than in Khairpur. The Metro Bus service was only available in Rawalpindi and 82% women availed this service.

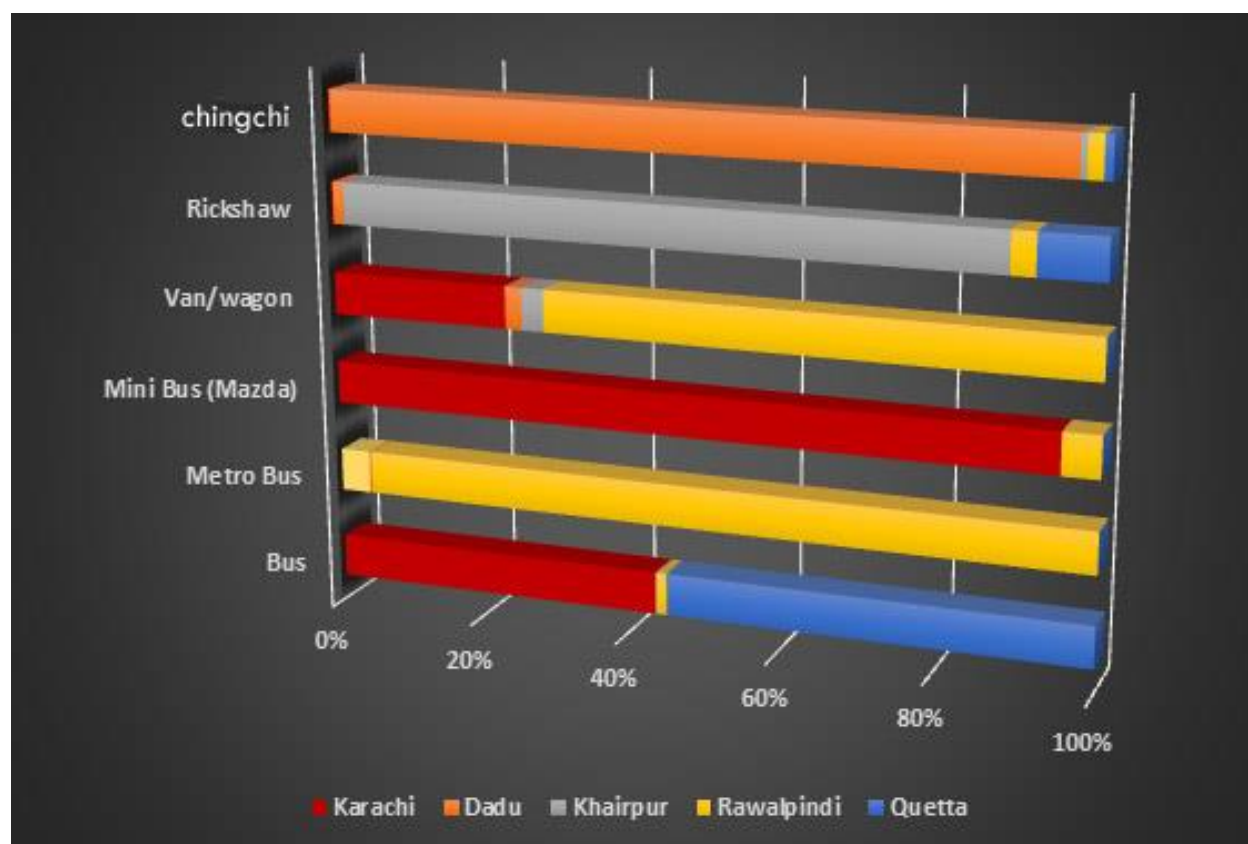


Figure 4.27: Mode of transport by district

Table 47: Reasons for preferred mode of transport

| Districts/ Reasons | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| Reasonable Fare | 269 | 46.0 | 27 | 9.2 | 46 | 17.8 | 320 | 59.6 | 106 | 60.6 | 768 | 41.5 |
| Easily Accessible | 183 | 31.3 | 179 | 60.7 | 119 | 46.1 | 136 | 25.3 | 45 | 25.7 | 662 | 35.8 |
| Seats are available | 30 | 5.1 | 36 | 12.2 | 23 | 8.9 | 16 | 3.0 | 7 | 4.0 | 112 | 6.1 |
| On Route | 39 | 6.7 | 19 | 6.4 | 10 | 3.9 | 24 | 4.5 | 10 | 5.7 | 102 | 5.5 |
| Comfortable | 64 | 10.9 | 34 | 11.5 | 60 | 23.3 | 41 | 7.6 | 7 | 4.0 | 206 | 11.1 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

In Karachi (46%), Rawalpindi (59.6%) and Quetta (60.6%) respondents informed that they preferred the transport they use over other means of transportation because they found it to be

reasonably fair and affordable. In Dadu and Khairpur, women preferred the transport which is easily available. This finding again shows the difference between the big and small cities.

Table 48: Purpose of using transport

| Districts/ Purpose of using transport | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|---|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Daily errands | 304 | 26.9 | 174 | 23.0 | 179 | 24.6 | 248 | 22.5 | 36 | 17.5 | 941 | 24.0 |
| Going to work | 163 | 14.4 | 43 | 5.7 | 56 | 7.7 | 177 | 16.0 | 37 | 18.0 | 474 | 12.1 |
| Going for studies | 158 | 14.0 | 25 | 3.3 | 33 | 4.5 | 133 | 12.0 | 23 | 11.2 | 372 | 9.5 |
| Shopping | 189 | 16.7 | 241 | 31.9 | 178 | 24.4 | 191 | 17.3 | 25 | 12.1 | 824 | 21.0 |
| Visiting family | 225 | 19.9 | 210 | 27.8 | 176 | 24.1 | 267 | 24.2 | 83 | 40.3 | 961 | 24.5 |
| Social gathering | 90 | 8.0 | 63 | 8.3 | 108 | 14.8 | 88 | 8.0 | 2 | 1.0 | 351 | 8.9 |

*Percentages and totals are based on multiple responses

Women came out of their homes for multiple reasons. In Quetta and Khairpur, women mostly used private or public transport for visiting family friends or relatives, whereas in Karachi and Rawalpindi, women go out for multiple reasons.

Table 49: Frequency of using transport

| Districts/ Frequency | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Daily (5-7 days in week) | 334 | 57.1 | 60 | 20.3 | 65 | 25.2 | 277 | 51.6 | 70 | 40.0 | 806 | 43.6 |
| Often (2-4 times in a week) | 52 | 8.9 | 27 | 9.2 | 29 | 11.2 | 104 | 19.4 | 44 | 25.1 | 256 | 13.8 |
| Sometimes (2-3 times in a month) | 111 | 19.0 | 167 | 56.6 | 93 | 36.0 | 107 | 19.9 | 20 | 11.4 | 498 | 26.9 |
| Rarely (Once in a month) | 44 | 7.5 | 17 | 5.8 | 52 | 20.2 | 28 | 5.2 | 28 | 16.0 | 169 | 9.1 |
| Very rarely (once in two months) | 44 | 7.5 | 24 | 8.1 | 19 | 7.4 | 21 | 3.9 | 13 | 7.4 | 121 | 6.5 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

Table 49 shows that a higher percentage of women rely on transport in Karachi, Rawalpindi and Quetta for daily mobility as compared to women in less developed cities. This could be due to the reason that in developed cities women have multiple tasks, purposes and opportunities, so their mobility is higher.

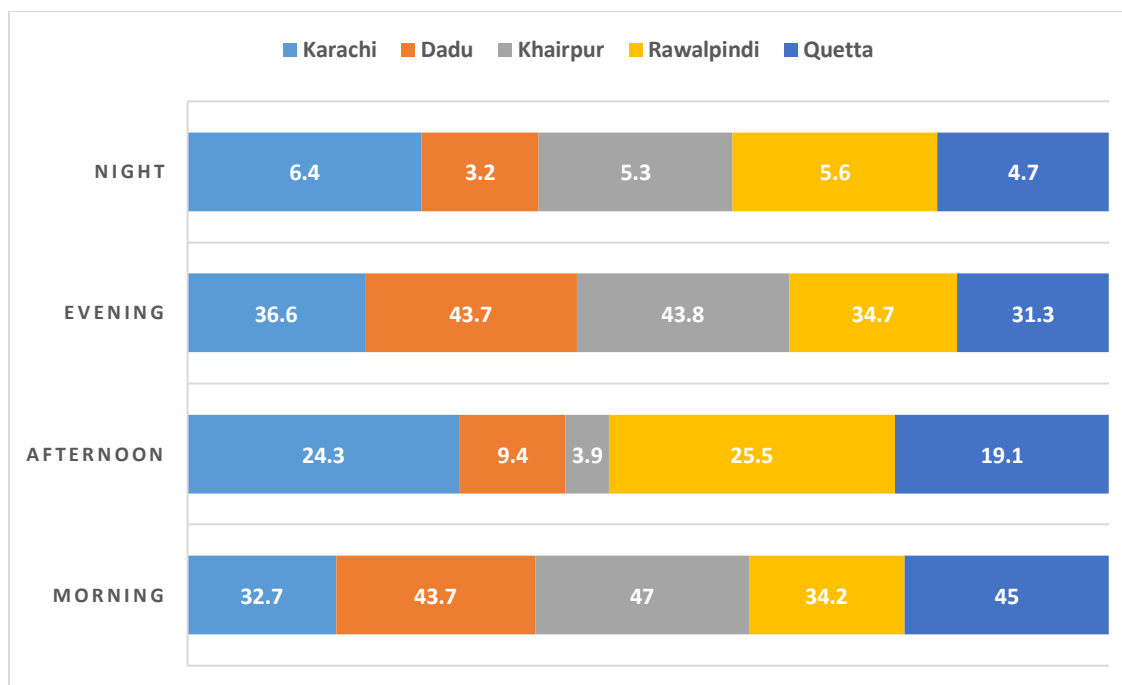


Figure 4.28: Time of traveling by district

Figure 4.28 shows that in Dadu, Khairpur and Quetta, women mostly travel in the mornings and evenings. In Karachi and Rawalpindi, women's mobility in the afternoons can also be observed. This can be partly explained by the fact that it is the time when girls and young women are coming back from schools and colleges.

Table 50: Travel companions by district

| Districts/ Travel companions | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|---------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Friends | 163 | 20.2 | 74 | 20.4 | 65 | 20.8 | 117 | 15.7 | 30 | 16.2 | 449 | 18.6 |
| Family | 266 | 33.0 | 228 | 62.8 | 162 | 51.9 | 276 | 37.0 | 104 | 56.2 | 1036 | 43.0 |
| Colleagues | 62 | 7.7 | 19 | 5.2 | 20 | 6.4 | 70 | 9.4 | 12 | 6.5 | 183 | 7.6 |
| Alone | 314 | 39.0 | 42 | 11.6 | 65 | 20.8 | 282 | 37.9 | 39 | 21.1 | 742 | 30.8 |

*Percentages and totals are based on multiple responses

The data revealed that across all the districts, almost half of the women travel with their family members and the highest percentage was found in Dadu (62.8%) followed by Quetta (56.2%). The data strengthened the argument that women in developed cities are more confident to travel alone as compared to less developed districts. The percentage of women travelling alone was high in Karachi (39%) and Rawalpindi (37.9%).

4.2.3 Safety Concerns at Transportation Stops/ Stands

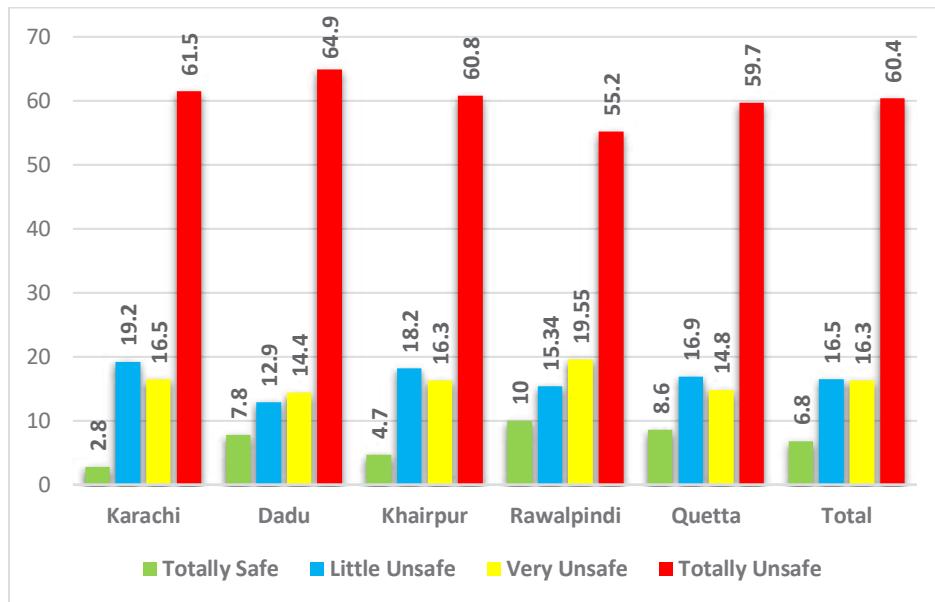


Figure 4.29: Feeling of security at transport stops/ stands

The study shows that more than half of the respondents felt totally unsafe at transportation stops, and only 6.8% felt safe at the stops/ stands. In Dadu, the percentage is the highest followed by Karachi. This is a very alarming situation, where across five districts, the majority of women (93.2%) felt unsafe at transport stops.

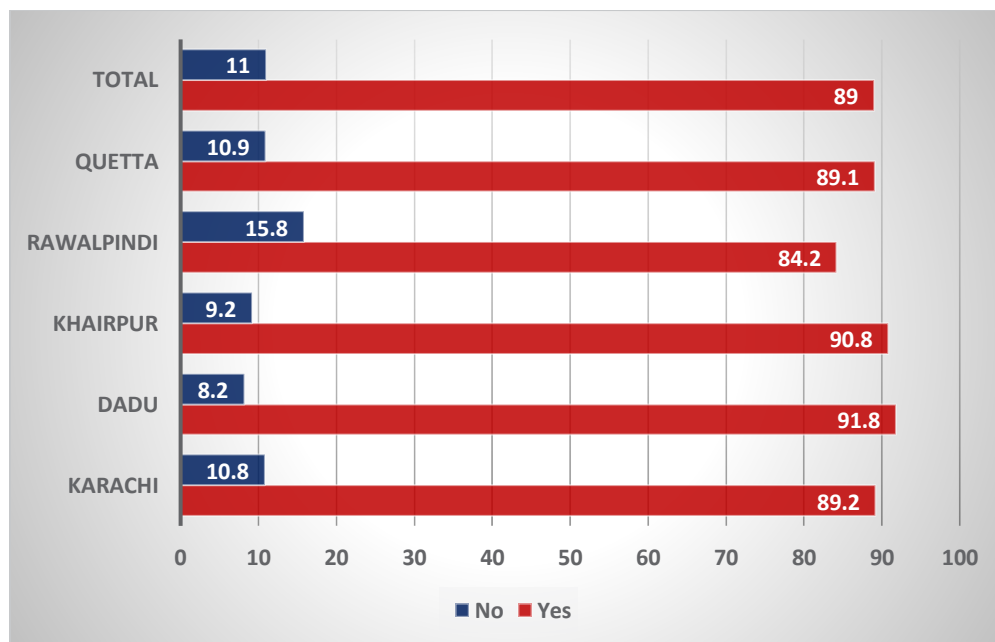


Figure 4.30: Witnessed women being harassed at transportation stands/ stops

Overall, three-fourths of the respondents witnessed that women feel unsafe at the transport stops/ stands. The highest percentage (91.8%) was found in Dadu followed by Khairpur (90.8%). The finding strengthened the argument that women feel more insecure in small districts where there are flexible regulatory mechanisms as compared to more developed cities.

Table 51: Witnessed problems faced by women at transportation stops/ stands by district

| Districts/ Problems | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|-------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Dirtiness | 69 | 11.8 | 33 | 11.2 | 39 | 15.1 | 69 | 12.8 | 46 | 26.3 | 256 | 13.8 |
| More males | 265 | 45.3 | 122 | 41.4 | 163 | 63.2 | 342 | 63.7 | 63 | 36.0 | 955 | 51.6 |
| Poor lightning at dawn and dusk | 36 | 6.2 | 17 | 5.8 | 17 | 6.6 | 26 | 4.8 | 8 | 4.6 | 104 | 5.6 |
| Over-crowded | 61 | 10.4 | 67 | 22.7 | 19 | 7.4 | 39 | 7.3 | 23 | 13.1 | 209 | 11.3 |
| Poor visibility due direct Sunlight | 70 | 12.0 | 7 | 2.4 | 13 | 5.0 | 10 | 1.9 | 20 | 11.4 | 120 | 6.5 |
| Wandering Boys and men | 19 | 3.2 | 12 | 4.1 | 4 | 1.6 | 24 | 4.5 | 3 | 1.7 | 62 | 3.4 |
| Vehicle not on time | 51 | 8.7 | 25 | 8.5 | 3 | 1.2 | 19 | 3.5 | 4 | 2.3 | 102 | 5.5 |
| No problem | 14 | 2.4 | 12 | 4.1 | 0 | 0.0 | 8 | 1.5 | 8 | 4.6 | 42 | 2.3 |

*Percentages and totals are based on multiple responses

The study found that respondents reported that the main problems they witnessed being faced by women at the transportation stops were presence of more males, dirtiness and over-crowdedness. These problems could be observed in both the big and small cities. This means that there is overall much less space available at the transport stops for women. Over-crowdedness and the presence of more males at a small stop gives women a feeling of insecurity.

Table 52: Witnessed type of harassment faced by women at transportation stop by district

| Districts/ Type of harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|----------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 199 | 26.6 | 159 | 30.9 | 168 | 22.7 | 196 | 22.8 | 61 | 36.5 | 783 | 25.8 |
| Obscene Gestures | 83 | 11.1 | 98 | 19.0 | 107 | 14.4 | 102 | 11.8 | 27 | 16.2 | 417 | 13.7 |
| Mirror Flashing | 9 | 1.2 | 26 | 5.0 | 6 | 0.8 | 3 | 0.3 | 9 | 5.4 | 53 | 1.7 |
| Taking Photos | 21 | 2.8 | 4 | 0.8 | 7 | 0.9 | 23 | 2.7 | 1 | 0.6 | 56 | 1.8 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 108 | 14.4 | 77 | 15.0 | 83 | 11.2 | 125 | 14.5 | 16 | 9.6 | 409 | 13.5 |

| | | | | | | | | | | | | |
|------------------------|----|------|----|-----|----|------|----|-----|----|-----|------------|------------|
| Whistling | 79 | 10.5 | 29 | 5.6 | 60 | 8.1 | 70 | 8.1 | 12 | 7.2 | 250 | 8.2 |
| Singing | 84 | 11.2 | 42 | 8.2 | 60 | 8.1 | 65 | 7.5 | 5 | 3.0 | 256 | 8.4 |
| Shouting | 10 | 1.3 | 12 | 2.3 | 5 | 0.7 | 11 | 1.3 | 0 | 0.0 | 38 | 1.3 |
| Sexual remarks | 5 | 0.7 | 4 | 0.8 | 14 | 1.9 | 45 | 5.2 | 2 | 1.2 | 70 | 2.3 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 37 | 4.9 | 7 | 1.4 | 36 | 4.9 | 37 | 4.3 | 2 | 1.2 | 119 | 3.9 |
| Stalking | 46 | 6.1 | 32 | 6.2 | 66 | 8.9 | 83 | 9.6 | 9 | 5.4 | 236 | 7.8 |
| Pushing | 22 | 2.9 | 9 | 1.7 | 10 | 1.3 | 19 | 2.2 | 3 | 1.8 | 63 | 2.1 |
| Violent Attacks | 1 | 0.1 | 2 | 0.4 | 4 | 0.5 | 2 | 0.2 | 0 | 0.0 | 9 | 0.3 |
| Kidnapping | 1 | 0.1 | 4 | 0.8 | 9 | 1.2 | 1 | 0.1 | 0 | 0.0 | 15 | 0.5 |
| Inappropriate Touching | 33 | 4.4 | 6 | 1.2 | 84 | 11.3 | 68 | 7.9 | 13 | 7.8 | 204 | 6.7 |
| Pinching | 10 | 1.3 | 1 | 0.2 | 19 | 2.6 | 9 | 1.0 | 7 | 4.2 | 46 | 1.5 |
| Assault | 1 | 0.1 | 3 | 0.6 | 3 | 0.4 | 2 | 0.2 | 0 | 0.0 | 9 | 0.3 |

*Percentages and totals are based on multiple responses

Table 52 shows the results of respondents witnessing harassment faced by women at transportation stops. Staring, obscene gestures, inappropriate comments were the most frequent types of harassment faced by women at the transportation stops. In Khairpur, a substantial number of women also faced inappropriate touching. The percentage was high for both Rawalpindi and Quetta as well.

Table 53: Witnessed action taken by women on being harassed at transportation stops

| Districts/ Actions taken | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 177 | 36.0 | 72 | 26.8 | 50 | 16.8 | 181 | 38.6 | 30 | 32.1 | 505 | 31.2 |
| Verbally retaliated | 108 | 22.0 | 81 | 30.2 | 109 | 36.7 | 96 | 20.5 | 23 | 25.3 | 417 | 25.8 |
| Asked other travelers for help | 63 | 12.8 | 39 | 14.6 | 55 | 18.5 | 37 | 7.9 | 18 | 19.8 | 212 | 13.1 |
| Changed route | 58 | 11.8 | 26 | 9.7 | 21 | 7.1 | 82 | 17.5 | 5 | 5.5 | 192 | 11.9 |
| Changed mode of transport | 9 | 1.8 | 8 | 3.0 | 7 | 2.4 | 9 | 1.9 | 1 | 1.1 | 34 | 2.1 |
| Physically stopped the perpetrator | 10 | 2.0 | 5 | 1.9 | 6 | 2.0 | 4 | 0.9 | 4 | 4.4 | 29 | 1.8 |
| Slapped the perpetrator | 32 | 6.5 | 11 | 4.1 | 41 | 13.8 | 22 | 4.7 | 4 | 4.4 | 110 | 6.8 |
| Reported to Police | 14 | 2.8 | 5 | 1.9 | 0 | 0.0 | 10 | 2.1 | 5 | 5.5 | 34 | 2.1 |
| Reported on Safety App | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 2 | 0.1 |

| | | | | | | | | | | | | |
|------------------------------|----|-----|----|-----|---|-----|----|-----|---|-----|----|-----|
| Reported to Women's Helpline | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 3 | 0.2 |
| Shared with family members | 14 | 2.8 | 12 | 4.5 | 6 | 2.0 | 14 | 3.0 | 0 | 0.0 | 46 | 2.8 |
| Shared with a friend | 6 | 1.2 | 9 | 3.4 | 2 | 0.7 | 10 | 2.1 | 1 | 1.1 | 28 | 1.7 |

*Percentages and totals are based on multiple responses

Data shows that women were seen to mostly ignore the incident of harassment and did not respond to the perpetrator. Action taken by women was mostly limited to verbal retaliation or asking nearby travelers for help. However, some women reported to the police which shows positive change in the behavior of women. Similarly, women slapping the perpetrator was also reported to be observed across all the districts.

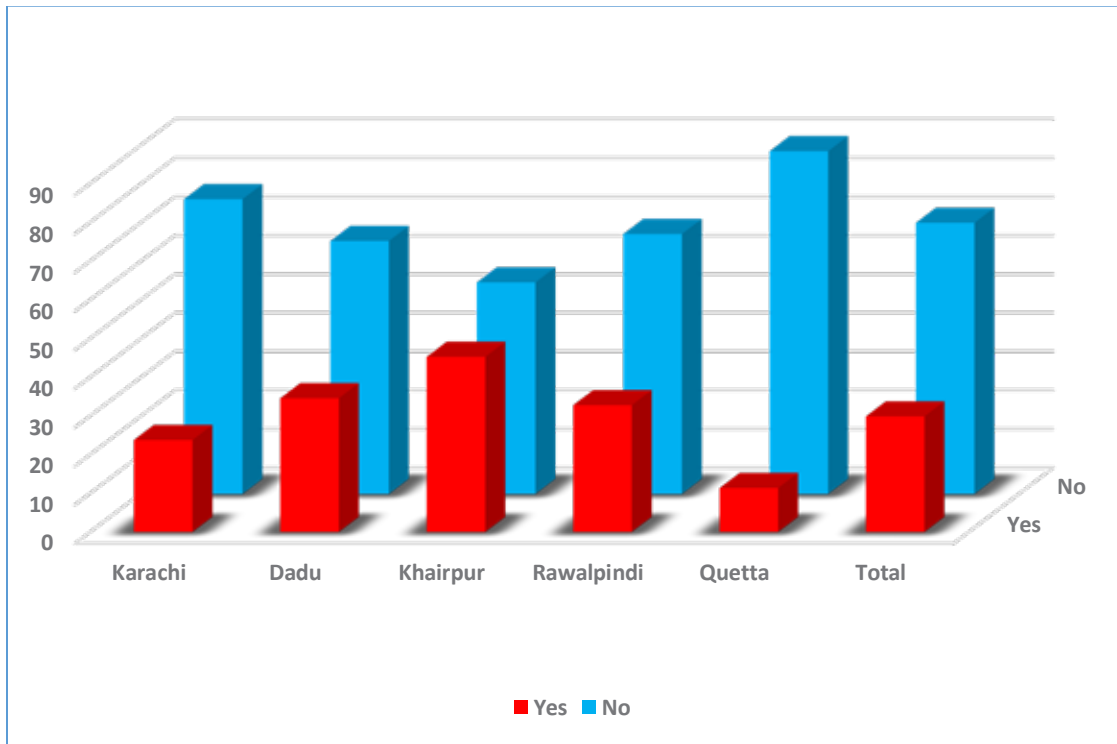


Figure 4.31: TGP's being harassed at transportation stands/ stops by district

TGP's were found mostly harassed at bus stands in Khairpur (45.3%), followed by Dadu (34.6%). They reported to be most secure at transportation stops in Quetta. Overall, 29.9% respondents were of the view that TGP's are harassed at the transport stands whereas 70.1% females thought otherwise.

Table 54: Type of harassment faced by TGPs at transportation stops/ stands by district

| Districts/ Type of Harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|----------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 59 | 14.5 | 86 | 24.4 | 89 | 17.3 | 61 | 8.8 | 39 | 42.9 | 334 | 16.2 |
| Obscene Gestures | 35 | 8.6 | 42 | 11.9 | 82 | 16.0 | 102 | 14.8 | 2 | 2.2 | 263 | 12.8 |
| Mirror Flashing | 7 | 1.7 | 11 | 3.1 | 15 | 2.9 | 8 | 1.2 | 11 | 12.1 | 52 | 2.5 |
| Taking Photos | 11 | 2.7 | 5 | 1.4 | 11 | 2.1 | 6 | 0.9 | 0 | 0.0 | 33 | 1.6 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 65 | 16.0 | 68 | 19.3 | 67 | 13.1 | 134 | 19.4 | 4 | 4.4 | 338 | 16.5 |
| Whistling | 58 | 14.3 | 48 | 13.6 | 49 | 9.6 | 61 | 8.8 | 12 | 13.2 | 228 | 11.1 |
| Singing | 50 | 12.3 | 34 | 9.7 | 33 | 6.4 | 61 | 8.8 | 5 | 5.5 | 183 | 8.9 |
| Shouting | 2 | 0.5 | 10 | 2.8 | 9 | 1.8 | 8 | 1.2 | 1 | 1.1 | 30 | 1.5 |
| Sexual remarks | 0 | 0.0 | 4 | 1.1 | 4 | 0.8 | 12 | 1.7 | 6 | 6.6 | 26 | 1.3 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 20 | 4.9 | 7 | 2.0 | 27 | 5.3 | 48 | 7.0 | 3 | 3.3 | 105 | 5.1 |
| Stalking | 22 | 5.4 | 6 | 1.7 | 26 | 5.1 | 58 | 8.4 | 4 | 4.4 | 116 | 5.7 |
| Pushing | 15 | 3.7 | 16 | 4.5 | 20 | 3.9 | 22 | 3.2 | 1 | 1.1 | 74 | 3.6 |
| Violent Attacks | 7 | 1.7 | 1 | 0.3 | 0 | 0.0 | 4 | 0.6 | 0 | 0.0 | 12 | 0.6 |
| Kidnapping | 2 | 0.5 | 0 | 0.0 | 1 | 0.2 | 1 | 0.1 | 0 | 0.0 | 4 | 0.2 |
| Inappropriate Touching | 47 | 11.6 | 3 | 0.9 | 57 | 11.1 | 81 | 11.7 | 2 | 2.2 | 190 | 9.3 |
| Pinching | 4 | 1.0 | 10 | 2.8 | 20 | 3.9 | 23 | 3.3 | 0 | 0.0 | 57 | 2.8 |
| Assault | 1 | 0.2 | 1 | 0.3 | 3 | 0.6 | 0 | 0.0 | 1 | 1.1 | 6 | 0.3 |

*Percentages and totals are based on multiple responses

Table 54 shows that 42.9% respondents thought that TGPs faced staring in Quetta and the percentage was much higher as compared to other cities. The percentage of making inappropriate comments was high in Rawalpindi (19.4%) followed by 19.3% in Dadu.

Table 55: Action taken by TGPs on being harassed at transportation stops/ stands by district

| Districts/ Actions taken | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 54 | 24.5 | 36 | 21.1 | 64 | 41.3 | 60 | 16.2 | 4 | 11.1 | 218 | 23.0 |
| Verbally retaliated | 71 | 32.3 | 61 | 35.7 | 49 | 31.6 | 109 | 29.4 | 9 | 25.0 | 299 | 31.4 |
| Asked other travelers for help | 27 | 12.3 | 29 | 17.0 | 10 | 6.5 | 30 | 8.1 | 8 | 22.2 | 104 | 10.9 |
| Changed route | 18 | 8.2 | 10 | 5.8 | 21 | 13.5 | 40 | 10.8 | 4 | 11.1 | 93 | 9.8 |
| Changed mode of transport | 4 | 1.8 | 8 | 4.7 | 3 | 1.9 | 6 | 1.6 | 0 | 0.0 | 21 | 2.2 |
| Physically stopped the perpetrator | 7 | 3.2 | 8 | 4.7 | 2 | 1.3 | 47 | 12.7 | 4 | 11.1 | 68 | 7.1 |

| | | | | | | | | | | | | |
|------------------------------|----|-----|---|-----|---|-----|----|-----|---|------|-----------|------------|
| Slapped the perpetrator | 10 | 4.5 | 6 | 3.5 | 6 | 3.9 | 27 | 7.3 | 4 | 11.1 | 53 | 5.6 |
| Reported to Police | 14 | 6.4 | 3 | 1.8 | 0 | 0.0 | 20 | 5.4 | 2 | 5.6 | 39 | 4.1 |
| Reported on Safety App | 1 | 0.5 | 0 | 0.0 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 3 | 0.3 |
| Reported to Women's Helpline | 1 | 0.5 | 0 | 0.0 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 2 | 0.2 |
| Shared with family members | 8 | 3.6 | 2 | 1.2 | 0 | 0.0 | 12 | 3.2 | 0 | 0.0 | 22 | 2.3 |
| Shared with a friend | 5 | 2.3 | 8 | 4.7 | 0 | 0.0 | 17 | 4.6 | 1 | 2.8 | 31 | 3.3 |

**Percentages and totals are based on multiple responses*

The study found that very few TGP (0.3%) had awareness about women's helplines or safety apps. Most of TGPs ignored or verbally retaliated against harassment. The pattern is almost the same in all the selected districts.

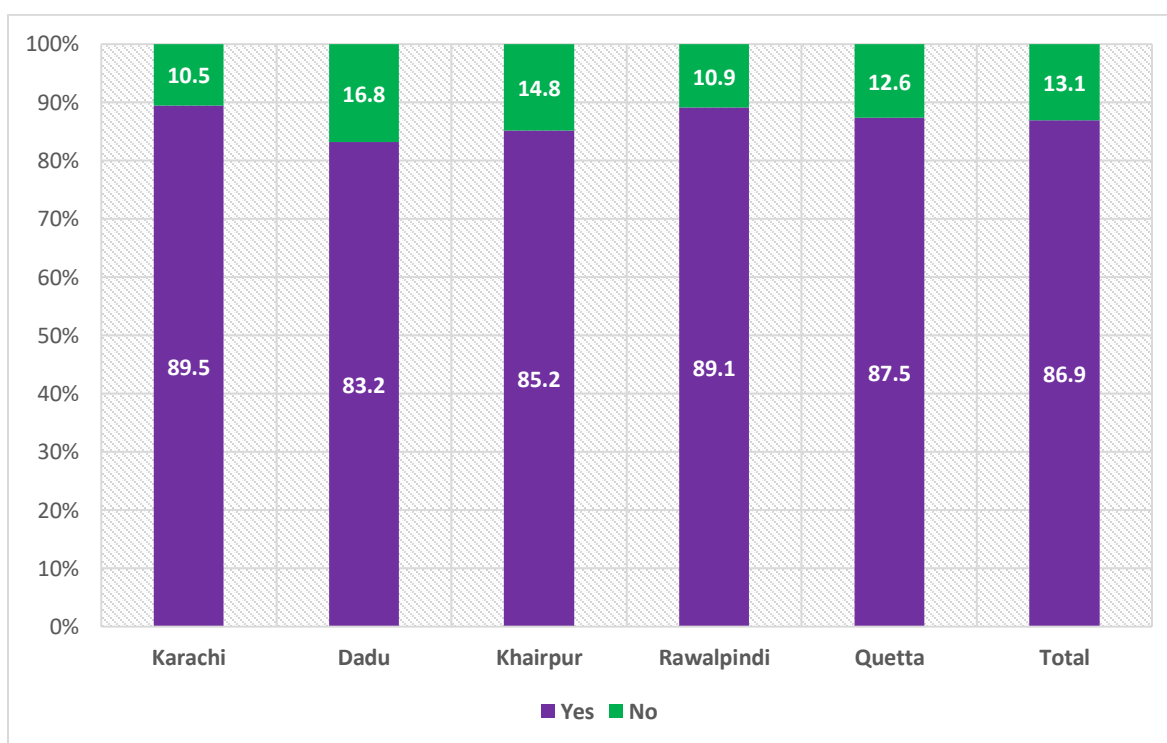


Figure 4.32: Respondents facing harassment at transportation stops/ stands by district

Figure 4.32 shows that overall 86.9% of the respondents expressed that they had been harassed at transport stops. The highest percentage of harassment was found in Karachi (89.5%) followed by Rawalpindi (89.1%).

Table 56: Frequency of being harassed at transportation stops/ stands by district

| Districts/ Frequency | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| No response | 266 | 45.5 | 95 | 32.2 | 72 | 27.9 | 309 | 57.5 | 66 | 37.7 | 808 | 43.7 |
| Once | 97 | 16.6 | 116 | 39.3 | 104 | 40.3 | 46 | 8.6 | 62 | 35.4 | 425 | 23.0 |
| 2-4 times | 87 | 14.9 | 65 | 22.0 | 45 | 17.4 | 72 | 13.4 | 36 | 20.6 | 305 | 16.5 |
| 4-6 times | 67 | 11.5 | 11 | 3.7 | 36 | 14.0 | 58 | 10.8 | 1 | 0.6 | 173 | 9.4 |
| Many times | 68 | 11.6 | 8 | 2.7 | 1 | 0.4 | 52 | 9.7 | 10 | 5.7 | 139 | 7.5 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

43.7% women did not wish to respond to the question on how many times they were harassed at the transportation stops. About one-quarter replied that they were harassed once at a stop. Among these, Karachi has the highest percentage of women who reported being harassed many times.

Table 57: Type of harassment faced at transportation stops/ stands by district

| Districts/ Types of harassment faced | KAR | | DAD | | KHR | | RWP | | QUE | | Total* | |
|--|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 234 | 27.2 | 167 | 27.9 | 157 | 18.8 | 179 | 21.5 | 46 | 25.3 | 783 | 23.7 |
| Obscene Gestures | 96 | 11.2 | 99 | 16.6 | 104 | 12.5 | 96 | 11.5 | 32 | 17.6 | 427 | 13.0 |
| Mirror Flashing | 17 | 2 | 41 | 6.9 | 13 | 1.6 | 7 | 0.8 | 17 | 9.3 | 95 | 2.9 |
| Taking Photos | 10 | 1.2 | 8 | 1.3 | 16 | 1.9 | 10 | 1.2 | 3 | 1.6 | 47 | 1.4 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 109 | 12.7 | 91 | 15.2 | 106 | 12.7 | 134 | 16.1 | 11 | 6 | 451 | 13.6 |
| Whistling | 86 | 10 | 46 | 7.7 | 90 | 10.8 | 66 | 7.9 | 16 | 8.8 | 304 | 9.2 |
| Singing | 83 | 9.7 | 40 | 6.7 | 46 | 5.5 | 58 | 7 | 11 | 6 | 238 | 7.2 |
| Shouting | 19 | 2.2 | 10 | 1.7 | 8 | 1 | 6 | 0.7 | 2 | 1.1 | 45 | 1.4 |
| Sexual remarks | 17 | 2 | 4 | 0.7 | 8 | 1 | 46 | 5.5 | 6 | 3.3 | 81 | 2.4 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 51 | 5.9 | 12 | 2 | 51 | 6.1 | 45 | 5.4 | 1 | 0.5 | 160 | 4.8 |
| Stalking | 66 | 7.7 | 47 | 7.9 | 87 | 10.4 | 63 | 7.6 | 15 | 8.2 | 278 | 8.4 |
| Pushing | 18 | 2.1 | 16 | 2.7 | 23 | 2.8 | 25 | 3 | 7 | 3.8 | 89 | 2.7 |
| Violent Attacks | 6 | 0.7 | 5 | 0.8 | 1 | 0.1 | 9 | 1.1 | 0 | 0 | 21 | 0.6 |
| Kidnapping | 4 | 0.5 | 0 | 0 | 4 | 0.5 | 7 | 0.8 | 0 | 0 | 15 | 0.4 |
| Inappropriate Touching | 33 | 3.8 | 3 | 0.5 | 92 | 11 | 67 | 8 | 13 | 7.1 | 208 | 6.3 |
| Pinching | 9 | 1 | 7 | 1.2 | 22 | 2.6 | 15 | 1.8 | 1 | 0.5 | 54 | 1.6 |
| Assault | 1 | 0.1 | 2 | 0.3 | 7 | 0.8 | 1 | 0.1 | 1 | 0.5 | 12 | 0.4 |

*Percentages and totals are based on multiple responses

Most of the respondents reported that they faced harassment at bus stands. Staring, obscene gestures and inappropriate comments were mostly faced by these women. In Quetta, mirror flashing was also reported by a small proportion of women (9.3%). There is extensive use of mirrors in Balochi culture and these were seen as tools for harassment at the bus stops.

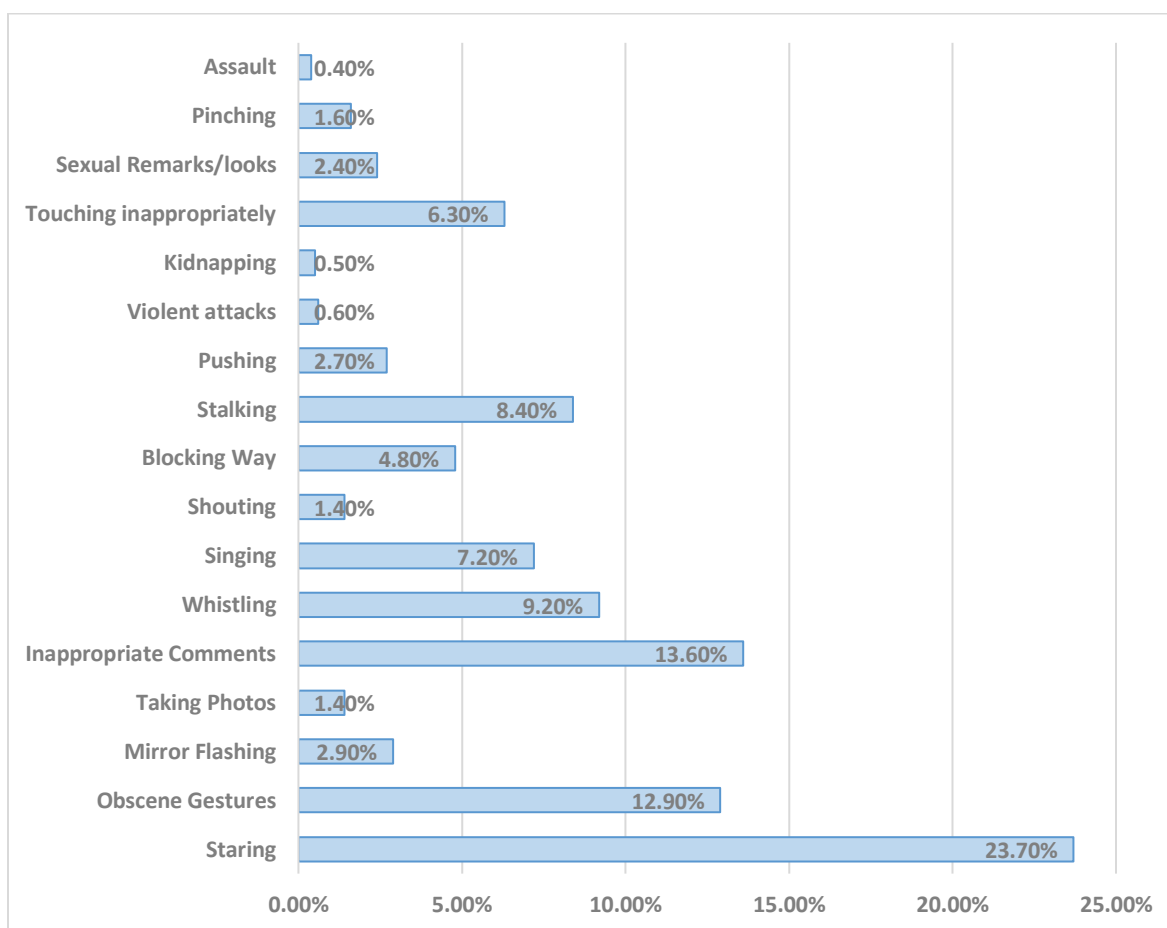


Figure 4.33: Type of harassment faced at transportation stops/ stands

Table 58: Type of harassment faced by respondents at transportation stops/ stands by category

| Category/ Type of harassment | TGPs | | Women with Children | | Pregnant Women | | WWDs | | Female Students | | Working Women | | TOTAL* | |
|------------------------------------|------|------|---------------------------|------|-------------------|------|------|------|--------------------|------|------------------|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | | | |
| Staring | 60 | 13.7 | 195 | 26.2 | 54 | 23.1 | 24 | 25.3 | 164 | 26.5 | 286 | 24.3 | 783 | 23.7 |
| Obscene Gestures | 48 | 11.0 | 88 | 11.8 | 33 | 14.1 | 6 | 6.3 | 87 | 14.0 | 165 | 14.0 | 427 | 12.9 |
| Mirror Flashing | 8 | 1.8 | 25 | 3.4 | 3 | 1.3 | 2 | 2.1 | 27 | 4.4 | 30 | 2.5 | 95 | 2.9 |
| Taking Photos | 9 | 2.1 | 11 | 1.5 | 1 | 0.4 | 1 | 1.1 | 5 | 0.8 | 20 | 1.7 | 47 | 1.4 |

| Verbal | | | | | | | | | | | | | | |
|------------------------|----|------|-----|------|----|------|----|------|----|------|-----|------|------------|-------------|
| Inappropriate Comments | 40 | 9.2 | 106 | 14.2 | 40 | 17.1 | 17 | 17.9 | 80 | 12.9 | 168 | 14.3 | 451 | 13.6 |
| Whistling | 55 | 12.6 | 76 | 10.2 | 17 | 7.3 | 5 | 5.3 | 59 | 9.5 | 92 | 7.8 | 304 | 9.2 |
| Singing | 43 | 9.8 | 49 | 6.6 | 17 | 7.3 | 7 | 7.4 | 44 | 7.1 | 78 | 6.6 | 238 | 7.2 |
| Shouting | 11 | 2.5 | 10 | 1.3 | 1 | 0.4 | 2 | 2.1 | 9 | 1.5 | 12 | 1 | 45 | 1.8 |
| Sexual remarks | 13 | 3.0 | 15 | 2.0 | 7 | 3.0 | 2 | 2.1 | 16 | 2.6 | 28 | 2.4 | 81 | 2.4 |
| Physical | | | | | | | | | | | | | | |
| Blocking Way | 36 | 8.2 | 25 | 3.4 | 14 | 6 | 6 | 6.3 | 25 | 4 | 54 | 4.6 | 160 | 4.8 |
| Stalking | 34 | 7.8 | 57 | 7.7 | 20 | 8.5 | 6 | 6.3 | 57 | 9.2 | 104 | 8.8 | 278 | 8.4 |
| Pushing | 17 | 3.9 | 23 | 3.1 | 6 | 2.6 | 3 | 3.2 | 10 | 1.6 | 30 | 2.5 | 89 | 2.7 |
| Violent Attacks | 7 | 1.6 | 1 | 0.1 | 2 | 0.9 | 1 | 1.1 | 1 | 0.2 | 9 | 0.8 | 21 | 0.6 |
| Kidnapping | 5 | 1.1 | 1 | 0.1 | 0 | 0 | 0 | 0 | 1 | 0.2 | 8 | 0.7 | 15 | 0.5 |
| Inappropriate Touching | 30 | 6.9 | 51 | 6.8 | 15 | 6.4 | 7 | 7.4 | 28 | 4.5 | 77 | 6.5 | 208 | 6.3 |
| Pinching | 19 | 4.3 | 8 | 1.1 | 2 | 0.9 | 6 | 6.3 | 7 | 1.1 | 12 | 1 | 54 | 1.6 |
| Assault | 2 | 0.5 | 4 | 0.5 | 2 | 0.9 | 0 | 0 | 0 | 0 | 4 | 0.3 | 12 | 0.4 |

*Percentages and totals are based on multiple responses

There is not much difference found in terms of the type of harassment faced by the different categories. WWDs, pregnant women, women with children, students, etc. all faced staring, obscene gestures and inappropriate comments most frequently. TGP's also faced whistling in significant numbers.

Table 59: Action taken on being harassed at transportation stops/ stands by district

| Districts/ Reaction | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 176 | 28.9 | 85 | 27.6 | 70 | 22.9 | 159 | 34.6 | 15 | 15.9 | 505 | 28.4 |
| Verbally retaliated | 140 | 23.0 | 91 | 29.5 | 100 | 32.6 | 98 | 21.4 | 27 | 28.4 | 456 | 25.6 |
| Asked other travelers for help | 81 | 13.3 | 37 | 12.0 | 41 | 13.4 | 32 | 7.0 | 29 | 30.5 | 220 | 12.3 |
| Changed route | 63 | 10.3 | 27 | 8.8 | 28 | 9.1 | 64 | 13.9 | 4 | 4.2 | 186 | 10.4 |
| Changed mode of transport | 20 | 3.3 | 11 | 3.6 | 4 | 1.3 | 14 | 3.1 | 4 | 4.2 | 53 | 3.0 |
| Physically stopped the perpetrator | 16 | 2.6 | 7 | 2.3 | 9 | 2.9 | 14 | 3.1 | 3 | 3.2 | 49 | 2.8 |
| Slapped the perpetrator | 34 | 5.6 | 14 | 4.5 | 35 | 11.4 | 25 | 5.4 | 6 | 6.3 | 114 | 6.4 |
| Reported to Police | 13 | 2.1 | 4 | 1.3 | 5 | 1.6 | 17 | 3.7 | 6 | 6.3 | 45 | 2.5 |
| Reported on Safety App | 1 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.1 |
| Reported to Women's Helpline | 6 | 1.0 | 0 | 0 | 0 | 0 | 3 | 0.7 | 0 | 0 | 9 | 0.5 |
| Shared with family members | 40 | 6.6 | 22 | 7.1 | 12 | 3.9 | 18 | 3.9 | 1 | 1.1 | 93 | 5.3 |
| Shared with a friend | 20 | 3.3 | 10 | 3.2 | 3 | 1.0 | 15 | 3.3 | 0 | 0 | 48 | 2.7 |

*Percentages and totals are based on multiple responses

The reaction of the women after facing harassment was almost the same in all the districts. Women asked travelers for help, ignored and verbally retaliated. In Rawalpindi, women also changed their routes to avoid harassment.

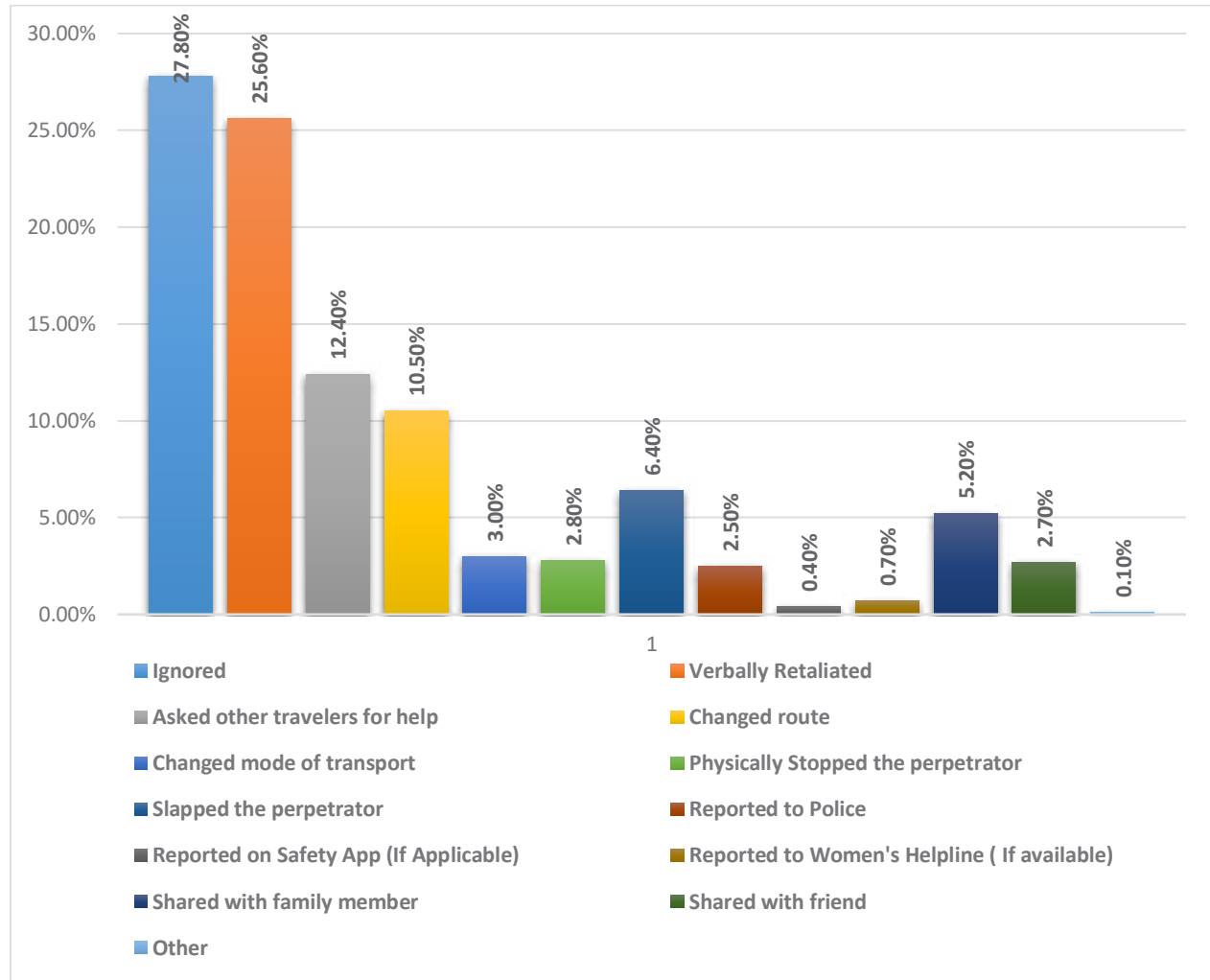


Figure 4.34: Action taken on being harassed at transportation stops/ stands

Around 30% of respondents ignored harassment incidents at transport stops and the highest percentage was observed in Karachi (28.9%). Statistics show that 25.6% of the respondents verbally retaliated and 10.5% changed their routes. An interesting phenomenon was found in Khairpur where 11.4% females slapped the perpetrators. A very low percentage of women who faced harassment at transport stops shared the incident with their families and friends. This finding is quite contrary to what had been reported by women in parks and markets.

Table 60: Action taken on being harassed at transportation stops/ stands by educational levels

| Education/Reaction | No education | | Primary | | Middle | | Matric | | Intermediate | | Graduation | | Post Graduate | | Madrasa | | TOTAL | |
|------------------------------------|--------------|------|---------|------|--------|------|--------|------|--------------|------|------------|------|---------------|------|---------|----|-------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 61 | 18.9 | 44 | 25.2 | 45 | 26.2 | 87 | 28.9 | 97 | 32.6 | 94 | 33.5 | 47 | 29 | 6 | 30 | 481 | 27.9 |
| Verbally retaliated | 82 | 25.5 | 54 | 31.6 | 43 | 25 | 75 | 24.9 | 70 | 23.5 | 71 | 25.3 | 42 | 25.9 | 4 | 20 | 441 | 25.5 |
| Asked other travelers for help | 43 | 13.4 | 12 | 7 | 24 | 14 | 43 | 14.3 | 39 | 13.1 | 26 | 9.3 | 22 | 13.6 | 5 | 25 | 214 | 12.4 |
| Changed route | 43 | 13.4 | 17 | 9.9 | 18 | 10.5 | 30 | 10 | 28 | 9.4 | 35 | 12.5 | 12 | 7.4 | 0 | 0 | 183 | 10.6 |
| Changed mode of transport | 12 | 3.7 | 10 | 5.8 | 6 | 3.5 | 5 | 1.7 | 5 | 1.7 | 6 | 2.1 | 6 | 3.7 | 1 | 5 | 51 | 2.9 |
| Physically stopped the perpetrator | 13 | 4 | 7 | 4.1 | 1 | 0.6 | 6 | 2 | 8 | 2.7 | 8 | 2.8 | 4 | 2.5 | 0 | 0 | 47 | 2.7 |
| Slapped the perpetrator | 22 | 6.8 | 7 | 4.1 | 10 | 5.8 | 20 | 6.6 | 20 | 6.7 | 14 | 5 | 14 | 8.6 | 1 | 5 | 108 | 6.3 |
| Reported to Police | 14 | 4.3 | 3 | 1.8 | 5 | 2.9 | 9 | 3 | 7 | 2.3 | 4 | 1.4 | 2 | 1.2 | 1 | 5 | 45 | 2.6 |
| Reported on Safety App | 1 | 0.3 | 1 | 0.6 | 2 | 1.2 | 3 | 1 | 1 | .3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0.5 |
| Reported to Women's Helpline | 4 | 1.2 | 0 | 0 | 0 | 0 | 1 | 0.3 | 4 | 1.3 | 2 | 0.7 | 1 | 0.6 | 0 | 0 | 12 | 0.7 |
| Shared with family members | 15 | 4.7 | 11 | 6.4 | 11 | 6.4 | 19 | 6.3 | 15 | 5 | 13 | 4.6 | 7 | 4.3 | 0 | 0 | 91 | 5.3 |
| Shared with a friend | 12 | 3.7 | 5 | 2.9 | 7 | 4.1 | 3 | 1 | 4 | 1.3 | 8 | 2.8 | 5 | 3.1 | 2 | 10 | 46 | 2.6 |

*Percentages and totals are based on multiple responses

Table 61: Action taken on being harassed at transportation stops/ stands by category

| Category/ Reaction | TGPs | | Women with Children | | Pregnant Women | | WWDs | | Female Students | | Working Women | | Total* | |
|--|------|------|---------------------------|------|-------------------|------|------|------|--------------------|------|------------------|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 27 | 13.0 | 118 | 31.1 | 35 | 26.7 | 22 | 37.3 | 101 | 27.4 | 192 | 30.3 | 495 | 27.8 |
| Verbally retaliated | 54 | 26 | 100 | 26.4 | 36 | 27.5 | 11 | 18.6 | 93 | 25.3 | 162 | 25.6 | 456 | 25.6 |
| Asked other travelers for help | 27 | 13 | 43 | 11.3 | 14 | 10.7 | 2 | 3.4 | 54 | 14.7 | 80 | 12.6 | 220 | 12.4 |
| Changed route | 27 | 13 | 44 | 11.6 | 15 | 11.5 | 8 | 13.6 | 32 | 8.7 | 60 | 9.5 | 186 | 10.5 |
| Changed mode of transport | 13 | 6.3 | 10 | 2.6 | 5 | 3.8 | 3 | 5.1 | 8 | 2.2 | 14 | 2.2 | 53 | 3.0 |
| Physically stopped the perpetrator | 13 | 6.3 | 8 | 2.1 | 5 | 3.8 | 1 | 1.7 | 13 | 3.5 | 9 | 1.4 | 49 | 2.8 |
| Slapped the perpetrator | 10 | 4.8 | 18 | 4.7 | 4 | 3.1 | 4 | 6.8 | 26 | 7.1 | 52 | 8.2 | 114 | 6.4 |
| Reported to Police | 16 | 7.7 | 8 | 2.1 | 3 | 2.3 | 0 | 0 | 7 | 1.9 | 11 | 1.7 | 45 | 2.5 |
| Reported on Safety App | 2 | 1 | 2 | .5 | 0 | 0 | 0 | 0 | 2 | .5 | 2 | 0.3 | 8 | 4.0 |
| Reported to Women's Helpline | 5 | 2.4 | 0 | 0 | 2 | 1.5 | 1 | 1.7 | 2 | .5 | 2 | 0.3 | 12 | 0.7 |
| Shared with family members | 3 | 1.4 | 19 | 5 | 10 | 7.6 | 5 | 8.5 | 18 | 4.9 | 38 | 6 | 93 | 5.2 |
| Shared with a friend | 11 | 5.3 | 9 | 2.4 | 2 | 1.5 | 2 | 3.4 | 12 | 3.3 | 12 | 1.9 | 48 | 2.7 |

*Percentages and totals are based on multiple responses

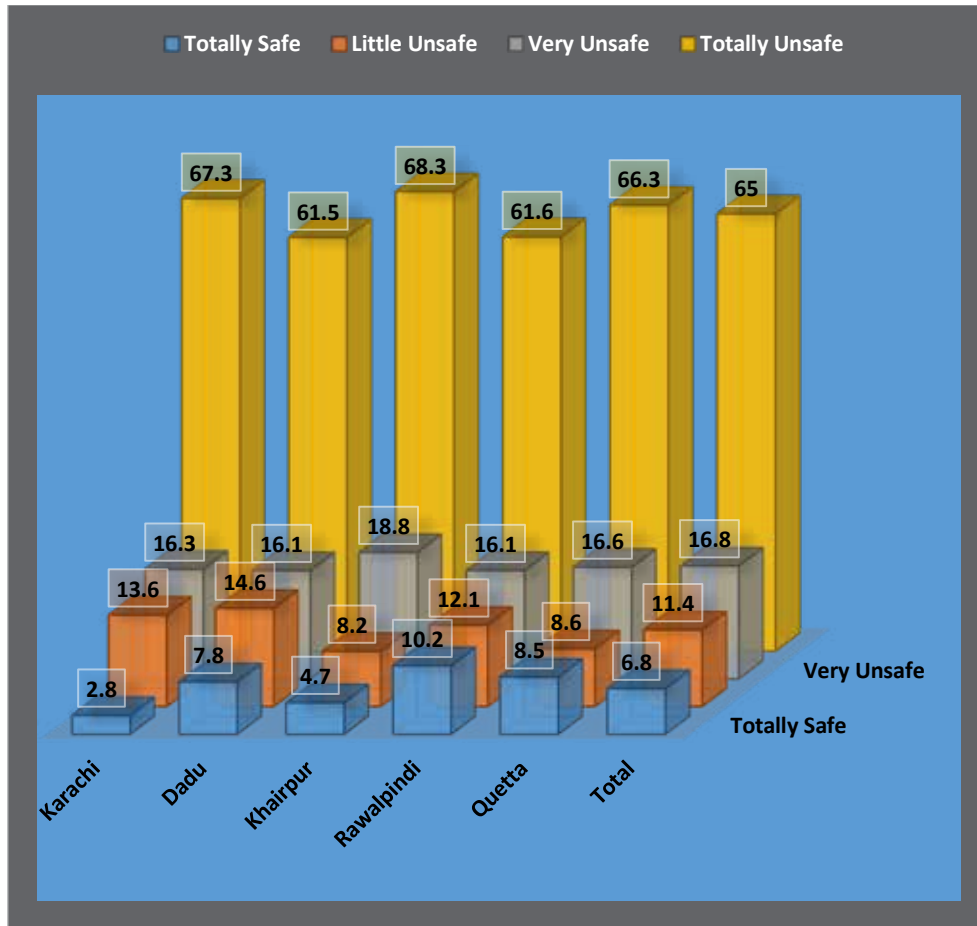


Figure 4.35: Feeling of security at transport stands/ stops by district

Figure 4.35 shows that only 6.8% females felt secure at bus stands and the highest percentage was in Rawalpindi (10.2%). However, 93.2% women felt very unsafe or unsafe at the transport stands, and among these, 65% of the women felt totally unsafe at the transport stands.

Table 62: Factors contributing to feeling of insecurity by district

| Districts/ Factors | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|--------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Lack of standing Place | 150 | 10.9 | 104 | 11.5 | 211 | 17.4 | 170 | 11.4 | 64 | 20.1 | 699 | 13.2 |
| Lack of sitting Place | 176 | 12.8 | 138 | 15.2 | 188 | 15.5 | 261 | 17.5 | 44 | 13.8 | 807 | 15.2 |
| Poor Light | 76 | 5.5 | 94 | 10.4 | 82 | 6.8 | 91 | 6.1 | 30 | 9.4 | 373 | 7.0 |
| Poor Maintenance of stop | 111 | 8.1 | 48 | 5.3 | 137 | 11.3 | 118 | 7.9 | 11 | 3.5 | 425 | 8.0 |
| Over Crowdedness | 249 | 18.2 | 115 | 12.7 | 181 | 15.0 | 308 | 20.6 | 37 | 11.6 | 890 | 16.8 |
| Deserted Area | 137 | 10.0 | 136 | 15.0 | 32 | 2.6 | 43 | 2.9 | 43 | 13.5 | 391 | 7.4 |
| Poor Signage | 10 | 0.7 | 20 | 2.2 | 27 | 2.2 | 13 | 0.9 | 3 | 0.9 | 73 | 1.4 |

| | | | | | | | | | | | | |
|--------------------------------|-----|------|----|-----|-----|------|-----|------|----|------|------------|-------------|
| Lack of surveillance by police | 145 | 10.6 | 74 | 8.2 | 127 | 10.5 | 139 | 9.3 | 22 | 6.9 | 507 | 9.6 |
| Greater Presence of Males | 250 | 18.2 | 96 | 8.7 | 156 | 12.9 | 274 | 18.4 | 37 | 11.6 | 796 | 15.0 |
| Lack of facilities for WWDs | 67 | 4.9 | 82 | 9.0 | 69 | 5.7 | 75 | 5.0 | 26 | 8.2 | 319 | 6.0 |
| Other | 0 | 0.0 | 17 | 1.9 | 0 | 0.0 | 0 | 0.0 | 1 | 0.3 | 18 | 0.3 |

**Percentages and totals are based on multiple responses*

Most of the respondents reported that lack of standing and sitting spaces were the major reasons for harassment. Poor lighting and poor maintenance of stops were other main reasons where perpetrators took advantage and harassed women. The percentage was slightly higher in less developed cities as compared to the more developed cities. Data shows that 9.6% of women believed that lack of surveillance by police at bus stands was also a contributing factor for harassment and the percentage was almost the same in all cities.

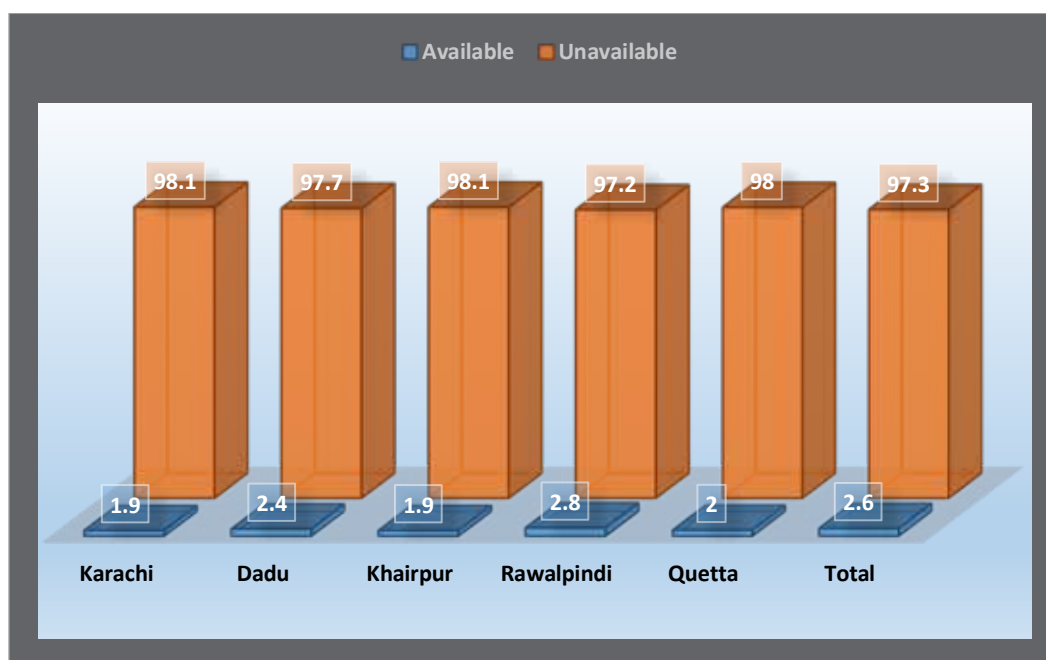


Figure 4.36: Facilities for WWDs at transport stands by district

Only 2.6% of WWDs reported getting some assistance at the transport stops. This facility was also only available in large cities like Karachi and Rawalpindi, where they got a space to sit down.

4.2.4 Safety Concerns During Travel

In this section, data is presented on women commuters reporting about their experiences during travel in the selected districts.

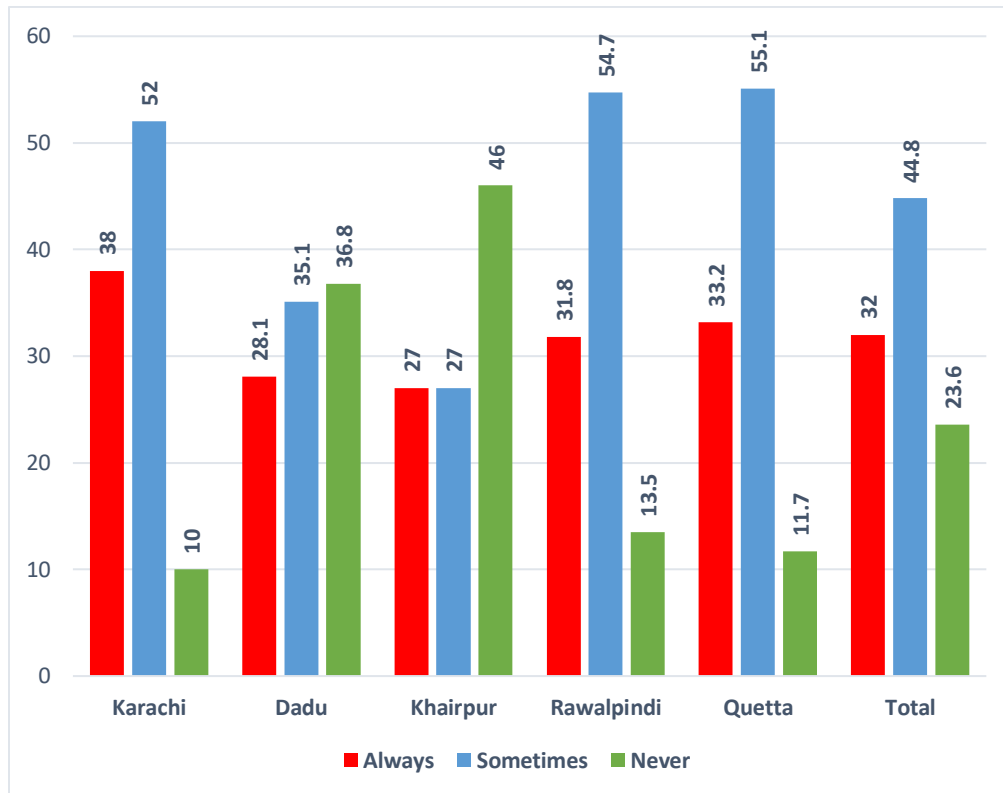


Figure 4.37: Get a place to stand in women's section while traveling by district

Figure 4.37 shows that women in Dadu and Khairpur had less chance of getting space in the transport they used. Karachi, as the biggest city in comparison with other developing cities, may have a lack of space on transport, which could lead to men using the women's sections in buses and other modes of transport. This situation is uncomfortable for females. Similarly, respondents in Quetta also reported that sometimes men travelled in their sections of buses.

Table 63: Get a place to stand in women's section while traveling by district

| Districts/ Options | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| Always | 85 | 14.5 | 215 | 72.9 | 227 | 88.0 | 93 | 17.3 | 40 | 22.9 | 660 | 35.7 |
| Sometimes | 475 | 81.2 | 26 | 8.8 | 15 | 5.9 | 413 | 77.0 | 111 | 63.4 | 1040 | 56.3 |
| Never | 25 | 4.3 | 54 | 18.3 | 16 | 6.2 | 31 | 5.8 | 24 | 13.7 | 150 | 8.1 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

Table 63 shows that in Dadu and Khairpur, mostly the female commuters did get space to sit during travelling. The transport in these cities is private rather than public, such as Mazda, Qingqi, vans, etc., and private transporters offer seats to the commuters. Thus, in small cities women commuters get seats, while in Karachi, Rawalpindi and Quetta, people travel equally on public transport and due to over-crowdedness female commuters are not able to get the limited seats available.

Table 64: Designated place for TGPs in transport by district

| Districts/ Options | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Men Section | 166 | 28.4 | 200 | 67.8 | 127 | 49.2 | 209 | 38.9 | 16 | 9.1 | 718 | 38.8 |
| Women section | 63 | 10.8 | 12 | 4.1 | 9 | 3.5 | 64 | 11.9 | 30 | 17.1 | 178 | 9.6 |
| Both | 356 | 60.9 | 83 | 28.1 | 122 | 47.3 | 264 | 49.2 | 129 | 73.7 | 913 | 51.6 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

The data shows that half of TGPs reported that they travel both in men's and women's sections, wherever they find a space. In Dadu, the majority travel in men's sections, whereas in Quetta, only 9% travel in the men's section. In Karachi, due to over-crowdedness, TGPs travel both in men's and women's sections. As there is no specific space allocated for them in different types of transports, they are able to travel in both sections.

Table 65: TGPs faced resistance from men and women on boarding their section by district

| Districts/ Options | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | 100 |
| Men | 112 | 19.1 | 94 | 31.9 | 60 | 23.3 | 118 | 22.0 | 41 | 23.4 | 425 | 23.0 |
| Women | 138 | 23.6 | 113 | 38.3 | 24 | 9.3 | 103 | 19.2 | 29 | 16.6 | 407 | 22.0 |
| Both | 335 | 57.3 | 88 | 29.8 | 174 | 67.4 | 316 | 58.8 | 105 | 60.0 | 1018 | 56.0 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

The study also explored the attitudes of passengers when TGPs travel in their sections. TGPs have to face resistance from both male and female passengers while travelling. The table shows that no matter which section they travel in, there is resistance from fellow passengers, which substantiates that the society still has low acceptance for TGPs. The percentage of resistance faced from the male and female passengers was almost the same, except in Khairpur, where there was greater resistance from male passengers.

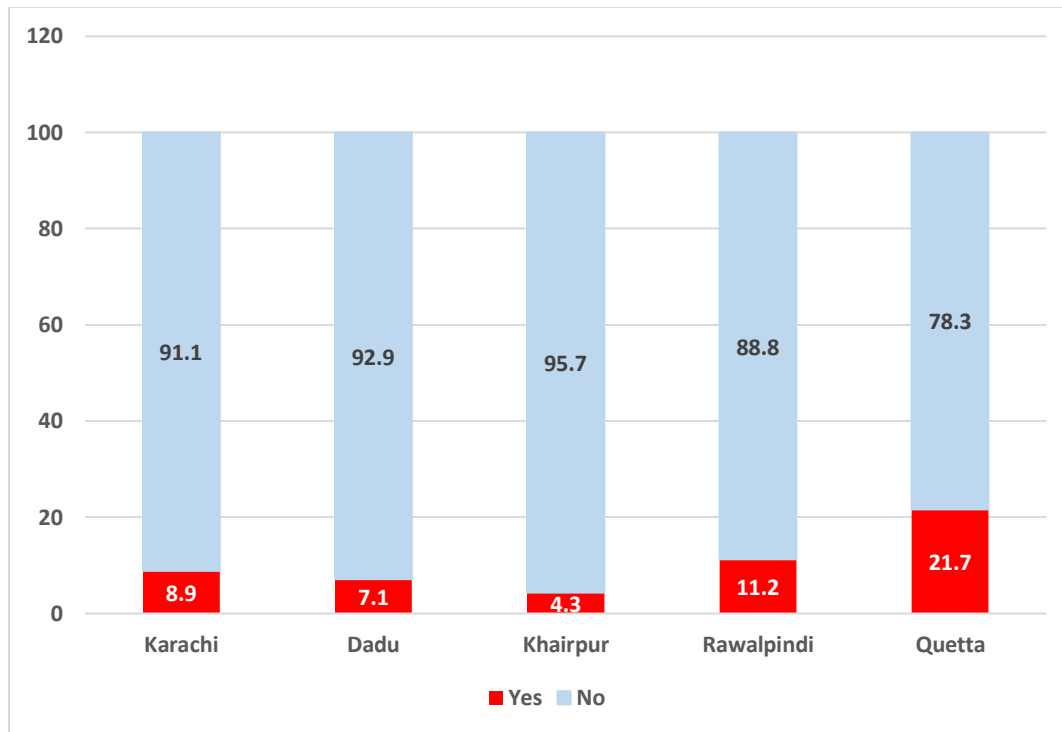


Figure4.38: Witnessed women facing harassment while traveling by district

The study shows 90.2% women shared that they had witnessed females being harassed while travelling. The percentage reported was highest in Khairpur and Dadu.

Table 66: Witnessed type of harassment faced by women while traveling by district

| Districts/ Type of harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|-------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 131 | 25.8 | 110 | 32.9 | 157 | 23.3 | 128 | 25.8 | 54 | 40.3 | 580 | 27.0 |
| Obscene Gestures | 60 | 11.8 | 53 | 15.9 | 86 | 12.8 | 51 | 10.3 | 15 | 11.2 | 265 | 12.3 |
| Mirror Flashing | 9 | 1.8 | 19 | 5.7 | 10 | 1.5 | 10 | 2.0 | 6 | 4.5 | 54 | 2.5 |
| Taking Photos | 5 | 1.0 | 5 | 1.5 | 5 | 0.7 | 16 | 3.2 | 4 | 3.0 | 35 | 1.6 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 56 | 11.0 | 28 | 8.4 | 86 | 12.8 | 57 | 11.5 | 11 | 8.2 | 238 | 11.1 |
| Whistling | 36 | 7.1 | 8 | 2.4 | 52 | 7.7 | 43 | 8.7 | 5 | 3.7 | 144 | 6.7 |
| Singing | 50 | 9.8 | 13 | 3.9 | 35 | 5.2 | 34 | 6.8 | 4 | 3.0 | 136 | 6.3 |
| Shouting | 5 | 1.0 | 2 | 0.6 | 8 | 1.2 | 4 | 0.8 | 1 | 0.7 | 20 | 0.9 |
| Sexual remarks | 9 | 1.8 | 1 | 0.3 | 10 | 1.5 | 43 | 8.7 | 1 | 0.7 | 64 | 3.0 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 22 | 4.3 | 3 | 0.9 | 42 | 6.2 | 14 | 2.8 | 4 | 3.0 | 85 | 4.0 |

| | | | | | | | | | | | | |
|------------------------|----|------|----|------|----|------|----|-----|----|-----|------------|------------|
| Stalking | 23 | 4.5 | 67 | 20.1 | 55 | 8.2 | 33 | 6.6 | 7 | 5.2 | 185 | 8.6 |
| Pushing | 37 | 7.3 | 17 | 5.1 | 24 | 3.6 | 19 | 3.8 | 5 | 3.7 | 102 | 4.8 |
| Violent Attacks | 2 | 0.4 | 2 | 0.6 | 3 | 0.4 | 0 | 0.0 | 1 | 0.7 | 8 | 0.4 |
| Kidnapping | 1 | 0.2 | 1 | 0.3 | 2 | 0.3 | 1 | 0.2 | 0 | 0.0 | 5 | 0.2 |
| Inappropriate Touching | 55 | 10.8 | 5 | 1.5 | 72 | 10.7 | 37 | 7.4 | 13 | 9.7 | 182 | 8.6 |
| Pinching | 5 | 1.0 | 0 | 0.0 | 25 | 3.7 | 7 | 1.4 | 3 | 2.2 | 40 | 1.9 |
| Assault | 2 | 0.4 | 0 | 0.0 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |

**Percentages and totals are based on multiple responses*

It was found that staring, obscene gestures, inappropriate comments and touching were the most common types of harassment faced by women while travelling in different modes of transport. There is little difference in the pattern of types of harassment faced by women across the five districts. However, in Dadu, inappropriate touching was barely reported, whereas in other districts, females reported this type of harassment.

Table 67: Witnessed action taken by women on being harassed while traveling by district

| District/ Response | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 121 | 33.1 | 60 | 34.7 | 51 | 18.3 | 128 | 41.6 | 25 | 32.5 | 385 | 31.9 |
| Verbally retaliated | 100 | 27.3 | 52 | 30.1 | 106 | 37.3 | 74 | 24.0 | 17 | 22.1 | 349 | 28.9 |
| Asked other travelers for help | 53 | 14.5 | 25 | 14.5 | 52 | 18.0 | 24 | 7.8 | 9 | 11.7 | 163 | 13.5 |
| Changed route | 17 | 4.6 | 8 | 4.6 | 19 | 6.7 | 33 | 10.7 | 2 | 2.6 | 79 | 6.5 |
| Changed mode of transport | 14 | 3.8 | 2 | 1.2 | 5 | 1.8 | 10 | 3.2 | 1 | 1.3 | 32 | 2.6 |
| Physically stopped the perpetrator | 9 | 2.5 | 4 | 2.3 | 4 | 1.4 | 4 | 1.3 | 6 | 7.8 | 27 | 2.2 |
| Slapped the perpetrator | 24 | 6.6 | 6 | 3.5 | 40 | 14.1 | 9 | 2.9 | 5 | 6.5 | 84 | 7.0 |
| Reported to Police | 6 | 1.6 | 5 | 2.9 | 0 | 0.0 | 7 | 2.3 | 6 | 7.8 | 24 | 2.0 |
| Reported on Safety App | 1 | 0.3 | 1 | 0.6 | 2 | 0.7 | 0 | 0.0 | 1 | 1.3 | 5 | 0.4 |
| Reported to Women's Helpline | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 2 | 0.6 | 0 | 0.0 | 3 | 0.2 |
| Shared with family members | 13 | 3.6 | 6 | 3.5 | 4 | 1.4 | 7 | 2.3 | 4 | 5.2 | 34 | 2.8 |
| Shared with a friend | 7 | 1.9 | 4 | 2.3 | 1 | 0.4 | 10 | 3.2 | 1 | 1.3 | 23 | 1.9 |

**Percentages and totals are based on multiple responses*

Table 67 shows that the visible actions most frequently taken on the spot by the females were ignoring (31.9%), verbal retaliation (28.9%) and asking fellow passengers for help (13.5%). The pattern is almost the same across the five districts.

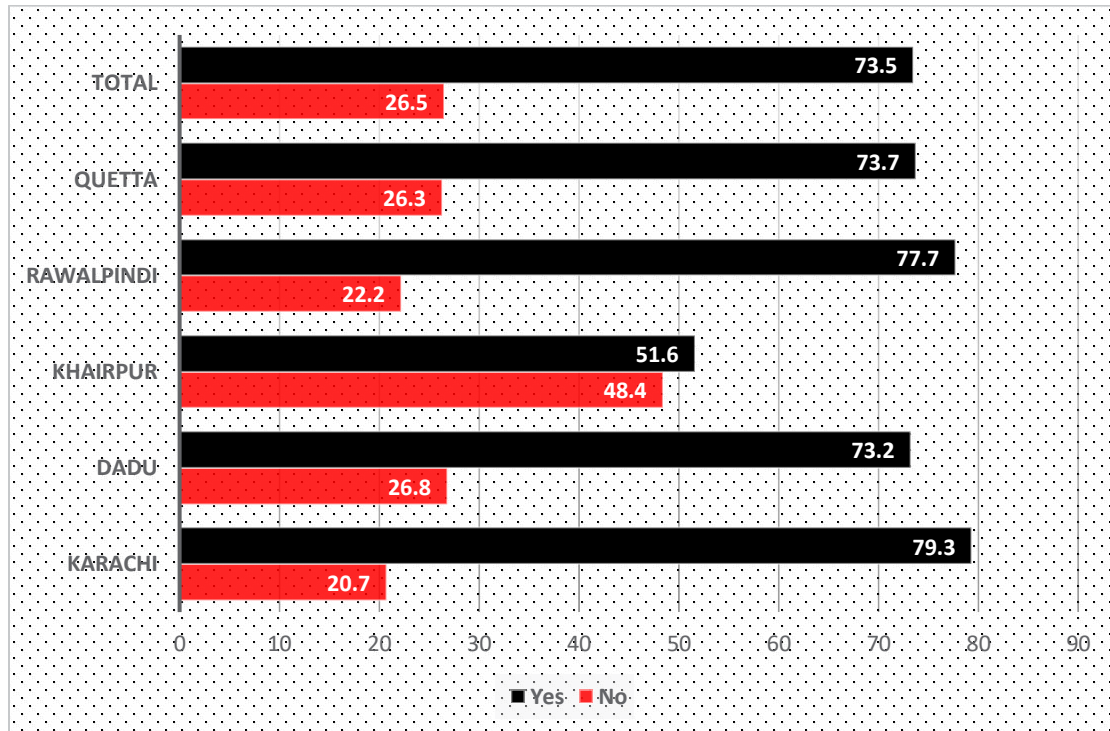


Figure 4.39: TGPs being harassed while traveling by district

The majority of female commuters reported that TGPs were harassed while travelling. Karachi was found to be the most vulnerable city where 80% of TGPs were reported to be victims of harassment followed by Rawalpindi and Quetta. Further, there were no safety mechanisms for them.

Table 68: Type of harassment faced by TGPs while traveling by district

| Districts/ Type of harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|-------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 57 | 15.6 | 59 | 28.9 | 89 | 16.2 | 54 | 11.2 | 42 | 41.2 | 301 | 17.7 |
| Obscene Gestures | 28 | 7.7 | 18 | 8.8 | 90 | 16.4 | 67 | 13.9 | 1 | 1.0 | 204 | 12.0 |
| Mirror Flashing | 3 | 0.8 | 9 | 4.4 | 17 | 3.1 | 2 | 0.4 | 4 | 3.9 | 35 | 2.1 |
| Taking Photos | 3 | 0.8 | 7 | 3.4 | 16 | 2.9 | 6 | 1.2 | 1 | 1.0 | 33 | 1.9 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 56 | 15.3 | 27 | 13.2 | 62 | 11.3 | 86 | 17.9 | 7 | 6.9 | 238 | 14.0 |
| Whistling | 46 | 12.6 | 15 | 7.4 | 58 | 10.6 | 45 | 9.4 | 14 | 13.7 | 178 | 10.5 |

| | | | | | | | | | | | | |
|------------------------|----|------|----|------|----|------|----|------|---|-----|------------|-------------|
| Singing | 31 | 8.5 | 23 | 11.3 | 36 | 6.6 | 46 | 9.6 | 9 | 8.8 | 145 | 8.5 |
| Sexual remarks | 6 | 1.6 | 2 | 1.0 | 8 | 1.5 | 8 | 1.7 | 6 | 5.9 | 30 | 1.8 |
| Physical | | | | | | | | | | | | |
| Shouting | 9 | 2.5 | 5 | 2.5 | 10 | 1.8 | 4 | 0.8 | 4 | 3.9 | 32 | 1.9 |
| Blocking Way | 18 | 4.9 | 2 | 1.0 | 26 | 4.7 | 34 | 7.1 | 3 | 2.9 | 83 | 4.9 |
| Stalking | 26 | 7.1 | 8 | 3.9 | 25 | 4.6 | 18 | 3.7 | 3 | 2.9 | 80 | 4.7 |
| Pushing | 20 | 5.5 | 11 | 5.4 | 17 | 3.1 | 18 | 3.7 | 4 | 3.9 | 70 | 4.1 |
| Violent Attacks | 3 | 0.8 | 4 | 2.0 | 5 | 0.9 | 2 | 0.4 | 0 | 0.0 | 14 | 0.8 |
| Kidnapping | 2 | 0.5 | 1 | 0.5 | 2 | 0.4 | 2 | 0.4 | 0 | 0.0 | 7 | 0.4 |
| Inappropriate Touching | 40 | 11.0 | 7 | 3.4 | 62 | 11.3 | 61 | 12.7 | 2 | 2.0 | 172 | 10.1 |
| Pinching | 16 | 4.4 | 5 | 2.5 | 24 | 4.4 | 25 | 5.2 | 0 | 0.0 | 70 | 4.1 |
| Assault | 1 | 0.3 | 1 | 0.5 | 2 | 0.4 | 3 | 0.6 | 2 | 2.0 | 9 | 0.5 |

*Percentages and totals are based on multiple responses

Table 68 shows that female commuters perceived that TGPs also faced the same types of harassment as they themselves faced. The main types of harassment faced by TGPs includes staring, inappropriate comments, obscene gestures, whistling and singing.

Table 69: Action taken by TGPs after being harassed while traveling by district

| Districts/ Action taken | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 44 | 23.7 | 18 | 21.4 | 67 | 39.0 | 45 | 19.0 | 4 | 9.7 | 178 | 24.7 |
| Verbally retaliated | 60 | 32.3 | 33 | 39.3 | 51 | 29.7 | 73 | 30.8 | 15 | 36.6 | 232 | 32.2 |
| Asked other travelers for help | 30 | 16.1 | 17 | 20.2 | 12 | 7.0 | 27 | 11.4 | 7 | 17.1 | 93 | 12.9 |
| Changed route | 3 | 1.6 | 6 | 7.1 | 16 | 9.3 | 23 | 9.7 | 2 | 4.9 | 50 | 6.9 |
| Changed mode of transport | 10 | 5.4 | 1 | 1.2 | 3 | 1.7 | 6 | 2.5 | 2 | 4.9 | 22 | 3.1 |
| Physically stopped the perpetrator | 9 | 4.8 | 1 | 1.2 | 10 | 5.8 | 22 | 9.3 | 4 | 9.8 | 46 | 6.4 |
| Slapped the perpetrator | 11 | 5.9 | 1 | 1.2 | 6 | 3.5 | 12 | 5.1 | 5 | 12.2 | 35 | 4.9 |
| Reported to Police | 10 | 5.4 | 1 | 1.2 | 1 | 0.6 | 7 | 3.0 | 1 | 2.4 | 20 | 2.8 |
| Reported on Safety App | 0 | 0.0 | 2 | 2.4 | 3 | 1.7 | 0 | 0.0 | 0 | 0.0 | 5 | 0.7 |
| Reported to Women's Helpline | 2 | 1.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.8 | 1 | 2.4 | 5 | 0.7 |
| Shared with family members | 7 | 3.8 | 1 | 1.2 | 2 | 1.2 | 8 | 3.4 | 0 | 0.0 | 18 | 2.5 |
| Shared with a friend | 0 | 0.0 | 3 | 3.6 | 1 | 0.6 | 12 | 5.1 | 0 | 0.0 | 16 | 2.2 |

*Percentages and totals are based on multiple responses

The study shows that women commuters shared that TGP's mostly verbally retaliate and ignore in response to harassment faced while travelling. A small proportion of TGP's changed their routes, reported on the women's helpline or shared with their families or friends. A significant percentage (12.9%) requested fellow passengers to help and rescue them from the perpetrators.

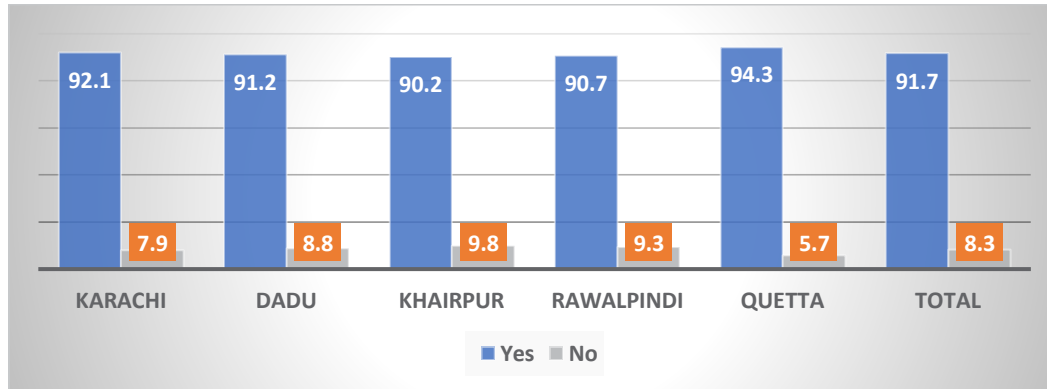


Figure 4.40: Facing harassment while traveling by district

It was found that overall, 92% respondents agreed that they were harassed while travelling on various types of transport vehicles. This pattern is almost the same in all the five cities included in the survey. This clearly shows the unsafe environment which affects women's empowerment and obstructs their active participation in the society.

Table 70: Type of harassment faced while traveling by district

| Districts/ Types of harassment | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|-----------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | |
| Staring | 208 | 28.1 | 132 | 26.8 | 150 | 19.0 | 150 | 26.0 | 50 | 25.4 | 690 | 24.7 |
| Obscene Gestures | 98 | 13.3 | 90 | 18.3 | 98 | 12.4 | 69 | 12.0 | 30 | 15.2 | 385 | 13.5 |
| Mirror Flashing | 11 | 1.5 | 34 | 6.9 | 9 | 1.1 | 4 | 0.7 | 11 | 5.6 | 69 | 2.5 |
| Taking Photos | 8 | 1.1 | 6 | 1.2 | 13 | 1.6 | 4 | 0.7 | 3 | 1.5 | 34 | 1.2 |
| Verbal | | | | | | | | | | | | |
| Inappropriate Comments | 70 | 9.5 | 59 | 12.0 | 94 | 11.9 | 68 | 11.8 | 17 | 8.6 | 308 | 11.0 |
| Whistling | 66 | 8.9 | 27 | 5.5 | 88 | 11.1 | 43 | 7.5 | 17 | 8.4 | 241 | 8.6 |
| Singing | 67 | 9.1 | 37 | 7.5 | 37 | 4.7 | 42 | 7.3 | 10 | 5.2 | 193 | 7.0 |
| Shouting | 3 | 0.4 | 6 | 1.2 | 5 | 0.6 | 8 | 1.4 | 5 | 2.5 | 27 | 1.0 |
| Physical | | | | | | | | | | | | |
| Blocking Way | 31 | 4.2 | 3 | 0.6 | 56 | 7.1 | 25 | 4.3 | 1 | 0.5 | 116 | 4.1 |
| Stalking | 37 | 5.0 | 57 | 11.6 | 77 | 9.7 | 34 | 5.9 | 15 | 7.6 | 220 | 7.8 |
| Pushing | 34 | 4.6 | 20 | 4.1 | 28 | 3.5 | 22 | 3.8 | 4 | 2.0 | 108 | 3.9 |

| | | | | | | | | | | | | |
|------------------------|----|-----|---|-----|----|------|----|-----|----|-----|------------|------------|
| Violent Attacks | 2 | 0.3 | 2 | 0.4 | 4 | 0.5 | 3 | 0.5 | 1 | 0.5 | 12 | 0.4 |
| Kidnapping | 2 | 0.3 | 0 | 0 | 1 | 0.1 | 3 | 0.5 | 1 | 0.5 | 7 | 0.3 |
| Inappropriate Touching | 65 | 8.8 | 7 | 1.4 | 99 | 12.5 | 40 | 6.9 | 11 | 5.6 | 222 | 7.9 |
| Sexual remarks | 21 | 2.8 | 7 | 1.4 | 7 | 0.9 | 44 | 7.6 | 9 | 4.6 | 88 | 3.1 |
| Pinching | 11 | 1.5 | 4 | 0.8 | 23 | 2.9 | 14 | 2.4 | 5 | 2.5 | 57 | 2.0 |
| Assault | 5 | 0.7 | 2 | 0.4 | 2 | 0.3 | 4 | 0.7 | 7 | 3.6 | 20 | 0.7 |

*Percentages and totals are based on multiple responses

Women commuters reported being stared at, obscene gestures and inappropriate comments as the major types of harassment they experienced during travelling. Women in all five districts reported similar types of harassment.

Table 71: Harassment faced while traveling by category

| Category/ Type of harassment | TGP's | | Women with Children | | Pregnant Women | | WWD's | | Female Students | | Working Women | | TOTAL* | |
|------------------------------------|-------|------|---------------------------|------|-------------------|------|-------|------|--------------------|------|------------------|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | | | |
| Staring | 63 | 15.9 | 155 | 24.7 | 41 | 23.4 | 17 | 23.9 | 145 | 26.8 | 269 | 27.3 | 690 | 24.7 |
| Obscene Gestures | 46 | 11.6 | 85 | 13.6 | 29 | 16.6 | 7 | 9.9 | 84 | 15.5 | 134 | 13.6 | 385 | 13.8 |
| Mirror Flashing | 7 | 1.8 | 23 | 3.7 | 2 | 1.1 | 1 | 1.4 | 17 | 3.1 | 19 | 1.9 | 69 | 2.5 |
| Taking Photos | 8 | 2.0 | 5 | 0.8 | 1 | 0.6 | 0 | 0 | 7 | 1.3 | 13 | 1.3 | 34 | 1.2 |
| Verbal | | | | | | | | | | | | | | |
| Inappropriate Comments | 32 | 8.1 | 76 | 12.1 | 23 | 13.1 | 11 | 15.5 | 55 | 10.1 | 111 | 11.2 | 308 | 11.0 |
| Whistling | 44 | 11.1 | 55 | 8.8 | 14 | 8.0 | 5 | 7.0 | 50 | 9.2 | 73 | 7.4 | 241 | 8.6 |
| Singing | 36 | 9.1 | 47 | 7.5 | 15 | 8.6 | 4 | 5.6 | 34 | 6.3 | 57 | 5.8 | 193 | 7.0 |
| Shouting | 10 | 2.5 | 7 | 1.1 | 0 | 0 | 0 | 0 | 3 | 0.6 | 7 | 0.7 | 27 | 1.0 |
| Sexual remarks | 16 | 4.0 | 14 | 2.2 | 8 | 4.6 | 4 | 5.6 | 17 | 3.1 | 29 | 2.9 | 88 | 3.0 |
| Physical | | | | | | | | | | | | | | |
| Blocking Way | 18 | 4.5 | 22 | 3.5 | 9 | 5.1 | 4 | 5.6 | 15 | 2.8 | 48 | 4.9 | 116 | 4.0 |
| Stalking | 28 | 7.1 | 56 | 8.9 | 11 | 6.3 | 4 | 5.6 | 45 | 8.3 | 76 | 7.7 | 220 | 7.9 |
| Pushing | 20 | 5.1 | 17 | 2.7 | 8 | 4.6 | 5 | 7.0 | 24 | 4.4 | 34 | 3.4 | 108 | 3.9 |
| Violent Attacks | 5 | 1.3 | 2 | 0.3 | 0 | 0 | 2 | 2.8 | 1 | 0.2 | 2 | 0.2 | 12 | 0.4 |
| Kidnapping | 1 | 0.3 | 1 | 0.2 | 0 | 0 | 1 | 1.4 | 3 | 0.6 | 1 | 0.1 | 7 | 0.3 |
| Inappropriate Touching | 32 | 8.1 | 48 | 7.7 | 12 | 6.9 | 5 | 7.0 | 36 | 6.6 | 89 | 9.0 | 222 | 8.0 |
| Pinching | 20 | 5.1 | 10 | 1.6 | 2 | 1.1 | 1 | 1.4 | 5 | 0.9 | 19 | 1.9 | 57 | 2.0 |
| Assault | 10 | 2.5 | 3 | 0.5 | 0 | 0 | 0 | 0 | 1 | 0.2 | 6 | 0.6 | 20 | 0.7 |

*Percentages and totals are based on multiple responses

The study concludes that staring, obscene gestures, inappropriate comments are faced by all categories of women, including pregnant women, students, WWDs, women accompanied by children and TGP's also.

Table 72: Harassment faced while traveling by mode of transport

| Mode of transport/ Type of harassment | Bus | | Metro Bus | | Minibus (Mazda) | | Van/wagon | | Rickshaw | | Qingqi | | Total* | |
|--|-----|------|-----------|------|-----------------|------|-----------|------|----------|------|--------|------|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Non-Verbal | | | | | | | | | | | | | | |
| Staring | 202 | 27.8 | 110 | 23.3 | 52 | 32.7 | 35 | 30.4 | 159 | 19.0 | 132 | 27.1 | 690 | 24.7 |
| Obscene Gestures | 105 | 14.4 | 61 | 12.9 | 18 | 11.3 | 11 | 9.6 | 101 | 12.1 | 89 | 18.3 | 385 | 13.8 |
| Mirror Flashing | 12 | 1.6 | 5 | 1.1 | 5 | 3.1 | 1 | 0.9 | 12 | 1.4 | 34 | 7.0 | 69 | 2.5 |
| Taking Photos | 8 | 1.1 | 4 | 0.8 | 2 | 1.3 | 0 | 0 | 14 | 1.7 | 6 | 1.2 | 34 | 1.1 |
| Verbal | | | | | | | | | | | | | | |
| Inappropriate Comments | 69 | 9.5 | 60 | 12.7 | 16 | 10.1 | 11 | 9.6 | 96 | 11.6 | 56 | 11.5 | 308 | 11.0 |
| Whistling | 61 | 8.4 | 40 | 8.5 | 12 | 7.5 | 7 | 6.1 | 94 | 11.3 | 27 | 5.5 | 241 | 8.6 |
| Singing | 55 | 7.6 | 39 | 8.2 | 16 | 10.1 | 6 | 5.2 | 39 | 4.7 | 38 | 7.8 | 193 | 7.0 |
| Sexual remarks | 23 | 3.2 | 13 | 2.7 | 4 | 2.5 | 27 | 23.5 | 12 | 1.4 | 9 | 1.8 | 88 | 3.0 |
| Physical | | | | | | | | | | | | | | |
| Shouting | 5 | 0.7 | 7 | 1.5 | 0 | 0 | 0 | 0 | 10 | 1.2 | 5 | 1.0 | 27 | 1.0 |
| Blocking Way | 25 | 3.4 | 26 | 5.5 | 5 | 3.1 | 3 | 2.6 | 55 | 6.6 | 2 | 0.4 | 116 | 4.0 |
| Stalking | 47 | 6.5 | 30 | 6.3 | 4 | 2.5 | 1 | 0.9 | 82 | 9.8 | 56 | 11.5 | 220 | 7.9 |
| Pushing | 20 | 2.7 | 23 | 4.9 | 15 | 9.4 | 2 | 1.7 | 28 | 3.4 | 20 | 4.1 | 108 | 3.9 |
| Violent Attacks | 3 | 0.4 | 3 | 0.6 | 0 | 0 | 0 | 0 | 4 | 0.5 | 2 | 0.4 | 12 | 0.4 |
| Kidnapping | 3 | 0.4 | 3 | 0.6 | 0 | 0 | 0 | 0 | 1 | 0.1 | 0 | 0 | 7 | 0.3 |
| Inappropriate Touching | 68 | 9.3 | 33 | 7.0 | 9 | 5.7 | 8 | 7 | 97 | 11.6 | 7 | 1.4 | 222 | 8.0 |
| Pinching | 14 | 1.9 | 12 | 2.5 | 0 | 0 | 2 | 1.7 | 26 | 3.1 | 3 | 0.6 | 57 | 2.0 |
| Assault | 8 | 1.1 | 4 | 0.8 | 1 | 0.6 | 1 | 0.9 | 5 | 0.6 | 1 | 0.2 | 20 | 0.7 |

*Percentages and totals are based on multiple responses

Women commuters using various transportation modes like metro bus, minibus (Mazda), van/wagon, rickshaw and Qingqi, all reportedly faced staring and obscene gestures. They additionally faced inappropriate touching while travelling in public buses and rickshaws. Men reportedly tried to access the female entrance while getting in and out of the bus and touched women commuters while doing so. While travelling by van/wagon, women faced greater sexual remarks than while

travelling by any other modes of transportation. In the vans/ wagons, women mostly sat alongside male commuters with very little space in between, which makes women's position even more vulnerable. Women commonly faced harassment in rickshaws (27.9%) and Qingqi (27.9%) followed by buses (26%).

Table 73: Actions taken by the one being harassed while traveling by age

| Age Range/ Actions taken while travelling | 10-19 | | 20-29 | | 30-39 | | 40-49 | | 50-59 | | 60+ | | Total* | |
|--|-------|------|-------|------|-------|------|-------|------|-------|------|-----|-----|--------|------|
| | N | % | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 72 | 37.7 | 133 | 24.6 | 156 | 28.2 | 68 | 31.2 | 13 | 46.4 | 1 | 100 | 443 | 29.0 |
| Verbally retaliated | 40 | 20.9 | 124 | 23.0 | 146 | 26.4 | 56 | 25.7 | 2 | 7.1 | 0 | 0 | 368 | 24.0 |
| Asked other travelers for help | 20 | 10.5 | 67 | 12.4 | 62 | 11.2 | 23 | 10.6 | 4 | 14.3 | 0 | 0 | 176 | 11.5 |
| Changed route | 9 | 4.7 | 34 | 6.3 | 25 | 4.5 | 14 | 6.4 | 4 | 14.3 | 0 | 0 | 86 | 5.6 |
| Changed mode of transport | 5 | 2.6 | 16 | 3.0 | 14 | 2.5 | 4 | 1.8 | 1 | 3.6 | 0 | 0 | 40 | 2.6 |
| Physically Stopped the perpetrator | 2 | 1.0 | 25 | 4.6 | 16 | 2.9 | 1 | 0.5 | 0 | 0 | 0 | 0 | 44 | 2.9 |
| Slapped the perpetrator | 9 | 4.7 | 36 | 6.7 | 34 | 6.1 | 11 | 5.0 | 1 | 3.6 | 0 | 0 | 91 | 5.9 |
| Reported to Police | 8 | 4.2 | 32 | 5.9 | 26 | 4.7 | 11 | 5.0 | 1 | 3.6 | 0 | 0 | 78 | 5.1 |
| Reported on Safety App | 1 | 0.5 | 4 | 0.7 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 6 | 0.4 |
| Reported to Women's Helpline | 18 | 9.4 | 54 | 10.0 | 64 | 11.6 | 22 | 10.1 | 2 | 7.1 | 0 | 0 | 160 | 10.4 |
| Shared with family members | 7 | 3.7 | 14 | 2.6 | 10 | 1.8 | 7 | 3.2 | 0 | 0 | 0 | 0 | 38 | 2.5 |
| Shared with a friend | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.1 |

*Percentages and totals are based on multiple responses

Data shows that women in all age groups preferred to ignore incidents of harassment faced while travelling. Women in the age group of 60+ years totally ignored such incidences and did not show any response. However, young and middle-aged women verbally retaliated and also asked fellow passengers for help. The young and middle-aged women also used the women's helpline to report such incidents.

Table 74: Actions taken on being harassed while traveling by district

| Districts/ Reaction | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 179 | 30.7 | 65 | 28.4 | 67 | 21.3 | 133 | 33.8 | 33 | 22.5 | 477 | 28.5 |
| Verbally retaliated | 130 | 22.3 | 72 | 31.4 | 93 | 29.6 | 80 | 20.4 | 25 | 17.0 | 400 | 24.0 |
| Asked other travelers for help | 69 | 11.8 | 29 | 12.7 | 41 | 13.1 | 28 | 7.1 | 25 | 17.0 | 192 | 11.5 |
| Changed route | 15 | 2.6 | 13 | 5.7 | 30 | 9.6 | 30 | 7.6 | 6 | 4.1 | 94 | 5.6 |
| Changed mode of transport | 16 | 2.7 | 7 | 3.1 | 7 | 2.2 | 4 | 1.0 | 10 | 6.8 | 44 | 2.6 |
| Physically Stopped the perpetrator | 16 | 2.7 | 7 | 3.1 | 9 | 2.9 | 10 | 2.5 | 6 | 4.1 | 48 | 2.9 |
| Slapped the perpetrator | 31 | 5.3 | 12 | 5.2 | 30 | 9.6 | 17 | 4.3 | 11 | 7.5 | 101 | 6.0 |
| Reported to Police | 32 | 5.5 | 7 | 3.1 | 4 | 1.3 | 33 | 8.4 | 10 | 6.8 | 86 | 5.1 |
| Reported on Safety App | 1 | 0.2 | 1 | 0.4 | 0 | 0 | 4 | 1.0 | 1 | 0.7 | 7 | 0.4 |
| Reported to Women's Helpline | 1 | 0.2 | 1 | 0.4 | 0 | 0 | 4 | 1.0 | 1 | 0.7 | 7 | 0.4 |
| Shared with family members | 80 | 13.7 | 8 | 3.5 | 30 | 9.6 | 41 | 10.4 | 17 | 11.6 | 176 | 10.5 |
| Shared with a friend | 15 | 2.6 | 8 | 3.5 | 3 | 1.0 | 13 | 3.3 | 3 | 2.0 | 42 | 2.5 |

*Percentages and totals are based on multiple responses

Table 74 shows that in Karachi, Quetta and Rawalpindi, around 30% women of the total sample ignored when they were harassed, while in Khairpur and Dadu, around 30% women verbally retaliated in situations of harassment. This shows that in comparatively less developed areas, women showed more courage and responded back to the harassers. In these two districts, it was also observed that women commuters asked fellow passengers for help and for action against the harassers.

The study indicates that in big cities, attitudes of families have changed a little towards women and girls and they have started showing trust in them. In Karachi, Rawalpindi and Quetta, a substantial percentage of women commuters shared with their families when they faced an incident of harassment. There was a very small percentage of women reporting to the police or on the women's helpline in the larger cities like Karachi and Rawalpindi.

| | | | | | | | | | | | | |
|-----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| Referred to another service | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 6 | 1.1 | 0 | 0.0 | 7 | 0.4 |
| Total | 584 | 100 | 294 | 100 | 258 | 100 | 539 | 100 | 175 | 100 | 1850 | 100 |

A similar situation can be seen in case of responses from the police also. About 90% women did not think of reporting to the police when they faced harassment in a public place. The police is the main law enforcement agency in providing security to the citizens, so it is unfortunate to find such mistrust in it by women. The women who went to the police reported having a negative experience. The police either did not listen to their complaints or blamed them for the harassment they had faced. This is a very casual way of seeing harassment against women, where instead of finding the perpetrators and holding them accountable, the victims are blamed.

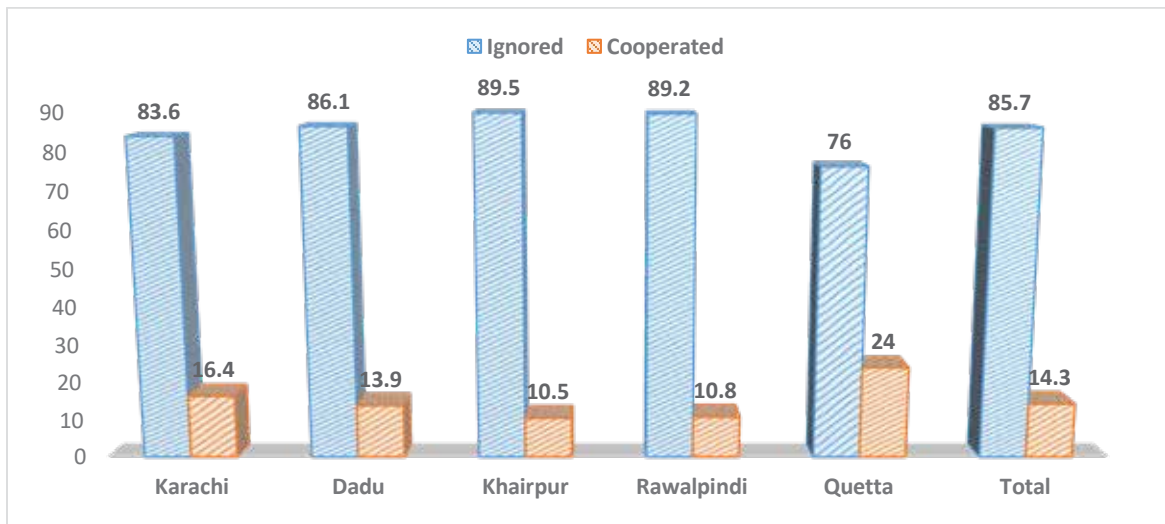


Figure 4.41: Behavior of drivers and conductors to incidents of harassment by district

The majority (85.7%) of respondents believed that the drivers ignored incidents of harassment against women commuters. The situation is the same in both small and large cities except for Quetta. In Quetta, about one-quarter of the respondents reported that drivers/ conductors helped and cooperated with the women commuters. In large cities, mostly the transport modes are very busy and over-crowded, and drivers and conductors try to avoid such situations to save time as they do not want to disturb their schedules, while in smaller cities, the attitude of drivers/ conductors is mostly aimed towards getting more customers.

Table 77: Harasser by district

| Districts/ Response | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Fellow male passengers | 476 | 81.4 | 226 | 76.6 | 235 | 91.1 | 461 | 85.8 | 102 | 87.3 | 1500 | 84.4 |
| Fellow female passengers | 29 | 5.0 | 12 | 4.1 | 6 | 2.3 | 22 | 4.1 | 7 | 4.0 | 76 | 4.1 |
| Conductors | 66 | 11.3 | 20 | 6.8 | 5 | 1.9 | 39 | 7.3 | 42 | 5.0 | 172 | 6.5 |
| Drivers | 14 | 2.4 | 37 | 12.5 | 12 | 4.7 | 15 | 2.8 | 24 | 3.7 | 102 | 5.0 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

The majority of the respondents (84.4%) maintained that harassers are fellow passengers during travel. The percentage is highest in Khairpur (91.1%) and lowest in Dadu. In Dadu, about 20% stated that drivers and conductors are the harassers, which is highest as compared to other cities. Interestingly, 4.1% women commuters were harassed by their fellow female passengers. However, the nature of harassment is different in this case. This type of harassment was mostly reported by young girls and older women. They were pushed by other women in the buses or vans to get into the vehicle or to get a seat, etc.

Table 78: Suggestions for improving behavior of drivers and conductors by district

| Districts/ Suggestions | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL | |
|---------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Gender Trainings | 149 | 25.5 | 97 | 32.9 | 87 | 33.7 | 129 | 24.0 | 30 | 17.2 | 492 | 26.5 |
| Awareness Campaigns | 290 | 49.6 | 157 | 53.2 | 140 | 54.3 | 255 | 47.5 | 58 | 33.2 | 900 | 48.6 |
| Installation of cameras | 146 | 25.0 | 41 | 13.9 | 31 | 12.0 | 153 | 28.5 | 87 | 49.6 | 458 | 24.7 |
| Total | 585 | 100 | 295 | 100 | 258 | 100 | 537 | 100 | 175 | 100 | 1850 | 100 |

Overall, nearly half of the respondents stressed that awareness campaigns must be started to sensitize drivers and conductors to play their role in incidents of harassment against women. The other half of the respondents believed that drivers' and conductors' attitude could be made better by giving them gender trainings and also installing cameras at the bus stands/ stations. The district-wise analysis shows almost the same situation in all cities with the highest percentage in Dadu and Khairpur. In these two cities, more than 80% women stressed more on launching awareness campaigns and giving gender-sensitive trainings to drivers and conductors. More women in Quetta (49.6%) felt that installation of cameras would help because drivers and conductors would try to stop incidents of harassment against women and would also react more strongly resulting in a reduction of such incidents.

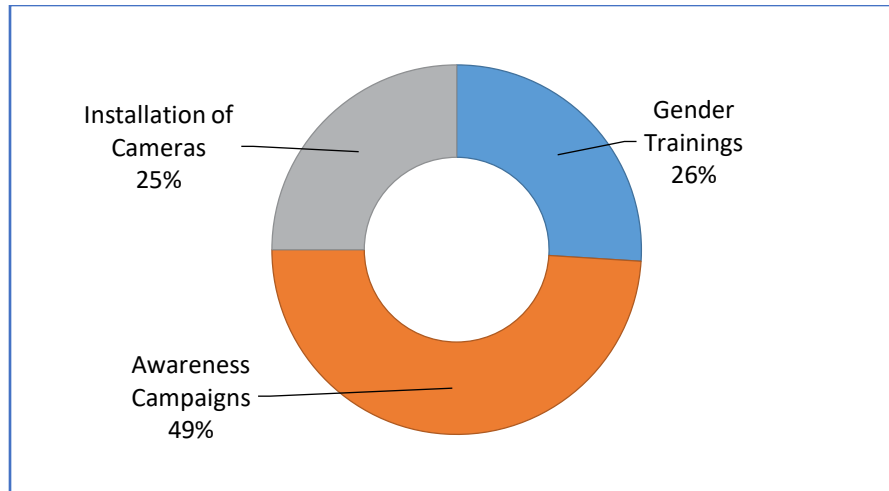


Figure 4.42: Suggestions for improving behavior of drivers and conductors

Figure 4.43 indicates that only 14.5% of respondents in Karachi and Rawalpindi knew that sexual harassment is a punishable offence. In Khairpur, only 2% of women knew that sexual harassment is a crime. Overall, 89.2% women thought sexual harassment is part of the social and cultural norms and did not consider it a crime. Thus, it shows that women accept sexual harassment as part of their lives. In this situation, it is not expected that women would take any action against sexual harassment, and as found earlier, mostly ignore it.

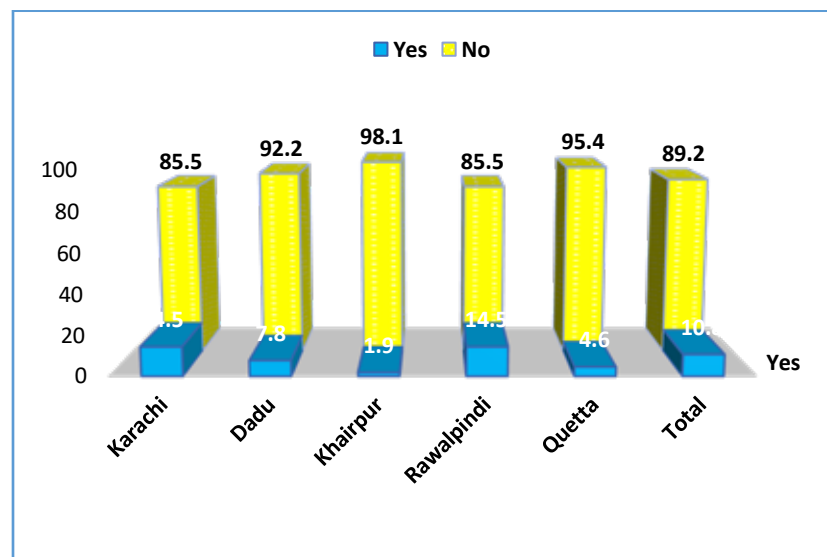


Figure 4.43: Is sexual harassment a punishable crime

Women commuters were asked if they knew about any law dealing with sexual harassment. Figure 4.44 shows that 93.4% women did not know about PPC 509. Only in Karachi and Rawalpindi, about 10% women had any knowledge about the law, otherwise in the other districts, the level of

awareness was less than 10%. This indicates a dire need to create awareness about sexual harassment as a crime as well as the laws and redressal mechanisms to address this crime.

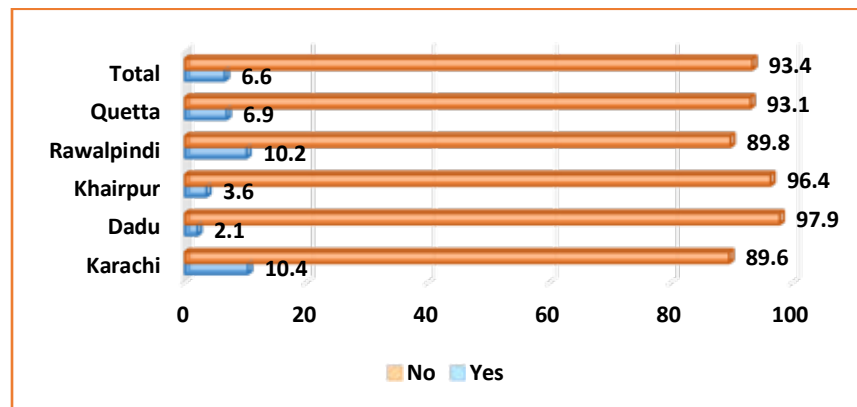


Figure 4.44: Awareness about PPC-509 by district

Women commuters were asked if they had a choice to ride independently by motorcycle, what would be their preference. It was interesting to note that in Karachi the positive response rate was highest by the women (82.8%) followed by Rawalpindi (66.9%). In other areas, the situation was found to be the opposite. This is mainly due to prevailing social norms and cultural practices in these cities. Thus, in big cities, such initiatives should be undertaken by the government as well as the private sector to provide women with a decent transport option, giving them the freedom to move freely with a sense of security.

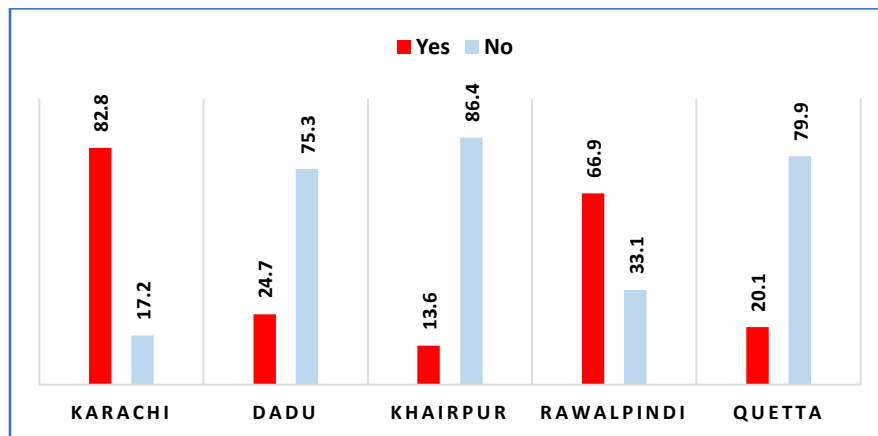


Figure 4.45: Perception about driving motorcycles by district

4.2.6 Suggestions by Women to Improve Safety

The women commuters suggested that awareness campaigns must be launched by the government as well as by CSOs at a massive level. These campaigns should target all men and women in the society. There needs to be an understanding of harassment as a crime and punishable act.

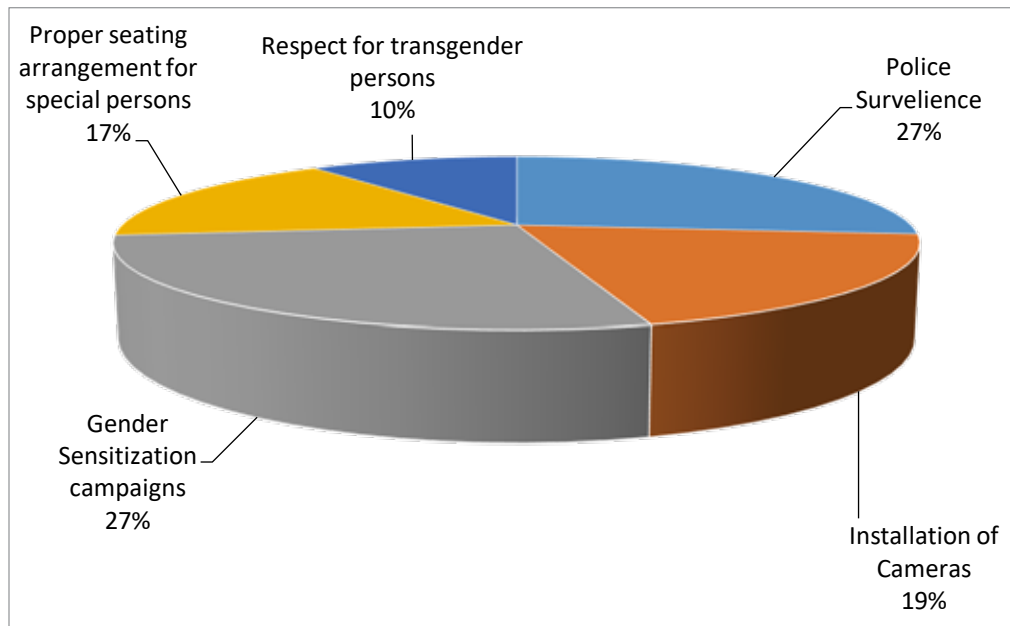


Figure 4.46: Suggestions to reduce sexual harassment in transportation

4.3 SAFETY WALKS

Safety Walks have been used very effectively as part of women's safety audits in particular and more generally, to assess safety issues along routes to and from transport nodes, parks and markets. The purpose of the safety walks was to physically visit the selected markets, parks and transportation stops/ stations and evaluate how safe they feel for women, and also to identify ways to make them safer. A checklist was given to the observers to record their observations. Each observer noted down his/ her own independent observations while walking through the selected targeted areas. The participants visited the selected bus stops/ parks/ markets thrice a day starting from 8 a.m. in the morning to 8 p.m. at night. The walks looked deeply into matters that relate to the physical environment and what factors are vital for ensuring a safe and secure environment for girls and women in public spaces. These include lighting, signage, maintenance, formal and informal surveillance, etc. Thus, a situation analysis of the locations by visiting at different timings helps in better understanding ground realities. In total, there were 102 safety walks undertaken in the five cities.

4.3.1 Karachi

In Karachi, a total of 27 safety walks were undertaken. Among these, 12 walks were carried out in markets, 6 in parks and 9 at transport stops/ stands. The highest number of safety walks were carried out in Karachi as it is a large metropolitan city.

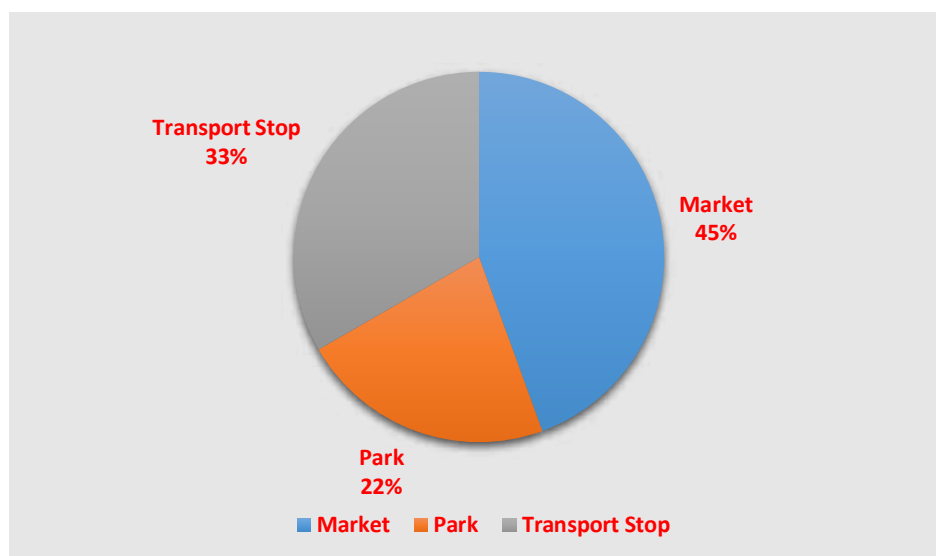


Figure 4.47: Distribution of safety walks in Karachi

Maintenance and facilities

Table 79: Maintenance, escape routes and facilities for special persons in markets, parks and transport stops/ stands in Karachi

| Location/ Maintenance and facilities | Market | | Park | | Transport Stops/ Stands | |
|---|--------|----|------|----|-------------------------|----|
| | Yes | No | Yes | No | Yes | No |
| Maintenance | | | | | | |
| Maintenance of Place | 6 | 6 | 3 | 3 | 9 | 0 |
| Electric Water Cooler | 3 | 9 | 0 | 6 | 0 | 9 |
| Drains Maintenance | 7 | 5 | 4 | 2 | 9 | 0 |
| Safety in Area | 9 | 3 | 3 | 3 | 5 | 4 |
| Escape route | 12 | 0 | 6 | 0 | 9 | 0 |
| Special Needs | | | | | | |
| Accessibility of WWDs | 2 | 10 | 0 | 6 | 0 | 9 |
| Wheelchair ramps | 1 | 11 | 0 | 6 | 0 | 9 |
| Diaper change facility | 0 | 12 | 0 | 6 | 0 | 9 |
| Breast Feeding | 0 | 12 | 0 | 6 | 0 | 9 |

Table 79 shows the availability of basic facilities at markets, parks and transport stops/ stands. In general, the transportation stops/ stands were found to be more well-maintained and cleaner as compared to markets and parks. There were no electric coolers found in parks and stops/ stands and in most of the markets. Further, almost no facilities were found for special persons like

wheelchair ramps in parks, transport stops/ stands and markets. The observers also noticed that about half of the areas were not safe or secure for women and girls.

Lighting

Table 80: Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Karachi

| Statement | Time of Walk | Response | Place of walk | | | Total |
|---|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Area well-lit | 8 am to 10 am (Morning) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 2 | 3 | 8 |
| | | No | 1 | 0 | 0 | 1 |
| Able to identify the face of a person from 25 meters away | 8 am to 10 am (Morning) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 1 | 2 | 6 |
| | | No | 1 | 1 | 1 | 3 |
| Feel safe in this area | 8 am to 10 am (Morning) | Yes | 3 | 2 | 3 | 8 |
| | | No | 1 | 0 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 2 | 3 | 8 |
| | | No | 1 | 0 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 1 | 3 | 7 |
| | | No | 1 | 1 | 0 | 2 |

The above table shows the checklist of responses by observers visiting various markets, parks and transportation stops/ stands thrice a day. The considerations included observations about proper lighting of the selected areas, possibility of identification of a person coming from a distance of at least 25 meters, and overall sense of safety. Except for one market in the evening, all the visited markets, parks and transport stops/ stands were found to be well-lit by the observers. In the evening, one market, one park and one transportation stop were identified where it was difficult to clearly see a person coming from a distance of 25 meters. This situation increases the sense of fear as well as possibility of getting harassed. There is one market out of three visited in which observers reported not feeling safe even in the morning and afternoon. Out of two parks, one park only was found unsafe in the evening, while all the three transportation stops/ stands were found safe. The table concludes that lighting is not a major issue for insecurity except for in one market in Karachi.

Signage

Table 81: Signage and graffiti in markets, parks and transport stops in Karachi

| Statement | Time of Walk | Response | Place of walk | | | Total |
|--|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | |
| Readability of signs | 8 am to 10 am (Morning) | Yes | 2 | 1 | 3 | 6 |
| | | No | 2 | 1 | 0 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 3 | 6 |
| | | No | 2 | 1 | 0 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 1 | 2 | 5 |
| | | No | 2 | 1 | 1 | 4 |
| Visible symbols of Recue 1122, Fire Brigade & Police | 8 am to 10 am (Morning) | Yes | 1 | 0 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 0 | 1 | 2 |
| | | No | 3 | 2 | 2 | 7 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 0 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| Visibility of signs for visually impaired person | 8 am to 10 am (Morning) | Yes | 1 | 0 | 2 | 3 |
| | | No | 3 | 2 | 1 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 0 | 2 | 3 |
| | | No | 3 | 2 | 1 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 0 | 2 | 3 |
| | | No | 3 | 2 | 1 | 6 |
| Visibility of signs of emergency | 8 am to 10 am (Morning) | Yes | 1 | 0 | 1 | 2 |
| | | No | 3 | 2 | 2 | 7 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 0 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 0 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| Visible Racist/ sexist slogans or images | 8 am to 10 am (Morning) | Yes | 3 | 1 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 1 | 0 | 4 |
| | | No | 1 | 1 | 3 | 5 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 1 | 0 | 4 |
| | | No | 1 | 1 | 3 | 5 |
| Route map mounted | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 4 | 2 | 3 | 9 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 4 | 2 | 3 | 9 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 4 | 2 | 3 | 9 |
| Need of more signs to be added | 8 am to 10 am (Morning) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 4 | 1 | 3 | 8 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |

Signs are very important to get proper information and address safety concerns. The signage in the markets was found to be very poor. There were not any visible signs of any emergency support nor were direction signs given. Further, there were no special signs for visually impaired persons. The observers found racist/ sexist images drawn at different places in the markets. A strong need for proper signage was suggested in the markets of Karachi. The situation is not very different in parks and transport stops/ stands. In all parks and transportation stops/ stands, no route maps were mounted, nor were any emergency numbers clearly visible. In one park, racist/ sexist slogans were found. However, it was encouraging to find that no such comments were found at the transportation stops/ stands. The signage and graffiti in markets, parks and transportation stops/ stands was found to be very unacceptable, which definitely needs the immediate attention of the authorities.

Visibility

Table 82: Visibility of women in markets, parks and transport stops, by time of day in Karachi

| Statement | Time of Walk | Place of walk | | | | Total |
|--------------------------|-------------------------|---------------|------|----------------|---|-------|
| | | Market | Park | Transport Stop | | |
| | | N | N | N | N | |
| Visibility Obstructed | 8 am to 10 am (Morning) | Yes | 1 | 1 | 0 | 2 |
| | | No | 3 | 1 | 3 | 7 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 1 | 0 | 2 |
| | | No | 3 | 1 | 3 | 7 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 0 | 2 |
| | | No | 3 | 1 | 3 | 7 |
| Easily see people around | 8 am to 10 am (Morning) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 4 | 2 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |

The observers reported that visibility was obstructed in one market and one park out of the total 27 safety walk carried out in various markets, parks and transportation stops/ stands in Karachi. At all the three different timings, the study found that women could easily see people around.

Busy and Isolated Areas

Table 83: Markets, parks and transport stops environment in Karachi

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Availability of emergency support | 8 am to 10 am (Morning) | Yes | 2 | 2 | 3 | 7 |
| | | No | 2 | 0 | 0 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 3 | 7 |
| | | No | 2 | 0 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 3 | 7 |
| | | No | 2 | 0 | 0 | 2 |
| Feeling unsafe due to people living nearby | 8 am to 10 am (Morning) | Yes | 1 | 2 | 0 | 3 |
| | | No | 3 | 0 | 3 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 2 | 0 | 3 |
| | | No | 3 | 0 | 3 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 2 | 0 | 3 |
| | | No | 3 | 0 | 3 | 6 |
| Nearby place to hide | 8 am to 10 am (Morning) | Yes | 3 | 1 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 0 | 3 |
| | | No | 2 | 1 | 3 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 0 | 4 |
| | | No | 2 | 0 | 3 | 5 |

In markets, the availability of emergency support is higher as compared to parks and transport stops/ stands. The parks were found to be unsafe in all the three timings visited due to people living near these parks. This shows that there is not enough security available to protect girls and women visiting them. A similar situation was observed in some markets, as in a large city like Karachi, markets are over-crowded, and women and girls are more vulnerable to harassment.

Formal and Informal Surveillance

Table 84: Police presence and visibility from outside in markets, parks and transport stops in Karachi

| Statement s | Time of Walk | Response | Place of walk | | | Total |
|------------------|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Security Cameras | 8 am to 10 am (Morning) | Yes | 3 | 1 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 1 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 1 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 8 am to 10 am (Morning) | Yes | 2 | 2 | 3 | 7 |

| | | | | | | |
|---------------------------|-------------------------|-----|---|---|---|---|
| Security/ Police | 1 pm to 3 pm (Noon) | No | 2 | 0 | 0 | 2 |
| | | Yes | 3 | 2 | 3 | 8 |
| | 6 pm to 8 pm (Evening) | No | 1 | 0 | 0 | 1 |
| | | Yes | 2 | 2 | 3 | 7 |
| Govt. Office nearby | 8 am to 10 am (Morning) | Yes | 2 | 2 | 3 | 7 |
| | | No | 2 | 0 | 0 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 3 | 7 |
| | | No | 2 | 0 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 3 | 7 |
| | | No | 2 | 0 | 0 | 2 |

Safety mainly depends on proper surveillance. Table 84 shows that security cameras and police/security was not available in all the selected markets, parks and transport stops/ stands visited. Security/ police could be seen in the parks at all the three times visited, however, the presence of one or two police officers at the gates of the parks is not enough to ensure a safe environment for women and girls visiting these parks. There must be a proper mechanism to monitor the entire park and punishments be given to harassers on the spot.

4.3.2 Khairpur

In Khairpur, almost an equal number (6) of walks were conducted in parks, markets and transport stops/ stands. In total, there were 18 walks.

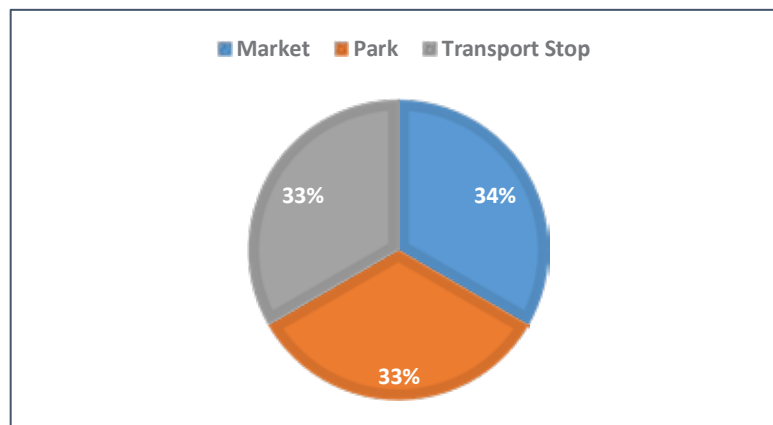


Figure 4.48: Distribution of safety walks in Khairpur

Table 85: Maintenance, escape routes and facilities for special persons in markets, parks and transport stops/ stands in Khairpur

| Statements | Market | | Park | | Transport Stop/ Stand | |
|-----------------------|--------|----|------|----|-----------------------|----|
| | Yes | No | Yes | No | Yes | No |
| Maintenance | | | | | | |
| Maintenance of Place | 2 | 2 | 6 | 0 | 0 | 6 |
| Electric Water Cooler | 0 | 6 | 0 | 6 | 0 | 6 |
| Drains Maintenance | 6 | 0 | 6 | 0 | 6 | 0 |
| Safety in Area | 0 | 6 | 3 | 3 | 0 | 6 |

| | | | | | | |
|-------------------------|---|---|---|---|---|---|
| Escape route | 6 | 0 | 6 | 0 | 6 | 0 |
| Special Needs | | | | | | |
| Accessibility of WWDs | 0 | 6 | 2 | 4 | 2 | 4 |
| Wheelchair ramps | 0 | 6 | 1 | 5 | 0 | 6 |
| Diapers change facility | 0 | 6 | 0 | 6 | 0 | 6 |
| Breast Feeding | 0 | 6 | 0 | 6 | 0 | 6 |

The condition of markets, parks and transport stops/ stands was found to be very poor in Khairpur. The only positive aspect found in all the areas were that there were escape routes in case of an emergency. The worst condition was of the transport stops/ stands. In fact, there were no proper bus stops/ stands, the private vehicles stopped wherever the drivers wished or on the demand of the commuters. Therefore, the stops are not maintained by the authorities and there are no facilities available. The parks were found to be well-maintained, however, the facilities for special persons were not present in most of the parks observed by the participants. In markets also, the needs for special persons were not taken into consideration. The observers found 50% of the parks and all the markets and transport stops/ stands were not at all safe for women and girls in Khairpur. This situation is alarming and needs urgent attention from the authorities.

Lighting

Table 86: Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Khairpur

| Statements | Time of Walk | Response | Place of walk | | | Total |
|---|-------------------------|----------|---------------|------|-----------------------|-------|
| | | | Market | Park | Transport Stop/ Stand | |
| Area well-lit | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 2 | 0 | 0 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 2 | 0 | 3 |
| | | No | 1 | 0 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| Able to identify the face of a person from 25 meters away | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 0 | 0 | 2 |
| | | No | 0 | 2 | 2 | 4 |
| Feels safe in this area | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 5 |

In the morning and afternoon, the markets, parks and transport stops/ stands were found to be well-lit because of natural sunlight, but in the evenings, there were no proper lighting arrangements. Even in the sunlight, some of the markets were not found to be well-lit. Except for parks, the observers declared that all the markets and transport stops/ stands visited felt unsafe for women and girls.

Signage

Table 87: Signage and graffiti in markets, parks and transport stops in Khairpur

| Statement | Time of Walk | Response | Place of walk | | | Total |
|--|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| Readability of signs | 8 am to 10 am (Morning) | Yes | 2 | 2 | 0 | 4 |
| | | No | 0 | 0 | 2 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 0 | 4 |
| | | No | 0 | 0 | 2 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 2 |
| | | No | 2 | 2 | 2 | 4 |
| Visible symbols of Recue 1122, Fire Brigade & Police | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| Visibility of signs for visually impaired person | 8 am to 10 am (Morning) | Yes | 0 | 2 | 0 | 2 |
| | | No | 2 | 0 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 2 | 0 | 2 |
| | | No | 2 | 0 | 2 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| Visibility of signs of emergency | 8 am to 10 am (Morning) | Yes | 0 | 0 | 1 | 1 |
| | | No | 2 | 2 | 1 | 5 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| Visible Racist/ sexist slogans or images | 8 am to 10 am (Morning) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 0 | 2 | 4 |
| | | No | 0 | 2 | 0 | 2 |
| Route map mounted | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |

| | | | | | | |
|--------------------------------|-------------------------|-----|---|---|---|---|
| Need of more signs to be added | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |

The signs for important emergency services like rescue, police, helplines etc. were not present at most of the places visited by the participants. There were almost no signage facilities such as route maps or directions, special signs for visually impaired persons, readable size of the signs mounted. Racist/ sexist images were observed in parks. A dire need for proper readable signs was felt by the observers.

Visibility

Table 88: Visibility of women in markets, parks and transport stops, by time of day in Khairpur

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--------------------------|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Visibility Obstructed | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| Easily see people around | 8 am to 10 am (Morning) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 0 | 4 |
| | | No | 0 | 0 | 2 | 2 |

The observers reported that visibility was mostly not obstructed in any market, park and transport stops/ stands, from safety walks carried out in Khairpur. Except for in one park, at all the other places, women could easily see people around.

Busy and Isolated Areas

Table 89: Markets, parks and transport stops environment in Khairpur

| Statements | Time of Walk | Response | Place of walk | | | Total |
|-----------------------------------|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Availability of Emergency Support | 8 am to 10 am (Morning) | Yes | 0 | 2 | 0 | 2 |
| | | No | 2 | 0 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 2 | 0 | 2 |

| | | | | | | |
|--|-------------------------|-----|---|---|---|---|
| | 6 pm to 8 pm (Evening) | No | 2 | 0 | 2 | 4 |
| | | Yes | 0 | 2 | 0 | 2 |
| | | No | 2 | 0 | 2 | 4 |
| Feeling unsafe due to people living nearby | 8 am to 10 am (Morning) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| Nearby place to hide | 8 am to 10 am (Morning) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 2 | 5 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |

In parks, support like the presence of security guards was reported by the observers. However, in markets and transport stops, the over-crowdedness also contributed to making these public places unsafe for women. Women feared facing harassment due to a higher presence of males in these areas, particularly, in the absence of any monitoring mechanisms like patrolling police or security cameras, etc.

Formal and Informal Surveillance

Table 90: Police presence and visibility from outside in markets, parks and transport stops in Khairpur

| Statement | Time of Walk | Response | Place of walk | | | Total |
|----------------------|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | N |
| Security Cameras | 8 am to 10 am (Morning) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 3 |
| Security/ Police | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 2 | 0 | 3 |
| | | No | 1 | 0 | 2 | 3 |
| Govt. Offices nearby | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 2 | 2 | 5 |
| | | No | 1 | 0 | 0 | 1 |

In markets and transportation stops/ stands and to some extent in parks also, no security cameras were found by the observers. The security guards or police were present in the mornings and afternoons but not in the evenings. Security is mostly needed in the evenings for the safe movement of women and girls, which was absent.

4.3.3 Dadu

In Dadu, a total of 18 safety walks were undertaken. Safety walks were undertaken in 8 parks, 4 markets and 6 transport stops/ stands at three different timings.

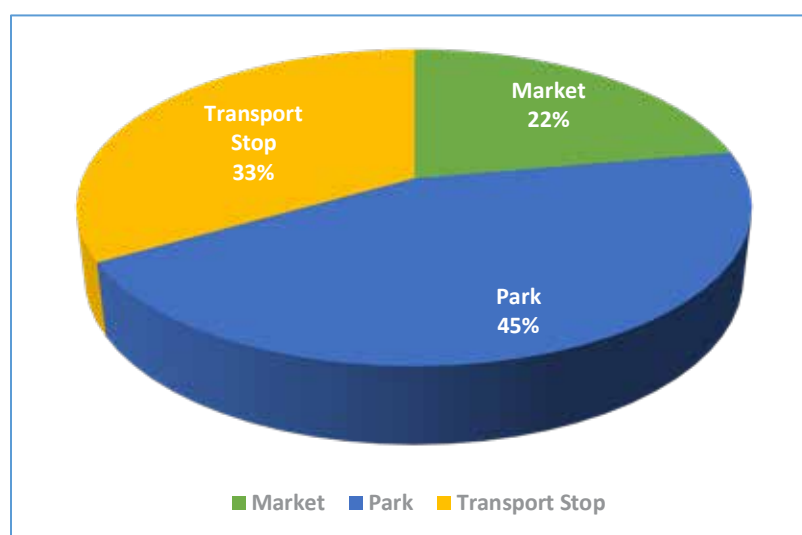


Figure 4.49: Distribution of safety walks in Dadu

Table 91: Maintenance, escape routes and facilities for special persons in markets, parks and transportation stops/ stands in Dadu

| Maintenance and facilities | Market | | Park | | Transport Stop/ Stands | |
|----------------------------|--------|----|------|----|------------------------|----|
| | Yes | No | Yes | No | Yes | No |
| Maintenance of Place | 1 | 3 | 4 | 4 | 1 | 5 |
| Electric Water Cooler | 3 | 1 | 0 | 8 | 0 | 6 |
| Drains Maintenance | 4 | 0 | 6 | 2 | 4 | 2 |
| Safety in Area | 4 | 0 | 4 | 4 | 4 | 2 |
| Escape route | 4 | 0 | 8 | 0 | 1 | 5 |
| Accessibility for WWDs | 3 | 1 | 2 | 6 | 0 | 6 |
| Wheelchair ramps | 1 | 3 | 0 | 8 | 0 | 6 |
| Diaper change facility | 0 | 4 | 0 | 8 | 0 | 6 |
| Breast Feeding facility | 0 | 4 | 0 | 8 | 0 | 6 |

The observers found half of the parks visited to be well-maintained, however, the conditions of markets and transportation stops/ stands was generally reported to be unacceptable. Like in Khairpur, here also there are no proper transport stops/ stands. The vehicles (private bus, Mazda, van, Qingqi, etc.) stop wherever they spot a passenger. The women shared in the FGDs that the

drivers do not care about the safety and wellbeing of the passengers and are often in a rush, so they do not stop sufficiently to allow passengers to get in or step out of the vehicle safely. Accessibility for PWDs was also very difficult as almost no facilities were available for them. The local authorities in Dadu need to address these issues on a high priority basis.

Lighting

Table 92: Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Dadu

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--|-------------------------|----------|---------------|------|---------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | N |
| Area well-lit | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 2 | 3 |
| | | No | 0 | 3 | 0 | 3 |
| Allow the identification of the face of a person from 25 meters away | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 1 | 1 |
| | | No | 0 | 4 | 1 | 5 |
| Sense of safety in this area | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |

Only one out of three parks visited had sufficient lighting, whereas all the transport stops/ stands were found to be properly lit. However, despite proper lighting at the transport stops/ stands, they were considered unsafe for women and girls in the evenings. This means there were other factors making these stops unsafe for women. The same situation was observed in parks. The women in the selected sample reported that they do not visit markets in the evening timings i.e. after 6 pm which can be attributed to poor lighting. However, this cannot be thought true for all the women in Dadu.

Signage

Table 93: Signage and graffiti in markets, parks and transport stops in Dadu

| Statement | Time of Walk | Response | Place of walk | | | Total |
|--|-------------------------|----------|---------------|------|----------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Readability of signs | 8 am to 10 am (Morning) | Yes | 2 | 0 | 0 | 2 |
| | | No | 0 | 2 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 0 | 0 | 2 |
| | | No | 0 | 2 | 2 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Visible symbols of Recue 1122, Fire Brigade & Police | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Visibility of signs for visually impaired persons | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Visibility of signs of emergency | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Visible Racist/ sexist slogans or images | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Route map mounted | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Need for more signs to be added | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 4 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |

There were almost no signs or directions found in the markets, parks and transport stops/ stands. The few signs mounted could be seen only in the mornings and afternoons in sunlight. The sizes of the signs were too small to be readable from a distance or in the evenings. It was interesting to find that in Dadu, unlike in the other cities, no racist or sexist comments/ images were seen by the observers in the parks, markets and transportation stops/ stands.

Visibility

Table 94: Visibility of women in markets, parks and transport stops, by time of day in Dadu

| Statements | Time of Walk | Response | Place of walk | | | Total N |
|--------------------------------|-------------------------|----------|---------------|-----------|--------------------------------|------------|
| | | | Market N | Park N | Transport Stop/ Stands N | |
| Visibility Obstructed | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 5 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Easily see people around | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 2 | 3 |
| | | No | 0 | 3 | 0 | 3 |

There was almost no visibility obstruction found in the morning, afternoon and evening timings in all the public places visited by observers in Dadu. In parks, in the evenings, there was difficulty in easily seeing people around. This could be mainly due to poor lighting in the area.

Busy and Isolated Areas

Table 95: Markets, parks and transport stops environment in Dadu

| Statement | Time of Walk | Response | Place of walk | | | Total N |
|---|-------------------------|----------|---------------|-----------|---------------------|------------|
| | | | Market N | Park N | Transport Stop N | |
| Availability of Emergency Support | 8 am to 10 am (Morning) | Yes | 0 | 0 | 2 | 2 |
| | | No | 2 | 2 | 0 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 2 | 2 |
| | | No | 2 | 2 | 0 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Sense of being unsafe due to | 8 am to 10 am (Morning) | Yes | 0 | 2 | 0 | 2 |
| | | No | 2 | 0 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 2 | 0 | 2 |

| | | | | | | |
|--------------------------------------|-------------------------|-----|---|---|---|---|
| people living nearby | 6 pm to 8 pm (Evening) | No | 2 | 0 | 2 | 4 |
| | | Yes | 0 | 4 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| Availability of nearby place to hide | 8 am to 10 am (Morning) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 5 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 2 | 1 | 2 | 5 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 4 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |

The observers did not find markets and transport stops/ stands over-crowded for women in the morning and afternoon, as opposed to evenings where women feel un-safe. In the parks, the situation found was quite different, even in the mornings and afternoons, parks were not considered safe for women. Further, in the evenings, due to improper lighting, it is difficult for women to move safely in parks.

Formal and Informal Surveillance

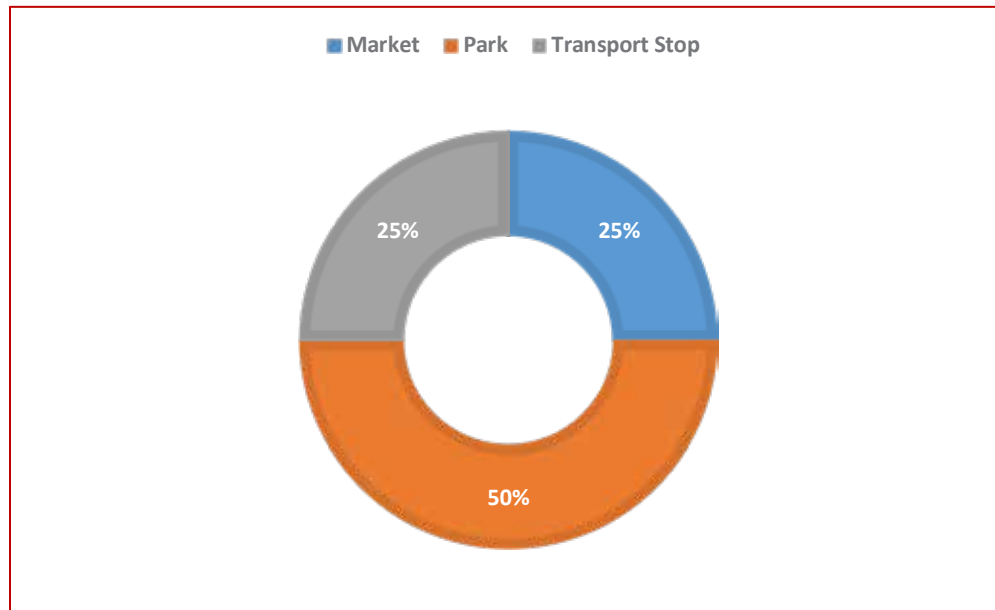
Table 96: Police presence and visibility from outside in markets, parks and transport stops in Dadu

| Statements | Time of Walk | Response | Place of walk | | | Total |
|---------------------|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | N |
| Security Cameras | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 2 | 2 | 2 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 0 | 4 | 2 | 6 |
| Security/ Police | 8 am to 10 am (Morning) | Yes | 2 | 2 | 2 | 6 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 2 | 2 | 5 |
| | | No | 1 | 0 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 2 | 2 | 4 |
| | | No | 0 | 2 | 0 | 2 |
| Govt. Office nearby | 8 am to 10 am (Morning) | Yes | 0 | 1 | 2 | 3 |
| | | No | 2 | 1 | 0 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 2 | 3 |
| | | No | 2 | 1 | 0 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 2 | 2 | 4 |
| | | No | 0 | 2 | 0 | 2 |

There were no security cameras in all the parks, markets and transport stops/ stands visited by the participants. However, security guards/ police were found more in the mornings and afternoons, but were fewer in the evenings. In almost half of the places visited, police were present nearby for emergency support.

4.3.4 Rawalpindi

In Rawalpindi, a total of 12 safety walks were carried out. Among these, 6 safety walks were



carried out in parks, 3 in markets and the remaining 3 were at transport stops/ stands.

Figure 4.50: Distribution of safety walks in Rawalpindi

Table 97: Maintenance, escape routes and facilities for special persons in markets, parks and transportation stops/ stands in Rawalpindi

| Statements | Market | | Park | | Transport Stop/ Stands | |
|-------------------------|--------|----|------|----|------------------------|----|
| | Yes | No | Yes | No | Yes | No |
| Maintenance of Place | 0 | 3 | 3 | 3 | 0 | 3 |
| Electric Water Cooler | 0 | 3 | 2 | 4 | 0 | 3 |
| Drains Maintenance | 3 | 0 | 1 | 5 | 1 | 2 |
| Safety in Area | 1 | 2 | 5 | 1 | 0 | 3 |
| Escape route | 3 | 0 | 5 | 1 | 3 | 0 |
| Accessibility of WWDs | 0 | 3 | 3 | 3 | 0 | 3 |
| Wheelchair ramps | 0 | 3 | 3 | 3 | 0 | 3 |
| Diaper change facility | 0 | 3 | 0 | 6 | 0 | 3 |
| Breast Feeding facility | 0 | 3 | 0 | 6 | 0 | 3 |

Rawalpindi is a big city and was expected to be well-maintained, clean and properly managed. However, the safety walks carried out in the parks, markets and transportation stops/ stands tell a different story. The transport stops/ stands were observed to be in the worst conditions. There were no wheelchair ramps nor was there any facility for PWDs to access public and private transportation. In 50% of the parks, wheelchair ramps were present and PWDs could access the

park easily. The markets were also not maintained or cleaned. No efforts were made for providing any facility for special persons. It is disheartening to see the state of parks, markets and transport stops in a large city like Rawalpindi.

Lighting

Table 98: Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Rawalpindi

| Statements | Time of Walk | Response | Place of walk | | | Total |
|---|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | N |
| Area well-lit | 8 am to 10 am (Morning) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| Able to identify the face of a person from 25 meters away | 8 am to 10 am (Morning) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 1 | 2 |
| | | No | 1 | 1 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| Feel safe in this area | 8 am to 10 am (Morning) | Yes | 1 | 2 | 0 | 3 |
| | | No | 0 | 0 | 1 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |

The areas were not found well-lit in the evenings. The lighting in the mornings and afternoons was acceptable because of the natural sunlight. The situation was the same in parks, markets and transport stops/ stands. The participants of the safety walks suggested that these areas were safe for women in the mornings but not in the afternoons and evenings. In the afternoons, although the areas are well-lit, the evaluators were not satisfied with the overall environment at the bus stands, parks and markets to mark safe for women.

Signage

Table 99: Signage and graffiti in markets, parks and transport stops in Rawalpindi

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | |
| Readability of signs | 8 am to 10 am (Morning) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 2 | 0 | 2 |
| | | No | 1 | 0 | 1 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 2 | 0 | 2 |
| | | No | 1 | 0 | 1 | 2 |
| Visible symbols of Recue 1122, Fire Brigade & Police | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 9 |
| | | No | 1 | 2 | 1 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| Visibility of signs for visually impaired person | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| Visibility of signs of emergency | 8 am to 10 am (Morning) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| Visible Racist/ sexist slogans or images | 8 am to 10 am (Morning) | Yes | 1 | 0 | 1 | 2 |
| | | No | 0 | 2 | 0 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 0 | 2 |
| | | No | 0 | 1 | 1 | 2 |
| Route map mounted | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 1 | 2 | 1 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 1 | 1 |
| | | No | 1 | 2 | 0 | 3 |
| Need of more signs to be added | 8 am to 10 am (Morning) | Yes | 1 | 1 | 0 | 2 |
| | | No | 0 | 1 | 1 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 0 | 2 |
| | | No | 0 | 1 | 1 | 2 |

The visibility of signs and information about emergency numbers was almost non-existent at the parks, markets and transport stops/ stands in Rawalpindi. There is a dire need for displaying readable signs and route maps, and the needs of special persons also need to be taken into consideration.

Visibility

Table 100: Visibility of women in markets, parks and transport stops, by time of day in Rawalpindi

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--------------------------------|----------------------------|----------|---------------|------|---------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | N |
| Visibility Obstructed | 8 am to 10 am (Morning) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 1 | 2 |
| | | No | 1 | 1 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| Easily see people around | 8 am to 10 am (Morning) | Yes | 1 | 2 | 0 | 3 |
| | | No | 0 | 0 | 1 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 2 | 0 | 3 |
| | | No | 0 | 0 | 1 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |

During the safety walks, it was noted that visibility was mostly unobstructed in the mornings and evenings in all the markets, parks and transportation stops/ stands. At all the three different timings, the study found that women could easily see people around.

Busy and Isolated Areas

Table 101: Markets, parks and transport stops environment in Rawalpindi

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--|----------------------------|----------|---------------|------|-------------------|-------|
| | | | Market | Park | Transport Stop | |
| | | | N | N | N | N |
| Availability of Emergency Support | 8 am to 10 am (Morning) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| Feeling unsafe due to people living nearby | 8 am to 10 am (Morning) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |

| | | | | | | |
|----------------------|-------------------------|-----|---|---|---|----------|
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| Nearby place to hide | 8 am to 10 am (Morning) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 0 | 1 | 2 |
| | | No | 0 | 2 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 2 | 1 | 4 |
| | | No | 0 | 0 | 0 | 0 |

As Rawalpindi is a large city, there is over-crowdedness in all the places. Women mostly feel harassed in the presence of more males, and the same was observed during the safety walks. This can be improved with proper surveillance tools and mechanisms.

Formal and Informal Surveillance

Table 102: Police presence and visibility from outside in markets, parks and transport stops in Rawalpindi

| Statements | Time of Walk | Response | Place of walk | | | Total N |
|------------------|-------------------------|----------|---------------|------|---------------------------|------------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | |
| Security Cameras | 8 am to 10 am (Morning) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| Security/ Police | 8 am to 10 am (Morning) | Yes | 1 | 1 | 0 | 2 |
| | | No | 0 | 1 | 1 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |
| Office nearby | 8 am to 10 am (Morning) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 0 | 0 | 1 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 1 | 1 | 3 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 1 | 1 | 1 | 3 |

The security guards/ police were practically not present in any of the parks, markets and transport stops/ stands at all three times of the day visited by the observers. Security cameras were also not found. The surveillance arrangements found in parks, markets and transport stops/ stands are not the standard one expects in a large city.

4.3.5 Quetta

In Quetta, a total of 27 safety walks were carried out. An equal number (9) of walks were conducted in the parks, markets and transport stops/ stands.

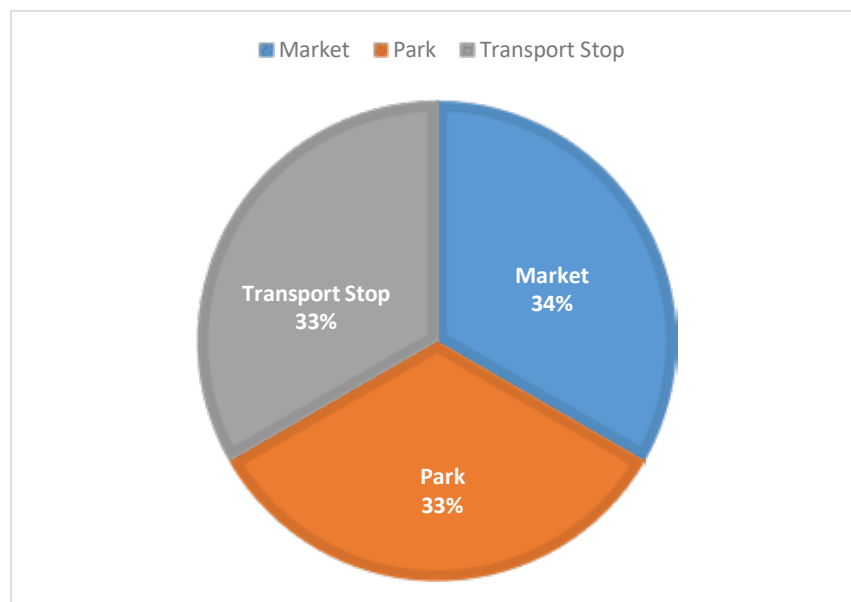


Figure 4.51: Distribution of safety walks in Quetta

Table 103: Maintenance, escape routes and facilities for special persons in markets, parks and transport stops/ stands in Quetta

| Statements | Market | | Park | | Transport Stop/ Stands | |
|-------------------------|--------|----|------|----|------------------------|----|
| | Yes | No | Yes | No | Yes | No |
| Maintenance of Place | 4 | 5 | 4 | 5 | 0 | 9 |
| Electric Water Cooler | 0 | 9 | 0 | 9 | 0 | 9 |
| Drains Maintenance | 4 | 5 | 4 | 5 | 3 | 6 |
| Safety in Area | 2 | 7 | 1 | 8 | 2 | 7 |
| Escape route | 7 | 2 | 5 | 4 | 8 | 1 |
| Accessibility of WWDs | 2 | 7 | 3 | 6 | 0 | 9 |
| Wheelchair ramps | 1 | 8 | 1 | 8 | 0 | 9 |
| Diapers change facility | 0 | 9 | 0 | 9 | 0 | 9 |
| Breast Feeding | 0 | 9 | 0 | 9 | 0 | 9 |

The transport stops/ stands were found to be in an unsatisfactory condition. There were no proper bus stops/ stands in Quetta. The drivers stop anywhere they see a passenger. Therefore, the maintenance and provision of facilities are missing at the so-called stops. The situation in markets and parks is similar. About half of the parks and markets were maintained while the others were ignored by the authorities. The facilities for special persons were also missing. Overall, the markets, parks and transport stops/ stands need immediate attention from the local authorities.

Lighting

Table 104: Safety walk evaluation of markets, parks and transport stops lighting, by time of day in Quetta

| Statements | Time of Walk | Response | Place of walk | | | Total |
|---|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | |
| Area well-lit | 8 am to 10 am (Morning) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 1 | 3 |
| | | No | 2 | 2 | 2 | 6 |
| Able to identify the face of a person from 25 meters away | 8 am to 10 am (Morning) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 3 | 2 | 8 |
| | | No | 0 | 0 | 1 | 1 |
| Feel safe in this area | 8 am to 10 am (Morning) | Yes | 3 | 3 | 1 | 7 |
| | | No | 0 | 0 | 2 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 3 | 2 | 8 |
| | | No | 0 | 0 | 1 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |

All the markets, parks and transport stops/ stands were found well-lit in the mornings and afternoons, but in the evenings, mostly they were less well-lit. The observers felt the visited areas were safe for women to move in the mornings and afternoons, but not in the evenings.

Signage

Table 105: Signage and graffiti in markets, parks and transport stops in Quetta

| Statements | Time of Walk | Response | Place of walk | | | Total |
|--------------------------------|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | |
| Readability of signs | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 2 | 0 | 2 |
| | | No | 3 | 1 | 3 | 7 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| Visible symbols of Recue 1122, | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |

| | | | | | | |
|--|-------------------------|-----|---|---|---|----------|
| Fire Brigade & Police | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| Visibility of signs for visually impaired person | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 2 | 0 | 2 |
| | | No | 3 | 1 | 3 | 7 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| Visibility of signs of emergency | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| Visible Racist/ sexist slogans or images | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| Route map mounted | 8 am to 10 am (Morning) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 0 | 0 | 0 |
| | | No | 3 | 3 | 3 | 9 |
| Need of more signs to be added | 8 am to 10 am (Morning) | Yes | 2 | 2 | 3 | 7 |
| | | No | 1 | 1 | 1 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 3 | 7 |
| | | No | 1 | 1 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 1 | 1 | 9 |
| | | No | 2 | 2 | 2 | 0 |

The observers noted non-visibility of signs and information about emergency numbers at almost all the parks, markets and transport stops/ stands that were visited. Further, as seen before, the most pathetic condition was of the transport stops/ stands. In the provincial capital, there must be proper stops/ stands for public and private transport. There is an urgent need for the display of readable signs, route maps to be mounted and the needs of special persons to be taken into consideration.

Visibility

Table 106: Visibility of women in markets, parks and transport stops, by time of day in Quetta

| Statements | Time of Walk | Response | Place of walk | | | Total N |
|--------------------------------|----------------------------|----------|---------------|-----------|--------------------------------|------------|
| | | | Market N | Park N | Transport Stop/ Stands N | |
| Visibility Obstructed | 8 am to 10 am (Morning) | Yes | 0 | 2 | 0 | 2 |
| | | No | 3 | 1 | 3 | 7 |
| | 1 pm to 3 pm (Noon) | Yes | 0 | 1 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| | 6 pm to 8 pm (Evening) | Yes | 0 | 1 | 0 | 1 |
| | | No | 3 | 2 | 3 | 8 |
| Easily see people around | 8 am to 10 am (Morning) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |

The markets, parks and transport stops/ stands are located in open and clear places and could easily be seen by women and they could also see people around easily. There are few places where visibility is obstructed and that is only because of over-crowdedness.

Busy and Isolated Areas

Table 107: Markets, parks and transport stops environment in Quetta

| Statement | Time of Walk | Response | Place of walk | | | Total N |
|--|----------------------------|----------|---------------|-----------|---------------------|------------|
| | | | Market N | Park N | Transport Stop N | |
| Availability of Emergency Support | 8 am to 10 am (Morning) | Yes | 2 | 2 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 1 | 0 | 3 |
| | | No | 1 | 2 | 3 | 6 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 1 | 1 | 4 |
| | | No | 1 | 2 | 2 | 5 |
| Feeling unsafe due to people living nearby | 8 am to 10 am (Morning) | Yes | 1 | 1 | 2 | 4 |
| | | No | 2 | 2 | 1 | 5 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 2 | 1 | 5 |
| | | No | 1 | 1 | 2 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 1 | 2 | 5 |
| | | No | 1 | 2 | 1 | 4 |
| Nearby place to hide | 8 am to 10 am (Morning) | Yes | 3 | 1 | 3 | 7 |
| | | No | 0 | 2 | 0 | 2 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 1 | 3 | 7 |
| | | No | 0 | 2 | 0 | 2 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 2 | 3 | 8 |
| | | No | 0 | 1 | 0 | 1 |

Almost half of the markets, parks and transport stops/ stands were found to be over-crowded and women felt harassed due to a large number of males. The observers also noticed that women were harassed in such places through inappropriate comments, touching, etc. There was emergency support available in some of the places, but women were not asking for help and tended to ignore the harassment they experienced. The lack of facilities leads to the increased vulnerability of women and girls and they accept harassment as part of the cultural practice and social norms.

Formal and Informal Surveillance

Table 108: Police presence and visibility from outside in markets, parks and transport stops in Quetta

| Statement | Time of Walk | Response | Place of walk | | | Total |
|------------------|-------------------------|----------|---------------|------|------------------------|-------|
| | | | Market | Park | Transport Stop/ Stands | |
| | | | N | N | N | |
| Security Cameras | 8 am to 10 am (Morning) | Yes | 2 | 3 | 0 | 5 |
| | | No | 1 | 0 | 3 | 4 |
| | 1 pm to 3 pm (Noon) | Yes | 2 | 3 | 0 | 5 |
| | | No | 1 | 0 | 3 | 4 |
| | 6 pm to 8 pm (Evening) | Yes | 2 | 3 | 0 | 5 |
| | | No | 1 | 0 | 3 | 4 |
| Security/ Police | 8 am to 10 am (Morning) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| | 1 pm to 3 pm (Noon) | Yes | 3 | 2 | 3 | 8 |
| | | No | 0 | 1 | 0 | 1 |
| | 6 pm to 8 pm (Evening) | Yes | 3 | 3 | 3 | 9 |
| | | No | 0 | 0 | 0 | 0 |
| Office nearby | 8 am to 10 am (Morning) | Yes | 1 | 2 | 3 | 6 |
| | | No | 2 | 1 | 0 | 3 |
| | 1 pm to 3 pm (Noon) | Yes | 1 | 2 | 3 | 6 |
| | | No | 2 | 1 | 0 | 3 |
| | 6 pm to 8 pm (Evening) | Yes | 1 | 2 | 2 | 5 |
| | | No | 2 | 1 | 1 | 4 |

In Quetta, security cameras were installed in half of the markets, parks and transport stops/ stands and were found to be in working condition. Security/ police could also be seen in all the visited places.

4.4 KEY INFORMANTS INTERVIEWS (KIIS)

The Women's Safety Audit applies a mixed method research design with both quantitative and qualitative analyses. In the qualitative part, key informant interviews were taken in the five project districts. A total of 38 interviews were

"These are the uneducated men who had come to Karachi from different cities and are living here alone without their families." Deputy Director KMC

conducted to understand the issues in depth as well as the role of government departments, local authorities, and CSOs in preventing and responding to harassment against women in public places. The analysis is based on the district-wise information obtained from the key informants. The data is summarized under major themes that emerged from the interviews.

4.4.1 KARACHI

Karachi is the largest city of Pakistan and its population is extremely diverse in terms of demographics. Karachi is considered as a mini-Pakistan. Nine interviews were conducted in Karachi. The key informants included individuals from different government departments and organizations including Sindh Commission on the Status of Women (SCSW), WDD, Parks, Regional Transport, Sindh Human Rights Commission (SHRC).

Street crime

One of the major safety issues identified by the key informants in the city is street crime. People are generally exposed to snatching of purses, mobile phones and other precious belongings in public spaces in the city. The issues of safety increase manifold in the case of women, girls, TGPs, and WWDs, who are more vulnerable and considered an easy prey.

"...men on bikes appear out of nowhere and snatch their purses and mobiles"
Chairperson, SCSW

Violence and sexual harassment

Violence and sexual harassment were also identified as safety issues in Karachi. Respondents were of the view that sexual harassment and humiliation are the main concerns in transportation and other public places. Staring was identified as a major type of harassment in public places.

Main perpetrators

In transport, male drivers and conductors were identified as the main perpetrators, while in parks and markets, wanderers roaming around are the main perpetrators. Almost all the respondents

mentioned that the social upbringing of these men leads them to do such reprehensible acts. Informants said that they possess low moral values irrespective of their education, age, caste, socio-economic status and religious background.

Types of harassment

The types of harassment that women face in public places were identified by the KIs as including staring, touching, stalking, giving obscene gestures, etc. Women who retaliate could face more severe consequences, such as more taunts and dirty looks by people around and sometimes it leads to kidnapping as well.

TGPs are considered more vulnerable in such situations and all respondents mentioned that there is no acceptance for them in the society.

Although there was a general understanding among the KIs about acts of harassment, one of the respondents from Member Sindh Human Right Commission was of the view that: *“Harassment is a problem of small cities. Karachi is big city, women are empowered here, and they are getting education, doing jobs and move freely in the markets. Big shopping malls and family parks have more security cameras so the harassment issue is not much prevalent here.”*

Impact of harassment on women

All of the respondents unanimously agreed that women and girls suffered mentally and physically because of these acts of harassments in public places. They get scared, angry and annoyed. They are nervous to go outside alone, and their mobility gets restricted due to their fears as well as by their families. A sense of insecurity prevails, and it significantly impacts their outdoor activities. It has an adverse impact on their education and employment opportunities as they could even lose their jobs. Young girls are more vulnerable for severe consequences of such acts of harassment and the impact on them is many folds higher as compared to older women.

Two of the respondents mentioned that the “impact includes trauma, especially if it is the first time, but in the long run, it makes them (girls) physically and mentally strong to handle such situations” (Member, SCSW). The Additional Secretary WDD said that “some women get matured with experience while young girls get mentally disturbed.”

Lack of infrastructure

Almost all the KIs mentioned that lack of infrastructure is the main reason for harassment against women and girls. The available transport on the road is overcrowded. People have to wait for hours to get transport. Lack of sufficient transport is identified as amplifying the conditions where harassment may take place. Seats in the female partitions of buses are also fewer than required.

Secretary Regional Transport mentioned that *“due to shortage of transport women face more problems. Waiting at bus stops escalates the incidents of harassment and increases the vulnerabilities of victims.”*

Director Parks, Gulberg Town Karachi said that *“lack of funds for maintenance of parks and for providing facilities to women are the main reasons for unsafe environment for women and children in the parks. There is lack of staff as well to monitor and control happening of incidents of harassment.”*

Member SCSW mentioned that *“seven seaters/ partition for the women has been reduced to three seaters in both public and private owned transport. Even in CNG rickshaws there are partitions for women and men. Load is an issue with the rickshaws specially if there is shortage of CNG. Women suffer more from it and in case of any accident no compensation is given to them.”*

No facility is available to TGPs and society does not accept them which makes travelling more difficult in public transport. Member Sindh Human Rights Commission stated, *“few seats for women, overcrowded buses for both men and women, transgender persons are compelled to sit with men and no facilities are available for disabled during commute.”*

Reporting incidents of harassment

All respondents consistently agreed that no formal reports are being registered for harassment against women in public places. Women, girls and their families do not talk about this issue publicly and usually do not follow up with a complaint. Only very severe incidents of kidnaping and rape are reported to the police or higher authorities and in these cases, media also plays an important role to highlight the issue. Even in many of these serious cases, families later on withdraw their complaints. Harassment is considered as the woman/ girl's own fault so there is stigma and victim blaming attached to speaking up about it. Therefore, harassment prevails everywhere in public places, including markets, transport stops/ stands or parks and most of the time no formal reports are registered.

Chairperson SCSW openly said *“Affected people don't like to go to police as the police don't take them seriously, and often blame the women for harassment.”*

Laws, regulations and responsibilities

All the KIs were aware of the Section 509 Pakistan Penal Court (1860) dealing with the safety of women, girls, TGPs, and PWDs in public places. However, each of them mentioned that implementation mechanisms are lacking. The option of filing a FIR is available by law but as mentioned above, people do not avail this option.

Secretary RTA mentioned that *“RTA ensures partition for male and female seats in buses/ transports, no extra mirror and no music in public transport, before issuing fitness certificates for the vehicles. But in reality, there is no implementation.”*

Police are deployed to give duty in rush hours and on special occasions to monitor the law and order situation. Police and Rangers are also on duty in markets like *“Bachat bazaars²⁰”* and other sensitive places. At such times, the available resources and police strength are not sufficient to control the issue of harassment against women.

Gaps in Implementation of existing Policies

Most of the KIs interviewed did not know of any consultative bodies and held the view that proper consultation mechanism does not exist on the ground. This is an indication of the poor communication between government departments. There are policies and legislation for TGPs, but information has not been disseminated to the lower levels or across departments.

Low sensitization of duty bearers towards harassment problem

All the KIs mentioned that the police is not sensitive about harassment issues towards women and consider women responsible for the acts.

Member Sindh Human Rights Commission said, *“many people think that women should not come out of the house alone, they blame women for not observing parda²¹ or how they are dressed.”*

For parks, however, it is pertinent to note that some of the male KIs were not very sensitized regarding safety issues of women, girls, TGPs, and PWDs. The Deputy Director Land, KMC outright denied any issue of harassment against women and said *“Not much problem. Women and girls used to go outside freely. Unavailability of transport during rush hours is a routine, and sometimes such incidents happen in markets and parks.”*

²⁰ Low-cost markets.

²¹ The practice in certain cultures, in particular Muslim and Hindu societies, of screening women from men or strangers, especially by means of a curtain.

Awareness sessions at all institutions of society

The KIs agreed on the need for combined efforts by government and CSOs to create awareness all over Karachi on the prevention of harassment against women. In schools and educational institutions, teachers must guide students and give education on values and ethics also. Member SCSW suggested that *“Every institution should give lectures on gender sensitization.”*

Further, it was suggested by KIs that the WDD should work in partnership with media, TV channels, and radio to develop programs which can help raise awareness regarding the issue of harassment in society.

As mentioned by Deputy Director KMC, *“Citizen Police Liaison Committee (CPLC) is the best example of public private partnership and should be replicated in this matter too.”* All the respondents mentioned the role of their organization in public safety and harassment issues. The role of SCSW and SHRC is to give suggestions for legislation, conduct research and to work with CSOs and police for the implementation of laws. In parks, more watchmen and security guards should be deployed and given gender sensitization trainings.

Placing posters regarding laws on harassment in all public places can help increase awareness on the laws as well as services such as helplines for reporting such incidents. In parks, organizers should hire more staff including guards and install security cameras to monitor the situation, and the patrolling of police is also necessary to enforce the laws.

4.4.2 DADU

Five interviews were conducted with key informants in Dadu. This district is located in the east of the Sindh province and has a population of almost 1.5 million. Key informants included Security In-charge Safe Housing Project, Deputy Director SWD, General Secretary Transport Association, Sub Inspector of Women & Child Protection Cell and President of Dadu Press Club. Dadu is a less developed district in Sindh. It has less opportunities for women and girls to come out from homes for education, jobs and leisure activities.

Harassment in public spaces

Four out of five KIs said that women, girls and TGPs face harassment in public spaces, like bus stops, parks and markets. However, Sub Inspector of Women & Child Protection denied occurrence of any harassment at public places faced by women. She narrated that *“there is no harassment as the police provide security in parks, markets and bus stops. Women and TGPs walk freely in markets and parks.”*

General Secretary Transport Association elaborated that *“during travelling transgender persons face more harassment.”* The Deputy Director Social Welfare Department also mentioned that *“they harass transgender persons by singing vulgar songs and using harsh language.”*

Types of harassment

It was mentioned by the KIs that major types of harassment against women included calling names, making noise, getting attention by using mobile phones, making videos, singing vulgar songs and inappropriate touching. Another common type of harassment is not giving women enough space to sit or stand at the parks and bus stops. Males occupy seats close to women and girls in parks and tease them by staring, stalking, touching and making inappropriate gestures. It is important to note that the majority of the KIs from Dadu narrated that TGPs are more likely to be victims of harassment in the city.

Main perpetrators

The KIs said that boys and men unaccompanied by women, unemployed youth and drug addicts are the main perpetrators of harassment against women on the streets. However, General Secretary Transport Association said that TGPs are also perpetrators, *“vulgar boys and transgenders are the main perpetrators.”* However, TGPs also become victims of harassment as Security In-charge Safe Housing Project mentioned *“the conductors tease transgenders and people often don't like to sit with them.”* It is worth mentioning here that in district Dadu, women mostly travel in groups and book Qingqi rickshaws. Travelling in group saves them from harassment.

Impact of harassment on women

The KIs identified that women who faced harassment in the public places limit their mobility outside the home. Women also try to move in groups so that they can avoid such situations in public. As a result, the freedom of women and girls is compromised due to such incidents. They become psychologically weak and cannot enjoy the facilities such as parks and markets. Surprisingly, one of the respondents who is Security In-charge in the Safe Housing Project said

that there is no impact on the lives of TGPs for this harassment stating *“there is no impact on transgenders as they sit wherever they find a place and they travel alone through booking.”* Sub Inspector Women Protection Cell mentioned that TGPs also harass women and girls. Working women are considered more affected due to this harassment at public spaces.

Lack of infrastructure

In Dadu, key informants identified lack of electricity in the city as the major reason for the unsafe environment faced by women, girls and TGPs in public places.

“There are no safety issues, police is alert and they take action immediately. All matters are solved according to the law.” Sub Inspector Women & Child Protection Centers, Dadu

Reporting of harassment incidents

All the KIs unanimously agreed that incidents of harassment against women went unreported, as no evidence was available. Due to the cultural constraints in the society, women do face harassment but don't report at formal forums.

Laws, regulations and responsibilities

The KIs from Dadu had little or no information regarding existing laws on sexual harassment at public places. Not mentioning their names, the KIs' response was generally *“I have no idea”* and *“not in my knowledge.”* This shows that persons sitting at key positions are also unaware of the laws for prevention of sexual harassment in public spaces, increasing the vulnerability of women and girls to harassment. President of Dadu Press Club said, *“there is no such policies, there is only one family court which usually hears domestic, matrimonial and child marriage issues, the Sindh Government has passed protection laws for women and girls but there is no policy for transgender persons and disabled persons.”*

President Dadu Press Club summed up by saying *“our society and government departments lack the will to make places safe for women, girls and transgender persons.”* He further suggested to bridge the gap and involve women, TGPs and PWDs in the decision-making process.

Gaps in implementation of existing policy

All the KIs except Sub Inspector Women and Child Protection Cell mentioned that lack of information and awareness among masses is the biggest hurdle in the implementation of the laws.

Awareness sessions at all institutions of society

All the KIs from Dadu urged that it is the duty of the government to provide safety for women, TGPs and PWDs in public places. Public private partnership was also suggested by the Security In-charge Safe Housing Project. Local government should take on the responsibility to spread awareness about crimes against women. Further, women committees should be made to spread awareness among law enforcement agencies. Trainings, street theaters, providing security and facilities can help to spread information and awareness among the masses.

Respondents also mentioned the role of their own organizations in preventing incidents of harassment against women in the society. Security In-charge Safe House Project mentioned that his organization is providing services to the victims of violence. Deputy Director SWD mentioned that the department is raising awareness regarding rights of women and TGPs. The Sub Inspector Women and Child Protection Cell mentioned that her organization is working for the prevention of harassment in public spaces and also provides services to victims. However, she did not give details of these services.

Suggestions for improvement in present situation

Deputy Director SWD suggested providing professional training to conductors and bus drivers on how to behave with women, girls, TGPs and PWDs. The other suggestions included that there should be helplines on all transport stops. RTA must inspect and ensure basic facilities (water, washroom, lights and security) at public bus stops. Monitoring systems should be in place, equipped with CCTV. The government should also focus on the implementation of existing legislation.

4.4.3 KHAIRPUR

Khairpur is the fifth largest district in the province of Sindh with a population of 2.4 million. Six interviews were conducted in this district with key informants belonging to different departments in the government and non-government organizations.

Safety issues at public places

KIs identified multiple safety issues for women, girls and TGPs in the public spaces of district Khairpur. Harassment was reported by all as major issue facing women in public places. It was mentioned that basic facilities are lacking at bus stops and during rush hours women, girls and TGPs are more vulnerable to sexual harassment. Males offer friendship or phone numbers to the female passengers and when refused women face physical and mental harassment. School-going girls are even more at risk.

“Men harass women, especially school-going girls at bus/ rickshaw stops and even follow them... transgender persons have to tolerate all this as their livelihood depends on the daily interaction with other people.” ADC Khairpur

Types of Harassment

All the KIs unanimously agreed that incidents of harassment are very common and are prevalent in the society. Women and girls feel that they are destined to be harassed in public as their presence in public space is taken as an opportunity to harass them. The common types of harassment include staring, pushing, inappropriate comments, and touching. Men around markets, parks, stops/ stands take full liberty of their perceived superior status as a male in this society and harass women, girls and TGPs.

In-charge Women Police said, *“Whenever a women gets out of the house, men think of her as a private property and harass her like it’s their duty.”*

Main perpetrators

Drivers and conductors, transport facilitators, staff working at parks and persons working at shops, markets, canteens, unemployed men, are described as the perpetrators involved in acts of sexual harassment against women at public places.

Impact of harassment on women

All the key informants stated that sexual harassment has severe implications on the mental health of the victims, including adult women, young girls, TGPs and WWDs. They feel scared, demoralized and terrified by acts of harassment. Their self-esteem falls and performance in their education or jobs is badly affected. A human rights activist said, *“It ruins their future and victims limit their mobility outside their houses which results in their low confidence and influences their futures negatively.”*

Laws, regulations and responsibilities

All six respondents knew that laws for prevention of harassment in public places exist but none of them mentioned any specific law. It seemed as if they themselves were not well informed of the existing laws, except for In-charge Women Police Station, who mentioned that she had learnt about the laws of harassment during a training. All key informants mentioned that there is no way to consult women, girls, TGPs or WWDs in developing legislation for them; only women from assemblies are consulted and no other mechanism exists where lawmakers can carry out a dialogue with the public.

Reporting incidents of harassment

All the KIs pointed out that women generally do not speak up on these issues. No mechanism is available to investigate the issue except probing people around who were present at that place when the incident of harassment occurred. People usually do not report the issue as there is no evidence available.

"No security cameras are installed at the public places to monitor the occurrences of sexual harassment in public... thus no evidence." In-charge Women Police

Gaps in implementation of existing policy

All key informants stated that there is a clear lack of implementation of laws practically even though laws are available. The KIs insisted that the government should introduce a mechanism for implementation of laws and people should be aware of their rights. If perpetrator knew that they will get punishments as per the laws, the situation would improve. Further, communication between government institutions and the public should be focused and frequent. The key informants mentioned that it is the role of the government and non-government organizations to spread awareness about laws among the public.

Each respondent also elaborated the role of their own organizations in preventing incidents of sexual harassment in public spaces. ADC district Khairpur said that the role of his organization is to ensure policy regulations. In-charge Women Police Station mentioned that police should be deployed at all vulnerable points for better management of occurrences of such incidents. Traffic In-charge DIB mentioned that they have deputed different workers and staff at transport stops, markets and parks to monitor activities and provide help immediately.

Suggestions for improving existing situation

The KIs gave some suggestions for improving the prevailing situation of sexual harassment in public spots. All respondents mentioned the need to create awareness through seminars in schools and colleges. Women and girls should be equipped with physical training to deal with these issues. Security cameras should be installed at all public spots and police should be deputed to take care of the surveillance system. It was also suggested to establish a complaint center in all public spaces so that women can report an incident on the spot. Human resource in this regard should be increased. Signboards should be installed at all public places and laws about harassment should be written clearly on them. SWD should take a lead for running campaigns for awareness among the public.

“Community level committees should be formed and women, girls, transgender people and disabled should be given the confidence to share such incidents with their families,” ADC Khairpur

4.4.4 RAWALPINDI

Eight interviews were conducted in Rawalpindi of key informants. These included Director Parks PHA, DG Horticulture, Director Planning Transport Department, Representatives from WDD, etc.

Safety issues at public places

KIs agreed that a major safety issue faced by women, girls, TGPs and WWDs is violence and harassment in all public spaces in Rawalpindi including public transport, parks and markets.

Types of harassment

The KIs identified that harassment is of two types; physical and psychological. Women are more vulnerable to psychological harassment; however, physical intimidation attempts by the perpetrators are also common. Women face a constant underlying threat of physical harm which increases psychological distress also. Many women go through severe psychological issues like depression, isolation, fear of unknown and fear of open spaces as a result of this harassment.

Reasons for harassment at public places

Multiple reasons were identified by KIs for safety issues faced by women. These can be divided into two main categories: physical and psychological. Physical infrastructural reasons include internal migration in cities, over population/ crowding, lack of transport, compulsion on women and girls to use alternative ways of transport (rickshaw, taxi), travelling alone, daylight issues and

overcrowded narrow streets. Most of the KIs stated that safety issues predominantly exist at public transport stops but parks and markets are also no exception. It was also pointed out that there were psychological factors also, such as the stigma attached to harassment which hinders women from reporting the issue. Thus, it gives further encouragement to the perpetrators to continue without fear of accountability.

Plight of TGPs

Mostly KIs showed a sympathetic attitude towards TGPs. They mentioned that TGPs faced the worst kind of harassment and were made to feel as if they are different from other people. They are seen as a source of fun for the perpetrators and people mostly pay very little attention if a TGP is being harassed, and in fact they enjoy it and laugh along.

Main perpetrators of harassment

All the KIs were of the view that the general public i.e. boys, men, drivers, conductors, fellow passengers are all perpetrators of harassment against women in public places. However, some of the KIs said that along with men, the family, system of education, and society at large are also responsible for such behaviors towards women.

Director Parks reinforced the improvement in infrastructure by saying that, *"we are running 813 parks and by the grace of Allah there is no single complaint of harassment in PHA administered parks,"* indicating that installation of security cameras and deploying guards in parks has resulted in zero complaints of harassment in parks under his domain.

Reporting incidents of harassment against women

All the respondents unanimously mentioned that no cases of harassment are reported. People tend to ignore it and women try not to report it to avoid further harassment. Reporting mechanisms should be enhanced for the victims to be able to report such incidents with confidence. Further, people should be sensitized that it is the collective responsibility of the entire society to eliminate these incidents.

Awareness and implementation of laws on harassment

Most of the key informants knew that laws exist to curb harassment in public spaces. However, they all mentioned that there is a lack of implementation of these laws. Key stakeholders, women, girls, TGPs and WWDs are never consulted when making law. That is why these laws are not based on any actual understanding of the realities and, hence, lacks implementation also.

Gaps in implementation of existing policy

The key informants from government departments stated that installation of security cameras and an increase in the number of guards in public parks and markets are the result of laws made for restricting harassment in public places. However, physical infrastructure to combat the problem at a wider level is lacking such as lack of sufficient public transport, shortage of staff, inadequate streetlights, delayed replacement of broken/ damaged equipment and lack of backup electricity supply during late hours, etc.

Awareness campaigns

Capacity building exercises should frequently be carried out at all levels, in schools, communities and public places to sensitize people about the issue of harassment of women in public places. The role of CSOs and NGOs is also very critical in this regard. They need to put more effort into awareness-raising about the issue of physical and psychological safety of women/ girls, TGPs and PWDs in public places. The campaigns must include men and boys. The education system needs an overhaul and syllabus revision may result in awareness at the grassroots level. As mentioned by Principal of Government College of Commerce Kahota, *“education is the base of a nation and we are baseless in this department.”* Employees of transport companies, parks and markets should have gender sensitization training in the same way that they receive other trainings to do their job well. Almost all KIs suggested that campaigns should frequently be run on mainstream media for awareness about the laws against violence and harassment faced by women, TGPs, and PWDs.

4.4.5 QUETTA

Data was obtained through ten in-depth interviews from individuals belonging to different sectors in Quetta.

Safety issues at public places

A major safety issue identified by KIs was that along with physical safety issues, women are also at risk of sexual harassment. The irony of the situation is that even women police officers face harassment.

The key informant who was a police officer herself mentioned the non-cooperative attitude of people because of her uniform, *“If we are in uniform and we have a problem, people see our uniform and*

Sub Inspector Police Headquarter Quetta, *“No one likes to talk about this. Women themselves prefer to keep quiet about it because these kinds of incidents can eventually lead to acid attacks and other revenge attacks.”*

choose not to help us thinking that if they help they might get in trouble themselves. They don't think of us as human beings." However, it is pertinent to note some of the KIs shared that harassment in public spaces is less prevalent in tribal areas. Due to the tribal system, women come out less in public places but when it is very necessary to go to public places like markets, etc., they are accompanied by male members of the family. This results in fewer incidents of harassment but there is also less mobility for women.

Impact of harassment on women

KIs said that the severity of harassment incidents can be judged by the fact that sometimes women were compelled to change their identity or restrict their mobility to protect themselves. Due to mental torture and depression caused by incidents of harassment, their confidence gets shattered to the extent that sometimes they can attempt suicide. Just a comment can have severe consequences on the mental health of a girl. Victims hide the incidents because of the idea of honor from taking action or speaking up. Families also suffer because of these incidents. When going out of the house is required, male family members of the girls/ women accompany them, which adds strain on the family. People do not report the problem as the topic is considered to be taboo. Filing complaints about the harassment may result in further harassment and even more severe consequences.

Transgender persons as source of "fun" for perpetrators

KIs shared that TGPs are the most vulnerable section of society. TGPs are objectified and are seen as a source of enjoyment for the perpetrators. TGPs do not report these harassment incidents as they feel that they would not get any redressal or support. A transgender guru said, *"Rickshaw drivers take us to some other location and make fun of us while bus drivers don't even let us get on the bus, saying other people will be disturbed by our presence."*

Main perpetrators of harassment against women

The main perpetrators identified by KIs include boys and men in bazars (markets). However, some of the KIs stated that along with men, the family, system of education, society and media are also responsible for such behaviors towards women.

Chairperson Department of Gender Studies University of Balochistan said *"media is portraying totally opposite to what really is our culture, showing fantasies and dream life which provoke males who then cross ethics and morality values."*

Balochistan Women's Skill & Educational Center representative said, *"Our media is playing a big role in portraying wrong friendships and azaadi (freedom) concepts by mean of drama and films provoking wrong doings."*

Cyberspace is also widely blamed for provoking harassment. She said, *“Cyberspace is portraying glamorous acts and provoking people. Blueprint should be blocked. It is not appropriate for our culture and mentality. All these bus drivers, rickshaw drivers and other persons get addicted to girls’ and women’s abuse.”*

The guru of TGPs shared that their families are also perpetrators as they throw transgender youth out from homes at an early age and then they are compelled to live with other TGPs and gurus, *“If our families supported us, no one would dare harass or insult us.”*

A guru shared *“The police don’t listen to us; even if we complain to them they tell us ‘you make a spectacle of yourselves so you yourself are to blame.”*

Reporting incidents of harassment against women

One of the KIs stated that *“this is a reality (harassment in a public place) women bear every day.”* A majority of the KIs mentioned that these kinds of incidents went unreported generally. Women/ girls feel uneasy reporting these issues as they face more harassment as a result of reporting, therefore, they prefer to keep quiet and try to ignore the perpetrator. Reporting the incidents for TGPs is even more difficult. If they report such issues to the concerned authorities, they are made fun of and asked for special (sexual) favors.

“The girl herself is blamed and made to feel bad,”
CEO Inception
Organization, Quetta

Awareness about existing laws and legislative bodies

The awareness regarding existence of laws is generally lacking among the key informants of Quetta. Only one respondent, Regional Director, Human Rights Department knew about the Women Protection Act 2006. The rest of the KIs believed that there are laws dealing with harassment, but they were aware of the details of the laws. Further, all the KIs agreed that there is no implementation of the laws.

Gaps in implementation of laws

Laws do exist but are very poorly implemented. Gaps can be addressed through education reforms, media and improved knowledge of duty-bearers. Regarding campaigns, electronic and social media should equally be approached. Schools, colleges and community places should be approached for awareness raising. Culturally sensitive portrayal of genders in the media can be a source of informal information. A helpline to register complaints should be established. Information should be displayed at public transports, stops, parks and markets. Laws and punishments in case of non-compliance should be displayed at all public places.

Further, KIs stated that women and TGPs are not included in consultation for policy frameworks. CEO Inception said that even the women sitting in legislative departments are not consulted before making laws for them. Many government officers mentioned that at the federal and provincial levels, many forums like complaint cells and other law enforcement agencies exist where women representatives work for women, but in general they are not consulted during the process of legislation. Chairperson Department of Gender Studies, UoB suggested, *“Women, girls and other marginalized groups needed to be consulted before formulation of policies.”*

Role of Government, NGOs and CSOs

All the KIs agreed that a comprehensive effort is needed in this regard. All organizations must work hand in hand to make public spaces safe for women, girls, TGPs and PWDs. All segments of society should be encouraged to participate in campaigns. Strict implementation of laws is required from the government. An inclusive approach can lead to a safe and secure public place for all.

4.4.6 CONCLUDING REMARKS

The analysis of the above qualitative data provides some very important insights regarding safety issues faced by women, young girls, TGPs and PWDs in Pakistani society across the five selected districts. As the data has clearly mentioned, serious safety issues in Karachi include street crime which poses a significant threat to women and girls in public spaces. The KIs from Karachi were aware of the laws and understood the severity of the issue. However, in Khairpur, and Dadu, it is evident that even key informants in these districts were unaware of the laws to prevent harassment in public places. Sexual harassment is a major issue in these two districts.

TGPs are observed to be the most affected segment and they do not have any option to report the issue. There are no facilities for PWDs, nor is there awareness regarding their needs. District Rawalpindi is considered the more urbanized and developed area geographically, yet harassment prevails in public places for women, girls, TGPs and WWDs. Almost all the key informants were aware of laws and have an understanding of the role of their own organization to prevent this issue. In Quetta, the general culture and society is very conservative. It is ironic to find that even the highly educated key informants were blaming victims for harassment in public places. Societal norms and pressures are so ingrained even the HoD DGS, UoB in Quetta blamed girls for being harassed. Policewomen key informants also labeled women as being the source of incitement for sexual harassment.

4.5 FOCUS GROUP DISCUSSIONS (FGDS)

FGDs were conducted for better understanding the perceptions of persons living in the community, stakeholders and service providers related to the themes of the Women's Safety Audit. In addition to surveys, the FGDs helped get an insight on the issues faced by women, girls, TGPs, and WWDs regarding harassment and the coping strategies they have adopted to handle such issues. There were 2 FGDs conducted in each city which translated to 10 FGDs in total. These discussions were recorded and later transcribed and have been described below as per the key themes emerging.

"Great eyes, nice walking": Harassment Tactics

In all the 10 FGDs conducted, harassment was a common theme that emerged and almost every participant of the FGDs from the five cities shared and condemned it. The participants shared their experiences of facing different kinds of harassment by male members of the society especially at transport stops or when they were alone in markets. Males use different tactics to tease and harass women. One of the participants from Dadu said that they have to listen to remarks such as *"Great eyes, nice walking,"* were offered lifts by males and also got bumped into and pushed. Such incidents happen less in big malls and more in public places such as bus stops/stands, street markets and parks etc.

A participant from Karachi shared that males harass them *"especially when they are well dressed and also doubt their character."* One of the members in Khairpur shared that *"when boys are in groups they tease more, hoot at girls, take pictures, stare, and girls are afraid when they are in secluded areas."* She also shared that *"males of every age harass, and they don't even spare disabled girls and transgender persons."*

There are other tactics of harassment too as shared by participants of these FGDs. These include touching from the back during travelling, flashing their genitals in the street, inappropriate touching whenever crossing or passing by, etc. Participants mentioned that the situation gets worse when women complain about them.

Harassment also differs based on the number of women at a particular place. If there are more women, they face less harassment as compared to when their number is less. In a FGD in Quetta a participant stated, *"Women experience harassment more when they are alone, even sometimes thirty years old females accompanying a 7 or 8-year-old boy along with them, yet harassment by men visitors and drivers occurs. Also bag snatching takes place often."*

A female lecturer in Khairpur shared that even male students in her university do not respect female teachers and they harass them in different ways, such as gazing in an uncomfortable way during lectures. Rawalpindi participants were also of the same thought that women and girls do not feel safe while in the community and moving from one place to the other. Staring and touching happens on a regular basis.

A schoolteacher in Khairpur shared: *"Once I hired a rickshaw to pick and drop me from school, but the driver started misbehaving physically. Eventually, I had to change my mode of transportation as well as route."* One member of Karachi FGD shared, *"An unaccompanied woman is more vulnerable. Bike riders offer lifts and pass remarks, but we do not tell our families to avoid bigger problems."*

The participants shared such incidents from parks also. Boys in groups confidently tease and touch girls. One member from Karachi shared that family parks are better, and even malls are better as compared to markets and common shopping areas (bazaar) *"Because there are cameras in malls, therefore, there are less cases to be supported. Also, many salesgirls are working in malls, so it can affect on the overall reputation of mall owners which is why they ensure safety, security and respect of females there."*

Another participant from Karachi shared: *"Women from lower and middle classes are more vulnerable to harassment as they frequently visit bazaars which are a public space. Elite class women go to malls where there are cameras."* A girl from Dadu shared that *"working women face more harassment during travelling."* however a member of a FGD from Karachi felt that *"working women in Karachi face less harassment."*

One member of a FGD in Dadu said, *"Respectable people like us stay silent. We do not make a scene in public, if the matter goes bad, so will our honor."* A FGD member in Karachi stated that even if women want to retaliate, they *"stay silent due to fear of the harassment becoming worse."*

"Going Unaccompanied: Not Allowed"

Women and girls feel less empowered to travel alone especially in less developed cities like Dadu, Quetta and Khairpur. However, the situation in bigger cities like Karachi and Rawalpindi is hardly better. It is even worse for WWDs as they have to stay home because there are no facilities like ramps, railings and wheelchairs in most public places. One participant from Dadu shared that women and girls are not allowed to go out alone. She stated, *"If no male family member is available a woman or girl takes a small boy or an elderly lady with her. Otherwise, they have to take an off from their class or from their work."*

It is important to state here that girls themselves feel scared while travelling alone. Khairpur and Dadu are particularly prominent in such issues as the girls are not allowed to move alone. One participant from Khairpur stated, *“Women and girls are allowed to travel in groups for education and jobs but even travelling in groups they often get harassed by male members of society irrespective of their ages.”*

In Karachi meanwhile, working women and university students travel alone most of the time. Almost half of the participants of FGDs in Karachi shared that they travel alone if there is a need for education and sometimes even for shopping.

Women and girls with disability face similar problems in all five districts and TGPs also face serious issues. Moreover, professional women such as teachers, NGO workers, lawyers and those working in government organizations shared almost similar opinions. A lecturer in Sindh University, Dadu shared that *“The ground reality is that no girl or woman prefers to go outdoors alone.”*

A coordinator working in an NGO, Nari Foundation, at Dadu expressed that even she and her colleagues do not go outside alone despite the fact that they are working women. They also face harassment during travel. She shared her own experience as *“A man during travel grasped my hand tightly between the seats and started touching me. Finally, I stood up and slapped that person.”* Further, a lawyer in the FGD at Dadu shared her own experience: *“When my sister started college, a boy followed her persistently. One day he grabbed her hand and tried to take her home. She was so frightened, later on the case was registered and the boy got arrested.”*

A women participant of the FGD in Khairpur stated: *“If a woman goes out for her job, people start defaming her and talk nonsense about her character. Then the family pressurizes her to quit her job and stay at home.”*

The situation is not any different in Quetta and Rawalpindi, as one participant of FGD at Rawalpindi shared, *“Women and girls face a lot of challenges, we use Careem and Uber to have more safe options, but it is not very affordable for all the social classes.”* One of the participants at Quetta stated that women and girls feel less empowered to travel in public and private transport. She also shared *“On the other hand, most of the women and girls are not well aware, educated and determined to exercise their rights equal to men; that is why they are not getting benefits of available services like helplines, contacting security institutions, adopting safety measures, etc..”*

Challenges for Transgender Persons and Women with Disability

TGPs also face challenges such as harassment, bullying and sexual harassment. In Khairpur, one of the participants in the FGD stated, *“Transgender persons and disabled persons have been neglected from being provided their basic rights.”* In the case of TGPs, even their own families do not protect their rights. One of the participants of the FGD at Dadu shared: *“TGPs prefer to travel together in public and private transport. They have to face discrimination on the basis of their gender. They do not have sympathies or support if harassed and abused. They are more unsafe and financially weak. They are even disowned by their own family.”*

One of the transgender interviewees from Dadu shared: *“Women and girls are normally harassed out of sight and without anyone else knowing, while transgender persons are being tormented publicly. People make jokes of us. They clap, whistle, pass explicit remarks, bump with their elbows and what not but nobody notices or just ignores.”* TGPs themselves become accustomed to the bad behavior of people in society and ignore them, expressed a member of FGD at Khairpur. *“We are also being teased, criticized, mocked and sexually harassed”* said a transgender participant from Dadu.

In addition, PWDs also face quite a lot of harassment. People do not give importance to their rights of moving and entertainment. *“I want to go to malls and markets but there are no arrangements such as ramps and wheelchairs. I feel disappointed,”* said a participant with disability from Karachi.

Retorts and Responses toward Harassers

It was astonishing to learn that the most common action that girls and women reported taking was ignoring the harassers. Ignoring inappropriate and shameful comments by harassers is a reaction instructed mostly by the parents of girls in targeted cities. However, one of the participants of the FGD at Khairpur shared that sometimes they react in the form of shouting and scolding harassers, but young girls mostly become terrified. *“If an incident happens inside the bus, then sometimes other passengers also support the harassed girl or woman,”* said a Khairpur participant. Some incidents shared by the participants of FGDs show that very rarely do women's reactions include beating, slapping, snubbing and complaining to police – most commonly they just ignore the incident.

“So called Protectors, can be Trappers”: Role of Safeguards

Khairpur and Dadu were among the places where the participants of FGDs shared that the police are even more corrupt and that sometimes they *“are the big whales”* (words of one member

from Dadu). However, they appreciated efforts of some of the SHOs for taking some extraordinary measures for the safety of women. In Karachi, women appreciated IG Sindh for establishing a 'Ladies' Reporting Room'. However, the overall impression of police officers was worse in Rawalpindi and Quetta, and girls and women did not want to report their cases to the police.

Reactions from Family Members

Parents at Dadu ask their daughters to stay silent, ignore or change their routes to avoid harassers, or even prohibit them from going outside. *"There is no need for women to go outside if men are providing all requirements"* said one male participant in Dadu. Whenever women and girls shared such incidents with their family members, there were more restrictions for them. One of the participants in Karachi said: *"I shared everything with my father because he wanted us to be more confident, but when I share such an incident, he becomes reserved."*

Similarly, brothers in Khairpur, Quetta and Dadu were found more emotional and over-reactive to incidents of harassment. There were cases when these incidents became a long enmity and families from both sides murdered each other's family members (shared by a participant in Dadu). A participant at Khairpur shared an incident about a young girl in their locality who was teased by a boy. When that girl told her family about it, the matter became very serious. Eventually, the girl was blamed for the incident and the family killed her.

Resolutions and Regulations

The following suggestions were documented from the responses of the participants from Dadu, Karachi, Khairpur, Quetta and Rawalpindi, which can be seen to address mostly the government:

- Better policies for safety of women should be executed by the government;
- If there are any government departments working for women's safety, the government should make them known to the public;
- Laws against harassment should be effectively implemented; and
- The Government should make committees to solve harassment cases, and structures such as 'Ladies' Reporting Room' should be made operational and effective in police stations.

**CHAPTER 5:
SUMMARY OF KEY SAFETY AUDIT
FINDINGS BY DISTRICT**

Summary of Key Safety Audit Findings

The key findings from the qualitative and quantitative analysis of data are presented under the themes by districts. These findings emerge from the desk review, perception surveys, key informant interviews, focus group discussions, and safety walks. They are summarized by district to highlight the situation analysis in each of the selected districts in the context of specific socio-cultural practices and traditions.

5.1 KARACHI

| RESEARCH TOOLS | TOTAL |
|--|--|
| Perception Survey at Public Places | 925 |
| <ul style="list-style-type: none"> • Markets • Parks | <ul style="list-style-type: none"> • 365 • 560 |
| Perception Survey at Transport Stops/ Stands | 585 |
| Perception survey with transportation drivers and conductors | 10 |
| Key Informants Interviews (KIIs) | 9 |
| Focus Group Discussion (FGDs) | 2 |
| Safety Walks | 27 |

Safety concerns in public places

- Karachi a large metropolitan city of over 16.62 million population and is the largest Muslim city in the world. However, it was found to be highly unsafe for women.
- Only 2.8% of the women surveyed felt safe, while 97.2% felt unsafe in public places (markets and parks) in Karachi. Out of this, 62% of the women felt totally unsafe.
- At the transportation stops/ stands, 97% of the women surveyed felt unsafe.
- Staring, stalking, obscene gesturing, whistling, passing sexual comments and touching are the most common forms of sexual harassment faced by women in public places and at transportation stops. In Karachi, inappropriate comments was predominantly occurring.
- Women felt more unsafe in markets than in parks.
- The determinants of sexual harassment in public places includes over-crowdedness, poor maintenance, poor lighting and the presence of more men.

Harassment in public places

- Overall, 91.1% women reported that they felt harassed in public places; in parks this was 89.9%, markets 92.3% and 89.5% at the transport stops/ stands.
- Young women in the age bracket of 20-29 years were more likely to face sexual harassment.

Markets: The most occurring types of harassment faced by women were staring, obscene gesturing and stalking. The contributing factors are overcrowding, presence of more men and lack of security and surveillance.

Parks: The major types of harassment seen in Karachi are staring, stalking, obscene gesturing and singing songs. The contributing factors are overcrowding, poor maintenance, and presence of more men.

Harassment at bus stops/ stands

- Transportation stops/ stands in Karachi are not safe or women-friendly spaces.
- The youngest age group (20–29 years) and TGPs faced the most harassment at bus stops. Students typically belong to this age group and they are the most likely to face harassment at transportation stands.
- Staring, obscene gesturing, inappropriate comments and touching are the most common forms of harassment faced by women at transportation stops/ stands.
- Lack of sitting and standing space for women, over-crowdedness and the presence of more males are the main reasons for harassment.

Harassment during travel

- Staring, obscene gesturing, inappropriate comments, singing songs and inappropriate touching are the most common forms of harassment faced by women commuters.
- Due to lack of space in the buses, vans, Qingqis etc. male passengers travel in the female section which is uncomfortable for female passengers.
- During travel, due to over-crowdedness and limited seats, mostly female commuters do not get a seat to sit or even space to properly stand. Sometimes, they have to stand among men, making their position very vulnerable.

Transgender persons

- About half of TGPs travelled in the evenings while 13% travelled in the mornings, 16.8% in the afternoons and 26.4% at night. This shows that higher movement of TGPs is in the evenings and nights, which makes them more vulnerable to harassment.
- In parks and markets, TGPs mostly faced staring, inappropriate comments, touching and whistling.
- TGPs, when harassed, mostly asked people around for help, verbally retaliated or just ignored. Some reported that they have slapped the perpetrator. Interestingly, TGPs were

found to retaliate verbally more when they were harassed as compared to women in all other categories.

- Transgender commuters faced equal resistance from both men and women. No one wanted to sit or stand with them. They are mostly pushed to sit with men, which makes the situation awkward for them and they easily become prey to harassment.

Action taken after harassment

Markets: The most recorded actions of women after facing harassment were either verbal retaliation or ignoring the perpetrator.

Parks: The most recorded actions of women after facing harassment were either verbal retaliation or ignoring the perpetrator.

Transportation stops/ stands: The women mostly ignored, verbally retaliated and asked other travelers for help when facing harassment at the bus stop/ stand.

During Travel: The same reaction that was observed at the bus stops/ stands after facing harassment, can be seen during travel as well. The most recorded reactions were ignoring the incident, verbal retaliation and asking other travelers for help. About 14% respondents also shared the incident with their family members. This shows the trust and confidence women share with their family and vice versa.

- Ignoring such incidents reflects the cultural barriers women face. Patriarchal structures and notions of “honor” attached to women’s sexuality prevents them from reacting to harassment. However, a more active response from women belonging to a large and developed metropolitan city such as Karachi was expected.
- Most of the women respondents were not aware of helplines, mobile apps or other services for reporting harassment even while they are living in this metropolitan city. This also restricts their response to such incidents.
- The discriminatory roles defined for women lead to limitations on their mobility imposed by families and discourage reporting of harassment. Women and girls stated that showing a reaction to harassment or informing their families could lead to further restrictions on their mobility.

Who is the harasser?

- **Parks and Markets:** 75% women and girls believed that male visitors were the harassers.
- **Transportation stops/ stands:** The majority (81.4%) of the women reported that fellow male passengers and conductors were the harassers.

Reaction of people on women facing harassment

- It is strange that data for a city like Karachi reveals that people do not care about what is happening in their surroundings. The data shows that the majority (83%) of people ignored such incidents happening around them. This pattern was the same in parks, markets and transportation stops/ stands.

Responses of families after incident sharing

- The response of the families if a woman shares an incident of harassment is very discouraging. The study indicated that 90% families ignored their female relative's account of such an incident happening in any park or market. This attitude tells women and girls that they should also ignore such incidents. It was heartening to see that women/ girls were sharing such incidents with their family, but the attitude of their family members teaches them to be silent.
- Similarly, women sharing incidents of harassment at the bus stops/ stands were mostly ignored (81.1%) by their family members. This shows the stereotypical mindset towards women facing violence as part of the deep-rooted patriarchal structures. This attitude puts limitations on women's mobility and discourages them from reporting harassment.

Reaction of Police

- An overwhelming majority (96.3%) of women surveyed did not contact the police after facing any type of harassment in public places. This shows that women do not trust the police and hold the view that the police will not do anything. Even in Karachi, women and girls are afraid of the negative attitude from police officials.
- 2.3% women reported that police blamed them for the harassment incident and did not listen to them. This negative attitude of law enforcing agencies actually gives encouragement to perpetrators.

Response of Helplines

- The helpline service is available in Karachi, but 99.4% of women respondents had never used it. This shows a massive campaign is needed to raise awareness about the importance and purpose of the helpline service among the public, specifically for women and girls.
- Similarly, about 95.1% of women commuters had not heard of helplines for women established by the government. Only 1% cases were referred to police for investigation.

Behavior of drivers and conductors

- Most of the women commuters (83.6%) responded that drivers and conductors do not pay any attention to the incidents of harassment that happened to them. They observe such

incidents casually and pretend as if nothing has happened. This attitude by drivers and conductors again gives encouragement to the perpetrators as no one stops them or holds them accountable for their attitude.

Awareness about laws on harassment

- Surprisingly, only 14.5% respondents considered sexual harassment a crime. Otherwise, the general perception prevails among women that facing harassment in the streets is part of the socio-cultural norms and has to be accepted as part of their daily routines.
- Only 10.4% respondents knew about PP 509, a law dealing with sexual harassment as a crime. This extremely low awareness of women about basic laws on harassment indicates a dire need for massive campaigns in the city. This is an important factor behind women and girls not reporting these incidents of harassment.

Provision of facilities for special persons

- Only 11% women reported that proper ramps are available in parks and markets for special persons. The percentage is even lower at bus stops/ stands. Almost no facilities were found for special persons like wheelchair ramps in parks, transport stops/ stands and markets.
- There were no special signs for visually impaired persons.

Availability of facilities in public places

- Overall, the facilities such as diaper changing, feeding children, first aid, etc. are sadly not of the standard expected in a large metropolitan city like Karachi.
- In parks and markets, 60% women responded that separate female washrooms are available. The markets referred to shopping malls only however and not street markets.
- There is no proper provision in parks and transportation stops/ stands for changing diapers and feeding children. Only in shopping malls, in separate female washrooms, are these facilities available.
- About one-fourth of the respondents agreed that first aid facilities are available in parks and shopping malls.
- 66.6% of the respondents responded positively about the presence of security, i.e. police and guards in public places.

Independent mobility of women

- Majority (82.8%) of women commuters showed their willingness to ride independently on a motorcycle. In Karachi the response rate was highest by the women and girls as compared to other districts.

Maintenance, signage and graffiti

- The transportation stops/ stands were found to be more well-maintained and cleaner as compared to markets and parks. There were no electric coolers found in parks, stops/ stands and in most of the markets.
- The signage in the markets and parks were found to be very poor. There were no visible signs of any emergency support nor were any direction signs given. A strong need for proper signage was suggested in the markets of Karachi.
- Racist/ sexist images were drawn at different places in the markets.
- At transportation stops/ stands, no route maps were mounted, nor were any emergency numbers clearly visible.

Lighting and Visibility

- Almost all the markets, parks and transport stops/ stands visited were found to be well-lit by the observers. This means that lighting is not a major issue in the lack of safety felt by women in Karachi.
- Mostly visibility was not obstructed in various markets, parks and transportation stops/ stands in Karachi. From dusk till dawn, women could easily see people around.

Formal and Informal Surveillance

- Security cameras and police/ security was not found available in all the selected markets, parks and transport stops/ stands visited. Security/ police could be seen in the parks and markets.

5.2 DADU

| RESEARCH TOOLS | TOTAL |
|--|---|
| Perception Survey at Public Places | 179 |
| <ul style="list-style-type: none"> • Markets • Parks | <ul style="list-style-type: none"> • 117 • 62 |
| Perception Survey at Transport Stops/ Stands | 296 |
| Perception survey with transportation drivers and conductors | 10 |
| Key Informants Interviews (KIIs) | 5 |
| Focus Group Discussion (FGDs) | 2 |
| Safety Walks | 18 |

Safety concerns in public places

- Dadu is a district in Sindh with a population of about 1.6 million.
- Only 7.8% of women included in the survey felt safe at the public places (markets and parks), whilst 92.2% felt unsafe.
- At the transportation stops/ stands, 92% women felt unsafe.
- Mirror flashing is commonly used to harass women and girls.
- Women face greater unsafety in parks than in markets. Women mostly move in groups rather than alone, particularly in parks and markets. There are hardly any women who reported going for jogging to parks alone.
- The determinants of sexual harassment in public places includes over-crowdedness, poor maintenance, poor lighting and desertedness in the evenings.

Harassment in public places

- Overall, 82.8% women reported that they feel harassed in public places; in parks this figure is 84%, markets 81.6% and 83.2% at the transport stops/ stands.
- Young women in the age bracket of 20-29 years were more likely to face sexual harassment.

Markets: The most occurring types of harassment faced by women are staring, inappropriate comments, obscene gesturing and stalking. The contributing factors are overcrowding, desertedness, poor lighting and the presence of more men.

Parks: The major types of harassment reported are staring, stalking, obscene gesturing and mirror flashing. The contributing factors are overcrowding, poor maintenance, and poor lighting.

Harassment at bus stops/ stands

- Transportation stops/ stands in Dadu are not women-friendly spaces. There are no proper stops/ stands. The private transport can stop anywhere as per need. The proper stands (adda) are for long distance travels only.
- Staring, obscene gesturing, inappropriate comments and stalking are the most common forms of harassment faced by women at transportation stops/ stands.
- Lack of sitting and standing space, over-crowdedness, desertedness and poor light are the main reasons for harassment. The private vans, Mazda's and Qingqis are overcrowded in the mornings and very deserted in the evenings. Women got harassed at both times as there are no mechanisms to monitor these public places.

Harassment during travel:

- Staring, obscene gesturing, inappropriate comments, and stalking are the most common forms of harassment faced by women commuters. Women mostly travel in pairs or groups, which is why touching or pushing is found to be less in Dadu.

Transgender persons

- In parks and markets, TGPs mostly faced staring, obscene gesturing, inappropriate comments, and whistling.
- TGPs, when harassed, mostly ignored or at the most verbally retaliated. TGPs reported that no one understands and feels for their situation. There is no one to help them, rather passers-by also make fun of them.

Action taken after harassment

Markets: The most common recorded actions of women after facing harassment were verbal retaliation, ignoring the perpetrator and sharing the incident with family members.

Parks: The most common recorded actions of women after facing harassment were either verbal retaliation or ignoring the perpetrator.

Transportation stops/ stands: The women mostly retaliated verbally, ignored or asked other travelers for help when facing harassment at the bus stop/ stand. Interestingly, as compared to Karachi, here women retaliated more frequently, rather than simply ignoring the incident. Again, this can be seen in the context of more women travelling together, giving them the courage to retaliate.

During Travel: The same reaction as found at the bus stop/ stand after facing harassment by women can be seen during travel. In Dadu, sharing with family members is not observed much. This means that due to socio-cultural practices, women fear that their mobility may be restricted if their family knew of any incidence of harassment. As "honor" is attached to women, family could put a ban on women's movement.

Most of the women respondents were not aware of helplines, mobile apps or other services for reporting harassment.

Who is the Harasser?

Parks and markets: 78% women and girls believed that male visitors are the harassers.

Transportation stops/ stands: The majority (81.4%) of women reported their fellow male passengers and conductors were the harassers.

Reaction of people on women facing harassment

- In Dadu, 27% of the people who were around cooperated with women and girls and helped confront the perpetrators. In this small city, compared to Karachi, people do pay attention to what is happening in their surrounding and try to help. The response of women commuters visiting parks and markets was almost the same.

Responses of families after incident sharing

- The percentage of women and girls sharing incidents of harassment was very low. This shows that the response of the families in case a woman shares an incident of harassment is discouraging and women fear that hearing of such an incident may restrict their mobility. The data shows that 95.5% families ignore any harassment incidents.
- Similarly, 93.9% families did not give any response to women sharing incidents of harassment at the bus stops/ stands. The families gave a message of silence to women and signaled to them that should just ignore such incidents.

Reaction of police

- Among all the women interviewed visiting parks and markets, only one woman reported going to the police, while 99.4% did not contact the police. This clearly shows the lack of trust of the law enforcing agencies. And among the women commuters 97.6% reported that they never went to the police for registering complaints against harassment.

Response of helplines

- Dadu is a small district, there is no helpline or app service available in the city where cases can be reported. However, there are provincial and national helplines but as mentioned above, awareness on them is very low.

Behavior of drivers and conductors

- Most of the women commuters (86.1%) responded that drivers and conductors do not pay any attention to the incidents of harassment. They take such incidents to be part of the everyday routine and carry on with their work.

Awareness about laws on harassment

- The majority (95.6%) of the women surveyed were not aware that sexual harassment in public places is a crime and there is a law addressing it. Only 5.1% respondents responded in the positive and considered sexual harassment to be a crime.

- Further, 97.9% of the women did not know about the specific law on harassment (PP 509). This is actually the reason that women mainly ignore harassment incidents as they have no knowledge about any law relating to this crime.

Provision of facilities for special persons

- Only 5% women reported that proper ramps are available in parks and markets for special persons. There were no facilities for special persons in any private transport so accessibility for PWDs was also very difficult.

Availability of facilities in public places

- Facilities for changing children's diapers, feeding children, first aid, etc. are not extensively available in Dadu district.
- In parks and markets, 41% women responded that separate female washrooms are available. There was almost no first aid facility available in parks and markets.
- Among all the districts surveyed, the facility for changing diapers was highest in Dadu (34.1%).
- Only one quarter of the respondents agreed that police and guards are present in public places.

Independent mobility of women

- Three-fourths of the respondents wished to ride independently on a motorcycle. However, at the same time, they were scared of the socio-cultural norms and values around them and were afraid of people's attitude.

Maintenance, signage and graffiti

- Nearly half of the parks visited were found to be well maintained, however, the conditions of markets and transportation stops/ stands was not satisfactory. As mentioned earlier, there are no proper transport stops/ stands in Dadu. The private bus, Mazda, van, Qingqi etc. stops at the will of the driver or passenger. The local authorities in Dadu need to address these issues on a priority basis.
- There were almost no signs or directions found in the markets, parks and transport stops/ stands. The few signs mounted could be seen only in the mornings and afternoons in sunlight. However, there were no racist or sexist comments/ images found in the parks, markets and transportation stops/ stands.
- As there were no proper bus stops/ stands, no route maps nor any emergency numbers were present.

Lighting and visibility

- In the morning and afternoon timings, the parks, markets and stops/ stands are naturally well-lit. The women respondents reported poor lighting in the evenings and nights as one of the major reason for sexual harassment.
- There was visibility obstruction in the evening timings at all the public places. In parks at the evenings, there was difficulty in easily seeing people around. This could be mainly due to poor lighting in the area.

Formal and informal surveillance

- There were no security cameras in all the parks, markets and transport stops/ stands. The security guards/ police were found mostly in the mornings and afternoons, but were fewer in the evenings.

5.3 KHAIRPUR

| RESEARCH TOOLS | TOTAL |
|---|---|
| Perception Survey at Public Places <ul style="list-style-type: none"> • Markets • Parks | 338 <ul style="list-style-type: none"> • 164 • 174 |
| Perception Survey at Transport Stops/ Stands | 258 |
| Perception survey with transportation drivers and conductors | 10 |
| Key Informants Interviews (KIIs) | 6 |
| Focus Group Discussion (FGDs) | 2 |
| Safety Walks | 18 |

Safety concerns in public places

- Khairpur is a small district in Sindh with a population of 1.22 million (2019). Among all the five districts, Khairpur was found to be the most unsafe district for women, girls, TGPs, and PWDs.
- Only 0.6% women believed they were safe, whereas 89.4% felt unsafe in public places. Out of these 89.4%, 61.8% felt totally unsafe.
- At the transportation stops/ stands, 95.3% of the respondents felt unsafe, out of which 60.8% felt totally unsafe.
- Staring and obscene gesturing were commonly used to harass women and girls.
- Women feel less safe in parks than in markets. In Khairpur, like Dadu, women mostly move in groups rather than alone, particularly in parks and markets.

- The determinants of sexual harassment in public places includes over-crowdedness, poor maintenance, presence of more males and poor lighting.

Harassment in public places

- 82.1% women reported that they felt harassed in public places; in parks 81.7%, markets 82.4% and 85.2% at the transport stops/ stands.
- Women of all ages are likely to face harassment.

Markets: The most occurring types of harassment faced by women are staring, obscene gesturing, inappropriate touching, inappropriate comments and stalking. The contributing factors are overcrowding, poor light and the presence of more men.

Parks: The major types of harassment reported are staring, stalking, obscene gesturing, inappropriate touching, and inappropriate comments. The contributing factors are overcrowding, poor maintenance, and poor lighting.

Harassment at bus stops / stands

- Transportation stops/ stands in Khairpur are not women-friendly. There are no proper stops/ stands; the private transport can stop anywhere as per need. The proper stops (adda) are for long distance travels only.
- Staring, obscene gesturing, inappropriate comments and inappropriate touching are the most common forms of harassment faced by women at transportation stops/ stands.
- Lack of sitting and standing space, over-crowdedness, the presence of more males, poor maintenance and lack of surveillance by police/ security are the main reasons for harassment.

Harassment during travel:

- Staring, obscene gesturing, inappropriate comments, and whistling are the most common forms of harassment faced by women commuters. The private vans, Mazda's and Qingqis are overcrowded.
- Women mostly travel in pairs or groups, probably that is why touching or pushing is found to be less in Khairpur.

Action taken after harassment

Markets: The most recorded actions of women after facing harassment are verbal retaliation, sharing with family members and ignoring the perpetrator.

Parks: The most recorded actions of women after facing harassment are verbal retaliation, informing family members, and asking help from nearby people.

Transportation stops/ stands: The women mostly verbally retaliated, ignored and asked other travelers for help when facing harassment at the bus stop/ stand. Interestingly, as compared to Karachi, in smaller districts like Dadu and Khairpur, women retaliate more than just ignoring the incident.

During Travel: The women commuters mostly ignored, verbally retaliated and changed routes. Women reported that instead of coming in direct contact daily with harassers, they prefer to change routes.

Transgender persons

- In parks and markets, TGPs mostly faced staring, obscene gesturing, inappropriate comments and touching.
- TGPs mostly ignored or at the most verbally retaliated on facing harassment. TGPs reported that no one understands or feels for their situation. There is no one to help them, rather passers-by also make fun of them.

Who is the harasser?

- In parks and markets, 82% women and girls believed that male visitors were the harassers.
- An overwhelmingly majority (91.1%) of women commuters held the view that fellow passengers were the harassers at the transportation stops/ stands.

Reaction of people on women facing harassment

- The highest percentage (34.9%) of people in public places who cooperated with women and girls against harassment, was found in Khairpur. This means that in smaller cities, people take notice of what is happening around them and also intervene to improve the situation. The response of women visiting parks and markets is almost same.

Responses of families after incident sharing

- The families showed a very strict attitude and remained silent upon hearing of any incident of harassment. However, the percentage of women and girls sharing incidents of harassment with their families is also very low. The respondents also reported that they were stopped from visiting any parks or markets alone if they shared incidents of harassment.
- A high percentage of families (82.6%) either ignored the incident when told of it or did not listen to the women and girls.

Reaction of police

- Very few women went to the police in Khairpur. A majority (95.9%) of the women visiting parks and markets did not contact the police. This clearly shows the lack of trust on law enforcing agencies. Similarly, 95.7% women commuters reported that they never went to the police for registering complaints against harassment.

Response of helplines

- Khairpur is a small district and there is no helpline or app service available in the city where cases can be reported. However, there are provincial and national helplines but awareness on them is very low.

Behavior of drivers and conductors

- Most of the women commuters (89.5%) responded that drivers and conductors do not pay any attention to the incidents of harassment happening around them. They take such incidents as part of the daily routine and carry on with their work.

Awareness about laws on harassment

- Almost all the women (99.4%) had no awareness about sexual harassment in public places being a crime and did not know there is a law regarding it. This is a very alarming situation as women are not aware of the laws protecting them.
- Further, 96.4% women did not know about the specific law on harassment (PP 509). This is one of the main reasons for ignoring harassment incidents by women and accepting harassment.

Provision of facilities for special persons

- The majority (97.6%) of women agreed that there are no proper ramps or any other facility in parks and markets for special persons. Facilities for special persons were not present in most of the parks. In markets also the needs for special persons were not taken into consideration. The situation is alarming and needs urgent attention from the authorities.
- There were no facilities for special persons in any private transport.

Availability of facilities in public places

- Facilities like changing diapers, feeding children, first aid etc. are not extensively available in Khairpur district.

- In parks and markets, only 9.2% women responded that separate female washrooms are available. There is almost no concept of providing a facility for diaper changing nor is there a facility for mothers feeding infants. Similarly, there was almost no first aid facility available in parks and markets.

Independent mobility of women

- Only 13.6% women and girls wanted to ride independently on a motorcycle. This is the lowest percentage of women dreaming of riding motorcycles as compared to other districts in the sample. This clearly shows the influence of stereotypical norms prevalent here that women themselves believed that riding motorcycles is not possible and therefore, did not even think about the idea.

Maintenance, signage and graffiti

- The condition of markets, parks and transport stops/ stands was found to be very poor in Khairpur. However, the worst condition was of the transport stops/ stands. In fact, there were no proper bus stops/ stands. The private vehicles stopped at the will of drivers and passengers.
- Signage facilities such as route maps or directions, special signs for visually impaired persons, readable sized signs, etc. were not seen in Khairpur. Racist/ sexist images were found in parks.
- As there were no proper bus stops/ stands, no route maps nor any emergency numbers were present.

Lighting and visibility

- In the mornings and afternoons, the markets, parks and transport stops/ stands were found to be well-lit because of natural sunlight, but in the evenings, there were no proper arrangements for light. Even in the sunlight, some of the markets were not found to be well-lit.
- Visibility was not obstructed in any market, park and transport stops/ stands out of the total 18 safety walks carried out in Khairpur.

Formal and informal surveillance

- In markets and transportation stops/ stands, and to some extent in parks also, no security cameras were found by the observers. The security guards or police were present in morning and afternoon timings, but not in the evenings.

- About 65% of respondents reported the presence of police and guards in the public places. However, very few were seen in the evenings and nights. This adds to the feeling of insecurity among women visiting parks and markets.

5.4 RAWALPINDI

| RESEARCH TOOLS | TOTAL |
|---|---|
| Perception Survey at Public Places <ul style="list-style-type: none"> • Markets • Parks | 379 <ul style="list-style-type: none"> • 219 • 160 |
| Perception Survey at Transport Stops/ Stands | 537 |
| Perception survey with transportation drivers and conductors | 36 |
| Key Informants Interviews (KIIs) | 20 |
| Focus Group Discussion (FGDs) | 2 |
| Safety Walks | 12 |

Safety concerns in public places

Rawalpindi is one of the largest cities in Punjab province with a population of 2.1 million (2019). However, only 20% women felt safe in this big city which is also the military headquarters for the country.

- Staring, inappropriate comments, obscene gesturing, and stalking are the most common forms of sexual harassment faced by women in public places.
- About 90% of the women commuters do not feel safe at transportation stops and during travelling.
- The factors creating unsafety are overcrowding, poor maintenance, and the presence of more men in public places. In the markets particularly, the contributing factors are overcrowding, a higher proportion of men and lack of security and surveillance.

Harassment in public places

- 87.2% women felt harassed in public places in Rawalpindi.

Markets: In markets, 90.9% women, girls, TGPs and WWDs felt harassed. This is one of the highest rates among the targeted districts after Karachi. This clearly highlights a high percentage of harassment in big cities. The major types of harassment faced by women are staring, stalking, inappropriate comments, touching and obscene gesturing.

Parks: The percentage of harassment in parks was 84.5%. The major types of harassment seen in Rawalpindi are staring, obscene gesturing, inappropriate comments and stalking. The contributing factors are overcrowding, the presence of more men and lack of security and surveillance.

Harassment at bus stops/ stands: Transportation stops/ stands in Rawalpindi were also found to be not safe or women-friendly spaces. 89.1% women and girls felt harassed at the bus stops/ stands. Staring, inappropriate comments, obscene gesturing and touching are the most common forms of harassment faced by women at transportation stops.

Harassment during travel: The majority (90.7%) of the respondents felt harassed during travelling. Interestingly, in Rawalpindi, both public and private bus services are functional. Further, the sample also included women travelling using the Metro Bus Service, which is considered to be a state-of-the-art service with a proper monitoring system. Staring, obscene gesturing, inappropriate comments and touching are the most common forms of harassment faced by women commuters.

Action taken after harassment

Markets: The women mostly ignored or verbally retaliated to incidents of harassment. In Rawalpindi there was a pattern of sharing such incidents with family members. This shows that in big cities, due to education and other exposure, there is a bond of trust and confidence between women and girls and their family members.

Parks: The reaction of women is mostly to ignore the perpetrator or to verbally retaliate. Informing family members was also seen. However, Rawalpindi is the only district, where women have contacted police in substantial numbers to report incidents of harassment.

Transportation stops/ stands: The women mostly ignored, changed routes and verbally retaliated in case of facing harassment at the bus stop/ stand.

During Travel: The most recorded actions of women after facing harassment are ignoring, verbal retaliation, sharing with family and reporting to police. Interestingly, this is only district where women have shown some trust in the police and asked them for help.

Ignoring the incidents of harassment again shows the prevalence of patriarchal norms and values in the minds of women and accepting violence.

Transgender persons

- In Rawalpindi there were 4.5% TGPs who visited public places (parks/ markets).
- The timings of visiting public places were different. 13% of TGP respondents show visits to parks and markets in the morning, 16.8 % said they visit public places in the afternoon, 43.8% in the evening and 26.4% visit public places at night.
- About 60.8% of the respondents mentioned they have not seen any TGPs being harassed in Rawalpindi while the other 33.2% respondents said that they had witnessed TGPs facing harassment.

- Respondents' observations of the types of harassment faced by TGPs in public places included staring, obscene gesturing, inappropriate comments and whistling. Inappropriate touching was also reported by the transgender respondents.
- In district Rawalpindi, TGPs verbally retaliated on getting harassed while others ignored the perpetrators and asked for help from people nearby.
- Interestingly it was found that TGPs most often verbally retaliated to the harassers as compared to women in all other categories.

Who is the harasser?

- **Parks and Markets:** 78% women and girls believed that male visitors were the harassers.
- **Transportation stops/ stands:** The majority (85.8%) of women reported their fellow male passengers and conductors were the harassers.

Reaction of people on women facing harassment

- The majority (87.4%) of the respondents reported that people ignored incidents of harassment happening around them. The percentage is highest in Rawalpindi. This shows the general careless attitude of people living in a large city towards women and girls.

Responses of families after incident sharing

- The response of the families when a woman shares an incident of harassment with them is very discouraging. The study indicated that 90% families ignored such incidents. This attitude tells women and girls that they should just ignore harassment while visiting parks and markets
- Women sharing incidents of harassment at the bus stops/ stands with their families were also either ignored or not given any attention.

Reaction of police

- The highest percentage of women contacting the police was reported in Rawalpindi as compared to other districts. However, it was found that mostly the women were blamed for the incident or the police did not listen to them. Such an attitude by the police discourages women to go to the police for help and creates mistrust. The law enforcement agencies must be given gender sensitization trainings.

Response of helplines

- The helpline service is available in Rawalpindi, but 98.4% women respondents did not know about this service. This shows that a massive campaign is needed to raise

awareness about the importance and purpose of the helpline among the public and specifically for women and girls.

- Similarly, nearly 82% of women commuters had not heard of helplines for women established by the government. Only 18% women contacted the service, out of which 5% were listened to but no action was taken.

Behavior of drivers and conductors

- A majority (89.2%) of the respondents reported that drivers and conductors do not intervene in incidents of harassment against women on the roads. They consider getting involved in such incidents a waste of time. Their only purpose is to make money.

Awareness about laws on harassment

- Only 16% women knew that sexual harassment is a crime and that there is a punishment for it. The rest considered it to be a social and cultural norm and simply accepted it.
- Only 10% of the women knew about the law against harassment. This means even in a big city like Rawalpindi, women are unaware of the laws dealing with harassment in public places.

Provision of facilities for persons with disability

- There was also a lack of facilities for special persons in public places. In a developed city like Rawalpindi, proper facilities for special persons are expected, but unfortunately the situation observed was not found to be satisfactory. Ramps can be seen in markets and parks, but at the bus stops, no facility is available. Also, there are no elevators for special persons in any of the shopping malls.
- Escape routes were present but no ramps for wheelchairs in markets and stops were found.
- No measures were taken to facilitate the special citizens of the city.

Availability of facilities in public places

- In Rawalpindi, more than half of the respondents stated there was availability of separate washrooms for women. These were present mostly in parks and shopping malls, but not near any bus stop/ stand. There was also a lack of facilities at bus stands.
- There is no proper provision available in parks and transportation stops/ stands for changing diapers and feeding children. Only in shopping malls, in separate female washrooms, are these facilities available.

Independent mobility of women

- Nearly 70% women and girls wished to ride independently on a motorcycle. This should clearly motivate the authorities to work in this direction.

Maintenance, signage and graffiti

- Rawalpindi is a big city and it was expected that the situation at different public places like markets, parks and transport stops would be better than in the other districts. However, the participants found conditions to be the worst. Maintenance of parks was poor, electric water coolers were not available in parks, markets or at transport stops.
- The signage in public places i.e. markets, transport stand and parks of Rawalpindi was found to be poor. There were no visible signs of emergency support nor were any direction signs given. Sexist/ racist images were drawn at different places in the markets. Route maps were also not found. Participants of safety walks felt there was a need for more signs to be added.
- There was a dire need for the displaying of readable signs, routes maps to be mounted and the needs of special persons to be taken into consideration.
- Transport stands were not well-maintained just like parks and markets. All the transport stands have escape routes. Lighting at transport stops was better. However, for women and girls specifically, they were still not considered safe in the evenings.

Lighting and visibility

- Almost all the markets, parks and transport stops/ stands visited were found to be well-lit by the observers. This means that lighting is not a major issue for the unsafety of women in Rawalpindi.
- Mostly visibility was not obstructed in various markets, parks and transportation stops/ stands in Rawalpindi. From dusk till dawn, women could easily see people around.

Formal and informal surveillance

- Security cameras and police/ security presence were not found in all the selected markets, parks and transport stops/ stands visited. Security/ police could be seen in the parks and markets in Rawalpindi.
- 67.8% of the respondents responded positively about the presence of security i.e. police in public places.

5.5 QUETTA

| RESEARCH TOOLS | TOTAL |
|---|---|
| Perception Survey at Public Places <ul style="list-style-type: none"> • Markets • Parks | 401 <ul style="list-style-type: none"> • 265 • 136 |
| Perception Survey at Transport Stops/ Stands | 175 |
| Perception survey with transportation drivers and conductors | 10 |
| Key Informants Interviews (KIIs) | 10 |
| Focus Group Discussion (FGDs) | 2 |
| Safety Walks | 27 |

Safety concerns in public places

- Quetta is the provincial capital of Balochistan. It is not a very well-developed city like Karachi and Rawalpindi, but is more developed than Dadu and Khairpur. Quetta still follows very strict patriarchal structures in its institutions and daily life.
- There is no public transport in Quetta; all transport is private.
- Public places are not very safe for women and a large number of women report being harassed in public places, irrespective of age.
- About 80% women considered markets, parks and transport stops/ stands as unsafe.
- The majority of the women commuters (91.4%) saw transportation stops/ stands as unsafe.
- The main factors contributing towards lack of safeness in public places are overcrowding, the presence of more males, poor maintenance, and poor lighting. In markets particularly, the contributing factors are overcrowding, a higher proportion of men and lack of security and surveillance.

Harassment at public places

- More than 80% of women and girls have experienced harassment in public places. In parks specifically the ratio of women who had experienced harassment is more than in the markets.
- The major types of harassment are staring, inappropriate touching and comments, and obscene gesturing.

Markets: In markets, 79% of women felt harassed. The most occurring types of harassment by women were inappropriate comments, staring and obscene gestures. In Quetta inappropriate comments was predominantly reported as a form of harassment.

Parks: In parks, 83% of women felt harassed. The major types of harassment reported in Quetta were staring, obscene gesturing, inappropriate comments, and staring.

Harassment at bus stops/ stands

- At the transportation stops/ stands in Quetta, 87.5% of women felt harassed.
- Staring, obscene gesturing, mirror flashing, stalking and inappropriate touching are the most common forms of harassment faced by women at transportation stops/ stands.
- There were no proper bus stops and the drivers stop at their will and are always in a hurry.
- Women do not get proper time to step in and out of the vehicle. They face harassment as conductors or fellow passengers “help” them in getting in or out of the van, Mazda, etc. The women shared that they always have a fear of falling down from the van as it does not come to a complete stop and they are not given sufficient time to step out. Secondly, lack of sitting and standing space, and the presence of more males are the main factors contributing to harassment.

Harassment during travel

- Staring, obscene gesturing, inappropriate comments and touching are the most common forms of harassment faced by women commuters.
- During travel, due to over-crowdedness and limited seats, mostly female commuters do not find a seat or sometimes do not even have space to stand properly. Sometimes they have to stand with males which make them very vulnerable to harassment.

Action after harassment

Markets: The women mostly ignored or verbally retaliated and informed family members. Women are mostly accompanied by someone male or female while visiting markets. Women mostly ignore such incidents. The KIs reported that there is very negligible harassment in Quetta as males mostly accompany women when they go out.

Parks: Women mostly ignored or verbally retaliated against perpetrators. In Quetta, sharing incidents of harassment with family members is the highest among all the other districts. Women mostly visit parks with male members, therefore, such incidents also come under their notice.

Transportation stops/ stands: The women mostly ignored, verbally retaliated or asked other travelers for help when facing harassment at the bus stop/ stand.

During Travel: The same reaction as found at the bus stops/ stands can be seen during travel. The most recorded reactions are ignoring the incident, verbal retaliation and asking other travelers for help.

Transgender persons

- TGPs mostly visited parks and markets in the evening and nighttime which makes them more vulnerable to harassment.
- TGPs mostly faced staring, obscene gesturing, inappropriate comments, whistling and inappropriate touching.
- TGPs verbally retaliated to the harassers more in comparison with women in all other categories.

Who is the harasser?

- In parks and markets, 65% of the women and girls believed that male visitors were the harassers.
- At the transportation stops/ stands, the majority (87.3%) of women reported fellow male passengers and conductors were the harassers.

Reaction of other people on harassment

- Only 20% of respondents informed that people take notice of what is happening around them and intervene to stop violence against women in the public places. In a comparatively conservative tribal society like Quetta, more cooperation from people around was expected.

Responses of families after incident sharing

- The response of the families in Quetta was also the same as found in other districts. The families mostly (85%) ignored the incident and gave a message of silence to women and girls.
- Another way of discouraging women and girls from raising their voices against harassment was to blame them for the incident. The percentage of self-blaming women for the act of sexual harassment in public place is the highest in Quetta. This clearly shows the stereotypical attitude of the society.
- Similarly, women sharing incidents of harassment at the bus stops/ stands received mostly an attitude of ignoring (87.4%) from their family members.

Reaction of police

- The women (96.3%) generally do not contact the police to report a case of harassment. The women and KIs shared that in Quetta it is kind of taboo to go to the police station. It is very uncommon for a woman/ girl to go to a police station.

Awareness of helplines

- Quetta is a less developed city and there is no facility of helplines available here.

Behavior of drivers and conductors

- The respondents reported that drivers and conductors mostly (76%) ignored incidents of women facing harassment. However, 24% of the respondents informed that drivers and conductors did confront the harassers and take some action against them. The percentage of drivers and conductors helping and cooperating with women commuters was the highest in Quetta in comparison to all the other districts.

Awareness about laws on harassment

- The majority (90.3%) of respondents did not consider sexual harassment to be a crime. They have accepted it as the prerogative of males and do not raise a voice against it.

Provision of facilities for persons with disability

- There was also a lack of facilities for special persons in public places of Quetta. Facilities for special persons were missing in parks and markets. The percentage is even lower at bus stops/ stands.

Availability of facilities at public places

- In Quetta, there was a lack of facilities like separate washrooms for women, diaper changing areas, space for feeding children, first aid services, etc. in the parks and markets.
- There was no provision of female washrooms and other facilities at the transportation stops/ stands as there were no proper bus stops/ stands.

Independent mobility of women

- About 80% of the women do not want to ride a motorcycle. This clearly shows the influence of patriarchal norms and gender socialization patterns. Women were afraid of men's attitude and do not even think of riding independently.

Maintenance, signage and graffiti

- The transport stops/ stands are in the worst condition as compared to parks and market places. There are no proper bus stops/ stands in Quetta. Therefore, the maintenance and provision of any related facilities are missing.
- The situation in markets and parks is very similar. Some of the parks and markets were maintained whilst the others were ignored by the authorities. Overall, the markets, parks and stops/ stands need immediate attention from the local authorities.
- There was non-visibility of signs and information about emergency numbers at almost all the parks, markets and transport stops/ stands. There is an urgent need for the display of readable signs, routes maps to be mounted, and needs of special persons to be taken into consideration. Racist/ sexist images were drawn at different places in the markets.
- At transportation stops/ stands, no route maps were mounted, nor were any emergency numbers clearly visible.

Lighting and visibility

- All the markets, parks and stops/ stands are well-lit in the morning and afternoon, but in the evening are mostly less well-lit. It was not found to be very safe for women to move in the evenings in Quetta.
- The markets, parks and transport stops/ stands are located in open and clear places and could easily be seen by women. They could also see people moving around easily. There are few places where visibility is obstructed and that too was due to over-crowdedness.

Formal and Informal Surveillance

- In Quetta, security cameras were installed in most of the markets and parks, but not in all. Security/ police was present in most of the public places, this can be seen as due to the law and order situation in Quetta.

CHAPTER 6: PROVINCIAL SYNOPSES

PROVINCIAL SYNOPSES

There were three provinces covered in this study, namely, Sindh, Punjab and Balochistan. A detailed quantitative and qualitative analyses of six different research tools was carried out. A brief summary of the situation analysis of safety concerns of women at the public places and transportation stops/ stands is discussed as under.

6.1. SINDH

Three cities of Sindh were part of the present study. Karachi is a large metropolitan city, whereas Dadu and Khairpur are small districts in interior Sindh. In the sample, the highest percentage of respondents were from Karachi as per the population of the city. All the cities were found to be unsafe for women. In Karachi (91.1%), Dadu (82.8%) and Khairpur (82.1%) women felt harassed in the public places.

The analysis gave important insights regarding safety issues faced by women, young girls, TGPs, and PWDs in Sindh. The issues can be categorized under the geographical locations which elaborate different shades of severity of the issues. Karachi is a metropolitan city, and women have more opportunities for education and work. They are frequently seen in public places and have a fair share with men in all public spaces, whether transport stops, markets or parks. Therefore, people are used to seeing them outside the houses. But surprisingly, this sensitization does not help as far as harassment in public places is concerned. In Karachi, lack of safety and harassment are higher than Dadu and Khairpur. The over-crowdedness in the streets, markets, parks, bus stops etc. have increased the chances of harassment against women. In Karachi, over-crowding and the presence of more males are the main reasons for facing harassment. Women commuters hardly get space and have to stand with males, making their position even more vulnerable. The same is happening in Dadu and Khairpur.

The women in Karachi are happy to be more mobile and gain opportunities to work and study. Perhaps they have learned to compromise with the harassment they face in public places and do not take active action against it. They mostly ignore or verbally retaliate. The response of women on facing harassment is very passive. In Karachi, to some extent women and girls are thought to be more active, but their reaction is the same as in the other districts.

There is also an issue of understanding found among women and other stakeholders regarding what is sexual harassment. Awareness of laws and helplines for the protection of women is almost negligible among women living in Karachi. Women generally are unaware of their rights and they are not socialized in a way to challenge discrimination or violence. Staring, obscene gesturing, inappropriate comments etc. are mostly accepted by the majority of women as part of the everyday routine. There is an urgent need to sensitize women and the general public about

harassment being a crime and to make them aware of the laws dealing with it. Further, the use of helplines available for the protection of women is also negligible. In Karachi, women do not know about helplines and apps available for their protection.

A similar pattern of reporting is also observed across all districts in Sindh. Very few women in Karachi went to the police stations for reporting harassment incidents. In Dadu and Khairpur, it is very uncommon for women to go to the police station. The people around and the law enforcement agencies do not help women, rather, discourage them from raising their voices against this violence. This is the same lesson women and girls in Karachi receive from their families also – that let things go on as they are.

The need for driving independently on motorcycles was found among girls and women in Karachi more than in Dadu and Khairpur. The local authorities should take initiative and start projects like the “Women on Wheels” project started in Lahore.

However, if we look at the other two districts of province Sindh, Khairpur and Dadu, it is evident that awareness about laws and harassment as a crime is even lower. Even the key informants in these districts are unaware of the laws to prevent harassment in public places. Sexual harassment is a major issue in these two districts due to the lack of opportunities for women to come out of their houses for education and work. They mostly travel in groups or are accompanied by a male family member. The women who due to any reason travel alone, become victims of sexual harassment. However, women in groups also face harassment.

TGPs are marked as the most affected segment and they do not have any option to report the issue. There are also no facilities for PWDs nor is there any awareness for their needs.

The maintenance, signage and graffiti of parks, markets and transportation stops/ stands are better in Karachi than in Dadu and Khairpur. However, the standard and quality of maintenance expected in Karachi was missing. There were hardly any facilities for special persons in the markets and bus stops. There are no bus stops in Dadu and Khairpur, and therefore, there are no facilities. In the evenings, it is very difficult for women to move in these districts due to very poor lighting in the parks and markets.

6.2. PUNJAB

Rawalpindi is also considered to be a more urbanized and developed area geographically. Yet harassment prevails in public places for women, girls, TGPs, and WWDs. The majority (87.2%) of women faced harassment in public places. The major types of harassment faced by women are staring, stalking, inappropriate comments, touching and obscene gesturing. The women mostly ignored or verbally retaliated to the incidents of harassment. In Rawalpindi, like Karachi, there is a pattern of sharing such incidents with family members. This shows that in larger cities, due to

education and other exposure, there is a bond of trust and confidence between women and girls and their family members. However, the response of the families is very discouraging. Almost 90% families ignored such incidents happening in any park or market. This attitude tells women and girls that they should also just ignore such incidents.

The highest percentage of women contacting police is in Rawalpindi as compared to other districts. However, mostly the women were blamed for the incident or the police did not listen to them. Such an attitude by the police discourages women from going to the police and creates mistrust. The law enforcement agencies must be given gender sensitivity trainings.

The helpline service is available in Rawalpindi, but 98.4% women respondents did not know about this service. This shows a massive campaign is needed to raise awareness about the importance and purpose of the helpline service among the public and particularly for women and girls.

There is also a lack of facilities for special persons in public places. In a developed city like Rawalpindi, proper facilities for special persons are expected, but sadly the situation is unacceptable. Ramps can be seen in markets and parks, no such facility is available at the bus stops. There are also no elevators for special persons in all the shopping malls.

Nearly 70% women and girls wished to ride independently on a motorcycle. This is a clear sign for authorities to work on initiatives to address this situation.

Rawalpindi is a big city and it was expected that the situation at different public places like markets, parks and transport stops would be of a higher quality and standard. However, maintenance of parks is poor, electric water coolers are not available in parks, markets and at transport stops. Escape routes were present but no ramps for wheelchairs in markets and stops were found. There is a dire need for the display of readable signs, routes maps to be mounted and the needs of special persons be taken into consideration. Almost all the markets, parks and transport stops/ stands are well-lit. This means that lighting is not a major issue of unsafety for women in Rawalpindi.

6.3. BALOCHISTAN

In Quetta, the provincial capital, the society is much more conservative and tribal compared to other provinces. More than 80% women face harassment in public places.

There are no proper bus stops and the drivers stop at will and are always in a hurry. Women do not have time to step in and out of the vehicle safely and hence they face difficulty. They experience harassment as the conductors or fellow passengers "help" them in getting in or out of the van, Mazda, etc. The women always have a fear of falling from the van as it does not come to a complete stop and they are not given sufficient time to step out. Staring, obscene gesturing,

inappropriate comments and touching are the most common forms of harassment faced by women at transportation stops/ stands, parks and markets.

The women mostly ignored, verbally retaliated or informed family members about incidents of harassment. Women are mostly accompanied by male or female relatives while visiting markets and parks and the KIs claimed that there is very negligible harassment in Quetta as males mostly accompany women when they go out. In Quetta, sharing the incidents of harassment with family members is the highest as compared to all the other districts. Women mostly visit parks with male members, therefore, such incidents also come to their notice. The response of the families in Quetta is also the same as found in other districts. The families mostly ignore the incidents and communicate a message of silence to women and girls. This is another way of discouraging women and girls from raising a voice against harassment and sometimes even blaming them for the incident. The percentage of women blaming themselves for the acts of sexual harassment in public places is the highest in Quetta. This clearly shows the stereotypical attitude of the society. It is ironic to know that even the highly educated key informants were blaming victims for harassment in public places. Societal norms and pressures are so ingrained that even the HoD DGS, UoB in Quetta blamed girls for being harassed. Policewomen key informants also labeled women as being the source of incitement for sexual harassment.

Only 20% people take notice of what is happening around them and interfere to stop violence against women in public places. In a comparatively conservative tribal society like Quetta, more cooperation from people is expected. The women generally do not contact police to report a case of harassment. The women and KIs shared that in Quetta it is taboo for a woman to go to the police station. Therefore, very few incidents are reported to the police or to concerning bodies. Victims and families do not follow up these cases even if reported due to the notions of respect and honor among relatives and society. This is why many incidents of harassment go unreported in this society and this attitude gives further encouragement to the perpetrators.

Quetta is a less developed city and there is no facility of helplines available here. There is a lack of facilities like separate washrooms for women, diaper changing, feeding children, first aid services etc. in the parks and markets. There is no provision of female washrooms, and other facilities at the transportation stops/ stands as there are no proper bus stops/ stands. There are police and security guards present because of the law and order situation in Quetta.

CHAPTER 7: RECOMMENDATIONS

RECOMMENDATIONS

Strict Implementation of Laws: Government should invest more resources for addressing this basic issue of sexual harassment faced by a very large segment of society. Laws to hold perpetrators accountable should be strictly enforced and they should be heavily fined for acts of violence.

Role of Law Enforcing Agencies: Police must be given gender sensitization trainings. Reporting mechanisms should also be elaborated for the collective consciousness of the public to report any such event happening in public places. A Police task force should be established which should be authorized to initiate instant action after receipt of a complaint.

Awareness-raising Campaigns: Information regarding existing laws and their penalties, services available, launch of complaints, follow up procedures, should be displayed at public transports, stops, parks and markets. Establishing or strengthening helplines to receive complaints can also help to address the issue.

Gender Sensitization: Generally, people should be sensitized with a collective responsibility to eliminate these incidents from society. Capacity building should frequently be done at all levels, including schools, communities and public and private organizations to sensitize people about the issue. The role of CSOs and NGOs is very critical in this regard. They need to put in more effort for awareness-raising about the issue of physical and psychological safety of women/ girls, TGPs, and PWDs in public places. The campaigns should be inclusive of men and boys. The media should also partner in these campaigns.

Trainings of Government Employees/ Duty Bearers: Employees of transport companies, parks and markets should have gender sensitization trainings as they receive other trainings to perform their job.

Transport catering to Girls and Women: In big cities like Karachi and Rawalpindi, projects like "Women on Wheels" should be initiated as there is demand for them and they can help increase women's mobility.

Monitoring and Surveillance: All public parks, markets and transport stands/ stops should be protected with police surveillance cameras. Proper monitoring mechanisms should be established for 24/ 7 monitoring.

Provision of Facilities for Special Persons: Special seats should be allocated in all transports for special persons. Drivers and conductors must provide proper assistance in helping board WWDs. Public places including parks, markets, and transport stands/ stops must be equipped with facilities to make them more accessible for PWDs

Facilities and Respect for Transgender persons: Special seats should be allocated for TGPs in all transport means. Drivers and conductors should be provided with training to respect TGPs. The City District Governments should carry out awareness campaigns for respecting TGPs across the country.

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ANNEX 2: PROVINCIAL STEERING COMMITTEES (PSCs)

PSC Sindh

| # | Name | Designation |
|----|------------------------|---|
| 1 | Syeda Shehla Raza | Minister, Women Development, Sindh |
| 2 | Ms. Nuzhat Shirin | Chairperson, Sindh Commission on Status of Women (SCSW) |
| 3 | Ms. Sheema Arif | Director, Social Welfare Department (SWD), Sindh |
| 4 | Ms. Shehla Ghani | Deputy Superintendent Police (DSP), Karachi |
| 5 | Mr. Irshad Bukhari | President, Karachi Transport Ittehad (KTI) |
| 6 | Ms. Rubina Brohi | Member, Sindh Human Rights Commission (SHRC) |
| 7 | Ms. Uzma Bano | Gender Specialist |
| 8 | Ms. Sabiha Shah | Chairperson, Women Development Foundation Pakistan (WDFP) |
| 9 | Ms. Nisha Rao | Executive Director, Human Helping Hands Org. |
| 10 | Mr. Zahid Farooq | Joint Director, Urban Resource Center (URC) |
| 11 | Mr. Mansoor Raza | Visiting faculty, NED University |
| 12 | Advocate Naheed Haider | Coordinator, Legal Rights Forum (LRF) |
| 13 | Ms. Rafia Haider | Journalist, Associated Press of Pakistan (APP) |
| 14 | Mr. Kapil Dev | Head of Sub Office –Sindh, UN Women |

PSC Punjab

| # | Name | Designation |
|---|--------------------|---|
| 1 | Ms. Ambreen Raza | Secretary, Women Development Department, Punjab |
| 2 | Dr. Raana Malik | Chairperson, Gender Studies Department, University of Punjab |
| 3 | Muhamad Shahid | Assistant Director, Labor & Human Resource Department, Punjab |
| 4 | Ms. Aliya A Khan | Representative, Punjab Commission on the Status of Women (PCSW) |
| 5 | Ms. Minahil Fakhar | Deputy Executive Officer, Safe City Authority |
| 6 | Mr. Suleman Majeed | Deputy Secretary, Planning Transport Department, Punjab |
| 7 | Ms. Mumtaz Mughal | Director Programmes, Aurat Foundation |
| 8 | Ms. Hafsa Mazhar | Head of Sub Office –Punjab, UN Women |

PSC Balochistan

| # | Name | Designation |
|----|------------------------|--|
| 1 | Ms. Saira Atta | Secretary, Women Development Department, Balochistan |
| 2 | Ms. Zeenat Shahwani | Member Provincial Assembly (MPA), Balochistan |
| 3 | Mr. Ashraf Gichki | Deputy Director, Social Welfare Department (SWD), Balochistan |
| 4 | Ms. Rukhsana Ahmed Ali | Member, National Commission on the Status of Women (NCSW) |
| 5 | Mr. Hameedullah | Superintendent, Regional Transport Authority (RTA), Quetta |
| 6 | Ms. Shabana Tareen | Deputy Superintendent Police (DSP) Traffic, Quetta |
| 7 | Mr. Javaid Iqbal | Director, IT & Quality Assurance, Sardar Bahadur Khan Women's University (SBK) |
| 8 | Ms. Qamar-un-Nisa | Advocate, Balochistan High Court |
| 9 | Ms. Jahan Ara Tabasum | Acting Director, Directorate of Human Rights, Balochistan |
| 10 | Ms. Rukhsana Baloch | Assistant Director, WDD, Balochistan |
| 11 | Ms. Nimra Pirkani | Executive Director, Pakistan Development Program (PDP) |
| 12 | Mr. Watan Yar Khilji | Executive Director, ASAS-PK (Chairman ERAW-G Alliance) |
| 13 | Mr. Karamatullah Khan | President, Helpful Organization for Special Talent (HOST) |
| 14 | Mir Behram Lehri | Program Manager, SEHER Organization |
| 15 | Mr. Ayub Tareen | Journalist / Secretary, Quetta Press Club |
| 16 | Ch. Imtiaz Ahmed | Journalist, Daily Mashriq |
| 17 | Mr. Rashid Chohan | Special Assignment Officer, GEO TV |
| 18 | Ms. Ayesha Wadood | Head of Sub Office –Balochistan, UN Women |

ANNEX 3: DISTRICT TECHNICAL WORKING GROUPS (DTWGs)

DTWG Dadu

| # | Name | Designation |
|---|------------------------|---|
| 1 | Mr. Shah Zaman Khero | Deputy Commissioner, Dadu |
| 2 | Mr. Parvez Khan Umrani | Senior Superintendent of Police (SSP), Dadu |
| 3 | Ms. Zeba Vighio | Councilor, Local Government, Dadu |
| 4 | Ms. Mehtab Soomro | Social Mobilizer, Thardeep Rural Development Programme (TRDP), Dadu |
| 5 | Mr. Afzal Ali | Social Mobilizer, SPEACH, Dadu |
| 6 | Mr. Imdad Ali Khushk | Reporter, 92 News TV channel, 92 Newspaper & Daily Times |
| 7 | Mr. Zulfiquar Ali | Transporter (Nominated by President Transport Association, Dadu) |
| 8 | Mola Bux | District Coordinator, Dadu |

DTWG Khairpur

| # | Name | Designation |
|----|---------------------------------|---|
| 1 | Mr. Zameer Hussain Brohi | Secretary, District Regional Authority, Khairpur |
| 2 | Advocate Habib ur Rehman Shaikh | Former Additional Advocate General, Sindh |
| 3 | Mr. Ali Gul Mirani | In-charge, DIB/ Traffic Police |
| 4 | Ms. Sughran Majeed | Women Activist and Ex-Councilor |
| 5 | Ms. Kifayat Gul | Journalist/ Activist |
| 6 | Mr. Khadim Hussain Mirani | Activist, Civil Society |
| 7 | Mr. Abdul Jabbar | Senior Office Superintendent, Municipal Committee, Khairpur |
| 8 | Mr. Ali Ansar Sindhu | Special Person's Representative |
| 9. | Ms. Fozia Hanif | District Coordinator, Khairpur |

DTWG Rawalpindi

| # | Name | Designation |
|----|---------------------|---|
| 1 | Mr. Adnan | Social Welfare Officer |
| 2 | Dr. Asif Chaudary | Coordinator, WDSC Arid Agriculture University |
| 3 | Ms. Sabreen Javaed | MPA, PTI |
| 4 | Ms. Maria Bibi | Representative, Persons With Disability |
| 5 | Ms. Razia Sultana | AHSAS Welfare Foundation |
| 6 | Mr. Mian Zahid | Transport Department |
| 7 | Mr. Shukat Ali | Metro Bus Authority |
| 9 | Ms. Anna Shafique | Lawyer |
| 10 | Ms. Robina Shafique | Member, Cooperative and District Department |
| 11 | Mr. Tahir Malik | Daily Sama |
| 12 | Mr. Furqan | Rawalpindi Times |
| 13 | Ms. Sarah Sheraz | District Coordinator, Rawalpindi |

ANNEX 4: LIST OF KEY INFORMANT INTERVIEWS (KIIs)

| List of Key Informative Interviews | | | | | | |
|------------------------------------|--|--------------------------------|--|-------------------------|--|---|
| Karachi | | | Khairpur | | Rawalpindi | |
| Name | Designation | Name | Designation | Name | Designation | Designation |
| Ms. Nuzhat Shireen | Chair, PCSW-Sindh | Mr. Abdul Mobeen | Deputy Director Transport | Mr. Riaz Hussain Wasan | Assistant Deputy Commissioner District, | Ms. Uzma Kardar Chairperson, Standing Committee on Gender Mainstreaming |
| Ms. Malka Khan | Member, PCSW -Sindh | Mr. Abdul Jabbar | Human Rights Department | Zulkhan Ansari | In-charge, Women Police Station | Ms. Faiza Ahmed Malik MPA –PPP |
| Ms. Shahla Ghani | DSP Sindh Police, Karachi | Ms. Anjum Pervaiz | Registrar-Women University Balochistan | Ali Gul Mallah | Traffic In-charge/DIB | Mr. Ghulam Fareed Director General Parks and horticulture ,Punjab |
| Ms. Sheema Arif | Director General, SWD, Karachi | Mr. Kumal Kumar | Hindu Minority | Mr. Hafeezullah Shaikh, | Deputy Director, Department of Empowerment of PWDs | Ms. Mary Gill Ex MPA PML-N |
| Ms. Anjum Iqbal Jumani | Additional Secretary, WDD, Karachi | Ms. Nasreen Imran | Chairperson-Gender Department UoB | Zamir Hussan Brohi | RT | Mr. Farhat Abbas Shah Director Horticulture, PHA the Greater Iqbal Park Lahore |
| Mr. Nadeem Hanif | Director Parks-Gulberg Town Karachi | Noorullah (Transgender person) | Guru | Masood Ahmed Shaikh | Deputy Director, SWD | Ch. Mubashar Hussain Assistant Director School Education Department Rawalpindi |
| Adv. Rubina Brohi | Member, Sindh Human Rights Commission Pakistan | Ms. Roohana Kakar | Secretary-Regional Transport Authority | | | Ms. Naima Rasheed Assistant Director Planning and Development Department |
| Mr. Nazar Hussain Shahani | Secretary, Regional Transport Authority | Ms. Sana Durrani | Member NCSW | | | Mr. Waseem Ahmed Director Transport Department Punjab |

| | | | | | | | | | | | | |
|------------------------|----|------|----|------|----|------|----|------|---|-----|------------|-------------|
| Singing | 31 | 8.5 | 23 | 11.3 | 36 | 6.6 | 46 | 9.6 | 9 | 8.8 | 145 | 8.5 |
| Sexual remarks | 6 | 1.6 | 2 | 1.0 | 8 | 1.5 | 8 | 1.7 | 6 | 5.9 | 30 | 1.8 |
| Physical | | | | | | | | | | | | |
| Shouting | 9 | 2.5 | 5 | 2.5 | 10 | 1.8 | 4 | 0.8 | 4 | 3.9 | 32 | 1.9 |
| Blocking Way | 18 | 4.9 | 2 | 1.0 | 26 | 4.7 | 34 | 7.1 | 3 | 2.9 | 83 | 4.9 |
| Stalking | 26 | 7.1 | 8 | 3.9 | 25 | 4.6 | 18 | 3.7 | 3 | 2.9 | 80 | 4.7 |
| Pushing | 20 | 5.5 | 11 | 5.4 | 17 | 3.1 | 18 | 3.7 | 4 | 3.9 | 70 | 4.1 |
| Violent Attacks | 3 | 0.8 | 4 | 2.0 | 5 | 0.9 | 2 | 0.4 | 0 | 0.0 | 14 | 0.8 |
| Kidnapping | 2 | 0.5 | 1 | 0.5 | 2 | 0.4 | 2 | 0.4 | 0 | 0.0 | 7 | 0.4 |
| Inappropriate Touching | 40 | 11.0 | 7 | 3.4 | 62 | 11.3 | 61 | 12.7 | 2 | 2.0 | 172 | 10.1 |
| Pinching | 16 | 4.4 | 5 | 2.5 | 24 | 4.4 | 25 | 5.2 | 0 | 0.0 | 70 | 4.1 |
| Assault | 1 | 0.3 | 1 | 0.5 | 2 | 0.4 | 3 | 0.6 | 2 | 2.0 | 9 | 0.5 |

*Percentages and totals are based on multiple responses

Table 68 shows that female commuters perceived that TGPs also faced the same types of harassment as they themselves faced. The main types of harassment faced by TGPs includes staring, inappropriate comments, obscene gestures, whistling and singing.

Table 69: Action taken by TGPs after being harassed while traveling by district

| Districts/ Action taken | KAR | | DAD | | KHR | | RWP | | QUE | | TOTAL* | |
|------------------------------------|-----|------|-----|------|-----|------|-----|------|-----|------|------------|-------------|
| | N | % | N | % | N | % | N | % | N | % | N | % |
| Ignored | 44 | 23.7 | 18 | 21.4 | 67 | 39.0 | 45 | 19.0 | 4 | 9.7 | 178 | 24.7 |
| Verbally retaliated | 60 | 32.3 | 33 | 39.3 | 51 | 29.7 | 73 | 30.8 | 15 | 36.6 | 232 | 32.2 |
| Asked other travelers for help | 30 | 16.1 | 17 | 20.2 | 12 | 7.0 | 27 | 11.4 | 7 | 17.1 | 93 | 12.9 |
| Changed route | 3 | 1.6 | 6 | 7.1 | 16 | 9.3 | 23 | 9.7 | 2 | 4.9 | 50 | 6.9 |
| Changed mode of transport | 10 | 5.4 | 1 | 1.2 | 3 | 1.7 | 6 | 2.5 | 2 | 4.9 | 22 | 3.1 |
| Physically stopped the perpetrator | 9 | 4.8 | 1 | 1.2 | 10 | 5.8 | 22 | 9.3 | 4 | 9.8 | 46 | 6.4 |
| Slapped the perpetrator | 11 | 5.9 | 1 | 1.2 | 6 | 3.5 | 12 | 5.1 | 5 | 12.2 | 35 | 4.9 |
| Reported to Police | 10 | 5.4 | 1 | 1.2 | 1 | 0.6 | 7 | 3.0 | 1 | 2.4 | 20 | 2.8 |
| Reported on Safety App | 0 | 0.0 | 2 | 2.4 | 3 | 1.7 | 0 | 0.0 | 0 | 0.0 | 5 | 0.7 |
| Reported to Women's Helpline | 2 | 1.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.8 | 1 | 2.4 | 5 | 0.7 |
| Shared with family members | 7 | 3.8 | 1 | 1.2 | 2 | 1.2 | 8 | 3.4 | 0 | 0.0 | 18 | 2.5 |
| Shared with a friend | 0 | 0.0 | 3 | 3.6 | 1 | 0.6 | 12 | 5.1 | 0 | 0.0 | 16 | 2.2 |

*Percentages and totals are based on multiple responses

ANNEX 5: WSA SURVEY MAPPING EXERCISE

RAWALPINDI DISTRICT

| Data | No. | Source |
|---|---|---|
| List of parks 1. Ayub National Park 2. Jungle World 3. Liaquat National Bagh 4. Lohi Bher Wildlife Park 5. Nawaz Sharif Park 6. Jinnah Park 7. Roomi Park 8. 502 (Workshop) Park (also known as Zia Park) 9. Playland, adjacent to Ayub National Park 10. Army Race Course Ground | 10 | https://en.wikipedia.org/wiki/List_of_parks_and_gardens_in_Pakistan#Rawalpindi Confirmed by PHA as well |
| List of markets <u>Main Markets</u> 1. Motti Bazar 2. Mochi Bazar 3. Commercial Market / Saddar 4. Nankari Bazar 5. Barraah Bazar 6. <u>Main Shopping Malls</u> 7. Malikabad Shopping Center 8. Rafay Mall 9. P&J Emporium 10. Dominion Mall & Apartments 11. Al Jannat Mall 12. CSD Super Mall 13. Pehchan Mall 14. Al Janat Mall Islamabad 15. Giga Mall Rawalpindi | 14 | Web Search verified by District Technical Working Group (DTWG) |
| List of Transportation Stops 1. Saddar 2. Marrir Chowk 3. Liaqat Bagh 4. Committee Chowk 5. Waris Khan 6. Hospital 7. Rehmanabad 8. 6th Road 9. Shamsabad 10. Faizabad | Metro Bus 10 | Transport Department Rawalpindi (with the help and coordination of Member DTWG) |
| List of wagon/ van stops : 11. Raja Bazar 12. Peer Wadhai 13. Saddar 14. Kehchri Chock 15. General Bus Stand 16. Banni Chock 17. Railway Station 18. Hassan Abdal | Total Stops 20 Total Routes 43 (table below) | |

| | | |
|-------------------------|--|--|
| 19. Bolrra Shareef | | |
| 20. Haider Road | | |
| 21. Chongi 22 | | |
| 22. Liaquat Road | | |
| 23. Airport Stop | | |
| 24. Hajj Complex | | |
| 25. Pak Secretariat | | |
| 26. Ghareeb Abad | | |
| 27. Adiala | | |
| 28. Rawat | | |
| 29. Niazi Chock | | |
| 30. Ketchey Tanga Chowk | | |

Urban Routes / Areas of Public Service Vehicles (http://ctprwp.gop.pk/?page_id=33)

| URBAN SUZUKIS | |
|---------------|--|
| 1 | Raja Bazar to Golra Sharif via Golra Morr |
| 2 | Raja Bazar to Sihala via Sawan Camp |
| 3 | Raja Bazar to Bhander via Sadar Kachery Airport |
| 4 | Raja Bazar to Bhander via Tipu Road Airport |
| 5 | Raja Bazar to Dhoke Ali Akbar via Murree Road |
| 6 | Raja Bazar to Nelore Factory via Murree Road ,Central Hospital , Afandy Colony , Muslim Town , Jahaz Ground |
| 7 | Pirwadhai to Lal Kothi via Citi Saddar Road , GPO , Bakra Mandi , Dhamial Camp |
| 8 | Saddar to Noor Pur Shahan via GPO – Citi Saddar Road - Fawara Chowk-Pirwadhai-I/ 9 – I/ 8 – Peshawar More – Sitara Market – Melody Chowk |
| 9 | Raja Bazaar to Ghareeb Abad via Liaqat Bagh , Jhanda Chichi |
| 10 | Kachery Chowk to Mughal Abad via GPO Saddar - R.A Bazaar – Tench Bhatta |
| 11 | General Bus Stand to Dhoke Munshi via Asghar Mall Chowk Hostel # 03 , RMC – Rehmat Abad – Ghareeb Abad Chowk |
| 12 | Banni Chowk to Saidpur |
| 13 | Banni Chowk to Chak Shahzad |
| 14 | Raja Bazaar to High Court via Kamran Market, Saddar , Adam Jee Road , Kachery, Jhanda – 501 Workshop , Chaklala Scheme #03 – Haider Chowk – Dhoke Choudhrian – Gulrez Scheme |
| 15 | GPS Pirwadhai to Bahria Colony |
| 16 | Pirwadhai to Raja Bazaar via Pirwadhai Morr, CDA Colony |
| 17 | Pirwadhai Bus Stand to Dhoke Syedan via Fawara Chowk – Citi Saddar Road – Chungi # 22 – Tench Bhatta |
| 18 | Pirwadhai to Tahli Mohri via Adam Jee Road – Lal kurti – Tahli Mohri |
| 19 | Kachery Stop to Adyala via 502 Workshop – Chungi # 22 |
| 20 | Raja Bazaar to Dhoke Kala Khan via Committee Chowk – Dhoke Khabba – Glass Factory – Chah Sultan – Sadiq Abad – Service Road |
| 21 | Raja Bazaar to Al – Shifa Hospital via Gawalmandi – Kamran Market – Saddar – Adam jee Road - Kachery – Tops Factory – Lane # 03 – Gulistan Colony – Murree Brewery |
| 22 | Raja Bazaar to Quarter 501 Workshop near Railway Godown via Liaqat Bagh – Jhanda – Ghareeb Abad |

| MINI BUSES | |
|------------|---|
| 1 | Railway Station to Zafar Chowk via Murree Road , Faizabad , Zero Point , Aabpara , Melody , Super Market, Jinnah Super Market. |
| 2 | General Bus Stand Pirwadhai to Faisal Masjid via Faizabad , Zero Point , Melody , Super Market. |
| 3 | Route # 14. Raja Bazar to Sihala via Marrir Chowk , Kachery Chowk , Sawan Adda , Model Town , Humak. |
| 4 | Hassan Abdal to Islamabad via Saddar , Murree Road , Aabpara , Foreign Office. |
| 5 | Golra Sharif to Rawat via Golra Station , Mera Jafar ,Golra Morr , Kohinoor Mill , Pirwadhai Morr , Chairing Cross , Radio Station, Railway Station, Kamran Chowk , Marrir Chowk , Kachery Chowk , Fauji Foundation , Sawan Adda , Dhoke Ratta. |

| URBAN WAGONS | |
|--------------|---|
| 1 | Railway Station to Wah Factory via Dhoke Hassu, Bakery Chowk, I,J Principal Road. |
| 2 | Route no .01. Haider Road to PAK Secretariat via Murree Road , Faizabad , Zero Point , Aabpara Market , Health Centre , Super Market, Health Centre, Super Market. |
| 3 | Route #01 – C Chungi # 22. to G – 10 CDA Stand. |
| 4 | Route NO . 03 Liaqat Road to Noorpur Shahan via Murree Road, Faizabad , Aabpara , Foreign Office. |
| 5 | Route # 06. Railway Station to PAK Secretariat Islamabad via Haider Road , Murree Road , Faizabad , Zero Point , Aabpara market , Health Centre , Super Market. |
| 6 | Route # 12 .Air Port to F – 8 Markaz Islamabad via Kachery , Saddar , Murree Road , Faizabad , Aabpara , Melody Cinema , Super Market. |
| 7 | Route # 05. Liaqat Road to Morgah via Liaqat Bagh , Marir Hassan Chowk , Kachery , Morgah Morr. |
| 8 | Route #07. Hajj Complex to Humak via Golra Morr , Peshawar Morr , Railway Station , Haider Road , Marrir Chowk , District Courts and High Courts. |
| 9 | Route # 21. PAK Secretariat to Kahuta Morr via Supreme Court , TV Station , Radio Station , Foreign Office , Zero Point , Faizabad , Islamabad Highway , Airport , District Courts . |
| 10 | Route #23. Ghareeb Abad to PAK Secretariat via Airport , Islamabad Highways , Faizabad , Zero Point , Aabpara , Foreign Office, TV & Radio Station Supreme Court. |
| 11 | Rout # 24. Adyala to PAK Secretariat Islamabad via C.M.H Chungi NO .22. ,R.A Bazaar Chowk , Qasim Market Peshawar Morr, Transit Camp , Bakery Chowk , Dhoke Hassu , Carriage Factory ,Pirwadhai, Markaz I/ 10, I/ 9, I/ 8, H/ 8, G/ 7, G/ 6 Poly Clinic and Awami Markaz. |
| 12 | Route # 32. General Bus Stand Pirwadhai to Rawat via Swan Pull, High Court, - Dhoke Choudhrian, Scheme – III, Ammar Chowk, Rahimabad, Chohan Chowk, Rawal Road, Chandni Chowk, Commercial Market, Said Pur Road, Siddiqui Chowk, Pindora, CDA Chowk, Pirwadhai Morr. |
| 13 | Kachery Tanga Stand to Chakri Interchange via Firdosi Road, Convent School, CMH, Chungi NO.22, Bakra Mandi. |
| 14 | Rout #21/ A. Rawat to PAK Secretariat Islamabad via High Court, Fauji Foundation, Morgah Morr, District Court, Jhanda, Rahimabad, Airport, Islamabad Highway, Faizabad, Zero Point, Aabpara, Melody Chowk, Poly Clinic, Super Market. |
| 15 | Rout #09. Niazi Chowk to Sawan Adda via Kalma Chowk, Chungi NO .22, District Court. |
| 16 | Rout #.29. Liaqat Road Near Baldia Complex via Liaqat Bagh, Medical College, Sir Syed Chowk, PAF Chowk, Rawal Chowk, Airport Road, Chaklala Scheme - III, Chowk Bostan Khan Road, Chungi Stop, Dhoke Choudhrian, High Court, Swan Pull, Rawat. |

NOTE:

The Metro bus network is between Pak Secretariat, in Islamabad, and Saddar in Rawalpindi. It has 24 stations, 10 covering Rawalpindi and 14 in Islamabad. The starting point is Saddar Rawalpindi. This is famous for the main market of Rawalpindi Saddar bazar and adjacent to cantonment. The last station of Rawalpindi is Faizabad, which is the main bus stop of twin cities. So, both stations are busy and covering the main areas. But for this survey we may cover the whole route like, Saddar Rawalpindi to Pak Secretariat Islamabad.

QUETTA DISTRICT

| Public Parks | | |
|---|---|---|
| # | All Public Parks | Remarks |
| 1 | Askari Park, Airport road | Partially closed from 3-4 years |
| 2 | Ziarat Park, Quetta Cantt | Cantonment Area, access issue due to security policies. |
| 3 | Benazir Park, Samungali Road | Selected |
| 4 | Liaquat Park, Quetta City | Selected |
| 5 | Ladies Park, Satellite Town Quetta | Selected |
| 6 | Family Park, Purana Bus Adda Sirki Road | Not a Family Park because of locality |
| Total number of Parks: 6 | | |
| Source of Information: Self Survey | | |
| S. # | Public Places (Shopping Malls) | |
| | Name of Malls | Product Types |
| 1 | Gull Plaza, Saryab Road | Multiple Products |
| 2 | Quetta Shopping Mall, Saryab Road | Multiple Products |
| 3 | Madina Market Mall, Nawakilli | Multiple Products |
| 4 | City Center Mall, Liaquat Bazaar | Clothing + Accessories |
| 5 | Millennium Mall, | Multiple Products + Pret Wear |
| 6 | Gold City Mall, | Brands Shops |
| 7 | Dawood Shopping Mall, | Multiple Products |
| | Names of Markets | Product Types |
| 8 | Liaquat Market | Gold Market + Pret Wear |
| 9 | Chorri Gali, Liaquat Bazaar | Accessories Market |
| 10 | Sunheri Market, Liaquat Bazaar | Multiple Products |
| 11 | Spin-zaar Market | Multiple Products |
| 12 | Abdul-Sattar Road Market | Embroidering Market + Mobile + Plastic Materials |
| 13 | Mini Market Satellite Town | Multiple Products |
| 14 | Taro Chowk Market | Multiple Products |
| 15 | Nawa Killi Bazaar | Multiple Products |
| Total number of Shopping Malls: 7 | | |
| Total number of Shopping Markets: 8 | | |
| Source of Information: Self Survey + Market Associations | | |
| Public/ Local Bus Route | | |
| S. # | Bus Stands (Pick & Drop Points) | Bus Routes Name Using this Stop |
| 1 | Jinnah Road Bus Stand | Quetta City to Saryab Road Buses |
| | | Quetta City to Barury Road Buses |
| | | Quetta City to Spiny Road Buses |
| | | Quetta City to Qambarani Road Buses |
| 2 | Liaquat Park Bus Stand | Quetta City to Samungly road Buses |
| | | Quetta Cityto Baleli Road Buses |
| | | Quetta City to Nawa Killi Bazaar Buses |
| 3 | Satellite Town Bus Adda | Takhtani Bypass to Hazar Ganji Buses |
| | | Quetta City to Sirki Road |
| | | Satellite Twon to Spiny Road buses |

| | | |
|--|-----------------------|--------------------------------------|
| | | Quetta City to Pashtoon a Bad Buses |
| 4 | Hazaar Ganji Bus Adda | Almo Chowk to Hazar Ganji stop Buses |
| 5 | Mali Bagh Bus Stop | Sirki Road Buses |
| | | Pashtoon a Bad Route Buses |
| Total number of Bus Stands: 5 | | |
| Source of Information: RTA (Regional Transport Authority) | | |

NOTE:

The above mention Bus Stands are the areas specified by Provincial Government for Local Bus Associations to position their buses as discussed with **RTA Secretary**. These are actually "**Bus Stands**" where buses are stationed along with the pick and drop points. Whereas the route wise bus stops or pick and drop points are not specified. It depends on the passengers along with the bus drivers wherever they want to stop they can on their specific routes. They pick and drop the passengers as per the need without considering the stop location. Although Quetta Municipal Corporation (QMC) have constructed two – three shelter stands but they are not used by the public as well as by Bus Drivers. Thus Quetta Local Buses are working and using informal bus stops throughout the city.

KARACHI DISTRICT

| Sample Unit | No. | Source |
|---------------------------|-----|--|
| Total number of parks | 80 | http://www.kmc.gos.pk/Contents.aspx?id=79 http://www.liquisearch.com/list_of_parks_and_gardens_in_karachi/public_parks |
| Total number of markets | 91 | http://www.kmc.gos.pk/Contents.aspx?id=71 |
| Total number of bus stops | 115 | http://www.kmc.gos.pk/Contents.aspx?id=71 |

Markets in Karachi

| # | Name | Area | District |
|----|-----------------------------|---|----------|
| 1 | Adil Shopping Center | Karimabad. Karachi | Central |
| 2 | Agha's Super Store | Store Clifton (Bath Island near Uzma shopping center) Karachi | South |
| 3 | Alliance Shopping Paradise | North Karachi. Karachi | Central |
| 4 | Anarkali Shopping Center | F.B.Area (block 16 Uk Square) | Central |
| 05 | Anwar Shopping Market | Nazimabad(ghosia chowk) | Central |
| 06 | Arshi Shopping Centers | F.b.Area (U.K Plaza..At Shahra-e-Pakistan) | Central |
| 07 | Awami Markaz | Shahra-e-Faisal. Karachi | East |
| 08 | Babar Market | B-2 Area (near Football ground) | Korangi |
| 09 | Bazar-E-Faisal | Karimabad Karachi | Central |
| 10 | Bhayani Shopping Center | North Nazimabad Karachi | Central |
| 11 | Bombay Bazar | Kharadar Area | South |
| 12 | Boultan Market | M.A.Jinnah Road Karachi | South |
| 13 | C- Market | P.E.C.H.S Society Karachi | East |
| 14 | C.S.D Shopping Arcade | Near Gora Qabrustan (at Abbasi Shaheed Road) | South |
| 15 | Cash And Carry Super Market | Clifton (Near Schon Circle) | South |
| 16 | Chen One | Clifton. Karachi | South |
| 17 | Clifton Market | Clifton (Bath Island and near Uzma shopping center) Karachi | South |
| 18 | Co-Operative Market | Saddar Karachi | South |
| 19 | Dolmen Mall | Tariq Road . Karachi | East |
| 21 | Dubai Mall | P.E.C.H.S Society(tariq road) | East |
| 22 | Eidgah Market | Saddar Karachi | South |
| 23 | Electronic Center | Saddar. Karachi | South |
| 24 | Empress Market | Saddar Karachi | South |
| 25 | Erum Shopping Emporium | Buffur Zone. Karachi | Central |
| 26 | Fatima Market | Korangi Karachi | Korangi |
| 27 | Glamour One | Tariq Road Karachi | East |
| 28 | Gole Market Nazimabad | Nazimabad Karachi | Central |
| 29 | Gulbahar Market | Gulbahar (old golimar) Karachi | Central |
| 30 | Hadia Market | Nazimabad Block 4, Karachi | Central |
| 31 | Haroon Shopping Emporium | Buffer Zone Karachi | Central |
| 32 | Hashim Ganchi Market | Malir colony Karachi | Malir |

| | | | |
|----|---------------------------|---|---------|
| 33 | Hyderi Market | North Nazimabad Karachi | Central |
| 34 | Hhuna Market | Kharadar Area Karachi | South |
| 35 | Joriya Bazar | Kharadar Area Karachi | South |
| 36 | Jumerah Mall | Tariq Road Karachi | East |
| 37 | K M C Market | Garden East Karachi | South |
| 38 | Kali Market | New Karachi, Karachi | Central |
| 39 | Kaniz Market | North Nazimabad. Karachi | Central |
| 40 | Karim Market | Saddar Karachi | South |
| 41 | KDA Market | North Nazimabad. Karachi | Central |
| 42 | Khyber Market | At University Road (near safari park) Karachi | East |
| 43 | Laal Market | New Karachi. Karachi | Central |
| 44 | Lee Market | Liyari, Karachi | South |
| 45 | Light House | Saddar. Karachi | South |
| 46 | Market Estate Avenue | Sher Shah. Karachi | West |
| 47 | Mashriq Shopping Center | Gulshan-e-Iqbal. Karachi | East |
| 48 | Mateen Center | Tariq Road. Karachi | East |
| 49 | Mehboob Center | Saddar. Karachi | South |
| 50 | Millennium Mall | Gulistan-e-johar. Karachi | East |
| 51 | Mina Bazar | Karimabad. Karachi | Central |
| 52 | Mohammadi Market | Landhi. Karachi | Korangi |
| 53 | Mohammadi Market Sector 4 | Korangi. Karachi | Korangi |
| 54 | Mohammadi Market Sector 6 | Korangi. Karachi | Korangi |
| 55 | Motan Das Market | Kharadar Area. Karachi | South |
| 56 | Nairang Shopping Center | Liaquatabad. Karachi | Central |
| 57 | Nasim Super Cloth Market | Lasbela. Karachi | East |
| 58 | Nazir Shopping Center | Saidabad. Karachi | West |
| 59 | New Jubilee Cloth Market | Saddar. Karachi | South |
| 60 | No. 5 Market | North Karachi. Karachi | Central |
| 61 | Panorama Center | Saddar. Karachi | South |
| 62 | Paradise Shopping Centre | Saddar. Karachi | South |
| 63 | Park Towers | Clifton. Karachi | South |
| 64 | Prince Cloth Market | Metroville. Karachi | West |
| 65 | Q.Area Market | Korangi. Karachi | Korangi |
| 66 | Rabi Center | Tariq Road. Karachi | East |
| 67 | Rainbow Center | Saddar. Karachi | South |
| 68 | Razi Market | Landhi. Karachi | Korangi |
| 69 | Rex Center | Saddar. Karachi | South |
| 70 | Samama Shopping Center | University road. Karachi | East |
| 71 | Sea Breeze Centre | Clifton Karachi | South |
| 72 | Shadman Centre | Tariq Road. Karachi | East |
| 73 | Shahab Market | Gulberq F.B.Area. Karachi | Central |
| 74 | Shahin Super Market | Malir Cantonment. Karachi | Malir |

| | | | |
|----|--------------------------|----------------------------------|---------|
| 75 | Shama Shopping Centre | Shahrah-e-Faisal Colony. Karachi | Malir |
| 76 | Soldier Bazar | Garden East. Karachi | South |
| 77 | Super Market Liaquatabad | Liaquatabad. Karachi | Central |
| 78 | Super Market Malir Cantt | Malir Cant. Karachi | Malir |
| 79 | Tariq Road | Tariq Road. Karachi | East |
| 80 | Test Mart | Clifton. Karachi | South |
| 81 | The Forum | Clifton. Karachi | South |
| 82 | Tibet Centre | Saddar. Karachi | South |
| 83 | Timber Market | Saddar. Karachi | South |
| 84 | Uni Center | I.I Chundigarh Road. Karachi | South |
| 85 | Uni Plaza | I.I Chundigarh Road Karachi | South |
| 86 | Urdu Bazar | Saddar. Karachi | South |
| 87 | Usmani Market | F B Area. Karachi | Central |
| 88 | Uzma Shopping Center | Clifton (bath island). Karachi | South |
| 89 | Zaib-Un-Nisa Market | Saddar. Karachi | South |
| 90 | Zaib-Un-Nisa Plaza | Saddar. Karachi | South |
| 91 | Zumzama Boulevard | Clifton/ DHA. Karachi | South |

| No. | Parks and Garden | District |
|-----|--|----------|
| 1 | Abdullah Haroon Park, Hijrat Colony | South |
| 2 | Aisha Park,Block-14, Gulberg Town | Central |
| 3 | Akhoowat Family Park,11B, North Karachi | Central |
| 4 | Allah Rakha Park, Machchi Miyani | South |
| 5 | Annu Bhai Park, Nazimabad | Central |
| 6 | Arambagh Park, Central City | South |
| 7 | Ashraful Madaris Park, Gulistan e Jauhar | East |
| 8 | Askari Park, Gulshan Town | East |
| 9 | Aziz Bhatti Park, Gulshan Town | East |
| 10 | Azizabad Park, Block 8, Federal B Area | Central |
| 11 | Bagh Ibne Qasim, Old Clifton | South |
| 12 | Bagh-e-Jinnah or Frere Hall Gardens, Civil Lines | South |
| 13 | Baloch Park, Central City | Central |
| 14 | Bakhtawar Park, Block 5, Clifton | South |
| 15 | Baradari Park, Nazimabad | Central |
| 16 | Bedhwar Library Park, Parsi Colony | South |
| 17 | Beach View Park, Clifton | South |
| 18 | Bi Amman Park, 11C, North Karachi | Central |
| 19 | Boat Basin Park, Boat Basin | South |
| 20 | Central Park, Saddar Town | South |
| 21 | Children's Park, Saddar Town | South |
| 22 | Clifton Park, Khayaban e Roomi, Clifton | South |

| | | |
|----|---|---------|
| 23 | Coconut Park, Block-15, Gulberg Town | Central |
| 24 | Eidgah Ground, Nazimabad | Central |
| 25 | Eyk Number Park, 11J, North Karachi | Central |
| 26 | Family Park, Block-14, Gulberg Town | Central |
| 27 | Gabol Park, Kala Kot | South |
| 28 | Gharib Nawaz Park, 11E, North Karachi | Central |
| 29 | Hasrat Mohani Model Park, Shah Faisal Town | Korangi |
| 30 | Hill Park, P.E.C.H.S. | East |
| 31 | Hakeem Muhammad Saeed playground/ Park, Gulshan-e-Iqbal Karachi | East |
| 32 | I Own Karachi Park, Nazimabad-4, Nazimabad | Central |
| 33 | Jamia Masjid Park, Bihar Colony | West |
| 34 | Jahangir Park, Saddar Town | Central |
| 35 | Jheel Park, Tariq Road, P.E.C.H.S. | East |
| 36 | Jinnah Park, 11F, North Karachi | Central |
| 37 | Khayyal Das Park, Central City | South |
| 38 | Kidney Hill Park, P.E.C.H.S. | East |
| 39 | Kite Park, Rehri Goth, Landhi Tow | Korangi |
| 40 | Lalazar Park, Behind Boat Club | South |
| 41 | Ladies Park, Aiwan e Sadar Road | South |
| 42 | Lyari Aman Park, Tannery Road, Lyari Town | South |
| 43 | Maulana Mohammad Ali Jauhar Park, (Kakri Ground), Lyari Town | South |
| 44 | Mojahid Park, Lyari Town | South |
| 45 | Moulvi Usman Park, Tannery Road, Lyari Town | South |
| 46 | Municipal Park, Bandar Road | South |
| 47 | Municipal Park, Chakiwara Road | South |
| 48 | Municipal Park, Iqbal Shaheed Road | South |
| 49 | Municipal Park, Block 2 Clifton | South |
| 50 | Municipal Park, Block 7 Clifton | South |
| 51 | Municipal Park, Block 7, Mai Kolachi Road, Clifton | South |
| 52 | Municipal Park, Block 8, Federal B Area | Central |
| 53 | Municipal Park, Miran Naka | South |
| 54 | Municipal Park, New M A Jinnah Road | South |
| 55 | Municipal Park, 11C, North Karachi | Central |
| 56 | Neighbourhood Park, Block 2, Clifton | South |
| 57 | Nisar Shaheed Park, Defence Phase4 | South |
| 58 | Nishtar Park, Saddar Town | South |
| 59 | Noor Ilahi Park, Rangiwara | South |
| 60 | Parkground, Old Clifton Road, Clifton | South |
| 61 | Partab Singh Park, Barnes Road | South |
| 62 | Quaid Mausoleum Park, Jamshed Town | East |
| 63 | Quaid-e-Azam Park, Steel Mills | Malir |

| | | |
|----|---|---------|
| 64 | Sabri Park, Gulistan Colony, Lyari Town | South |
| 65 | Safari Park, Gulshan Town | East |
| 66 | Shaheed Benazir Bhutto Park, Boat Basin | South |
| 67 | Sheikh Hayat Park, Opp. Mohammad Din Community Hall, Lyari Town | South |
| 68 | Sheria Park, Landhi Town | Korangi |
| 69 | Sir Syed Ahmed Khan Park, (Ship Park), Block-13 F.B. Area, Naseerabad, Gulberg Town | Central |
| 70 | Sohrab Katrak Park, Parsi Colony | South |
| 71 | Talimi Bagh, Gulberg Town | Central |
| 72 | Tikon Park, Machchi Miani | South |
| 73 | Zam Zam Park, Zamzama Street, Clifton | South |
| 74 | Kutchi Memon Park, Kutchi Memon Housing Society (CMCHS) [Bahadurabad, Karachi] | East |
| 75 | Aladdin Park, Rashid Minhas Road | East |
| 76 | Dreamworld Resort, Super Highway | Malir |
| 77 | Jibes Playland, Clifton | South |
| 78 | Sindbad, Rashid Minhas Road | East |
| 79 | Karachi Zoological Gardens?, Garden Road | South |
| 80 | Burnes Garden, Burnes Road | South |

Bus Stops District Karachi

| Central | South | East | West | Malir | Korangi |
|---|------------------------------|-----------------------|-------------------------------|---------------|--------------------------|
| Gulbahar No.1 | Lasbella Bus Stop | Kala pul Bus Stop | Habib Bank SITE Area Bus Stop | Natha Khan | Brooks Chowrangi Stop |
| Gulbahar No.2 | Guru Mandir Bus Stop | Nursery Bus Stop | Ghani Chowrangi Stop | colony gate | Chamra Chowrangi |
| Urdu Bazar Nazimabad | Numaish Bus Stop | Lal Koti Bus Stop | Shershah Stop | Star Gate | Bilal Chowrangi |
| Petrol Pump Nazimabad | Sea breeze Hospital Bus Stop | FTC Bus Stop | Banaras Stop | Wireless Gate | Korangi Residential Area |
| Inquiry Office | Tibet Plaza | Fiyyaz Center | Orangi 5 number | Malir Halt | Indus Hospital |
| Bus Stop # 6 Nazimabad | Jama Cloth | Karsaz | Bihar Colony Stop | Kala Board | IBM |
| Bus Stop # 7 Nazimabad | Light House | Defence Mor | Orangi 11 1/ 2 Stop | Malir 15 | Bhes colony |
| Matric Board Office / Jinnah University | Boulton Market | Naheed Super Market | Orangi 10 Stop | Murgi Khana | Landhi |
| Inter Board Office | Tower | tariq Road | Saeedabad Stop | Quaidabad | Shah Faisal Shama Center |
| Hyderi Market Bus Stop | Garden Bus Stop | MC Donald Tariq Road | Labor Square Stop | | Shah Faisal No.1 Stop |
| Five Star Bus Stop | Shoe Market Bus Stop | Hasan Square Bus Stop | Valika Stop | | Shah Faisal No. 3 Stop |
| Farooq -e-Azam Masjid Bus Stop | Ranchorline Bus Stop | Bait-ul-Makram | Baldia Colony Stop | | Dawood Chorangi |
| Sukki Hasan Bus Stop | Lee Market Bus Stop | Nepa | Naval Colony Stop | | |
| UP Mor Bus Stop | Soldier Bazar Bus Stop | University of Karachi | Khuda Ki Basti Stop | | |

| | | | | | |
|--------------------------|---------------------------|-------------------------|-------------------|--|--|
| Saleem Center Bus Stop | Jinnah Hospital Bus Stop | Imtiaz Super Market | Lyari 2 Stop | | |
| Power House Bus Stop | Cantt station | Gulshan Chowrangi | Maymar Bus Stop | | |
| 2 Minute Bus Stop | Punjab Chowrangi Bus Stop | Disco Bakery | Kemari Bus Stop | | |
| 4K Chowrangi Bus Stop | Clifton block 7 bus stop | Safari Park Bus stop | West Wharf Stop | | |
| Teen Hati Bus Stop | Boat Basin | Johar Chowrangi | Custom House Stop | | |
| Liaquatabad super Market | Bilawal Chowrangi | Johar Mor | | | |
| Karimabad Bus Stop | Abdullah Shah Ghazi | Alladin Park bus Stop | | | |
| Ayesha Manzil bus Stop | Juna Market Bus Stop | old sabzi Mandi Stop | | | |
| Water Pump Bus Stop | Chakiwara Bus Stop | Jail Chowrangi Bus Stop | | | |
| Shafiq Mor Bus Stop | Kharadar Bus Stop | Tariq Road Bus Stop | | | |
| | | Essa Nagri Bus Stop | | | |
| | | Stadium Bus Stop | | | |

Main Routes of Buses/ vans

| S. # | Identified Route Names |
|------|-----------------------------------|
| | Dadu To Karachi |
| 1 | Dadu To Sehwan |
| 2 | Dadu To Johi |
| 3 | Dadu to Johi |
| 4 | Dadu To K.N Shah & Mehar |
| 5 | Dadu to Larkana |
| 5 | Dadu to Larkana |
| 6 | Dadu to Phulgi, Piaro Goth, Sitan |
| 7 | Dadu to Morro |
| 8 | Dadu to Wahi Pandhi and TR Khan |
| 9 | Dadu to Hagi Khan and Drigh Bala |
| 10 | Dadu to Mondar |

NOTE:

The following Estimated information collected from starters of buses and vans going to different routes. While, Qingqi rickshaw are running as inter-city transport most of the students are using these Qingqies and women prefer the Qingqies for enter city. Qingqies are also coming from near surrounding village and small towns. Further, bus and vans are not allowed inside the city. It is used for travelling from city to city and from villages to Dadu city and vice versa. There is one main bus stand near the entrance of the city from where buses/ vans come from and go to the other cities. Passengers use Qingqi or private transport to go from inside the city to the bus stand from where they get bus/ van for travelling out of city. Likewise, people come from other cities/ nearby villages through bus/ van which drop them at bus stand situated outside the city entrance and they use private transport or Qingqi for coming inside the city. Many people including students, employees, and business men travel frequently from/ to Dadu in this way. Qingqies are also used for travelling to/ from nearby villages and small towns Qingqi/ Rikshaw is used for travelling inside the city. There are 28 Qingqi stands in the city but there are no designated routes and stop. They are found in places where they can found passengers e.g. in front of hospitals, colleges, markets, offices and near out of city 'bus stand/ adda' and drop the passengers at any convenient place.

KHAIRPUR DISTRICT

| Sample Unit | No. | Source |
|---|-----|--|
| Total number of parks | 7 | Municipal Committee Khairpur. |
| Total number of markets | 14 | Municipal Committee Khairpur and Town Committee Kotdiji. |
| Total number of transportation stops • Chigchi/ Rickshaw | 16 | Public Transporters, Starters and RTA secretary |

NOTE:

Please note that bus and vans are not allowed inside the city. It is used for travelling from one city/ goth to Khairpur city and vice versa. There is one main bus stand at old national highway near the entrance of the city from where buses/ vans come from and go to the other cities, some other stops of Vans/ Suzuki Pickups are also here nearby old national highway crossing from Khairpur city area. Passengers use Qingqi/ rickshaw/ motorbike or private transport to go from inside the city to the bus stand from where they get bus/ van for travelling out of city. Likewise, people come from other cities/ nearby goths through bus/ van/ Suzuki pickups which drop them at bus stand situated outside the city entrance and they use private transport or Qingqi/ rikshaw for coming inside the city. Many people including students, employees, and businessmen travel frequently from/ to Khairpur in this way. Qingqies/ rickshaws/ motorbikes are also used for travelling to/ from nearby villages and small towns.

Qingqi/ Rickshaw is used for travelling inside the city. There are few Qingqi/ rickshaw stands in the city but there are few designated routes and stops for that. They are found in places where they can found passengers e.g. in front of hospitals, colleges, markets, offices and near out of city 'bus stand/ adda' and drop the passengers at any convenient place.

| # | Data | No. | Source |
|----|---|-----|---|
| 1. | Total number of parks in project area | 07 | 1. Bilawal Park 2. Phool Bagh 3. Sadaruddin Shah Park 4. Railway station belt 5. Dilshad Park 6. Kotdiji Heritage 7. Ladies and Children Park Municipal Committee Khairpur. |
| 2. | Total number of markets in project area | 14 | 1. Chorigar Bazar, 2. Shahi Bazar, 3. Hyderi Bazar 4. Rang Bazar, 5. Panjgolla chowk with Subzi & Fruit Market, Fish, meat and beef market, 6. Mobile Market, 7. Sachal shopping Centre, 8. Civic Centre, 9. Ramzan shah Centre, 10. Al-jamhoor Centre, 11. 3G market, 12. Bin Moosa, 13. Banars market, 14. Shahi Bazar Municipal Committee Khairpur and Town Committee Kotdiji. |
| 3. | Total Number of Stops 4. Chigchi/ Rickshaw | 16 | 1. Panjgolla Chowk 2. Phool Bagh 3. Panjhatti 4. Bhurgri Pull 5. Wapda Scarp-gate 6. Shadi Shaheed Stop 7. Maryam Canon 8. Bus Terminal 9. Near Therhi Phatak 10. Ghareeb Nawaz Hotel 11. Civic Centre 12. Chandia Mor 13. Civil Hospital 14. Luqman Pahatak 15. Railway Station 16. Shah Hussain By-pass Public Transporters, Starters and RTA secretary |

ANNEX 6: RESEARCH TOOLS

QUESTIONNAIRES IN ENGLISH

Women's Perceptions regarding Safety in Public Places (Parks/ Marketplaces)

Assalam – o – Alaikum!

My name is _____ I am representing Aurat Foundation, an institute that works for the empowerment of women in the country. We are currently conducting a national research with support from UN Women to identify the issues faced by women/ PWDs/ TGPs visiting parks and shopping areas. I would like to have a discussion with you in this regard. The interview will take approximately half an hour to complete. We will make sure that your answers will be kept confidential and shall not be disclosed to anyone. This will be for the knowledge of our research team only. Also, you may refuse to take part or stop the interview at any time without giving any justification.

We shall be grateful for your cooperation and valuable time given (take verbal consent before starting the interview).

Date of Interview _____ **Time** _____

Place of Interview: Park Shopping Area

Location of Interview (settled area of metropolitan city/ urban slums/ kachi abadi/ rushy areas)

(Write the location name; specify name of parks / markets)

Interviewer (Name and Signature):

Personal Information

(Interviewer should tick the appropriate box or write where necessary)

Category:

Transgender person Woman Woman with children Pregnant woman

Person with Disability/ special needs Student

Nature of Disability (if applicable):Physical Mental Multiple Disabilities (Please specify) _____**Name of Respondent** (Optional): _____**Marital Status:**Single Married Widow Separated Divorcee **Age:**10- 19 20-29 30-39 40-49 50-59 60+ **Education:**Illiterate Primary Middle Matric Intermediate Graduation Post-Graduation Madrasa Other (Please specify) _____**Employment Status:**Job-holder Self-employed/ small business Domestic Worker Housewife Unemployed Other (Please specify) _____**Family Income Level (per month):** Less than 10,000 10,000-20,000 20,000-30,000 30,000-40,000 40,000-50,000 Above 50,000 No response **Safety Concerns at Parks/ Shopping areas****1. Frequency of visiting a public space (parks/ shopping area)**Daily (5-7 days in a week) Often (2-4 times in a week) Sometimes (2-3 time in a month) Rarely (once a month) Very rarely (once in two months) Any Other (Please specify)

2. At what time do you mostly visit park/ shopping area (multiple options can be ticked)?

Morning Afternoon Evening Night

3. Mostly, how do you visit (multiple options can be ticked)?

With friends With family With colleagues Alone

4. How secure do you feel in public places?

Totally Safe A little unsafe Very unsafe Totally unsafe

If unsafe, what factors contribute to you feeling unsafe in public spaces? (multiple options can be ticked)

Poor lighting Poor maintenance Over crowdedness

Deserted area Lack of surveillance by police

Greater presence of males Lack of facilities (pregnant/ feeding/ PWDs)

Any other (Please specify) _____

5. Have you seen any woman/ girl being harassed in front of you in such a public place?

(If 'yes' go to Qs 5a & 5b and if 'no' ask q5c)

Yes No

5a. If yes, what type of harassment have you observed towards women/ girls? (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling Singing Shouting

Physical: Blocking way Stalking Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

5b. If yes, what type of action taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked nearby people for help

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Left the park/ market

Shared with family members Shared with a friend

Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

5c. If no, what do you think should be done in case of harassment towards women/ girls at public places?

Specify (action): _____

6. Have you seen any TGP being harassed in front of you in such a public place?

(If 'yes' go to Qs 6a & 6b and if 'no' ask Q 6c)

Yes No

6a. If yes, what type of harassment have you observed towards TGPs? (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling Singing Shouting

Physical: Blocking way Stalking Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

6b. If yes, what type of action was taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked nearby people for help

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Left the park/ market

Shared with family members Shared with a friend

Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

6c. If no, what do you think should be done in case of harassment towards TGPs at public places?

Specify (action): _____

7. Have you faced any kind of harassment, while visiting parks/ market?

(If 'yes' go to Qs 7a, 7b, 7c, 7d, 7e and if 'no' ask Q 7f)

Yes No No response

7a. If yes, which type of harassment did you face? (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling Singing Shouting

Physical: Blocking way Stalking Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

7b. If yes, what was your reaction when you were harassed in the park/ shopping area? (multiple options can be ticked)

Ignored Verbally retaliated Asked nearby people for help

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Left the park/ market

Shared with family members Shared with a friend

Any other (Please specify) _____

GBV survivor journey mapping (additional information regarding response received):

7c. What was the behavior of people around towards action taken by you?Ignored Cooperative

If cooperated (explain how): _____

7d. Can you tell us at what time the incident(s) of harassment took place (multiple options can be ticked)?Morning Afternoon Evening Night **7e. Can you tell us how many people were involved in this incident?**One Two Three Four More than four **7f. If no, what would you do in case of harassment faced in a public place?**

Specify (action): _____

8. Who do you think is/ are mostly the harasser? (multiple options can be ticked)Fellow male park visitor's Fellow female park visitors Fellow male market visitor's Fellow female market visitors Shop keepers Any other (Please specify) _____**Response to Safety Concerns****9. What type of response did you receive, if shared with family?**Didn't listen to you Blamed you for the incident Registered case Investigated Caught the offender Stopped you from visiting park Stopped you from visiting market Any other (Please specify): _____**10. What type of response did you receive, if reported on Helpline/ App?**Listened to you Provided counseling

Legal advice

Referred to shelter

Referred to police

Did not listen to you

Any other (Please specify) _____

11. What type of response did you receive, if reported to Police?

Didn't listen to you Blamed you for the incident Registered case

Investigated Caught the offender Referred you to another service (if applicable)

Any other (Please specify) _____

12. In your opinion, how can the incidents of harassment in parks/ shopping areas be minimized? (multiple options can be ticked)

Awareness campaigns

Installation of cameras

Proper surveillance by police

Proper Lighting

Other _____

Don't know

13. Do you know that sexual harassment is a punishable crime in Pakistan (refers to PPC section 509)?

Yes No

If yes, please give details: _____

14. Are you aware of the laws on sexual harassment/ gender-based violence that have been passed in Pakistan recently?

Yes No

If yes, can you mention any one Law: _____

15. In your view, what facilities should be given to women/ PWDs/ TGPs in public spaces?

Please suggest any three facilities, each:

Women/ girls:

Persons with Disability:

Transgender Persons:

Thank you for Your Time and Cooperation

Facility Checklist

1. Is there separate public toilets' for women available here?

Yes No

2. Is there any facility to change diapers for infants?

Yes No

3. Is there any kind of covered and separate sitting facility for the women to breast feed their infants available here?

Yes No

4. Are there any kind of special arrangements for women/ girls with disability?

Yes No

5. Is there any health care facility (hospital/ dispensary/ clinic) available nearby?

Yes No

6. Is there public transport facility like bus stops/ wagon stands available nearby?

Yes No

7. Are there any security arrangements like security guards, police staff, police station/ chowki/ check post etc. available nearby?

Yes No

8. Is there enough lighting particularly in terms of dark/ isolated spots within the area?

Yes No

9. Do you feel threatened by men roaming in groups within the area?

Yes No

10. In case of emergency, does the park/ shopping area staff cooperate with the visitors particularly with the female visitors?

Yes No

Women's Perceptions regarding Safety in Public Transport

Assalam – o – Alaikum!

My name is _____ I am representing Aurat Foundation, an institute that works for the empowerment of women in the country. We are currently conducting a national research with support from UN Women to identify the issues faced by women/ PWDs/ TGPs travelling through various modes of transport. I would like to have a discussion with you in this regard. The interview will take approximately half an hour to complete. We will make sure that your answers will be kept confidential and shall not be disclosed to anyone. This will be for the knowledge of our research team only. Also, you may refuse to take part or stop the interview at any time without giving any justification.

We shall be grateful for your cooperation and valuable time given (take verbal consent before starting the interview).

Date of Interview: _____ **Time:** _____

Mode of Transport:

Bus Metro Bus Mini Bus (mazda) Van/ Wagon Rickshaw

Qingqi Any other (Please specify) _____

Location of Interview (can be settled area of metropolitan city/ urban area/ slum area/ kachi abadi/ rush areas) _____ *(Write the location name; specify stop/ stand)*

Interviewer (Name and Signature):

Personal Information

(Interviewer should tick the appropriate box or write where necessary)

Category:

Transgender person Woman Woman with children Pregnant woman

Person with Disability/ special needs Student

Nature of Disability (if applicable):

Physical Mental Multiple Disabilities (Please specify) _____

Name of Respondent (Optional): _____

Marital Status: Single Married Widow Separated Divorcee

Age: 10- 19 20-29 30-39 40-49 50-59 60+

Education: Illiterate Primary Middle Matric Intermediate

Graduation Post-Graduation Madrasa

Other (Please specify) _____

Employment Status: Job-holder Self-employed/ small business Domestic Worker
Housewife Unemployed

Other (Please specify) _____

Family Income Level (per month): Less than 10,000 10,000-20,000

20,000-30,000 30,000-40,000

40,000-50,000 Above 50,000

No response

1. Purpose of using public transport: *(multiple options can be ticked)*

Going Home Going to Work Going for Studies Shopping

Visiting Family Social gathering

Any Other (Please specify) _____

2. Frequency of travelling on public/ private Transport?

Daily (5-7 days in a week) Often (2-4 times in a week)

Sometimes (2-3 time in a month) Rarely (once a month)

Very rarely (once in two months) Any Other (Please specify) _____

3. At what time do you mostly travel by public/ private transport *(multiple options can be ticked)?*

Morning Afternoon Evening Night

4. Mostly, how do you travel *(multiple options can be ticked)?*

With friends With family With colleagues Alone

5. Which mode of transport do you prefer to use? (multiple options can be ticked)

Bus Metro Bus Mini Bus (mazda) Van/ Wagon Rickshaw

Qingqi Any other (Please specify) _____

6. Give reason for preferring the above mode of transportation:

Safety Concerns while Standing at Transportation Stop/ Stands

7. What kind of problems do you generally face at the transportation stops/ stands?

Please specify): _____

8. Have you seen any woman/ girl being harassed at transport stop/ stand?

(If 'yes' go to Qs 8a & 8b and if 'no' ask Q 8c)

Yes No

8a. If yes, what type of harassment have you observed towards other women/ girls (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling Singing Shouting

Physical: Blocking way Stalking Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

8b. If yes, what type of action taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Changed Route Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Shared with family members

Shared with a friend Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

8c. If no, what do you think should be done in case of harassment towards women/ girls at transport stop/ stand?

Specify (action): _____

9. Have you seen any TGP being harassed at transport stop/ stand?

(If 'yes' go to Qs 9a & 9b and if 'no' ask Q 9c)

Yes No

9a. If yes, what type of harassment have you observed towards TGPs (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling Singing Shouting

Physical: Blocking way Stalking Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

9b. If yes, what type of action taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Changed Route Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Shared with family members

Shared with a friend Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

9c. If no, what do you think should be done in case of harassment towards TGPs at transport stop/ stand?

Specify (action): _____

10. Have you faced any kind of harassment, while standing at the transport stop/ stand?

(If 'yes' go to Qs 10a, 10b & 10c and if 'no' ask Q 10d)

Yes No No response

10a. If yes, how often have you faced such incidents while standing at transport stop/ stand in the past year?

Once 2 to 4 times 4 – 6 times Many Times

10b. If yes, which kinds of harassment have you faced? (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling Singing Shouting

Physical: Blocking way Stalking Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

10c. What was your reaction when you felt harassed? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Changed Route Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Shared with family members

Shared with a friend Any other (Please specify) _____

GBV survivor journey mapping (additional information regarding response received):

10d. If no, what would you do in case of harassment faced at transport stop/ stand?

Specify (action): _____

11. How secure do you feel at the transport stop/ stand?

Totally Safe A little unsafe Very unsafe Totally unsafe

11a. If unsafe, what factors contribute to feeling unsafe at the transport stop/ stands?
(multiple options can be ticked)

Lack of standing space Lack of seating place

Poor lighting Poor maintenance of stop/ stand Over crowdedness at stop/ stand

Deserted area Poor signage Lack of surveillance by police

Greater presence of males Lack of facilities for women with children/ pregnant

Any other (Please specify) _____

12. How is a woman/ girl with disability facilitated at the transport stop/ stand while climbing up (observation)?

Safety Concerns while Travelling in Public/ Private Transport

13. How frequently do you get a place to stand or sit in the women section / compartment while traveling?

Stand: Always Sometimes Rarely Never

Sit: Always Sometimes Rarely Never

14. Is there a designated place for the TGPs while traveling, do they sit/ stand in the men or women section?

Men section Women section Both

14a. Do they face any resistance from men and women on boarding their section?

Men Women Both

14b. Where do the TGPs prefer to sit and why?

15. Have you seen any woman/ girl being harassed in front of you while traveling?

(If 'yes' go to Qs 15a & 15b and if 'no' ask Q 15c)

Yes No

15a. If yes, what type of harassment have you observed towards women/ girls while traveling
(multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling/ singing Playing cheap songs Shouting

Physical: Blocking way Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

15b. If yes, what type of action taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Got out of Vehicle Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Shared with family members

Shared with a friend Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

15c. If no, what do you think should be done in case of harassment towards women/ girls while traveling?

Specify (action): _____

16. Have you seen any TGP being harassed in front of you while traveling?

(If 'yes' go to Qs 16a & 16b and if 'no' ask Q 16c)

Yes No **16a. If yes, what type of harassment have you observed towards TGPs while traveling**
(multiple options can be ticked)Visual: Staring Obscene gestures Mirror Flashing Taking photos Verbal: Inappropriate Comments Whistling/ singing Playing cheap songs Shouting Physical: Blocking way Pushing Violent attack Kidnapping Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault Any other (Please specify) _____**16b. If yes, what type of action taken?** (multiple options can be ticked)Ignored Verbally retaliated Asked other travelers for help Got out of Vehicle Changed mode of transportation Physically stopped the perpetrator Slapped the perpetrator Reported to police Reported on Safety App (if applicable) Reported to Women's helpline (if applicable) Shared with family members Shared with a friend Any other (Please specify) _____**GBV survivor journey mapping (additional information; who took action and response received):**

16c. If no, what do you think should be done in case of harassment towards TGPs while traveling?

Specify (action): _____

17. Have you faced any kind of harassment, while traveling through public/ private transport?

(If 'yes' go to Qs 17a, 17b & 17c and if 'no' ask Q 17d)

Yes No No response

17a. If yes, how often have you faced such incidents while traveling through public/ private transport in the past year?

Once 2 to 4 times 4 – 6 times Many Times

17b. If yes, which kinds of harassment have you faced when traveling through public/ private transport? (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling/ singing Playing cheap songs Shouting

Physical: Blocking way Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

17c. What was your reaction when you felt harassed? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Got out of vehicle Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable) Shared with family members

Shared with a friend Any other (Please specify) _____

GBV survivor journey mapping (additional information regarding response received):

17d. If no, what would you do in case of harassment faced while traveling?

Specify (action): _____

Response to Safety Concerns

18. What type of response did you receive, if shared with family?

Didn't listen to you Blamed you for the incident Registered case

Investigated Caught the offender Stopped you from studying

Stopped you from working Any other (Please specify) _____

19. What type of response did you receive, if reported on Helpline/ App?Listened to you Provided Psycho counseling Legal advice Referred to shelter Referred to police Did not listen to you Any other (Please specify) _____**20. What type of response did you receive, if reported to Police?**Didn't listen to you Blamed you for the incident Registered case Investigated Caught the offender Referred you to another service (if applicable) Any other (Please specify) _____**21. What was the behavior of driver and conductor, when you faced/ observed an incident of sexual harassment during travelling?**Ignored Cooperated

If cooperated (please explain how) _____

22. Who do you think is/ are mostly the harasser while traveling (multiple options can be ticked)?Fellow male passengers Fellow female passengers Conductors Drivers

Any other (specify): _____

23. In your opinion how can the behavior of drivers and conductors be made more gender sensitive towards women, children, TGPs and WWDs?Gender sessions/ trainings Awareness campaign Installation of Cameras Any other (Please specify) _____Don't know **24. Do you know that sexual harassment is a punishable crime in Pakistan (refers to PPC section 509)?**Yes No

If yes, please give details:

25. Are you aware of the laws on sexual harassment/ gender-based violence that have been passed in Pakistan recently?

Yes No

If yes, can you mention any one Law?

26. Would you like to drive a bike if available under specific scheme (not applicable to PWDs)?

Yes No

If no, why not?

Suggestions/ Recommendations

27. In your view, what facilities should be given to women passengers/ PWDs/ TGPs in public/ private transport?

Please suggest any three facilities each:

Women/ girls:

Person with Disability

Transgender Person:

Thank you for Your Time and Cooperation

Women's Perceptions regarding Safety in Public Transport (Drivers/ Conductors)

Assalam – o – Alaikum!

My name is _____ I am representing Aurat Foundation, an institute that works for the empowerment of women in the country. We are currently conducting a national research with support from UN Women to identify the issues faced by women/ PWDs/ TGP's travelling through various modes of transport. I would like to have a discussion with you in this regard. The interview will take approximately fifteen minutes to complete. We will make sure that your answers will be kept confidential and shall not be disclosed to anyone. This will be for the knowledge of our research team only. Also, you may refuse to take part or stop the interview at any time without giving any justification.

We shall be grateful for your cooperation and valuable time given (take verbal consent before starting the interview).

Date of Interview: _____ Time: _____

Driver/ Conductor of Transport (specify): _____

Bus Metro Bus Mini Bus (mazda) Van/ Wagon

Rickshaw Qingqi Any other (Please specify)

Location of Interview (can be settled area of metropolitan city/ urban area/ slum area/ kachi abadi/ rush areas) _____

(Write the location name; specify stop/ stand)

Interviewer (Name and Signature): _____

Section I: Personal Information

(Interviewer should tick the appropriate box or write where necessary)

Name of Respondent (Optional): _____

Marital Status: Single Married Widow Separated Divorcee

Age: 10- 19 20-29 30-39 40-49 50-59 60+

Education: Illiterate Primary Middle Matric Intermediate

Graduation Post-Graduation Madrasa Other (Please specify) _____

Professional Experience (years/ month): _____

Family Income Level (per month): Less than 10,000 10,000-20,000

20,000-30,000 30,000-40,000

40,000-50,000 Above 50,000

No response

SECTION II: SAFETY RISK CONCERNS REGARDING PUBLIC/ PRIVATE TRANSPORT

28. What kind of problems do women/ girls generally face at the transportation stops/ stands?

Please specify): _____

29. How is a woman/ girl with disability facilitated at the transport stop/ stand while climbing up (observation)?

30. How frequently do women/ girls get a place to stand or sit in the women section/ compartment while traveling?

Standing: Always Sometimes Rarely Never

Sitting: Always Sometimes Rarely Never

31. Is there a designated place for TGPs while traveling, do they sit/ stand in the men's or women's section?

Men's section Women's section Both

4a. Do TGPs face any resistance from men and women on boarding their section?

Men Women Both

4b. Where do TGPs prefer to sit and why?

32. Have you seen any woman/ girl being harassed in front of you while traveling?
(If 'yes' go to Qs 5a & 5b and if 'no' ask Q 5c)

Yes No

5a. If yes, what type of harassment have you observed towards women/ girls while traveling
(multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling/ singing Playing cheap songs Shouting

Physical: Blocking way Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

5b. If yes, what type of action taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Got out of Vehicle Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable)

Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

5c. If no, what do you think should be done in case of harassment towards women/ girls while traveling?

Specify (action): _____

33. Have you seen any TGP being harassed in front of you while traveling?
(If 'yes' go to Qs 6a & 6b and if 'no' ask q6c)

Yes No

6a. If yes, what type of harassment have you observed towards TGPs while traveling (multiple options can be ticked)

Visual: Staring Obscene gestures Mirror Flashing Taking photos

Verbal: Inappropriate Comments Whistling/ singing Playing cheap songs Shouting

Physical: Blocking way Pushing Violent attack Kidnapping

Sexual: Touching inappropriately Sexual remarks/ looks Pinching Assault

Any other (Please specify) _____

6b. If yes, what type of action was taken? (multiple options can be ticked)

Ignored Verbally retaliated Asked other travelers for help

Got out of Vehicle Changed mode of transportation

Physically stopped the perpetrator Slapped the perpetrator

Reported to police Reported on Safety App (if applicable)

Reported to Women's helpline (if applicable)

Any other (Please specify) _____

GBV survivor journey mapping (additional information; who took action and response received):

6c. If no, what do you think should be done in case of harassment towards TGPs while traveling?

Specify (action): _____

SECTION III: Response to Safety Concerns

34. Is there any security checks from government regarding women's safety in transport, before issuing 'permits' to any vehicle?

Yes No

If yes, explain: _____

35. What measures has your transport service taken for the safety of women passengers?

Please give details: _____

Any constraints: _____

36. Is there any policy or guidelines for drivers/ conductors to ensure the safe travel of women (provided by Govt./ private transport owner or Association)?

Yes No

37. Do you know that sexual harassment is a punishable crime in Pakistan (refers to PPC section 509)?

Yes No

If yes, please give details:

6. Are you aware of any helpline numbers to assist female passengers in case of an incident of sexual harassment/ gender-based violence?

Yes No

If yes, can you mention any one? _____

7. In your opinion how can your role (as drivers/ conductors) be made more gender sensitive towards women, children, TGPs and WWDs?

Gender sessions/ trainings Awareness campaign

Installation of Cameras Any other (Please specify) _____

Don't know

Suggestions/ Recommendations

8. In your view, what facilities should be given to women passengers/ PWDs/ TGPs in public/ private transport?

Please suggest any three facilities:

Women/ girls:

Person with Disability:

Transgender Person:

Thank you for Your Time and Cooperation

ANNEX 7: GUIDELINES FOR DATA COLLECTION

GUIDELINES FOR ENUMERATORS

Guidelines for Data Collection

1. Background

In any research study of this kind, the role of enumerators is very important. The reliability of a study mostly depends upon the level of understanding of field team on data collection process and their ability of getting accurate responses from the respondents. These guidelines will support the field teams in conducting the survey smoothly, developing rapport with the respondent along with ensuring the timely and accurate completion of the questionnaire. All field enumerators are required to fully understand and follow the instructions given in this guideline.

The main objectives of the study are:

- Collection and compilation of evidence base data, inputs, suggestions and recommendation on women's and girl's mobility barriers towards safety and security in public spaces in Karachi, Dadu, Khairpur, Quetta and Rawalpindi.
- Bring policy advocacy recommendations and evidence-based actions to improve the service delivery and public infrastructure and to avert and respond to VAW by identifying the gaps in services based on the Women's Safety audit findings.
- Create and increase the spaces for women and girls' public participation in policy making and program designing.

2. Stages of the Survey

There are three stages of data collection process; field preparation, data collection and post field activities.

Field Preparation

- **Get clarity on research objectives and tools.** You have been oriented on the aims and objectives, methodology and target respondents of the project and trained on the tool-kit. Recall your knowledge and revise the tools thoroughly at least one day before starting the field, so that if you need any further clarity, you can discuss it with your supervisor/ field coordinator.
- **Get familiarized with target areas and hotspots.** You must get familiar and obtain information about the field sites including the transport stops/ public places from where you have to collect data. You can ask the field supervisor for guidance during the survey.

- **Get your tool-kit ready.** Make sure that you have the required number of questionnaires/ forms per day, pens/ pencils, ID card of your organization and other important things in your bag/ folder. You must take a list and address of field sites and also the contact numbers of other team members and field coordinator, so that you can contact whenever needed. Please note that it is good to have drinking water with you when you are working in field.
- **Select appropriate dress:** In the field, your dress should be simple and in accordance with local culture and values. For example covering head where required, taking *chaddar*²², or wearing traditional dress, etc. as needed. Your appearance will help make others feel that you are like them (one of them) and vice versa.

Data Collection

- **Introduction to respondent:** Introduce yourself by name, your organization and narrate the purpose of the research by explaining aim and objectives of the study, as follows:

“Assalam – o – Alaikum!

My name is _____ I am representing Aurat Foundation, an institute that works for the empowerment and socio-economic issues of women in the country. We are currently conducting a national research with support from UN Women to identify the issues faced by women travelling through various modes of transport and those visiting parks and shopping areas. I would like to have a discussion with you in this regard. The interview will take approximately half an hour to complete. We will make sure that your answers will be kept confidential and shall not be disclosed to anyone. This will be for the knowledge of our research team only. Also, you may refuse to take part or stop the interview at any time without giving any justification.

We shall be grateful for your cooperation and valuable time given (take verbal consent before starting the interview)”.

- **Rapport building:** Contact respondents with polite tone and smiling face. Give proper answers to their queries. Give them confidence that their experiences and opinions are very valuable for this study and in the long run will contribute in the efforts of making society safer for women.
- **Ensure confidentiality:** It must be assured to the respondents that all information received will be kept confidential and will be used only for research purposes. Identity of any respondent will not be disclosed at any stage of the project. Tell

²² A large piece of cloth that is wrapped around the head and upper body leaving only the face exposed, worn especially by Muslim women.

them that even the writing of their name on interview form is optional. If anybody does not feel comfortable to disclose his/ her name, you will not write it.

- **Language of interview:** The interview may be taken in Urdu or in a regional language as preferred by the respondent.
- **Tool administration:** While taking interview please ensure that:
 - You have filled all important information carefully and not left any section/ question blank. Clearly mention the name(s) of area/ location of transport stand/ stop, parks and markets
 - While asking questions from respondent, do not read out the options or prompt, listen to the respondent and then mark the responses on the survey sheet. If respondents appear non responsive, then probe a little to capture their opinion/ response.
 - At the end reiterate once again that this exercise will help in enhancing the safety condition for women.
 - Thank them for giving their time for interview.

Instructions for GBV Survival Journey Mapping:

- Gender-based Violence (GBV) survivor journey maps will also be charted out that identify the key interactions that a survivor has with service providers. The program aims at advancing women's human rights and empowerment with the objective of affecting real behavioral change and contributing to a productive gender debate within Pakistan.
- Identified respondents, separately map the GBV journey where applicable (take additional information; who took action and the response received) in following questions.
- Transport tool (Qs 7b, 8b, 9c, 14b, 15b, 16c)
- Public place tool (Qs 5b, 6b, 7b)
- Drivers and Conductors tool (Q 5b, 6b)

Post Field Activities

- Ensure that all the categories have been adequately covered as per field plan.
- Make sure your filled questionnaire is pre-coded (Sr# assigned to you).

- Check and return all completed questionnaire to the field supervisor.
- Make a report on field experiences and constraints.

3. Code of Ethics

- Any political activity is not permitted while conducting survey.
- Survey assignments must not be delegated or completed by any other person (including spouses and family members).
- The enumerators should make efforts not to give any comment that could be interpreted as discriminatory or otherwise offensive when interviewing women respondent.

NOTE: The field teams may find some options in the questionnaires not applicable to their area/district, kindly ignore them and tick options applicable to the local context. As an example, presently, 'Metro Bus' as a public transport is only available in Punjab. Further, for some questions multiple options are required to be ticked, kindly follow the instructions and be attentive while filling out the questionnaire. Options of 'no response' is available for some sensitive questions, do not insist if the respondent doesn't want to share any personal information.

Key Informant Interview Guidelines

Date of Interview: _____ Location/ District: _____

Interviewer (Name and Signature): _____

Assalam – o – Alaikum, My name is _____ I am representing Aurat Foundation, an institute that works for the empowerment of women in the country. We are currently conducting a national research with support from UN Women to identify the issues faced by women/ PWDs/ TGPs travelling through various modes of transport or visiting parks and shopping areas. I would like to have a discussion with you in this regard. The interview will take approximately half an hour to complete. We will make sure that your answers will be kept confidential and shall not be disclosed to anyone. This will be for the knowledge of our research team only. Also, you may refuse to take part or stop the interview at any time without giving any justification. We shall be grateful for your cooperation and valuable time given (take verbal consent before starting the interview).

PERSONAL INFORMATION

Name: _____

Designation: _____

Organization/ Institution/ Department: _____

OPINION OF DUTY BEARERS AND POLICY MAKERS

1. In your opinion, what are the main safety issues faced by women/ girls/ TGPs/ PWDs in public spaces/ transport? (*Probe=> ask separately for transport and for parks and for markets*).
2. Do you think that women/ girls/ TGPs/ PWDs face harassment at public spaces/ transport in your city? (*Probe=>ask separately for transport and for parks and for markets*).

SAFETY ISSUES AT TRANSPORT STOPS/ PARKS/ MARKETS

3. In your opinion, who are the main perpetrators of harassment/ creating safety issues for women and girls / TGPs/ PWDs? (*Probe=> ask separately for transport and for parks and for markets*).

4. What impact do such incidents have on women/ girls/ TGPs/ PWDs? (probe=> ask for each category separately)
5. Are there any evidences available for any sexual harassment incidents taking place in public/ private transportation/ parks/ shopping areas? Please give example.

RESPONSIBILITIES, REGULATIONS AND ACTIONS

6. Is there any specific legislation and policies by the government to address the issue of women security in public spaces (probe=> for TGPs/ PWDs separately)?
7. Which bodies or mechanisms exist for consulting women on legislation, policies and plans for their safety in public spaces (probe=> for TGPs/ PWDs separately)?
8. What do you think are the gaps in implementation of safety measures and how can it be, bridged?
9. Identify the role of government and non-government actors in making public spaces safe.
10. How can CSOs, activists and communities collaborate or work in partnership with the government to make public spaces safe? (*Probe=> ask if there exist any example of such partnership currently or in past*)
11. What are the responsibilities of your organization/ institution/ govt. department and what efforts has it made in terms of:
 - Preventing harassment in public/ private transports
 - Preventing harassment in public spaces
 - Providing services for victims of violence
12. Suggestions and recommendations?

Thank you for Your Time and Cooperation

Focus Group Discussion Guidelines

Assalam – o – Alaikum, My name is _____ I am representing Aurat Foundation, an institute that works for the empowerment of women in the country. We are currently conducting a national research with support from UN Women to identify the issues faced by women/ PWDs/ TGPs travelling through various modes of transport or visiting parks and shopping areas. I would like to have a discussion with you in this regard which will take approximately half an hour to complete. We will make sure that your answers will be kept confidential and shall not be disclosed to anyone. This will be for the knowledge of our research team only. Also, you may refuse to take part or stop the discussion at any time without giving any justification. We shall be grateful for your cooperation and valuable time given (take verbal consent before starting the FGD).

FGD GUIDELINES FOR CLUSTER 1²³

Community perspective

1. How do you think women, girls and TGPs mostly treated in public places like parks, markets, transport stops? (Probe=> ask separately for each category)
2. Do women especially young women and girls in urban centers of Pakistan feel empowered enough to travel on their own? (Probe=> are they generally allowed to travel alone, or it is restricted to specific conditions only)
 - i) In what circumstances are they allowed to travel alone?
 - ii) What are some of their major barriers at home and in public spaces?
3. What according to you are safety and security issues faced by women, girls and TGPs?
 - i) At transport waiting stop and while travelling in public/ private transport
 - ii) At public places, especially in parks and markets
4. What generally happens if a woman is being, harassed in public places or in transport? (Probe=> whether she protests/ calls for help or prefers not to protest openly and why).
5. Do women share their experiences of harassment with family
(Probe=> generally what happens if their family comes to know of any such incident)

²³ **Cluster one:** Students, working women in public & private sector, home based workers, domestic workers, small business holders, working women union leaders, pregnant women, women with children and infants, TGPs, PWDs, elders, representatives of excluded groups of society using public transport.

6. Have you witnessed any such incident happening to someone else or faced by you, while:
 - i) Waiting at transport station or travelling on public/ private transport
 - ii) Visiting any park or market
 - 6a. If yes, what happened in that case? Did the victim protest or reported? (Probe=> try to get details of incident/ incidents for identifying the key interactions that a survivor has with service providers and vice versa)
7. Does the Government have any regulations to ensure the safety of women, girls, TGPs and other vulnerable groups in public places and transport?
 - i) If yes, how effective are these to combat sexual harassment
 - ii) What are the gaps in current services to prevent and respond to violence, harassment and safety issues?
8. How can community play a part in combating harassment/ violence at public places and transport?
 - i) At transport waiting stop and while travelling in public/ private transport
 - ii) At public places, especially in parks and markets
9. Identify the role of individuals/ community/ government actors in making public places and transport safe for women, girls, TGPs and for everyone
10. Suggestions from participants:

Thank you for Your Time and Cooperation

FGD GUIDELINES FOR CLUSTER 2²⁴**Stakeholders and Service providers' perspectives:**

1. How safe do you think women, girls and TGPs feel in public places like parks, markets and public transportation? (Probe=> Ask for TGPs and PWDs separately)
2. Do you think women and girls feel empowered enough to travel in public and private transport and go to public places on their own? In this connection, what are some of their major barriers at home and in public spaces?
3. What according to you are safety and security issues faced by women, girls and TGPs in public spaces especially in parks, markets and public transportation? (Probe=> Ask for TGPs and PWDs separately)
4. How satisfied are you with the mechanisms in dealing with issues of harassment at public spaces and the services being provided to violence/ harassment survivors? (Probe=> Ask for TGPs and PWDs separately)
5. How do you think individuals/ community/ CSOs/ government can play their role to protect women from harassment at parks, markets and public transportation? (Probe=> TGPs/ PWDs separately)
6. Apart from the government, which other organizations/ CSOs/ activists' groups do you think are working presently on these issues?
7. What is needed (capabilities, infrastructures, services, etc.) to make parks, markets and public transportation safe for women and girls? (Probe=> TGPs/ PWDs separately)
8. Any other suggestions and Recommendations?

Thank you for Your Time and Cooperation

²⁴ **Cluster II:** CSOs working on VAWG & GBV, women's empowerment, provincial alliances/ forums, women headed organizations, INGOs, research institutions, academia, media, lawyers and key individual gender experts.

GUIDELINES FOR FOCUS GROUP DISCUSSION MODERATOR

Preparation for Conducting FGD

- **Register the target participants** for the FGD after identifying them according to your research requirements. FGDs are to be conducted with two type of groups/ clusters:
Cluster 1 will be homogeneous, consisting mostly women; female students, working women in public and private sector, home-based workers, domestic workers, small business holder, working women union leaders, pregnant women, women with children and infants, PWDs, elders, representatives of excluded groups of society using public transport, along with representation from TGPs.
Cluster 2 will be heterogeneous, consisting of representatives of CSOs working on VAW and GBV, women empowerment, provincial Alliance/ forums, women headed organization, INGOs, research institutions, academia, media, lawyers and key individual gender experts. Participants will be from either gender.
- **Determine the group size** in accordance with your requirements and ground realities. The ideal size of a group for FGD is 8-12 persons, however smaller and larger groups can also work well.
- **Decide appropriate venue and date** of the FGD. Organize your discussion in a safe and comfortable place where privacy can be maintained and which is easily accessible to the participants.
- **Invite the participants** and inform them about date, time and venue of the discussion.

Guidelines for Moderating FGD

The success of a Focus Group Discussion is highly dependent on the skill of the moderator. Following are some guiding points to remember while conducting FGDs:

- **Create a relaxed environment:** it is important to help FGD participants feel comfortable right away by establishing a comfortable atmosphere. Personally greet participants, ask them to introduce themselves and thank them for coming – make them feel comfortable.
- **Explain the nature and purpose of the research:** including the importance of participants' inputs and what will happen with the results. Ask participants if they have any questions regarding the discussion.
- **Participants are volunteers:** ensure that their participation is completely voluntary, and they are free to answer a question or not. Also give them the option to leave the discussion at any point.
- **Ensure that confidentiality will be maintained:** the views or information that participants share will be kept confidential, unless they agree otherwise.
- **Establish the rules** to be followed during discussion with consensus of participants, at the start. For example, respect for others' opinions, listen to others and only one person will talk at a time, no political or religious discussion will take place, turning off phones, etc.

- **Make sure that the discussion is conducted in local language** or in the language that the participants feel most comfortable speaking in. Translate if needed.
- **Remain neutral** and avoid asking leading questions that might influence participants' answers. Remember that the moderator's job is to guide the discussion and keep it focused, not to join in or dominate it.
- **Ask open-ended questions** which give people a chance to speak. Try not to ask close-ended questions with a 'yes' or 'no' response. Take care to phrase questions in a way that encourages participants to elaborate on their answers.
- **Always seek clarity** and never assume that you know what the participant means. If there is any ambiguity about a person's answer, probe the participant to get a clearer understanding of what he or she is trying to say.
- **Watch your body language:** listening attentively and making eye contact helps participants understand that you find their input valuable, and encourages them to share even more.
- **Listen to participants non-judgmentally** and intervene if other group members are judging, them reminding them of the respect for others' opinions.
- **Be aware of and respect cultural norms:** for example, women and men may not feel comfortable mixing in one group, or may need to sit on separate sides of the room.
- **Allow participants to ask questions** before and during the discussion.
- **Probe with follow-up questions** if you need more information.
- **Ask a closing question such as "do you have more to add?"** which will allow group members to give additional views that may not have been captured.
- **Ensure that everyone has a chance to speak:** sometimes one person may want to dominate the conversation. Watch for visual cues from people (raising hand, appearing frustrated, trying to get your attention through eye contact) and make sure that they get a chance to speak.
- **Ensure that others not participating in the discussion are not present in the room** or if their presence is necessary, the purpose of their presence should be very clear.
- **Make sure that your notes reflect what participants said** as closely as possible. When it comes to analyzing the outcomes, the more detailed notes captured, the better and the more likely you are to have quotable passages. Whenever possible, record the discussion after prior consent from the participants.
- **End the discussion by thanking the participants** for sharing their valuable views and giving time for discussion.

Note: The FGD will be recorded (if permitted) and transcribed by the note taker, in verbatim.



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