

The Working Children in Road Transport Sector in Chittagong City, Bangladesh : A Sociological Profile

Dr. Monzur -ul- Amin Chowdhury

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ABOUT THE AUTHOR

Dr. Monzur-ul-Amin Chowdhury was born in Noajishpur under Raozan Upazilla in Chittagong; received his B.A (Hons) and M.A in Sociology from University of Chittagong (CU) and secured 3rd position in both the examinations. He was awarded D.P.I scholarship, Government of Bangladesh. He is the founder president of Sociological study circle in CU and Editor of Alaol Hall Annual Magazine'78. He obtained his Ph.D in 2006 from CU. Dr.Monzur is a Senate member of CU since 1986 and former member of Finance Committee CU. He Acted as Syndicate nominated member in Assistant Director Selection Committee of Chittagong University Physical Education Department. Dr.Chowdhury was also a member of CU 1st & 3rd convocation organizing committee and Vice Chancellor nominated member in Raozan College Governing Body. His interest in education & research was shaped by his father Abdul Hoque Chowdhury, an eminent scholar on history and culture. He was the Editor of weekly 'The CHALTIDIN' published from Chittagong.

Dr. Monzur is the Co-Author of "Enhancing Trade and Investment Between Bangladesh & North-East States of India" published by Chittagong Chamber of Commerce & Industry in 2003. He has in his credit 20 research Articles and seminar papers already published. His another research work "The Working Children in Transport Sector (Tempo) in Chittagong Metropolitan City" -A Sociological Profile Published in 2013. Dr. Monzur is the founder president of Civil Society think tank 'Forum for People's Voice-FPV'. He is the Editor of 'journal Forum for People's Voice' Published in 2015. Dr.Monzur was Vice President of Chittagong Chamber of Commerce & Industry and he was also the Vice Chairman 'Ghashful' - A Non-Government Voluntary Development Organization for 3 Consecutive terms.

Dr.Monzur, now, is the Chairman of Ghashful & Adjunct Faculty, School of Liberal Arts & Social Sciences (SLASS) in Chittagong Independent University (CIU) Chittagong, Bangladesh.

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PREFACE

Ghashful-a nongovernment voluntary development organization with its partner ELLMA and Oach undertook a project captioned Ghashful-CHWEVT Project for the children at risk. The project is funded by Manusher Jonno Foundation (MJF).

Child rights and hazard free working condition through education and vocational training - CHWEVT is a Project that aims to establish child rights and protection of hazardous-non - hazardous working children and vulnerable workers for conducive environment by providing an appropriate education and vocational training and refer to other relevant actors and services. It is such a project that covers the total welfare of targeted children.

The project addresses the issues such as the sufferings of the children are being subjected due to the poverty of their parents, the threats their health, food, medicine, vaccine, torture, negligence illiteracy and also that hamper their usual growth and development and compelled to engaged in different worst / hazardous form of child labour. The Project is operating in 15 wards of Chittagong City. The Project also provides skill training to some of the parents of those children who would be sent to formal school by withdrawing them from work.

In 2013 we have conducted a survey and published an empirical study captioned "The working children in transport (Tempo) sector in Chittagong Metropolitan City-A sociological profile." The present study is the initiatives of the Ghashful -CHWEVT Project with the aim to analyze the current scenario of the working children in road transport sector in Chittagong City. We have captioned the study as 'The working children in Road transport sector in Chittagong City-A sociological profile.' It is an extended work of the earlier one to assess the real situation of child labour in road transport sector in Chittagong City. An attempt to assess their socio-economic, educational and income level which push them to work in hazardous/vulnerable situation like transport helpers.

In collecting data, primarily an interview schedule, consisting of both structured and unstructured questions with observation was used. In some cases participant-observation methods were used. Relevant survey- studies are also examined. Focus group discussions (FGD) was also done with vehicles owners association leaders, working children and their parents, drivers associations leaders and concern officers of Bangladesh Road Transport Authority (BRTA), Department of Inspection of Factory and establishment (DIFE) and Chittagong Metropolitan Police (CMP). The views, data and information received have been cross checked with other sources to make the study more authentic and informative.

We have presented the findings of this study in round table discussion arranged by Chittagong district child labour elimination day observance committee on 12th June 2017 on the occasion of World Day Against Child Labour Bangladesh Shishu Academy Chittagong, wherein Mr. Ruhul Amin Divisional Commissioner of Chittagong & Ex-Officio president of Chittagong divisional Child welfare committee was present as chief guest among others. View above, we have tried our best to address/accommodate the suggestions, Comments and observation put forwarded by the chief guest, panel speakers and other stake holders. I am grateful to all of them.

I like to record my sincere thanks to the field investigators, respondents and selected persons who provide data on this issue and also who have directly or indirectly helped in conducting this research work. I express my heart felt thanks and gratitude to Mr. Aftabur Rahman Jafree, CEO Ghashful for his support to complete the report. I acknowledge the support and cooperation of Mr. Mafizur Rahman, Deputy Director, (HR & Admin) Ghashful, Mr. Zobaidur Rashid, Project Coordinator, Mr. Sirajul Islam Program Manager CHWEVT project. Cover designed by Sirajul Islam and Photographs used in this report also collected by Sirajul Islam. My Sincere thanks to Manusher Jonno Foundation (MJF) for funding the study. Finally I remember eagerness and concern of Mrs. Anjuman Banu Lima, Former Assistant Director (SDP & Training) Ghashful who press hard to complete the report.

I believe this study will usher in many debates and re-examinations and lead to further deeper facts finding study on child labour issues. The study was a modest attempt on our part to investigate the sociological profile of the working children in road transport sector in Chittagong City with our humble efforts and capacity.

Hope it will help the policy planners and others who are actors in child labour eliminations.

April 30, 2018
MONISHA
D.C Road 2nd Lane,
West Bakolia, Chittagong, Bangladesh.

Dr. Monzur-ul-Amin Chowdhury

Message



MJF working for the protection of the children especially disadvantages working children who are engaged in hazardous work listed by the Government. The approach, have followed, to withdraw child labor from hazardous forms of work and mainstreamed or shifted to other non-hazardous work, and ensure healthy workplace. Besides this, MJF advocates to incorporate others forms of hazardous work in GoB list and rising awareness through CSO, GO, NGO's, children, Media and other stakeholder engagement.

Ghashful has been taken an excellent initiative supported by Manusher Jonno foundation a resource work of "The Working Children in Road Transport Sector in Chittagong City, Bangladesh: A Sociological Profile" by Dr. Monzur -ul-Amin Chowdhury. Manusher Jonno Foundation always supports such creative initiatives. Actually children are engaged in transport sector they are more vulnerable than other 38 hazardous work listed in Bangladesh. Child labour issue is a complicated issue in Bangladesh in the sense that, the withdrawal of the child labour does not provide guarantee to the immediate end of their vulnerability. As an emerging economy Bangladesh is still ridden with child labour. Its (child labour) presence indicates the children do not enjoy equal opportunities in the society. The children get engaged in labour market early in their lives to eke out subsistence for own and support the other members of the family.

Force removal could not be shift from one set of vulnerability to another if withdrawn is unplanned. Our development program should be designed in such a way that we can provide all types of protection to these transport worker children, if we not able to do so, the SDG achievement will be fail.

I would like to thank all those who were associated with this survey activities and preparation of the report.

Shahin Anam

Executive Director

Manusher Jonno Foundation



GHASHFUL

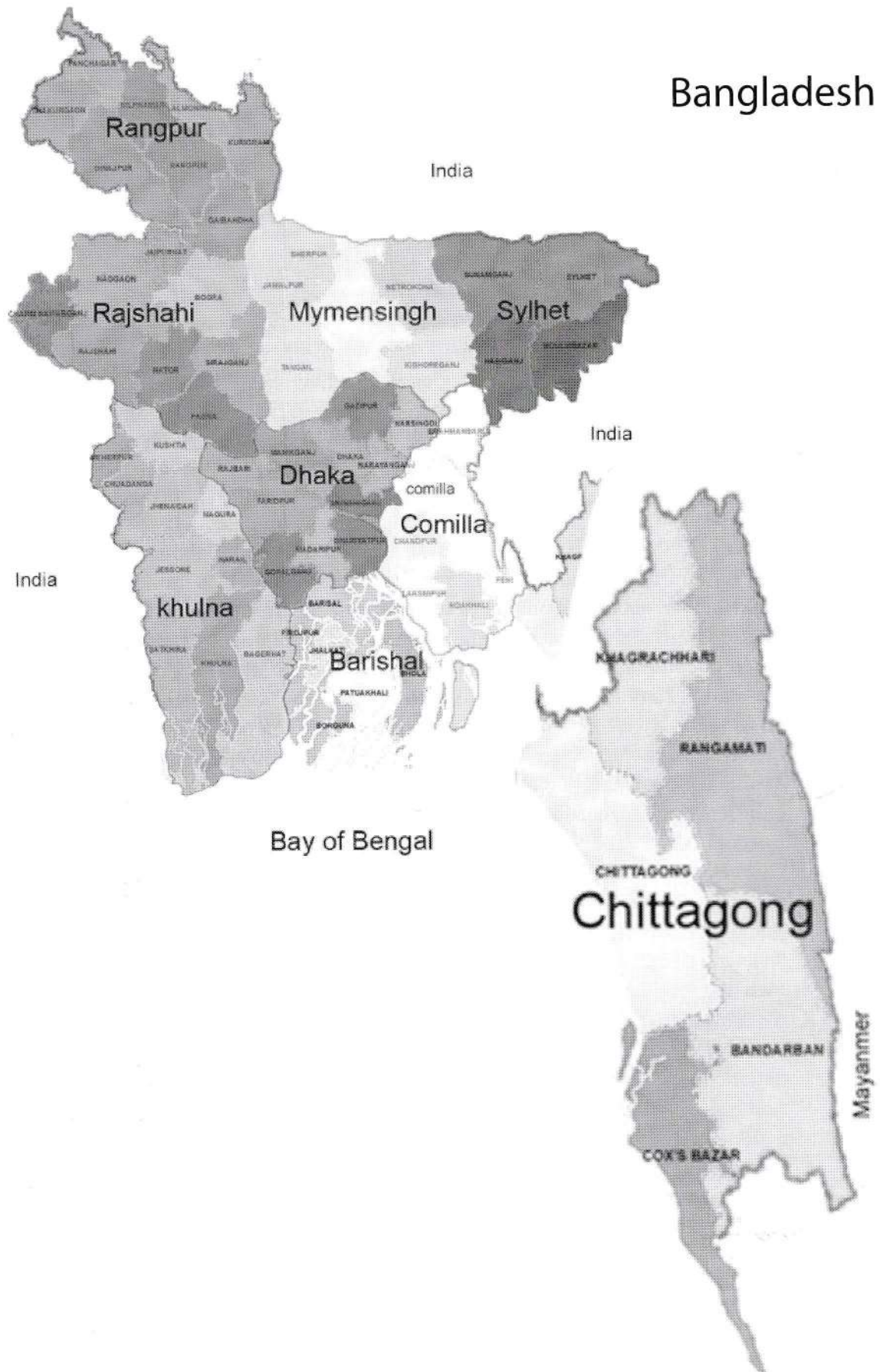
Message



As a developing country Bangladesh has made impressive progress in the last four decades and achieved higher than expected performance in some development sectors. After liberation massive and determined efforts have been made to improve the socio-economic condition of this country. Ever since inception, Ghashful is also adapting with all efforts focusing to provide the most demand responsive services to the community people. The national child labour survey 2013 has estimated 3.45 million working children in the country between ages 5 to 17 years comprising 1.75 million who are not child labour by definition and 1.70 million who are child labour that latter include 1.28 million hazardous child labour. Child labour particularly the worst forms of child labour is a matter of great concern in Bangladesh. The Government of Bangladesh has given due importance to the problem of child labour in the country, especially those in hazardous work, and is working with other organizations towards its elimination by 2025. Unfortunately, much effort has not so far been made to quantify the incidence and distribution of children engaged in hazardous work at the national and regional levels. To fill the knowledge gap relating to children in hazardous work as well as the worst forms of child labour, Ghashful has conducted "The Working Children in Road Transport Sector in Chittagong City, Bangladesh: A Sociological Profile". I am very much happy that "The Working Children in Road Transport Sector in Chittagong City, Bangladesh: A Sociological Profile" has finally published. Basically it was extremely difficult tasks to collect, accumulate, process, analyze and publish the work especially focusing on their socio-economic aspects. I hope that the empirical data contained in the report will be useful to various stakeholders for combating child labour in the country. I deeply recognize the time, energy and contribution rendered by the Consultant, volunteers and those who were intimately associated with the survey. I am very much thankful to Manusher Jonno Foundation for providing financial support and inspiration to produce this report successfully. In particular, I again appreciate the technical contributions and the tireless efforts of Dr. Monzur-Ul-Amin Chowdhury.

Aftabur Rahman Jafree
Chief Executive Officer
Ghashful

Bangladesh



The Working Children in Road Transport Sector in Chittagong City, Bangladesh : A Sociological Profile

Introduction :

Child labour in Bangladesh gained international attention beginning in 1993 when American political and economic interests threatened a boycott of garments manufacture in Bangladesh. The instrument of this boycotting movement was widely publicized as *Harkin Bill* Presented in the US Congress. The boycotting of garments and other manufactured goods, 'produced with child labour' was seen by some humanitarian motivated people as a way to reduce child labour in developing countries. on the other hand, it has been clear throughout the discussions that the boycotting in the name of "child labour" can also be a potent economic weapon for reducing the competitive advantages of manufacturers in the developing countries.

The negotiations for the MOU regarding children in the garment's factories and other features in the rapidly developing scene of child labour, highlight significant new developments in UNICEF regarding programmes affecting children. The children's Rights approach grows out of the convention on the Rights of the child (CRC) which was adopted by the United Nations General Assembly in November 1989, and came into force on 2 September, 1990. Bangladesh signed the convention on 2 September, 1990. The Convention, for the first time, attempts to set forth specific rights of children that should be activity sought, protected and maintained in connection with governmental programmes as well as the actions and policies of any other organizations and agencies working with children in different sectors.

Child labour, viewed from legal and moral values, cannot be accepted as they are the future of Bangladesh, which emerged as an independent state through a nine month Liberation war with hope of creating a democratic society where people irrespective of their social origins will get equal opportunity in all aspects. No doubt, some positive changes are visible but till today the desired goals have not been achieved due to multiple factors which are inherent in the present social structure of Bangladesh, which is based on exploitation, suppression and oppression. There are consensus, at least in theory, that child labour cannot be supported. But in countries like Bangladesh, where opportunities and wreaths are unequally distributed, poverty is also very visible, the children of the underprivileged, have no option but to work for their livelihood. This can be explained in terms of 'doctrine of necessity'. At the broader policy levels, economists, demographers, and other planners also point to significant relationships between rates of child labour and population dynamics in developing countries. On these aspects Ahmed and Quasem say "Another important affect of child labour is on demographic development in a country. It is generally found that poor countries with high rates of population growth have higher incidence of child work. While various socio-economic factors favour high fertility, parents in traditional economies try to reduce the cost of children by engaging them in various types of work" (Ahmed and Quasem, 1991:1). They further add "...empirical research at an aggregate level indicates a close association between the proportion of the poor and the proportion of unschooled ..." In commenting on these issues, Ahmed and Quasem note that, researchers are aware that the line of causation can run in both directions, i.e. education can be both a result and a cause of reduced poverty and higher income. (Ahmed and Quasem, 1991).

The poor people do not usually encourage their children to attend school but due to 'Compulsory Primary Education' policy(1992) the children on 6 + are to be enrolled in the schools. The enrolment rate is high but the drop out rate is about 30 percent. This trend can be understood considering the poverty level of the concerned. In a stratified society these children have no option but to work for their family members, whether one likes it or not. There are inequalities in other sectors as well. Considering this reality an attempt has been made here to reveal the life patterns of the children working in transport sector in Chittagong City, Bangladesh. The objective of this study is not to denounce child labour but to shed light on the socio – economic context that pushes the children into hazardous / worst forms of child labour like transport sector i.e. Tempo, Four wheeler (Human hauler), Bus , Truck, Covered van, Oil tanker etc.

GLOBAL COMMITMENT

SDG's-sustainable development goals

Transforming our world: The 2030 agenda for sustainable development.

The 17 sustainable development goals and 169 targets.

As we know the 17 Sustainable Development Goals are:

- Goal 01. poverty in all its forms everywhere
- Goal. 02. End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- Goal. 03. Ensure healthy lives and promote well-being for all at all ages
- Goal. 04. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
- Goal. 05. Achieve gender equality and empower all women and girls
- Goal .06. Ensure availability and sustainable management of water and sanitation for all
- Goal. 07. Ensure access to affordable, reliable, sustainable and modern energy for all.
- Goal. 08. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- Goal. 09. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
- Goal. 10. Reduce inequality within and among countries
- Goal. 11. Make cities and human settlements inclusive, safe, resilient and sustainable
- Goal. 12. Ensure sustainable consumption and production patterns
- Goal. 13. Take urgent action to combat climate change and its impacts
- Goal. 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development
- Goal. 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
- Goal .16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
- Goal .17. Strengthen the means of implementation and revitalize the global partnership for sustainable development

Goal 8.7

Take immediate and effective measures to eradicate forced labour, end modern slavery and human trafficking and secure the prohibition and elimination of the worst forms of child labour, including recruitment and use of child soldiers by 2025 and child labour in all its forms.

Child labour is violation of childrens human rights , a major brake on sustainable decent work for development and a stain on humanity. Eradicating it is a global and globally agreed priority. Through target 8.7 of the sustainable development goals (SDG's) the world community has committed to eliminating all forms of child labour by 2025. This target can only be achieved if no child is left behind in the fight against child labor-no matter how difficulties and challenging the circumstances.

Conflicts and disasters: the sufferers:

1. An estimated 250 million children live in areas affected by armed conflicts.
2. Each year almost 70 million children are affected by natural disasters.
3. Many of the 168 million children engaged in child labour live in conflict and disaster affected areas.
4. Children also make up more than half of the 65 million people presently displaced by war.

Bangladesh:

1. Rohingyas and Geneva camp (Mohammadpur , Dhaka) children.
2. Children use in radicalization and other underprivileged children.

Children throughout world have much in common. They want to live among family and friends and to feel safe in their homes and communities. They want clear water to drink and enough to eat. They want space for play, and places where they can escape from noise and smells and garbage. They want love and affection from adults and to have a real part in the lives of their communities. They want proper education which will help them to build future. These are not unreasonable demands or expectations, but for more than one third of the worlds children these are only a dream.

It has long been assumed that absolute poverty is concentrated in rural areas, and that urban populations earn more and are better provided with infrastructure and basic services. But official figures often distort and over simplify reality. Many of the urban poor living in shanty towns around cities are excluded when city population are counted. Those who are counted are lumped together with the city's, wealthy, resulting in averages that fail to revealed the plight of poorer inhabitants. Nor do most national statistics take into account the higher costs of urban living. More sophisticated analysis indicates that the scale and depth of urban poverty has been underestimated in many nations, and that the worst disparities and deprivations exists in cities and town's as of Chittagong.

Discrimination and inequality of the existing society compells a 'child' to become a 'child labour'. Child labour is a societal, social structural problem. So unless we address the issue by structural changes of the society we cannot achieve our target to eliminate child labour . What we are doing it is tinkering. Radical change is required in structural process of the society.

Origin of the Study :

Ghashful is a non government development organization act as a catalyst and facilitate in the process of poverty alleviation and always has been in the side of vulnerable women, adolescent boys and girls and children. At present Ghashful is operating its development activities under integrated approach i.e. Livelihood, Education, Health, Governance, Advocacy, Child Rights, Legal Aid service etc. with special emphasis on financial inclusion program.

GHASHFUL With its Partner Ensure Legal Support through Local Movement and Action (ELLMMA) and Organization of Art For Children (OACH) Undertook a Project Captioned GHASHFUL CHWEVT Project for the children at risk. The project is funded by Manusher Jonno Foundation-(MJF).

CHWEVT is a Project that aims to establish a conducive environment for the hazardous and non hazardous working children and adolescent by providing an appropriate education and skills training and refer to other relevant actors and services. This project addresses the issues as the targeted children sufferings due to illiteracy & poverty of their parents in need of food, medicine, vaccine, torture ,negligence and awareness that hamper their usual growth & development. The Project is operating in 15 wards (ward no. 23, 27, 29, 30, 36, 04, 06, 07, 14, 18, 02, 08, 09, 12, 13) of Chittagong City. The Project also Provides skill training to some of the parents of those children who would be sent to formal school by withdrawing them from work.

Goal:

Ensure and promote child labour free Bangladesh.

Objectives:

1. To withdraw children from GoB listed hazardous work place.
2. To create conducive working environment who are lawfully eligible to work in non hazardous works.
3. To protect vulnerable children from entering into labour market.

Outcomes:

- a) 1250 Nos. of children withdrawn from hazardous work and enrolled in formal schools.
- b) 250 Nos. of children replaced from hazardous to non hazardous jobs.
- c) 1000 Nos. of children re-assigned from hazardous to non hazardous tasks within the same workplaces.
- d) 400 Nos. of employers complied the Code of Conduct to ensure conducive working environment for children.
- e) 4500 Nos. of children got access to first aid and primary treatment facilities
- f) 1800 Nos. of children enrolled in formal school before entering labour market.

In 2013 Ghashful with the help of Manusher Jonno Foundation (MJF) Published an Empirical Study Captioned "The working Children in Transport (Tempo) Sector in Chittagong Metropolitan City; A Sociological Profile" by Dr. Monzur-Ul-Amin Chowdhury. The Present Study "The Working Children in Road Transport Sector in Chittagong City" is an extended work of the earlier one to assess the real scenario of child labour in road transport sector. An attempt to assess their socio-economic, educational and income level which push them to work in a vulnerable situation like transport helper.

Scholars have defined child labour from different perspectives.

According to social work Dictionary (1995-NASW) Child labour is paid or forced employment of children who are younger than a legally defined age;

Mr. Homer Folks, Chairman National Child labour Committee USA says. "Any work done by Children that interferes with their full physical development their opportunities for a desirable minimum of education or their needed recreation" (as quoted Mr. Abu Taher child labour in Bangladesh ; A critical review. Social science Review VOL 1X(2)1992,P-121)

Indian Former President Mr. V.V.Giri opines, "Employment of children in gainful occupation with a view to adding to the labour income to the families" He further opines "in the context of social evil it is necessary to take into account the character of the jobs on which children are exposed and the opportunities of development which they have been denied (V.V. Giri-Labour problem in Indian industry, Asia publishing house, Bombay, 1965, P-360). ILO and UN Convention on the Right of the child consider child labour to be exploitative when the work or conditions are harmful to the child's health or physical mental spiritual, moral and Social development.

According to the ILO definition, "Childlabour is work that exceeds a minimum number of hours ,depending on the age of a child and on the type of work. such work is considered harmful to the child and should therefore be eliminated.

*Ages 5-11: at least one hour of economic work or 28 hours of domestic work per week .

*Ages 12-14: at least 14 hours of economic work or 28 hours of domestic work per week.

*Ages 15-17: at least 43 hours of economic or domestic work per week.

Hazardous Child Labour :

According to ILO Hazardous child labour is;

All forms of slavery, or practices similar to slavery, such as the sale and trafficking of children, debt bondage and serfdom, as well as forced labour, including forced or compulsory Labour, including forced or compulsory recruitment of children for use in armed conflict.

The use, procurement or offering of a child for prostitution, for the production of pornography or for pornographic performances.

The use, procurement or offering of a child for illicit activities, in particular for the production and trafficking of drugs as defined in relevant international treaties.

Work which by its nature or circumstances in which, it is carried out, is likely to harm the health, safety or morals of children, such harmful work to be determined by national authorities (ILO Convention 1999 No: 182)

Our National Child labour elimination policy 2010 states "the Criteria for defining hazardous work for children includes ; working more than five hours a day ,work that creates undue pressure on physical and Psychological well being and development. Work without pay; work where the child becomes the victim of torture or exploitation or has no opportunity for leisure ".

Global Scenario of Child labour ;

An estimated 150 million children worldwide are engaged in child labour (Source: UNICEF June 2016)

Earlier 215 million children worldwide were involved in child labour with more than half this number involved in its worst forms. Source: (ILO : 2012)

Child labour Situation in Bangladesh

Total Population	16 Crore 17 Lakh 50 Thousand
Population aged 5-17 Years	3,96,52,384
Working Children	16,98,894
Hazardous Child Labour	12,80,195

(Source: BBS 2013)

Anybody s/he below 18 is child. The Constitutions of Bangladesh in its article No. 11,14,15,16,18,19 & 20 ensures fundamental rights of child and citizens. again article No. 27,28,29,31,34,37,39,40, & 41 of Bangladesh constitution also guarantees the human right of the citizen. National child labour policy 2010 , National Child labour Elimination Policy 2010 and National Plan of Action 2012 -2016, for elimination of child labour are there to look and safe guard child rights and privileges. The Domestic worker's protection and welfare policy 2015, has set a minimum age for child domestic worker's paving the way to address the issues of thousands of child Domestic worker's in the country. But all these are in papers . Reality is children are not properly cared in Bangladesh.

ILO has earmarked 300 types of work. where in our children are engaged . Among these GoB has listed 38 items as Hazardous or worst forms of child labour. These are ;

List of Hazardous/Worst forms of Child labour in Bangladesh :

1.Manufacturing of aluminum products 2. Automobile workshop 3. Battery re-charging 4. Manufacturing of bidi and cigarette 5. Brick/stone breaking 6. Engineering workshop including ladhe machine 7. Manufacturing of glass & glass products 8. Manufacturing of matches 9. Manufacturing of plastic/rubber products 10. Salt refining 11. Manufacturing of soap/detergent 12. Steel furniture painting/car painter/metal furniture painting 13. Tanning & dressing of leather 14. Welding works/Gas burner mechanic 15. Dyeing/bleaching of textiles 16. Ship Breaking 17. Manufacturing of leather footwear 18. Vulcanizing 19. Metal works 20. Manufacturing of GI sheet products/Limestone/chalk products 21. Rectifying/blending of spirit & alcohol 22. Manufacturing of jarda and quivam 23. Manufacturing of pesticides 24. Iron and steel foundry/ Casting of iron and steel 25. Fire works 26 Manufacturing of jewellery and imitation ornaments/Bangles factory/Goldsmith 27. **Truck/Tempo/Bus Helper** 28. Stainless steel mill (cutlery) 29. Bobbin Factory 30. Weaving worker 31. Electric mechanic 32. Biscuit factory/bakery 33. Ceramic factory 34. Construction 35. Chemical factory 36. Butcher 37 blacksmith 38. Handling of goods in the ports and ships.

Chittagong - the gate way of the east has a heritage of International connectivity and trade link for more than 2000 years (Chowdhury, Abdul Hoq: 1994:) It is port City, a business hub . with a population of about 6(six) million, (Prothom Alo, July 9, 2017) Chittagong is the second largest city, and the main sea port of Bangladesh. The city experienced rapid Urbanization in the past few decades. It is considered one of the top ten prospective cities of the world that could witness the fastest Urbanization in the years to come. Mckinsey (2012) has identified the city as one of the top 20 hotspots for growth. Being the hub of trade, commerce, industry and shipping, the port city contributes significantly to the economy of Bangladesh. About 9.4 percent of the countries urban population live in Chittagong (Chittagong CDA 2008 a ; BBS 2011). The city hosts 9.4 percent of top 50 urban centres and about 9 percent of urban economic establishments (Islam and Khan 2012). About 75 percent of the country's total exports and 80 percent of total imports are conducted through Chittagong port. The city contributes about 38 percent of the country's total

revenue earnings and its contribution in terms of GDP share is about 12 percent (BIGD : 2014 :2). All these vibrant potentials of Chittagong attracts the investors, traders, artisans, fortune-hunters, shelter less, jobless, unemployed and helpless people. Govt. has bundles of Mega Projects Centering Chittagong and cox's bazar which will accelerate economic activities, job opportunities etc. So more and more people will come to Chittagong for employment and havenot's for survival which can be understood in the light of "Push-Pull" theory. From neighbouring Myanmar Rohingyas are also pushed to Bangladesh.

It is speculated that approximately 4.5 crore people lives in Dhaka, Chittagong, Khulna and Rajshahi city. on the other hand Dhaka and Chittagong is expanding fast. 35 percent of urban people are slum dwellers. Population growth rate in slums are 7 percent. Again due to absence of basic facilities urban poor are more vulnerable than the rural poor. (Urban health Scenario: Looking beyond : 2015, BRAC University.)

The aspiration of present regime of Bangladesh is to upgrade the country as 'high Middle income country' by 2030. Again Global and National Commitment to eliminate all forms of child labour by 2025. Considering the socio economic scenario, Global and National commitment to eliminate all forms of Child labour government. development partners, planners, policy makers and the other stakeholders must come forward for combating hazardous/ waste forms of child labour, which may jeopardize our development trends.

Methodology:

The present study attempts at revealing the life patterns of the children working in Tempo, Bus, Human hauler, Truck , Covered van , Oil tanker etc in Chittagong City, Bangladesh. Estimated 3000 Children are working in road transport sector. Relevant data are collected using an Interview Schedule, consisting of both structured and unstructured questions in March 2017. 15 nos of Field Facilitator, Program Officer and Program Managers of Lead Organization Ghashful, Partner Organization ELLMA and OACH were trained properly to administer the Questionnaire, Focus Group Discussion(FGD) was also done with the relevant stakeholders. Before collecting data the same was pretested and after making necessary modifications data are collected from 160 respondents (children) randomly selected working in different routs of Chittagong city and adjacent Hathazari Upazila Head quarter also . After collecting data the same was edited on the spot. Keeping the objectives of the proposed study in mind we prepared a code design. The quantitative data were transferred to code sheet and coding and tabulation were done manually. After that necessary tables were prepared and analysis was made on the basis of data collected. In writing the report we also consulted relevant books, and research works to enrich our study. To note in writing stage we also use knowledge that we gathered during field work using observation and participant observation method. In other words, the present study is the product of both quantitative and qualitative data.

Table-1: Respondent's place of origin by Districts, Upazilas, Paurashaba, City Corporation and Slum.

SL	District	Total	Upozila	Total	Upozila	Total	City Corp.	Total	Slum	Total
1	Brahmonbaria	3	Kosba	3	Chandpur	2	Halishaor	8	Patenga	2
2	Barishal	1	Patuakhali	6	-	2				
3	Chittagong	34	Charfashion	8	Lalamohan	10				
4	Comilla	45	Chandpur	2	Bandorban	2				
5	Cox's bazar	10	Anowara	4	Hathazari	6				
6	Lakshmipur	12	Bhola	8	Boalkhali	4				
7	Feni	12	Satkania	7	Banshkali	3				

SL	District	Total	Upozila	Total	Upozila	Total	City Corp.	Total	Slum	Total
8	Noakhali	2	Bagerhat	6	Kutubdia	2				
9	Netrokona	5	Mohangong	2	Teknaf	4				
10	Kishorgonj	7	Gaibanda	2	Patiya	9				
11	Khulna	1	Hatiya	6	Oxygen	12				
12	Rangpur	4	Fatikchhari	5	Chawakbazar	13				
13	Faridpur	5	Chawkaria	5	Bakolia	5				
14	Khagrachori	9	Char B.Uddin	3	Fatehabad	4				
15	No Response	10	Rangamati	2	Shitakunda	3				
Total		160					Total			160

One can see from the table (T.1) that 45 respondents are from Comilla district (28.13%) followed by Chittagong 34 (21.25%) Lakshmipur and Feni 12 each (7.5%) Cox's bazar 10 (6.25%) Khagrachori 9 (5.62%) but others from different districts of Bangladesh where income generating opportunities are limited. The reason for pursuing this hazardous jobs are manifold but among them poverty is the significant one. but one has to take a note, as per World Bank, BBS and other relevant sources data Bangladesh has made commendable reduction of poverty over the years. At present poverty rate is 31% (World bank, 2016)

Table: 2. Present living areas of the respondents

Sl. no	District	Total	Thana	Total	Ward no/area	Total
1	Chittagong	160	Agrabad	6	36 Nos & 27 Nos	2
2			Anowara	6	Haildor	2
3			Baizeed	8	Jalalabad,Sholashahar	2
4			Bakolia	36	17,18 19 Nos	3
5			Bandor	6	EPZ	6
6			Banshkali	3	4 No	1
7			Chandgaon	8	17 ward	1
8			Chawkbazar	8	Nimtola, Fakirhat	2
9			Goshaildanga	8	11 Nos & CDA	3
10			Halishahor	13	Fatehabad, Hathazari	2
11			Hathazari	9	GPO, 32 nos	2
12			Kotawali	13	Mirzapool	2
13			Muradpur	9	Firozsha,Ak Khan	2
14			Pahartoli	12	17	3
15			Sagorika Road	4	Jalalabad,Baizeed,	2
16			Oxygen	10	18 & 19	39
17			Shah Amanat Bridge	1	Total	160
Total		160	Total	160		

Data related to living areas are collected that reveal the spatial distribution patterns of the respondents. It can be seen from the data (T.2) that they are living in 17 areas of the city mostly concentrated is Bakolia, Halishahar, Pahartoli, Kotawali, Oxygen, Hathazari, Baizeed. These are the places where the respondents can find out a cheaper place to live in. One can see the specific areas where the respondents live in (T.3).

Here we have tried to specify the living areas of the working children that indicate (Table-3) they are distributed in 57 ecological areas of the chittagong city, which can be related to spatial distribution patterns, an important aspect of social inequality – rich people live in elevated and central areas of the city town / village while the poor people live in periphery and low areas of the city (Ali,1992, Ali and Miah, 2016)

Table-3 : Specific living areas of the respondents

Specific living areas	Total	Colony	Total	Colony	Total
Halishhor	2	Sandip colony	2	Nur alam Colony, Halishohar	1
Saraipara	4	Firoz sha Colony	1		
Ak Khan	5	Golpahar colony	1		
Akbarsha	3	Habib Colony	2		
Oli Khan Moor	6	Liza colony	2		
Aturardipo	3	Devarpar	3		
Badurtala	3	Postarpar	1		
Bargidirpar	2	wireless colony	3		
Bastuhara	2	Pahratoli , Sabur Colony	2		
Baramia Masjid	3	Firingibazar	3		
Bus stand	3	Razakhali	2		
Chaktai	4	Rahattarpol	3		
Chandranagar	3	Razakhali	2		
EPZ	2	Roufabad	5		
Faridarpara	1	Sahabuddin Colony	4		
Haildor	2	Shersha Colony	2		
Kaptai Rastarmata	2	Zakir Hosan colony	2		
Jamai bazar	2	Kalam colony	3		
Kalamia Bazar	3	Patorghata	2		
Kotowali	6	Baluchora	2		
Morapur	3	Raza khali	3		
Madarbari	2	Karnafuly	4		
Maillarbil	2	Baparipara	2		
Miah Khan Nagor	3	Santibazar	3		
Nutun Bridge	9	Bakolia	4		
Najumia lane	2	Kalurghat	2		
New Sahid lane	3	Hathazari	4		
Najumiahat	2	Fatehabad	3		
				Total	Chander 160 cur

Data related to respondents places of work are furnished in table - 4 reveal that childrens work mostly in Oxygen, GEC Moor (Circle), Kotwali, Muradpur, Halishahar, Boro pool area, also in Dewanhat, Chawkbazar routs. where facilities of working are better as compared with that other areas of the city. Others are working in different routs, but some of them work outside the city.

Table-4 : Place of occupations of the respondents

SL No	Place of Occupation	Total	SL No	Place of Occupation	Total
1	AK Khan, Ispahani	5	15	GEC Moor	14
2	Airport	3	16	Halishohor-Borpool	11
3	Alonkar moor	6	17	Hathazari Bus stand	4
4	Amtola	6	18	Kaptai rastarmata	4
5	Baizid	5	19	Kotwali	14
6	Barik building	3	20	Modunaghat	3
7	Bhaddarhat	4	21	Mohara	3
8	Cement Crossing	5	22	Muradpur	12
9	Chamra Godam	0	23	Nayabazar	3
10	Chowkbazar	8	25	Newmarket	6
11	Dewanhat	8	26	Nimtola bisso road	4
12	Excess road	0	27	Notun bridge	1
13	Faillatoli Bazar	3	28	Oxygen	17
14	Fatehabad	4	29	Patenga	4
				Total	160

Respondents age, sex and religion Table-5 :

Serial No	Age Structure	Total	Sex	Total	Religion	Total
1	Up to 9 years	02	Male	160	Muslim	156 (97.5 %)
2	10	06	Female	00	Hindu	02 (1.25 %)
3	11	04			Buddhist (Marma)	02 (1.25 %)
4	12	07			Christian	
5	13	15				
6	14	10				
7	15	37(23.12)				
8	16	30 (18.75)				
9	17	42(26.25)				
10	Below 18	07 (4.37)				
	Total	160	Total	160	Total	160

It is found from data (T.5) that the age of the working children varies from 9 to below 18 years. Most of them are from ages that vary from 10 to 17 years. The working children are males only as our socio-religious and cultural values do not encourage the female children to work in an occupation like the present one. it is to be noticed that out of 160 respondents only 2 are Hindus and 2 are tribals (Marma) all others are Muslims 97.5% . A look at data (T.5) also shows that the respondents 26.25%, 23.12% and 18.75% belong to age 17, 15 and 16 respectively, The working children

of these three age groups can work more for their owners, therefore there are suitable for the employers for creating more surplus. The children of other ages are working but their number are relatively low as they cannot work more for their employers.

Table-6: Occupations of the respondents, their fathers

Sl. no	Respondents occupations	Total	Fathers occupation	Total	Fathers occupation	Total
1	Helper	93(58.13%)	Agriculture	04	Fish Business	1
2	Temporary Driver	62(38.75%)	Unemployed	02	Fisher man	2
3	Vehicle Cleaning	05	Boatman	02	Forman	1
4			Masson	03	Gateman	6
5			Butcher	03	Lineman	2
6			Construction worker	02	Rikshaw puller	8
7			Cooking	07	Shopkeeper	4
8			Day labour	67	Small Businesses	16
9			Electrician	09	Tempo Owner	06
10			Fish Seller	05		
11			Unemployed	06		
12			N/A	04		
		Total	160		Total	160

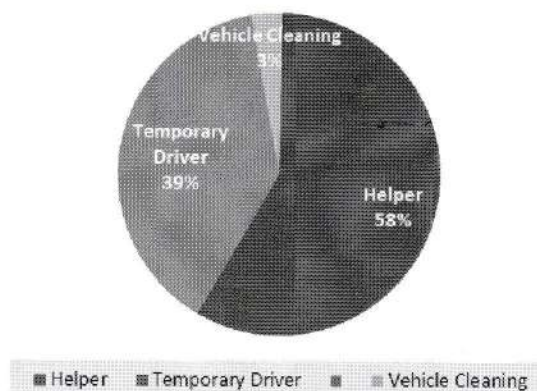
Looking at data (T-6) one can observe heterogeneity in occupations over two generations respondents and fathers. This does indicate that urban society including rural are changing form traditional to non- traditional occupations. In other words, respondents are pursuing a few occupations of their fathers.

One should note that among the respondents (T.6) Temporary Drivers (Helper) 62 that is 38.75 Percent of the respondents are engaged in unauthorized driving without having proper training and authorized driving license putting himself and the passengers at highest risks which is unlawful and very alarming. TIB state that at present in

Bangladesh registered vehicles are 30,42,853 and license holder drivers are 19,51,280 that is 65% vehicles are driven by authorized drivers (TIB, Universal Periodic Review 2017) and rest 35% by unauthorized persons known as 'Temporary Driver'. This trend is also observed in Tempo Sector where 21% unauthorized persons are driving as 'Temporary Driver'(Chowdhury, 2013). However, one must note that, rate is increasing geometrically.

Here definition of occupation is taken from Taylor (1968:8) occupation is not only associated with income but also with social status of individuals. The individuals may have many roles to play in the society but his/her occupational role is more dominant than others. The respondents are pursuing low- status occupation; therefore their social status is low. Looking at data furnished in table – 6 one can see that heterogeneity is the dominant trend as far as occupations of the respondents and

Respondents occupations



their father are concerned. Most of the respondents fathers are day labours 67(41.88%),small business men 16(10%), electricians 9(5.63%),tempo owners 6(3.75%), and others are engaged in different jobs, and unemployed are also there. A comparison between the respondents and their fathers show a complete occupational heterogeneity. This is the normal trend of occupational heterogeneity as far as prestige dimension of occupation is concerned. Data depict that downward mobility is the dominate one. This trend can be understood if the job market is taken into account, also the lower socio-economic status of the respondents and their parents including the social structure that creates more opportunities for some also negated others.

Table-7 : Causes of migration as pointed out by the respondents (Multiple response)

Sl. No	Causes of migration	Total
1	Drop Education	02
2	Search for work/job	40
3	For Family need	4
4	Financial Crisis	86
5	To earn money	10
6	Income for education	2
7	Inspired by Friends	2
8	Poverty	6
9	For helping parents	8
	Total	160

People for many reasons, migrates that can roughly be divided into 'Push' and 'Pull' factors. one can see (Table 7) financial crisis that is poverty forced 86 (53.75 %) and search for work / job 40(25%) to earn money 10 (6.25%) respondents migrates from rural to urban areas and among them, the nature of migration is horizontal, no change to social status before and after migration. This trend is related to the principle of ascription that keeps some groups / individuals in the same position over generations, known as inter-generational perpetuation of positions. (D'Souza, 1981. Ali, 1992, 1993)

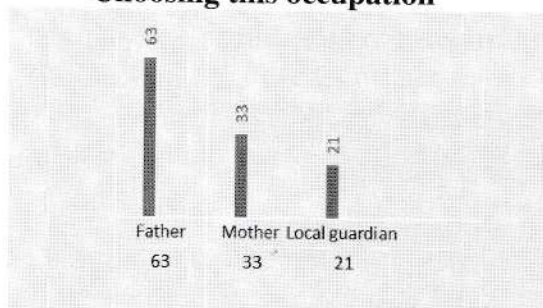
Table-8 : Respondents, Income, Duration of work per day and duration of occupations

S L	Daily & Monthly income (in taka)	Total	Working Hour	Duration in the job
1	201-250	52	8-19	0-8 Year
2	251-350	35	8-16	0 -3 Year
3	351-500	61	8-16	0-8 Year
4	501-600	10	8-15	0-7 Year
5	601-700	2	10+	0-3 Year
	Total	160		

The employers usually try to use children and pay a very meager amount against their hard and risky job. Here (T.8) one can see that the children are working even 8-19 hours per day which is violation of labour law and child law . But those working 8-19 hours daily get BDT 201- 250 per day and those working 8-16 hours daily get BDT 351-500 per day and someone get BDT. 600 -700 per day. This illegal appropriation of money can be explained by taking Marx's theory of surplus value. Income usually a complex variable about that one cannot get real picture as the respondents hide information about income for many reasons mostly for security reasons.

Table-09: Decision for choosing this occupation.

Sl. No.	Decision makers	Total
1	Father	63 (39.38 %)
2	Mother	33 (20.63 %)
3	Brother	07
4	Sister	09
5	Local guardian	21 (13.13 %)
6	Self	12
7	Others	15
	Total	160

Choosing this occupation

choosing of an occupation is usually an individual's decision but in a traditional society like Bangladesh it is mostly decided by respondent's fathers, followed by mothers, local guardians, brothers and sisters including others.

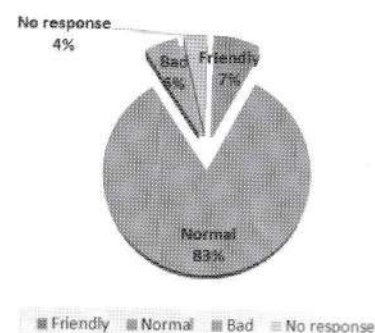
This trend is noticeable here also (T.9). But here role of father is very dominant 63 (39.38 %), followed by mother 33 (20.63 %) and local guardians 21

(13.13 %). Here one must note that in decision making role of mother is prominent which speaks about women's empowerment again it is rational behavior demanded in a developing society.

Table-10: Nature of relationship with the employer

Sl. No.	Nature of relations	Total
1	Friendly	12 (7.5%)
2	Normal	133 (83.13%)
3	Bad	9(5.63%)
4	No response	06 (3.75%)
	Total	160

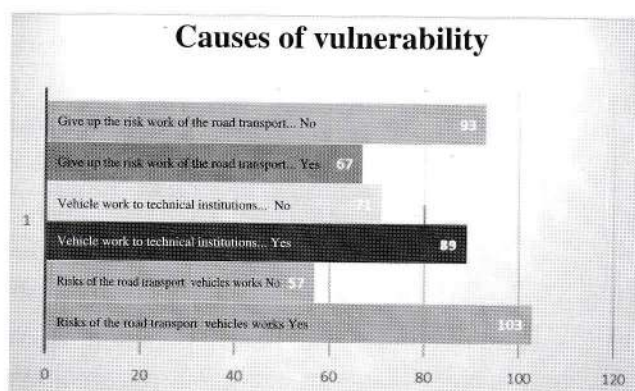
Usually the employers are hostile to the employees that derives mainly from economic exploitation. The former tries to exploit the poor working children paying lesser wage. Here (T-10) one can see some amount of positive changes been made as 12 (7.5%) respondents have friendly relation 133 (83.13%) have normal relations 6 (3.75%) did not respond to this question. Again 9(5.63%) respondents mentions their bad relationship with the employer. The employer- employee relationship are based on the principle of superiority and inferiority, where it is usual to have conflicting behavior, sometimes open, sometimes hidden also. Here we would like to point out that the respondents, in this situation usually hesitate to disclose the facts as they have chance of loosing jobs.

Nature of relationship with the employer

Rable-11: Respondents' opinion about vulnerability of the jobs , intention to change present occupations to less vulnerable ones.

Causes of vulnerability	Yes	No	Total
Risks of the road transport vehicles works	103 (64.38%)	57 (35.63%)	160
Give up the road transport vehicle's work to technical institutions works	89 (55.63%)	71 (44.38%)	160
Give up the risk work of the road transport vehicle to non risks works	67 (41.87%)	93 (58.13%)	160

In (T-11) one can see that 103 (64.38%) respondents are aware of the vulnerability of the job, but they have no other option to have another less vulnerable Job and 57 (35.63%)do not consider as risk 89 (55.63%)are willing to give up the job and to find out a technical job, 71 (44.38%) are not willing to give up the job. 67(41.87%)the desire to change to non risk occupations and 93 (58.13%) want to continue in the present job. This can be viewed from the 'doctrine of necessity' to maintain livelihood and bare necessity.



As we know occupations are changing for multiple reasons Here 64.38 percent like to change occupation due to risk of vehicles job also pointed out to give up vehicles job; therefore they opted to change occupation. We would like to mention, occupational change may be of two types namely, (1) upward and (2) vertical. vertical type can be of two types , namely upward and down ward as prestige status of occupations (Ali 1992, 1993; Ali and Miah,2016)

Table-12: Physical torture, sexual harassment and the persons abused sexually

Serial No	Types	Yes	No	Total
1	physical torture	112 (70%)	48(30%)	160
2	sexual harassment	10(6.25%)	150(9.75)	160
Physical torture only for answer for yes				
Serial No	Types of physical torture	Total		
1	by hand	88(55%)		
2	by parts of machine / Instrument	10(6.25%)		
3	Others	14(8.75%)		
	Total	112		

These children are very poor having no other means of earning livelihood but to sell their labour to the road transport owners. They have to accept the relative lower position , irritating behavior including physical torture, sexual harassment etc, As far as physical torture is concerned a sizeable number 112 (70%) responded positively torture by using instruments/ parts 10(6.25%) by hand 88 (55%) and others 14(8.75%)



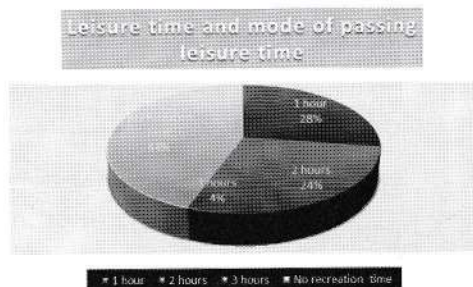
Physical & Sexual harassment

About Sexual harassment only 10 (6.25%) respondents admits about sexual harassment . This is because in our culture none talks openly about sex, if they are abused they will not disclose the fact to other as our culture does not permit such abuse.

we know not only child works, workers are always exploited by the owners of the means of production. Data (T.12) further shows that children are physically tortured and sexually abused. Children are mostly tortured by hand, instruments etc. But even then they have no other option but to work within this vicious circle and hazardous work situation.

Table-13: Leisure time and mode of passing leisure time

Sl No.	leisure time	Total	Mode of passing leisure time	Total
1	1 hour	44(27.5%)	Games	15(9.38%)
2	2 hours	39 (24.38%)	Video games	19(11.88%)
3	3 hours	6(3.75%)	Sleeping	31(19.38%)
4	No recreation time	71(44.38%)	nothing	37(23.13%)
5			Do not feel recreation is necessary	53 (33.13%)
6			gossiping	5(3.13%)
	total	160		160



Leisure is a must for smooth functioning of the body. Here data (T-13) revealed that 71(44.38%) have no recreation time, 53 (33.13%) do not feel recreation is necessary, 44(27.5%) have one hour a day , 39 (24.38%) have 2 hours a day, 6 (3.75%) have 3 hours a day and among them 15 (9.38%) play different games, 19 (11.88%) video games, 31(19.38%) sleeping 37 (23.13%) have no means of passing leisure time.

From collected data with respect of leisure time and modes of passing time it is found (T-13) that 44.38%. have no recreation time while others have ranging from 1 hour to 3 Hours, during leisure time, children mostly sleep due to hard work, others do not have anything to do. Pass their time roaming within the work place, others play games of different types. The whole environment is negative to the working children but having no others means they work here with hope that time will come when they will get better salary, a dream may not be a reality for many that one can understand looking at the exploitative social structure, like ours.

Table-14: Appropriation of money by driver or owner

	Yes	No	No response
Take some money	12 (7.5%)	148 (92.5%)	0
Total			160

Data regarding appropriation of income from the respondents (T-14) one can see 12 (7.5%) admitted while 148 (92.5%) did not have any such experience. The driver is the key person in transport service that creates scope for them to exploit some children. sometime the employees willingly spent some amount of income to make the *Ustads* (Drivers) happy. Therefore, some amount of exploitation is inherent in the system.

For apprentices one has to pay but here we find a different reality 148(92.5%) respondents opined that they do not have to pay while a few others 12(7.5%) had to pay. The owners of this sector use the children for work and in the process children are learning . Therefore, some kind of compromise has been made between the children and the owners.

Table-15: Mode of spending income by the respondents

Sl no.	Modes of spending income	Total	To whom keeps money	Total
1	Smoking	9(5.63%)	Mother	84 (52.5%)
2	Drugs	10(6.25%)	Father	65(40.63%)
3	Watching movies	00	Sister	0
4	Video games	17(10.63%)	Brother	03 (1.88%)
5	Delicious food	84(52.5%)	Self	02 (1.25%)
6	Daily Food	38(23.75%)	Local guardians	06(3.75%)
7	Family Support	2 (1.25%)		
	Total	160		160

Data are also collected to reveal the saving and spending patterns data (T.15) indicated that many of them 84 (52.5%) spent money for delicious food 38(23.75%) for daily food, 17(10.63%) for video games, 10(6.25%) for drugs and 9(5.63%) for smoking. The respondents are aware of bad effects of smoking but the nature of job demands smoking. The children find the parents as reliable ones, more particularly the mothers-84 (52.5%) Father-65(40.63%) to keep their savings. among them a few 06(3.75%) keep their savings to their local guardians .

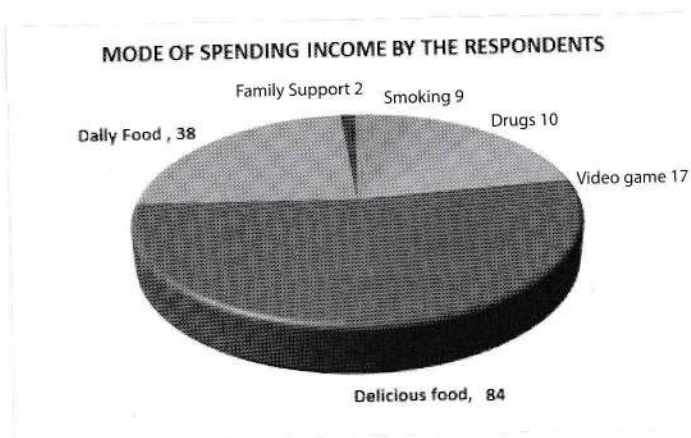
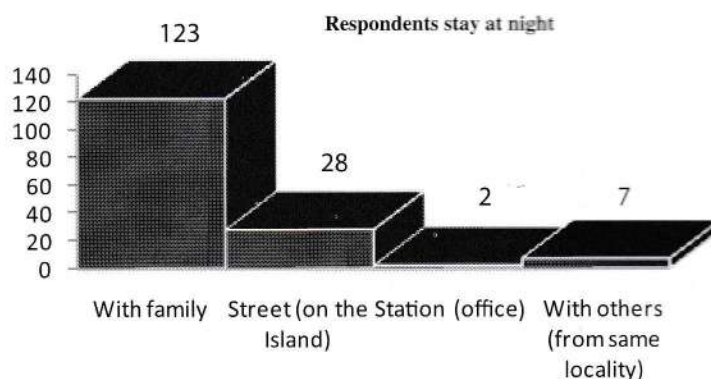


Table-16: Place where the respondents stay at night

Sl. No	Place of living at night	Total
1	With family	123 (76.88%)
2	Street (on the Island)	28 (17.5%)
3	Station (office)	2 (1.25%)
4	With others (from same locality)	07 (4.38%)
	Total	160

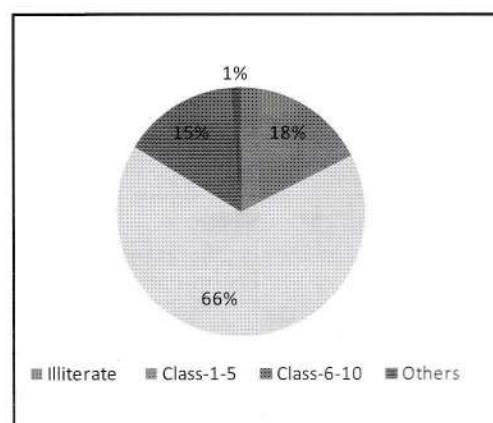
Data given (T-16) indicates that 123 (76.88%) respondents stay at night with family members while others 28 (17.5%) having no family members in Chittagong city and due to financial crisis stay in island (street) transport station office and with others of the same locality. Family is the important institution that not only socialize the children, it is also the sweet and safe place where the

children come back at the end of the day. But due to many factors it dose not happen always, here 123 (76.88%) live with their family members but others do not for multiple factors such as conflict with family members. job demand separation from family members who live in villages and this separation from family is mostly due to poverty. This creates one kind of psychological detachment with the family members.

**Table-17: Educational status of the respondents:**

Sl. No.	Level of education	Respondents Total
1	Illiterate	28(17.5%)
2	class 1-5	106(66.25%)
3	Class 6-10	24(15%)
4	Others	02(1.25%)
	Total	160

Education is an important institution that, in general works as a powerful means for social mobility but the opportunities for achieving education are unequally distributed among the people. In this system, the members of the upper class get more opportunities when compared with the lower class people. Among the respondents (T-17) 106 (66.25%) have primary education, class 6-10, 24(15%) illiterate 28(17.5%). It is to be mentioned that our literacy rate is 72.3% (B.B.S.) that is 27.7% are illiterate (Prothom Alo , September 8, 2017).



The poor people do not usually encourage their children to attend school but due to 'compulsory Primary education policy' 1992 the children on 6+ are to be enrolled in schools. The enrollment rate is high but the dropout rate is about 30%. This trend can be understood considering the poverty level of the concerned. Here we see significant number of respondents 28(17.5%) are illiterate. This is because of unequal distribution of wealth, and opportunities for achieving education. "Education for all" is our national agenda but Financial Grant for education in current national budget is 2.7% of GDP. Whereas our neighbouring countries sanction for education: Malaysia 6.2%, Maldives 8%, and Srilanka 6.2% of GDP (Prothom Alo, June 18, 2017). Here one must note Global Commitment of SDGs. wherein Goal no. 04 is 'Quality Education' So we need best efforts for quality education. Again we must remind that 6.6 million child is still out of school.

Table-18: Educational Status of the respondents Fathers :

SL	Level of education	Parents Total
01	Illiterate	74 (46.25%)
02	Class 1-5	72 (45%)
03	Class 6-10	14 (8.75%)
		160

Data Concerning educational status of the respondents father show that illiterate 74(46.25%), class 1-5, 72(45%) and class 6-10 14(8.75%). Inter-generational comparison with the fathers reveals some amount of progress as far as educational statuses are concerned. But still a significant numbers of respondents are illiterate that can be understood if one takes into account the poverty and lack of motivation from the guardians.

Status of the respondents Fathers

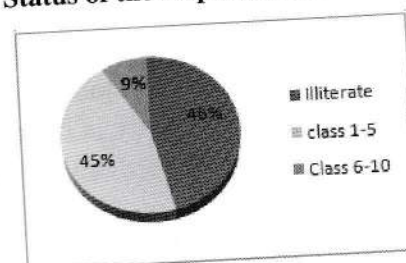
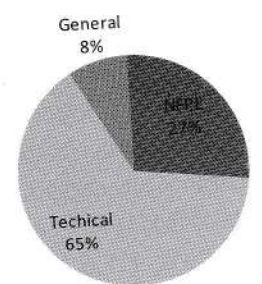


Table-19: Going to school now and interested to going school:

	Yes	Class	No	Total
Go to school now	4 (2.5%)	I-V	156 (97.5%)	160
Interested to going school	71 (44.38%)		85(5.13%)	156

Interested to going school if answer is yes

Serial no	Level of education	Total
1	NFPE	19 (27%)
2	Technical	46 (65%)
3	General	6 (8%)
Total		71



Among the respondents (T.19) only 4 (2.5%) go to school while 156 (97.5%) do not go to school, of them 71 (44.38%) have shown interest in getting some kind of education, whereas 85(5.13%) is not interested for education. One must note that 71 (44.38%) respondents who are interested for education have shown interest as follows: Technical education 46(28.75%) NFPE 19 (11.88%), General education 6 (3.75%). This Trend for Technical education is encouraging as we are lacking behind in technical education.

Table-20: Marital Status of the respondents :

SL	Respondents Marital Status	Total	Age of the wife
1	Married	3(1.88%)	15 Year
2	Unmarried	157 (98.13%)	
		160	

Data (T.20) with respect to that marital status of the respondent show that 3 (1.88%) out of 160 respondents are married at the age of 15 years which indicates early marriage is also happening among the boys not only girls.

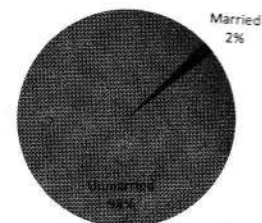


Table-21: ICT Use of the respondents :

SL	Respondents	Total
1	Mobile	51(31.88%)
2	Facebook / Web	10 (6.25%)
03	Don't Use	109 (68.13%)

Data (T.21) about ICT Use of the respondents show that 51(31.88%) use mobile phone and 109 (68.13%) do not use. Among the mobile phone users 10 (6.25%) use Facebook/ web etc.

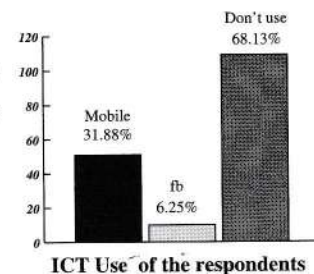
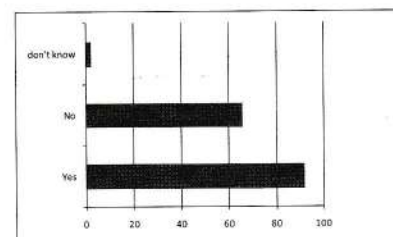


Table-22: Birth registration of the respondents :

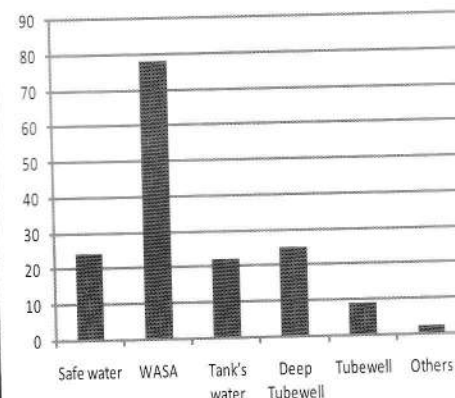
Sl No.	Birth registration	Total
1	Yes	92 (57.5%)
2	No	66(41.25%)
3	Do not know	2(1.25%)
	Total	160



Data (T.22) with respect to the registration of Birth show that 92 (57.5%) has registered but 66(41.25%) do not have and 2 (1.25%) did not respond to this question. Birth registration is a must but generally the poor and illiterate people do not follow this practice which can be related to lack of education and information, lacking from the concerned persons as well.

Table-23 : Use of safe drinking water :

Sl. No.	Types of use water	Total
1	Safe water	24 (15%)
2	WASA	78 (48.75%)
3	Tank's water	22 (13.75%)
4	Deep Tubewell	25 (15.63%)
5	Tubewell	9 (5.63%)
6	Others	2 (1.25%)
	Total	160

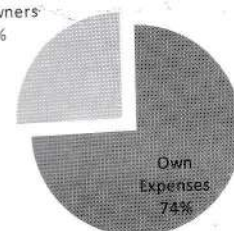
Safe Drinking Water

T-23 one can see from data that only 24 (15%) are having safe water, 78 (48.75%) drink WASA water, 25 (15.63%) drink deep tube-well water and 22 (13.75%) drink tank's water. Infact except 24 (15%) others drink unsafe water. This is a common trend among the city dwellers, particularly among the poor people, slum dwellers also.

Table-24 : First Aid Medical Service for respondents in case of accidents:

Sl. No	Types of Accident expense	Total
1	Own Expenses	119 (74.38%)
2	Medical help from owners	41(25.63%)
3	Help from Driver	00
	Total	160

Medical help
from owners
26%



Accident expenses

As far as health care is concerned in case of accidents data (T.24) show that 119 (74.38%) respondents have to bear medical expenses by own; 41(25.63%) get financial support from owners in case of accident mostly in minor injury.

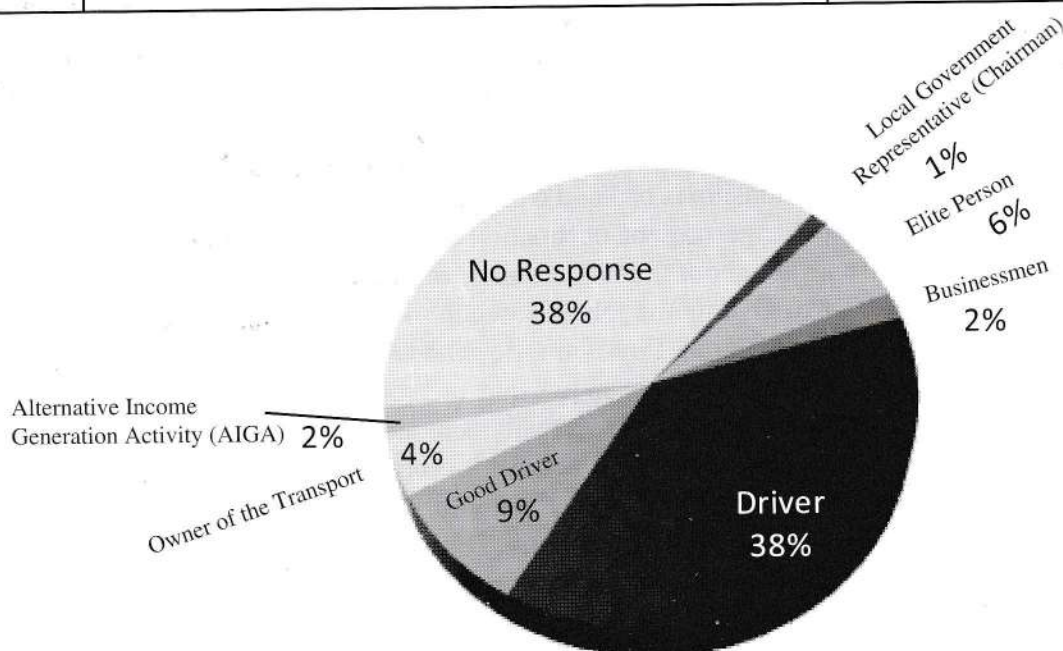
Table-25 : Vaccination information of the respondents

S L	Types of Vaccination	Total
1	Take respondent Vaccine (Yes)	123 (76.88%)
2	Take respondent Vaccine (No)	32 (20%)
3	No answer	5(3.13%)
	Total	160

Data about vaccination information of the respondents (T-25) shows that 123(76.88%) have taken vaccination, 32 (20%) have not taken vaccine and 5(3.13%) do not reply to this question.

Table-26 : Aims and expectations of the respondents :

Sl. No.	Aims and expectations	Total
1	Local Government Representative (Chairman)	2(1.25%)
2	Elite Person	10 (6.25%)
3	Businessmen	3(1.88%)
4	Driver	61(38.13%)
5	Good Driver	14(8.75%)
6	owner of the transport	7(4.38%)
7	Alternative Income Generation Activity (AIGA)	3(1.88%)
08	No Response	60(37.5%)
	Total	160



The children working in the road transport sector have aims and expectations (T-26) such as Driver 61(38.13%), good Driver 14(8.75%) owner of the transport 7(4.38%) Elite person 10 (6.25%), business man 3(1.88%), local government representative 2(1.25%), but 60(37.5%) do not reply to this question. That is they are in deep frustration.

Someup of the findings of the study as follows:

Most of the respondents are from Comilla (45), followed by Chittagong (35), Lakshmipur, Feni (12), Cox's Bazar (10), Khagrachari(9) others from different districts of Bangladesh. That is since Chittagong is business hub and port city all down trodden people from adjacent areas use rush to Chittagong city in search of job (T-1) . It reveals from data (Table 2,3,4,5) that all the respondents are living in 17 aeras of the city like Bakolia, Halishahar, Pahartali, Kotuwali, Oxygen, Hathazari, Baized etc. Where the low income people are concentrated, these areas are densely populated water logged and less developed areas of the city. All the respondents are male and they work in city area. The age of the working children varies from 9 to below 18, but most of them are from ages 10 to 17 years. Among 160 respondents Hindu 2, Tribal 2(Marma, Buddhist) no Christian others are Muslim.

Data (Table -6) shows that among them working children 62 (38.75%) working as "Temporary driver" which is most vulnerable. Some kind of heterogeneity can be seen between the occupation of the father and respondents. Data about causes of migration (T-7) shows financial crisis poverty (86), searching for work /job (40), to earn money (10) that is all poor people migrated for income. But because of exploitative nature of the owner/ Driver their income is low (T-8) Data (T-9) shows that decision for choosing this vulnerable occupation is taken by father (63), followed by mother (33) and local guardian (21). Usually relationship between employer and employees are hostile but here (T-10) we see 133 respondents have normal relationship where in 12 have friendly relationship with the employer, 9 says relationship is bad and 6 did not respond. Data about (T-11) vulnerability of the jobs, intention to change present occupation to technical works, non risks works show that 103 respondents are aware about the vulnerability of the job, 57 do not consider it risk job. Again 89 have the intention to give up the job and switch to a technical work, while 67 have the desire to change to non-risk occupation. Physical torture and sexual harassment is a matter of great concern in our national arena. Here (T-12) shows that 112 respondents are to suffer physical torture and 10 admits about sexual harassment. 71 have no recreation time (T-13). 12 States (T-14) appropriation of money by driver or owner while 142 have no such experience. Mode of spending income shows (T-15) that many of them (84) spend money for delicious food. one can see from data (T-16) that 123 respondents stay at night with family, 28 in street (island) and others in transport station(office) or with other in some locality. Information about education of the respondents (T-17), shows that among the respondents 106 have primary education 24 read upto class VI-X, while 28 are illiterate. Data (T-18) about education of respondents father shows that among them 72 have primary education, 14 read up to class VI-X and 74 are illiterate. Data (T-19) about interest for pursuing education among the respondents shows that 4 use of go to school now, 71 is interested for education and 85 have no intention to go to school for education, Data (T-20) shows 3 is married out of 160 respondents. Data (T-21) information about ICT use of the respondents shows 51 use mobile phone , 109 do not use. 10 use Facebook/Web...Data (T-22) shows 92 have birth registration. Data about use of safe drinking water (T-23) shows that 78 respondents use WASA water, 25 use deep-tube-well water, 22 use tank's water only 24 use safe Drinking water. Most of them have knowledge about health system. In case of accidents 119 respondents have to bear medical expenses by own, in case of minor injury, 41 get financial support from the employer (T-24). Data (T-25) about vaccination information of the replacements shows that 123 have taken vaccines,

Man lives with aims, hopes and aspirations. The children working in road transport section in Chittagong city have also hopes and expectations 61 of them want to be driver 14 want to be good driver. 2 want to be chairman (Local Govt. representative), 3 want to be businessman, 7 want to be owner of the vehicles and 60 do not respond to this question, that is they are in deep frustration (T-26). That is these children have the dream to grow, to develop and to lead a better life. It appears from the data that children working in the transport sector are exploited, abused, and they are deprived of basic human rights and needs.

Bangladesh lends support to CRC through the ratification of the same on 2nd September, 1990 and affirms state commitment for its implication. Bangladesh is one of the first 22 states ratifying the charter. Since Bangladesh has entered in to a legal binding as a signatory state it is now indispensable for Bangladesh to implement the charter. The Government of Bangladesh is committed to its people and to UN also for elimination of child labour and to Protect child rights. The dominant reason for child labour is poverty. Different Programs are ongoing for eradication of Poverty and also for elimination of child labour to ensure basic human rights and needs. But it reveals from reality and analysis that inspite of being a signatory state with so much of promise and programs where governments, non-government, local and international initiatives are in operation the life, development and livelihood of the children are under threat. Bangladesh is promise bound to achieve SDGs. So this is high time to press hard to achieve SDGs –Goal 8 “Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all” that may help withdrawal of the children engaged in hazardous / worst forms of child labour like road transport sector.

Conclusion :

Bangladesh is a democratic state having its own constitution that incorporated “equality of opportunity” for all citizens. But this equality has not been endured till today. Opportunities are unequally distributed where the upper class people and their children are getting more opportunities than the lower ones. The working children are born in poor families with little opportunities. Therefore, the poor children having no other option but to work in different sectors which sometimes becomes very much vulnerable. The government is taking some steps but failed to cover the huge poor children. In a stratified society based on both principle of ascription and achievements, child labour is an inseparable element of exploitative social structure. Keeping the present social structure based on exploitation, one can take some step to ban child labour. But viewed from functionalist school, child labour is functional -- the working children are contributing to the family income that, to some extent, is a positive contribution to minimizing the economic miseries of the family. “Not all work is harmful to children. work experience can be a meaningful exercise of acquiring the right sort of skills and responsibilities for the child to become a useful member of the community. work is a valuable socialization process of personal development” (UNICEF/ILO,1994/1995:13)

If we really feel to remove/ban child labour then, a very pragmatic policies are to be undertaken by the state for abolishing the existing exploitative social structure that creates and perpetuates social inequalities over generations. For that we need to change the existing social structure that serves as a powerful mechanism not to minimize the gap between the poor and the rich but to widen the gaps. The finding of this study may help the policy makers to make a short-long term planning to raise the social status of these unprivileged poor children. It can be a structural change or only some amount of reformation. These depend on our national goals.

We know there is Children's Act, 2013 (Act No. 24 of 2013). Motor Vehicles ordinance 1983, Labour Law 2006 to control, Supervise, Monitor and guide related matters i.e labour child labour vehicles, Unauthorized vehicles, drivers, illegal drivers known as temporary drivers causing road accident etc. During FGDs we notice there is blame game/pillow passing between Department of Inspection of Factory and establishment (DIFE), Chittagong Metropolitan Police (CMP) and Bangladesh Road Transport Authority (BRTA). Reality is like this who will bell the cat. Analyzing the situation it seems that close monitoring and coordination among three enforcing agencies of the government can contribute very positive result in controlling unauthorized vehicle, illegal drivers and to eliminate child labour in road transport sector. But people believe and circumstantial evidence also dictates to believe that there is unholy deal resulting unauthorized route, unauthorized vehicle, illegal drivers, Token Banijya and labour exploitation etc; it is also true that they are to work under pressure and interference.

"We can raise voice 'lets' end child labour" ; but it is hard to achieve in the present context. We cannot uproot or totally eliminate child labour, because in a stratified society like ours it is a continuous process like birth of a child. Again it is a vicious circle. our ultimate goal is to eliminate child labour but immediate target is how much child friendly we can make the present child labour situation. Considering these, govt. has adapted National Plan of Action 2012 to 2016 and National child labour Elimination policy 2010 wherein we see "it became the unanimous demand of government, non-governmental organizations (NGOs) and the civil society at large to have a timely policy to remove the existing child labour situations towards a positive direction. Within this backdrop, the child labour elimination policy 2010 came into force with having incorporated necessary elements extracted from different events and incidents happened in recent National, Regional and global level in socio-economic cultural and geo-Political events. The existing laws and regulations related to child and child labour will be gradually integrated into this policy, and it will be considered as the determinant and standard instrument while enacting and amending laws and formulating rules and regulations on child and child labour issues in public and private sector."

National Child labour elimination policy 2010 concluded with conservative words "in the light of this document (National Child labour elimination policy) if the existing acts, rules and regulations are reorganized and the plan of action is adopted and implemented, our children would obviously grow up as enlightened human being" Let's hope .

Recommendations :

It seems the working children in road transport sector in Chittagong City are approximately 3000 in quantum. That is the universe is not small in size. To eliminate hazardous child labour in road transport sector a program can be initiated under *Ghashful* with the help of Chittagong City Corporation, District administration, law enforcing agencies, and other NGOs and funding agencies for education, skill training and if necessary alternative safe job for this children at risk which can be micro level action oriented model project with the target for gradual elimination of hazardous child labour from road transport sector and to rehabilitate them in usual life.

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Annexure : 1/ Questionnaire



ঘাসফুল - সিএইচডব্লিউইভিটি প্রকল্প
 চট্টগ্রাম মহানগর এলাকায় পরিবহন সেক্টরে কর্মরত শিশুশ্রমিক
 (একটি আর্থ-সামাজিক জরিপ ২০১৭)
 শুধুমাত্র গবেষণা কাজের জন্য

প্রশ্নমালা নং	
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ক. তথ্য সংগ্রহের তারিখ/মাস/সাল :

তারিখ	
মাস	
সাল	

খ. এলাকা পরিচিতি/ সনাক্তকরণ : (বর্তমান)

এলাকা	নাম	কোড
জেলা		
থানা		
ওয়ার্ড		
কলোনী/রোড নং		
সিটি কর্পোরেশন		
সনাক্ত করণ এলাকা		
পরিবহন নং(কর্মরত পরিবহনের নং)		
কর্ম এলাকা (কোন স্টেশনের আওতাভুক্ত) কোড : ১= লালখান বাজার; ২=চকবাজার; ৩= মুরাদপুর; ৪=নিউ মার্কেট, ৫= দেওয়ানহাট, ৬=বারিক বিল্ডিং, ৭=বহাদুর হাট, ৮=এক্সেস রোড, ৯=মদুনা ঘাট, ১০=এ.কে খান-ইস্পাহানি, ১১=আমতলা, ১২=অলংকার মোড়, ১৩=হালিশহর-বড়পোল, ১৪=টাইগার পাস, ১৫=অলিখা মোড়, ১৬=বায়াজিদ, ১৭=নতুন ব্রীজ, ১৮= কোতোয়ালী, ১৯=চামড়া গোদাম, ২০=অন্যান্য -----		

গ. এলাকা পরিচিতি/ সনাক্তকরণ : (স্থায়ী)

এলাকা	নাম	কোড
জেলা		
উপজেলা		
ইউনিয়ন		
গ্রাম		
পৌরসভা/সিটি কর্পোরেশন		
বস্তি		
অভিভাবকের ফোন		
অন্যান্য		

গ. এলাকা পরিচিতি/ সনাক্তকরণ : (স্থায়ী)

উত্তরদাতার নাম :	বয়স :	ধর্ম :
উত্তরদাতার লিঙ্গ :	(কোড : ১=বালক; ২= বালিকা)	
উত্তরদাতার পিতা/বর্তমান অভিভাবকের নাম :	পেশা	কোড
উত্তরদাতার মাতার /বর্তমান অভিভাবকের নাম :	পেশা	
অভিভাবকের সাথে উত্তরদাতার সম্পর্ক :	কোড	
কোড : ১=নিজে; ২= পিতা ; ৩=মাতা, ৪=লাইনম্যান; ৫=ড্রাইভার; ৬=বোন, ৭=ফুফু, ৮=চাচী, ৯=চাচা, ১০=অন্যান্য -----		

যেখানে উত্তরদাতা উত্তর দিচ্ছেন : কোড : ১= কর্মস্থল; ২=রাস্তায়; ৩= গাড়ীতে; ৪=মার্কেট; ৫=স্টেশন; ৬= অফিস; ৭=বস্তি ; ৮=দোকানে; ৯= টার্মিনাল; ১০=অন্যান্য -----	কোড
গ্রাম থেকে শহরে আসার কারণ উল্লেখ করুন : ১. ২.	

৬. উত্তরদাতা (কর্মজীবী শিশুর) কাজের ধরণ :

টেবিল-১

কাজের ধরণ	কত দিন ধরে এ কাজে যুক্ত আছেন	দৈনিক কত ঘন্টা কাজ করে	দৈনিক আয়	কোড
কাজ : ১= হেলপার, ২=অস্থায়ী ড্রাইভার, ৩= অন্যান্য-----				
কার সিদ্ধান্তে এ কাজে নিযুক্ত আছেন : কোড : ১= পিতা; ২=মাতা; ৩= ভাই; ৪=বোন; ৫= স্থানীয় অভিভাবক; ৬= নিজে; ৭=অন্যান্য -----				

টেবিল-২

কর্ম পরিবেশ সম্পর্কিত তথ্য :	নির্দিষ্ট কোড
মালিকের সাথে আপনার বিদ্যমান সম্পর্ক কেমন কোড : ১ = বন্ধুত্বপূর্ণ, ২= স্বাভাবিক, ৩=বৈরী, ৪= অন্যান্য-----	
টেম্পু পরিবহনে কাজ করা ঝুঁকিপূর্ণ এ বিষয়ে জানা আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
টেম্পু পরিবহনে কাজ ছেড়ে কোন টেকনিক্যাল প্রতিষ্ঠানে কাজ শেখার আগ্রহ আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
টেম্পু পরিবহনে ঝুঁকিপূর্ণ কাজ ছেড়ে অন্য ঝুঁকিহীন কাজের আগ্রহ আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
কর্মস্থলে কোন শারিরিক নির্যাতনের শিকার হয়েছেন কিনা ? কোড : ০১= হাতে আঘাত, ২= যন্ত্রাংশ দিয়ে আঘাত, ৩= লাটি দিয়ে আঘাত, ৪=অন্যান্য -----	
কখনো যৌন নির্যাতনের শিকার হয়েছেন কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
যদি হ্যাঁ হয় কার দ্বারা নির্যাতনের শিকার হয়েছেন ? কোড : ০১= মালিক, ২= ড্রাইভার, ৩=গ্যারেজের মালিক, ৪=অন্যান্য হেলপার, ৫=অন্যান্য-----	
বিবাহিত কিনা ? যদি হ্যাঁ হয়, তাহলে কত বছর বয়সে ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
বিবাহের সময় মেয়ের বয়স কত ছিল ?	
অবসরে কত সময় পান ? কোড : ০১= এক ঘন্টা, ২= ২ঘন্টা, ৩= তিন ঘন্টার অধিক, ৪= অবসর নেই	
অবসর সময় কিভাবে কাটে ? কোড : ১ =খেলা, ২=ভিডিও গেইম, ৩=ঘুমানো, ৪= কিছুই করেনা, ৫=অবসর নেই, ৬= প্রযোজ্য নয়, ৭=অন্যান্য-----	
আপনার দৈনিক টাকা থেকে (ড্রাইভার /মালিক) কোন অংশ রাখে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
বেতন এর টাকা দিয়ে কি করেন ? কোড : ১=মাতা, ২= পিতা, ৩=বোন, ৪= ভাই, ৫= নিজে সঞ্চয় করে, ৬= নিজেই খরচ করে ৭= অন্যান্য	
বেতন এর টাকা অংশ দিয়ে কি করেন ? (নীচের কোন বিষয়ে অভ্যস্ত কিনা ?) কোড : ১=ধুমপান, ২=মাদক, ৩=সিনেমা, ৪=ভিডিও গেইম, ৫= উন্নত খাবার, ৬=অন্যান্য	
মোবাইল ব্যবহার করে কিনা? নম্বর:	
ইন্টারনেট ব্যবহার করে কিনা? কোড : ১= ফেসবুক, ২= পর্ণোগ্রাফি, ৩=সিনেমা, ৪=ভিডিও গেইম, ৫= ইসলামিক গান, ৬=অন্যান্য	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
বাসস্থান কোড : ১=পরিবারের সাথে, ২=রাস্তায়, ৩=দোকানে, ৪=স্টেশনে, ৫=অন্যের সাথে, ৬=আইল্যান্ডে ৭= রাস্তায়, ৮=অন্যান্য---	
কখনো চাঁদাবাজির শিকার হয়েছে কিনা :	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>

ছ. পরিবার সম্পর্কিত তথ্য :

	কোড:
পরিবারের সাথে এক সাথে থাকে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
যদি না থাকে - কেন ? (কোডের ঘরে কারণ উল্লেখ করুন)	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
পরিবারের সাথে যোগাযোগ আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
যদি না থাকে কখন থেকে (কোডের ঘরে - মাস, সাল উল্লেখ করুন)	
মাতা-পিতার সাথে সম্পর্ক আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
পরিবারের সদস্য সংখ্যা কত ? (কোডের ঘরে সংখ্যায় উল্লেখ করুন)	
পরিবারে আর কোন শিশু কাজের সাথে জড়িত আছে কি ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
কি ধরনের কাজ ? (কাজটি কোডের ঘরে উল্লেখ করুন)	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>

ছ. পরিবার সম্পর্কিত তথ্য :

	নির্দিষ্ট কোড
আপনার বাবা মায়ের শিক্ষাগত যোগ্যতা বিবরণ কোড : ১= পড়েনি, ২= ১ম-৫ম, ৩= ৬ষ্ঠ-১০ম, ৪= অন্যান্য----	
আপনি পড়া লেখা করেছেন কিনা ? (করলে কোন শ্রেণী পর্যন্ত কোডের ঘরে উল্লেখ করুন) কোড : ১= পড়েনি, ২= ১ম-৫ম, ৩= ৬ষ্ঠ-১০ম, ৪= অন্যান্য----	
এখন কোন স্কুলে পড়ে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
পড়া লেখার আগ্রহ আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
কোন ধরনের পড়া লেখার প্রতি আগ্রহ কোড : ১= প্রাথমিক, ২= উপ-আনুষ্ঠানিক, ৩= কারিগরি শিক্ষা, ৪= অন্যান্য	
যদি থাকে তা হলে কোন ধরনের (তা কোডের ঘরের উল্লেখ করুন)	
জন্ম নিবন্ধন করা হয়েছে কিনা ? (যদি নম্বর থাকে উল্লেখ করুন)	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>

জ. স্বাস্থ্য ও পয়ঃনিষ্কাশন সম্পর্কিত তথ্য :

	নির্দিষ্ট কোড
আবাসস্থলে গোসল করার ব্যবস্থা আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
পানির ব্যবহার (খাওয়ার ক্ষেত্রে): কোড : ১=নিরাপদ পানি, ২=ওয়াসার লাইনের পানি, ৩= ট্যাংকির পানি, ৪= গভীর নলকূপ, ৫= অগভীর নলকূপ ৬= অন্যান্য	
দূর্ঘটনা হলে প্রাথমিক চিকিৎসার ব্যবস্থা আছে কিনা?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
মালিকের পক্ষ থেকে চিকিৎসার ব্যবস্থা করে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
কর্মস্থলে পয়ঃনিষ্কাশনের (পায়খানা-প্রশ্রাব খানা) ব্যবহারের সুযোগ আছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
টিকা সম্পর্কে অবগত কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
কোন সময় টিকা নিয়েছে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
পার্শ্ববর্তী সরকারী/বেসরকারী মেডিকেল/স্বাস্থ্য সেবা কেন্দ্র/স্যাটেলাইট ক্লিনিক থেকে সেবা গ্রহন করে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>
চিকিৎসা সেবা গ্রহন করে কিনা ?	হ্যাঁ <input type="checkbox"/> না <input type="checkbox"/>

উত্তরদাতার প্রত্যাশা/ আবেদন : -----

অন্যান্য কোন গুরুত্বপূর্ণ পর্যবেক্ষণ/তথ্য থাকলে তা লিপিবদ্ধ করুন :

তথ্য সংগ্রহকারী :

নাম :

স্বাক্ষর :

পদবী :

তারিখ :

বাস-মিনিবাসের রুট

ক্রমিক নং	রুটের বিবরণ
১	১নং রুট : কর্ণফুলী ব্রীজ-বহদারহাট- কাপাসগোলা- চকবাজার- সিরাজদৌলা রোড-আন্দরকিলন্টা- লালদীঘি-কোতোয়ালীর মোড় পর্যন্ত। ফেরতঃ- একই পথে।
২	২নং রুট : কালুরঘাট ব্রীজ- আরাকান রোড- বহদারহাট- ষোলশহর- প্রবর্তক-মেডিকেল- গুলজার- চকবাজার- গণিবেকারী- জামালখান- আন্দরকিলা- টিএন্ডটি- লালদীঘি সোনালী ব্যাংক- জেল রোড- নিউ মার্কেট-বিআরটিসি পর্যন্ত। ফেরতঃ- একই পথে।
৩	৩নং রুট : ফতেয়াবাদ- নন্দিরহাট- অক্সিজেন- মুরাদপুর- ষোলশহর- ওয়াসা- আলমাস সিনেমা- কাজির দেউরী- এনায়েতবাজার- তিন পোলের মাথা-সিনেমা প্যালেস পর্যন্ত। ফেরতঃ- সিনেমা প্যালেস -বৌদ্ধ মন্দির-এনায়েত বাজার-কাজির দেউরী-আলমাস সিনেমা- ওয়াসা- ষোলশহর- মুরাদপুর- অক্সিজেন-নন্দিরহাট -ফতেয়াবাদ।
৪	৪নং রুট : ভাটিয়ারী-সিটিগেট- একেখান-জাকির হোসেন রোড- জিইসি-ওয়াসা- টাইগারপাস- স্টেশন রোড- নিউ মার্কেট। ফেরতঃ- একই পথে।
৫	৫নং রুট : বিমান বন্দর-ফ্লোটিলা গেট- সিমেন্ট ক্রসিং- বারিক বিল্ডিং-শেখ মুজিব রোড-টাইগারপাস- স্টেশন রোড-নিউমার্কেট। ফেরতঃ- নিউ মার্কেট-মাদারবাড়ী-বারিকবিল্ডিং-সিমেন্ট ক্রসিং- ফ্লোটিলা গেট-বিমান বন্দর।
৬	৬নং রুট : সীবিচ-কাটগড়-সিমেন্ট ক্রসিং-বারিকবিল্ডিং-দেওয়ানহাট- টাইগারপাস- নিউ মার্কেট- লালদীঘির পাড়। ফেরতঃ- একই পথে।
৭	৭নং রুট : ভাটিয়ারী-সিটিগেট-অলংকার-বড়পুল-বাদামতলী-দেওয়ানহাট-কদমতলী -স্টেশন রোড- নতুন স্টেশন -নিউ মার্কেট-কোতোয়ালী মোড়। ফেরতঃ- একই পথে।
৮	৮নং রুট : অক্সিজেন-বায়োজিদ বোস্তামী- ষোলশহর-জিইসি- টাইগারপাস -স্টেশন রোড-নিউমার্কেট। ফেরতঃ- একই পথে।
৯	১০নং রুট : কালুরঘাট-বহদারহাট-জিইসি-টাইগারপাস -বারিকবিল্ডিং- সিমেন্ট ক্রসিং-কাটগড়-সীবিচ। ফেরতঃ- একই পথে।
১০	১১নং রুট : ভাটিয়ারী-অলংকার-বড়পোল- পোর্টকানেকটিং-ইপিজেড- সীবিচ। ফেরতঃ- একই পথে।
১১	১২নং রুট : পাহাড়তলী-চুয়েট গেইট-ভায়া কাপ্তাই রাস্তার মাথা-বহদার হাট-ষোলশহর-ওয়াসার মোড়- টাইগারপাস পুরাতন রেল স্টেশন।
১২	১৩নং রুট : জিপিও-পটিয়া-বিজিসি ট্রাস্ট ইউনিভার্সিটি (চন্দনাইশ)
১৩	EPZ রিজার্ভ স্টাফ সার্ভিস
১৪	কাপ্তাই রাস্তার মাথা-বাস টার্মিনাল-বহদারহাট-মুরাদপুর-ষোলশহর ২নং গেইট-জিইসি-ইস্পাহানি মোড়- দেওয়ানহাট-বাদামতলী-বারেক বিল্ডিং-কাষ্টমস হাউস-সল্টগোলা-ইপিজেড-বন্দরটিলা-সিমেন্ট ক্রসিং- কাটগড়-সী বিচ। ফেরত- একই পথে।

* বিআরটিএ, চট্টগ্রাম থেকে প্রাপ্ত।

অটোটেম্পু রুট

ক্রমিক	রুটের বিবরণ
০১.	রুট নং ০১ : অক্সিজেন- আতুরারডিপো-মুরাদপুর- চকবাজার -গণিবেকারী- কাজিরদেউরী- টাইগারপাস- দেওয়ানহাট -চৌমুহনী- বারেকবিল্ডিং মোড় পর্যন্ত। ফেরত- একই পথে।
০২.	রুট নং ০২ : বায়েজিদবোস্তামি-ঘোলশহর ২নং গেট -জিইসি -ওয়াসা-টাইগারপাস পর্যন্ত। ফেরত- একই পথে।
০৩.	রুট নং ০৩ : লালদীঘি-স্টেশন রোড- কদমতলী - দেওয়ানহাট - ঈদগাঁ কাঁচারাস্তা- নয়াবাজার- বি-রক বাস স্টেশন -ফইল্যাভলী বাজার- সাগরপাড় বাইপাস রুট পর্যন্ত। ফেরত- একই পথে।
০৪.	রুট নং ০৪ : কালুরঘাট- কাণ্ডাই রাস্তার মাথা- কার্পাসগোলা - তেলিপাট্রি -চন্দনপুরা-সাবএরিয়া- আন্দরকিল্লা - বস্ত্রিরহাট বিট -লালদীঘি - কোতোয়ালী মোড় পর্যন্ত। ফেরত-একই পথে।
০৫.	রুট নং ০৫ : আমতল- বৌদ্ধ মন্দির- চেরাগী পাহাড়- চকবাজার- কাপাসগোলা, বহদারহাট- কালুরঘাট পর্যন্ত। ফেরত- এই পথে।
০৬.	রুট নং ০৬ : সিটিগেট-অলংকার-সাগরিকা- বিটাক -রেলওয়ে একাডেমি -জালিয়াপাড়া - ফইল্যাভলী বাজার- হালিশহর বাস স্ট্যান্ড- নয়াবাজার- ছোটপুল পুলিশ লাইন পর্যন্ত। ফেরত-একই পথে।
০৭.	রুট নং ০৭ : কর্ণফুলী ব্রীজ (ব্রীজের ২০০গজ আগে)- কালামিয়া বাজার- রাহাতার পুল-বহদারহাট পর্যন্ত। ফেরত-একই পথে।
০৮.	রুট নং ০৮ : চান্দগাঁও আবাসিক-কাণ্ডাই রাস্তার মাথা-কালুরঘাট ব্রীজ -বহদারপাড়া- বোয়ালখালী উপজেলা সদর -তালতলা -কানুনগোপাড়া পর্যন্ত। ফেরত-একই পথে।
০৯.	রুট নং ১০ : ফকিরহাট ওভারব্রীজের ২০০ গজ পিছনে- পাক্সা রাস্তা মাথা (লতিফপুর)- সিটি গেইট- বিশ্বকলোনী রাস্তার মাথা- কর্ণেলহাট- একেখান মোড়-অলংকার মোড়- সিডিএ মার্কেট- পাহাড়তলী আবুল বিডি ফ্যাক্টরী- ঈদগাঁ কাচা রাস্তার মাথা- মুনসুরাবাদ- দেওয়ানহাট- কদমতলী পর্যন্ত। ফেরত- একই পথে।
১০.	রুট নং ১১ : আলমাস সিনেমা- ওয়াসার মোড়- গরিবুল্লাহ শাহ মাজার- ফয়েজ লেক - একেখান মোড়- কর্ণেলহাট- সিডিএ পর্যন্ত। ফেরতঃ- সিডিএ- কর্ণেলহাট- একেখান গেট- ফয়েজ লেক -জিইসি মোড়- ওয়াসার মোড়- আলমাস সিনেমা পর্যন্ত।
১১.	রুট নং ১২ : বিআরটিসিমোড়-টাইগারপাস- আমবাগান -পাহাড়তলী-অলংকার- বিটাক পর্যন্ত ফেরত-একই পথে।
১২.	রুট নং ১৩ : বিশ্বরোড- নিমতলা-বড়পুল -নয়াবাজার -অলংকার -কর্ণেলহাট-আফতাব অটো মোবাইল পর্যন্ত। ফেরত-একই পথে।
১৩.	রুট নং ১৪ : মাদারীপুল-মুদনাঘাট -কাণ্ডাই রাস্তার মাথা- বহদারহাট বাস টার্মিনাল পর্যন্ত। ফেরতঃ- একই পথে।
১৪.	রুট নং ১৫ : মুরাদপুর-পাঁচলাইশ থানা- কাতালগঞ্জ-গুলজার সিনেমা-গণি বেকারী-জামালখান- আন্দরকিল্লা- নজির আহম্মদ চৌধুরী রোড- লালদিঘী- কোতোয়ালী মোড় পর্যন্ত ফেরতঃ -কোতোয়ালী মোড়-লালদীঘি-আন্দরকিল্লা -আবদুস সাত্তার রোড হয়ে একই পথে ফেরত।
১৫.	রুট নং ১৬ : ফতেয়াবাদ- আমানবাজার-অক্সিজেন মোড়-বায়েজিদবোস্তামি- ঘোলশহর ২নং গেইট - প্রবর্তক মোড় -চট্টগ্রাম মেডিকেল গেট পর্যন্ত। ফেরতঃ-একই পথে।
১৬.	রুট নং ১৭ : টাইগারপাস-নিউমার্কেট-কোতোয়ালী মোড়- ফিরিস্তীবাজার -মেরিন ড্রাইভ রোড-চামড়ার গুদাম -হযরত শাহ আমানত ব্রীজের পশ্চিম পাড়। ফেরতঃ-একই পথে।

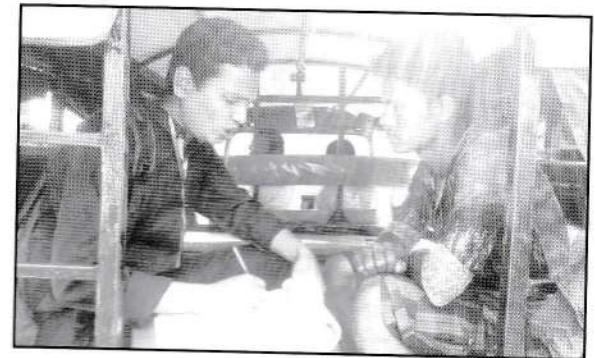
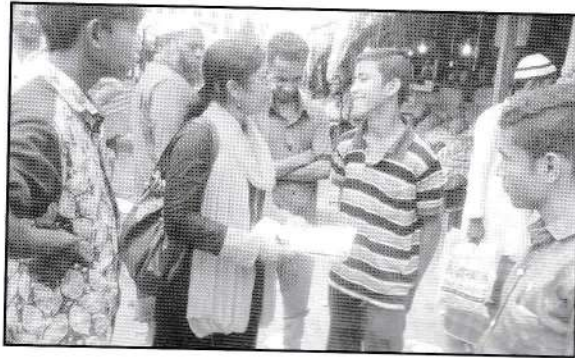
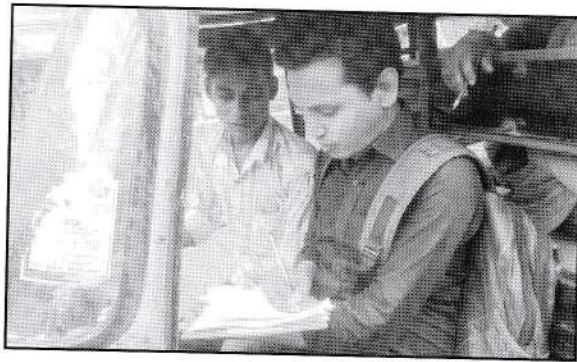
* বিআরটিএ, চট্টগ্রাম থেকে প্রাপ্ত।

হিউম্যান হলার

রুট নং	রুটের বিবরণ
০১.	কালুরঘাট ব্রীজ-বহদারহাট বাস টার্মিনাল- বাদুরতলা-তেলিপটি-সিরাজদৌলারোড-আন্দরকিলা-লালদীঘি- জিপিও। ফেরতঃ- একই পথে।
০২.	কালুরঘাটব্রীজ-বহদারহাট- মুরাদপুর- ষোলশহর -ওয়াসা- টাইগারপাস- পুরাতন রেল স্টেশন পর্যন্ত। ফেরতঃ- একই পথে।
০৩.	ফতেয়াবাদ-বড় দিঘীরপাড়-অক্সিজেন-মুরাদপুর - প্রবর্তক- গোলপাহাড়- মেহেদীবাগ- জুবলী রোড-তিনপোল -জিপিও পর্যন্ত। ফেরতঃ- জিপিও-কোতোয়ালী মোড়-বোস ব্রাদার্স - বৌদ্ধ মন্দির-মহিলা কলেজ-এনায়েত বাজার- চট্টেশ্বরী- গোলপাহাড় - প্রবর্তক - মুরাদপুর - অক্সিজেন- ফতেয়াবাদ পর্যন্ত।
০৪.	শাহ আমানত ব্রীজ-বহদারহাট-মুরাদপুর-ওয়াসা-দেওয়ানহাট-বারেকবিল্ডিং। ফেরতঃ- একই পথে।
০৫.	বিশ্ববিদ্যালয়-অক্সিজেন-বিবিরহাট-মুরাদপুর -২নং গেট- ওয়াসা-আলমাস সিনেমা -কাজীর দেউরী - জুবলী রোড-তিনপোল -সিনেমা প্যালেস পর্যন্ত। ফেরতঃ- সিনেমা প্যালেস-বোস ব্রাদার্স -বৌদ্ধ মন্দির-মহিলা কলেজ-এনায়েত বাজার-আলমাস সিনেমা-চট্টেশ্বরী-মেহেদীবাগ - গোল পাহাড়-প্রবর্তক-পাঁচলাইশ থানা মোড়- মুরাদপুর-অক্সিজেন-ফতেয়াবাদ পর্যন্ত।
০৬.	নোয়াপাড়া-মদুনাঘাট-কাণ্ডাই রাস্তার মাথা-বহদারহাট-বাদুরতলা→চকবাজার-গণিবেকারী-জামালখান-চেরাগীপাহাড় -বৌদ্ধ মন্দির-বোস ব্রাদার্স-সিনেমা প্যালেস পর্যন্ত। ফেরতঃ- একই পথে।।
০৭.	নতুন রেল স্টেশন- টাইগার পাস- জিইসি মোড়-জাকির হোসেন রোড-ভাটিয়ারী- কুমিরা। ফেরতঃ- একই পথে।
০৮.	আলিফ গল্লি- অলংকার-ফৌজদারহাট- সীতাকুন্ড। ফেরতঃ- একই পথে।
০৯.	হালিশহর বি-বক্স-আখ্য়াবাদ এক্সেস রোড- বাদামতলী-বারিকবিল্ডিং-মাঝিরঘাট-সদরঘাট রোড(সাবেক চায়না বিল্ডিং) পর্যন্ত। ফেরতঃ- একই পথে।
১০.	কালুরঘাট-বহদারহাট- জিইসি-টাইগারপাস-বারিকবিল্ডিং- সিমেন্ট ক্রসিং-কাটগড় -সী-বীচ পর্যন্ত। ফেরত একই পথে।
১১.	ভাটিয়ারী-কালীরহাট-জাকির হোসেন রোড-জিইসি-বহদারহাট। ফেরতঃ- একই পথে।
১২.	অলংকার- পোর্ট কানেকটিং-সিমেন্ট ক্রসিং- বিমান বন্দর। ফেরতঃ- একই পথে।
১৩.	ভাটিয়ারী- অলংকার-পোর্টকানেকটিং-কাটগড়-সী বীচ। ফেরতঃ- একই পথে।
১৪.	কুয়াইশ কলেজ-অন্যান্য আবাসিক এলাকা- অক্সিজেন মোড়-বায়োজিড বোসডুমী-ষোল শহর ২নং গেট- জিইসি-টাইগারপাস। ফেরতঃ- একই পথে।
১৫.	ভাটিয়ারি- অলংকার-পাহাড়তলী- দেওয়ানহাট-কদমতলী ফ্লাইওভার-পুরাতন রেল স্টেশন পর্যন্ত। ফেরত : একই পথে।
১৬.	সাগরিকা স্টেডিয়াম - অলংকার - পাহাড়তলী থানা মোড় - আমবাগান -টাইগারপাস - নিউ মার্কেট - কোতোয়ালী - ফিরিঙ্গীবাজার - ব্রীজঘাট পর্যন্ত। ফেরতঃ একই পথে।

* বিআরটিএ, চট্টগ্রাম থেকে প্রাপ্ত।

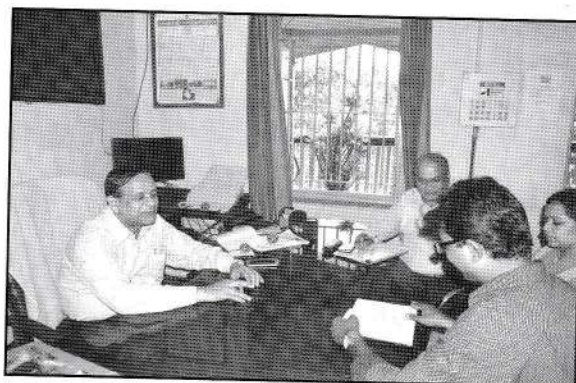
Annexure : 3, Photographs



Photography of Data Collection



Meeting with ADC Traffic, CMP



Meeting with DG, DIFE, Chittagong



Meeting with stake holders

Annexure : 4
List of Interviewers

Sl.	Name of Volentire	Designation	Organization
1.	Sirajul Islam	PM (Servey Coordinator)	Ghashful
2.	Chandan Kumar Barua	PM	Ghashful
3.	Suchitra Mittra	PO	Ghashful
4.	Saiful Karim Khan Rashel	PO	Ghashful
5.	Umme Habiba Irin	Internee	Ghashful
6.	Md. Shahidullah	Field Facilitator	Ghashful
7.	Md. Forkan	PO	ELLMA
8.	Md. Shawn	Field Facilitator	ELLMA
9.	Sukumar Das	PO	OACH
10.	Md. Nurul Azim	PO	OACH

Annexure : 5, Media Documents



Courtesy :

World day Against Child Labour Observance Committee, Chittagong.

Secretariate : GHASHFUL, 5/D, Badsha Mia Road, Chittagong. e-mail : nest@ghashful.bd.org

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