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Sexual Harassment of Women on Public Transport from the Perspective of Passengers' Bus Drivers: A Field Study

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***Abstract*—**Harassment is a social phenomenon that has become noticeably more widespread in Algerian society in recent years as a result of the interaction of social, cultural, psychological, economic, and moral factors. It takes various forms, depending on the behavior involved and the perpetrators' motivations. Among the most serious is sexual harassment, because of its adverse psychological and social effects on victims, particularly women.

This phenomenon is especially apparent on public transport, where women are exposed to various forms of harassment, whether verbal or physical. Such conduct is associated with a range of factors and motivations, including psychological and social factors such as sexual repression and delayed marriage, as well as limited awareness of the seriousness of these practices and other aspects of the social and cultural environment.

The causes and consequences of sexual harassment therefore warrant an objective study from the drivers' perspective, with a view to understanding the phenomenon, reducing its prevalence, and strengthening protection for victims.

***Keywords*—**sexual harassment of women; public transport; drivers

Introduction

Sexual harassment of women on public transport has become a social phenomenon that threatens women's personal safety. Women experience various forms of unwanted attention while traveling. Sexual harassment is no longer confined to workplaces, streets, or homes; it has extended to public spaces and different means of transport.

The spread of this phenomenon may be attributed to a combination of factors, including a weak moral sense, inadequate family socialization, and certain aspects of dress or the use of cosmetics, as well as factors related to the harasser's behavior and social and psychological circumstances, such as repression, delayed marriage, and a weak moral sense. These factors may encourage such deviant behavior. Women may also hesitate to report incidents for fear of the social stigma that could follow.

Although numerous studies have examined sexual harassment from the perspective of victims, the present study approaches the issue from the perspective of drivers, who are close to the phenomenon because it occurs before them while they operate passenger buses. It seeks to understand their views on the reasons for its prevalence on their buses, their attitudes toward it, and the ways in which they respond, as part of an effort to reduce it through increased public awareness and strict enforcement of the law.

Section One: Theoretical Framework

I. Reasons for the Study

The reasons for undertaking this study can be summarized as follows:

1. To determine the extent of sexual harassment on public transport.
2. To identify the factors contributing to sexual harassment of women on public transport.

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3. To identify the different forms of sexual harassment women, experience during their daily journeys on public transport.
4. To understand the psychological and social effects that sexual harassment on transport may have on women.
5. To address limited awareness of the seriousness of some forms of sexual harassment against women by studying them and explaining their effects.
6. To contribute to solutions that reduce sexual harassment of women on public transport through awareness and prevention.
7. To address the scarcity of studies on this phenomenon at various levels.

II. Research Problem

Social transformations in many spheres have brought women into a wide range of social, economic, and educational activities. As a result, they must travel daily to nearby and distant destinations, using public transport to meet their various needs.

Public transport is a vital artery for citizens' mobility, particularly for women who rely on it in their daily lives. Yet their movement through public spaces may involve difficulties, including sexual harassment on public transport. This can range from verbal abuse, repeated intrusive staring, and sexually suggestive comments to deliberate touching or following.

Sociologists of crime have identified sexual harassment of women as a form of social deviance, in that it violates established social and moral values and norms. It cannot be explained by a single factor; rather, it results from the interaction of social, cultural, psychological, and economic factors, including inadequate socialization, overcrowding, the absence of surveillance cameras, inadequate moral formation among some passengers, and society's silence in the face of such behavior.

The situation is particularly concerning because a vehicle is an enclosed, temporary space, often leaving the victim unable to defend herself or report the incident immediately, especially where she fears stigma or effective support mechanisms are lacking.

The driver's role is central to the transport process. Drivers are among the first to encounter what happens in the vehicle they operate, and their responses reflect their awareness of their responsibilities. Some intervene to protect victims, whereas others choose to remain silent.

This study therefore seeks to understand drivers' views of sexual harassment of women and to analyze their awareness and assessment of the effectiveness of relevant policies. Drivers are not merely observers: they may contribute to prevention or, in the absence of appropriate training and awareness, become an obstacle to it.

The study also aims to provide a scientific understanding of the phenomenon that can inform solutions and recommendations to improve women's safety on transport and reduce this deviant behavior, thereby protecting society and promoting respect for human dignity and rights.

Main research question: *What factors contribute to the prevalence of sexual harassment of women on public transport from the drivers' perspective*?

Subsidiary questions

1. To what extent are drivers aware of sexual harassment on public transport?
2. Do drivers believe that a lack of adequate education or training leaves them unable to handle incidents of sexual harassment of women on public transport?

General hypothesis: According to drivers, numerous factors have contributed to the prevalence of sexual harassment of women on public transport.

Subsidiary hypotheses

1. Drivers' awareness of sexual harassment on public transport varies.
2. Drivers believe that a lack of adequate education or training leaves them unable to handle incidents of sexual harassment of women on public transport.

III. Study Objectives

1. Identify the causes of sexual harassment of women from the perspective of passenger bus drivers.
2. Identify manifestations of sexual harassment of women on public transport.
3. Assess public transport drivers' awareness of sexual harassment.

4. Understand the obstacles drivers face in addressing sexual harassment of women on public transport.
5. Examine the role of insufficient professional training in limiting drivers' intervention.
6. Identify how drivers respond to sexual harassment of women on public transport.
7. Identify mechanisms for reducing sexual harassment of women on public transport.

IV. Significance of the Study

The study is significant because it:

1. Addresses a current issue that has become acute in Algerian society and requires in-depth study.
2. Sheds light on sexual harassment of women on public transport.
3. Seeks to understand its nature by highlighting the difficulties women may face during daily travel and the resulting effects on their lives.
4. Raises awareness of the risks of sexual harassment and its psychological and social effects on women.
5. Explores ways to address harassment of women on public transport while fostering a culture of respect for women and their rights in public space.
6. Contributes to developing policies to reduce the phenomenon, strengthen protection and reporting mechanisms, and improve security and monitoring on transport and at stations.
7. Enriches scientific knowledge and opens avenues for future research.

V. Definition of Concepts

1. Sexual harassment. Sexual harassment is an attempt to arouse a woman sexually without her consent. It includes touching, speech, telephone conversations, or compliments that are not innocent in intent. Harassment is usually committed by a man in a position of power.

The Egyptian Center for Women's Rights defines sexual harassment as inappropriate conduct of a sexual nature that disturbs a woman or makes her feel unsafe (Ismail, 2015, p. 7).

Sexual harassment is a form of harassment based on the victim's sex or gender. It may involve sexually offensive or discriminatory behavior, whether verbal or physical, and may extend to bribery, coercion, or assault. It may be explicit or implicit (Yahiaoui, 2008, p. 53).

Operational definition of sexual harassment of women. All immoral acts to which women are subjected on public transport, whether verbal, physical, or involving sexual gestures, that affect their psychological well-being and harm their dignity.

2. Operational definition of public transport. A means of carrying people from one place to another for a specified fare, operating on designated routes and schedules. It includes several modes, among them passenger buses, which are the focus of this study and a setting in which sexual harassment of women occurs, as women make frequent use of them for daily travel.

3. Operational definition of a driver. A person who holds a license specifically for public transport and is responsible for driving and controlling a vehicle while transporting people from one place to another for a specified fare.

VI. Study Difficulties

Sexual harassment of women on public transport, examined from drivers' perspectives, is a sensitive social issue. We encountered several difficulties, especially when collecting field data and trying to understand drivers' attitudes and perceptions. These included:

1. Difficulty meeting drivers because of the constant travel and time constraints associated with their work.
2. Some drivers' unwillingness to participate in interviews or questionnaires because of work pressure.
3. Some drivers' reluctance to speak openly about sexual harassment because of its social and moral sensitivity and their desire to present a positive image of the profession.
4. Difficulty selecting a diverse sample representing different types of public transport, such as buses and taxis.
5. Difficulty determining the extent of drivers' awareness of different forms of harassment, whether verbal, physical, or otherwise.
6. The absence of national statistics on the phenomenon.
7. The scarcity of references and previous studies on the phenomenon.

Section Two: Field Procedures

I. Study Method

The study adopts the descriptive-analytical method as a form of scientific description, analysis, and interpretation. This method allows the phenomenon to be described quantitatively and qualitatively through the collection, classification, analysis, and examination of theoretical and field information.

The study was used to examine the aspects of sexual harassment of women on public transport from drivers' perspectives, with the aim of identifying the nature of the phenomenon, the factors shaping it, how drivers respond to it, and ways to reduce it.

II. Study Population

The study population consists of passenger bus drivers in Médéa. This province was selected because of its proximity and the large number of women who use its transport services.

III. Study Sample

The study used what the source calls a "purposive random sample" because it was accessible and easy to select. The term is used here to mean selection by chance under controlled conditions: deliberate rather than unexpected chance, with special precautions during selection to give it a scientific character by providing each member of the population with a known opportunity to be selected (Angers, 2006, p. 304).

The sample was selected purposively: after identifying the study location, we chose cases considered useful for the purposes of the study, based on the following criteria:

- Passenger bus drivers of different ages and educational levels.
- Drivers from different geographical backgrounds.
- Experience of dealing with sexual harassment of women on their buses.

IV. Data-Collection Instruments

A. Observation. The study used structured, nonparticipant observation: directed observation governed by scientific controls, systematically and carefully focused on a specific purpose, with observations recorded in great detail (Al-Maghribi, 2002, p.131; Meziane, 1999, p.61). The researcher discloses their identity, interests, and research topic, and relies on looking, listening, and observing.

B. Interview. The study used an open-ended interview, which is flexible and places no restrictions on the respondent's answers, allowing the participant to feel comfortable and reassured. It was also chosen as an appropriate means of gathering information from drivers about sexual harassment of women and how they respond to it.

C. Interview form. The form requires adherence to the intended research topic, its broad framework, detailed content, and theoretical and practical directions (Al-Hassan, 1986, p.65). The interview guide contained questions arranged around three principal themes:

Theme 1: Questions about respondents' characteristics, including age, educational level, and geographical background.

Theme 2: Questions relating to the first hypothesis.

Theme 3: Questions relating to the second hypothesis.

The questions were expressed simply and in detail to gather as much information as possible about the cases studied and achieve the study objectives.

V. Study Scope

Time: August 8 to September 30, 2026.

Participants: Twelve passenger bus drivers.

Location: The passenger transport station in Médéa, covering selected routes.

Section Three: Field Study

I. Respondents' Personal Characteristics

1. Sex. All participants were male, reflecting the fact that passenger bus driving is a male-dominated occupation. Examining the phenomenon from their perspective helps reveal how they define sexual harassment, explain its

causes, and view intervention when it occurs. Drivers are responsible for operating the bus and organizing passenger transport, and they directly observe interactions between passengers that can sometimes lead to sexual harassment.

Table 1. Distribution of respondents by age

Cases/ Age	1	2	3	4	5	6	7	8	9	10	11	12	Total	%
30-45	×			×		×				×			50	41.67
46-61		×		×			×			×		×	60	50
62-77							×						10	08.33

Table 1 shows that most respondents were aged 46–61, with six cases, followed by five aged 30–45 and one aged 62–77.

Total	12	100

Age is therefore considered relevant to passenger bus driving, especially because a driving license is granted only to those over 18. The occupation also requires experience and continual contact in daily life with people of different ages and both sexes. The fact that many drivers are in their forties suggests substantial professional experience, which may give them knowledge of situations and behaviors on public transport, including harassment of women, and help them respond to it on passenger buses.

Age is thus an important factor in interpreting the perceptions and attitudes that help drivers understand the phenomenon, alongside other variables such as length of professional experience, marital status, educational level, route type, working hours, and the nature of contact with passengers.

Table 2. Distribution of respondents by educational level

Cases/ Education level	1	2	3	4	5	6	7	8	9	10	11	12	n	%
Illiterate					×						10	08.33		
Primary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Middle	×		×	×				×		×	50	41.67		
Secondary		×			×		×	×		×	50	41.67		
University			×								10	08.33		

Table 2 indicates that most respondents had middle-school or secondary education, with five cases in each group, followed by one illiterate respondent and one respondent at the remaining educational level.

Total	12	100

Educational level may help shape awareness of sexual harassment of women on public transport and perceptions of rights, duties, and the limits of acceptable behavior in public space. Differences in education may also be reflected in how drivers understand and interpret sexual harassment of women and regard it as unacceptable behavior that infringes women's dignity.

The variety of educational levels reflects the drivers' different social and educational backgrounds and may help reveal a range of attitudes toward sexual harassment of women on public transport.

Geographical background is associated with diversity in drivers' social and cultural backgrounds and acquired experience. Passenger bus driving requires constant contact with different social groups and, depending on the

Table 3. Distribution of respondents by geographical background

Cases/ Neighborhood type	1	2	3	4	5	6	7	8	9	10	11	12	n	%
Urban	×	×				×	×						**40**	**33.33**
Rural	×		×	×	×	×			×	×	×		**80**	**66.67**
Total													**12**	**100**

Table 3 shows that most respondents—eight cases—were from rural backgrounds, while four were from urban backgrounds.

route, travel between rural and urban areas. Drivers also encounter different patterns of behavior and social relations, especially on their buses. This may help shape differing perceptions of sexual harassment of women, including how they define it, their attitudes toward it, and how they respond.

Table 4. Distribution of respondents by marital status

Cases/ Marital status	1	2	3	4	5	6	7	8	9	10	11	12	n	%
Single	×	×											**20**	**16.67**
Married		×	×	×		×	×	×	×	×	×		**90**	**75**
Divorced					×								**10**	**8.33**
Widowed	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total													**12**	**100**

Table 4 shows that most respondents were married, accounting for nine cases; two were single and one was divorced.

Marital status plays a role in shaping perceptions of women's position in society generally and in the family in particular, as well as the boundaries of interaction with women. Because most drivers were married, their experience may contribute to their understanding of sexual harassment of women: their awareness of its various effects, their explanations of its prevalence on passenger buses, their attitudes toward it, and their responses to harassers.

Table 5. Distribution of respondents by economic status

Cases/ Economic status	1	2	3	4	5	6	7	8	9	10	11	12	n	%
Good	×	×							×				**30**	**25**
Moderate	×		×	×	×	×		×		×	×		**80**	**66.67**
Poor					×								**10**	**08.33**
Total													**12**	**100**

Table 5 indicates that most respondents had moderate economic circumstances, with eight cases; three had a good economic status, and one had a poor economic status.

Economic circumstances led individuals to become passenger bus drivers, either out of need or because they privately owned a bus. Differences in economic status are related to working conditions, driving hours, work pressure, job stability, and relationships formed within the vehicle, as well as how drivers handle the problems they encounter, including sexual harassment on passenger buses and their attitudes toward it.

Table 6. Distribution of respondents by professional experience

Cases/ Experience	1	2	3	4	5	6	7	8	9	10	11	12	n	%
Less than 5 years			-	-	-	-	-	-	-	-	-	-	-	-
5–10 years		×		×							×		30	25
More than 10 years				×		×	×	×	×	×	×	×	90	75
Total					12					100				

Table 6 shows that most respondents had more than ten years of experience, totaling nine cases, followed by three with between five and ten years.

Most drivers therefore had extensive experience operating passenger buses, bringing them into closer contact with the realities of the occupation, diverse passengers—including women—and the various situations that occur on public transport. This enables them to observe many patterns of interaction and behavior on board.

Long experience may make a driver a witness to inappropriate behavior or forms of harassment. Such experience can provide information about how the phenomenon appears in a vehicle, its forms and causes, the extent of a driver's intervention, and how it is handled.

Length of professional experience may thus be important in studying sexual harassment of women on public transport, as it helps illuminate the relationship between long experience and drivers' perceptions, explanations, and responses to cases on the bus, particularly since most participants had practiced the occupation for more than ten years.

II. Case Presentations

Case 1

1. The respondent was a single 32-year-old man from a rural area, with a middle-school education and moderate economic circumstances. Circumstances led him to become a passenger bus driver, and he had more than five years of experience.
2. He regarded sexual harassment of women on public transport as a somewhat widespread problem, defining it as inappropriate words and gestures directed at women.
3. He identified lack of monitoring, the behavior of some passengers, and mixing between men and women as contributing factors.
4. He considered verbal, physical, and visual harassment the most common forms.
5. He believed the route and geographical area affect harassment and that drivers' attitudes differ.
6. He did not think age or professional experience affected his awareness. If an incident occurred in front of him, he said he would hit the harasser and notify the authorities, because he felt responsible while driving.
7. He emphasized the value and effectiveness of technology, especially cameras, in reducing harassment. Obstacles included fear of unsafe intervention and weak laws, in the absence of training on handling such cases.
8. He saw no relationship between a desire for professional training and handling the phenomenon.
9. He considered driver involvement in prevention policy effective and proposed immediate reporting lines and tougher penalties for harassers.

Case 2

1. The respondent was a single 46-year-old man from an urban area, with a secondary education and good economic circumstances.
2. He had been a passenger bus driver for more than ten years.
3. He considered sexual harassment of women on public transport somewhat widespread and described it as disrespectful, inappropriate actions and words directed at women. He identified crowding, lack of monitoring, and the behavior of some passengers as contributing factors; verbal and physical harassment were, in his view, the most common forms.
4. He believed route type and geographical area affect prevalence and that drivers' attitudes differ.
5. He considered age and professional experience influential in his awareness. If an incident occurred in front of him, he would notify the authorities because he felt responsible while driving.
6. He considered cameras important and effective in reducing harassment. He identified fear of unsafe intervention as an obstacle and had received no training on handling such incidents.
7. He saw no relationship between a desire for professional training and handling the phenomenon.
8. He considered driver involvement in preventive policy effective and proposed immediate reporting lines, tougher penalties, increased security, and reserved seats for women on public transport.

Case 3

1. The respondent was a married 48-year-old man from an urban area, with a secondary education and good economic circumstances.
2. He had driven passenger buses for more than five years.
3. He regarded sexual harassment of women on public transport as somewhat widespread and defined it as unwanted words or actions affecting a woman's body or person.
4. He identified crowding, lack of monitoring, the behavior of some passengers, and mixing between men and women as contributing factors, and considered verbal harassment the most common form.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes differ according to their educational level.
6. He considered age and professional experience influential in his awareness and would intervene directly if an incident occurred, because he felt responsible while driving.
7. He considered cameras important and effective. Fear of unsafe intervention was an obstacle, and he lacked training on how to handle such incidents.
8. He saw no relationship between a desire for professional training and handling the phenomenon.
9. He considered driver involvement in prevention policy effective and proposed immediate reporting lines, tougher penalties, increased security, and reserved seats for women.

Case 4

1. The respondent was a married 42-year-old man from a rural area, with a middle-school education and moderate economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread, describing it as inappropriate practices and words that violate a woman's honor, chastity, and dignity.
4. He identified lack of monitoring, the behavior of some passengers, and mixing between men and women as contributing factors, and considered verbal and physical harassment the most common forms.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He considered age and professional experience influential in his awareness and would notify the authorities if an incident occurred, because he felt responsible while driving.
7. He regarded cameras as important and effective.
8. He reported that he had not faced obstacles preventing him from addressing incidents, such as fear of unsafe intervention or weak laws or enforcement, although training and legal support

on handling such cases were absent.
9. He saw no relationship between a desire for professional training and handling the phenomenon.
10. He did not consider driver involvement in preventive policy effective, and proposed tougher penalties, increased security, and reserved seats for women.

Case 5

1. The respondent was a married 39-year-old man from a rural area, with a middle-school education and moderate economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread, defining it as unacceptable gestures and words directed at women.
4. He identified lack of monitoring, the behavior of some passengers, and mixing between men and women as contributing factors, and considered verbal harassment the most common form.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He considered age and professional experience influential in his awareness and would intervene directly if an incident occurred, because he felt responsible while driving.
7. He regarded cameras as important and effective.
8. He cited weak laws or enforcement as an obstacle and had received no training on handling such cases.
9. He saw no relationship between a desire for professional training and handling the phenomenon.
10. He considered driver involvement in preventive policy effective and proposed awareness campaigns, immediate reporting lines, tougher penalties, and increased security.

Case 6

1. The respondent was a divorced 51-year-old man from a rural area, with a secondary education and good economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread and described it as uncivilized conduct and hostile gestures directed at women.
4. He identified crowding, lack of monitoring, the behavior of some passengers, and excessive mixing between men and women as contributing factors.
5. He considered verbal, physical, and visual harassment the most common forms.
6. He believed route type and geographical area affect prevalence and that drivers' attitudes differ by educational level.
7. He did not think age or professional experience affected his awareness. If an incident occurred, he would intervene directly and notify the authorities because he felt responsible while driving.
8. He considered cameras important and effective.
9. He cited fear of unsafe intervention as an obstacle and had received no training on handling such incidents.
10. He saw no relationship between a desire for professional training and handling the phenomenon.
11. He considered driver involvement in prevention policy effective and proposed awareness campaigns, immediate reporting lines, and tougher penalties.

Case 7

1. The respondent was a married 64-year-old man from a rural area.
2. He was illiterate, had moderate economic circumstances, and had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as widespread, defining it as shameless behavior and acts against women.
4. He identified lack of monitoring as a contributing factor and considered verbal and physical harassment the most common forms.

5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He considered age and professional experience influential in his awareness and would intervene directly, especially in his own vehicle, because he felt responsible while driving.
7. He regarded cameras as important and effective. He identified unsafe intervention as an obstacle and had received no training on handling such cases.
8. He saw no relationship between a desire for professional training and handling the phenomenon.
9. He considered driver involvement in prevention policy effective and proposed tougher penalties, increased security, and reserved seats for women.

Case 8

1. The respondent was a married 47-year-old man from an urban area, with a secondary education and good economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread, defining it as immoral interactions and gestures affecting women.
4. He identified lack of monitoring and the behavior of some passengers as contributing factors, and considered verbal, physical, and visual harassment the most common forms.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He considered age and professional experience influential in his awareness and would intervene directly if an incident occurred, because he felt responsible while driving.
7. Unlike most other respondents, he did not consider cameras important or effective in reducing harassment.
8. He cited fear of unsafe intervention, lack of knowledge, and absence of legal support as obstacles, and had received no training on handling such cases.
9. He saw no relationship between a desire for professional training and handling the phenomenon.
10. He considered driver involvement in prevention policy effective and proposed immediate reporting lines, tougher penalties, and increased security.

Case 9

1. The respondent was a married 41-year-old man from an urban area, with a secondary education and moderate economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread and described it as unwanted or inappropriate words or gestures directed at women.
4. He identified crowding and the behavior of some passengers as contributing factors, and considered verbal, physical, and visual harassment the most common forms.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He considered age and professional experience influential in his awareness.
7. He would intervene directly and notify the authorities if an incident occurred, because he felt responsible while driving.
8. He considered cameras important and effective.
9. He cited fear of unsafe intervention involving other people during the journey as an obstacle and had received no training on handling such cases.
10. He saw no relationship between a desire for professional training and handling the phenomenon.
11. He considered driver involvement in prevention policy effective and proposed awareness campaigns, immediate reporting lines, and tougher penalties.

Case 10

1. The respondent was a 58-year-old man from a rural area, with a middle-school education and good economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread, defining it as words and actions toward women that violate standards of decency and morality.
4. He identified crowding, the behavior of some passengers, and the appearance of some women as contributing factors.
5. He considered verbal, physical, and visual harassment the most common forms.
6. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
7. He considered age and professional experience influential in his awareness. If an incident occurred, he would first separate the harasser by changing his seat and then notify the authorities, because he felt responsible while driving.
8. He considered cameras important and effective.
9. He identified fear of unsafe intervention, lack of training and guidance, and a lack of awareness in the surrounding community as obstacles.
10. He saw no relationship between a desire for professional training and handling the phenomenon.
11. He considered driver involvement in preventive policy effective and proposed immediate reporting lines, tougher penalties, and increased security.

Case 11

1. The respondent was a married 34-year-old man from a rural area, with a secondary education and moderate economic circumstances.
2. He had driven passenger buses for more than five years.
3. He did not regard sexual harassment of women on public transport as widespread, defining it as unwanted physical contact or words directed at women.
4. He identified crowding and lack of monitoring as contributing factors, and considered verbal and physical harassment the most common forms.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He did not think age or professional experience affected his awareness.
7. He would intervene directly, but only within his own vehicle, because he felt responsible while driving.
8. He considered cameras important and effective. He cited fear of unsafe intervention as an obstacle and had received no training on handling such incidents.
9. He saw no relationship between a desire for professional training and handling the phenomenon.
10. He considered driver involvement in preventive policy effective and proposed surveillance cameras, immediate reporting lines, tougher penalties, and increased security.

Case 12

1. The respondent was a married 55-year-old man from a rural area, with a middle-school education and moderate economic circumstances.
2. He had driven passenger buses for more than ten years.
3. He regarded sexual harassment of women on public transport as somewhat widespread, defining it as offensive gestures and words directed at women.
4. He identified lack of monitoring and the behavior of some passengers as contributing factors, and considered verbal and physical harassment the most common forms.
5. He believed route type and geographical area affect prevalence and that drivers' attitudes vary with educational level.
6. He considered age and professional experience influential in his awareness.

7. He would intervene directly and notify the authorities if an incident occurred, because he felt responsible while driving.
8. He considered cameras important and effective.
9. He identified fear of unsafe intervention and passenger behavior as obstacles and had received no training on handling such cases.
10. He saw no relationship between a desire for professional training and handling the phenomenon.
11. He did not consider driver involvement in preventive policy effective and proposed immediate reporting lines, tougher penalties, increased security, and reserved seats for women.

III. Study Findings

The field study yielded the following findings:

1. All respondents were male passenger bus drivers, reflecting the male-dominated nature of the occupation.
2. Most respondents were aged 46–61; middle-school and secondary educational levels were equally represented. Most were from rural backgrounds, married, and of moderate economic status.
3. Most had more than ten years of professional experience, which gave them experience and information about sexual harassment of women.
4. Most considered sexual harassment of women on public transport somewhat widespread, defining it as inappropriate and immoral words, actions, and expressions directed at women.
5. Their sources of knowledge about sexual harassment were varied: personal experience came first, followed by colleagues and finally the media.
6. Most identified lack of monitoring as a contributing factor, followed by the behavior of some passengers, crowding, and mixing between men and women.
7. Most identified verbal harassment as the most common form, followed by physical and then visual harassment.
8. Most affirmed that the route or geographical area affects the prevalence of sexual harassment of women, and that drivers' attitudes differ according to age or educational level.
9. Most reported that age and professional experience affect their awareness of and reaction to sexual harassment, and that they had heard of incidents on vehicles they drive.
10. Most said they had witnessed an incident of sexual harassment of a woman during work and would intervene directly and notify the authorities if one occurred.
11. Most said their financial and social circumstances did not affect how they handled sexual harassment of women. They felt a legal or moral responsibility when an incident occurred while they were driving, and had not received direct complaints from women about sexual harassment during a journey.
12. Most felt that legal or administrative support was available if they intervened in harassment cases, and believed that technology such as surveillance cameras and reporting applications was effective in reducing harassment.
13. Most had faced several obstacles when addressing harassment, chiefly fear of unsafe intervention and weak laws or enforcement, alongside insufficient training or guidance and passenger behavior.
14. Most had received no training on handling harassment and no guidance from the competent authorities on how to act when it occurred; they also did not wish to receive training or attend awareness workshops on the subject.
15. Most identified fear, lack of knowledge, and absence of legal support as barriers preventing some drivers from intervening. They proposed security and legal interventions, did not support reserved seating for women on public transport, and believed that surveillance cameras might reduce harassment.
16. Most believed that involving drivers in preventive policies might be effective. Measures they proposed included immediate reporting lines, tougher legal penalties, awareness campaigns, and increased security.

Conclusion

Sexual harassment of women on public transport is a growing social problem that affects women's safety and comfort during daily travel and restricts their freedom of movement. It is not merely individual behavior but a social problem requiring coordinated action by society, security authorities, and legislators at the legal, social, and

infrastructure levels. Strengthening the legal framework, improving the transport environment, and conducting public awareness campaigns can help create a safer and more dignified transport environment for women.

Awareness among passenger bus drivers is also an essential step toward reducing the phenomenon. Drivers are key actors in public transport: their daily contact with passengers allows them to observe behavior and interactions on buses. Their role extends beyond transporting passengers to their destinations to helping provide a safe environment that respects women's dignity and protects them from different forms of harassment.

The absence of education and training for drivers on recognizing harassment of women, intervening appropriately, and treating victims in ways that preserve their dignity and safety has hindered efforts to address and reduce it. Measures are therefore needed to equip drivers with the necessary mechanisms and procedures, promote reporting and responsible intervention, and establish clear procedures in public transport institutions to protect women from these practices.

Addressing sexual harassment of women on passenger buses is not the driver's responsibility alone. It is a shared responsibility requiring the combined efforts of transport institutions, relevant authorities, and society as a whole. A safe public transport environment requires moving beyond awareness of the problem to the ability to confront and handle it in an informed and responsible manner, ensuring women's right to travel in conditions of safety, respect, and human dignity.

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