

# ALL ABOARD!

How garment factory workers  
navigate Bengaluru



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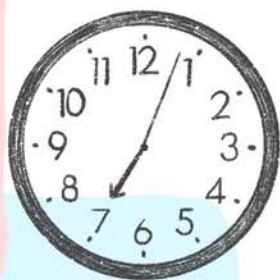




In this publication, we present visualisations based on research undertaken by Fields of View as part of the project 'Joint Road Forward'. The project is a collaboration between Fields of View, International Institute of Information Technology, Bengaluru, TU DELFT, and KTH Royal Institute of Technology, Stockholm, Sweden. Our efforts in this project have been supported by the Netherlands Organisation for Scientific Research (NWO).

#### A NOTE:

The following publication is part of Fields of View's efforts to make policy research accessible using visualisations and comic books. All details presented in this publication are faithful to the research undertaken at Fields of View, and sources of all the data presented are indicated wherever applicable.



Hi! I am Kamala  
I've been working in  
a garment factory in  
Bengaluru.

I have been  
working in the  
industry for  
25 Years now.





THE MAJORITY OF WORKERS IN BENGALURU'S  
GARMENT INDUSTRY ARE WOMEN.

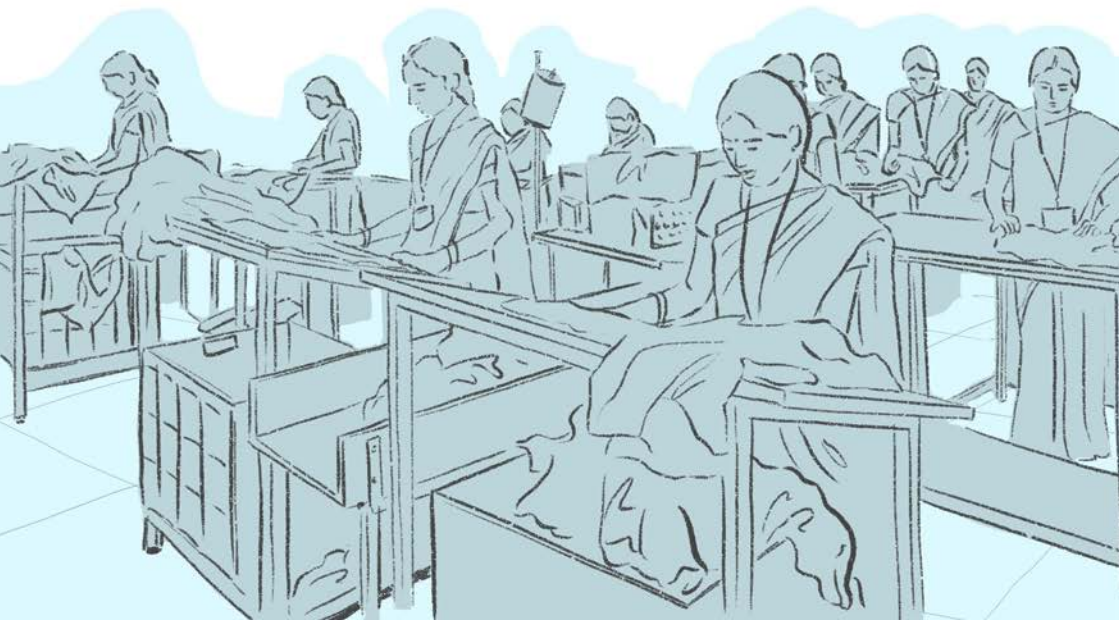
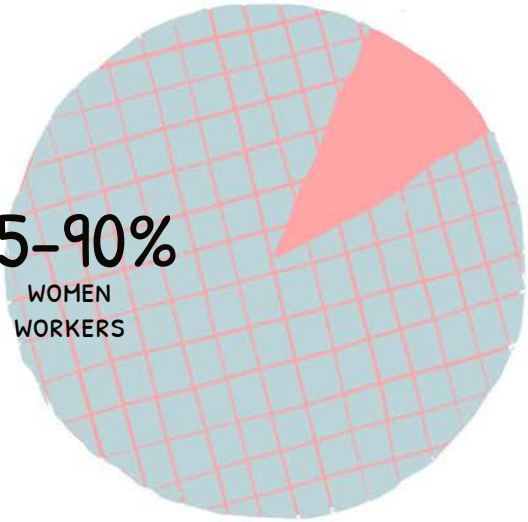
3,55,000

workers  
employed in

787 units [1]

85-90%

WOMEN  
WORKERS





# MAIN INDUSTRIAL HUBS

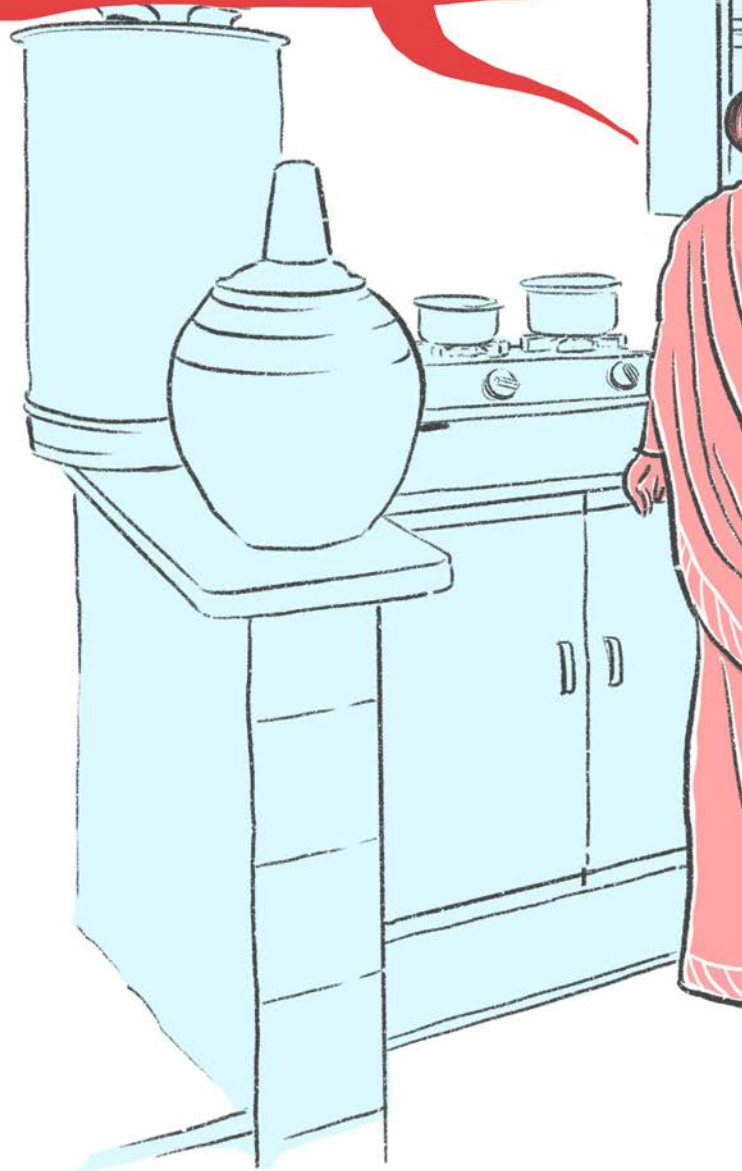
● PEENYA INDUSTRIAL  
JUNCTION

● NAYANDAHALLI

● BOMMANAHALLI



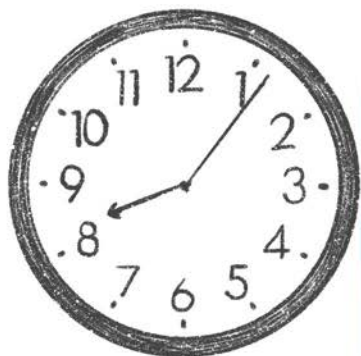
Though I have been working  
in the industry for more than  
two decades, I earn only  
Rs.7,500/- per month.





My income is barely enough to meet the household expenses and my children's school fees.



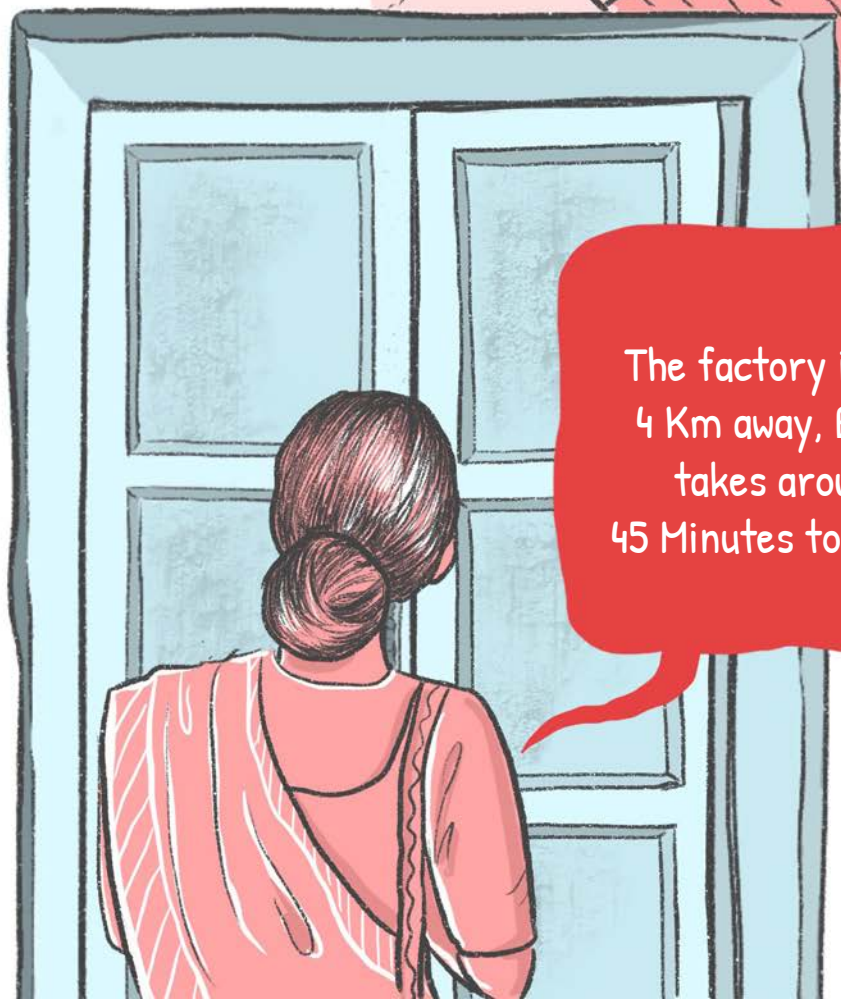


I have to leave  
the house by 8.45 AM  
to reach the factory  
by 9.30 AM.



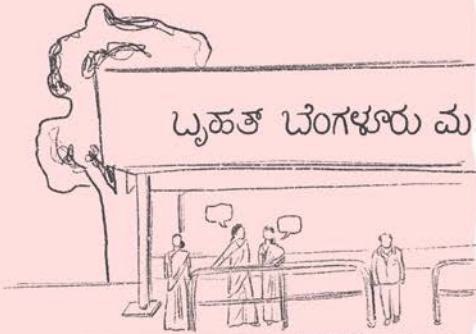
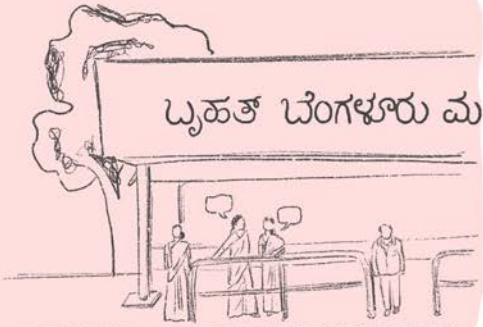
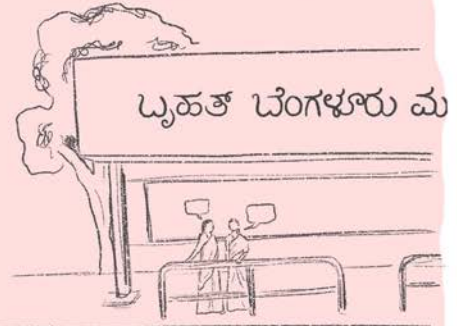
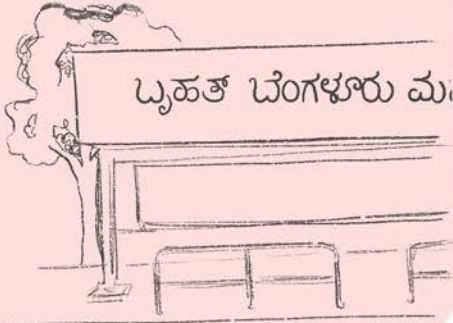


The factory is just  
4 Km away, But it  
takes around  
45 Minutes to reach.





The bus stop is  
about 1 km from  
my house.






We usually take private buses to factory. They charge only about half the fare as compared to BMTC.

We'll have to take a tempo or a van if the private bus won't show up today.

I hope the bus comes. I barely have money since it's the month end.





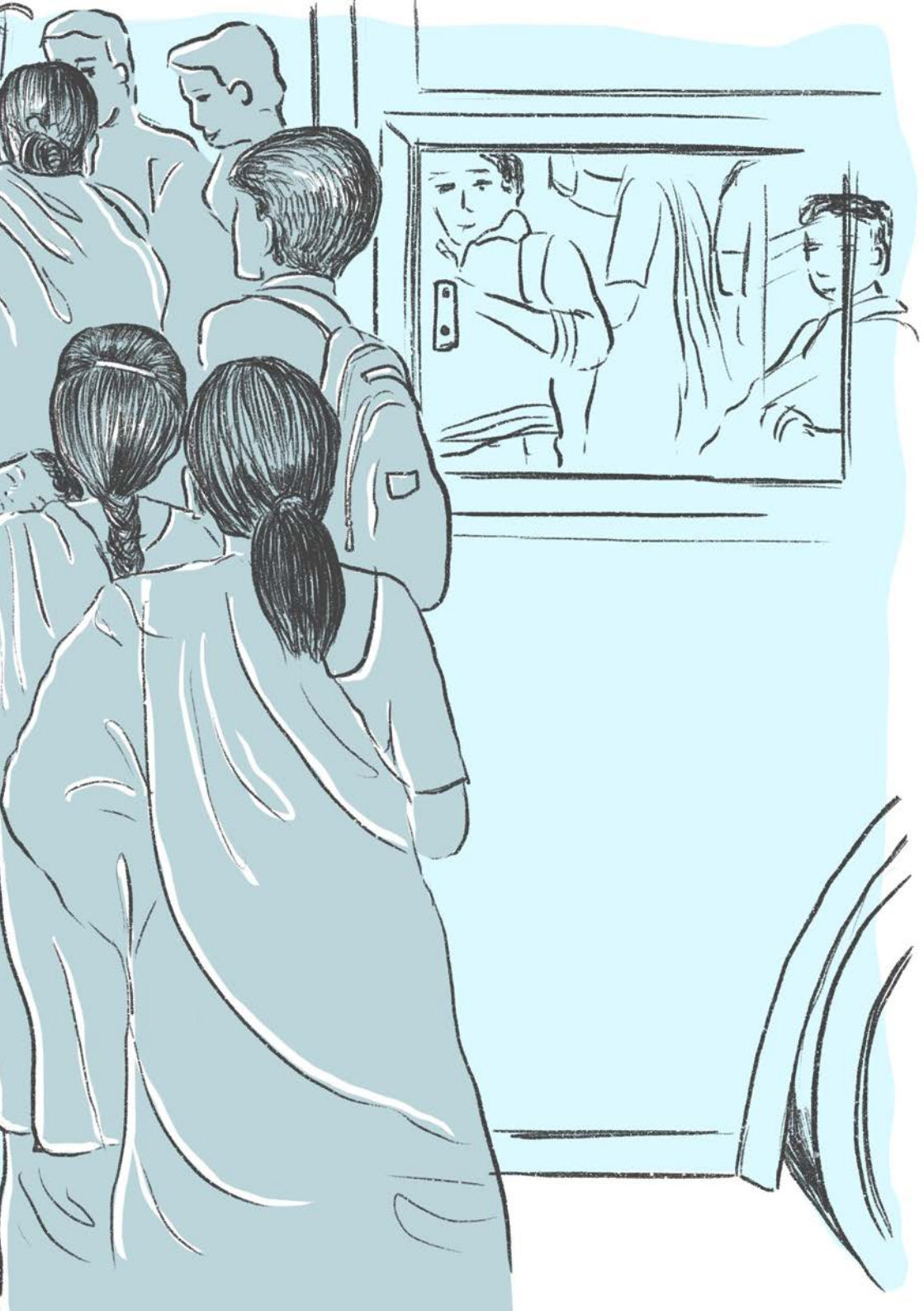
We are six of us.  
We can pay Rs.5/-  
per head.

No..No! I can take  
only three people at a  
time. And pay me  
according to the meter.

I don't want to  
get into trouble  
with the police.












A stylized illustration of the interior of a bus. Several women are depicted in the foreground and middle ground, looking out the windows. The drawing uses simple black outlines and a light blue color palette. Two dark blue speech bubbles are overlaid on the image, containing text. The background shows the structure of the bus and a bright blue sky.


The other day I've  
seen women climb  
into a closed milk van.  
The driver shut the  
door after they got in.

Even though travelling  
in BMTC buses is much  
more safer, we can't  
afford it.



Private buses are  
When they do  
we have no c  
to take a sh





are not reliable.  
n't turn up  
choice but  
are auto.

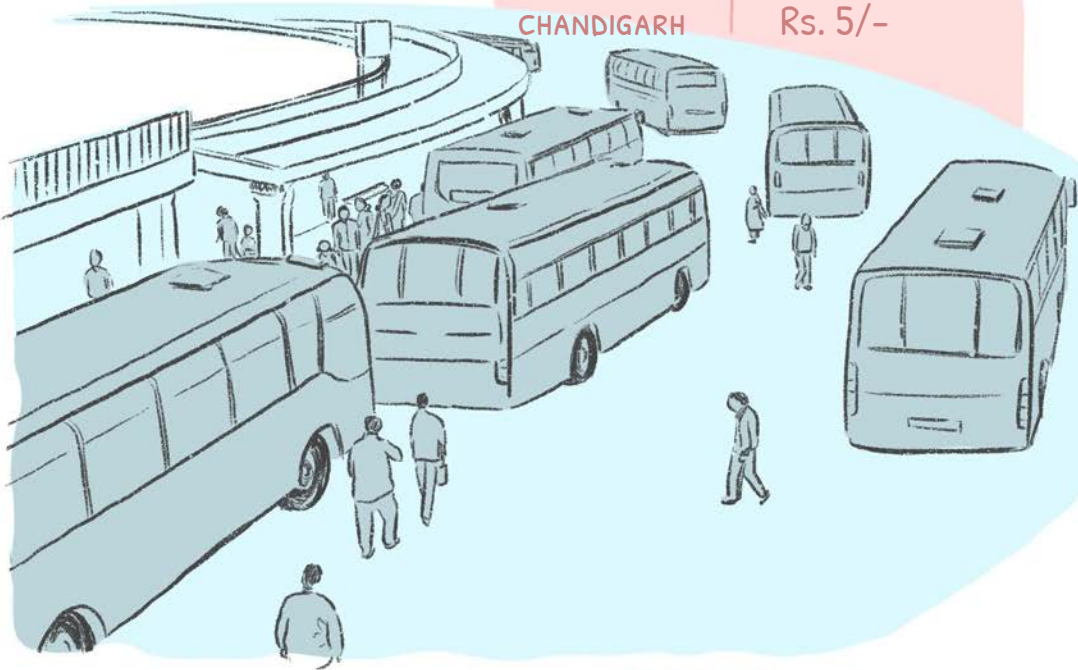
Sometimes we  
even have to take  
BMTC buses, which  
are more expensive.

SAFETY DURING COMMUTE REMAINS A CONCERN.

BMTC  
is considered  
to be the  
most expensive  
public transport  
service in  
the country [2]

Fares of bus transit services  
across select Indian cities  
- A comparison [3]

CITY	FARE FOR TRAVELLING 5 KM IN THE CITY
BENGALURU	Rs. 15/-
MUMBAI	Rs. 14/-
DELHI	Rs. 10/-
PUNE	Rs. 10/-
KOLKATA	Rs. 8/-
CHENNAI	Rs. 8/-
AHMEDABAD	Rs. 8/-
CHANDIGARH	Rs. 5/-



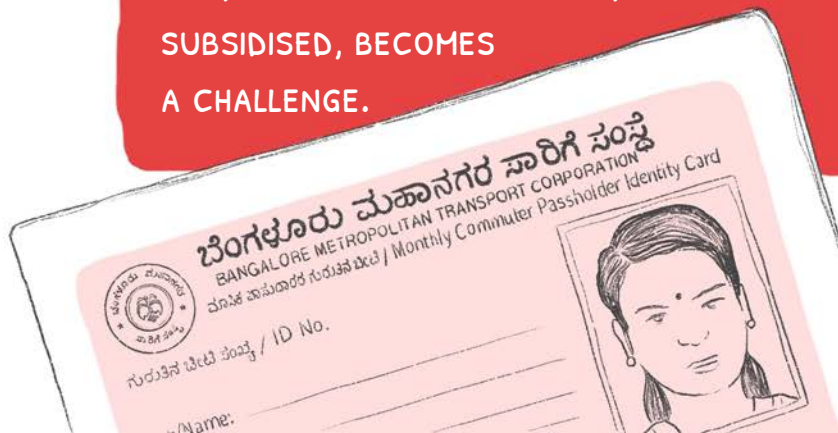
# ATAL SARIGE


This is a special service introduced by BMTC where the fares are about 50% of original BMTC fares. This service is mainly meant for the economically weaker sections of the society.

These services are available only across 9 routes [4]

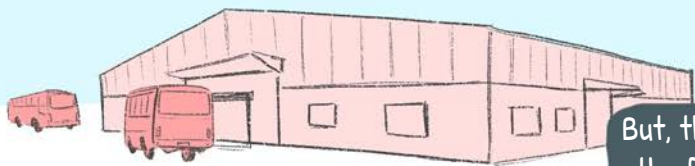
Only certain routes match the trip and job schedules of garment workers.

BMTC ISSUES PASSES FOR COMMUTERS.  
BUT, THE ONE-TIME PAYMENT, THOUGH  
SUBSIDISED, BECOMES  
A CHALLENGE.



An illustration showing a woman in a grey sari boarding a blue bus. Another woman in a red sari is walking away from the bus on a grey road. A red speech bubble is positioned above the woman in the red sari. The background is a light blue sky.

Some factories provide transport facility; mine doesn't. Though they deduct the fare from their pay, it is at least a reliable mode.



That factory  
provides commute  
facility to its  
employees.

But, they deduct  
the fare from  
the pay at the  
month end.





My factory is  
approximately  
 $\frac{1}{2}$  km away from  
the bus stop.





Sometimes, by the end of the month, we run out of money and have to walk all the way from home to factory. It takes lots of time and is not really safe.



The consequences of coming late to the factory are not very pleasant.

Most of the supervisors are men, and women are harassed when they come late to work.

You can't walk in any time you want.









Public transport is increasingly being seen as critical for social mobility. To reach the place of livelihood, education, healthcare, and other needs, access to affordable, available, and accessible public transport is imperative for people who reside in slums. Thus, for the Indian context, needs and preferences of diverse sets of people, especially vulnerable and marginalised groups, has to be included in the transport planning process. What can we then do to make public transport more equitable?

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