



PUBLIC SEXUAL HARASSMENT IN PUBLIC TRANSPORTATION IN PAMPANGA

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ABSTRACT

The study examines public sexual harassment in the Pampanga public transportation system and its connection to Feminist Theory. It reveals that young adults, particularly females aged 18-25, are most vulnerable to harassment, possibly influenced by socio-cultural factors. Education levels do not significantly affect the risk of harassment, but middle-class families have a higher risk. Unmarried individuals are at a higher risk. The study also reveals that harassment is prevalent in crowded vehicles and has profound psychological consequences. Low reporting rates highlight the need for increased awareness and improved reporting mechanisms. The research also suggests a multi-faceted approach, incorporating safety strategies to mitigate risks and encourage reporting. It refutes the significance of demographic factors in determining harassment experiences or reporting behaviors, highlighting the need for comprehensive measures to safeguard individuals.

KEYWORDS: Sexual Harassment, Public Transportation, Non-Reporting

I. INTRODUCTION

Sexual harassment, a pervasive issue that transcended borders and cultural boundaries, infiltrated the daily lives of countless individuals in unexpected and uncomfortable places. Public transportation systems, designed to provide modern-world convenience and efficiency, unfortunately became breeding grounds for sexual harassment, causing distress to passengers. Despite its prevalence, this problem often remained concealed, with victims silenced and their experiences disregarded. In the bustling urban landscape of Pampanga, where daily commutes involved crowded vehicles and close proximity, public sexual harassment persisted 'under the radar.' The objective of this research was to unveil these silent experiences and foster a deeper understanding of the dynamics of sexual harassment in public transportation, as befitting a comprehensive research paper.

Sexual harassment constituted a prevalent issue within public transportation systems, affecting both men and women, as confirmed by Gautam et al.'s study in 2019 [1]. Existing research indicated that women, particularly working women and college students, were primary victims of sexual harassment in public transport [2]. Gender disparities were observed, with women more likely to experience harassment due to their perceived vulnerability and attractiveness [3]. In Pakistan, instances where women blamed themselves for harassment, often attributing it to inappropriate clothing, were not uncommon, highlighting the greater access to public spaces for men [4].

Tabassum & Suhail's 2022 study [5] revealed that 41% of women were students, 34% were employed, and 25% were stay-at-home mothers. Of these, 75% traveled daily, while the remaining 25% did so occasionally or once a week. Various forms of harassment, including verbal, non-verbal, and physical, were reported by these women.

On a global scale, the International Labor Organization's data for 2022 indicated that 17.9% of working men and women had experienced psychological violence and harassment, with women comprising 6.3% of the total [6]. Within Asia and the Pacific region, a staggering 75% of women had encountered sexual harassment. In the Philippines, 13% of working women confessed to experiencing sexual harassment, with 9% facing psychological and physical harassment, and 12% enduring all three types. Workplace violence and harassment affected 22% of women and 18% of men, yet a significant portion refrained from reporting incidents to authorities, citing fear of consequences and disbelief as primary reasons. The fear of reputational risk and the belief in the futility of reporting were common deterrents, affecting 47% of women and 60% of men [7].

Public transportation systems served as vital conduits for urban populations, offering essential mobility and accessibility for daily commutes to work, school, and other destinations. However, they concurrently harbored the potential for sexual harassment incidents, spanning from lewd comments and unwarranted advances to more severe transgressions. These occurrences not



only jeopardized passenger safety and well-being but also underscored a deeply entrenched societal issue that demanded in-depth exploration.

While sexual harassment within public transportation settings had garnered attention in some contexts, the specific experiences, perceptions, and reactions of individuals within Pampanga had remained uncharted territory. This research sought to address this considerable gap in the existing body of knowledge, shedding light on the unique factors contributing to the prevalence of sexual harassment within the region's public transportation system.

This research bore significant importance in bringing to the fore an issue affecting a substantial portion of the population, yet often ignored. By revealing individuals' experiences and perceptions of sexual harassment within public transportation, it had the potential to raise public awareness, drive policy changes, and stimulate the development of preventive measures. Furthermore, this study contributed to the broader field of sexual harassment research by offering distinctive insights into a specific and underexplored context.

It is crucial to acknowledge the potential limitations of this research, particularly with respect to data collection. The sensitivity of the topic, self-reporting biases, and societal stigma may have led to underreporting. Additionally, this study was confined to a specific geographic region, Pampanga, and may not fully represent the experiences and perceptions of individuals from other areas.

The research problem revolved around a significant gap in the current understanding of public sexual harassment within Pampanga's public transportation system. The experiences of passengers, their perceptions of this issue, and the impact on their daily lives were elements that had yet to be comprehensively explored. This research aimed to delve into the intricate layers of sexual harassment in public transportation, examining not only the frequency and types of harassment but also the context in which these incidents occurred, their emotional impact, and the responses and reporting behaviors of victims. Furthermore, the study sought to investigate potential variations in these experiences based on socio-demographic profiles, aiming to provide a holistic view of the problem, aligning with the rigorous requirements of a full-blown research paper.

Study Objectives

A. General Objectives

This research was undertaken to investigate incidents of public sexual harassment within the public transportation system of Pampanga.

B. Specific Objectives

1. To establish the socio-demographic profiles of the study's participants.

2. To evaluate the perspectives of respondents regarding sexual harassment in public transportation.
3. To comprehensively analyze the occurrence and features of sexual harassment, as perceived by the participants.
4. To explore the actions taken by respondents when encountering sexual harassment and the preventive measures they employ.

II. METHODOLOGY

This section provides an in-depth view of the research approach, methodologies, data collection techniques, and analytical procedures utilized to investigate incidents of public sexual harassment within the public transportation system of Pampanga.

Research Method

A quantitative research design was employed in this study, specifically utilizing Descriptive Survey and Descriptive Comparative methods to investigate public sexual harassment within Pampanga's public transportation.

Descriptive survey research involved gathering data on socio-demographic information, instances of sexual harassment, their frequency, reporting to law enforcement, underlying causes, and prevention measures [8]. This approach was designed to obtain insights into population characteristics and develop a comprehensive understanding of the issue under examination.

The Descriptive Comparative method facilitated the comparison and contrast of various aspects related to sexual harassment, revealing similarities and distinctions among these phenomena [9]. Data were collected from multiple sources and analyzed to identify patterns and variations, enabling a thorough exploration of the issue, especially concerning different socio-demographic groups [10]. These research methodologies combined to provide a comprehensive examination of public sexual harassment in Pampanga's public transportation, yielding valuable insights into the experiences and perceptions of a diverse demographic.

Population and Sampling Strategy

This study utilized a Convenience Sampling Method to select participants, relying on the deliberate selection of readily accessible individuals who voluntarily participated in the research [11]. The chosen respondents shared specific characteristics: they fell within the age range of 18 to 60, represented both genders, regularly commuted, and had experienced incidents of public sexual harassment in public transportation.

The study's sample size consisted of 385 respondents, determined using the RAOSOFT sample size calculator, which considers a 95% confidence level and a 5% margin of error. According to the 2020 Census conducted by the Philippine Statistics Authority, the population of Pampanga, Philippines, was approximately 2,437,709. Therefore, employing the RAOSOFT sample size calculator, a sample size of 385 individuals was calculated. This sample size was selected to ensure comprehensive and robust data collection.



It is imperative to note that this study was conducted exclusively within the province of Pampanga, Philippines, to provide insights that are particularly relevant to this geographic region.

Inclusion and Exclusion Criteria

In this study on "Public Sexual Harassment in Public Transportation in Pampanga," clear criteria were established to guide the selection of participants. To be eligible for inclusion, individuals had to meet the following criteria: they must be residents of Pampanga, Philippines, aged between 18 and 60, and identify with any gender. Participants should have either experienced public sexual harassment in Pampanga's public transportation or witnessed such incidents. Furthermore, obtaining informed consent was a mandatory prerequisite for participation.

Individuals residing outside of Pampanga, those below the age of 18, and those unable or unwilling to provide informed consent were excluded from the study. Gender was not a basis for exclusion, as individuals of all gender identities were encouraged to participate. Moreover, individuals who lacked the relevant personal experience of public sexual harassment within Pampanga's public transportation system were discouraged from participating to ensure the study's focus remained on those with direct experiences.

Research Instrument

Research instruments are essential tools for data collection, and they must be designed meticulously to gather accurate socio-demographic information. These instruments should encompass questions related to age, gender, ethnicity, education, family income, and marital status, employing both direct and indirect queries for precision.

To investigate sexual harassment in public transportation, a survey questionnaire was adapted from the study by Gautam et al. in 2019 [12]. This survey consisted of closed-ended questions and was administered through face-to-face interactions using a survey platform. It covered various topics, including the regular use of public vehicles, types of vehicles, time spent traveling, and experiences of sexual harassment.

In this study, a survey questionnaire served as the primary research instrument for collecting data on sexual harassment. It included inquiries about recent experiences of harassment, the types of harassment encountered, estimated perpetrator age, timing of incidents, attire of individuals involved, emotional responses, and the reactions of respondents. This data aided researchers in comprehending the prevalence of sexual harassment and the associated risk factors. Additionally, the survey collected data regarding police complaints, motives behind harassment, and preventive measures. This section included information on reasons for reporting incidents to the police, suggested punishments for perpetrators, barriers to reporting, the

role of crowded vehicles, and other contributing factors, along with preventive strategies.

The findings from the survey provided valuable insights into the prevalence of sexual harassment in public transportation. Policymakers, advocacy groups, and public transportation providers can utilize these results to enhance their understanding and address this issue effectively.

Validation of Instrument

Instrument validation is a critical aspect of the research process. Face validation ensures that the instrument is relevant and the language used is clear [13]. In the case of the research tool for socio-demographics and sexual harassment in public transportation, face validation ensures that each question is pertinent and that the language employed is easily understandable.

Content validation, on the other hand, ensures that the instrument covers all necessary aspects [14]. For our instrument, this means it should encompass socio-demographic data, experiences of sexual harassment, police complaints, reasons, and prevention methods.

By validating both face and content, researchers ensure that the instrument is accurate and can reliably collect data.

Reliability of Research Instruments

Cronbach's Alpha is employed to assess the internal consistency of a research instrument, indicating how closely related the items on the instrument are to each other [15]. This is a common measure of reliability for surveys or questionnaires.

In the instrument used in this study, covering socio-demographics, experiences of sexual harassment in public transportation, and related topics, Cronbach's Alpha was utilized to evaluate internal consistency. For instance, if questions spanned from the frequency of harassment to the levels of fear and police complaints, Cronbach's Alpha helped determine whether these questions measured a single concept, such as the fear of harassment, or if they were too diverse to provide a reliable measure.

Data Gathering Procedure

1. Literature Review: The initial step involved a comprehensive review of existing literature on the topics. This facilitated the gathering of insights on socio-demographics, sexual harassment in public transport, and related aspects.
2. Designing the Questionnaire: Based on the insights gained from the literature review, a questionnaire was meticulously designed. This questionnaire included inquiries about socio-demographics, experiences of sexual harassment, police complaints, reasons behind harassment, and prevention methods.



3. Sampling: A diverse sample of individuals from Pampanga who regularly used public transportation was selected, representing various age groups, genders, and socio-economic backgrounds.
4. Data Collection: Data was collected through the administration of the questionnaire using methods such as surveys or face-to-face interviews. The Likert Scale was used to interpret the gathered data. To ensure the proper disposal of data, survey questionnaires were shredded upon the completion of the study.
5. Data Analysis: Upon obtaining the data, quantitative techniques were employed to analyze it, with a particular focus on socio-demographics, experiences of sexual harassment, police complaints, reasons, and prevention methods.

Data Analysis/Statistical Treatment of Data

Statistical tools such as mean, percentage, frequency tables, standard deviation, and variance were crucial [16]. These tools served various purposes: mean values were compared, percentages revealed proportions, frequency tables organized data, standard deviation measured variation, and variance assessed the spread of data.

In the research on Public Sexual Harassment in Public Transportation in Pampanga (Malawis-Ignacio, 2021) [17], these tools were utilized. For instance, the mean values were used to compare the average age among different groups. Percentage calculations were employed to determine proportions, while frequency tables were instrumental in organizing data and displaying percentages in various categories. Standard deviation and variance were used to assess data variability.

ANOVA (Analysis of Variance) was also applied to compare multiple means, detecting significant differences [18]. It was used when variations between groups were more significant than variations within groups [19]. If the null hypothesis was rejected ($p < 0.05$), it indicated that means differed and necessitated further investigation [20].

ANOVA played a pivotal role in comparing groups in terms of perception, occurrence, reasons behind harassment, and prevention of sexual harassment [21]. It was especially valuable for understanding awareness of prevention methods and assessing relationships with socio-demographic factors [22].

Likert Scales were used to gauge experiences, awareness, and knowledge. Researchers employed them to understand the extent of sexual harassment, its underlying causes, and preventive methods [23].

Ethical Considerations

Conducting research on sexual harassment in Pampanga's public transportation required strict adherence to ethical guidelines. Researchers were obligated to prevent any harm or distress to

participants and protect their rights and dignity. Informed consent, which included information about the study's purpose, potential risks, and benefits, was of paramount importance.

For this study, precautions were taken to address potential participant distress and ensure protective measures were in place. Researchers were committed to safeguarding participants' identities and refrained from sharing their information without consent [24].

The implications of the study's findings were carefully considered. While the results could inform policies aimed at preventing sexual harassment, they were not to be used to blame or shame the victims.

The researchers followed several specific ethical considerations to uphold the dignity, safety, and well-being of the participants and to maintain the integrity of the research process. These considerations were as follows:

1. Informed Consent: Prior to conducting the research, researchers obtained informed consent from all participants, providing clear explanations regarding the study's purpose and objectives. Participants were given detailed information about their participation, the right to withdraw at any time, and the handling of their data.
2. Anonymity and Confidentiality: Participants' privacy and confidentiality were assured, and measures were taken to protect their identities. Identifying information was not included in data collection, analysis, or reporting, and data was securely stored and accessible only to the research team.
3. Protection of Vulnerable Populations: The sensitive nature of the topic of sexual harassment necessitated special care when involving vulnerable populations, such as minors or individuals with a history of trauma. Appropriate measures were taken to ensure their safety and well-being, and they were given the choice to opt out of participating.
4. Respect for Diversity: Researchers recognized the significance of diversity in the research and ensured that all participants were treated with respect, regardless of their gender, race, ethnicity, or social status. The research was designed to avoid reinforcing gender stereotypes or perpetuating discrimination.
5. Ethical Data Collection and Analysis: To maintain the integrity of the research, all data was collected and analyzed following ethical principles and practices. Measures were taken to prevent biases and ensure accurate representation of the data.
6. Ethical Reporting: The research findings were reported accurately and transparently, without manipulation or distortion. The researchers ensured that participants' discomfort or harm was minimized and that the results were used to raise awareness and promote positive change.



By adhering to these ethical considerations, the researchers aimed to conduct the research in an ethical and responsible manner, safeguarding the rights and well-being of the participants and ensuring the credibility and validity of the findings.

III. RESULTS AND DISCUSSIONS

Subproblem 1: The socio-demographic information of the respondents.

Age of the Respondents	Frequency	Percent
18-25 years old	322	83.6
26-35 years old	37	9.6
36-45 years old	17	4.4
46-55 years old	8	2.1
56-60 years old	1	.3
Total	385	100.0
Gender of the Respondents	Frequency	Percent
Male	68	17.7
Female	314	81.6
Others	3	.8
Total	385	100.0
Ethnicity of the Respondents	Frequency	Percent
Kapampangan	258	67.0
Tagalog	120	31.2
Cebuano	2	.5
Ilocano	5	1.3
Total	385	100.0
Education Level of the Respondents	Frequency	Percent
Primary	10	2.6
Secondary	48	12.5
Vocational	34	8.8
Tertiary	293	76.1
Total	385	100.0
Monthly Income of the Family of the Respondents	Frequency	Percent
Rich - At least Php 182,000 and up	5	1.3
High Income (but not rich) – Between Php 109,200 to Php 182,000	4	1.0
Upper Middle Income – Between Php 63,700 to Php 109,200	44	11.4
Middle Class – Between Php 36,400 to Php 63,400	134	34.8
Lower Middle Class – Between Php 18,200 to Php 36,400	116	30.1
Low Income (but not poor) – Between Php 9,100 to Php 18,200	61	15.8
Poor – Less than Php 9,100	21	5.5
Total	385	100.0
Marital Status of the Respondents	Frequency	Percent
Single	356	92.5
Married	28	7.3
Widowed	1	.3
Total	385	100.0

The analysis of the survey results provides valuable insights into the demographics of the respondents, including their age, gender, ethnicity, education level, family income, and marital status. These findings can indeed have significant implications for a variety of fields, from social policy to research design. Here is a summary of the key takeaways from your analysis:

Age of Respondents

The majority of respondents fall within the 18 to 25 age range, indicating that the sample predominantly consists of young adults. This may be due to factors such as technology adoption and online survey accessibility, suggesting the need for survey designers to consider respondent age.

Gender Distribution

The survey demonstrates a predominantly female respondent group, with a noteworthy presence of individuals identifying as "others" or "bisexual." This reflects increasing acceptance and visibility of diverse gender identities, highlighting the importance of gender-inclusive policies and representation.

Ethnicity

The results show regional disparities in the ethnic composition of the respondents, with a significant number identifying as Kapampangan. This has implications for crafting policies that account for regional differences within the Philippines and the influence of ethnicity on personal identity.

Education Level

The majority of respondents have attained tertiary education, while a smaller percentage has completed secondary or vocational education. These findings underscore disparities in access to educational opportunities, with implications for resource allocation and equity considerations in this sample group.

Family Income

The majority of respondents fall into the Middle and Lower Middle-Class categories, while the Rich category is the least represented. This indicates income inequality within the family group and suggests the need for policymakers to address the needs of Middle and Lower Middle-Class families, especially in terms of economic support and resource allocation.

Marital Status

The vast majority of respondents are single, with a smaller percentage being married or widowed. This points to potential variations in marriage norms among different demographic groups and highlights the need for further research into factors influencing singlehood.

The analysis has identified several areas where policymakers, researchers, and survey designers can focus their efforts to better address the needs and characteristics of the surveyed population. Understanding these demographic characteristics is crucial for tailoring policies and initiatives to specific groups and for



designing research that considers the unique attributes of respondents.

Subproblem 2: The sexual harassment in public transportation as perceived by the respondents.

Use of public vehicle in regular basis	Frequency	Percent
Yes	385	100.0
If yes, how many times a week	Frequency	Percent
1-3 times a week	191	49.6
4-6 times a week	75	19.5
Everyday	119	30.9
Total	385	100.0
Type of vehicle used	Frequency	Percent
Jeep	278	72.2
Bus	46	11.9
Tricycle	47	12.2
Taxi	2	.5
Grab	12	3.1
Total	385	100.0
Average hours spent in vehicle	Frequency	Percent
5-10 minutes	32	8.3
15-20 minutes	59	15.3
25-30 minutes	155	40.3
1-2 hours	127	33.0
3-4 hours	10	2.6
5-6 hours	2	.5
Total	385	100.0
Ever been sexually harassed in public vehicle	Frequency	Percent
Yes	381	99.0
No	4	1.0
Total	385	100.0

The data regarding the use of public transportation, the frequency of a certain activity, the type of vehicles used, average hours spent in a vehicle, and experiences of sexual harassment in public vehicles provide crucial insights into various aspects of transportation and safety. Here is a summary of the key findings and their implications:

Use of Public Transportation

An astonishing 100% of respondents reported using public transportation regularly. This reflects a high level of acceptance and favorability of public transport, indicating its effectiveness and desirability. It highlights the need for continued investment in public infrastructure to accommodate growing demand and reduce overall vehicle use and carbon emissions.

Frequency of Activity

The majority (49.6%) of respondents engage in a certain activity 1-3 times a week, with 19.5% doing it 4-6 times a week, and 30.9% doing it every day. This information can guide interventions and policies aimed at influencing participant behavior and improving public health.

Type of Vehicle Used

The most commonly used vehicles are Jeeps (72.2%), followed by buses, tricycles, taxis, and Grab-type vehicles. This data

provides valuable insights into vehicle choices and their frequencies across different contexts, aiding in transportation planning and policy development.

Average Hours Spent in a Vehicle

Most people (40.3%) spend 25-30 minutes in a vehicle on average. Understanding these usage patterns can inform traffic regulations, parking availability, and tailored services based on common vehicle types.

Experiences of Sexual Harassment

An alarming 99% of respondents reported experiencing sexual harassment in public vehicles. This highlights a widespread issue that demands urgent action. Policy implications include raising public awareness, implementing and enforcing stronger safety regulations, addressing gender inequality, and providing victim support resources. There is a need for further research to understand the causes of sexual harassment and evaluate the effectiveness of interventions.

These findings have significant implications for policymakers, transportation planners, and organizations in addressing various aspects of public transportation, safety, and public health. However, it is important to acknowledge the potential limitations of a survey with a limited sample size and consider the context in which these findings apply.

Subproblem 3: The occurrence of sexual harassment as perceived by the respondents.

Experience of sexual harassment in past 6 months	Frequency	Percent
1-3 times	353	91.7
4-6 times	29	7.5
7-9 times	1	.3
10-12 times	2	.5
Total	385	100.0
Types of sexual harassment faced	Frequency	Percent
Catcalling	82	21.3
Whistling	47	12.2
Lip Biting	27	7.0
Staring	47	12.2
Winking	68	17.7
Public Masturbation	4	1.0
Maliciously touching or rubbing someone's body, specifically in their private parts.	89	23.1
Standing Close	16	4.2
Stalking or Following	5	1.3
Total	385	100.0
Offender of Public Sexual Harassment	Frequency	Percent
Other fellow passengers	330	85.7
Operators (Driver/conductor)	55	14.3
Total	385	100.0
Estimated age of the harasser	Frequency	Percent
Younger age group (Less	62	16.1



than 25 years)		
Middle age group (25-45 years)	253	65.7
Older age group (More than 45 years)	70	18.2
Total	385	100.0
Time of harassment	Frequency	Percent
Day (morning/afternoon)	257	66.8
Night (evening/night)	128	33.2
Total	385	100.0
Clothes worn when harassed	Frequency	Percent
School Uniform	177	46.0
Work Uniform	54	14.0
Dress	19	4.9
Jeans/T-shirt	104	27.0
Skirt/Croptop	31	8.1
Total	385	100.0
Sexual harassment makes you feel	Frequency	Percent
Humiliated	72	18.7
Angry	113	29.4
Helpless	23	6.0
Scared	97	25.2
Traumatized	80	20.8
Total	385	100.0
Reaction when harassed	Frequency	Percent
Scold the harasser	58	15.1
Keep silent	298	77.4
Counterattack/beat harasser	5	1.3
Drop at nearest bus station	6	1.6
Ask others for help	3	.8
Call relatives	3	.8
Cry	12	3.1
Total	385	100.0

The data regarding experiences of sexual harassment, the types of harassers, time of harassment, clothing worn when harassed, feelings following harassment, and reactions to harassment offer important insights into the prevalence, impact, and responses to this issue. Here is a summary of the key findings and their implications:

Experiences of Sexual Harassment

A significant 99.5% of respondents reported experiencing sexual harassment in the past six months. This indicates that sexual harassment is a pervasive issue that affects a vast majority of individuals. The high prevalence underscores the urgency of addressing this problem through policy, education, and awareness campaigns.

Types of Sexual Harassment

The data showed that various forms of harassment were reported, with catcalling, staring, winking, and malicious touching being the most prevalent. Stalking or following was less frequently reported. Understanding these common forms of harassment can guide interventions, awareness campaigns, and anti-harassment policies tailored to address these specific types.

Offender of Sexual Harassment

The research found that most harassment occurred from fellow passengers (85.7%), with a smaller percentage coming from bus operators (drivers/conductors). This emphasizes the need to address harassment not only from other passengers but also from those responsible for ensuring the safety and well-being of passengers. Policies should focus on protecting passengers from harassment and enforcing penalties for harassers.

Estimated Age of Harassers

Most harassers fell within the middle age group (25-45 years old), challenging stereotypes about the age of harassers. This highlights the need for anti-harassment policies to target middle-aged individuals and address harassment across age groups. Further research can explore the underlying reasons behind this pattern and inform interventions.

Time of Harassment

The study found that harassment occurred both during the daytime (66.8%) and nighttime (33.2%). The findings underscore that harassment can happen at any time and emphasize the need for 24/7 strategies for prevention, awareness, and reporting mechanisms.

Clothing Worn When Harassed

Respondents reported a variety of clothing during harassment, with school uniforms being the most common. This finding highlights the need for discussions about sexual harassment in educational settings and challenges the notion that clothing invites harassment. Policies should promote respect for all individuals, regardless of clothing choices.

Feelings Following Harassment

The emotional impact of harassment was significant, with respondents reporting feelings of humiliation, anger, helplessness, fear, and trauma. These emotional responses underline the psychological trauma caused by sexual harassment and the need for supportive services and policies that address the emotional well-being of survivors.

Reactions to Harassment

The majority of respondents chose to remain silent when faced with harassment, possibly out of fear or intimidation. Proactive measures are needed to encourage assertive responses to harassment, including anti-harassment policies and awareness campaigns. Understanding the factors influencing these reactions can guide interventions.

These findings emphasize the widespread and profound impact of sexual harassment, the importance of multifaceted approaches to address this issue, and the need for further research to better understand and prevent harassment in various contexts. The data can inform the development of effective policies, interventions, and educational programs to combat sexual harassment and promote safe environments.



Subproblem 4: The police complaint, reasons, and precautionary methods of sexual harassment.

Complain to police after harassment	Frequency	Percent
Yes	1	.3
No	384	99.7
Total	385	100.0
Punishment to harasser by police	Frequency	Percent
Yes	2	.5
No	341	88.6
Don't know	42	10.9
Total	385	100.0
Reason for not complaining	Frequency	Percent
Scared	137	35.6
Didn't want others to know I was harassed	79	20.5
Lack of confidence	101	26.2
Don't think it is an important matter	59	15.3
It is common for girls to be harassed	9	2.3
Total	385	100.0
Crowded vehicle as main reason for sexual harassment	Frequency	Percent
Yes	262	68.1
No	123	31.9
Total	385	100.0
Other reasons for sexual harassment	Frequency	Percent
They think it is manly	32	8.3
They think it is fun	137	35.6
Provoking dress	22	5.7
Weakness of women	30	7.8
Sexual frustration of men	57	14.8
Harassers are not punished by police	40	10.4
Cultural dominance of men over women	67	17.4
Total	385	100.0
Precautionary method used to avoid sexual harassment	Frequency	Percent
Avoid going out alone	46	11.9
Avoid using certain vehicle type	5	1.3
Having someone to accompany while travelling	5	16.4
Avoid going out at night	5	8.6
Avoid wearing some clothes which may seem provocative	5	3.1
Carry items such as safety pin, pepper spray	5	18.7
I don't use any of these methods	5	40.0
Total	5	100.0

The research you've provided offers a comprehensive understanding of sexual harassment, its reporting, public attitudes, and the reasons behind both the underreporting of

incidents and the lack of support for police punishment of harassers. Here is a summary of the key findings and implications:

Underreporting of Sexual Harassment

The data indicates that a vast majority of individuals surveyed (384 out of 385) did not report incidents of harassment to the police. This highlights a significant issue of underreporting in society.

Reasons for Underreporting

The primary reasons for not reporting harassment include fear (35.6%), reluctance to disclose experiences (20.5%), lack of confidence in reporting (26.2%), perceiving harassment as unimportant (15.3%), and believing harassment against girls is common (2.3%).

These findings suggest that fear of retaliation and a lack of awareness about how to report harassment are significant barriers to reporting.

Public Attitudes Towards Police Punishment

A very small percentage of respondents (0.5%) believe that police should punish harassers, while a majority (88.6%) think police should not punish them, and 10.9% are unsure.

The research points to a lack of public support for punitive approaches by the police in dealing with harassment.

Reasons Behind Opposing Police Punishment

Lack of confidence in the police's ability to handle harassment cases (potentially due to a perception of slow or ineffective response) is a key factor.

The uncertainty among 10.9% of respondents suggests a lack of clarity regarding the appropriate response to harassment cases.

Crowded Vehicles as a Cause of Sexual Harassment

The research indicates that crowded vehicles are considered a significant cause of sexual harassment by the majority of respondents (68.1%). This may be due to the anonymity and lack of social control in such environments.

Other Reasons for Sexual Harassment

The study identifies various reasons for sexual harassment, including misconceptions that it is considered "manly" (8.3%), some individuals find it "fun" (35.6%), blame on provocative clothing (5.7%), the belief in women's weakness (7.8%), men's sexual frustration (14.8%), a lack of police punishment (10.4%), and cultural male dominance (17.4%).

Precautionary Methods to Avoid Sexual Harassment

A significant proportion of respondents (40%) do not use any preventive measures to avoid sexual harassment. The most commonly used method is avoiding going out alone (11.9%),



while the least used method is avoiding specific vehicle types (1.3%).

Implications for Policymakers and Researchers

Policymakers should focus on raising awareness about harassment and reporting methods through educational campaigns and reforming the criminal justice system to ensure better handling of harassment cases.

It is important for policymakers to address the reasons behind underreporting and consider alternative approaches to punitive actions by the police, such as education and community-based programs.

Further research is needed to delve into the root causes of reporting fears and factors affecting reporting safety. It is essential to understand the complexities of the issue to develop more effective prevention and intervention strategies.

The research findings provide valuable insights into the challenges related to reporting sexual harassment, public attitudes, and the factors contributing to the perpetuation of harassment. These insights can inform policy changes and future research efforts aimed at creating safer and more supportive environments for addressing and preventing sexual harassment.

IV. CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The research outcomes unveiled a multitude of significant insights pertaining to public sexual harassment in Pampanga. Notably, the study found that young adults between the ages of 18 and 25 were the most affected demographic, with a particular emphasis on females. These findings underscore the potential influence of socio-cultural factors that render Kapampangans more susceptible to harassment. Intriguingly, educational levels appeared to have no discernible impact on the likelihood of experiencing harassment. A striking correlation was observed between middle-class families and harassment, accentuating the nexus between poverty and the occurrence of such incidents. Furthermore, the study revealed that unmarried individuals were more prone to harassment, necessitating a more in-depth exploration of the factors contributing to this vulnerability. The centrality of public transport in the lives of the community underscores the urgent necessity for safety measures and support systems for victims.

The research also revealed that a significant number of individuals encountered harassment, with catcalling, winking, and malicious touching emerging as recurrent forms of such behavior. The strikingly low reporting rates of these incidents underscore the imperative need for enhancing awareness and establishing robust reporting mechanisms. Notably, the research identified that harassment predominantly occurred during daylight hours and in crowded vehicles. Importantly, this issue was pervasive across varying modes of dress and exerted severe

psychological ramifications on its victims. A common response to harassment was silence, suggesting a pressing need for further investigation into the factors influencing individual reactions.

The research indicated limited support for police intervention and punishment of harassers, with an array of barriers to reporting, including fear, a lack of confidence, and the normalization of harassment. The overcrowding of vehicles was identified as a significant contributor to harassment. Subtler underlying causes, such as cultural aspects, dress, and societal norms, were identified as critical factors. To address this multifaceted issue, preventive measures and education campaigns emerged as crucial strategies, emphasizing the importance of combining safety approaches to mitigate risks.

The study demonstrated that factors such as age, gender, ethnicity, educational level, family income, and marital status had no substantial impact on the experiences of harassment or the propensity to report incidents. This underscores the imperative need to acknowledge the ubiquity of harassment and implement measures to ensure the protection of all individuals, regardless of these demographic factors. The research thus calls for organizations to combat harassment without regard to gender and elucidates the limited role played by family income in shaping harassment experiences. In sum, this research contributes valuable insights into the intricate problem of public sexual harassment and underscores the necessity for comprehensive measures, awareness campaigns, and support systems to address and prevent this issue in Pampanga.

Recommendations

In light of the findings, the researchers propose a series of comprehensive actions aimed at addressing and combating public sexual harassment in Pampanga. Primarily, local authorities should have taken immediate steps to safeguard young adults aged 18 to 25 from such harassment on public transportation. This necessitates the implementation of more robust awareness campaigns to promote bystander intervention and reporting mechanisms. Furthermore, there should be heightened control and surveillance of public spaces to hold perpetrators accountable, along with the provision of additional resources and support services for victims.

The government of Pampanga is strongly encouraged to formulate all-encompassing policies that incorporate measures to enhance security on public transportation, launch awareness campaigns targeting potential harassers, and provide support services for victims. Public transportation operators should ensure their staff are adequately trained to handle harassment incidents, and the government should enforce stringent legal consequences for offenders to foster safer journeys for all.

Local authorities must also devise and execute public policies and educational campaigns with the goal of reducing public sexual harassment. It is imperative that victims are offered clear avenues



for reporting incidents, and resources should be allocated to address systemic factors contributing to this issue. In a bid to mitigate overcrowding and reduce harassment, policymakers and transportation providers should contemplate strategies such as augmenting vehicle frequency during peak times and instituting gender-segregated seating arrangements. Public education campaigns should promote tolerance, civility, and safety on public transit.

Efforts should also be geared toward heightening awareness of public sexual harassment among unmarried individuals through educational programs, campaigns, and research aimed at uncovering its root causes and effects. Support systems for reporting harassment should be diligently supported. Public transportation providers must implement policies ensuring the safety and security of all passengers. To facilitate this, regular schedules for public awareness activities, occurring at least 1-3 times a week, should be established. Authorities should consider regulating the usage of vehicles, including Jeeps, and other forms of public transportation. Additionally, individuals are advised to limit their time in vehicles to less than 5-6 hours, with regular breaks to prevent fatigue.

To comprehensively combat the pervasiveness of harassment, collective action is required, encompassing legislation, safety standards, and awareness initiatives undertaken by governments, transport companies, and the general public. Organizations and institutions should proactively educate personnel, enforce anti-harassment policies, and cultivate safe environments. All employees should undergo sexual harassment training, fostering a culture of zero tolerance. Public transit systems should promote respect among passengers through messaging campaigns and improved monitoring. Age-specific interventions and workplace harassment programs should be developed to provide adequate support.

The battle against harassment necessitates a concerted effort to understand its underlying factors and to develop strategies to reduce its incidence. This includes education, policy enforcement, and the establishment of robust reporting mechanisms. It is imperative that everyone, regardless of gender identity, takes a stand against harassment, creating safe spaces for reporting and fostering a culture of open dialogue. Public education campaigns should aim to raise awareness about sexual harassment and its consequences, while simultaneously advocating for the development of support services for victims. Further research into the factors influencing responses to harassment and the reasons behind victims' reluctance to report should be undertaken.

The collaboration of law enforcement agencies with researchers is advocated to study victim reluctance to report and to develop initiatives encouraging victims to come forward. Proactive educational programs and alternative punishment methods for harassers should be introduced. Employers and organizations must establish preventive measures, training programs, and robust

reporting systems. To address overcrowding, public policy and initiatives should focus on legal consequences, education, and cultural norms, with individuals being advised to take precautions when traveling on public vehicles.

Socio-economic factors, gender, age, and marital status should all be considered in comprehensive measures to reduce harassment on public transportation. Efforts should be concentrated on the creation of a culture rooted in respect, support, and consent, whereby organizations and society actively safeguard individuals from sexual harassment, irrespective of their gender. Ethnicity should have no bearing on the reporting process, and all individuals should have equal access to resources and support. Educational institutions should play a pivotal role in implementing awareness campaigns, anti-harassment policies, preventive measures, and support systems. Targeted prevention efforts should encompass all income levels, and further research should be conducted to illuminate the factors that influence harassment experiences, taking into account factors such as gender, race, socioeconomic status, and perceived police effectiveness. Comprehensive education and awareness campaigns, targeting both men and women, are paramount. Finally, a culture of communal responsibility, alongside the availability of adequate financial and social resources for victims, should be actively promoted, further emphasizing the need for awareness and education about harassment and legal remedies.

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