



A Rapid Assessment of Children in the Urban Transport Sector

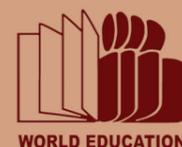
New ERA



World Education/Nepal
Shahid Marg, Ratopul
PO Box 937
Kathmandu, Nepal
Phone: 4422385/4422386
Fax: 4415303
Email: worldedu@wei.org.np
www.worlded.org



Plan Nepal, Country Office
Shree Durbar, Pulchowk, Ward No. 3, Lalitpur
PO Box 8980
Kathmandu, Nepal
Phone: 5535560/5535580
Fax: 5536431
Email: nepal.co@plan-international.org
www.plan-international.org



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New ERA

Preface

Child labor in Nepal is a serious concern. Around 40% or 3,140,000 of the 7,700,000 children aged between 5 to 17 years are engaged in work. Of this 3,140,000, about half or 1,600,000 child laborers are in exploitive working conditions; and about 621,000 are in hazardous work. Children are found working in carpet and entertainment industries, mining, *beedi* making, portering, brick production, embroidery (*zari*), car/motorcycle repair workshops, domestic work, cross border smuggling and roadside hawking. Each sector has its own array of push/pull factors influencing entry and exit of children and which determine the nature and extent of exploitive work children are exposed to.

To get an update of the status of children working in some of these sectors, World Education's *Naya Bato Naya Paila* project funded by United States Department of Labor commissioned rapid assessments in four sectors - brick kilns, domestic service, mining and portering having high incidence of child labor. Rapid assessments in two additional sectors - urban transport and teashops and restaurants -were conducted in collaboration with, and financial contribution from, Plan Nepal. The Ministry of Labor and Employment/MoL&E (formerly Ministry of Labor and Transport Management/MoLTM) provided advisory inputs. The Ministry of Women Children and Social Welfare, Central Bureau of Statistics, Ministry of Federal Affairs and Local Development, UNICEF and ILO have been part of this research as members of the Working Committee, along with Plan Nepal and MoL&E.

The Rapid Assessments, conducted in 2011/2012, have used the methodology popularized by ILO in the early 2000s, have highlighted the factors contributing to children's entry along with the unique dynamics and emerging trends associated with each sector. Findings from these rapid assessments will be of use to policy makers in designing and implementing future actions to eliminate child labor. The research undertaken will I believe, also add to the literature and enhance the understanding on child labor, while encouraging deeper debate on this issue and will aid in the goal of eliminating child labor in the country.



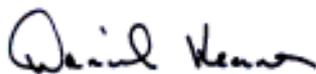
Chij K. Shrestha
Project Director, Naya Bato Naya Paila &
Country Director, World Education

Foreword

Child labour in general and its worst forms in particular are a global and a national problem. According to the quadrennial Global Report on Child Labor released by the International Labour Organisation in 2010, the picture is bleak: despite the fact that the number of child labourers declined slightly (from 222 million to 215 million over a period of five years), the pace of reduction has tapered off and 115 million children are still exposed to hazardous work worldwide. In Nepal the picture is similar: there has been a reduction overall, but it is uneven across sectors and an estimated 1.6 million children aged 5-17 years are still engaged in the worst forms of child labour. Approx. 20% (more than 600,000) are engaged in hazardous work that interferes with their education or is harmful to their health or physical, mental, spiritual, moral or social development.

In 2011 rapid assessments were conducted in six sectors of child labour—urban transport, mining, tea shops and small restaurants, portering, domestic service, and brick kilns—in order to explore the extent and nature of child labour in Nepal. The study looked at a number of things, including the prevalence of child labour in the sample districts; the emerging patterns of demand and supply; the socio-demographic and economic characteristics of child labourers; the push and pull factors of migration affecting children's entry into the sector; the work histories, working conditions and hours of children; the relation between work and school and education; the nature and extent of the hazardous and unhealthy working conditions, children's desire for rehabilitation and awareness about child rights; and possible programme interventions to improve existing conditions. I hope the findings, recommendations and data generated from these rapid assessments will be of use to policymakers and organizations working on child rights in their efforts to design and implement plans, policies and strategies for addressing child labor issues in Nepal.

On behalf of Plan Nepal, I would like to thank the Ministry of Labor and Employment for providing the technical guidance needed to make the assessments happen. Acknowledgement is also due to New ERA, the National Labor Academy and Child Workers In Nepal who undertook the six studies and prepared the associated reports. Our gratitude extends to all those members of the working committee, United Nations Children's Fund, International Labour Organisation, Central Bureau of Statistics, Ministry of Women Children and Social Welfare, and Ministry of Federal Affairs and Local Development for providing their invaluable feedback and thereby helped finalise the report. Special thanks must go to World Education for coordinating the entire process of assessment. Plan Nepal is proud to be part of the team which undertook the assessments.



Donal Keane
Country Director

Plan Nepal

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New ERA is grateful to World Education and Plan Nepal for entrusting it with the responsibility to undertake a study entitled ‘**A Rapid Assessment of Children Working in the Urban Transport Sector**’. Many people helped to bring this report to fruition by lending their specific professional expertise and critical acumen and furnishing the required information despite their busy work schedules. Specifically, the study team acknowledges the continuous professional support provided by Chij Kumar Shrestha, Dyuti Baral, Harihar Regmi, Gopal Tamang, Shanker Bimali, and Nanda Lal Majhi from World Education and Soni Pradhan and Subhakar Lal Baidya from Plan Nepal. The study team also appreciates the enthusiastic cooperation of all who responded to the survey and/or agreed to be interviewed about their involvement in one of the worst forms of child labor—child labor in the transport sector. Without the genuine and generous support of all these individuals, the study would not have been possible. The study team takes responsibility for any inadvertent overlooking of facts and commission of errors and any misinterpretations that may have resulted.

New ERA Study Team

New ERA
P.O. Box 722
Rudramati Marga, Kalopul
Kathmandu, Nepal

Research Team

Core Team

Dr. Bal Gopal Baidya	Research Associate
Dr. Laya Prasad Uprety	Principal Investigator
Mr. Nirakar Kumar Acharya	Research / Project Coordinator
Mr. Chandra Prasad Bhattraï	Senior Research Officer
Mr. Naveen Kumar Lama	Research Assistant
Ms. Pragati Shah	Research Assistant

Data Processing Team

Ms. Ramita Shakya	Data Processing Supervisor
Mr. Babu Raja Maharjan	Coding Supervisor
Mr. Gehendra Pradhan	Data Entry Person
Ms. Shrity Mahyajjan	Data Entry Person
Ms. Reshna Pradhan	Coder
Mr. Purushottam Mishra	Coder

Word Processing Team

Ms. Geeta Shrestha-Amatya	Senior Word Processor
Mr. Rajendra Kumar Shrestha	Office Assistant

Field Team

Mr. Dadhi Ram Poudel	Field Researcher
Mr. Chandra Nepal	Field Researcher
Mr. Mohan Singh Dharni	Field Researcher
Ms. Anita Thapa	Field Researcher
Ms. Anu Upreti	Field Researcher
Mr. Begam Kuwar	Field Researcher
Ms. Sheela Thapa	Field Researcher
Mr. Baghbir Mukhiya	Field Researcher
Mr. Bishnu P Nepal	Field Researcher
Mr. Chandra P Adhikari	Field Researcher
Mr. Anil Bhattarai	Field Researcher
Mr. Shiva Hari Ghimire	Field Enumerator
Mr. Nabin Khatiwada	Field Enumerator
Mr. Manoj Thapa	Field Enumerator
Mr. Ram Chandra Rimal	Field Enumerator
Mr. Bimal Lav	Field Enumerator
Mr. Nabraj Tiwari	Field Enumerator
Mr. Raj Kumar Bhandari	Field Enumerator
Ms. Bimala Pandey	Field Enumerator
Ms. Pranita Koirala	Field Enumerator

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Acronyms

CBS	=	Central Bureau of Statistics
CCWC	=	Central Child Welfare Committee
CWIN	=	Child Workers in Nepal Concerned Centre
FGD	=	Focus group discussion
FY	=	Fiscal Year
GoN	=	Government of Nepal
ILO	=	International Labor Organization
IPEC	=	International Program on the Elimination of Child Labor
INGO	=	International non-governmental organization
MWDR	=	Mid-Western Development Region
NGO	=	Non-governmental organization
NLSS	=	National Living Standards Survey
NPC	=	National Planning Commission
UNCRC	=	United Nations Convention on the Rights of the Child
UNDP	=	United Nations Development Program
UNICEF	=	United Nations Children's Fund
VDC	=	Village development committee
<i>bidis</i>	=	Hand-rolled cigarettes
<i>daal-bhaat</i>	=	Lentils and rice (served with curried vegetable and chutney)
<i>Janajatis</i>	=	indigenous nationalities
<i>kamaiyas</i>	=	Ex-bonded laborers of the Tharu community freed in 2000
<i>kamalaris</i>	=	Daughters of ex- <i>kamaiyas</i> working as bonded laborers
<i>maasu-bhaat</i>	=	Meat and rice (served with curried vegetable and chutney)
<i>tankamarne</i>	=	To misappropriate funds

Executive Summary

Objectives and Methodology

The key objective of this Rapid Assessment Research is to provide updated information on the current situation of children in Nepal engaged in the transport sector. The overall analysis of quantitative and qualitative data is primarily guided by the two major ILO Conventions, namely, UN Convention on the Rights of the Child (CRC), and Convention on Worst Form of Child Labor (WFCL).

19 districts were selected for the study. The size of sample for the survey is 400, of which half are from the age group up to 14 years and half from the age group of 15 to less than 18 years. A total of 60 qualitative interviews such as individual interviews, key informant interviews, focus group discussions (FGDs), and case studies were also conducted to complement the findings of survey.

The study has used the data collection techniques as specified in the Rapid Assessment Guidelines set by ILO/UNICEF in 2000. An array of data collection techniques have been used for the triangulation of data. These include: literature review, survey questionnaire, mapping, key informant interview, group interview, observation, individual interview, focus group discussion and personal history/story narration. The actual time allocated for the completion of the study was 4.5 months beginning from mid-January 2011. Data have been analyzed statistically and thematically.

Findings of the study

Gender, Age, Ethnicity

It has been estimated that Kathmandu valley itself has more than half of the child laborers (52.4%) followed by Rupandehi (10.2%), Morang (4.6%), Dang (4.5%), Jhapa (4%) and Sunsari (3.9%). The distribution of child laborers in other sample districts is very insignificant. There is the perception that child laborers are used in the transport sector because they are easily available and can be used to perform a variety of activities at minimum remuneration. On the whole, these days, child laborers are predominantly seen in small vehicles in short routes rather than in big vehicles in long routes like in the past (where the possibility of crackdown by the law enforcement agencies is high and employers are also cognizant of this reality in the case of the use children who have not reached the legal working age).

Slightly more than a quarter of the respondents (25.8%) belong to hill Janajati (indigenous ethnic groups) followed by 22 percent hill Chhetris (22%), 14.3 percent hill Dalits, 10 percent hill Brahmins, 8.3 percent other Terai castes (such as *Yadavs*, *Telis*, *Mandals*, *Kalwars*, *Thakurs*, etc), and 8 percent Muslim Churaute. A smaller proportion is also from Terai Janajatis (3.3%).

About 55.3% of respondents are from different districts followed by nearly 40 percent working in their same districts of origin and 5.3 percent from India.

One third of the respondents spend their nights in their vehicles followed by a slightly more than a quarter of respondents (27.3%) reporting their current residence as their own houses. A slightly less than one fifth of the respondents (17%) have reported that they live in rented rooms. Interestingly, nearly nine percent spend their nights in bus parks/garages. The other 14 percent live at employers' and drivers' homes and petrol pumps.

Birth Registration

A significant majority of respondents (67.5%) have been found to have registered their births.

Land, Livelihood and Loans

An overwhelmingly large proportion of respondents (93%) have reported that their families have their own home. A large majority of respondents (73.8%) have reported the possession of family-operated land (both owned and rented-in). Indeed, the proportion of completely landless households is also significant - which is more than a quarter of respondents (26.3%). On the whole, two thirds of the respondents reported that their households are food-deficit, a major indicator of poverty in the predominantly rural Nepal.

Only 36 percent of the respondents (with the possession of operated land) reported that their households are food-sufficient for the whole year.

The average household size of respondents is 6.

Literacy Status

The survey has shown that an overwhelming majority of respondents (91.3%) have been found to be literate. An overwhelming majority of respondents (93.3%) had gone to school. More than half of the respondents (54%) have primary level educational status followed by less than one third of respondents (30.6%) with lower secondary level status.

Only a small proportion of respondents (12.3%) have secondary level educational status. Only 3.5 percent of respondents are currently going to schools. A total of 96.2 percent respondents reported that they had ever dropped from schools.

On the whole, more than one third of respondents (37.3%) had left school for more than 25 months followed by 24.5 percent having left schools for a period between 13 and 24 months. Another 21.2 percent left the schools for a period between 7 and 12 months. A smaller proportion (17%) has left for less than six months.

A majority respondents (65.2%) have reported the lack of interest to study as the reason for dropping out of school and out of those who say so, the proportion of respondents of up to 14 years of age is slightly higher (67%) than the respondents of higher age group (63.5%). A sizable proportion of respondents (42%) reported lack of money as another significant reason for dropping out of school. Only less than one third of respondents (31.3%) expressed the desire to go back to school with supports and a large majority of these respondents (73.6%) reported the provision of full scholarship (food and tuition) followed by 57 percent reporting the provisioning of books/stationeries/uniforms as factors that will help them to return to school. Another quarter of respondents reported the economic grants to the households so that they could go back to school.

An overwhelmingly large proportion of respondents (92.5%) have expressed the willingness to participate in vocational trainings. There is no variation of the responses between the respondents of two major age groups. Expectedly, a large majority of respondents (77.8%) want driving training followed by a smaller proportion of respondents (16.2%) who want training about vehicle mechanic. A slightly higher proportion of respondents (79.5%) from the age group of 15 and less than 18 years have wanted the driving training because of their age approaching to the legally defined age limit of 18 to obtain the driver's license. However, a slightly higher proportion of respondents (18.4%) from the age group up to 14 years want vehicle mechanic training because it has no age bar limitation if one acquires the skill even at a younger age.

An overwhelmingly large proportion of survey respondents (84.8%) have reported that they like the current work which is reported by higher proportion of respondents aged up to 14 years (87.5%). Therefore, when they were asked about their desire to change their current job, hardly one third of the respondents answered affirmatively. A large majority of respondents (74.8%) have reported their aspiration to be drivers followed by 12.3 percent reporting the aspiration to be vehicle mechanics. There is no variation in the aspiration to be drivers among respondents of two age groups. However, a slightly higher proportion of respondents aged up to 14 years (15%) have reported their aspiration to be the vehicle mechanics.

Push and Pull Factors

Main push factors of migration identified through qualitative interviews include: (a) desire to learn new work; (b) fascination towards the urban centres ; (c) advice of friends; (d) desire and motivation to earn money (due to the employment of contemporaries in the sector); (e) poor economic condition of household; (f) death of father and elopement of mother; (g) lack of work in the village of origin and difficulty to maintain the livelihood; (h) marriage and consequent increase of household responsibility; (i) loss of first job; (j) failure in the exam and loss of interest and confidence to continue education; (k) frequent quarrels between parents and domestic violence; (m) parental failure to afford the schooling; (n) family indebtedness; (o) desire to afford the wife's schooling, etc. A number of pull factors identified through qualitative interviews comprise: (a) opportunity to learn driving and earn better wage (particularly after being a driver); (b) possibility to go abroad (after learning driving); (c) easy availability of job in the vehicle (for children with little or no education); (d) frequent opportunity of consuming *Masu/Bhat* (meat and rice) in sufficient quantity; (e) vehicle

possession by the relatives and opportunity to get employment; (f) relatives' occupation in the transport sector; (g) expectation of being the driver, (h) interest to visit and see urban centres ; etc. Expectation of being the driver in future and earning money from driving profession in the places of destination has been very much pronounced by the case study informants.

Tasks

Key activities performed by them in their employment comprise: (a) arranging seats for passengers and collection of fares from them; (b) soliciting potential passengers to get into the vehicles; (c) asking if there are any passengers unable to get off and helping them to get down; (d) washing/cleaning vehicles and windows; (e) generally, taking care of vehicles; (f) loading and unloading of commodities and luggage; (e) getting the vehicle's entry on the route; (f) helping the driver/mechanic to repair the vehicles in the garage; (g) taking the tyres out once they are punctured and taking them to the place of repair; (h) helping drivers to fit tyres in the vehicles, etc.

Work and Pay

There is a ubiquitous practice of oral agreement for employment, there is no system of specifying the tenure. However, case study informants have shared that they can continue working so long as they want to work and owners do not want to sack them (because of the good work performance).

Most of the respondents (95.3%) perceive themselves as paid employees. Majority of respondents (72.3%) perceive their basis of employment as permanent (because they can continue to work so long as they perform well) followed by 11.5 percent and 5.3 percent, respectively, reporting the contract and piece-rate.

The average daily working hours are estimated to be 12. Their mean working days in a month are 26. Generally, they are found to be working for the whole year. Nearly 63 percent respondents have reported that they are paid wages followed by more than third (36.5%) have never been paid. More than half of the respondents (51.8%) have reported that they are paid their wages on monthly basis. A large majority of respondents (69.5%) have reported that they are paid allowances on daily basis. The average daily income is Rs. 206 with respondents aged 15 to less than 18 years earn Rs. 226 and up to 14 years of age earning Rs.185.

Analysis of case study materials has demonstrated that the phenomenon of wage cannot be reported in any uniform pattern. Wage is paid in a myriad of ways as follows: (a) monthly basis; (b) daily basis; (c) trip basis, and (d) only accommodation basis, etc. Some child laborers take the advantage of misappropriating a certain amount from the daily collected fare which they call "*Tankamarne*".

Nearly 40 percent of respondents reported that they do not have monthly savings from employment of transport sector. For those who do save, the mean monthly savings from the main source (i.e. transport sector) has been calculated to be Rs. 1,660. An overwhelmingly

large proportion of respondents (94.3%) have used the income to maintain their livelihood followed by more than half of the respondents (54.5%) reporting the use of income to support their family livelihood.

Interestingly, a higher proportion of child respondents aged 15 to less than 18 years (61.5%) have reported the use of income to support their families—a function of slightly higher level of income, increased sense of household responsibility and relatively high expectation of household members due to poverty. Sociologically speaking, the spending on personal entertainment is no less important because a sizable number of respondents (37.8%) have reported using the income for it.

Case studies have revealed that generally child laborers themselves control the income they earn. In isolated cases, the income is controlled by parents and elder brothers. Sometimes, they are also not paid salary/allowance because of their involvement in transport labor which is indeed their family enterprise. Child respondents were asked about the provision of social security (which includes paid leave, free medical treatment during accidents/sickness, and financial support during critical hours). A majority of respondents (62%) have shared that their employers pay for their social security. Case study materials have also shown that distribution of social benefits is not ubiquitous. Those who have been given some social benefits have specified the following: (a) salaried leave (on Saturdays); (b) free medical treatment when to injured (in some cases, only minor ones are taken care of) and during sickness, and (e) provisioning of financial resources when critically needed.

There have been perceptions on both adequacy and inadequacy of the income earned. Those who have perceived income as adequate have shared that they are provided food free of cost and have no major household responsibility. Over the years, some of them have also developed a skill to generate extra income from the total fare collection in a fraudulent way which is usually done with the approval of the driver. This is called *Takamarne* in their code language and a fraction of income stolen from the total fare collection in a day is shared between the driver and conductor/sub-conductor. Some use daily allowance for their personal needs and send their salary to family members for their maintenance of livelihood.

Therefore, whatever amount of wage is paid is adequate for them at the moment. There are others who think that the income is perceived to be inadequate. They have argued that they are forced to work as per the trip (for which they are minimally paid), perform piece work under the conductor (as per the necessity of the vehicle for which the payment is nominal) and have increased household responsibility (due to marriage and need to pay family debt as well as treatment cost of family members). Again there are others who claim that they have no perception on the issues of adequacy/inadequacy of income because either they have joined the job to support their family enterprise (for which they are not paid) or to fulfill their aspiration of being a driver in future for good income and easy life (and therefore, they are not bothered whether the income is adequate or inadequate at the moment).

Child respondents were asked about their perceptions on the characteristics of current work. On the whole, a significant majority of respondents (66.8%) have reported the requirement to work long hours every day which is reported by a slightly higher proportion of respondents

aged up to 14 years (70.5%). A sizable proportion of respondents (43.3%) have reported the compulsion to be exposed to pollution following by a slightly less than one third of respondents (30.8%) reporting the possibility of vehicular accidents which is reported by a higher proportion of respondents aged 15 to less than 18 years (36.5%). A slightly more than a quarter of respondents (26.8%) reported the need to lift/carry heavy loads. A smaller proportion of respondents (15.8%) have reported the compulsion to work in the heavy or dangerous machineries.

Respondents were asked about the main problems of their current work. A majority of respondents (58.3%) reported 'having less leisure time' is the main problem, more so reported by the respondents aged up to 14 years (61%). A significant proportion of respondents (43.3%) reported 'harassment from people' (implicitly from the passengers) as one of the main problems experienced by nearly half of the respondents aged 15 to less than 18 years (48%). The relationship of child labor and education in the transport sector is very poor (because only 3.5% respondents were attending schools at the time of survey).

Respondents were asked whether they were also aware of the free education for children aged 1-8 classes under the government's "Education for All Program". Less than one third of the respondents (31.8%) have reported their awareness on it. Similarly, child respondents were also asked about their awareness on any educational facility/support made available to children by any governmental or non-governmental institution in their VDC/municipality. Only a quarter of respondents reported being aware of it and there are no significant differences reported by respondents from both age groups.

Case studies have also shown that child laborers are compelled to bear numerous physical risks in the process of their work. Physical risks include loading heavy commodities and luggage on the top of the vehicles, spending the whole day amidst the vehicular emissions/smoke/dusts, and possibility of the entry of soil/dust/particles/unwanted objects in their eyes, arranging loads while the vehicles are running, traveling by holding doors of the vehicles (and possibility of being the victim of accidents), pain in the throat (due to a lot of shouting/speaking), etc. However, there are also the child laborers who do not take the issue of physical risks seriously. They are of the opinion that they have to work carefully.

Child respondents were asked if they had ever experienced sickness/accidents while working. Data shows that a total of 105 (26.3%) had experienced sickness/accidents. Those reporting the experience of sickness/accidents were further asked to specify the types of sickness (which might also be due to the fallout of accidents). Nearly half (49.5%) have reported "cuts" followed by 41 percent reporting "pain". Nearly one fourth (23.8%) reported the experience of "fever" followed by another 16.2 percent reporting "wounds". These child respondents with the experience of sickness/accidents were asked if they had gone to see a doctor for treatment. Slightly more than half respondents (53.3%) have reported that they went to see a doctor some time followed by nearly one third (30.5%) reporting every time. A total of 16.2 percent reported that they did not go to see a doctor at all. Children who went to visit doctors were also asked about the bearing of medical expenses. A majority of respondents (56.8%) reported that their medical expenses were borne by their employers followed by more than one third of

respondents (34.1%) reporting the use of their own money. On the whole, an overwhelmingly large proportion of respondents (85.2%) reported that they were provided general medicines followed by more than one fifth (21.6%) regular health check-up. Another one fifth reported vaccination.

It has been ascertained that the average sleeping hours have been calculated to be 8.66 hours (in 24 hours). A big majority of the respondents (81.3%) have reported that they are provided food by their employers. Many respondents (67.8%) have reported that they eat *Masu/Bhat* (meat and rice) followed by nearly a quarter reporting they eat *Dal/Bhat* (pulse and rice).

The survey has shown that consumption of milk and fruits is almost negligible. They are given clothes by employers often during festivals and also when the employers are happy.

Substance Abuse

It has been found that nearly half of them (47.5%) are smokers and the proportion of smokers is significantly higher among respondents aged 15 to less than 18 years (52%) than the respondents aged up to 14 years (43%). A slightly more than one fifth of the respondents (21.3%) have reported alcohol consumption which is significantly higher among respondents aged 15 to less than 18 years (25.5%).

Nearly six percent of respondents are drug abusers but the proportion of these drug abusers is almost double among the respondents aged up to 14 years. Cannabis is predominantly consumed (87%) by the drug abusers and the proportion of cannabis abusers is higher among respondents aged up to 14 years (93.3%) than respondents aged 15 to less than 18 years (75%).

Nearly one fifth of the respondents have used the income for smoking/drinking. Psychological and physical abuse is universal in the sample districts— reported by slightly more than half of the respondents (52.2%).

Recommendations

Preventive Actions

There needs to be effective implementation of the national legal instruments (namely, Child Labor Act, Regulation Concerning Children, and Child Labor Prohibition and Regulation Act) by the law enforcement agencies with the support of other community-based local groups by monitoring the vehicles regularly; unlike in the past, regular rapid assessments have to be scrupulously made in the interval of five years to generate knowledge on the WFCL in the transport sector for timely and “informed decision-making” for enabling its elimination; concerted institutional efforts are to be made for raising the awareness on causes and consequences on WFCL in transport sector among the multitude of stakeholders (including among the members of the families) with a view to taking their support to thwart the under-aged children from joining the WFCL in the transport sector; employers and transport workers’ organizations should also develop “code of conduct” for not employing the under-aged child laborers ; the state should accelerate its pace to move towards free and compulsory education up to secondary for the elimination WFCL in the transport sector, and efforts should also to be made by the state to include vocational curriculum and practical training as extra-curricular activities for high school students.

Curative Actions

a. Rescue and Rehabilitation

Rescue and rehabilitation of children in collaboration with the Child Labor Elimination Unit of the Ministry of Labor and Employment, police, local governments, and organizations working in the child labor sector, the child laborers aged less than 14 years caught in WFCL in transport sector are to be rescued collaboratively and reintegrated to their families (to the extent possible);

Child laborers willing to go back to their schools should be reintegrated to their families and supported with full in-kind scholarship for their education;

Children of legal working age who cannot leave the current employment but are interested to pursue education are to be supported institutionally for the non-formal classes with the support of the employers (because they have also shared that education helps enhance their performance in their assigned duties);

Institutional arrangement for imparting vocational skill development trainings (such as driving to child laborers who are close to 18 years and other vocational trainings to others after needs assessment in collaboration with donor agencies/INGOs, local NGOs/CBOs/training institutes and on the whole, in providing such sustainable alternatives, emphasis has to be laid on competency and market demand-driven employment), There have to be the institutional arrangements for job placement after the completion of vocational skills development trainings.

b. Improvement of Working Conditions

Given the fact that there is ubiquity of oral agreement or working contract between the child laborers and the employers, child laborers (who are not organized labor force) are paid the minimum remuneration and are at times not paid (what they are supposed to be paid), there has to be the policy and legal provision asking the employers to award the written agreements to the child laborers of legal working age. And the government must also fix the rate of remuneration for such child laborers in the transport sector so that they are not cheated/exploited by the employers as is now the case. Similarly, child laborers of the transport sector are required to work 12 or more hours a day under highly hazardous working conditions. Therefore, child laborers of legal working age must be used to work as specified in the national legal instruments, that is, six hours a day, 36 hours a week with one day paid leave in a week. This has to be specifically mentioned in the now written agreement.

c. Raising Awareness among Child Laborers

Given the fact that only one third of the child respondents have reported that they are aware of child rights (such as rights to good food, education, play, etc), concerted efforts are to be made institutionally to raise awareness among the child laborers of legal working age in their work places with the co-operation of the employers. And this can be materialized with the co-operation of local non-governmental organizations (NGOs) and community-based organizations (CBOs). Enhanced awareness on child rights will also help them to fight against exploitative working conditions.

Given the fact that nearly half of the child respondents are smokers, one fifth are alcohol drinkers, and six percent drug abusers, awareness on the detrimental effects of such bad personal habits has to be raised among them. Here too, the co-operation of local NGOs and CBOs along with that of the employers will be key.

CHAPTER I

INTRODUCTION

1.1 The Research Problem

In Nepal, child labor is usually linked directly to family poverty. To meet the need for food and shelter in situations where adult family members are unemployed or underemployed or where there is no bread winner at all, children are compelled to work from an early age. They migrate to cities in search of better living conditions and once there find they have very little choice regarding the type, conditions or quality of employment.

While poverty is the main cause of child labor, other significant reasons include (i) running away from home to escape perceived bad treatment; (ii) semi-feudal relationships in the countryside; (iii) enticements by middlemen; (iv) expectations of better economic opportunities, and (v) the absence of a government policy making education compulsory (UNICEF, 1992). Other reasons also play a role, including the lack of access to education, dysfunctional families and domestic violence, armed conflict, social exclusion, the ineffective implementation of governmental rules and laws regarding child rights and protection, the lack of income-generating activities in villages of origin, the lack of parental awareness of the worst form of child labor, and the lack of alternative job opportunities (CWIN/Plan Nepal, 2006).

The worst forms of child labor are situations in which children work for more than nine hours a day, earn less than a minimum wage or no wages at all, work in conditions hazardous to health and safety, have no access to education, and work outside their family's home. The urban transport sector is one of several sectors classified as being the worst forms of child labor in Nepal and, due to rapid urbanization, is a major social challenge. Children work on all types of vehicles—trucks, buses, mini-buses, micro-buses, jeeps and *tempos*—right across the country, particularly in major urban centres such as Kathmandu Valley, Dharan, Biratnagar, Nepalgunj, Butwal and Pokhara (World Education, 2009).

The ILO estimates that 218 million children between the ages of 5 and 17 worldwide are child laborers. This figure excludes children aged 12 years and above who work only a few hours a day in permitted light work as well as children aged 15 years and above who work in non-hazardous sectors. Of those 218 million, 126 million children are involved in worst forms of child labor as defined in ILO Convention No. 182. The largest number of child laborers aged 14 and younger—22 million—is in the Asia-Pacific Region (2006).

Children carry out a wide range of working activities and occupations in underdeveloped countries for their own survival and to provide their households with economic support. Many of these activities limit or halt regular school attendance. They are often exploitative or hazardous or both in varying degrees and are performed under conditions which violate the provisions of the UNCRC, in particular the right to be protected “from economic exploitation and from performing any work that is likely to be hazardous to the child’s health or physical, mental, spiritual, moral or social development”. In June 1999, the delegates of the International Labor Conference adopted ILO Convention No. 182, the Prohibition and Immediate Action for the Elimination of the Worst Forms of Child Labor, and Recommendation No. 190, which together call for the prohibition and elimination of the worst forms of child labor for all persons under the age of 18. The ILO Minimum Age Convention (ILO Convention No. 138) and the Minimum Age Recommendation (ILO Convention No. 196), both adopted in 1973, prohibit the employment of children under 15 years of age (ILO/UNICEF, 2000:1).

The government of Nepal (GoN) expressed its commitment to eliminate the worst forms of child labor at the Best Practices Conference and at the International Labor Conference in the spring of 2000 and has ratified ILO Convention No. 182, which came into effect globally on 19 November, 2000. In view and support of these positive developments, the ILO selected Nepal in 2000 as one of three countries in which to implement the time-bound International Program on the Elimination of the Worst Forms of Child Labor (IPEC) (KC et al., 2000). The other two countries were Tanzania and El Salvador. Seven sectors of the worst forms of child labor in 22 districts of Nepal were selected for implementation: domestic labor, portering, bonded labor, trafficking, rag-picking, carpet-weaving and mining. Despite this effort, the worst forms of child labor are still widespread in Nepal and new sectors are emerging.

According to the Nepal Labor Force Survey (2008), about 3.14 million of Nepal’s total child population (defined as those aged 5-17) of 7.77 million are economically active and 36,000 of those of working age (14 and older) are unemployed. More girls than boys are both economically active and employed. Of the economically active, 1.60 million children (50.9 percent of all economically active children and 26.2 percent of the total child population) are considered to be child laborers (as opposed to children who simply aid their households doing household and field work). Of these, 0.91 million (57 percent) and 0.69 million (43 percent) are girls and boys respectively and 1.5 million (94 percent) reside in rural areas. A total of 621,000 (19.7 percent of all working children) are involved in the worst forms of child labor (CBS and ILO, 2010).

Despite the prevalence of child labor, Nepal does have specific legislation against it. The Child Labor Act of 1992 states that no child under the age of 14 shall be employed in any work and limits the work of children aged 14-16. The latter may work only between the hours of 6 a.m. and 6.p.m. for no more than six hours a day with fixed 30 minutes breaks every three hours, and for no more than 36 hours per week with one day a holiday. Both provisions are blatantly ignored. In short, while legal provisions on child rights issues exist, they fail to offer substantial child protection in practice (Sainju, 2002).

In terms of legislation and policy, Nepal has a strong framework for eliminating child labor. The 10-year National Plan of Action for Children was revised to address the trafficking of women and children for sexual exploitation with the support of the IPEC and the initiative of

the Ministry of Women, Children and Social Welfare was. Another positive step is that the Ministry of Labor and Employment (formerly Ministry of Labor and Transport Management) recently prepared a Master Plan of Action for the Elimination of Child Labor which outlines both strategies and programs and the National Planning Commission (NPC) established the Child and Women Development Section. In addition, the governmental decision of 2000 to prohibit the *kamaiya* system (a system of bonded labor) has had far-reaching consequences for the emancipation of debt-ridden farmers and their children. Central and District Child Welfare Boards were set up to coordinate policy and planning and to develop action programs to address the welfare, development, and rehabilitation of children working in difficult situations.

In part due to the developments described above, the labor force participation rate of working children aged 5-17 years declined from 48 percent in 1998 to 41 percent in 2008 (CBS and ILO, 2010). Nonetheless, much remains to be done to reduce the incidence of child labor in Nepal.

In 2002 Child Workers in Nepal Concerned Centre (CWIN) conducted a study of children working in the transport sector which suggested that both push and pull factors are at play: the pulls are increasing urbanization and consumerism, which attract a large number of children to urban areas, and the pushes include poverty, family problems, lack of access to schooling, social exclusion, and lack of work opportunities in rural areas. According to the CWIN study, the dangers from traffic, exposure to pollution, and poor living arrangements put child transport workers at risk for health problems and sexual and physical abuse. In 2005, CWIN conducted a study which estimated that there were 2,193 child transport workers in the Kathmandu valley, 28 percent of whom were under the legal working age of 14.

World Education and its partners in the Brighter Futures Program (2002-2009) targeted children aged 8-14 who were already involved in or at risk of becoming involved in the worst forms of child labor. World Education defines a child transport worker as any child under 18 who assists in the operation of public or private transportation services for cash or kind or as apprentices in the transport sector. It notes that they load and unload goods, collect fares from passengers and give signals about the traffic situation while on the road. Not only are these children deprived of their basic rights but they are also exposed to highly hazardous situation. They are vulnerable to accidents and because of their exposure to a highly polluted environment may suffer chronic health problems and see their healthy growth hampered (World Education, 2009).

To increase the effectiveness of program intervention, this study set out to explore a number of issues related to the current situation of child transport workers-their prevalence, socio-economic characteristics, working conditions and their needs. More specifically, the study looked at (i) the prevalence of children transport workers in the sample survey districts; (ii) the emerging pattern of child labor in the transport sector (including the demand and supply of the child transport workers); (iii) the socio-demographic and economic characteristics of child transport workers; (iv) the push and pull factors of migration affecting children's entry into the work; (v) the work histories of child transport workers; (vi) their working conditions and hours; (vii) the relationship between school and child transport workers; (viii) the nature and extent of the hazardous and unhealthy working conditions; (ix) the desire of child transport workers for rehabilitation; (x) of the awareness of child transport workers about child rights, and (xi) possible program interventions to improve existing conditions.

1.2 Objectives

Key Assessment Objective

The key objective of this study was to gather up-to-date information on the current situation of Nepali children engaged in the transport sector using the rapid assessment methodology developed by ILO/UNICEF in 2000.

Specific Assessment Objectives

- (i) make an initial estimate of the number of children working in the transport sector, focusing in particular on their distribution by sample district, and, within each district, their distribution by VDC/municipality or area;
- (ii) develop a preliminary understanding of the emerging patterns of child labor in the transport sector, including patterns of demand and supply;
- (iii) ascertain the socio-demographic and economic characteristics of child transport workers and their families and communities, the push and pull factors affecting children's migration and entry into the sector, and work histories;
- (iv) identify and describe the working conditions of the children in the survey districts including work processes and their physical effects, working hours, duration of work, quantity of work, daily wages paid, savings, expenditures, living conditions, emotional and physical abuse, relationships with employers, control of income, and perceptions of the sufficiency of income;
- (v) ascertain the relationship between school and child transport workers, attitudes towards education among children and their parents, and conditions of schools in the vicinity;
- (vi) assess the nature and extent of the hazardous and unhealthy working conditions in which children work, pathways that led to that occupation, the nature of illnesses and their treatment, accidents and medical attention to injuries, personal hygiene, dietary habits, the chances of improving or removing children from those conditions, and the desire for rehabilitation;
- (vii) assess the awareness of child transport workers of their rights;
- (viii) determine the prevalence of "bonded" child labor among child transport workers, and
- (ix) make recommendations by determining the possible basis for initiating programs or interventions, including an appraisal of those existing resources that could help address child labor in the urban transport sector.

1.3 Overarching Framework for Analysis

The analysis of quantitative and qualitative data was guided by the two major conventions, the UNCRC of 1989 and ILO Convention No. 182. Nepal is a state party to the former convention, which underscores the rights of the child to be protected "from economic exploitation and from performing any work that is likely to be hazardous to the child's health or physical, mental, spiritual, moral or social development," and it ratified the latter on 13 September, 2001 (CWIN, 2002:2).

By ratifying the latter document, the GoN committed itself to combating the worst forms of child labor, or all those forms of child labor which are predefined in Article 3 as being the worst forms. They are (i) all forms of slavery or practices similar to slavery (such as the sale or trafficking of a child, the recruitment of a child to work far away from home and the care of family in circumstances within which they are exploited, debt or any form of bonded labor, serfdom, and forced or compulsory labor, including the forced or compulsory recruitment of children for use in armed conflict; (ii) the commercial sexual exploitation of children, including the use, procurement, or offering of a child for prostitution, the production of pornography, or pornographic performance; (iii) the use, procurement or offering of a child for use by adults in the commission of crime, including the trafficking or production of drugs as defined by international treaties, and (iv) work which, by its very nature or the circumstances in which it is carried out, is likely to harm the health, safety or morals of children.

Recommendation No. 190 is also important in defining what the worst forms of child labor are. It specifies that children can be considered to be in the worst forms of child labor if they (i) are exposed to physical, psychological or sexual abuse; (ii) work underground, underwater, at dangerous heights, or in confined spaces; (iii) work with dangerous machinery, equipment, or tools; (iv) are engaged in the manual handling or transport of heavy loads; (v) work in an unhealthy environment exposing workers to hazardous substances, agents, or processes, or to temperatures, noise, levels or vibration damaging to health; (vi) work under difficult circumstances, including long hours or during the night, and (v) subject them to unreasonable confinement on the employer's premises. Recommendation No. 190 provides for the immediate prohibition of all forms of child labor which are hazardous to child health or safety. The ILO Minimum Age Convention (No. 138) and the Minimum Age Recommendation (No. 196) were both adopted in 1973 to prohibit the employment of school-age children under 15 years of age.

1.4 Methodology

1.4.1 Rationale of the Use of Rapid Assessment

Rapid assessment used a combination of qualitative and quantitative methods which enabled the study team to develop an understanding of the specific ground reality of child labor in the transport sector in just four-and-a-half months. Its findings can be used by stakeholders to design effective intervention programs. Such assessment can also indirectly prod policy-makers into taking action. It strikes a reasonable balance between statistical precision and impressionistic data-gathering and its eclectic methodology, which draws what it needs from the research tradition and techniques, helps access otherwise difficult-to-uncover information about working children (ILO/UNICEF, 2000).

1.4.2 Design, Size and Selection of Sample

Sample size determination: The total sample size was determined using this formula:

$$n = \frac{t^2 \times p(1-p)}{m^2}$$

Where

n = required sample size

t = confidence level at 95 percent

p = estimated predicted or anticipated rate in the project area

m = margin of error at 5 percent.

With an estimated predicted rate of 50 percent and a 5 percent margin of error, the sample size for the 95 percent confidence level needs to be 384, but to allow for a cushion, 400 children, 200 under the age of 14 (the age at which it is legal to work in Nepal) and 200 aged 14-17 (i.e. legal, but not yet adult, child workers).

Selection of study districts and sample sizes in each: The first stage of the sampling was the selection of districts, which, as specified by World Education, were selected on the basis of priority and peripheral criteria. Priority districts were those where growing urbanization and mobility makes the use of child laborers in transport highly likely, while peripheral districts are those where there are relatively few child transport workers. The study attempted to cover all five of Nepal's development regions in order to give a picture of the country's ethnically diverse population. Thus, it worked in four clusters: the Eastern, Central, Western, and Mid/Far-Western. The clusters, the names of the districts selected and the number of respondents in each are given in Table 1.4.1 below.

Table 1.4.1: Clusters, Districts and Sample Sizes for the Survey

Cluster	District	Sample Size
Eastern	Jhapa Morang- Sunsari	50
Central	Kathmandu Valley Chitwan Bara-Parsa Kaski Dhanusha-Mahottari/ Sarlahi	200
Western	Rupendehi Nawalparasi	50
Mid- and Far- West	Banke Surkhet Dang Kailali-Kanchanpur	100
	Total	400

Selection of Sites and Respondents: The survey/interview sites were selected by visiting and observing the working areas. More than one site was chosen in each district. In each site, half of respondents were under the age of 14 and half were aged 14-17. Two types of sampling under a non-probability sampling framework were used: accidental and snowballing. Accidental

sampling meant that the study team surveyed any child transport worker who met the age criterion encountered. Since it was difficult to get enough subjects through chance encounters, those encountered accidentally were asked to identify other children, thereby creating a snowball effect. The study team used purposive sampling to select informants for qualitative interviews in each of the four clusters (Table 1.4.2).

Table 1.4.2: Number and Type of Informants for Each Qualitative Instrument Used

Instrument	Informants	Total Sample
Key Informant Interview	People knowledgeable about child labor in transport sector in 8 priority districts	8
Group Interview	Children aged under 14 in four districts	4
	Children aged 14-17 in four districts	4
Individual Interview	Employers	4
	Drivers	4
	Parents	8
	School teachers	8
Focus Group Discussion	Children under the age of 14 in four districts	5
	Children aged 14-17 in four districts	5
Case Study/Personal History	Children under the age of 14 in four districts	5
	Children aged 14-17 in four districts	5
	Total	60

1.4.3 Data Collection Techniques

The study used an array of the data collection techniques, mainly qualitative ones, which are specified in the rapid assessment guidelines set by ILO/UNICEF in 2000 in order to triangulate data, as described below.

1.4.3.1 Literature Review

Both published and unpublished literature on children working in the transport sector, international conventions on the elimination of worst forms of child labor, national laws and regulations, national action plans, and other documents were thoroughly reviewed.

1.4.3.2 Survey Questionnaire

Survey questionnaires were administered to all 400 children in the sample to generate data on their socio-demographic and economic background, the pull and push factors drawing children into the transport sector, working conditions, the relationship between work and school, the nature and extent of hazardous and unhealthy conditions, awareness of child rights, and other issues.

1.4.3.3 Mapping

The selected districts were mapped to find out the distribution and relative concentrations of children working in the transport sector. The number of workers on each route was estimated by talking to officials in the transport entrepreneurs' association, drivers and child transport workers and double counting systematically avoided. Direct observation also helped to verify the estimates.

1.4.3.4 Key Informant Interviews

Key informant interviews were conducted with people knowledgeable about child labor in the transport sector, including the heads of NGOs and research organizations, the Federation of Transport Entrepreneurs, the district chapters of the Federation of Chamber of Commerce and Industries, the members of the District and Central Child Welfare Committees, staff at Women's Development Offices, District Development Committee members, and World Education and its partner organizations. Interviews focused on identifying general trends, emerging patterns, the demand for and supply of child transport workers in the changing socio-economic context, and other issues.

1.4.3.5 Group Interviews

Group interviews were conducted with child transport workers with a view toward generating general information about the prevalence of the use of child labor in vehicles, characteristics of workers, and working conditions.

1.4.3.6 Observation

Observation was useful for developing an understanding of the types of work children do in the transport sector, health hazards, treatment by the employers, parents and drivers, living conditions, personal hygiene, and other issues.

1.4.3.7 Individual Interviews

Individual interviews were conducted with employers, parents, and school teachers with a focus on children's work, working conditions, wages, work hours, schedules, work experiences, the relationship between work and school, the activities of children within and outside the home, and other issues.

1.4.3.8 Focus Group Discussions

FGDs were conducted among child transport workers on specific issues such as relationships with employers and drivers, abuse, the desire for rehabilitation, and awareness of child rights.

1.4.3.9 Case Studies

The holistic personal histories or narratives of 10 typical child transport workers were recorded with a view toward deepening understanding of the factors pushing or pulling children into the transport sector; the pattern of using child labor in it; working conditions, including the nature and extent of hazardous conditions; income control and use; the relationship between school and work; and other issues. These case studies were intended to supplement the findings of the survey, not to serve as stand-alone pieces.

1.4.4 Training, Supervision and Monitoring

Since the quality of data hinges on fieldworkers' having a clear understanding of the issues and questions embedded in the instruments and the methods of probing, training was provided and interactive discussions held prior to the fieldwork. New ERA employed experienced enumerators and field supervisors who had worked on similar research in the past.

An elaborate seven-day training was organized by the principal investigator with support from the research project coordinator. The training began with a brief introduction to the study to make sure the fieldwork team understood the political, social and economic context of child labor in the transport sector and was followed by a general orientation to child labor issues by World Education and a detailed orientation to the Nepali translations of the survey questionnaire and qualitative checklists. Pairs of participants then engaged in role play to enhance performance and clarity and followed the exercise with a discussion of questions and problems. The team members were then taken to an actual field setting in Kathmandu Valley to pre-test the survey with child transport workers. The enumerators then had a chance to discuss the problems they had encountered in real field settings. Finally, they were oriented to the sampling process. Because the training was thorough, the quality of data is good.

The enumerators were divided into teams, each of which was led by a supervisor whose role was to check the filled-in questionnaires every night throughout the entire period of fieldwork to ensure that there were no inconsistencies, errors or gaps in data. The supervisors also conducted qualitative interviews to supplement the quantitative results. The teams were monitored by the principal investigator with support from the research project coordinator.

1.4.5 Time-frame

The study took four-and-a-half months beginning in mid-January 2011.

1.4.6 Data Management and Analysis

Once the completed questionnaires were brought back to New ERA, the organization's junior professional data programmer, under the direction of the senior professional data programmer, edited all the filled-in questionnaires and assigned coding categories before two data programmers computerised the data using appropriate software (SPSS). Data was cleansed by looking meticulously at inconsistencies in the responses. Simple descriptive statistical tools such as frequency distributions, means, and percentages were used to organise and summarize the data and limited co-relational analyses were done as needed.

Qualitative data was analysed by experienced senior members of the study core team using the thematic classification system commonly used in ethnographic research. They searched for patterns in data and ideas that helped explain the existence of those patterns (see Bernard, 1988). Stepwise, the original texts of the field descriptive/substantive notes were perused and all the conceptual categories/themes/patterns in the data identified and listed. Then, second-order categories of data/themes/patterns of data were prepared in an analogous fashion and relationships among them worked out by coalescing or separating them as appropriate. Finally, third-order categories were made by developing generalizations.

1.4.7 Problems Faced in the Assessment and Lessons Learned

The field survey team struggled to find enough subjects in both age groups (i.e. those under 14 years of age and those aged 14-17) in some of the sample districts. When this was the case, they filled the quota by selecting another district in the same cluster and looking for subjects there. Filling in the individual questionnaires, organising FGDs, and conducting group interviews with child transport workers who worked on vehicles from dawn to dusk and had no breaks was a taxing task. Initial interactions with potential survey respondents, FGD participants, and interviewees during their working hours revealed that they were available either in the late evening or very early morning, so the study team focused on these times. The children also warned that it was important that the team get permission from drivers and/or employers, a precaution it did, in fact, take. In fact, the team put every effort into obtaining permission in advance and building a good rapport by explaining the *raison d'être* of the rapid assessment. Given that many employers and drivers were aware that child labor is prohibited by law, they were initially reluctant to share information about their own use of child laborers or their use in specific sites of the transport sector. Only once the study team had established a personal connection and allayed suspicions that the study would not be used to crack down upon them was it able for team members to collect data effectively.

1.5 Organization of the Report

The report is organised into seven chapters. Chapter 1 presents an introduction to the study and its methodology. Chapter 2 reviews the context of child laborers working in the transport sector. Chapter 3 presents the study's findings on the prevalence, emerging patterns, and demand for and supply of child labor, while Chapters 4, 5 and 6 present its findings on the socio-economic backgrounds of the workers; their living and working conditions; and their awareness of child rights, attitudes toward rehabilitation, and aspirations respectively. Chapter 7 summarizes the major findings and presents conclusions and recommendations.

CHAPTER II

REVIEW OF THE CONTEXT

This chapter presents a brief overview of the context in which child transport workers work, with specific reference to the manifestations of the worst forms of child labor in the transport sector, the socio-economic situation in the survey districts, the larger economic context of Nepal, educational services provided to child transport workers, child protection systems, birth registration systems, the institutional framework vis-à-vis legislation and the history of child labor, past projects on eliminating child labor, and organizations addressing the needs of child laborers).

2.1 Evidence that Child Labor in the Transport Sector is One of the Worst Forms of Child Labor

According to ILO Convention No.182, the worst forms of child labor include any activity carried out by children the nature or type of which has adverse effects on a child's health and safety. World Education (2009) found that child transport workers usually work more than 12 hours a day seven days a week, a sure indicator of the worst forms of child labor. Workers also experience physical, mental, and sexual abuse, often at the hands of drivers and employers, and harassment on the job. Traffic police officers commonly beat novice child transport workers when they fail to comprehend traffic signals and rules. They are forced to load and unload goods so heavy they sometimes surpass their strength. Their situation is hazardous: they are vulnerable to accidents, even death, when they fall from a moving vehicle as they grip its door and are exposed to high levels of pollution. Their work impedes their healthy growth and increases the likelihood they will develop chronic health problems (World Education, 2009:2-4).

Research conducted on child transport workers by CWIN and Plan Nepal in 2006 provides further evidence that child labor in the transport sector is one of the worst forms of child labor. Mean working hours were more than 12 hours a day, four hours more than is legal for adults and six hours more than is legal for children. Three out of four respondents reported that they were subjected to physical and psychological abuse at the hands of drivers and owners, traffic police, passengers and their elders. Harsh scolding was the dominant type of abuse. The study also showed that the occupational health and safety threats to child transport workers are many. They run the risk of falling off of moving vehicles, being injured, having a very heavy workload, being exposed to air pollution and dust, and facing sexual abuse and exploitation by drivers, owners and other adults/peers. The study found that there was no provision for life insurance (CWIN/Plan Nepal, 2006:45-49).

2.2 Socio-Economic Situation in the Research Districts

Because it is essential to have a general understanding of the socio-economic situation in the research districts in order to make sense of the place of child transport workers in that context, the team collected data on total population, annual population growth rate, major caste/ethnic groups, households with domestic workers, total domestic workers, child dependency ratio, primary school net enrolment ratio, ratio of girls to boys in primary education, literacy rate, ratio of literate females to literate males, farm size, employment to population of working age ratio, proportion of children aged 10-14 who are working, percentage of irrigated area, per capita food production, and percentage of marginal households (see Annex Table 2.1). Since analysis of each variable is not needed, only a few of the most crucial domestic workers, primary school net enrolment ratio, farm size, and proportion of marginal households (which are the major sources of the supply of child laborers)-are presented below.

All 20 districts surveyed report that child domestic servants are employed. The highest number of households with domestic servants (11,866) and the highest number of domestic servants (18,247) are found in Kathmandu District, while the lowest numbers are in Surkhet District, where 233 households employ 299 child domestic workers. The primary school net enrolment ratio is highest in Chitwan (95.5 percent) and Kathmandu (93.9 percent) and lowest in Mahottari (60.3 percent). Farm sizes are relatively small: only five districts-Kailali, Jhapa, Morang, Sunsari, and Sarlahi-have an average farm size of more than one hectare. The proportion of marginal farm households is also significant: in 11 the proportion of marginal households is more than 20 percent. Bhaktapur has the highest proportion of marginal households (35.42 percent), followed by Kailali (29.2 percent) and Makwanpur (29.02 percent), while the smallest proportions of marginal farm households are in Sunsari (15.14 percent), Banke (15.15 percent), Jhapa (15.17 percent) and Kathmandu (16.8 percent). The small farm sizes and large proportions of marginal households demonstrate the pervasiveness of poverty, one major reason for the ubiquity of child labor.

2.3 Larger Economic Context of Nepal

Current Macro Economy: Nepal, with its 26,620,809-strong population in 2011, is one of the least developed countries in the world; in fact, in 2010 it was classified as the 82nd poorest. of its estimated per capita gross domestic product and per capita gross national income are US\$642 and US\$645 respectively (Rana, 2011). On 22 March, 2011, the CBS downsized its estimate of the projected gross domestic product growth rate for the fiscal year (FY) 2010/11 from 4.5 percent to 3.47 percent due to the sluggish growth in the non-agricultural sector's offsetting the significant growth in agricultural sector. Agriculture is expected to grow by 4.11 percent as compared to 1.27 percent last fiscal year because of better climatic conditions but the non-agricultural sector, with performances in trade and service sluggish and that in manufacturing dismal, will grow just 3.09 percent, a considerable decline from its 5.39 percent growth the previous year. Despite the low economic growth, consumption is increasing annually, thus causing a contraction in domestic savings. Consumption expenditure is expected to reach 93.34 percent of the gross domestic product in the fiscal year 2010/11(Rai, 2011).

In the external sector, the Central Bank reported that the balance of payments deficit was NRs.4.43 billion in the first six months of the current fiscal year and that remittances by Nepali migrant workers increased by 11.5 percent to NRs.118.45 billion, less than the 12.6 percent growth in the same period last year. Growth in imports was six times that in exports. In the fiscal sector the Central Bank reported that government revenue had increased by 41.6 percent and spending by 36.5 percent in the first four months of the year. Curbs on government spending have hit capital formation hard, reducing employment opportunities and fueling a liquidity crunch. Inflation increased to 11.3 percent in mid-January, up from 10.7 percent in the same period last year (Rana, 2011).

Changing Poverty Scenario: The 2003/04 Nepal Living Standards Survey (NLSS) conducted by the CBS suggests that the incidence of poverty declined substantially between 1995-96 and 2003/04, from 42 percent to 31 percent, due to increased remittances, higher agricultural wages, greater connectivity and urbanization, and decline in the dependency ratio. However, the incidence of poverty varies by region and social group. Rates in the Mid- and Far-Western development regions in 2003/04, for example, were much higher than the national average, 45 percent and 41 percent respectively, and poverty in the Terai plain is just 28 percent compared to 33 percent in the hills and 35 percent in the mountains. At the same time, inequality increased in those eight years, with the Gini coefficient rising from 34.2 percent to 41.4 percent. Households headed by agricultural wage laborers are the poorest in Nepal (with rates of poverty at 54 percent), followed by households headed by those self-employed in agriculture (33 percent). Poverty is highest among hill and Terai Dalits (46 percent) and hill *Janajatis* (44 percent) (CBS, 2005). More recently, there have been claims that the official poverty rate has declined to 31 percent (*Kantipur*, 2010).

The first Three-Year Interim Plan (FY2008-2011), which was implemented during the post-conflict situation, is an extension of the Tenth Five-Year Plan (FY2003-2007), which laid out Nepal's the national poverty reduction strategy. The overall objective of the Three-Year Interim Plan is to support the establishment of peace and reduce unemployment, poverty and inequality through five key strategies: (i) employment-oriented, pro-poor and broad-based economic growth; (ii) good governance and effective service delivery; (iii) relief, reconstruction and reintegration; (iv) investment in physical infrastructure; (iv) emphasis on social development; and (v) an inclusive development process and targeted programs.

The Three-Year Interim Plan gives continuity to Nepal's long-term objective of reducing poverty and addressing the root causes of conflict, deep-seated social exclusion and inequality. Though agriculture's contribution to the gross domestic product has been progressively declining (it is currently about one-third), two-thirds of the populations are employed in agriculture and earnings from agriculture comprise 48 percent of the average household's total income (NLSS 2003/2004). The Agricultural Development Framework prepared by the Ministry of Agriculture and Co-operatives and the World Bank in 2009 indicates that agriculture supports the livelihoods of 79 percent of farm households. Constrained by low productivity (a function of inadequate agricultural production inputs, inadequate access to improved technologies, limited access to agricultural credits, land fragmentation, low irrigation coverage, heavy dependence on erratic weather conditions), agriculture is based on low-value crops (i.e. cereals) and subsistence production, with just 13 percent of agricultural outputs traded in the market (Asian Development Bank, 2009).

Decline in Productive Agricultural Land and Its Implications for Poverty: Agricultural land is Nepal's principal productive resource, but decennial census data demonstrates that it is on the decline. The total number of landholdings has increased faster than the total area, decreasing the average size from 1.13 ha in 1982/82 to 0.96 ha in 1991/92 (a 15 percent decline) and further down to 0.80 ha in 2001.2 (a 17.6 percent decline) (CBS, 2003). The decline is attributable to the increase in population and the resultant fragmentation of land (due to the cultural practice of dividing land among coparceners), an outcome which gradually deepens poverty among peasant families if there are no viable livelihood alternatives other than agriculture.

Uneven Distribution of Productive Assets and Income: Disparities in the distribution of productive assets (particularly land), income-earning opportunities and access to decision-making have resulted in a skewed income distribution with the bottom 20 percent of households receiving only 3.7 percent of the national income and the top 10 percent claiming a share of nearly 50 percent. There is also a marked variation in the spatial distribution of income. Gender disparity in income distribution is acute due to the command over family income exercised by male household members, limited property rights for women, and the fact that the vast majority of women are engaged in unpaid domestic work (Nepal South Asia Centre, 1998:14 and CBS, 1997).

Employment, Migration and Remittance: The backbone of Nepal's industrial development was broken by the decade-long armed insurgency and the continuing political instability compounded with a general lack of security have been responsible for its sluggish growth since the armistice (Shrestha, 2003). The 2008 Nepal Labor Force Survey demonstrates that Nepal suffers from time-related underemployment and labor under-utilization. The time-related under-employment rate for the population over 15 years olds in 2008 was 6.7 percent, up from 4.1 percent in 1998/99, and it increased for all age groups in those 10 years. The time-related underemployment rate was highest for individuals aged 20-25 and 25-29 (around 8 percent each) and the lowest for those aged 60 years and above (5 percent). About 30.0 percent of the total economically active population was classified as under-utilized, 49.9 percent in urban areas and 26.9 percent in rural areas and 32.2 percent of males and 22.8 percent of females. The rate of labor force utilization was highest for those aged 20-24 years (46 percent). The survey estimated that 252,800 thousand persons aged 15 years and above were unemployed in 2008, an increase of 42 percent over the decade, and the unemployment rate increased slightly from 1.8 percent in 1998/99 to 2.1 percent in the same period. The increase was mainly for females aged 15 years and above: their rate rose from 1.7 percent to 2 percent. Unemployment rates among children under the age of 14 years old tripled from 0.2 percent in 1998/99 to 0.7 percent in 2008 (CBS, 2010:ii-iv).

Recent data estimates that Nepali migrants number 982,200, or 3.3 percent of the total population (Sapkota, 2010). Migration offers the possibility of more income and more sustainable livelihoods. For the rural poor, a job abroad can make the difference between a life of poverty and a life of modest improvement. For the privileged sections of rural society, in contrast, employment away from home is a symbol of affluence already achieved and a means of reinforcing that advantage. Comparatively wealthy and high-status families and households are also able to obtain access to better-paying and more secure employment

(whether in Nepal or abroad) and, as a result, to remit substantial sums. Middle-ranking households are also secure in their jobs abroad due to their caste/ethnic affiliations and previous migration experiences of relatives and neighbors. It is the most economically and socially disadvantaged who have the greatest difficulty in obtaining anything other than low-paid and insecure employment, if they are even able to risk attempting migration abroad at all. For the most part, however, the most disadvantaged do not migrate abroad for employment because they lack the resources to take the risk or are locked into labor-tied debts. However, to those for whom remittances are a necessary complement to farming and provide the basis for a survival strategy—in other words, the majority of the rural poor—remittances help to pay off debts and maintain a subsistence level of livelihood (Seddon et al., 2001).

According to the Living Standard Survey of 2003/4, the proportion of households receiving remittances increased from 23 percent in 1995/96 to 32 percent in 2003/4. The average income transfer per recipient household in 2003/4 in the form of remittance was NRs. 34,698 (in the prices current then). There has been a significant change in the share of remittances by source: in 1995/96 more than 75 percent came from within Nepal, while in 2003/4, remittances from other countries, including the Gulf, accounted for more than half of the total and only about 35 percent came from remittances earned within Nepal. For those households which receive remittances, their share of the total income increased from 27 percent in 1995/96 to 35.4 percent in 2003/4. The total amount of remittance received increased from about NRs.13 billion to more than NRs.46 billion in the same period.(CBS, 2004).

The World Bank's new report 'Migration and Remittance Fact-Book 2011' ranks Nepal as fifth among the world's top five remittance-earning countries, with remittance comprising 23 percent of the gross domestic product.¹ Tajikistan, Tonga, Lesotho and Moldova are ranked ahead of Nepal. Among least developed countries, Nepal is ranked second behind Bangladesh. Every 11th Nepali adult male is working abroad (SAAPE, 2010). Fresh data released by the Department of Foreign Employment show that a total of 102,417 Nepali job seekers flew to overseas job destinations during the first four months 2010/11, up 34 percent from 76,196 recorded during the same period a year earlier (Lama, 2010). To wean the Nepali economy of its heavy reliance on remittances from abroad, there is a need to promote job creation within the country itself, a step which, in turn, requires high, lasting economic growth based on inclusive and high employment intensity. For this to happen, private and public investment must increase (United Nations Development Program, 2009).

In short, the larger economic context of Nepal, which is characterized by a low economic growth rate (kept low by the decade-long armed conflict and incessant labor unrest in the industrial sector), an ever-increasing decline in the size of agricultural land holdings (a function of population growth and the cultural practice of land fragmentation), uneven distribution of productive assets and income, an increase in both time-related underemployment and labor under-utilization, an increase in the unemployment rate, and a remittance-based economy (which could collapse any time), is a major factor triggering the incidence and pervasiveness of child labor in Nepal.

¹ Reporting, however, is not uniform, even in secondary sources.

2.4 Educational Services Provided to Child Transport Workers

The Brighter Futures Program was designed to eliminate child labor through education; it ran from 2002 to 2009 with support from the United States Department of Labor and matching support from UNICEF, the World Food Program, and private donors. Over eight years, the project provided educational and other support to a total of 43,291 children working in the worst forms of child labor in Nepal and to 72,140 children at risk. Literature on the program available at World Education (2009) demonstrates that the program's NGO partners had little experience working with children from the transport sector. Research revealed that while most child transport workers had gone to school, one-third were illiterate or barely literate because their job required that they be constantly on the move. Since live-in rehabilitation centres and shelters were full, the program designers anticipated that children would be willing to make use of drop-in open learning centres. They were wrong, however: though child transport workers expressed an interest in pursuing their education, they were unwilling to risk losing their jobs for the opportunity to attend non-formal education programs. Instead, they wished to be reintegrated with their families and to return to their old schools or to participate in vocational training despite the fact that many were too young for this sort of instruction. To handle these disparate interests, two strategies were adopted: (i) providing in-kind scholarship to children able and willing to return to school, and (ii) supporting vocational training or apprenticeships for older children of legal working age (World Education, 2009, p.7).

Under the Brighter Futures Program, a total of 120 boys who had dropped out of school were provided in-kind scholarships covering the costs of fees, uniforms, stationery, and books so they could attend formal school. After a brief transitional period in a children's shelter, they returned to their families and school. Another 103 children of legal working age were given vocational training to become drivers or auto mechanics as they wished. Those who received driver's training and obtained a license now earn good salaries and have many opportunities to work both in Nepal and abroad. Some boys were trained as cooks and commercial artists (World Education, 2009, p.7).

Literature on the Brighter Futures Program suggest that the three most successful approaches to providing education to child transport workers are (i) socialization training; (ii) hostel accommodation, and (iii) the involvement of unions and employers. Socialization training helped them develop life and social skills prior including to taking vocational training, inculcating in them the independence, patience, and concentration they needed to succeed in vocational training. Providing accommodation enabled them to focus on their studies and prepare them for independent living at a later stage and addressed the fact that many would not have a place to live if they quit their jobs and attended training full-time. Finally, the involvement of the union of auto mechanics and employers helped the boys to receive good-quality training and, particularly for boys too young to become drivers, alternative work options.

2.5 Child Protection Systems

Generally speaking, child protection systems in Nepal are ensured by various legal instruments and the National Plan of Action for Children.

The Children's Act of 1992 focuses on the protection and guardianship of children. The protection of a child who has no one to take care of him or her is ensured once a child welfare officer or chief district officer is informed. These officers arrange for the child in question to be brought up by his or her nearest kin or, in the absence of any kin, by another person or institution willing to assume the role of guardian. If no one steps forward, the child is handed over to the nearest child welfare home. If he or she has any property, the Child Welfare Officer or Chief District Officer has to prepare two copies of a report detailing its nature, get them signed by at least two local witnesses, and file one copy at the concerned office and give the other to the person or institution willing to protect the child. Until the property is handed over to the willing person or institution, it is the responsibility of the Child Welfare Officer or Chief District Officer. The nearest kin, willing individual, or institution that assumes responsibility for a child should use the income from the child's property for his or her upbringing, education and medical treatment. If a child has no parents or no guardian of the age of majority or if a guardian is physically or mentally incapacitated guardian, the responsibility for the protection of a child can be handed over to a Child Welfare Officer or Chief District Officer by making an application. In this case, however, responsibility for the child's protection has to be given to the nearest kin. If a child does not have sufficient income for his upbringing, the Chief District Officer has to provide the necessary government support.

The act also forbids discrimination between boys and girls and cruel or brutal corporal punishment at the hands of a guardian or other individual.

Child welfare is provided through one central and 75 District Child Welfare Committees, one in every district in the country. These committees protect and ensure the welfare of children, making sure their rights to an upbringing, education and medical treatment are met and that parents fulfill these needs as best they can given their economic state.

The act also lays out provisions regarding child welfare and child reform homes for helpless children. Abandoned children are cared for in a child welfare home until they are 16 years of age or, at most, until they are 18 if they cannot earn a livelihood. Children who live at child welfare homes can be involved in vocational training and/or related work. Child homes cater to orphans and to the physically and mentally disabled and can be opened by the government as needed.

Regulations Concerning Children was enacted by the GoN in 1994 to ensure that children can exercise the rights given them by the Children's Act. It specifies the functions, duties, and rights of the Central Child Welfare Committee as well as of District Child Welfare Committees regarding the protection of the rights of the children and their physical and mental development by formulating long-term policy and periodic plans and directing concerned agencies and organizations to implement them. District Child Welfare Committees are required to collect, maintain, and update data on child laborers in their district and send a copy of this information to the Central Child Welfare Committee. The regulations also specify the functions, duties, and rights of Child Welfare Officers and the heads of district-level child welfare homes.

In March 2004, the Ministry of Women, Children and Social Welfare developed and released the National Plan of Action for Children (2004/5-2014/15) following a review and assessment

of the plan of action for children and their development prepared for the 1990s. Nepal's efforts in promoting the rights and development of children, especially in the last decade, are commendable. The government, line agencies, UN agencies, INGOs, NGOs, and local bodies implemented many programs in various sectors such as health, nutrition, education, training, awareness-raising, child labor, sexual abuse, exploitation, trafficking, community development, and community-based rehabilitation of children with disabilities. The government's efforts contributed significantly to improving access to and the quality of health and education services and promoting awareness of child rights and children's participation and are an indication of its seriousness in promoting the rights of children. NGOs, for their part, have been active in raising awareness against all forms of discrimination and exploitation, in lobbying and advocating for change, in providing income-generating opportunities to poor families, and in facilitating community development (MWCSF, 2004).

Nepal's National Plan of Action for Children outlines the following policies for the protection of children against abuse, exploitation and violence:

- (i) **General protection:** Develop relevant laws and policies and implement them effectively to promote an environment that protects children from all forms of abuse, neglect, exploitation, violence and discrimination whether at home or in school or an institution, the workplace, or the community; increase the sensitization and accountability of stakeholders; promote and strengthen a child-friendly justice system, especially for children in difficult circumstances; strengthen the vital registration policy and develop a client-friendly registration process for the identification and protection of children from exploitation and for linking children to social benefits; develop an appropriate policy to stop corporal punishment, including all forms of torture, and sensitize teachers against using physical punishment; establish orphanages and children's homes; develop social protection measures for children at risk; provide social security to children from disadvantaged ethnic groups.
- (ii) **Protection from armed conflict:** Promote protocols for the family, community and institutional rehabilitation of those affected by armed conflict; develop sensitization mechanisms for all civilian and security personnel involved in areas affected by armed conflict, and monitor them regularly; develop and standardize psycho-social care and support systems, especially in health and education.
- (iii) **Combating child labor:** Eliminate the worst forms of child labor as a matter of urgency and reduce and control other forms of child labor; mainstream issues of child labor into the current plans for national poverty eradication and development efforts; focus on preventive and protective measures for combating exploitation and violence in the workplace through the realization of basic rights to health, education, and other services.
- (iv) **Elimination of trafficking, sexual exploitation, and abuse:** protect children from all forms of sexual exploitation, harassment and abuse, including paedophilia, trafficking and abduction, by reforming and/or enforcing existing laws and sensitizing all concerned; eradicate harmful traditional or customary practices, such as early and forced marriage and female genital mutilation, that violate the rights of children and women; ensure the security of survivors of trafficking and sexual exploitation and provide appropriate

services to facilitate their recovery and social reintegration; provide emergency services such as helpline and hotline systems to provide immediate assistance for the protection for children in need (MWCSF,2004).

This policy is now shifting from a welfare-based to a rights-based approach that underscores protecting child rights and ensures that there are legal provisions for protecting children from various forms of exploitation as well as protecting their fundamental rights. Despite the policy, thousands of children still suffer violence, exploitation, neglect and other forms of abuse and discrimination and are deprived of their basic rights. The policy reinforces the prohibition of the employment of children under the age of 14 and the protective and safety measures for children aged 14 and above which are spelled out in the Child Labor Act. It acknowledges that the exploitation of children to perform labor has been a major impediment to the promotion of the rights of children and attributes the prevalence of child labor to the weak implementation of laws, poverty, landlessness, illiteracy, tradition, ignorance about child rights, the lack of monitoring mechanisms, and the absence of a social security scheme.

The National Plan of Action for Children has a specific plan of action for protecting child rights. Its overall objectives are (i) to protect children from all forms of discrimination, exploitation and abuse and (ii) to ensure the rights of children, especially those in difficult circumstances, such as child laborers. To accomplish the former, programs such as promoting awareness about all forms of exploitation, abuse and violence and providing income-generating programs to poor, Dalits, and marginalized parents are prescribed. To promote rights, the following programs are recommended: (i) programs for child laborers in education and life-skills, including community-managed non-formal education centers in VDCs; (ii) increasing awareness about child labor from the family to the national level; (iii) monitoring the status of child laborers and eliminating the reliance on child labor by contractors in civil and project works; (iv) rehabilitating children at risk due to hazardous work, and (v) launch parental and household economic empowerment programs for vulnerable families.

In the course of exploring the status of child protection in Nepal, particularly with respect to operations, the study team met officials on Nepal's Central and District Child Welfare Boards to ask them how Nepal's legal instruments and the National Plan of Action for Children are enforced and implemented for the reduction and elimination of the worst forms of child labor. These boards do not implement programs themselves; instead, they coordinate with I/NGOs for the protection of child rights. Though children have the right to live with their parents and to get an education, children from poor rural families often migrate to cities to make a living in contravention of the law and the National Plan of Action for Children. The Central Child Welfare Board reported that child protection homes had been established with the cooperation of the GoN and I/NGOs with a view toward protecting the rights of child laborers. These homes are operational. The Central Child Welfare Board oversees and monitors their management and the condition of the children they house and takes action against those homes that do not provide the minimum facilities required.

Unfortunately, the problems of child protection have not been considerably reduced due to weak law enforcement and the lack of seriousness in thinking about and practice of the complex issue of child protection by the larger society and the government. In fact, child protection

continues to be treated as a peripheral issue. Child labor can be attributed more specifically to employers' proclivity for using child labor because it is cheap, the inability of child laborers to challenge physical and emotional abuse in an organized way as adult laborers do, the burgeoning demand for child laborers in the urban sector, and the occasional alleged involvement of established child homes in the trafficking of children to foreign countries.

Notwithstanding with this bleak reality, some INGOs, with the permission of the GoN, are devoted to improving the status of child protection. For instance, Plan Nepal's child protection program focuses on four areas: protecting the rights of working children, reducing the trafficking of girls and other forms of gender-based violence, registering all births, and promoting meaningful child participation. At the community level, its priority is prevention, which it accomplishes by spreading awareness, establishing and strengthening protection surveillance groups, and providing livelihood support to households and individuals at risk. It has also supported the government by engaging in policy advocacy and capacity-building, particularly to advocate for the institutionalization of permanent child protection systems. It has also helped reintegrate child laborers with their families, provide them formal education whenever possible, and improving their working conditions and chances of better employment. Like other organizations, Plan Nepal encourages working children to join child clubs to avail themselves of opportunities to exercise their rights (Plan Nepal, 2010. p.20).

Despite the lofty objectives of legal instruments and the programs of the GoN, INGOs, NGOs, and child welfare boards, much remains to be done for the reduction and elimination of the worst forms of child labor, including in the transport sector.

2.6 Birth Registration Status

It was only in 1977 that birth registration programs were initiated in the country, first in 10 districts and later expanding to all 75 districts by 1990. Under the Birth, Death and Other Personal Incidents (Registration) Act promulgated in 1976, a baby must be registered within 35 days of being born, after which registration carries a penalty of NRs.8 to NRs.50 (NPC, 2000). While the UNCRC and the Children's Act require that every child be registered, most parents are not aware of the importance of birth registration. To boost awareness, Plan Nepal and the Ministry of Local Development have jointly organized awareness programs. Currently, however, many young people, especially those living and working in difficult circumstances, are facing a lot of problems in attaining citizenship because their births were never registered (CWIN, 2002).

The study team reviewed the data on birth registration for the FY2009/10 made available by the Population and Registration Management Section of Ministry of Local Development. Only 59 districts of 75 districts even had records of personal events registration for that year. Those which do not are (1) Mahottari; (2) Kavre; (3) Manang; (4) Lamjung; (5) Myagdi; (6) Parbat; (7) Rukum; (8) Salyan; (9) Pyuthan ; (10) Dolpa; (11) Mugu; (12) Jumla; (13) Accham; (14) Bajhang; (15) Baitadi, and (16) Dadeldhura though they might have registered personal events but not prepared a report or sent it the Population and Registration Management Section for compilation and aggregate analysis. During the FY2009/10, a total of 525,715 births were registered, 279,346 male and 246,369 female (Population and Registration Management Section, 2011).

The team analyzed the patterns of birth registration in the 19 study sample districts. Gender discrimination is ubiquitous: in every district, more males than females are registered. Birth registration in Jhapa, Morang, and Sunsari districts is higher than in other but they also have larger populations. The birth registration rate of Kathmandu Valley is not impressive. Kathmandu District, despite having the highest population, has a lower rate of birth registration than Jhapa, Morang, and Sunsari districts. The rate of birth registration in Bhaktapur is very low (Table 2.6.1 for birth registration by district).

Table 2.6.1: Child Birth Registration in 19 Sample Districts

S.N	Districts	Female	Male	Total
1.	Jhapa	11756	13250	25006
2.	Morang	12003	13669	25672
3.	Sunsari	9848	11974	21822
4.	Kathmandu	9097	10264	19361
5.	Lalitpur	3579	4045	7624
6.	Bhaktapur	519	573	1092
7.	Mahottari	NA	NA	NA
8.	Dhanusha	4847	6280	11127
9.	Sarlahi	4051	4709	8760
10.	Bara	6883	7928	14811
11.	Parsa	5265	6514	11779
12.	Makwanpur	7680	6558	14238
13.	Chitwan	6503	7505	14008
14.	Kaski	4385	5524	9909
15.	Rupandehi	7849	9156	17005
16.	Dang	6785	7307	14092
17.	Kailali	5512	7771	13283
18.	Banke	6369	7178	13547
19.	Surkhet	3581	4296	7877

Source: Registration (Personal Events) Program, Annual Report, 2010.

2.7 Institutional Framework

2.7.1 Legislation

The Interim Constitution of Nepal (2007) ensures that all Nepali citizens have the rights to freedom, equality, a life of dignity, and equal legal protection. It also forbids discrimination on the basis of religion, caste, ethnicity, sex, origin, language, or ideological belief. It also ensures the right to free education up to the secondary level. The rights of children, specifically to an identity and a name and upbringing, basic health, and social security are also ensured. All children have a right to protection against all types of physical, mental and any other type of exploitation. No child can be used as a laborer in a factory, mine, or any other hazardous work, in the army or police, or in conflict. No child can be used against his or her will.

Besides the constitution, the supreme law of the land, Nepal drafted a number of legal instruments after the return of multiparty democracy in 1990 to regulate child labor. These comprise the (i) Children's Act of 1992; (ii) Child Labor (Prohibition and Regulation) Act, of 2000, and (iii) the Children (Development and Rehabilitation) Fund Regulation of 1996.

The **Children's Act** defines a child as an individual who has not yet attained the age of 16. It states that no child under the age of 14 shall be employed in any work as a laborer and that no child aged 14-17 shall be employed as a laborer from 6 p.m. to 6 a.m. or be employed against his or her will. It also prohibits the use of children in hazardous works or occupations that have detrimental effects on his or her health or can put his or her life at risk. It does not, however, specify these hazardous works and occupations. Any person or institution employing child as a laborer must submit his or her particulars and photograph to the concerned District Child Welfare Board, which will then confirm their authenticity. No child can be employed for more than six hours a day or 36 hours a week and must be allowed to for rest for half an hour after every three hours he or she does. All children must get one day of leave a week. If a child aged 14-15 is to be employed by an organized institution or industrial firm or to be involved in a recreational or cultural program for commercial purpose, the child's mother, father or guardian or the Child Welfare Officer responsible for him or her has to give permission.

Child Labor (Prohibition and Regulation) Act states in its preamble that it has been deemed desirable to prohibit the use of children as laborers in factories, mines or other hazardous work and to provide for their health and security and ensure they have services and facilities while they are at work. Like the Children's Act, it defines a child as an individual not yet 16 years of age. It forbids the use of any child under the age of 14 as a laborer and the use of all children in following hazardous occupations or work: (i) tourism, motels, hotels, casinos, restaurants, bars, pubs, paragliding, white water rafting, cable car complexes, pony trekking, trekking, mountaineering, hot air ballooning, golf, polo, and horse-riding; (ii) workshops, laboratories, slaughterhouses, and cold storage facilities; (iii) construction; (iv) for the preparation of cigarettes or *bidis* (*hand-rolled cigarettes*); carpet weaving, dyeing, and cleaning, cloth weaving, washing, dyeing and embroidering; leather processing and packing, match-making, for the production and distribution of explosives and other inflammables; the production or distribution of beer, spirits, and other alcoholic drinks; and the production of soap, bitumen, paper pulp and paper, slate, pencils, insecticides, and lubricating oil; the collection of garbage; electroplating; the processing of photographs; and work related to rubber, synthetics, plastic, and lead; (v) work related to the production of energy from water, air, solar power, coal, natural oil, gas, or other sources; (vi) work related to the exploration of mines or to the processing or distribution of minerals, natural oil or gas; (vii) the operation o a rickshaw or push-cart; (viii) work with cutting machines; (ix) work underground, underwater or at great heights; (x) work requiring the use of chemicals, and (xi) other hazardous work as specified by the prevailing law.

This act also states that no child should be employed by luring him or her using deceptive or fraudulent means, raising unrealistic expectations, causing fear, putting pressure on him or her, or using any other ways against his or her will. It also includes directives for the use of children in work. For example, any company or firm that employs a child must get permission from the Labor Office or other designated office or officer and from the child worker's father, mother, or guardian. It must specify the nature of work to be done by the child and his or her age in this application. In granting permission, the Labor Office can impose conditions on the applicant with a view towards seeing it provide for the education or the development of the skills and qualifications of the child worker. In addition, the child has to present a certificate documenting his or her capacity to work issued by a registered doctor after a medical

examination. Within 15 days of employing an approved and certified child, the company or firm must supply the labor office with the following details: (i) the name and address of the company or firm; (ii) the name and address of the manager; (iii) the occupation or type of work conducted by the company or firm; (iv) the name, address and age of child; (v) the name and address of the child's father, mother or guardian; (vi) the date the child was first employed; (vii) the nature of the work to be done by the child; (viii) the remuneration and other facilities to be received by the child; (ix) the doctor's certificate of qualification, and (x) other particulars as specified.

Besides specifying when and how many hours a child can work and the breaks and days he or she is entitled to, the act includes directives about a child labor prevention committee and a child labor prevention fund. Under it, the government can establish a child labor prevention committee to manage the health, security, education and vocational training of children working in a company or firm, manage suitable employment for children, discourage the use of children in work, and solicit suggestions for preventing child labor. Such a committee would comprise representatives from governmental and non-governmental institutions working in the child labor sector as well as specialists. The government can establish a child labor prevention fund for the same reasons. The fund would get financial resources from government grants, donations and grants from I/NGOs, and other sources.

The **Children (Development and Rehabilitation) Fund Regulations** deal with under-age child workers found to be directly or indirectly involved in any export-oriented or industrial firm or company. The fund is to be used for their educational, intellectual and health development, their rehabilitation, and their protection. The Ministry of Labor is the primary implementer of activities under the fund, which gets its financial resources from the GoN, foreign governments, I/NGOs, and individual citizens of Nepal and other countries. Specifically, the Federation of Nepalese Chambers of Commerce, the Central Carpet Industry Association, the Carpet and Wool Development Committee, and other national organizations contribute money to it.

2.7.2 History of Child Labor

It is very difficult to specify a particular historical period in which child labor in Nepal commenced. Documents of social and economic history demonstrate that the Nepali society of the past was, as it is still is today, a socially and economically stratified society in which social and economic categories overlap. There is evidence that those who were and are in the higher castes of the traditional Hindu hierarchy were and still are also economically better-off, a function of the inequitable and discriminatory state policies of the past regarding the distribution of resources, namely land. This fact does not mean, however, that there was no economic differentiation between and among the members of indigenous ethnic groups; there was.

The economic structure of the past was largely feudal and subsistence-oriented, features still discernible today though the economy is now more semi-feudal. Disparities in the distribution of resources, particularly land, in feudal society set up the social milieu for the poor, whether of caste or indigenous ethnic groups to send their children to work for local landlords. Children,

including those under the age of 14, from poor and economically vulnerable households were employed as domestic servants, herders, porters, baby-minders, and even agricultural laborers.

The practice of employing bonded child laborers was widespread but its prevalence was higher in the Terai districts of the Mid-West and Far-West development regions due to the practice of the now abolished *kamaiya* (former bonded laborers of the Tharu community freed in 2000) system. As is the case at present, child bonded laborers were forced to work in partial payment of their families' debts to landlords and money-lenders. These children were rarely paid, generally received little or no education or health care, and had no right to terminate their employment. The *kamaiya* system was a formalized system of serfdom among the indigenous Tharu community. Poor families were indebted to money-lenders and landlords of both the Tharu ethnic community and hill migrant caste groups, who exploited their children's labor as part of their debt payment. In rural areas, children were forced to work as servants or agriculture workers for their families' creditors. Many child domestic workers in cities such as Kathmandu and Biratnagar worked for large rural landholders to whom their family owed money. An unknown but considerable number of children employed in carpet factories or construction sites were children who were "sold" to contractors by families in an attempt to pay off a debt (NPC & UNICEF, 1996). Many of these practices still prevail although the *kamaiya* system has been abolished.

Child labor has always been used in Nepal. In fact, the labor of boys and girls is critical to the household economy all over the developing world. Children contribute economically by assuming domestic responsibilities and "releasing" adults for productive, remunerative work. They do so by directly participating in the family occupation, be it agriculture or trade, or by working outside the household for a wage which goes to supplement the family income. Children's involvement in the work of the family gives them the opportunity to learn traditional skills and the ways of their households and communities; to that extent, work constitutes an important part of their socialisation. Sadly, however, in poor countries such as Nepal, the labor of young children is exploited knowingly or unknowingly, both in the home and in the wider labor market (NPC & UNICEF, 1992: 51).

Researchers argue that child labor was a silent issue in Nepal until 1990, when democracy was restored and successive governments defined child labor as a significant and serious social problem. When a new, democratic constitution was drafted, the need for framing legal provisions for the protection of children and their rights was realised and underscored. Of late, the eradication of child labor has become a strong social and political agenda among political parties and social organizations. Nepal has also ratified several international and regional instruments regarding the protection of the rights of the child including the UNCRC and ILO conventions nos. 138 and 182 for minimum age requirements and abolishing the worst forms of child labor respectively. In accord with the pledges it made at home and abroad, the GoN amended the Labor Act of 1991 and enacted the Children's Act of 1992, the Children's Regulations of 1994, and the Child Labor (Prohibition and Regulation) Act of 2000 to provide children with legal protection from exploitation and discrimination. However, since these legal instruments are not strictly implemented, many poor and underprivileged children continue to suffer; living in abject poverty, they are forced to work just to survive (Sainju, 2002:8-9).

In this consideration of the social history of child labor it is important question to consider what makes child labor exploitative. In the context of pervasive poverty in contemporary Nepal, it may be unrealistic to uncompromisingly forbid children to work without first distinguishing work that is exploitative from that which is not. Work that amounts to the exploitation of children includes work that (i) is inappropriate to the child's age and strength; (ii) is hazardous and injurious to the child's physical, mental and/or social well-being; (iii) denies the child opportunities for schooling and play and thereby inhibits all-round development; (iv) separates the child from home and family; (v) employs children rather than adults because youngsters can be paid less and threatened into submission, and because they do not have the power to organize and bargain collectively; and (vi) uses the labor of some children rather than others on account of their membership in a group (such as their gender group) and thereby denies that group opportunities that other children normally get (e.g. girls tend to be involved in domestic work because it is considered appropriate to their gender and so that their brothers can go school and their parents work outside the home). Briefly, exploitative work is work that is injurious to health or shuts off a child's developmental options (Sainju, 2002, p.8-9).

It is clear that national and international organizations, be they political, social, or economic in their objectives, governments, and rights activists are committed to eliminating exploitative child labor in Nepal.

2.7.3 Past Projects Seeking to Eliminate Child Labor

General: Given the pervasiveness of child labor in Nepal, efforts are primarily being directed at eliminating the worst forms of child labor, those that are most abusive or injurious to health, including prostitution, bonded labor, and some construction and factory work, as well as forms that are most accessible to effective intervention, including labor in carpet factories, hotels, restaurants, and private homes in urban areas. The first effort to directly address child labor was made in the carpet industry, where children formed the majority of the labor force in the manufacture of hand-knotted woolen carpets, a major export of Nepal. In 1994/95, opposition to the use of child labor in the carpet industry was publicly expressed by both the Nepali public and the people of major importing countries, especially Germany. As this protest coincided with a fall in the market due to overproduction and a decline in quality, carpet manufacturers dismissed many of their child laborers and shifted others from primary to satellite factories to avoid repercussions. In 1995, the government, NGOs, INGOs and members of the carpet industry began promoting the Rugmark initiative, which labels carpets child labor-free to reassure consumers. Constraints on the initiative included the carpet manufacturers' resistance to an additional tax on exports, bureaucratic slowdowns, doubts as to the ability of government to monitor Rugmark activities, and the lack of strategies for the placement and rehabilitation of the now unemployed children from the carpet factories (NPC & UNICEF, 1996:104-6).

In 2002, the GoN approved a time-bound program under IPEC which target seven sectors of child labor-domestic labor, portering, bonded labor, trafficking, rag-picking, the carpet industry, and mining-in 22 districts. It was estimated that 127,000 children were working in these seven worst forms of child labor. The development objective of the IPEC had two components:

one directed at reducing the incidence of selected worst forms of child labor by providing direct services to a defined group of beneficiaries and the other aimed at creating an enabling environment for the elimination of the worst forms of child labor by supporting the government in developing and improving social and labor policies, including legislation (ILO, 2009). The ILO signed a memorandum of understanding with the GoN on child labor issues and IPEC's operation in the country; this agreement ended on 19 August, 2009.

Specific: Very few concerted organizational efforts have been made for the elimination of child labor in Nepal. However, in 1997, CWIN did conduct a campaign to halt the practice of using child conductors on tempos primarily to address the issue of minors (below legal working age). A task force to rescue child tempo conductors was constituted with representatives from CWIN, the Ministry of Labor, the Ministry of Women, Children and Social Welfare, the Ministry of Population and Environment, the office of the Kathmandu Chief District Officer, the office of the Kathmandu District Superintendent of Police, the Kathmandu Valley Traffic Police Office; the Tempo Byabasai Rastriya Tayari Samiti, and the Nepal Trade Union. The task force began its initiatives with a one-day rescue campaign at Sundhara, Kathmandu. Thirty-two children were rescued and sent to the CWIN rehabilitation centre and pamphlets about eliminating child labor in tempos were distributed to tempo drivers and owners. The task force also prepared a code of conduct with the following points: (a) to make the rescue campaign a success, all concerned parties agreed that no child would be employed in any tempo and that the Ministry of Labor would inform all concerned individuals and organizations about this directive; (ii) spot checks would be conducted with the help of the traffic police and any child found working in a tempo would be rescued immediately and sent to the CWIN rehabilitation centre and the offending tempo drivers would be made aware that he should not employ children, and (c) children rescued from tempos would be placed in CWIN rehabilitation centres with assistance from the Ministry of Labor and Employment should provide assistance for such activities (CWIN/Plan Nepal, 2006:72-73).

World Education (2009), in its 'Child Labor Status Report on Children Working in Transport Sector,' describes another joint effort made in the past to eliminate child labor in public transport. In 2005, CWIN conducted a study which estimated that there were 2,193 child transport workers in the Kathmandu valley, 28 percent of who were under the legal age of 14. The study suggests that the Joint Task Force for the Elimination of Child Labor in Tempos and Microbuses CWIN constituted in 1977 with members from CWIN, the Social Welfare Council, the Clean the Transportation Professional Association, the Gas Transportation Professional Association, the Nepal Trade Union Congress, Kalanki-Manakamana Transportation, the Ministry of Labor and Employment, the Ministry of Women, Children and Social Welfare, and the Kathmandu Valley Traffic Police Office, has not been as active as it needed to be. Indeed, World Education (2009) notes that its efforts have been spasmodic and related more to the personal commitment of individuals than to organizational commitment (pp. 2-7).

The latter joint task force organized a discussion program regarding the elimination of child labor from tempos and micro-buses on 12 March, 2001, inviting 31 representatives from different governmental, non-governmental, trade union, and tempo-micro bus professional organizations. The participants adopted a code of conduct with five key principles: (a) child labor in tempos and micro-buses would be eliminated first in the Kathmandu valley and the

eradicated elsewhere. (b) all concerned authorities would instruct, order or inform the offices and personnel under them of this fact; (c) there would be an awareness program which would include the sticking of stickers published by the joint task force to all tempos and micro-buses of the Kathmandu valley, and (d) a joint rescue program conducted with the help of the traffic police, vehicle owners and drivers' associations would see child laborers in tempos and micro-buses rescued and transferred to in CWIN or other social organizations for rehabilitation and reintegration (CWIN/Plan Nepal: 74-75).

The majority of children working in the transport sector are in the Kathmandu valley though there is a small number outside the valley, too. The number involves fluctuates depending on how strictly the Ministry of Labor and Employment (formerly Ministry of Labor and Transport Management) and the traffic police crack down. Unless regular surveillance and action is taken by the concerned agencies, it will grow increasingly difficult to control child labor in this sector.

2.7.4 Organizations Addressing the Needs of Child Transport Workers

Plan Nepal and CWIN are the leaders in the fight to eliminate child labor in the transport sector. CWIN organized two task forces to halt child labor in tempos and micro-buses and to rescue the children involved and ran rehabilitation centers for rescued children. The actual rescues were made possible with the collaboration of many organizations, including the Social Welfare Council, the Clean Transportation Professional Association, the Gas Transportation Professional Association, the Nepal Trade Union Congress, Kalanki-Manakamana Transportation, the Ministry of Labor and Employment (formerly Ministry of Labor and Transport Management), the Ministry of Women, Children and Social Welfare, the Kathmandu Valley Traffic Police Office, the Ministry of Population and Environment, the office of the Kathmandu Chief District Officer, the office of the Kathmandu District Superintendent of Police, Tempo Byabasai Rastriya Tayari Samiti, and the Nepal Trade Union..

Since January, 2010, Plan Nepal has been implementing a project called HOPE in four municipalities in three districts: Hetauda in Makwanpur, Dharan and Itahari in Sunsari, and Biratnagar in Morang. The principal objectives of the project include (i) to rescue children under legal working age who are working in hazardous situations; (ii) to ensure the occupational safety of children working in hazardous situations, including in the transport sector, by raising awareness among employers; (iii) to raise awareness among child laborers about child rights and work to ensure that those rights are protected, and (iv) to monitor whether children are allowed to rest as legally prescribed.

The HOPE project developed an institutional mechanism: it organized a committee in each municipality headed by the chief executive officer of that municipality and comprising representatives of NGOs working in child labor, the local women's police cell, the labor unit of the Ministry of Labor and Transport, the Federation of Chamber of Commerce and Industries, the women's development office, and the local office of Plan Nepal. This committee supervises, monitors, and, if need be, rescues children working in the worst forms of child labor, including those working in the transport sector.

Rescued children are temporarily placed in local transit centers established with the support of Plan Nepal; there they get accommodation, treatment, and counseling. Some transit centers

have also been established at local women's police cells. Efforts are made to reintegrate the children with their families, nearest kin, or other caretaker. If reintegration proves impossible, the children are transferred to local resource centers which are supported by Plan Nepal. These centers provide flexible classes featuring bridging courses and life skills education which underscore the protection of child rights and reproductive health. Other child laborers are also welcome to avail themselves of the opportunities and resources at these centers.

Two other HOPE activities, both of which benefit all child laborers, including those in the transport sector, are laudable: the project facilitates savings and provides vocational training and support for starting up enterprises. Under the savings scheme, children are asked to deposit a certain amount of money from their earnings in their own personal locked aluminum piggy bank, kept at the resource centre they frequent or, if they fear theft, at their own place of residence. That money is regularly deposited in a cooperative recommended by the resource centre and children are paid monthly interest on their savings.

Before HOPE provides financial support for vocational training, it assesses the needs and interests of potential beneficiaries and, based on its evaluation, makes institutional arrangements for imparting the entrepreneurship development and skill training of the selected children's choice. Once a child is trained in both a vocation and entrepreneurial skills, the project provides him or her with financial support to start up an enterprise. In this process, the child is linked to supportive local skill development institutions. In Biratnagar municipality, for example, Gauri Shanker Training Institute works with Plan to develop entrepreneurial skills, while in Dharan, three children established a mobile repair centre and many female child laborers open tailoring centers. The project's Guru Sangh Chela (Discipline with a Teacher) Program is an apprenticeship program which enables ex-child laborers to open their own workshops once they have completed practical training in a particular vocation under the instruction of masters in that vocation.

Plan Nepal and other organizations working for child laborers in the transport sector have learned that rescuing and rehabilitating them will remain a challenging job until the structural causes of child labor (which are social, cultural and economic) are properly addressed. One of the necessary steps is to provide economic support to poor and vulnerable rural households, an initiative Plan Nepal supports with its household economic security program. It aims at improving the standard of living of marginalized and socially excluded families with three main strategies: expanding the scope of micro-finance, promoting the productive use of communal resources among the landless and most marginalized, and promoting the economic and overall empowerment of youths (Plan, 2010).

According to CWIN officials, CWIN implemented a vocational training course in the FY2006/07 under its rehabilitation program for child transport worker. Eighteen children were trained in the vocation of their desire, two in cooking, two in carpentry, seven in driving, and another seven in motorcycle repairing. The organizers of the training found conducting the training extremely difficult because, after years of being able to act on whim, the trainees did not have the self-discipline or powers of concentration required. Since the program was implemented for only one year, the question of its sustainability did not arise and its results, outcomes, and impacts were not evaluated.

CHAPTER III

PREVALENCE, EMERGING PATTERNS, AND DEMAND AND SUPPLY

This chapter presents the findings on the prevalence, emerging patterns and demand for and supply of child laborers in the transport sector.

3.1 Prevalence of Child Laborers in the Transport Sector

As mentioned earlier, the Nepal Labor Force Survey of 2008 estimates that 621,000 children, or 19.7 percent of the total child labor force, are involved in hazardous work. Of those in the worst forms of child labor, 6,912 (1.1 percent) work in the transport sector. Child transport workers under the age of 14 number 1,801 (26 percent); those aged 14-17 number 5,111 (74 percent).

The study team estimates that at the time of the assessment there were 3,885 child laborers in 19 districts, including three districts (Kathmandu, Lalitpur, and Bhaktapur) within the Kathmandu Valley, which comprise the major urban and semi-urban areas of Nepal. Of them 7.5 percent were child transport workers and most were found in vehicles in just five districts and Kathmandu Valley. In fact, Kathmandu Valley alone had more than half of all child transport workers (52.4 percent), followed by Rupandehi (10.2 percent), Morang (4.6 percent), Dang (4.5 percent), Jhapa (4 percent) and Sunsari (3.9 percent). The numbers of child transport workers in vehicles in the other nine sample districts was insignificant. Of the seven sample districts where children were found in workshops (223 in all), 56.5 percent were in Chitwan and 15.7 percent in Dhanusha. The number of children working in workshops in other districts was not significant. Table 3.1.1 for details.

Table 3.1.1: Estimate of Child Laborers in the Transport Sector in Each Sample District

Districts	Number of child laborers in vehicles	Number of child laborers in workshops	Total number of child laborers	Percent
Jhapa	156	NR	156	4.0
Morang	180	NR	180	4.6
Sunsari	152	NR	152	3.9
Sarlahi	21	15	36	0.9
Mahottari	16	9	25	0.6
Dhanusha	24	35	59	1.5
Bara	17	10	27	0.7
Parsa	22	15	37	1.0
Chitwan	42	126	168	4.3
Makwanpur	50	13	63	1.6
Kathmandu, Lalitpur, and Bhaktapur (Kathmandu Valley)	2,035	NR	2,035	52.4
Kaski	139	NR	139	3.6
Rupendehi	397	NR	397	10.2
Dang	173	NR	173	4.5
Surkhet	41	NR	41	1.1
Banke	77	NR	77	2.0
Kailali	120	NR	120	3.1
Total	3,662	223	3,885	100

Source: Field survey, March, 2011.

NR = None reported at the time of the survey

3.2 Perceptions of Emerging Patterns of the Use of Child Laborers in the Transport Sector

The study team analyzed the perceptions of key informants on two major themes, namely, the present use of child transport workers and in their use over the past five years.

Present Use of Child Transport Workers: Key informants claimed that child laborers are used in the transport sector in Nepal because they are readily available and require minimal remuneration. They perform a wide variety of jobs, including calling passengers to board vehicles, collecting fares, cleaning and washing vehicles, loading and unloading passengers' goods, helping to change tyres, and helping to repair vehicles. Many also look after their vehicles and guard them at night.

Opinions about the present use of child labor in the transport sector are divided: some think that their use has increased in recent times while others disagree.

Key informants who believe the use of child labor in the transport sector has increased in recent times attribute the increase to the rise in the number of vehicles in recent years and the poverty of those rural households which have not reaped the fruits of the remittance economy. Indeed, as Seddon et al. (2001) argue, the most economically and socially disadvantaged have the greatest difficulty in obtaining anything other than low-paid and insecure employment, if they are able to risk foreign labor migration at all. The most disadvantaged generally lack the resources to migrate or are locked into labor-tied debts.

These same key informants estimate that around 60 percent of those who work on local buses, micro-buses and tempos in support roles are children from rural areas where the incidence of poverty is high and awareness about child labor low. They also believe that the exodus of adults for overseas employment has also created a local market for child laborers.

They identified a number of push and pull factors behind the migration of children from rural areas to urban centers (see Chapter 4 for more details) which they believe accounts for the increase in the number of child transport workers. The pushes include household poverty or unemployment, lack of awareness about child rights, loss of parents, domestic conflict or violence, sexual exploitation, displacement by conflict, failure of exams, abuse by teachers, and the family's inability to afford schooling. The main pulls they mentioned include the attraction of earning income through a job that requires little or no skill, friendship and companionship, and the desire to live independently on one's own income.

In contrast, those key informants who think that the use of child laborers in the transport sector has decreased in recent times attribute the decrease to greater awareness at the household level, increased overseas employment opportunities for family members to earn remittance, and the occasional crackdown by law enforcement agencies. They also believe that government initiatives such as providing scholarships and free textbooks to poor children and Dalits have attracted children to and retained them in schools. These informants claimed that some children who once worked in the transport sector in urban areas had quit their jobs and returned to school in their own villages. They said that the awareness programs conducted by the district Child Welfare Board and child clubs had helped reduce the number of child laborers. The decisions of concerned organizations also were said to have had a positive impact on reducing the use of child laborers in the transport sector. For instance, the Western Regional Transport Entrepreneurs Organization decided that it would employ only adults as conductors or helpers on vehicles, and has implemented the decision. The organization reasoned that child workers would not have proper identification and would be unable to get compensation in the case of injury or death; for this reason, employing them was irresponsible. To enforce its decision, the organization provides all adult employees with identity cards.

Changes in the Use of Child Labor over the Past Five Years: Key informants were also asked about their perceptions of how the use of child labor had changed over the last five years. They said that child laborers are more likely to be found working in small vehicles plying short routes than in big vehicles plying long routes as they were in the past. The change was attributed to the fact that owners of big vehicles are more aware about child rights than small ones and that law enforcement agencies are more stringent with big than small vehicles. Another important, practical reason behind the decreasing number of child laborers on highways is employers' preference for adult workers because, firstly, they are less likely to have accidents, and secondly, they are more capable of being sufficiently assertive, even combative, to get quarrelsome and deceptive passengers to pay the fare.

Key informants in districts in the Eastern Development Region said that though child laborers can be seen in tempos and micro-buses, their use has declined in big buses and trucks. This is also true in other development regions. Children used to work as assistants, particularly to clean vehicle and help change tyres, but now they collect fares and look after vehicles, both

jobs of considerable responsibility. They believe children are used on small vehicles because of the lack of young adults (many of whom have gone abroad for employment) and because child desperate to earn on their own will take any job they can get. Some key informants said that very young children are no longer used and that child transport workers are not allowed to stand in the door of moving vehicles or to lift heavy loads, both reasons for accidents in the past. They believe that the work is now less hazardous.

Others disagree. They have argued that given the fact that the country's condition and people's perceptions have not changed and that the work of children in the transport sector is no less hazardous. In this regard, Gajanand Agrawal of the Bara District Child Welfare Board claimed, "Even the more difficult and hazardous work has gone up." He also stated, "The use of child laborers in the transport sector is a temporary phenomenon attributable to the absence of adult workers, who have left for overseas employment, and this situation may not continue for long."

3.3 Demand for and Supply of Child Labor in the Transport Sector

Statistically speaking, there is a demand for child laborers because the number of roads linking remote districts and villages has increased and, in consequence, so has the number of vehicles, whether local buses, micro- or mini-buses, tempos, or trucks. According to data compiled by the Department of Transport Management, there are 897,629 vehicles in Nepal (Table 3.3.2).

Table 3.3.2: Number of Vehicles Registered in Nepal as of 14 May, 2009

S.N	Type of Vehicle	Number
1.	Bus/Truck	85,243
2.	Car/Jeep/Van	122,426
3.	Pick Up	4,217
4.	Micro	2,492
5.	Tempo	7,300
6.	Motor cycle	629,496
7.	Tractor	45,565
8.	Others	890
Total		897,629

Source: 'Four Monthly Statistical Bulletin,' CBS, 2008/2009

The annual rate of growth since 1999/2000 has varied from a minimum of 9.4 percent to a maximum of 16.2 percent and average 13.07 percent (see Table 3.3.3). While there is no disaggregated record of annual growth for each type of vehicle separately, the aggregate data suggests that growth is positive for all types of vehicles. For this reason, the demand for labor on public vehicles and in workshops has increased. Some of this increased demand has been met by using child laborers.

Table 3.3.3: Annual Increase in the Number of Vehicles (1999/2000-2008/9)

S.N.	Fiscal year	No. of vehicles registered	Annual increase percent
1.	1999/2000	264,400	12.2
2.	2000/2001	305,395	15.5
3.	2001/2002	354,955	16.2
4.	2002/2003	392,565	10.2
5.	2003/2004	432,264	10.1
6.	2004/2005	472,795	9.4
7.	2005/2006	528,570	11.8
8.	2006/2007	617,305	16.8
9.	2007/2008	703,044	13.9
10.	2008/2009	805,614	14.6

Source: Four Monthly Statistical Bulletin, CBS, 2008/2009

Issues relating to the demand and supply of child laborers in the transport sector can be understood only in the larger economic context of Nepal as presented in Chapter 2. At the macro level, the 25 percent of households living below the poverty line are potential suppliers of child laborers. The uneven distribution of productive land, the steady decline in the per capita landholding, and the inability to reap the benefits of overseas employment due to the inability to invest resources in the initial stage have exacerbated the poverty of marginalized and landless households in rural areas. The rapid assessment survey corroborates the supposition that poverty results in a supply of child transport workers: 42 percent of 359 respondents cited poverty as the reason they had dropped out of school and joined the transport sector to make a living and 26.3 percent reported being from landless families.

But poor households are not the only suppliers of child laborers to the transport sector. Sometimes children who lack interest in studies and who fail exams join the transportation sector and they are not necessarily from poor families.

The fact that children can be paid minimal remuneration or deprived of remuneration through fraud or threats and they do not, as adults do, organize to demand a standard remuneration, has made children in demand as workers on vehicles.

Key informants identified both the poverty of rural households and the lack of awareness about the harmful effects of using child labor as triggers for the supply of children to the transport sector. However, some, especially informants in Makwanpur and Rupandehi, said that the initiatives of local organizations working in the child labor sector and of District Child Welfare Boards in monitoring the use of child labor had led to a decrease in demand. They also mentioned that awareness programs and the legal complications associated with children being involved in accidents had led to a decline in demand. Others disagree: they believe that the supply of child laborers to the transport sector is still on rise due to the synergy of a multiplicity of factors, including the poor financial condition of rural households.

CHAPTER IV

SOCIO-ECONOMIC CHARACTERISTICS OF CHILD LABORERS

This chapter presents the socio-economic profile of the child laborers surveyed and of their families. The profile considers caste/ethnicity, age, gender, birth registration, place of origin, current residence, family composition, literacy/educational status, reasons for dropping out of school, desire to go back to school and support needed, household economic situation, social infrastructures in the place of origin, migration and push and pull factors affecting children's entry into labor market, and the role of social networks.

4.1 Caste/Ethnicity

Slightly more than one-quarter of the respondents (25.8 percent) are hill *Janajatis*, followed by 22 percent hill Chhetris, 14.3 percent hill Dalits, 10 percent hill Brahmins, 8.3 percent other Terai castes such as the Yadav, Teli, Mandal, Kalwar, and Thakur, and 8 percent Muslim Churaute. just 3.3 percent are Terai *Janajatis* (3.3 percent). By age group, there is no significant difference among hill *Janajatis*, but hill Dalit child transport workers are more likely to be young children under the age of 14 (16.5 percent) than older ones aged 14-17 (12 percent), whereas more hill Chhetri and hill Brahmin child transport workers are in the older age group (see Table 4.1.1).

Table 4.1.1: Respondents by Caste/Ethnicity

Caste/ Ethnicity	Under 14 Years		14-17 Years		Total	
	N	percent	N	percent	N	percent
Hill Brahmin	17	8.5	23	11.5	40	10.0
Hill Chhetri	40	20.0	48	24.0	88	22.0
Terai Brahmin/ Chhetri	4	2.0	3	1.5	7	1.8
Other Terai castes*	19	9.5	14	7.0	33	8.3
Hill Dalit	33	16.5	24	12.0	57	14.3
Terai Dalit	2	1.0	1	0.5	3	0.8
Newar	8	4.0	13	6.5	21	5.3
Hill <i>Janajatis</i>	52	26.0	51	25.5	103	25.8
Terai <i>Janajatis</i>	5	2.5	8	4.0	13	3.3
Muslim Churaute	19	9.5	13	6.5	32	8.0
Others	1	0.5	2	1.0	3	0.8
Total	200	100.0	200	100.0	400	100.0

*Other Terai castes include the Yadav, Mahato, Mandal, Shah, Verma, Lawar, Teli, Thakur, and Das

4.2 Age

As dictated by the sampling procedure, half of the respondents were aged 14-17 years, and half aged under 14. Of the latter, 47.3 percent were 12-13 years old and 2.8 percent 9-11 years old (Table 4.2.1). No children under nine were found working. Of the 70 participants in FGDs, 51.4 percent were aged 14-17 years and 48.6 percent under the age of 14. Of the 10 case study informants, half were 12 or 13 years old and the other half, 14-17 years old.

Table 4.2.1: Respondents by Age

Age	N	%
9-11 years	11	2.8
12-13 years	189	47.3
14-17 years	200	50.0
Total	400	100.0

4.3 Birth Registration

A significant majority of all respondents (67.5 percent) and more of older respondents (72 percent) have had their births registered. A total of 14.5 percent reported that they do not know whether or not their births have been registered (Table 4.3.1). The majority of the participants in the FGDs (61.4 percent of 70) also reported that their births had been registered, as did six of the ten case study informants.

Table 4.3.1: Respondents by Birth Registration

Birth Registration	Under 14 Years		14-17 Years		Total	
	N	percent	N	percent	N	percent
Yes	126	63.0	144	72.0	270	67.5
No	35	17.5	37	18.5	72	18.0
Don't know	39	19.5	19	9.5	58	14.5
Total	200	100.0	200	100.0	400	100.0

4.4 Places of Work and Origin

Slightly more than half of the child respondents (55.3 percent) are from different districts than the district in which they work, 40 percent work in the same district they were born in, and 5.3 percent are from India. The proportion of migrant child laborers is greatest in Kailali (88 percent), Kathmandu (86 percent), Lalitpur (84.2 percent), Kaski (80 percent), Parsa (75 percent), and Bara (63.7 percent). The reason for the relatively high concentration of child migrant laborers in these districts is that the demand for cheap laborers is growing with the ever-increasing number of vehicles (Table 4.4.1). The overwhelming majority of respondents (84.8 percent) have reported that they are not from the same ward or the same VDC/municipality as the ward or VDC/municipality in which they work.

Table 4.4.1: Respondents by Place of Work and Origin

Districts	Born in Same District as Working Districts			Born in Different District from Working District			Born in a Foreign Land (India)			Total		
	N %	Col %	Row	N %	Col %	Row	N %	Col %	Row	N %	Col %	Row
Jhapa	9	5.7	52.9	7	3.2	41.2	1	4.8	5.9	17	4.3	100.0
Morang	10	6.3	58.8	7	3.2	41.2	0	0.0	0.0	17	4.3	100.0
Sunsari	9	5.7	52.9	7	3.2	41.2	1	4.8	5.9	17	4.3	100.0
Dhanusha	10	6.3	58.8	6	2.7	35.3	1	4.8	5.9	17	4.3	100.0
Mahottari	12	7.6	63.2	7	3.2	36.8	0	0.0	0.0	19	4.8	100.0
Sarlahi	10	6.3	58.8	7	3.2	41.2	0	0.0	0.0	17	4.3	100.0
Lalitpur	3	1.9	15.8	16	7.2	84.2	0	0.0	0.0	19	4.8	100.0
Bhaktapur	9	5.7	37.5	15	6.8	62.5	0	0.0	0.0	24	6.0	100.0
Kathmandu	6	3.8	10.5	49	22.2	86.0	2	9.5	3.5	57	14.3	100.0
Makwanpur	12	7.6	80.0	1	0.5	6.7	2	9.5	13.3	15	3.8	100.0
Bara	3	1.9	27.3	7	3.2	63.6	1	4.8	9.1	11	2.8	100.0
Parsa	1	0.6	25.0	3	1.4	75.0	0	0.0	0.0	4	1.0	100.0
Chitwan	10	6.3	58.8	4	1.8	23.5	3	14.3	17.6	17	4.3	100.0
Kaski	1	0.6	4.0	20	9.0	80.0	4	19.0	16.0	25	6.3	100.0
Rupandehi	10	6.3	40.0	12	5.4	48.0	3	14.3	12.0	25	6.3	100.0
Dang	17	10.8	68.0	6	2.7	24.0	2	9.5	8.0	25	6.3	100.0
Banke	8	5.1	33.3	16	7.2	66.7	0	0.0	0.0	24	6.0	100.0
Surkhet	16	10.1	64.0	9	4.1	36.0	0	0.0	0.0	25	6.3	100.0
Kailali	2	1.3	8.0	22	10.0	88.0	1	4.8	4.0	25	6.3	100.0
Total	158	100.0	39.5	221	100.0	55.3	21	100.0	5.3	400	100.0	100.0

The districts of origin of the participants in group interviews include Nuwakot, Chitwan, Dang, Morang, Kavre, Gorkha, Dolakha, Nawalparasi, Salyan, Dailekh, Kathmandu, Gulmi, Tanahau, Ramechap, Dhading, Rukum, Pyuthan, Ilam, Salyan, Bardiya, Bara, Banke, Sunsari, and Siraha.

The districts of origin of the participants in FGDs include Gorkha, Dhading, Jumla, Dandeldhura, Kanchanpur, Tanahau, Nuwakot, Jhapa, Sunsari, Lalitpur, Kathmandu, Sindhuli, Sindhupalchowk, Ramechap, Rautahat, Mahottari, Makwanpur, Bara, Salyan, Rupendehi, Banke, Bardiya, Kanchanpur, Kailali, Achham, Udaypur, Makwanpur, Dolakha, Ramechap, Sindhupalchowk, Sarlahi, Morang, Dang, Sarlahi, Chitwan, Dang, and Darjeeling, India.

4.5 Current Residence

One-third of respondents spend their nights in their vehicles while slightly more than one-quarter (27.3percent) live at home and 18 percent rent rooms. Nearly nine percent spend their nights in bus parks or workshops. Younger children are more likely than older children to sleep in vehicles (38 percent versus 32 percent) or in bus parks or workshops (10 percent versus 7.5 percent) (Table 4.5.1).

Table 4.5.1: Current Place of Residence

Place of Residence	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Rented room	32	16.0	40	20.0	72	18.0
Own house	50	25.0	59	29.5	109	27.3
Vehicle	76	38.0	64	32.0	140	35.0
Buspark/garage	20	10.0	15	7.5	35	8.8
Employer's home	9	4.5	12	6.0	21	5.3
Hotel/teastall	5	2.5	4	2.0	9	2.3
Other*	7	3.5	6	3.0	13	3.3
No response	1	0.5	0	0.0	1	0.3
Total	200	100.0	200	100.0	400	100.0

*Other places of residence include grandparents' home, uncle's home, driver's home, and petrol pump stations.

Respondents were also asked with whom they lived. Slightly more than one-third (37.3 percent) reported that they lived alone and one-third that they lived with their parents or grandparents. About 16.3 percent lived with friends (16.3 percent) and 13.3 percent with older siblings (13.3 percent). By age group, a slightly higher proportion of respondents under the age of 14 (39.5 percent) than those aged 14-17 (35 percent) live alone (Table 4.5.2). Of the orphaned child laborers, only one lived alone.

Table 4.5.2: People with Whom Respondents Live

People with Whom Children Live	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Alone	79	39.5	70	35.0	149	37.3
Parents/grandparents	65	32.5	67	33.5	132	33.0
Other relatives	15	7.5	22	11.0	37	9.3
Younger siblings	16	8.0	21	10.5	37	9.3
Older siblings	24	12.0	29	14.5	53	13.3
Spouses	0	0.0	4	2.0	4	1.0
Friends	30	15.0	35	17.5	65	16.3
Employers	5	2.5	5	2.5	10	2.5
Drivers	6	3.0	1	0.5	7	1.8
Total	200	100.0*	200	100.0	400	100.0

*Percentages exceed 100 due to multiple answers.

4.6 Family Composition, Situation and Care

The average household size of the respondents ranges from 1 to 18 and averages 6; it does not vary by age group (see Table 4.6.1). Household members included fathers, mothers, stepfathers, stepmothers, spouses, unmarried sisters, brothers, uncles, aunts, and grandparents. Most reported living with their fathers (87 percent), mothers (85.8 percent), unmarried sisters (65 percent), brothers (97.5 percent), and grandparents (20.3 percent) (Annex Table 4.6.1).

Table 4.6.1: Number of Members in Respondents' Households

Total Number of Members	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
1 person (the respondent alone)	5	2.5	0	0.0	5	1.3
2-5 persons	84	42.0	79	39.5	163	40.8
6-10 persons	104	52.0	117	58.5	221	55.3
11-18 persons	7	3.5	4	2.0	11	2.8
Total	200	100.0	200	100.0	400	100.0
Mean	6		6		6	

Child respondents were asked if their parents were alive and if they lived together, alone, or with step-parents. Most (82.8 percent) reported that both parents were alive and only 3.3 percent said both were dead. There was no significant difference between the answers of younger and older children (Table 4.6.2).

Table 4.6.2: Survival Status of Parents

Survival Status of Parents	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
1. Father alive	13	6.5	15	7.5	28	7.0
2. Mother alive	12	6.0	16	8.0	28	7.0
3. Both alive	169	84.5	162	81.0	331	82.8
4. Both dead	6	3.0	7	3.5	13	3.3
Total	200	100.0	200	100.0	400	100.0

A large majority of respondents (77.3 percent) reported that their parents lived together and small proportions of respondents reported that their father or mother lived alone (5.9 percent and 7.5 percent respectively) (Table 4.6.3). A total of 81 percent reported that their parents live in their places of birth (Annex Table 4.6.1).

Table 4.6.3: Survival Status and Living Arrangements of Parents

Survival Status and Living Arrangements of Parents	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
1. Both alive, living together	146	75.3	153	79.3	299	77.3
2. Both alive, father with stepmother	10	5.2	5	2.6	15	3.9
3. Both alive, mother with stepfather	2	1.0	2	1.0	4	1.0
4. Mother died, father with stepmother	5	2.6	6	3.1	11	2.8
5. Father died, mother with stepfather	3	1.5	0	0.0	3	0.8
6. Father alone	13	6.7	10	5.2	23	5.9
7. Mother alone	12	6.2	17	8.8	29	7.5
8. Others	2	1.0	0	0.0	2	0.5
9. Do not know	1	0.5	0	0.0	1	0.3
Total	194	100.0	193	100.0	387	100.0

Most respondents (82.3 percent) and slightly more respondents aged 14-17 (84.5 percent) reported that they had been taken care of by both parents until the age of five (Table 4.6.4).

Table 4.6.4: Respondents' Caregiver(s) until the Age of Five

Caregiver(s) until the Age of Five	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Both parents	160	80.0	169	84.5	329	82.3
Mother only	24	12.0	18	9.0	42	10.5
Father only	5	2.5	5	2.5	10	2.5
Both grandparents	6	3.0	4	2.0	10	2.5
Elder sister	3	1.5	2	1.0	5	1.3
Other relatives*	2	1.0	2	1.0	4	1.0
Total	200	100.0	200	100.0	400	100.0

*Other relatives include 'mother's sister', and 'maternal uncle'.

Of the 83 child participants in group interviews, more than half in both age groups have two living parents, about one-quarter have one living parent, and a very few have lost both. The father of one Dalit boy from Kavre and working in Kathmandu died of HIV/AIDS while working in India. Most were born into joint families and all have brothers and sisters. A negligible number reported that their mothers had left them and one in Kathmandu and two in Morang reported that they had stepmothers. They complained that their stepmothers had not fed them properly. Most were brought up by their parents but those who had lost both parents were raised by their grandparents, and one child laborer from Sunsari who lost his mother was raised by his paternal aunt. They all report that they live with families when they go back to their villages of origin.

4.7 Literacy/Educational Status

Most of the child respondents (91.3 percent) are literate, which was defined as 'the skill of reading, writing and numeracy, including the skill of signing on a piece of paper'. There was no significant variation between the literacy rates of the two age groups (Table 4.7.1).

Table 4.7.1: Literacy Status

Literacy Status	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Literate	181	90.5	184	92.0	365	91.3
Illiterate	19	9.5	16	8.0	35	8.8
Total	200	100.0	200	100.0	400	100.0

Of the 35 children who said they were illiterate, 37 percent said it was because of poverty and 31.4 percent said variously that it was because of the need to work at home, parents' unwillingness to send them to school, or the long distance to school. This set of reasons is reported by a higher proportion of respondents under the age of 14 (36.8 percent) than by those 14-17 years old (25 percent). Small proportions of respondents reported the lack of interest in studying (17.1 percent) and being orphaned (11.4 percent) as the reasons they were illiterate (Table 4.7.2).

Table 4.7.2: Reasons for Illiteracy

Reasons for Illiteracy	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Poor financial condition	7	36.8	6	37.5	13	37.1
Need to work at homes/parents' unwillingness/long distance to schools	7	36.8	4	25.0	11	31.4
Lack of interest to study	5	26.3	1	6.3	6	17.1
Death of parents	1	5.3	3	18.8	4	11.4
NR	1	5.3	3	18.8	4	11.4
Total	19	110.5	16	106.3	35	108.6

Almost all respondents (93.3 percent) had attended school. Of the total 373 children who had attended school, eight said they were illiterate, while 54 percent had a primary education (up to grade 5) and 30.6 percent had reached the lower secondary level (grades 6-8). Only a small proportion of respondents (12.3 percent) had a higher secondary level of education (grades 9-10). By age, a much greater proportion of younger respondents (69.4 percent) than older respondents (38.5 percent) had completed primary school (Annex Tables 4.7.1 and 2).

Of the 373 child respondents who had ever gone to school, only 3.5 percent were still doing so. Of them, 84.6 percent said that their parents paid for their school expenses and 46.2 percent said that they paid with their own income from their work. Relatively more children aged 14-17 than those under the age of 14 reported that they got educational support from their parents (87.5 percent) and used their own income (50 percent) (Table 4.7.3 and Annex Table 4.7.3).

Table 4.7.3 Current Attendance at School

Currentlt Attending School	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	5	2.7	8	4.3	13	3.5
No	181	97.3	179	95.7	360	96.5
Total	186	100.0	187	100.0	373	100.0

Note: A total of 14 respondents did not respond to this question.

4.8 Rate of and Reasons for Dropping Out of School

Of the 373 respondents who had ever gone to schools, nearly all (96.2 percent), and more under the age of 14 (97.3 percent) than those aged 14-17 (95.2 percent), reported that they had dropped out of school. They were also asked how long they had been out of school. More than one-third of the respondents (37.3 percent) had been out of school for more than 25 months and about one-quarter (24.5 percent) for 13-24 months. Another 21.2 percent had been out of school for 7-12 months and 17 percent for less than six months. A larger proportion of older respondents (44 percent) than younger respondents (31 percent) had been out of school for more than 25 months while more younger children (26.5 percent) than older ones (15.7 percent) had been out of school for 7-12 months. Almost all (94 percent) reported that they had dropped out of school just once. There was no significant variation between age

groups (Annex Tables 4.8.1, 4.8.2 and 4.8.3). Among child respondents with 6-10 members in their families, 92 of 104 under the age of 14 (88.5 percent) and 105 of 117 aged 14-17 (89.7 percent) had dropped out. Among orphans, five of the six under the age of 14 (83.3 percent) and all seven aged 14-17 had dropped out.

The majority of respondents (65.2 percent), and more among the younger (67 percent) than the older (63.5 percent), reported that they had dropped out because they were not interested in studying. A sizeable proportion (42 percent), more among older (45 percent) than younger (38.7 percent) respondents reported that the lack of money was another significant reason they had dropped out. Just 18.7 percent said they had dropped out to help their parent earn a living. Other reasons shared included physical punishment by school teachers (5.3 percent), companionship (5 percent), domestic conflict (4.5 percent), the need to take care of younger siblings (4.2 percent), and distance to school (4.2 percent) (Table 4.8.1).

Table 4.8.1: Reasons for Dropping Out of School

Reasons for Dropping Out of School	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Lack of money	70	38.7	80	44.9	150	41.8
Lack of interest in studying	121	66.9	113	63.5	234	65.2
Need to help parents earn a living	33	18.2	34	19.1	67	18.7
Need to take care of younger siblings	7	3.9	8	4.5	15	4.2
Physical punishment by school teachers	13	7.2	6	3.4	19	5.3
Caste/ethnic discrimination in school	1	0.6	2	1.1	3	0.8
Over-age	3	1.7	4	2.2	7	1.9
Distant location of school	8	4.4	7	3.9	15	4.2
Weak eyesight	1	0.6	1	0.6	2	0.6
Influence of friendship circle	10	5.5	8	4.5	18	5.0
Lack of parents	6	3.3	2	1.1	8	2.2
Conflict at home	10	5.5	6	3.4	16	4.5
Migration from village of origin	1	0.6	2	1.1	3	0.8
Other**	6	3.3	8	4.5	14	3.9
Total	181	100.0*	178	100.0	359	100.0

*Percentages exceed 100 due to multiple answers.

**Other reasons included 'parents did not send school', 'conflict with friends', 'sickness', 'teacher did not teach', 'wanted to be a driver', and 'wanted to be a carpenter'.

The case studies were also used to analyze the relationships between school and work. All 10 informants had gone to school in the past but all had dropped out. Their educational achievement ranged from grade 3 to grade 8, with four having completed grade 6; two, grade 5; two, grade 3; and one each grades 4 and 8. The reasons they gave for having dropped out included bad companionship, starting to work in the transport sector, needing to support their family, love marriage and desire to afford wife's schooling, advice of local friends to work in the transport sector, loss of the desire to pursue education, failure of exams, lack of good friends at school, father's mistreatment at home, desire to be a driver, poverty, indebtedness, motivation to work on a vehicle after observing friends earning money, and needing to support brothers' schooling. None of these informants were going to school or attending non-formal education classes during the time of fieldwork in February and March, 2011.

4.9 Desire to Go Back to School and Need for Support

Only 13 of 400 respondents (3.5 percent) were attending school at the time of the survey. The remaining 387 were asked if they would go back to school if they were provided some support. Contrary to the team's expectations, less than one-third (31.3 percent) answered affirmatively. There was no significant variation in the proportion of respondents in each age group (Table 4.9.1).

Table 4.9.1: Respondents' Interest in Returning to School with Support

Interested in Returning to School with Support	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	62	31.8	59	30.7	121	31.3
No	133	68.2	133	69.3	266	68.7
Total	195	100.0	192	100.0	387	100.0

The 121 child respondents who said they would like to return to school were asked to specify the type of support they needed in order to go back to school. Almost three-quarters (73.6 percent) reported the provision of a full scholarship (food and tuition), followed by 57 percent reporting that they would need to be provided school support (books, stationery, and uniforms). Another quarter reported that economic grants to the household would enable them to go back to school. A slightly higher proportion of respondents under the age of 14 (76 percent) than those aged 14-17 (71.2 percent) reported that a full scholarship was necessary. Older children were almost twice as likely as younger children (35.6 percent versus 14.5 percent) to mention economic grants to the household (Table 4.9.2).

Table 4.9.2: Support Needed for Respondent to Return to School

Support Needed	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Full scholarship (food and tuition)	47	75.8	42	71.2	89	73.6
Partial scholarship (tuition only)	11	17.7	10	16.9	21	17.4
Provision of books, stationery and uniforms	36	58.1	33	55.9	69	57.0
Economic grants to the household	9	14.5	21	35.6	30	24.8
Arrangement for a snack at school	6	9.7	2	3.4	8	6.6
Food grants to the household	2	3.2	3	5.1	5	4.1
Others**	3	4.8	4	6.8	7	5.8
Total	62	100.0*	59	100.0	121	100.0

*Percentages exceed 100 due to multiple answers.

**Other support mentioned includes the provision of evening classes, return of father from abroad, treatment of eyes, and arrangements for study at home.

Case study informants were also asked about their desire to go back to school with support. Eight were not interested. Of the two who said they would like to return, only one is willing to rejoin the same grade he left. Sixteen-year-old Ram Bahadur Thapa, who works in Dhangadhi, Kailali District said, "If I am supported by a person or institution with accommodation, school uniform, and monthly fees, I am ready to rejoin school. I want to do something in future by getting educated. I still want to pursue my education but have to work

to earn a living.” The other informant who expressed an interesting in returning to school does not want to go back to same grade he dropped out of. Fifteen-year-old Kiran Biswokarma, who works in Kavre Municipality said, “I cannot go to grade 4 now. I want to study in grade 8 or 9, but I am not sure whether or not I could pass.” The eight who said that they did not want to go back to school even with support gave several reasons, including the need to earn money, increased household responsibilities, experience in the transport sector, enjoyment of the job due to the opportunity to eat *maasu-bhaat* regularly, good treatment from employers, and utter loss of interest in studying any more. The two who want to go to school said they need the support of accommodation, stationery, textbooks, school uniforms, and school fees. Interestingly, two case study informants asked for support for their relatives’ schooling in lieu of their own, one for his wife and one for his sister.

Based on the assumption that the poorest would not be able to send their children to school, a careful statistical analysis was done to determine the correlation between landlessness and literacy. No significant correlation was found: of the 105 children from landless families, 92 (87.6 percent) are literate (versus 91.3 percent of the total respondents). Further statistical analysis was done to determine whether the 103 (of 105) landless children not currently going to school (two are in school) were interested in going back to school. Of them, only 28 (27.2 percent) expressed an interest, less than the overall sample average, 31.3 percent.

4.10 Household Economic Situation

This subsection analyses the household economic situations of the respondents, considering the family house, landowning, food sufficiency, and sources of household income. Almost all (93 percent) have reported that their families own their home, with older respondents slightly more likely than younger respondents (94.5 percent versus 91.5 percent) to say so (Table 4.10.1).

Table 4.10.1: Home Ownership of Respondents’ Families

Possession of Home	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	183	91.5	189	94.5	372	93.0
No	17	8.5	11	5.5	28	7.0
Total	200	100.0	200	100.0	400	100.0

Respondents were asked if they either owned or rented agricultural land which the family itself cultivated. Almost three-quarters (73.8 percent) said that they did, fewer among younger respondents (70.5 percent) than older ones (77 percent), but 26.3 percent are landless, more among the younger respondents (Table 4.10.2).

Table 4.10.2: Possession of Family-Cultivated Agricultural Land

Possession of Family-Cultivated Agricultural Land	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	141	70.5	154	77.0	295	73.8
No	59	29.5	46	23.0	105	26.3
Total	200	100.0	200	100.0	400	100.0

Those respondents whose families cultivated agricultural land were asked if they were food-sufficient and for how many months of the year. Two-thirds reported that their households are food-deficit, a major indicator of poverty in the predominantly rural Nepal. Only 36 percent respondents reported that their households were food-sufficient for the whole year. Significantly more respondents aged 14-17 (41.6 percent) than those under the age of 14 (29.8 percent) reported having year-round food sufficiency (Table 4.10.3).

Table 4.10.3: Food Sufficiency of Respondents' Households

Duration of Food Sufficiency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
< 3 months	20	14.2	13	8.4	33	11.2
3-6 months	37	26.2	32	20.8	69	23.4
6-9 months	19	13.5	27	17.5	46	15.6
9 < 12 months	17	12.1	12	7.8	29	9.8
For the whole year	42	29.8	64	41.6	106	35.9
Don't know	6	4.2	6	3.9	12	4.0
Total	141	100.0	154	100.0	295	100.0

Nearly 40 percent of respondents reported that agricultural work on their family farm was their household's main source of income followed by more than one-fifth (21.3 percent) reporting that labor in the mining sector was the major income-generator. Two other important sources of main income included agricultural labor (10.3 percent) and labor in the construction sector (8 percent). Other sources all contributed negligible amounts of income. More respondents aged 14-17 (43.5 percent) said that their families relied on agricultural work on their farms as their household's main source of income, while more respondents under the age of 14 (24 percent) said their families relied on labor in the mining sector (Table 4.10.4).

Table 4.10.4: Main Source of Household Income

Main Source of Family Income	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Agricultural work on own land	71	35.5	87	43.5	158	39.5
Labor in the mining sector	48	24.0	37	18.5	85	21.3
Labor in the construction sector	17	8.5	15	7.5	32	8.0
Agricultural labor	18	9.0	23	11.5	41	10.3
Industrial labor	8	4.0	5	2.5	13	3.3
Pension	2	1.0	0	0.0	2	0.5
Service	5	2.5	8	4.0	13	3.3
Portering	0	0.0	1	0.5	1	0.3
Animal husbandry	3	1.5	2	1.0	5	1.3
Foreign employment	5	2.5	7	3.5	12	3.0

Main Source of Family Income	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Own business, teashop, or grocery shop	11	5.5	4	2.0	15	3.8
Sewing	4	2.0	2	1.0	6	1.5
Cart-pulling or hair salon	7	3.5	9	4.5	16	4.0
Don't know	1	0.5	0	0.0	1	0.3
Total	200	100.0	200	100.0	400	100.0

When asked about secondary sources of household income, 68 percent cited labor in the transport sector, demonstrating that their own work made a significant contribution. One other important secondary source was agricultural labor (15 percent); no other source was very significant (Annex Table 4.10.1).

With a view to generating qualitative information about the household economy of child transport workers, group interviews were held. The interviews confirmed that almost all the child transport workers were from poor families. In Dang, however, five of the six respondents under the age of 14 who were interviewed reported that the economic condition of their families was good. The fathers of three had jobs overseas. The households of these five relatively affluent respondents had their own houses in their villages, were food-sufficient and were supported by the father's earnings from domestic or foreign employment. Their mothers and sisters-in-law took care of the farm. Only one of the five boys reported that he sent money to his family; the others said they spent their earnings on mobiles and clothing.

Most participants in the group interviews, however, were relatively poor, had small landholdings, and produced enough food for only 3-7 months. In Banke, for instance, landholdings ranged from five *kattha* to one *bigha* and households could grow enough food for only six months. The families of the participants aged 14-17 in Morang are landless. In Dang, two participants aged 14-17 are landless and the majority reported only 6-7 months of food sufficiency. The parents of the majority of respondents in all districts are agricultural wage earners, while a few have fathers who are seasonal porters and rickshaw pullers. Parents of some respondents in the mid- and far-western clusters are seasonal wage earners in India.

4.11 Infrastructure in Places of Origin

Respondents were asked whether their places of origin had various infrastructures, including schools, health posts/hospitals, agricultural service centres, motorable roads, telephones/mobile networks, post offices, banks/cooperatives, public taps, and TV/radio facilities. Nearly all respondents reported the existence of schools (98.3 percent), telephones/mobile networks (96.3 percent) and most that there was a motorable road (88.8 percent), a supply of piped water (87 percent), and health posts/facilities (77.8 percent). However, only slightly more than one-third of respondents (38.3 percent) reported that there was an agricultural service centres and less than half reported that there were post office facilities (46 percent) and banks/cooperatives (47 percent). There were no significant differences between the responses furnished by the two age groups (Annex Table 4.11.1).

4.12 Migration and Push and Pull Factors Affecting Children's Entry into the Labor Market

This sub-section addresses migration and the factors that result in children ending up as laborers in the transport sector. Only 27 respondents (6.8 percent) work in the same ward, VDC and district from which they come. The other 373 were all migrants. When asked why they had left their places of origin, over half (56.6 percent) reported unemployment as the reason and more than one-quarter each their dislike of rural life (27.6 percent) or food insufficiency (26 percent). Considerably more respondents aged 14-17 (64.1 percent) gave unemployment as the reason than did those under the age of 14 (49.2 percent). Three times more children under the age of 14 (13.2 percent) than aged 14-17 (4.3 percent) gave abuse at home as the reason they had migrated (Table 4.12.1).

The ten case study informants identified a wide range of push factors behind their migration, including (a) the desire to learn new work; (b) fascination with urban centres; (c) the advice of friends; (d) the desire and motivation to earn money after seeing contemporaries being employed in the sector; (e) poor household economic condition; (f) death of father and elopement of mother; (g) lack of work in the village of origin and difficulty in earning a livelihood; (h) marriage and the consequent increase in household responsibilities; (i) loss of first job (j) failure of an exam and loss of interest in and confidence to continue education; (k) frequent quarrels between parents and domestic violence; (m) parental failure to afford schooling; (n) family indebtedness; and (o) desire to afford wife's schooling.

Table 4.12.1: Reasons for Leaving Places of Origin

Reason for Leaving Place of Origin	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Lower salary/wage in previous job	22	11.6	15	8.2	37	9.9
Unemployment	93	49.2	118	64.1	211	56.6
Transfer by employer	8	4.2	5	2.7	13	3.5
Study/training desire	4	2.1	10	5.4	14	3.8
Natural disaster	4	2.1	1	0.5	5	1.3
Political conflict	0	0.0	1	0.5	1	0.3
Social conflict	4	2.1	2	1.1	6	1.6
Parents' suggestion to earn	22	11.6	20	10.9	42	11.3
Landlessness	7	3.7	5	2.7	12	3.2
Food insufficiency	52	27.5	45	24.5	97	26.0
Dislike of village life	53	28.0	50	27.2	103	27.6
Need to repay household loan	5	2.6	11	6.0	16	4.3
Frequent abuse at home	25	13.2	8	4.3	33	8.8
Conflict/violence at home	19	10.1	11	6.0	30	8.0
Friendship circle	12	6.3	5	2.7	17	4.6
Personal desire	2	1.1	5	2.7	7	1.9
Lack of interest in studying	5	2.6	4	2.2	9	2.4
Family migration	3	1.6	6	3.3	9	2.4
Death of parents	1	0.5	3	1.6	4	1.1
Desire to be a driver	2	1.1	1	0.5	3	0.8
Other**	5	2.6	6	3.3	11	2.9
No response	3	1.6	2	1.1	5	1.3
Total	189	100.0*	184	100.0	373	100.0

*Percentages exceed 100 due to multiple answers.

**Other reasons the respondents had migrated included 'contemptuous treatment by villagers after dropping out from school, 'father's treatment', 'desire to go to a foreign country', 'to learn to work', and 'desire to earn money for studies.'

Participants in group interviews identified similar push and pull factors behind their decisions to migrate. The push factors comprise the respondents' loss or lack of interest in study (triggered by a lack of guidance and awareness of the importance of education) and consequent failure of exams; family poverty; father's alcoholism and domestic violence or quarrels; responsibility to support family economically; lack of guaranteed employment despite being educated; and mothers' elopement and abandonment of children. Among the several pull factors, the demonstration effects of earnings from employment in the transport sector and the provisioning of *maasu-bhaat* are the strongest attractions, a function of the respondent's chronic experience of hand-to-mouth survival.

The study team examined the relationship between a respondent's reason for leaving his place of origin and food sufficiency. Among respondents from food-sufficient households, 54 percent gave unemployment as the reason for migrating and 38 percent reported their dislike of village life was their reason (Annex Table 4.12.1).

In response to a question about the pull factors of migration, the vast majority (88.5 percent), regardless of age, reported that they were in their places of destination primarily to look for work. Slightly more than one-quarter of respondents (28.2 percent overall and 30.2 percent among younger respondents) reported that the expectation of receiving a better salary or wage had lured them, while about one-fifth (22.8 percent) said that they had expected life would be easier. Table 4.12.2 presents other reasons.

Table 4.12.2: Reasons for Having Migrated to Places of Destination

Reason for Migrating to Destination	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Expectation of better salary/wage	57	30.2	48	26.1	105	28.2
Desire to start new job/business	30	15.9	33	17.9	63	16.9
Transfer by employer	10	5.3	8	4.3	18	4.8
Study/training opportunity	5	2.6	15	8.2	20	5.4
Looking to pick up whatever work possible	165	87.3	165	89.7	330	88.5
Easier life	46	24.3	39	21.2	85	22.8
Others**	10	5.3	9	4.9	19	5.0
No response	1	0.5	1	0.5	2	0.5
Total	189	100.0*	184	100.0	373	100.0

*Percentages exceed 100 due to multiple answers.

**Other reasons included 'family migration', 'relatives live here, and 'friends live here'.

The ten case study informants revealed of the following pull factors: (a) opportunity to learn to drive and to earn a better wage (particularly after becoming a driver); (b) possibility of going abroad (after learning to drive); (c) easy availability of jobs in a vehicle for children with little or no education; (d) opportunity to consume one's fill of *maasu-bhaat*; (e) vehicle possession by relatives and opportunity to get employment; (f) relatives' occupation in the transport sector; (g) expectation of being a driver, and (h) interest in visiting an urban centre. The expectation of being a driver in the future and earning money from this profession in the place of destination was the most often shared reason among the subjects of case studies (Box 1 for a typical viewpoint).

Box 1: Expectation of Becoming a Driver and Earning a Good Income in the Future

Fifteen-year-old Krishna B. Tamang, who works in Janakpur Municipality and migrated from Ward No. 3 of Lalbandi VDC in neighboring Mahottari District said that other villagers and even his own father (who is himself a driver) who motivated him to migrate. He has seen many drivers in his community who have no problem earning a livelihood and supporting their families. He thinks that driving is a profession that helps earn the financial resources needed and that once one is a driver, he does not have to remain unemployed. He thinks that an education does not guarantee a good job because one needs to bribe officials and have connections to get employment even in the police force. Since his father is a driver, Krishna expects that he will easily get a vehicle to drive in the future. He already knows how to drive because his father taught him, but because he is too young, he won't get a license for another three years. He expects that once he obtains his license, he will become a driver and earn money to support his family.

Among respondents from households with year-round food sufficiency, 87 percent said that they had migration in search of work. More than one-quarter each reported they had expected better salaries/wages and/or easier lives (Annex Table 4.12.2).

4.13 Social Support for Involvement in Current Work

More than half of the respondents (53.5 percent) reported that they got involved in their current work on their own, but the rest received support from other persons. These include friends (16.3 percent), relatives (11.8 percent), brothers/sisters (6.3 percent), villagers (6 percent), and parents (4.5 percent). A slightly higher proportion of respondents aged 14-17 (56 percent) found their work on their own and, conversely, a slightly higher proportion of respondents under the age of 14 (19 percent) relied on their friends (Table 4.13.1).

Case study informants were also asked how they had chosen their current work. They mentioned the following influences: (a) advice from local friends; (b) the very slim possibility of getting work other than in the transport sector and the need to grab whatever opportunity is available; (c) acquaintance with employers; (d) joblessness; (e) acquaintance with the driver; (f) close kinship with drivers (such as a father-son relationship); (g) kinship with employers; (h) support of close kin (such as brothers) and villagers; and (i) personal effort in looking for a job due to a financial crisis at home.

Table 4.13.1: Person(s) Helping Secure Current Job

Person(s) Who Provided Help	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Self	102	51.0	112	56.0	214	53.5
Parents	13	6.5	5	2.5	18	4.5
Brothers/sisters	8	4.0	17	8.5	25	6.3
Other relatives	24	12.0	23	11.5	47	11.8
Friends	38	19.0	27	13.5	65	16.3
Villagers	12	6.0	12	6.0	24	6.0
Agents	0	0	1	0.5	1	0.3
Employers/drivers	3	1.5	3	1.5	6	1.5
Total	200	100.0	200	100.0	400	100.0

Participants in group interviews also reported that finding a job as a helper in a vehicle is relatively easy because both employer and employee gain from the arrangement. Employers will find a worker for minimal remuneration because for the first couple of weeks, a child transport worker will have to work for only two meals a day and the child in an unfamiliar social situation will get at least two square meals a day (*maasu-bhaat*), even if he does not get any salary or allowance.

As the survey indicated so, too, did group interviews reveal that child transport workers generally get their jobs through their own effort or through friends, family members, villagers, and acquaintances. Many interviewees said that drivers were local villagers known to the children and that, for this reason, getting a job was unproblematic. Participants in the group interviews in Kathmandu said that people from their villages living in the city helped them find jobs. Sometimes, employers even came in search of them. Fourteen-year-old Dipesh Thapa Magar of Gulmi said, “One day, when I was hungry and lying down at the bus park in Kathmandu, a vehicle owner saw me and offered me a job.”

4.14 Work History and Relations

The mean length of time the respondents had spent at their places of work was 25 months, 24 for those under the age of 14 and 26 for those aged 14-17. Responses ranged from a minimum of three months to a maximum of 36 months. The most commonly given response (by 38.1 percent) is more than 24 months (see Table 4.14.1). The 10 case study informants had worked an average of 15.7 months in their current place of work.

Table 4.14.1: Number of Months Spent in Current Place of Work

Number of Months Spent in Current Place of Work	Under 14 Years		15 to <18 Total			
	N	%	N	%	N	%
< 1 month	21	11.1	17	9.2	38	10.2
2-11 months	60	31.7	49	26.6	109	29.2
12-23 months	36	19.0	37	20.1	73	19.6
24+ months	65	34.4	77	41.9	142	38.1
Commute daily from home	7	3.7	4	2.2	11	2.9
Total	189	0.0	184	100.0	373	100.0
Mean (months)	24		26		25	

The majority of respondents (65.8 percent) reported that they work alone in the transport sector, but more than one-third (37.3 percent) and slightly more among those under the age of 14 (40.5 percent) reported that they work with friends (see Annex Table 4.14.1).

CHAPTER V

WORKING AND LIVING CONDITIONS

This chapter presents discussion and analysis of a number of variables characterising the working and the living conditions of child transport workers. Working conditions include the nature of the work contract, types of work, working hours and duration of work, the role of experience, rates and patterns of remuneration and the mode of payment, savings and expenditure, psychological and physical abuse, relationship with employers, control of income, provision of social security, perception of sufficiency of income, relationship between work and school, and hazardous and unhealthy working conditions. Under living conditions, the study explored places child transport workers sleep and for how many hours, food and nutrition, clothing, personal hygiene, and personal habits.

5.1 Working Conditions

5.1.1 Nature of Agreement and Status of Employment

The case studies revealed that the practice of making oral agreements for employment in the transport sector is ubiquitous in the study districts regardless of the basis of employment or type of vehicles. Because agreements are oral, there is no system for specifying their tenure. Case study informants said they can continue working as long as they want to and that vehicle owners do not want to sack them because they do their work well. For instance, sixteen-year-old Buddhi B. Biswakarma, who works in Siddharthanagar, Rupandehi District, explained: “My oral agreement does not specify the tenure of my employment but I can work in the vehicle as long as I want to.” Twelve-year-old Manoj Kumar Yadav, who works in Jaleswor, Mahottari District said something similar: “My tenure of employment is unspecified in the agreement, but I can work as long as I do good work.”

Almost all of the survey respondents (95.3 percent), regardless of age, said that they were paid employees when asked to define their status (see Table 5.1.1.1). Of the 10 case study informants, nine said they were paid. Only one said he was not; he worked for a family enterprise and was paid neither salary nor allowance.

Table 5.1.1.1: Job Status

Job Status	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Paid employee	189	94.5	192	96.0	381	95.3
Operating own business as a regular paid employee	3	1.5	0	0.0	3	0.8
Contributing family member without pay	3	1.5	5	2.5	8	2.0
Unpaid but accommodation provided	4	2.0	2	1.0	6	1.5
Other*	1	0.5	1	0.5	2	0.5
Total	200	100.0	200	100.0	400	100.0

*Other includes 'not yet able to receive salary'.

Employers were also asked about the nature of working agreements. They agreed that written contracts were not entered into with child laborers but averred that the verbal agreements between the two parties always included certain terms and conditions of employment. These terms and conditions, however, were not uniform and varied from case to case based on mutual understanding. Children expect timely payment, an allowance, the opportunity to learn driving skills, and a good place to sleep from their employers; and employers expect sincerity and honesty in return. The continuity of a job depends on the boys' providing a good or at least a satisfactory performance and the wishes of the two parties. Child laborers can be dismissed from their jobs at any time if they fail to do their job properly, misbehave with passengers, or do not obey supervisor's instructions. They also have the freedom to leave the job at any time if they do not wish to continue. Since many other children are available in the market at a moment's notice, children move frequently from one vehicle to other. Only a few continue to work in one particular vehicle for an extended period of time.

Drivers confirmed that agreements about work are oral and variable. They also added an important fact: that there is a probation period of about 10-15 days and that only if drivers are satisfied with a child's performance do the children continue in the job. The drivers reiterated that since there is no written agreement, children are free to work or leave as they wish and employers are also free to keep them on the job or fire them. "Neither party feels the need for a written agreement," said driver Prem Moktan of Kaski, articulating the view of most. There are children aged 10-16 years in this sector who are happy with good food, good words and a daily allowance. Drivers encourage them to work sincerely and become a driver one day. Some assure the children they will arrange a driver's license for them when they turn 18 if they work sincerely.

Parents of child transport workers also stated that no system of making written contractual arrangements between employer and employee exists but that, instead, the two parties agree verbally on the terms and conditions governing working hours, food, lodging, and allowances. Learning to drive in the long run is the main attraction for most children who choose to work in the transport sector.

5.1.2 Perceptions of the Basis of Employment

Child respondents were asked about their perceptions of the basis of their employment, namely whether it was permanent, contractual, or piece-rate. Permanent employment is seen as being regular and lasting as long as the employee wants it to or as long as he does good work in the eyes of the employer/driver. A permanent employee is paid like a salaried employee: he gets a salary and/or allowance every month and *maasu-bhaat* during periods of travel. Employment in a family enterprise can also make a child transport worker see his work as permanent employment. The term ‘permanent’ does not mean, however, that child laborers from outside a family in the transport business are employed on a long-term basis or that employees are given certain legally provided for social benefits. Contractual employment is perceived by laborers as a job lasting a specific period of time under certain terms and conditions, while piece-work employment is perceived as a job in which laborers are hired and paid for a piece of work (in the transport sector, usually one trip) according to the syndicate system. Most respondents (72.3 percent) see themselves as permanent employees; just 11.5 percent and 5.3 percent respectively report that they are contractual or piece-rate employees. A significantly higher proportion of respondents aged 14-17 (79 percent) perceive their basis of employment as permanent (Table 5.1.1.2).

Table 5.1.1.2: Perceptions of the Basis of Employment

Perceived Basis of Employment	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Permanent	131	65.5	158	79.0	289	72.3
Contractual	26	13.0	20	10.0	46	11.5
Piece-rate	15	7.5	6	3.0	21	5.3
Own business	4	2.0	1	0.5	5	1.3
Individual wish/desire	13	6.5	9	4.5	22	5.5
Temporary	10	5.0	4	2.0	14	3.5
Other*	1	0.5	1	0.5	2	0.5
No response	0	0.0	1	0.5	1	0.3
Total	200	100.0	200	100.0	400	100.0

*Other perceptions include ‘no terms of reference’ and ‘rule of payment’.

In addition to the 400 survey respondents, the 10 case study informants were also asked about their basis of employment. Six out of 10 said their employment was permanent because they are paid like salaried employees and can work as long as they perform well or they want to work. One informant said that his employment was permanent because he works for a family enterprise. One said he thought of his job as contractual because he works for a salary of Rs.1000 per month and meals to be eaten together with the driver and will work for a specific period. The remaining two case study informants said they work on a piece-work because they are paid per trip.

5.1.3 Types of Tasks under Current Employment and Working Hours

When about the tasks they performed at the time of survey, a large majority of respondents (75.3 percent) reported that they washed vehicles followed by 58.5 percent reporting that collecting fares is a key responsibility. Slightly more than half said that they arrange seating (55 percent) and help repair vehicles (53 percent) and slightly less than half (45.3 percent) reported that they load and unload goods and luggage. A significantly higher proportion of respondents aged 14-17 years reported that they arrange seating (62 percent) and help repair vehicles (57 percent) than did younger respondents (Table 5.1.3.1).

Table 5.1.3.1: Types of Tasks Performed

Task	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Collecting fares	114	57.0	120	60.0	234	58.5
Helping to repair vehicles	98	49.0	114	57.0	212	53.0
Washing vehicles	152	76.0	149	74.5	301	75.3
Loading and unloading luggage and goods	80	40.0	101	50.5	181	45.3
Arranging seating	96	48.0	124	62.0	220	55.0
Calling passengers	2	1.0	8	4.0	10	2.5
Guarding vehicles at night	6	3.0	1	0.5	7	1.8
Other**	7	3.5	7	3.5	14	3.5
Total	200	100.0*	200	100.0	400	100.0

*Percentages exceed 100 due to multiple answers.

**Other duties included arranging fuel for vehicles, fixing dents in and painting vehicles, supplying cigarettes to drivers, and driving vehicles.

A total of 28.5 percent of respondents are involved in any two types of tasks and nearly one-quarter reporting that they do three tasks. About 15 percent each do one, four and five tasks (Table 5.1.3.2 for age-wise variations).

Table 5.1.3.2: Number of Types of Tasks Performed

Number of Tasks	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Only one	36	18	25	12.5	61	15.25
Any two	62	31	52	26	114	28.5
Any three	48	24	48	24	96	24.0
Any four	24	12	31	15.5	55	13.75
Any five	25	12.5	37	18.5	62	15.5
Any six	5	2.5	7	3.5	12	3.0
Total	200	100	200	100	400	100

Case study informants were also asked what sorts of tasks they performed. Their myriad responses included (a) arranging seats for and collecting fares from passengers; (b) requesting potential passengers to board a particular vehicle; (c) asking if they need help and helping passengers to get off a vehicle; (d) washing and cleaning vehicles and their windows; (e) taking care of vehicles; (f) loading and unloading goods and luggage; (e) ensuring a vehicle gets its rightful place in a queue for a route; (f) helping the driver or mechanic to carry out vehicular repairs in a garage; (g) removing punctured tyres and transporting them to a garage; and (h) helping to put tyres on vehicles.

Employers confirm that, indeed, many of these activities are performed by child laborers. In addition, they mention that children who work in a garage are assigned a number of duties such as repairing punctured tyres changing, cleaning chains, washing and cleaning vehicles and windows. They claimed that children’s work required more technical skill than physical strength. Children are also used to run errands.

Working Hours: According to child respondents, they work an average of 12 hours a day, with the greatest proportion (43.3 percent overall and 46.5 percent among respondents under the age of 14) working 6-10 hours a day. Nearly one-third (30 percent) reported that they work for 12 hours, with older children more likely than younger children to do so (34.5 percent versus 22.5 percent) One-fifth of respondents reported that they work for more than 13 hours (Table 5.1.3.2).

Table 5.1.3.2: Number of Working Hours per Day

Number of Working Hours Per Day	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
2- 5 hours	10	5.0	11	5.5	21	5.3
6-10 hours	93	46.5	80	40.0	173	43.3
12 hours	51	25.5	69	34.5	120	30.0
13-17 hours	45	22.5	37	18.5	82	20.5
Not reported	1	0.5	3	1.5	4	1.0
Total	200	100.0	200	100.0	400	100.0
Average	11		12		12	

Case study informants revealed that they are forced to work long hours by their employers and drivers, on average, 12.1 hours per day with a range from a minimum of 9 to a maximum of 15 hours. When a vehicle is reserved, however, children work for almost 24 hours at a stretch. Fourteen-year-old Narendra Bahadur Biswakarma explained, “I work for 10 hours daily but sometimes, when the vehicle is reserved, such as for an educational tours or marriage procession, I have to spend 24 hours in it.”

Child participants in group interviews also said that they generally work 12 hours a day. In Bara, where all the child transport workers are local and live with their families, the work day starts at 6 a.m. and continues till 6 p.m. In Dang, children begin work at 4-5 a.m. and ends at 4-5 p.m., but sometimes they have to work until 8-9 p.m., which means they are working a 15-hour work day. Participants in group interviews in Morang said that their daily work is normally not defined on an hourly basis but instead on a trip basis and that they work at least three trips a day, or, if they work a short route like Biratnagar-Rani or Biratnagar-Dharan, they may make four or five trips. Those who work long routes like Biratnagar-Bhojpur work on a daily, not an hourly, basis. In Banke, too, child transport workers reported that they work 12 hours daily on average.

5.1.4 Age at the Onset of Employment, Years of Employment, Tenure, and Quantity of Work

Children were asked how old they were when they began working in the transport sector. The mean age was 13 years, with the mean age of younger respondents 12 and that of older ones, 14 (Table 5.1.4.1). In terms of how long they had been working in total, the mean duration of

employment was two years, while the average tenure in their current job was seven months at the time of the field survey. On average, both age groups worked 26 days a month. Generally, child transport workers reported that they worked throughout the year.

Table 5.1.4.1: Age at Onset of Employment

Age at Onset of Employment	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
6-10 years	13	6.5	4	2.0	17	4.3
11-12 years	95	47.5	18	9.0	113	28.3
13 years	59	29.5	26	13.0	85	21.3
14 years	33	16.5	42	21.0	75	18.8
15-17 years	0	0.0	109	54.5	109	27.3
No response	0	0.0	1	0.5	1	0.3
Total	200	100.0	200	100.0	400	100.0
Mean	12		14		13	

5.1.5 Role of Experience in Current Work

Employers, drivers and parents were asked about the role experience plays in the current work of child transport workers. Their opinions on the advantages and disadvantages of both having and not having experience are summarised below.

Employers' Opinion: Employers recruit both experienced and inexperienced child laborers for their vehicles and pay them different wages. Some employers said that they prefer inexperienced laborers for several reasons: the inexperienced expect only lodging and food and a small allowance and often do not expect a salary. They do not misappropriate money from the fares or leave the job unexpectedly. They also obey instructions sincerely. Owners of micro-buses in Kathmandu feel more comfortable employing children than adults. They generally recruit inexperienced child laborers and train them. With experience, they learn how to behave with passengers, how to check student identification cards, and how to stand safely in the door of a running vehicle and they can collect more money. Experienced workers are paid better.

Other employers prefer experienced child laborers since they need minimal instructions and they do not have time to train new workers. In addition, experienced workers perform their duties more efficiently and, hence, can collect more money. They see retention as a problem because once inexperienced children are trained, they eventually leave.

Drivers' Opinion: Drivers reported that both experienced and inexperienced workers are employed in vehicles. Some drivers, like Kamal Waiba of Morang and Siddharaj Bhatta of Kailali, look for trustworthy and sincere children irrespective of their experience. Shyamlal Mali of Lalitpur also thinks that experience does not matter much as they can learn the required skills in a few days if they are serious. Others, like Prem Moktan of Kaski and Hut Bahadur Malla Thakuri of Dhanusha prefer experienced, healthy, strong, sincere persons aged 16 years or over although they sometimes recruit good yet inexperienced boys as well. Occasionally, they will even recruit poor and weak boys, a practice recommended by vehicle owners. Some feel that working with an inexperienced helper is dangerous.

Parents' Opinion: Parents of child transport workers stated that, in their opinion, inexperienced children generally find landing a job difficult as many employers ask for experience, which is essential for efficient fare collection, particularly when it comes to checking student identification cards and maintaining good dealings with passengers. Experienced child laborers can also help drivers maintain vehicles. They are in demand since they know the traffic rules and know where the proper places to stop are. While they definitely collect more money for owners, children also benefit from being experienced: (i) they have more power to negotiate a good salary with employers; (ii) are less likely to be injured (because they are more cautious), and (iii) earn more income.

While some employers look for experienced workers only, some hire young boys who will work only for food and small tips and do not demand a salary. The disadvantage of hiring such boys is that they may lose money while collecting fares. If they collect too little, they are dismissed from their jobs. Inexperienced children are often abused by both drivers and passengers if they fail to work efficiently.

5.1.6 Remuneration and Mode of Payment

Child laborers are paid both wages and allowances for the services they render. Nearly 63 percent of respondents reported that they are paid wages but more than one-third (36.5 percent) reported that they had never been paid. Altogether more than half (51.8 percent) reported that they are paid monthly, with more 14-17-year-olds (57.5 percent) than children under the age of 14 (46 percent) getting monthly payments. Over two-thirds (69.5 percent) reported that they are paid a daily allowance but nearly one-quarter do not. A greater proportion of respondents aged 14-17 (74.5 percent) than those under the age of 14 (64.5 percent) receive a daily allowance (Annex Tables 5.1.6.1 and 5.1.6. 2).

For both age groups, the average daily income, regardless of how it is paid, is Rs. 206, but older children earn more (NRs.226) than younger ones (NRs.185). Nearly one-quarter of respondents (23.8 percent) reported that they earn NRs.300-500 daily, with more than twice as many older respondents earning this much (31.0 percent versus 16.5 percent). Slightly more than one-fifth of respondents (22.5 percent overall and 28 percent among those under the age of 14) reported that their daily income is less than NRs.83 (Table 5.1.6.1).

Table 5.1.6.1: Average Income Earned Per Day

Average Earnings Per Day (NRs.)	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Up to 83	56	28.0	34	17.0	90	22.5
84-100	32	16.0	14	7.0	46	11.5
101-190	20	10.0	33	16.5	53	13.3
191-200	29	14.5	33	16.5	62	15.5
201-300	25	12.5	21	10.5	46	11.5
301-500	33	16.5	62	31.0	95	23.8
501-2000	5	2.5	3	1.5	8	2.0
Total	200	100.0	200	100.0	400	100.0
Mean	185		226		206	

The average income of respondents receiving wages is NRs.235 per day while the average daily income among those who earn a salary is NRs.183. Older respondents earn significantly greater wages and salaries (Table 5.1.6.2).

Table 5.1.6.2 Average Daily Incomes of Wage-Earners and Salary-Earners

Average Daily Income	Under 14 Years (in NRs.)	14-17 Years (in NRs.)	Total (in NRs.)
Wage-earners	226	243	235
Salary-earners	155	225	183

The study team's analysis of the 10 case studies demonstrated that there is no uniform method of payment. Instead, child transport workers are paid in several ways: (a) by month; (b) by day; (c) by trip; (d) with a monthly salary and daily allowance; and (e) with accommodations only. Monthly salaries range from NRs.1000-6000 and daily wages from NRs.100-300. Those who are paid by trip earn NRs.300-500 per trip and generally work only half of the days in a month because, under the syndicate system, they have to wait their turn. A couple of informants reported that they are paid extra pocket money in the form of bonuses ranging from NRs.25-50 per trip if the income from any given trip is particularly high because there are unusually many passengers. Some of those who are paid wages on a monthly basis are also paid daily allowances ranging from NRs.100 to NRs.200. Some of the case study subjects were not paid either a salary or wages because they worked in their relatives' vehicles in the family business; the cost of their accommodations was, however, covered by their employers.

As indicated earlier, salaries are paid on a monthly basis and allowances on a daily and trip basis. In isolated cases, wages are also paid on a daily basis after the day's work is over.

Employers were also asked about remuneration and mode of payment. They reported that child laborers work for minimal wages in workshops. For instance, child laborers working at a motorcycle workshop in Jhapa got two meals a day and NRs.20 to buy themselves an afternoon snack. Only after they had helped out for one-and-a-half years, learning various skills in the process, did they get paid a salary of NRs.1000 per month. The rate of remuneration for those working in vehicles is reported to be slightly better. Rabindra Shrestha, an employer from Kirtipur in Kathmandu, said, "I pay them a monthly salary of NRs.1500-2000 and a daily allowance of NRs.200." He also said that he fed them lunch and gave them NRs.5-10 for every trip they made to buy fruit, cigarettes, or other goods. Another employer, Kamal Dhakal of Pokhara claimed, "There are two types of boys coming to this job: those interested only in earning and those interested in learning driving skills and earning some money too. While the former type gets a monthly salary of NRs.5000-6000 and a daily allowance of NRs.200, the latter gets a monthly salary of NRs.2000-3000 plus a daily allowance". Interestingly, no child laborer anywhere reported that he got such a high salary and neither such a high salary nor such a huge differentiation between the salaries of different types of workers was noted in other places. Elsewhere, it was reported that child transport worker get Rs.1000-2000 depending on their experience. It was also reported that in Kathmandu if an employer failed to pay workers' salaries, they might, as a group, approach him to demand their salaries and even threaten him. Lunch and an afternoon snack are almost universally provided by employers.

Drivers confirmed that child laborers in vehicles are employed under a variety of remuneration systems. They reported in the beginning, besides lunch and afternoon snack, children get only a nominal daily allowance (NRs.20-25) until they gain experience. Not all workers get every financial benefit: for instance, some get only a daily allowance; some, only a monthly salary; some, both; and some, meals only. They stated that child laborers are paid a monthly salary ranging from NRs.1500 to NRs.3000 and a daily allowance ranging from NRs.100 to NRs.200 as well as lunch. They have also shared that while the salary paid depends on experience, the allowance paid depends on the amount of fares collected: if a child works an additional route, he get additional allowance. Some drivers had a different view: they claimed that salary depended on the whims of the owners and not on experience.

Parents of child laborers also confirmed the pattern of remuneration described above. They said that they believed that child transport workers in Kathmandu were generally paid more than those in other urban centres. If a child laborer incurs a loss for his vehicle or steals something, the amount of money missing is deducted from the wages he is due. Child transport workers are paid considerably less for a shorter route than for a longer one such as that taken by a night bus: a NRs.50 versus a NRs.500 tip per trip.

Child participants in group interviews said that they are almost always paid in one of three ways, namely, monthly salary, daily allowance, or per trip. In Kathmandu, newcomers are paid neither a salary nor an allowance; in the initial days of their service, they are provided only meals, and whether or not they continue to work is contingent on their performance. After some time, new boys are paid allowances, but not salaries. It is only boys with relatively long periods of experience who are paid both a salary and an allowance. The amount of allowance paid also varies by the nature and type of vehicle and the distance traveled. For instance, in Biratnagar, helpers on tempos, micro-buses, and local buses get NRs.100, NRs.200, and NRs.300 respectively per day. Helpers on buses that ply long routes like Biratnagar-Bhojpur, get an allowance of NRs.600 per trip. In Kathmandu and Chitwan, child transport workers are paid daily allowances between NRs.150 to NRs.200 depending on the amount of fares collected that day. In Dang, child workers on micro-buses get a daily allowance of NRs.300, but those who work on jeeps work for *maasu-bhaat* only. Employers provide dinner to those who spend the night in vehicles.

Child participants in group interviews confirmed that only a very few experienced laborers who are liked by owners and/or supervisors get a monthly salary and that they are given both a salary and an allowance. The participants claimed that salaries range from NRs.700 to NRs.1200 per month. For instance, in Biratnagar, sincere boys are employed for the relatively longer hill routes and paid a monthly salary of NRs.1200. Child workers in Morang complained that their employers promised to pay them salaries but that, in fact, they were reluctant to pay. They also admitted, however, that they misappropriate a certain amount from the daily fare collected, a practice called “tankamarne”.

5.1.7 Child Transport Workers’ Other Economic Activities

The study team discovered that only 4.5 percent of child respondents—18 individuals altogether—engage in secondary economic activities. Of them, a sizable proportion (44.4

percent) are engaged in the hotel sector, mechanical works, or house wiring. Slightly less than one-quarter (22.2 percent) reported that they were domestic workers while 16.7 percent said they did construction work, labor (16.7 percent), and agricultural labor (16.7 percent). Most of them (77.8 percent) reported that they performed these secondary activities occasionally (Annex Tables 5.1.7.1, 5.1.7.2, and 5.1.7.3).

5.1.8 Savings

Child respondents were also asked about their monthly savings from both their main source of income (employment in the transport sector) and other secondary economic activities. Nearly 40 percent of all respondents and 43 percent of those under the age of 14 reported that they do not save anything at all. Of those who do save, mean monthly savings from employment in the transport sector is NRs.1,660 for all ages and NRs.1,378 for the younger and NRs.1,942 for the older children respectively. The difference in savings is attributable to the fact that younger children earn less money (Annex Table 5.1.8.1). Of the 18 respondents who performed secondary economic activities, only three reported having savings from those activities. Of the two under the age of 14, one saves NRs.150 per month and the other, NRs.300. The respondent aged 14-17 saves NRs.1500 per month.

5.1.9 Expenditure

The 400 child respondents were also asked to specify the areas in which they spend their income. Almost all (94.3 percent) reported that they used their incomes to maintain their own livelihoods and more than half (54.5 percent) reported that they used their income to support their families. A higher proportion of respondents aged 14-17 (61.5 percent) than those under the age of 14 (47.5 percent) reported that they spend their income on their families, a difference attributable to the fact that they earn slightly more and feel a greater sense of household responsibility and that household members expect relatively more from them. More than one-third (37.8 percent) spend their income on personal entertainment and nearly one-fifth buy alcohol or cigarettes (Table 5.1.9.1).

Table 5.1.9.1: Areas of Income Expenditure

Area	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Maintenance of own livelihood	192	96.0	185	92.5	377	94.3
Support of family livelihood	95	47.5	123	61.5	218	54.5
Payment of family loan	9	4.5	6	3.0	15	3.8
Payment educational expenses	3	1.5	5	2.5	8	2.0
Personal entertainment	77	38.5	74	37.0	151	37.8
Smoking and/or drinking	33	16.5	46	23.0	79	19.8
Other**	2	1.0	2	1.0	4	1.0
Total	200	100.0*	200	100.0	400	100.00

*Percentages exceed 100 due to multiple answers.

**Other expenditures included 'spending money on girlfriends' and 'saving at finance company'.

A total of 47 percent of respondents under the age of 14 and 53 percent aged 14-17 years spend on at least two areas.

Case study informants were also asked what they did with their income. They said that they saved some as well as spent it on their own livelihoods (specifically, on food when not working), support of family members, entertainment, clothes, wife's schooling, cigarettes and other tobacco products, household necessities, rent for accommodations, the interest and principal on family debt, and medical treatment for family members. The case of the child transport worker who pays for his wife's schooling is an interesting one (Box 2 below).

Box 2: Being Child Laborer in Transport Sector for Wife's Schooling

Fourteen-year-old Narendra B. Biswakara married a girl of his own choice (but of whom his family approved) in the village of Lamatiya in Dang District and then migrated to Chaulahee in the same district to look for work. His wife is a girl from his own community and caste. One year older than Narendra, she was in grade 8 and he in grade 7 when they eloped. After the marriage, he dropped out of school primarily because his household responsibilities had increased and he was too poor to support this wife otherwise. He reported that he intended to support his wife's education up to the School Leaving Certificate level because he believes that an educated woman can get a good job, including teaching. He has been working for the last seven months. In addition to free accommodation, he is paid a monthly salary of NRs.3000. He sends NRs. 2000 home, NRs.1000 for his parents and NRs.1000 for his wife's educational expenses, and retains NRs.1000 for himself.

5.1.10 Psychological and Physical Abuse

The rapid assessment also attempted to understand the psychological and physical abuse child laborers working in the transport sector are subjected to. They were asked how often they were beaten or unduly scolded by their employers or supervisors/drivers during working hours. Nearly half of the respondents (47.8 percent) reported that they had never been beaten or unduly scolded, with a significantly larger proportion of respondents aged 14-17 (51.5 percent) than those under the age of 14 (44 percent) giving this response. However, slightly more than one-third of the respondents (36.3 percent overall, 39 percent among younger respondents and 33.5 percent among older ones) reported that they had, in fact, sometimes been beaten or unduly scolded. Only a small proportion of respondents (6 percent altogether) reported that they were beaten or unduly scolded often, quite often or daily (Table 5.1.10.1).

Table 5.1.10.1: Frequency of Beatings/Undue Scoldings by Employers/Supervisors/Drivers

Frequency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Every day	2	1.0	2	1.0	4	1.0
Quite often	1	0.5	1	0.5	2	0.5
Often	9	4.5	9	4.5	18	4.5
Sometimes	78	39.0	67	33.5	145	36.3
Rare	22	11.0	16	8.0	38	9.5
Never	88	44.0	103	51.5	191	47.8
Not reported	0	0.0	2	1.0	2	0.5
Total	200	100.0	200	100.0	400	100.0

Interviews, FGDs, and case studies provide a slightly different picture of abuse than the survey results do. Child participants in FGDs were asked about the types of mistreatment, including emotional, physical, and sexual abuse, they suffered at the hands of employers/drivers. Their answers reveal that the degree of abuse varies by region, with children in Kathmandu Valley the more likely to be abused than those in other urban centres. Child participants in FGDs in Kathmandu Valley averred that they are frequently abused by employers/drivers. They are frequently scolded using abusive language and subjected to corporal punishment, often a blow to the head, even for the slightest of mistakes. They are not granted leave from their employers when they need it and they are also not paid their salary/allowance on time. These participants that when they asked for their salary /allowances, the drivers scolded them, saying that they need not report to work again. They were called “khate” (a derogatory word for street children) and “beggars” and asked why they even needed a salary or allowance. These workers in Kathmandu said that they got less money if they were unable to collect large fares from passengers and complained that drivers sometimes appropriated their salaries and gave them only daily allowances. It was standard practice not to get allowance on days when a vehicle was kept in a garage for repairs or maintenance. Sometimes, these children admitted, they made mistakes or did not perform a task punctually.

Child participants in FGDs conducted outside the Kathmandu valley reported less serious abuse at the hands of their employers and drivers than did those working in the valley: the former said that they were scolded only if they neglected their work. For instance, they were scolded for not being able to collect fares from passengers, stealing some of the money collected, not obeying orders, not doing their work punctually, and quarreling with passengers. Sometimes they were scolded when the vehicles plied a route empty, (presumably for their failure to recruit passengers by shouting). Corporal punishment is rarely meted out. Child participants from Kailali District explained why: “Employers/drivers do not dare beat us because if they did, other people would react against them.”

Children working in a garage in Dang District who participated in an FGD also said that they had experienced no serious abuse. They said, “The owners always advise us about the proper way to work whenever we make mistake, but they never try to beat us.” However, in isolated cases, there were complaints of being frequently scolded.

The FGDs revealed that child transport workers devised various strategies to protect themselves from severe emotional abuse by employers/drivers: they usually performed all the tasks they were assigned efficiently, complied with orders and instructions, handed over all the money they collected to employers/drivers, were friendly with passengers, encouraged passengers to ride their vehicles by helping them to load their luggage and goods, found substitutes in their absence, worked long hours, kept mum when being scolded, and begged forgiveness from employers/drivers for unintentional mistakes. They understood, they reported, that such acts would keep employers/drivers happy and reduce the frequency with which they were badly scolded. Of late, there is also a relative rise in the level of awareness among some child laborers about the issue of abuse. They now seem aware of their vulnerability, as shown by their claim that their poverty and lack of the education/training to do a better-quality job are two reasons they are frequently abused. They also perceive that drivers are protected by the transport entrepreneurs' association but that they are not and that their voices are not heard.

The 10 case study informants also shared the emotional abuse they experience at their jobs. They can be classified into three groups. The first group shared that their drivers/employers scold them badly on the pretext of their having done a task ineptly or wrongly, force them to complete a task in a specified time, and blame them if the articles or goods kept in the vehicles are lost or stolen. The second reported that their treatment at the hands of the drivers/employers was generally good but that they received an occasional light scolding by the drivers if they failed to recruit passengers and were shouted at occasionally if they were slowly in collecting fares. The third group said that they had not experienced emotional abuse primarily because they worked in vehicles owned by their family and worked in vehicles driven by their closest kin (such as fathers). Regardless of which group they fell in, all said they had been hassled by passengers as they tried to collect fares and when the passengers felt that the boys did not help them get off the vehicles (where they wished to). Drunken passengers use abusive language when they are asked to pay the standard local fares as per the local standard rate and drug-abusing boys refused to pay. Those who are compelled to sleep in their vehicles at night suffer another sort of emotional strain: they are haunted by the fear that they may be beaten or even killed.

5.1.11 Relationship with Employers/Drivers

With a view to assessing the nature of their relationships with their employers and with drivers, child respondents were asked about the action their superior would take against them if they made a mistake or did the wrong job. A majority of respondents (63 percent) reported no action was taken, while slightly more than one-fifth (21 percent) reported that they were scolded. Just 9.3 percent had their salary cut and even fewer (6.5 percent) were forced to quite their jobs (Annex Table 5.1.11.1). These figures suggest that child transport workers do not have a major problem with their employers, but understanding a relationship, a complex multi-dimensional sociological issue, in figures is not easy. Other facets of this relationship were captured in interviews and are analysed below.

The relationship between child transport child workers working within Kathmandu Valley (a relatively modernised geographical unit) and employers/drivers is different from the same relationship in other urban centres (which are comparatively less modernised but are fast modernising). The FGDs suggested that the relationships could be viewed in terms of what

Emile Durkheim, in *The Division of Labor in Society* (1893), characterised as mechanical and organic solidarity, with the former characterising a relatively undifferentiated social structure and a good deal of social integration and face-to-face interaction based on human values and the latter, which is associated with modernisation, characterised by greater social differentiation and by more emphasis on specialisation and less on common bonds. In the Marxist view, relationships between people in modern societies like Kathmandu Valley are based on capitalistic rather than humanistic value: relationships are measured mostly in terms of monetary benefits.

Child participants in the FGDs were asked whether their relationships with their employers/supervisors (drivers) were exploitative or friendly. As expected from the Marxist and Durkheimian theoretical postulations, child transport workers in Kathmandu Valley, on the whole, do not have a good relationship with their employers/supervisors. They said that their relationship is basically measured in terms of money, that is, if they succeeded in collecting a large amount of money and handed it over to the drivers, then their relationship with those drivers would be good. Drivers, in the view of FGD participants, have a proclivity for scolding child laborers when they collect less than the desired amount (even if the vehicle is full of passengers). Drivers, they explained, do not consider that some passengers show student identity cards and get a concession. Child workers reported that they are even compelled to pay fines for breakages in vehicles. Some FGD participants consider that sharing the same cigarette with a driver is an indicator of a good relationship. Even in the urban centres outside the highly modernised Kathmandu Valley, relationships between child workers and drivers/employers are gradually being measured more in terms of monetary benefits as modernisation sees organic solidarity replace mechanical solidarity. About one-tenth of the participants in the Sunsari District FGD said that their relationship with owners/drivers is based on and only lasts while they are working: “Employers/drivers have good relation with us in order to benefit from our work and they are indifferent to us after we finish our work for them.” In an isolated case in Banke, FGD participants said that their employers and drivers treated them as servants. As indicated above, receiving love and affection is contingent upon collecting a lot of money from passengers and complying with orders.

Child laborers of both age groups working in the transport sector outside the Kathmandu valley reported that they, in general, had harmonious relationships with their employers and with drivers. In isolated cases, orphaned laborers were cared for and supported by their employers, who helped them to register their births and sent them to schools (even though the children themselves later dropped out). Highlighting the good relations, participants in the Sarlahi District FGD said that their employers/drivers provided food and money for recreational purposes if takings were good on any given day. Child participants from Bara District said, “Our relationship is like that of a *guru* and *chela*, or teacher and student. They give us our salary and allowance at the right time and, in addition, they also give food and clothes.” They added, “Sometimes a driver’s scolding helps us to learn more about this sector, so we take it in the right spirit.” Likewise, participants in the Kaski District FGD said, “There is a brotherly relation with the drivers. They treat us in a friendly fashion, showing us love and affection, and providing us monetary support when we need it.” In isolated cases in Jhapa District, child FGD participants said that drunken employers and drivers scold them frequently even if they have not committed a single mistake.

Child laborers working in garages also said that their relations with their employers/supervisors were good and that they provided food, shelter, medication and money whenever needed. Employers were said to behave congenially and, if a child made a mistake, to teach and demonstrate the correct working procedure. Children working in garages also said that as long as they did not steal and sell goods belonging to the garage for which they worked, then their relations with their employers were good.

Child laborers revealed that the factors influencing their relations with employers/ supervisors are sincerity in work, obedience, and ability to collect fares from passengers. Child participants in the Bara District FGD said, “We should be obedient and strictly follow the drivers’ instructions in order to get the opportunity to learn how to drive.”

Participants in group interviews were also asked how their employers treat them. They opined that the relationship depends upon the quality of their work. In many cases, drivers are the owners of the vehicles and a good collection of fares is generally their main concern. In Kathmandu, employers have little relationship with child laborers; instead, boys generally deal with drivers. Some reported that they had not even seen the owner of the vehicle in which they worked. In Dang, however, owners have a good relationship with child workers and give them money when asked and grant leave when needed. They become angry when the collection is small and sometimes shout at the boys, but there were no cases of physical abuse. “Why should we work for our employer if he abuses us physically? We just work in another vehicle for another owner,” said participants’ glibly but very enthusiastically. In Banke, the drivers of small vehicles like tempos are generally the employers. It was reported that they verbally abused boys who did their job wrong. In Morang, 8 of 11 group interviewees working in local buses and micro-buses have said that their employers’ behaviour is not good: they delay the payment of their monthly salaries, sometimes paying them only every 4-5 months, and paying their monthly salaries only if the vehicles do not require any maintenance in a particular month. Only three participants in the Morang group interview said that their employers give them *maasu-bhaat* for lunch and dinner. The boys interviewed in said that they are not verbally abused. Drivers and owners talk to them in a loving manner and pay them monthly salaries and allowances. In Kathmandu, laborers aged 14-17 reported that their employers’ relationships with them are generally good though they are occasionally abused verbally when they refuse to do household chores. In Banke, employers ask them to be in the vehicles round-the-clock. In general, child transport workers believe that if they are honest and sincere in their work, employers treat them well.

Child participants in group interviews were also specifically asked about their relationships with their supervisors (drivers). They confirmed that their supervisors’ treatment of them is generally good. Supervisors normally have their lunch together with child laborers and behave with them in a friendly way. However, laborers working in small vehicles like tempos feel that their supervisors’ treatment of them is not satisfactory: they often abuse them verbally, particularly when the total fare collected is below a driver’s expectations. They even use vulgar and abusive words when the boys are not politic in their dealings with passengers. If the boys argue, drivers may even slap them. In big vehicles too, drivers sometimes abuse child workers verbally, but the boys often do not mind as they feel that the drivers love them too. How a driver behaves, they explained, sometimes depended on his mood. The child

laborers interviewed said that they got their allowances and salary from the drivers. One of the nine child participants in the group interview in Kathmandu reported that his driver deducts his salary when paying the owner but he does not give him that money. Drivers often ask child laborers to bring their cigarettes; performing this service has seen some child workers developing the habit of smoking.

5.1.12 Control of Income

Case study informants were also asked about who controlled their income. Seven of 10 said that they themselves control the income they earn. In two cases, their relatives—either their parents or brothers—control their income and since one informant is not paid any income, neither a salary nor an allowance, because he works for his family's enterprise, control is not an issue.

5.1.13 Provision of Social Security

Child respondents were asked whether they were provided with social security, including paid leave, free medical treatment after an accident or during a sickness, and financial support during crises. The majority (62percent) shared that their employers did indeed provide social security. The children were also asked whether they got paid leave or, if they did not use leave, some other facility. Just under one-quarter of respondents (23.5 percent) answered affirmatively (Annex Tables 5.1.13.1 and 2).

Case study materials show that the provision of social benefits is not ubiquitous. Those who do get some social benefits specified the following: (a) salaried leave (on Saturdays); (b) free medical treatment when injured (though in some cases only minor injuries are taken care of) and during sickness, and (c) provisioning of financial resources when critically needed. Others reported that they got no free social security. For instance, 16-year-old Buddhi B. Biswakarma from Siddharthanagar, Rupandehi District, said, “There is no free social security for me in this job because when I fall sick I am treated by my employer, but the medical expense is deducted from the salary.” Twelve-year-old Manoj Kumar Yadav, who works in Jaleswor, Mahottari District, concurred, “I have no social benefits. I have to pay for my own treatment.” Others shared that they are given leave but only without pay. One informant working in Kirtipur said that he got no social security benefits but that his employer, though harsh, had opened up an account for him at a finance company and taught him to deposit money so that he would have savings to rely on.

5.1.14 Perceptions of Income Adequacy

Child respondents were asked whether they thought they got enough income to survive on. Almost three-quarters (74.8 percent) said that it was indeed adequate and there was no significant difference between the two age groups (Table 5.1.14.1).

Table 5.1.14.1: Perceptions of Income Adequacy

Sufficiency of Income for Living	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	146	73.0	153	76.5	299	74.8
No	54	27.0	47	23.5	101	25.3
Total	200	100.0	200	100.0	400	100.0

Case study informants were asked the same questions. Some felt they did earn enough; others did not. Those who said that their income was adequate said that they got free food and that they had no major household responsibilities. Others benefited from *tankamarne*, and skimmed off a proportion of the total fare collected in order to generate extra income. Finally, some spent their daily allowance on their personal needs and send their salary to their families. For all these types of respondents, income was adequate. There are others, however, who think that they earn too little. They claimed that they are forced to work per trip and to perform piece work as a vehicle required it and that both tasks were paid nominally and that their household responsibilities, because they had married or needed to pay off a family debt of pay for a family member to get medical treatment, were substantial. Some did not think the adequacy of income was an issue at all either because they worked for a family enterprise and were not paid or because they had taken the job in order to fulfill their aspirations to become a driver in the future and earn a good income and live an easy life and therefore were not concerned if their present income was adequate or not.

5.1.15 Perceptions of the Characteristics of Current Work

Child respondents were asked about their perceptions of the characteristics of their current work. A significant majority (66.8 percent overall and 70.5 percent among those under the age of 14) reported that they had to work long hours every day. A sizable proportion of respondents (43.3 percent) reported that they are exposed to pollution and slightly less than one-third (30.8 percent overall and 36.5 percent among those aged 14-17) mentioned the possibility of vehicular accidents. Slightly more than a quarter of respondents (26.8 percent) reported the need to lift or carry heavy loads and 15.8 percent that they have to work with heavy or dangerous machinery (Table 5.1.15.1).

Table 5.1.15.1: Characteristics of Current Work

Characteristic	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Long hours every day	141	70.5	126	63.0	267	66.8
Heavy or dangerous machinery	32	16.0	31	15.5	63	15.8
Bonded labor status	0	0.0	1	0.5	1	0.3
Need to lift/ carry heavy loads	51	25.5	56	28.0	107	26.8
Exposure to (air, sound, light) pollution	88	44.0	85	42.5	173	43.3
Need to work at night (from 9 p.m. to 5 a.m.)	3	1.5	4	2.0	7	1.8
Vehicular accidents	50	25.0	73	36.5	123	30.8
Use of tobacco and alcohol	15	7.5	16	8.0	31	7.8
Physical injuries	0	0.0	1	0.5	1	0.3
No difficulties	2	1.0	7	3.5	9	2.3

Other**	11	5.5	6	3.0	17	4.3
Don't know	1	0.5	0	0.0	1	0.3
No Response	0	0.0	1	0.5	1	0.3
Total	200	100.0*	200	100.0	400	100.0

*Percentages exceed 100 due to multiple answers.

**Other characteristics of the job include 'quarrels with passengers', 'not able to get the work when we need it', 'too little sleep', 'trouble opening and shutting the doors of vehicles', 'need to be clever at all times', 'need to talk a lot', and 'need to sleep inside vehicles'.

5.1.16 Leisure Time and Entertainment

Most child respondents (87.5 percent) reported that they did get time off from their work (Annex Tables 5.1.16.1). Those who did were asked to specify the types of entertainment they enjoyed during their breaks or days off and the frequency with which they did those things. Overall, 55 percent of respondents aged 14-17 reported that they watched movies very often, every day, sometimes or rarely, and 85 percent that they watched sometimes, while 38.5 percent said they hung out with friends, 24 percent that they listened to music and 13 percent that they watched television (Annex Tables 5.1.16.2). The top three leisure activities respondents under the age of 14 engage in are watching movies (57 percent), hanging out with friends (30 percent), and listening to music (24 percent) (Annex Table 5.1.16.3).

Employers and drivers were also asked about leave for child laborers. They said that leave for bathing and washing as well as for visiting nearby families was granted periodically. In Pokhara, it was reported that such leave is granted once a week whereas in Kathmandu the frequency was just every two weeks. If a child has some urgent work to do, too, he is granted leave but has to arrange for a substitute. Employer Rabindra Shrestha of Kathmandu gave an example: "My helper is going home for five days to get his citizenship certificate. I have granted him leave. He has arranged a replacement worker for me." Child transport workers get their salary but no daily allowance when they take leave. Rambachan Sahani, the owner of a motorcycle workshop in Bhadrapur, Jhapa, gives his workers leave on Saturdays and the festivals of Dashain and Tihar and sometimes sends them to movies. Some other employers also occasionally let children go to a movie.

Drivers added that laborers get leave when they need it, such as in the case of a parent's sickness. The exact number of days of leave differs from case to case: some provide a half-day leave every week to bathe and some provide two days a month. Some provide leave to watch a movie.

5.1.17 Satisfaction/Dissatisfaction with Current Job

Except for one of 10 case study informants, all are satisfied with their current job. The reasons they give include (a) the opportunity to earn cash income (more than in other jobs); (b) the opportunity to learn various skills (including how to drive); (c) getting to eat as much *maasu-bhaat* as they wished; (d) good treatment from drivers and employers; (e) being given financial resources when critically needed; (f) lack of other opportunities, and (g) getting clothes from employers. One informant said he was dissatisfied because he was working when, at his age,

he ought to have been going to school. He lamented that his driver scolded him and that he was compelled to work long hours for very little remuneration.

5.1.18 Activities of Child Laborers Within and Outside their Households

Parents of child transport workers said that their sons generally did not perform any household work because they did not have time to help as they came home late after a day of long and tiresome work, but there were exceptions. For instance, Ram Bahadur Lama of Mulpapni, Kathmandu, said that his two sons helped him fetch water from the tap and Sushila Rai of Janakpur said that she was a restaurant owner and that her son helped her to cook food, clean the tables, fetch water, wash dishes, and do other tasks. Some parents said that their sons helped to perform seasonal agricultural work or that they worked as seasonal agricultural laborers themselves. In isolated cases, parents reported that their children earned additional cash income from other economic activities. For instance, Dilmaya Lama of Kathmandu said that her son sometimes worked with painters and earned NRs.100-200 per day and Alauddin Miya of Bara said that his son sometimes worked at house construction sites in the village and earned NRs.200 a day.

5.1.19 Possible Prevalence of Bonded Laborers

The research team did not meet any bonded laborers during the group interviews, FGDs or case studies, but it does not fully rule out that possibility as it was reported that bonded laborers were used in the past. Among the 400 survey respondents, only one of legal working age characterised his work as bonded labor. However, because he was merely a survey respondent, the specifics of his case remain unexplored.

Employers were also asked if they had employed any bonded child laborers due to the inability of their families to repay debts taken. Generally, they reported that they had neither done so themselves nor knew of any who did so, though Hari Singh Rautela Chhetri from Banke said that the practice had existed 17-18 years earlier.

5.1.20 Main Problems with Current Work

The majority of respondents (58.3 percent overall and 61 percent among those aged 5-14) reported that having little leisure time was their main problem. A significant proportion of respondents (43.3 percent overall and 48 percent of those aged 14-17) reported that there were harassed by 'people', by which it was assumed that they meant passengers. Slightly more than one-quarter of respondents (28.5 percent) reported that they did not earn enough income and 21 percent said that not having their own shelter was their biggest problem (Annex Table 5.1.20.1).

Regarding their main problems, child respondents were also asked how often their employees cheated them. Cheating was defined as any deceptive behavior, including not keeping their promises regarding the services, facilities, or wages or not making payments on time. A significant proportion of respondents (41.25 percent) reported that they had been cheated (Annex Table 5.1.20.2).

Eight of 10 case study informants said that they had difficulties in their present work. They are similar to the problems they shared when asked about physical risks and include loading and unloading heavy goods or luggage onto the roof and unloading them, removing and changing tyres, working from under the vehicles, taking tyres from one place to another, tightening the nuts of tyres, quarreling with passengers while collecting fares, getting scolded by passengers, lacking time to look after personal hygiene, traveling while hanging onto the doors of vehicles, passengers' refusal to pay, and long hours of work, including working 24 hours when vehicles are reserved. Two informants said that they had no difficulties at present though one of them said that he had found changing tyres difficult until he had become skilled through regular practice.

5.2 Work and School

5.2.1 Relationship between School and Child Laborers and Attitude towards the Education Children

Views of Key Informants: While assessing the relationship between school and child laborers, key informants were asked three general issues: (i) knowledge about whether or not child laborers attended formal or non-formal classes; (ii) attitude of employers towards the education of child laborers, and (iii) parents' attitude towards the education of child laborers.

Informants claimed that family problems such as father's alcoholism, mother's elopement, and presence of a stepmother contributed to irregular attendance at school and eventually lead to their dropping out. They also said that they did not think that employers encouraged child laborers to go to school as they are a source of cheap labor. When any organization talks about the issues of child laborers, employers pretend that they are supportive of the child, but at other times, they put them to work. Parents are concerned about and positive toward their children's education, but their poverty forces them to send their children to work to meet the immediate survival needs of the family.

Key informants in the field said that some child transport workers attend non-formal classes. Most transport child laborers are school dropouts, so organizations such as Nepal Transport Workers' Organization in Sunsari run an adult and child education program with daily one-hour literacy classes in the evening. In Pokhara, interested child laborers go to non-formal classes at the Birauta and Matepani ward offices for two hours. However, many are not interested since they want to learn to drive and become drivers.

The attitude of employers towards the education of child laborers has changed. There are some employers who want their child laborers to go to non-formal classes so that they learn basic arithmetic and, thus, to collect fares efficiently. A few employers are reported to have advised very young boys who come as casual workers out of ignorance to go to school.

Key informants of Kathmandu Valley claimed that child transport workers do not attend either formal or informal classes. Though some children are interested, they do not have time to attend classes. If there were classes in the mornings or evenings, the informants explained, they would have the chance to join. They said that Nandi Ratri and Shram Rashtriya high

schools would be suitable schools for holding classes but the fact that children had to sleep in the vehicles at night to guard them makes holding classes impractical. Besides, informants said that children wanted to learn technical skills instead of going to school.

Organizations working in the field of child development have not contacted the parents of child transport workers in Kathmandu Valley. A key informant in Kathmandu said, “It is difficult to meet their parents. I have not met any.” An official from the Central Child Welfare Board also admits, “Child laborers in Kathmandu Valley do not attend formal or non-formal classes; they work all the time.”

Key informants believe that there is a lack of coordination among NGOs which work for the development of child laborers. No organization knows what the other is doing. “No I/NGO has provided any support to children from poor families or child laborers in the transport sector for their education and skill development,” says Narahari Ghimire, the branch inspector of the Western Transport Entrepreneurs Organization in Butwal, an umbrella organization which has registered 4000 vehicles for public use in different routes.

Views of Parents: Parents of child transport workers said that they did not know of any informal classes being run for children working in the transport sector and that they had not noticed any attending formal or informal classes after joining the job. They claimed that given the fact that the boys had not shown any interest in their studies even while they were at school, that the chance of their returning to study was very slim. Parents reasoned that while study did not pay them anything, a job in the transport sector did. Parents claimed that their children had been abused at school. However, they also said that education had definitely brought about changes in the behavior of their children.

Parents said that their children did not attend formal or informal classes for several reasons. One reason was a lack of interest in studies and a great deal of interest in learning to drive, and, more importantly, they did not have time to study after getting a job. Good food, an enjoyable life in the vehicles and some income are more important to them than going to study. Only a very few child transport workers were inspired by friends to return home to their parents and rejoin school. Most do not return to school. Parents said that they thought a few boys might be interested in returning in school but could not because they were too poor.

Parents generally have a positive attitude towards their children’s education. They think that their children should get the opportunity to study but that though they were interested in sending their boys to school, they had no option other than to work hard for their living. They opined that parents should be made aware of the importance of education and that boys should be motivated to study. At the same time, they expected that concerned organizations would provide financial support to poor families so that they could send their children to schools. In parents’ view, in order to ensure that recalcitrant children remained in school, they should be sent to hostels through such organizations “Good programs should target parents as well. Programs designed only for children will not help. If programs are given to both parents and children will bring good results,” said Munna Mistry, a parent from Surkhet. Some parents do, in fact, already send their working children to school. They are able to do so as classes are held in the morning and the children get institutional support for accommodation, textbooks, and stationery.

Views of Employers: Employers said that they did not know of any child laborers in the transport sector currently attending formal or non-formal classes. They think that child laborers' loss of interest in studying in their villages of origin is a function of family poverty and parents' ignorance of the importance of education. Child transport workers, in their view, are not interested in studying even if they get the opportunity to do so. Some parents want their sons to return to school but the boys like working because they can travel, eat *maasu-bhaat* and earn an income. *Maasu-bhaat* is a great attraction for boys coming from families which live a hand-to-mouth existence.

In general, employers had a positive attitude towards the education of child laborers as they feel an education would improve their quality of work, teaching them to behave with passengers and developing their skills in accounting. However, they said that they knew that very few child laborers in the transport sector who had returned to school because absence from school for a long time and earnings from the job made it difficult to do so. However, a few child transport workers in Kaski were reported to work for 2-3 months a year to earn money so they could attend school and some who found the job difficult had purportedly returned home and continued their education. Employers said that those who had left school mainly because of poverty were interested in continuing their education if the government or any NGO provided support for a two-hour daily non-formal education program.

Employers say that government should do something for the education of child transport workers. In their view, the majority of parents are not concerned about their children's education and do not guide them properly. Thus, some employers have assumed the parental role and use their own resources to send their child workers to school. A few expressed pity for the children. For example, Kumar Thapa, an employer from Kailali, said, "I feel sorry for them since they are not in schools, they smoke and drink despite their tender age, have to work in dust and smoke, and have no good place to sleep or bathe. He added an optimistic view of their future: "Some of them may achieve higher education if they are given the opportunity."

Views of School Teachers: The teachers the study team met and interacted with in the field shared their views about the relationship between child laborers and school. For them, one distinct characteristic of child transport workers is their lack of interest in studying. In fact, they feel that the majority of them are not interested at all and report that very few child transport workers go to school or return to school if they have dropped out. Headmistress Nandakumari Maharjan of Shree Janasewa High School in Panga, Kathmandu, said that, of the 820 students in her school, only four or five were child laborers and that the majority of child laborers did not go to schools. Some teachers said that they did not know of any child laborers attending informal classes

Some teachers think that it is not just a family's economic condition that determines if a child goes to school. Dukhan Lal Chaudhary, the headmaster of Shree Jyoti High School in Itahari, Sunsari, for instance, declared, "Generally, it cannot be said that the economic condition of child laborers is too bad to send them to school since children from other families whose economic condition is even worse so send their children to school and those children are doing well." When children earn money, they develop the habit of spending it, too and are reluctant to give up that income. Teachers also noted that being able to eat well and lead a

carefree lifestyle if they worked in the transport sector are other reasons they did not want to return to school. In their view, the likelihood that a child would study declined if there were no educated persons in his family and if his parents are not convinced of the benefits of education. Parents' expectations that a child earn also has a negative impact on his schooling.

Teachers gave several reasons for children's working in the transport sector, primarily the uncertainty of finding a job even after getting an education and household poverty. They said that the children also sought good food, a carefree lifestyle, and earnings.

Teachers said that some students attending formal classes in schools worked in the transport sector to pay their educational expenses and meet their family's needs. Such students tend to be part-time laborers. Jhankar Kunwar, a teacher at Shree Rashtriya High School of Kailali, said, "Some students from my school work in the mornings and evenings, on public holidays, and during the month-long summer vacation. They work as rickshaw pullers and helpers in vehicles to pay for their own educational material needs." Headmaster Ramesh Kumar Pandey of Saraswati High School in Dang reported a similar phenomenon: "Eleven child laborers below 18 years of age come to this school. They work in workshops in the mornings and evenings and attend school regularly. Their performance is average." Tekraj Koirala of Surkhet also said, "Part-time child laborers working in buses, micros, and tempos come to my school."

Teachers' views on and experiences of running non-formal classes in their schools are mixed. Most said that their schools do not run such classes, but there are exceptions. For example, Krishna Prasad Dhanchha of Bageshwori Higher Secondary School in Chyamasingh, Bhaktapur said, "My school has been providing non-formal education for the last year. Currently, we have 103 students. Only around 25 percent of child transport workers attend informal classes at the lower secondary and secondary levels. The former runs from 4.30 p.m. to 6.30 p.m. and the latter runs for five days a month." Kedar Bahadur Koirala from Mahottari recalled that his school had tried to initiate non-formal education classes but without success. In his view, children are not convinced of the benefits of education. Suman Kumar Pathak of Dhanusha said, "If children want non-formal classes, the other teachers and I can teach them." Maan Bahadur Kumal of Dang said, "Since it is difficult to get them to attend formal classes, informal classes are appropriate."

All the teachers interviewed said that education up to the lower-secondary level is a must for child laborers and that they needed an education to do their current and future jobs efficiently. They said that education could guide young boys toward good behaviour and that those child transport workers who had attended school use comparatively less profanity.

Teachers have mixed views on parents' concern about their children's education. Some said that they were not very concerned, for, if they had been, they would have sent them to school. They see lack of awareness and seriousness on the part of parents as the root of the problem. Others, in contrast, believe that although parents have a positive attitude toward education, poverty forces them to send their children to work. Teachers also note that some parents who can afford to pay for education cannot get their sons to return to school as the latter do not show any interest in studying. There is a general consensus among teachers that if the child laborers want to continue their studies, non-formal education should be provided at a time convenient for them.

Teachers see several ways to induce child laborers to attend school, including providing a fear-free environment, offering sports and games, providing uniforms and a snack, running a door-to-door awareness program, and providing a full scholarship to talented students. They opined that the current levels of scholarships for Dalits and the poor are not adequate.

Some teachers believe that a special course for child transport workers should be developed. They claimed that the existing school curriculum is flawed in that it demands that students learn by heart and fails to incorporate their interests. In their view, child transport workers should be provided with a technical education in subjects such as vehicle repairs, television and radio repairs, carpentry, masonry, animal husbandry, electricity, agriculture, and the like. Separate classrooms and teachers should be arranged for them and an appropriate time for classes, either mornings or evenings, should be arranged in consultation with the transport workers' union and employers. The local unions could be asked to fund notebooks, pens, uniforms, a snack, and other requirements. Teachers stated that they felt that those parents, communities, teachers, vehicle owners, and drivers who are aware about the needs of children should create an environment conducive to getting child transport workers to attend. A joint workshop for children and their parents could, in their view, be organized to orient them all to the issue of educating child laborers. Teachers noted that some parents wanted their children to both work and get an education. Other suggestions teachers had included running awareness programs for children and parents, providing income-generating opportunities to parents and unemployment allowances and scholarship to children, guaranteeing that education up to grade 8 is free and making it mandatory for parents to send their children to school.

5.2.2 Condition of the Schools

Teachers in the areas surveyed were asked about the adequacy of the physical facilities and furniture and the number of teaching staff to accommodate child laborers desirous of attending schools. They were also asked about hostel accommodations at their schools and if they received any support from outside sources.

The head teachers at two schools in Kathmandu Valley said that they did indeed have enough rooms and furniture to accommodate child laborers, as did Headmaster Ramesh Kumar Pande of Dang, who enthusiastically, "We can accommodate around 200 new students in grades 1-10 in the existing space with the existing facilities." Teacher Kedar Bahadur Koirala of Mahottari also said that the physical facilities at his school were adequate. Both teachers from the Eastern Development Region said that they had enough classrooms but that they would need furniture to accommodate child laborers." One teacher from Dhanusha District in the Eastern and three from the Mid- and Far-Western development regions said, "Our physical facilities need to be upgraded if child laborers are enrolled. We have rooms for staff, a library and a laboratory".

Reports about the adequacy of teaching staff if child laborers join school are similar. Those with adequate physical facilities have enough teachers, too, while those which need an upgrade in their current level of physical facilities also need more teachers. The numbers of male and female teachers were almost equal proportions in the schools visited except for at one primary school in Dhanusha which had one male and seven female teachers. Krishna Prasad Dhanchha

of Bhaktapur said that at his school some teachers had experience in teaching non-formal classes in mathematics, English, science, health, social science and Nepali.

Generally speaking, there are no hostel facilities in the local schools because they are attended only by local students. Thus, child laborers from distant places are to join these schools in the future, accommodations need to be arranged, perhaps in rented houses.

Teachers were also asked about the facilities provided by governmental and non-governmental institutions to their schools. They said that they do receive support in a variety of forms. The central government has made tuition free and it provides free textbooks both for regular classes and for students in non-formal classes. It also provides scholarships to talented students who are poor, to disabled students, and to students from the Janajati and Dalit communities. Local governments (from village and district development committees) support schools by constructing buildings and CBOs, specifically community forestry users' groups provide timber from local community forests.

NGOs help build toilets and plaster buildings and classrooms. They also pay the school fees of child laborers, provide school uniforms and stationery to students every year, provide cash scholarships (including some to Dalit students), cash support for building construction, and educational support to *kamalari*. How much support a school gets from NGOs depends on the geographical accessibility of that school and the activeness of NGO stakeholders. Thus, schools in Kathmandu Valley receive more support from external sources than do schools in distant places. In the teachers' assessment, NGOs have not been very effective because their programs lack continuity

5.2.3 Awareness about the Education-for-All Program

Child respondents were asked whether they were aware that children studying in grades 1 to 8 were entitled to free education under the government's Education-for-All Program. Surprisingly, less than one-third of respondents (31.8 percent overall and 37.5 percent among respondents aged 14-17) knew about. Older children were more aware because they were more exposed to social interactions (Table 5.2.3.1).

Table 5.2.3.1: Awareness about the Education-for-All Program

Awareness	Under 14 Years		15 -17 Years		Total	
	N	%	N	%	N	%
Yes	52	26.0	75	37.5	127	31.8
No	148	74.0	123	61.5	271	67.8
Not reported	0	0.0	2	1.0	2	0.5
Total	200	100.0	200	100.0	400	100.0

Child respondents were also asked if they knew of any other educational facility or support made available to children by any governmental or non-governmental institution in their VDC or municipality. Only one-quarter reported being aware and there were no significant differences between age groups (Table 5.2.3.2). Those respondents who said they knew of

educational facilities or supports were asked to specify their type. The majority of respondents are aware of support for stationery (60 percent), school uniforms (59 percent), and books (57 percent). A slightly higher proportion of older respondents (64.2 percent) reported awareness about the provisioning of stationery but a slightly higher proportion of younger respondents (61.7 percent) reported the awareness about school uniforms (Annex Table 5.2.4.1).

Table 5.2.3.2: Awareness about Educational Facilities or Support for Children

Awareness about Educational Facility or Support	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	47	23.5	53	26.5	100	25.0
No	153	76.5	147	73.5	300	75.0
Total	200	100.0	200	100.0	400	100.0

5.3 Hazardous and Unhealthy Working Conditions

5.3.1 Nature and Extent of Hazardous and Unhealthy Working Conditions

Child respondents were asked whether they were given any advice by their employers about protection from accidents while working. Altogether 83.3 percent reported that they did, in fact, receive such advice, but only 10.5 percent said that they were provided any tools for keeping them safe from occupational hazards (Annex Tables 5.3.1.1 and 2).

Case study informants identified the physical risks they experienced, including loading heavy goods and luggage on top of vehicles; removing tyres for repair and tightening nuts and the associated risks; spending the whole day blanketed in vehicular emissions, smoke, and dust; being exposed to soil, dust, particles, or other unwanted objects that could enter their eyes, suffering from the common cold, the possibility of being injured when removing tyres and helping to repair vehicles from underneath them, arranging loads while vehicles are running, traveling by holding the doors of vehicles (and the attendant possibility of being the victim of an accident), and experiencing sore throats due to having to shout a lot. Some informants seemed not to take the issue of physical risks seriously. They simply said that they had to work carefully.

Child participants in group interviews said that they were exposed to smoke and dust throughout the day, slept without security in vehicles at night, and traveled in a difficult and dangerous way by hanging onto the doors of vehicles. They said that they were afraid of drug addicts who traveled in the vehicles during the day and threatened them at night and that they were upset by ill-natured passengers who harassed them by not paying the fare due or by showing fake identification to claim the student concession on fares. Sometimes the police also harass them, saying that they did not follow a traffic rule. Child transport workers also complained that they lacked clean drinking water during their time on duty.

5.3.2 Illness, Accidents and Medical Attention to Injuries

A total of 105 child respondents (26.3 percent) said that they had become sick or had been in an accident while working. There was no significant difference in the responses of the two age groups (Table 5.3.2.1).

Table 5.3.2.1: Respondents Reporting Having Been Ill or Had an Accident While Working

Ever experienced sickness or had an accident while working	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	54	27.0	51	25.5	105	26.3
No	146	73.0	149	74.5	295	73.8
Total	200	100.0	200	100.0	400	100.0

The 105 respondents who had experienced illness or had had an accident were asked to specify the types of sickness, including those caused by an accident. About half (49.5 percent overall and 53 percent among the older age group) reported having had cuts while 41 percent said that they had experienced pain. About one-fourth (23.8 percent overall and 27.8 percent among the younger group) reported that they had had a fever and 16.2 percent said that they had had wounds. Younger children were twice as likely to have had diarrhea, but only 7.3 percent identified this ailment (Table 5.3.2.2).

Table 5.3.2.2: Types of Sickness Suffered by Respondents

Type of sickness suffered	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Wounds	10	18.5	7	13.7	17	16.2
Cuts	25	46.3	27	52.9	52	49.5
Fractures	3	5.6	5	9.8	8	7.6
Pain	23	42.6	20	39.2	43	41.0
Fever	15	27.8	10	19.6	25	23.8
Diarrhea	4	7.4	2	3.9	6	5.7
Other**	3	5.6	1	2.0	4	3.8
Total	54	100.0*	51	100.0	105	100.0

*Percentages exceed 100 due to multiple answers.

**Other illnesses include 'pneumonia', 'eye problems' and, 'swollen feet'.

These 105 respondents were asked if they had gone to see a doctor for treatment. Slightly more than half (53.3 percent) reported that they had gone to see a doctor sometimes followed by nearly one-third (30.5 percent) reporting that they had gone every time. A total of 16.2 percent reported that they had never seen a doctor. Significantly more respondents aged 14-17 (43.1 percent) than those under the age of 14 (18.5 percent) said that they visited every time, while the younger group was more likely than the older to have visited sometimes (57.5 percent versus 49.0 percent) (Table 5.3.2.3).

Table 5.3.2.3: Frequency of Visits to the Doctor for the Treatment of Illness

Frequency of visits to doctor	Under 14 Years		15 -17 Years		Total	
	N	%	N	%	N	%
Yes, every time	10	18.5	22	43.1	32	30.5
Yes, sometimes	31	57.4	25	49.0	56	53.3
Not at all	13	24.1	4	7.8	17	16.2
Total	54	100.0	51	100.0	105	100.0

Children who went to visit doctors were also asked who had borne the cost of their medical expenses. A majority of respondents (56.8 percent) reported that their employers had paid, but one-third said that they had used their own money. Older children were more likely than younger ones to pay their own medical experiences, while younger children were more likely to report that their employers had paid (Table 5.3.2.4).

Table 5.3.2.4: Persons Bearing Medical Expenses of Respondents

Person Bearing Expenses	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Self	11	26.8	19	40.4	30	34.1
Father/Mother	8	19.5	3	6.4	11	12.5
Other relative	3	7.3	1	2.1	4	4.5
Employer	25	61.0	25	53.2	50	56.8
Total	41	100.0*	47	100.0	88	100.0

* Percentages exceed 100 due to multiple answers.

Child respondents who had received medical treatment were also asked about the types of health services provided to them. The largest proportion (85.2 percent) reported that they had been provided with general medicines and about one-fifth said that they had received regular health check-ups (21.6 percent) and vaccinations (20.5 percent) (Table 5.3.2.5).

Table 5.3.2.5: Types of Health Services Provided

Type of Health Service	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
General medicines	36	87.8	39	83.0	75	85.2
Vaccination	9	22.0	9	19.1	18	20.5
De-worming	1	2.4	2	4.3	3	3.4
Regular health check-up	10	24.4	9	19.1	19	21.6
Hospitalisation	5	12.2	4	8.5	9	10.2
Other**	1	2.4	1	2.1	2	2.3
Total	41	100.0*	47	100.0	88	100.0

*Percentages exceed 100 due to multiple answers.

**Other health services rendered include 'stitching' and 'plastering'.

The 17 respondents who had either been ill or had an accident but did not see a doctor were asked why not. The majority (70.6 percent) said that they had not wanted to, while 17.6 percent said that they had not had enough money.

Table 5.3.2.6: Reasons for Not Seeing a Doctor or Visiting a Health Centers

Reason	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Lack of money	3	23.1	0	0.0	3	17.6
Lack of interest	8	61.5	4	100.0	12	70.6
Employer didn't give time	1	7.7	0	0.0	1	5.9
Treated at home	1	7.7	0	0.0	1	5.9
Total	13	100.0	4	100.0	17	100.0

5.3.3 Ways to Improve Hazardous and Unhealthy Working Conditions

Case study informants expressed their views on ways to improve hazardous and unhealthy working conditions. Providing warm clothes for the winter, not asking children to lift heavy loads, giving more time to bathe and wash clothes to improve personal hygiene, framing and implementing rules banning passenger loads in excess of capacity, providing a separate seat for child transport workers, providing sunglasses and gloves to protect eyes and hands, prohibiting children from hanging onto the doors of running vehicles, not asking children to perform hazardous works such as removing and changing tyres and tightening nuts, distributing identity cards to child transport workers, and reducing the number of old vehicles (because they emit more pollution. Other informants said that they had to be careful by themselves to be safe from hazardous and unhealthy working conditions.

5.4 Living Conditions

5.4.1 Sleeping Places and Sleeping Hours

Eight of 10 case study informants said that they often sleep in their vehicle because it is the nature of their work that they be mobile. Even if their family has a house or they rent a room, they are often away from these places of living and must sleep in their vehicles because their employers/drivers provide no alternative. Six of the eight who sleep in their vehicles said that this is where they usually sleep, while two said that they do so only when the vehicle is reserved. Those who are close to the homes of rented rooms of drivers sleep in these places. Only eight responded to a question about many hours a day they sleep; the average was 8.66 hours.

Child participants in group interviews also shared their sleeping arrangements. While those who work in small vehicles like tempos live with their parents and sleep at home, most of those who working in buses generally sleep in the vehicles themselves or, when possible, in rented rooms, employers' houses, or their own families' houses. In Kathmandu, five of the nine child participants under the age of 14 reported that they slept in cheap damp rented rooms on the ground floor with no sunlight; the other four said they slept in their vehicles. In Bara, all 11 child participants aged 14-17 are from Bara itself and live with their parents. Likewise, all the seven child participants under the age of 14 interviewed in Banke are from that district and live with their families. In Chitwan, two of the eight child participants sleep in their vehicles; the other six sleep with their parents and relatives. In Banke, four out of six child participants live at their employers' houses and two stay in very cheap hotels. The

participants in Banke said that the rooms in their employers' houses are good and that they are given mosquito repellents on hot nights. In Morang, child participants said that it was very cold sleeping in their vehicles on winter nights and that they got bitten by mosquitoes in the summer. They said that they had to sleep in their vehicles in order to look after them.

5.4.2 Food and Nutrition

While on the job, child transport workers get food from several sources: their employers, their family members, and themselves. Altogether 81.3 percent reported that employers feed them, one-quarter that they arrange for food on their own, and 14 percent that their families feed them. There is no significant age-wise variation in their responses (Table 5.4.3).

Table: 5.4.2.1: Provisioner of Food at Work

Food Provisioner	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Self	51	25.5	50	25.0	101	25.3
Employers	161	80.5	164	82.0	325	81.3
Family members	29	14.5	26	13.0	55	13.8
Total	200	100.0*	200	100.0	400	100.0

*Percentages exceed 100 due to multiple answers.

Child respondents were also asked what type of food they generally consumed. The majority of respondents (67.8 percent overall and 72.5 percent among older and 63.0 among younger children) reported that they eat *maasu-bhaat*, while nearly a quarter (36 percent among the younger and 26.5 percent among the older) that they consumed *dal-bhaat* (Table 5.4.2.2).

Table 5.4.2.2: Types of Food Generally Consumed

Type of Food	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
<i>Dal-bhaat</i> (pulses and rice)	72	36.0	53	26.5	125	31.3
<i>Dhido-tarkari</i> (porridge and vegetable curry)	0	0.0	1	0.5	1	0.3
<i>Maasu-bhaat</i> (meat and rice)	126	63.0	145	72.5	271	67.8
Not reported	2	1.0	1	0.5	3	0.8
Total	200	100.0	200	100.0	400	100.0

The consumption of milk and fruits among survey respondents is limited. A total of 45 percent of respondents reported that they rarely consumed milk followed by 42.3 percent who reported that they never consumed it (Annex Table 5.4.2.1). Similarly, the vast majority (79.8 percent) reported that they rarely consume fruits (see Annex Table 5.4.2.3). In contrast, the consumption of meat is generally good. Nearly half of the respondents (48 percent) reported that they often consume meat while 31.1 percent said that they ate it quite often. A slightly higher proportion of respondents under 14 (50.5 percent) than those aged 14-17 consume meat often, while, conversely, a significantly higher proportion of respondents aged 14-17 (36 percent) than those under the age of 14 (26.5 percent) reported eating meat quite often (Table 5.4.2.3).

Table.5.4.2.3: Frequency of Eating Meat

Frequency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Never	2	1.0	1	0.5	3	0.8
Rarely	44	22.0	36	18.0	80	20.0
Often	101	50.5	91	45.5	192	48.0
Quite often	53	26.5	72	36.0	125	31.3
Total	200	100.0	200	100.0	400	100.0

The 10 case study informants were also asked where they eat. Most responded that they eat at roadside hotels, a function of the mobile nature of their job. However, there are differences in the frequency with which informants eat at hotels. Four informants eat predominantly at hotels (i.e. both the morning and evening meals and a snack. Five informants eat at hotels while they are at work (mainly in the morning and while they are away from their regular route) and at home (whether their own, their relatives' or employers', and rented rooms) in the evenings if they are working on their regular routes. One informant said that he eats at the home of the relatives for whom he works.

Case study informants were also asked about the quality of the food they ate. The fact that the frequently consume *maasu-bhaat* suggests that the quality is food as, among the general population, this meal is considered a luxury. Some said the usually got *maasu-bhaat* during working hours while others said that they ate meat on alternate days. However, they drink milk and eat fruit only occasionally or rarely when they themselves buy these foods. Those who eat in their rented rooms or at relatives' or employers' homes eat *dal-bhaat*, particularly in the evenings. Both types of meals, meat and meatless, are served with curried vegetables. No informant expressed dissatisfaction with the quality of food.

Child participants in group interviews also shared that they are happy with the meals they are provided, particularly when they get *maasu-bhaat*. Child transport workers in Kathmandu tend to have buffalo meat or chicken with their *maasu-bhaat*. They eat in hotels, preferring cheap to clean ones. Drivers pay for their lunch and tea. Their meal time depends on where they are. They have their lunch at restaurants on the way to their destination. For those who sleep in the vehicles, their employers arrange for dinner at cheap restaurants.

5.4.3 Clothing

Seven out of 10 case study informants reported that they are given clothes by their employers, usually on festival occasions like Dashain, Dipawali, and Biswakarma Puja and when their employers are happy. The three who are not given clothes say that they buy them with the income they earn from transport work.

5.4.4 Personal Hygiene

Case study informants were also asked where and how often they bathe. Their bathing places include the bathrooms of the house rented by drivers or owned by their employers or own families, the bathrooms of hotels and workshops, outdoor public taps, and streams. The

frequency of bathing is not uniform and ranges from daily to once every 7-15 days. Three said that they take a bath twice a week; two, once a week; two, daily; one, alternate days; one, occasionally; and one, once every 7-15 days.

Case study informants reported that they used the toilet facilities at hotels, in public places such as bus parks, and those in their rented rooms and at employers' as well as relatives' homes. They also practice open defecation because the public toilets at bus parks are extremely dirty and lack water. They also resort to open defecation when traveling from one place to another.

5.4.5 Personal Habits

Under personal habits, the rapid assessment focused on smoking alcohol consumption, frequency of alcohol consumption, and drug abuse. Nearly half of the 400 survey respondents (47.5 percent) are smokers. The proportion of 14-17-year-olds who smoke (52 percent) is significantly higher than the proportion of respondents under the age of 14 who do (43 percent) (Table 5.4.5.1).

Table 5.4.5.1: Respondents' Smoking Habits

Smoking	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	86	43.0	104	52.0	190	47.5
No	114	57.0	96	48.0	210	52.5
Total	200	100.0	200	100.0	400	100.0

About one-fifth (21.3 percent) report that they consume alcohol, with those aged 14-17 considerably more likely to do so (25.5 percent). Of those who do drink, more than half said that they do so only rarely. However, the fact that respondents in the younger age group were much more likely to report that they drank often (41.2 percent versus 27.5 percent) is a matter of concern, as is the fact that while about 6 percent abuse drugs, those under the age of 14 are twice as likely to do so. The main drug of choice is cannabis, which 87 percent of drug abusers use. Cannabis usage is higher among respondents aged 5-14 years (93.3 percent) than those aged 14-17 (75 percent) (Annex Tables 5.4.5.1, 5.4.5.12, 5.4.5.13, and 5.4.5.14).

CHAPTER VI

AWARENESS OF CHILD RIGHTS, REHABILITATION AND ASPIRATIONS

This chapter presents a brief analysis and discussion of how aware child transport workers laborers are about their rights, their desire and need for rehabilitation, and their aspirations.

6.1 Awareness of Child Transport Workers about their Rights

Forty percent of the participants in FGDs and one-third of survey respondents reported that they were aware of their rights. Older survey respondents were more aware (39.5 percent versus 26.5 percent), probably by virtue of their greater age, longer work experience, and, in consequence, better understanding (Table 6.1.1)

Table 6.1.1: Awareness of Child Rights

Awareness of Child Rights	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	53	26.5	79	39.5	132	33.0
No	147	73.5	121	60.5	268	67.0
Total	200	100.0	200	100.0	400	100.0

The 132 child respondents who said they did know about child rights were also asked to specify the types of child rights they knew about. Most (84.8 percent) reported that they had the right to study, followed by 58.3 percent (62 percent among older respondents) reporting that they had the right to good food and a good environment. Other rights they knew about were the right to play (38.6 percent) and the right to wear good clothes (32.6 percent) (Table 6.1.2). Child participants in FGDs who knew about child rights said that they encompassed the rights to food, education, play, freedom, and survival. One child participant in the Kathmandu FGD shared, “Parents must take care of their children by providing proper food, clothes, and schooling without giving them any trouble or hassles or inflicting corporal punishment”. Two Dalit child participants of the Sarlahi FGD said, “Children have the right to get an education.”

Table 6.1.2: Types of Child Rights Known by Respondents

Child Right Known	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Right to study	45	84.9	67	84.8	112	84.8
Right to have good food and a good environment	28	52.8	49	62.0	77	58.3
Right to play	21	39.6	30	38.0	51	38.6
Right to have good clothes	17	32.1	26	32.9	43	32.6
Right not to work	2	3.8	4	5.1	6	4.5
Right to act and speak as one wishes	1	1.9	3	3.8	4	3.0
Other**	1	1.9	5	6.3	6	4.5
Total	53	100.0*	79	100.0	132	100.0

*Percentages exceed multiple answers.

**Other rights include 'right to medical facilities', 'right to get information', and 'right to learn any job'.

Except for a couple of participants in the Kathmandu Valley FGD, FGD participants, irrespective of their age, know of no organizations working to protect the rights of children. The exceptions include two children of Lalitpur who know about an organization called ABC. Some participants in the Kathmandu FGD know that there are organizations working to protect child rights but could not name them. They criticized these organizations, saying, "These organizations work only for rich people, not for us." One child participant asserted that, in his view, the government legal system was the same: it was only for the rich, not for the poor. They averred that though there was a legal system to protect the rights of children it did not work for them. Five child participants in the Kaski FGD said, "Children have been the victims of violence in several places, but the fact that no action has been taken against the perpetrators means that law is not working."

The participants in a FGD held with children who worked in workshops in Dang District said, "We do not know the names or functions of organizations working for children because they have not worked for children like us. Even if there is a legal provision to protect the rights of children, it does not work. We do not report abuse at the hands of our employers to the police or courts."

6.2 Rehabilitation

6.2.1 Desire

Those children under the age of 14 who participated in FGDs were also asked about their desire for rehabilitation. Child participants in FGDs held in urban centers other than the Kathmandu valley who had migrated from their places of origin expressed the desire to return to their families and rejoin schools provided that they got full support, including support for textbooks, stationery, fees, uniforms, snacks, and cycles. Most also said that their families should get economic support to meet their day-to-day household needs. However, most child participants in the Dang FGD said that they were working in workshops because they had dropped out of school due to failing performances and were not interested in returning to school. They said that in their current work they were learning skills and getting fed. Just two of the Dang participants currently attend school; they both get support from their families.

The children under 14 who participated in the Kathmandu valley FGDs said that they were more interested in being trained in auto mechanics and driving than in returning to school though a few said that they were willing to go to rehabilitation centers run by NGOs/INGOs if food, clothes, accommodations, and recreational support were provided. They expected that these centers would provide more facilities and better living conditions than they currently had. Others showed no interest in rehabilitation. In a few isolated cases, child participants said that they would go to school provided that there were institutional arrangements for providing the necessary supports, including textbooks, stationery, uniforms, fees, and even pocket money.

Only four of the 10 case study informants reported that the desire to be rehabilitated if they received institutional support. They seemed interested primarily in learning vocational skills such as driving while living at rehabilitation centres with proper accommodations. However, others said that their employers and drivers would help them acquire driving skills and that, for this reason, they do not want to be rehabilitated. Most did not want to stop working at their current jobs. They reported that they enjoyed their work and did not want to be rehabilitated.

6.2.2 Needs of Child Transport Workers

Asked about their personal needs, case study informants mentioned the following: earning money, wearing good clothes, eating good food, getting an opportunity to be educating, having regular medical check-ups, having soaps to wash their faces and hands and bathing, getting to sleep in hotels rather than their vehicles while traveling, getting trained in auto mechanics and driving training, getting a salary raise, and obtaining a license.

The case study informants said that their personal needs would be met if the following type of support were provided to them: (a) the opportunity to earn a lot of money; (b) an institutional or personal initiative for their betterment; (c) an increment in their existing salary/wages; (d) sleeping arrangements; (e) training in auto mechanics and driving; and (f) an arrangement for obtaining a license.

6.2.3 Desire to Participate in Vocational Skills Training

Almost all survey respondents (92.5 percent), regardless of age, expressed a desire to participate in training to develop vocational skills (Table 6.2.3.1).

Table 6.2.3.1: Desire to Participate in Vocational Skills Development Training

Desire	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	185	92.5	185	92.5	370	92.5
No	15	7.5	15	7.5	30	7.5
Total	200	100.0	200	100.0	400	100.0

The 370 child respondents who expressed their willingness to participate in training were further asked to specify the type of trainings they wanted. Expectedly, most (77.8 percent) said they wanted training in driving, followed by a smaller proportion (16.2 percent) interested

in auto mechanics. A slightly higher proportion of respondents aged 14-17 (79.5 percent) wanted training in driving because they are closer to the legal minimum age for obtaining a license—18 years. Predictably, a slightly higher proportion of children under 14 (18.4 percent) wanted auto mechanics training because there is no age bar (Table 6.2.3.2).

Table 6.2.3.2: Types of Vocational Skills Development Trainings Most Wanted

Type of Training Most Wanted	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Auto mechanics	34	18.4	26	14.1	60	16.2
Driving	141	76.2	147	79.5	288	77.8
House wiring	5	2.7	6	3.2	11	3.0
Other**	2	1.1	3	1.6	11	3.0
Total	185	100.0	185	100.0	370	100.0

**Other skills include 'acting', 'blacksmithing', 'soldiering', 'dance', 'sports', 'veterinary services', 'cooking' and 'art'.

The study team analysed the 30 respondents who were not interested in participated in vocational training by their background characteristics. Only one of them is illiterate and just five are knowledgeable about child rights. Twenty-three of them have both parents alive. Clearly, neither literacy nor the existence of both parents has a bearing on their willingness to participate in vocational training (Table 6.2.3.2).

Table 6.2.3.2: Background Characteristics of Children Not Interested in Participating in Vocational Training

Background Characteristic		Under 14 Years		14-17 Years		Total	
		N	%	N	%	N	%
Literacy status	Literate	15	100.0 %	14	93.3 %	29	96.7 %
	Illiterate	0	0.0	1	6.7 %	1	3.3 %
Knowledge of child rights	Yes	2	13.3 %	3	20.0 %	5	16.7 %
Status of parents	Yes, father alive	1	6.7 %	2	13.3 %	3	10.0 %
	Yes, mother alive	1	6.7 %	1	6.7 %	2	6.7 %
	Yes, both alive	12	80.0 %	11	73.3 %	23	76.7 %
	No, both dead	1	6.7 %	1	6.7 %	2	6.7 %
Total		15	100.0 %	15	100.0 %	30	100.0 %

Children aged 14-17 who participated in FGDs are interested in becoming drivers and in training so that they can obtain a driving license. They expected that such a training would help them earn more money to support their families and also give them the chance to visit different places. A few expressed an interested in working as drivers abroad. Some child participants said that they were interested in training to be a barber or cook

Despite the fact that only four case study informants expressed a desire for rehabilitation, six were interested in training in auto mechanics, driving, agriculture, and mobile phone repairing. Driver training was most emphasized, with those not wanting training support saying that they would be trained by their employers or by drivers or that they had already been trained by relatives or drivers.

6.2.4 Desire to Change the Present Occupation

Most survey respondents (84.8 percent) reported that they like their current work, with the younger age group slightly more satisfied (87.5 percent). Unsurprisingly, then, less than one-third said they wished to change their job (Annex Tables 6.2.4.1 and 6.2.4.2). The relationship between the provision of social security and liking of the current job is a positive one: over two-thirds (69 percent) reported that they liked their jobs because they provided social security (even if it is minimal) (Table 6.2.4.1). Clearly, there is not much interest in rehabilitation among most respondents. Participants in group interviews, particularly those held in Kathmandu Valley, said that they needed training in inspecting identification cards, traffic rules, and treatment of passengers because they thought it would help to improve their job performance.

Table 6.2.4.1: Correlation between Social Security and Liking of Current Job

Employer pays for social security?	Liking of current job				Total	
	Yes		No			
	N	%	N	%	N	%
Yes	65	69.9	8	61.5	73	68.9
No	28	30.1	5	38.5	33	31.1
Total	93	100.0	13	100.0	106	100.0

6.3 Aspirations

Almost three-quarters of child respondents (74.8 percent), regardless of age, reported that they aspired to be drivers while 12.3 percent reported that they would like to be auto mechanics. A slightly higher proportion of younger respondents (15 percent) reported aspiring to be auto mechanics, possibly due to their anticipation of fewer occupational hazards and to the lack of a legal age bar. Only five of 400 expressed the aspiration to study (Table 6.3.1).

Table 6.3.1: Respondents' Aspirations

Aspiration	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Study	4	2.0	1	0.5	5	1.3
Become a driver	149	74.5	150	75.0	299	74.8
Be an auto mechanic	30	15.0	19	9.5	49	12.3
Be a soldier/police officer	6	3.0	3	1.5	9	2.3
Be an electrician/painter/artist/dancer/sportsman	9	4.5	18	9.0	25	6.3
Open a garage	1	0.5	9	4.5	10	2.5
Go abroad	4	2.0	2	1.0	6	0.5
Be a teacher/government official	2	1.0	2	1.0	2	0.5
Total	200	100.0*	200	100.0	400	100.0

*Percentages exceed 100 due to multiple answers.

Child respondents were asked to specify what steps an institution or individual should take for their betterment. A significant proportion of respondents (44 percent) reported that they should be given driver training and 28 percent that they should get financial support. A quarter of respondents reported that they need support to obtain a license, a demand made by a slightly higher proportion of respondents aged 14-17 (28 percent) because they know how to drive but cannot get a license until they turn 18. Nearly 12 percent said that the provision of auto mechanics, with more children under the age of 14 (15 percent) desiring this support because there is no legal age bar (Table 6.3.2).

Table 6.3.2: Respondents' Views on the Steps to Be Taken for Their Betterment

Nature of Support	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Good education for all	16	8.0	9	4.5	25	6.3
Driver training	88	44.0	88	44.0	176	44.0
Obtaining a driving license	43	21.5	56	28.0	99	24.8
Financial support	51	25.5	61	30.5	112	28.0
Auto mechanics training	31	15.5	16	8.0	47	11.8
Accommodations	27	13.5	11	5.5	38	9.5
Other**	10	5.0	15	7.5	25	6.3
Don't Know	6	3.0	4	2.0	10	2.5
Total	200	100.0*	200	100.0	400	100.0

*Percentages exceed 100 due to multiple answers.

**Other ideas include 'enlisting in army/police', 'arrangements for food, clothes and shelter', 'training in hotel management', 'arrangement of gang to fight enemies', 'training in art', 'training in house wiring', 'arrangement of good job', 'training in dance', 'sending to foreign country', and 'training in sports'.

The 10 case study informants reported having the following aspirations: (i) earning a lot of money; (ii) being a medical doctor serving the poor; (iii) being a driver and auto mechanic; (iv) Owning a vehicle (and driving it), and (iv) educating brothers and supporting parents. Seven out of 10 aspire to be drivers in the future.

Child participants in group interviews identified four main aspirations: (i) becoming social workers after studying; (ii) becoming drivers; (iii) owning vehicles, and (iv) becoming auto mechanics and owning workshops.

CHAPTER VII

CONCLUSIONS AND RECOMMENDATIONS

This chapter briefly presents the main conclusions and recommendations of the study team.

7.1 Conclusions

The following conclusions can be drawn from the analysis above.

Given the fact that 36 percent of respondents are from household with year-round food sufficient households, it is clear that poverty alone is not the reason they drop out of school and end up working in the transport sector. The lack of interest in studying is the often-cited trigger for dropping out, and disinterest itself a function of myriad triggers such as poor performance on or failure of exams, lack of parental understanding of the importance of education, and the difficulty in finding a suitable job after completing one's studies.

Given that only 31.3 percent wish to return to school with supports and that 77.8 percent wish to participate in driver training, more concerted efforts need to be made institutionally to organise and impart vocational skills development trainings.

The level of exploitation of the child transport workers is extremely high: the average child works 12 hours a day and they are not protected by written contracts.

Child transport workers are economically vulnerable as 40 percent have no savings and are, in consequence, unable to bargain for higher wages and compelled to accept whatever amount is offered just so they can survive.

The transport sector is dangerous to children's health and mental and social development. Two-thirds work long hours every day and 58.3 percent see the lack of leisure time as their main problem. Child transport workers experience many physical risks and poor living conditions and are denied schooling opportunities due to the burden of work.

(vii) Since only about one-third know about the Education-for-All Program for grades 1 to 8 and only one-third are aware of their rights, much concerted effort needs to be made to enhance awareness through the involvement of local community support groups and CBOs.

7.2 Recommendations

Since child labor is a complex sociological issue deeply embedded in the poverty-stricken social fabric of Nepal, no single sustainable solution can address it. The following recommendations can form a package of solutions within the purview of the recently drafted and updated National Master Plan on the Elimination of the Worst Forms of Child Labor in Nepal 2011-2020, a plan that aims to create an environment that is enabling, supporting, encouraging and sustainable. The recommendations fall under a “parallel track” approach that incorporates both preventive measures that will thwart under-aged children from entering the labor market as well as mitigative measures that will provided adequate and timely responses to those children already involved in child labor in the transport sector.

7.2.1 Preventive Actions

- (i) One main reason that child labor has persisted in the transport sector is the ineffective implementation of national legal instruments, namely the Child Labor (Prohibition and Regulation) Act of 2000. The actions taken have been perfunctory, carried out merely in the name of an administrative crackdown to eliminate the worst forms of child labor. Law enforcement agencies, with the support of CBOs, including School Management Committees and Parent Teacher Associations, have to monitor regularly vehicles plying both short and long routes as well as workshops for their use of children, thereby creating a sustained institutional crackdown. They also should be empowered to take action against violators.

To facilitate the enforcement of legal provisions, every child transport worker, including those in workshops, should be required to have and carry an identification card with his age as stated on his birth registration certificate. In the case of suspicious ages, a child laborer must produce his birth certificate. Of course, implementing such a system would be possible only with the cooperation of employers but it could eliminate the use of under-aged child laborers.

- (ii) Rapid assessments have to be scrupulously conducted every five years to generate knowledge on the worst forms of child labor in the transport sector so that there can be timely and informed decision-making designed to eliminate the worst forms of child labor.
- (iii) There need to be concerted institutional efforts to raise awareness about the causes and consequences of the worst forms of child labor in the transport sector among the myriad stakeholders, including family members, local communities, policymakers, law enforcement agencies, employers, workers’ unions, development partners, NGOs, CBOs, the media, academics, the private sector, and civil societies, with a view toward getting their support in preventing under-aged children from working in the transport sector.
- (iv) Employers and transport workers’ organizations should develop a code of conduct forbidding the employment of under-aged child laborers.
- (v) One significant way to reduce and gradually eliminate the worst forms of child labor in the transport sector is for the state to make education up to secondary level both free

and compulsory. Since the education of children hinges on the opportunities that poor and marginalised families have to earn a sustainable livelihood, such families must also be supported with direct interventions (such as skill development, micro-credit and conditional cash transfers) so that they can adopt sustainable income-generating activities which would relieve children of the need to work to support themselves and their families economically and generate the extra cash needed to send children to school. Such economic interventions are a must as they would eventually create an economic environment wherein families currently dependent on the worst forms of child labor would shift to dependence on adult labor. Such a step would require developing an institutional mechanism to monitor whether the households supported were sending their children to school or not.

7.2.2 Curative Actions

a. Rehabilitation

- (i) Child laborers under the age of 14 caught in the worst forms of child labor should be rescued and rehabilitated in collaboration with the child labor elimination unit of the Ministry of Labor and Transport Management, police, local governments, and other organizations working in the child labor sector. They should be kept at community-based and community-supported local transit centers, which are established in areas with high rates of child labor and which provide accommodation, treatment, and counseling. Rescued children should be returned to their families, nearest kin, or other caretaker, but if no guardian can be located, they should be housed at centers supported by the government, donors, or NGOs. Children at these centers should be provided with non-formal education classes teaching them bridging and life skills, particularly with regard to child rights and their protection and reproductive health. Other local child laborers working in the vicinity should also be able to avail themselves of the opportunities and resources available at the centers.
- (ii) Given the fact that nearly one-third of the child respondents expressed their interest in returning to school provided that they are provided the support they need, they should be reintegrated with their families and supported with full, in-kind scholarships which include fees, uniforms, stationery, and textbooks.
- (iii) Children of legal working age who cannot leave their current job but are interested in pursuing their education should be given institutional support to attend non-formal classes. Employers should also provide support as they claimed that education helps enhance child workers' performance of their assigned duties.
- (iv) Given that almost all child respondents (92.5 percent) expressed a desire to participate in vocational skills training, the concerned units of government, in collaboration with donor agencies, INGOs and local NGOs, should make an effort to immediately offer such trainings. Although most (77.8 percent) want to participate in driver training, such training should only be imparted only to those child laborers who are close to the legal age for obtaining the license (i.e. 18 years). Other child laborers of legal working age who do not want to go back to their families or rejoin school should also be offered

vocational skills development trainings they desire, such as auto mechanics (the second most popular choice), hair-cutting, cooking, house-wiring, and mobile phone repairing. The trainings should emphasize sustainability, taking into account both the competency of the child worker and the demands of the market. No training should be imparted before conducting a training needs assessment. Successful approaches of the past, including socialization training, hostel accommodation, and the involvement of unions and employers, should be replicated. Socialization training helps children develop life and social skills, rendering them independent, patient and attentive enough to succeed in vocational training. Accommodation is especially important for those who want to attend full-time vocational training. Involving auto mechanics' unions and employers helps the youths get a good training and locate alternative work options (World Education, 2011). The total cost of such trainings should be borne by the concerned organizations. Institutional initiatives to arrange apprenticeships for children interested in developing vocational skills should be launched.

- (v) There must be institutional arrangements guaranteeing job placement to child transport workers who complete a vocational skill development training course.

b. Improvement of Working and Living Conditions

- (i) To avoid the problems associated with the current system of oral agreements, including the fact that children are paid minimal remuneration and sometimes not at all and they have no bargaining power as an organized labor force, there needs to be a policy and legal provisions requiring that employers sign written contracts with children of legal working age. The government must also fix a minimal rate of remuneration. To ensure that child transport laborer are not exploitatively forced to work 12 hours a day, all written contracts must specify that children work only under the terms specified in national legal instruments (i.e. six hours a day and 36 hours a week and with one day a week of paid leave). Since sleeping in vehicles cannot be considered proper living conditions and exposes children to harassment by anti-social elements, employers, galvanized through sensitization, advocacy, and lobbying, must develop a code of conduct that forbids children of any age to sleep in vehicles at night.

c. Raising Awareness among Child Laborers

- (i) Since only one-third of child respondents reported being aware of child rights, including those to good food, education, and play, and since greater awareness will help child fight against exploitation, there is a need for concerted efforts to raise the awareness of child laborers of legal working age. This initiative should take place in the workplace with the cooperation of employers.
- (ii) Given the fact that nearly half of child respondents smoke, one-fifth drink alcohol, and 6 percent abuse drugs, awareness on the detrimental effects of such bad personal habits has to be raised among them with the cooperation of local NGOs and CBOs. This initiative should take place in the workplace with the cooperation of employers.

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ANNEXES

Annex I: Secondary Source Table

Annex Table 2.1: Socioeconomic Status of the People in the Sample Districts of Transport Sector

S.N	Districts	Total population	Annual Growth Rate	Major Caste/Ethnic Groups	HHS with domestic Workers	Total Domestic Workers	Child Dependency Ratio	Primary School Net Enrollment Ratio	Ratio of Girls to boys in primary education	Literacy rate (15-24 yrs.)	Ratio of Literate female to literate male	Farm size (Ha/ HH)	Employment to population of working age ratio	Proportion of children 10-14 who are working	Percentage of irrigated area	Per capita food production in Kilo Calorie	Percentage of marginal farm households
1	Jhapa	688109	1.48	Hill Brahmin, Chhetri, Rajwanshi, Limbu, Rai, Santal	2241	2863	58	83.3	93.4	83.7	89.4	1.09	58.7	4.9	48.39	6076	15.17
2	Morang	843220	2.23	Hill Brahmin, Chhetri, Tharu, Rai, Muslim, Rai, Tharu, Muslim	2047	2720	62.8	76.6	94	74.2	81.3	1.07	62.2	9.5	112.36	5166	17.88
3	Sunsari	625633	3	Hill Brahmin, Chhetri, Brahmin Hill, Newar	1647	2153	68.5	69	84.8	75.8	81.5	1.04	56.3	8.9	52.68	4763	15.14
4	Kathmandu	1081845	4.71	Hill Brahmin, Chhetri, Tamang, Magar, Newar	11866	18247	42.1	93.9	89.1	88.7	90	0.24	53.5	4.6	41.43	2263	16.8
5	Lalitpur	337785	2.73	Hill Brahmin, Chhetri, Tamang, Magar, Newar	2103	3201	45.1	84.2	95.1	84.6	87.1	0.29	57	5	57.4	2385	27.09
6	Bhaktapur	225461	2.65	Brahmin Hill, Chhetri, Tamang, Magar, Yadav, Muslim, Sonar, Terai Brahmin, Dhanak	373	840	49.5	83.4	95.5	86	89	0.22	59	2.5	88.88	4207	35.42
7	Mahottari	553481	2.29	Yadav, Muslim, Kewat, Dhanak, Teli	160	197	76.1	60.3	49.7	45.4	51.4	0.95	53.8	14.3	14.83	3158	23.64
8	Dhanusha	671364	2.11	Yadav, Koiri, Muslim, Teli, Hill Brahmin, Muslim, Tharu, Yadav, Hill Brahmin, Karni	345	456	75.7	58.6	61	61	64.5	0.88	51.8	9.6	36.18	3625	17.56
9	Sarlahi	635701	2.55	Yadav, Koiri, Muslim, Teli, Hill Brahmin, Muslim, Tharu, Yadav, Hill Brahmin, Karni	441	537	77.4	71	50.6	46.1	55.7	1.03	56.4	13.1	61.11	2738	20.87
10	Bara	559135	2.96	Yadav, Hill Brahmin, Karni	290	425	78	66.7	55.6	52.7	53.9	0.87	51.7	7.6	51.24	4915	23.71

11	Parasi	497219	2.89	Muslim, Tharu, Kumi, Yadav, Kami	533	783	75.3	60.1	55.1	52	51.7	0.95	60	12.4	94.78	4961	22.26
12	Makwampur	392604	2.22	Tharu, Hill Brahmin, Chhetri, Newar, Magar, Brahmin Hill, Hill Brahmin, Tharu, Gurung	480	727	77	87.8	82.8	79.8	84.8	0.52	60.5	9.3	11.13	2739	29.02
13	Chitwan	472048	2.86	Hill Brahmin, Gurung, Chhetri, Kami, Magar	1551	2288	64.2	95.5	107.8	86.8	92.1	0.58	56.3	5.2	68.79	5071	24.9
14	Kaski	380227	2.62	Hill Brahmin, Tharu, Muslim, Magar, Yadav	1318	1873	60.3	76.5	108.3	91.2	92.8	0.44	58.9	2.7	31.35	5030	32.3
15	Rupandehi	708419	3.05	Tharu, Muslim, Magar, Yadav, Tharu, Chhetri, Magar, Kami	945	1359	73.1	77	73.6	79.6	81.9	0.89	52.2	5	75.8	4250	17.21
16	Dang	462380	2.66	Hill Brahmin, Tharu, Chhetri, Hill Brahmin, Kami	1714	2293	78.4	87	84.7	74.4	74.2	0.76	58.6	12.6	37.66	4611	24.18
17	Kailali	616697	3.89	Tharu, Chhetri, Hill Brahmin, Kami, Magar	1008	1312	80.4	76.5	79.9	64.4	68.6	1.33	59.2	8.8	37.04	3683	29.2
18	Banke	385840	3.01	Muslim, Tharu, Magar, Chhetri, Hill Brahmin, Kami, Magar	891	1230	75.1	68.6	72.3	68.4	82.2	0.93	53.1	11.8	32.81	3929	15.15
19	Sirkehet	286227	2.45	Chhetri, Magar, Kami, Brahmin, Hill, Thakuri	233	299	78.2	92.8	89.2	78.2	78.6	0.54	59.1	8.7	24.26	3462	28.67

Source : District and VDC Profile of Nepal, 2010: A Socio-economic Database of Nepal, 2010

Annex II: Survey Tables

Annex Table 4.4.1: Distribution of Respondents Reporting the Birth in the Same Ward/ VDC/ Municipality of Work

Are children born in the working ward/VDC/municipality?	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes, same ward	11	5.5	16	8.0	27	6.8
Yes, same VDC/Municipality	19	9.5	15	7.5	34	8.5
No	170	85.0	169	84.5	339	84.8
Total	200	100.0	200	100.0	400	100.0

Annex Table 4.6.1: Distribution of Respondents Reporting the Types of Family Members at Homes and their Numbers

Type of family members	N	Under 14 Years		14-17 Years		Total	
		N	%	N	%	N	%
Father		175	87.5	175	87.5	350	87.5
Mother		170	85.0	173	86.5	343	85.8
Step father		1	0.5	0	0.0	1	0.3
Spouse		1	0.5	5	2.5	6	1.5
Step mother		18	9.0	18	9.0	36	9.0
Number of step mother(s)		18	100.0	19	94.4	35	97.2
Sisters (Unmarried)		141	70.5	122	61.0	263	65.8
Number of sisters	1	73	51.8	53	43.4	126	47.9
	2	45	31.9	51	41.8	96	36.5
	3	19	13.5	7	5.7	26	9.9
	4	2	1.4	9	7.4	11	4.2
	5	2	1.4	2	1.6	4	1.5
Brothers		193	96.5	197	98.5	390	97.5
Number of brothers	1	45	23.3	33	16.8	78	20.0
	2	76	39.4	90	45.7	166	42.6
	3	49	25.4	43	21.8	92	23.6
	4	10	5.2	22	11.2	32	8.2
	5	9	4.7	6	3.0	15	3.8
	6	3	1.6	2	1.0	5	1.3
	7	1	0.5	0	0.0	1	0.3
10	0	0.0	1	0.5	1	0.3	
Uncles		7	3.5	6	3.0	13	3.3
Number of uncles	1	5	71.4	4	66.7	9	69.2
	2	1	14.3	2	33.3	3	23.1
	5	1	14.3	0	0.0	1	7.7
Aunts		7	3.5	2	1.0	9	2.3
Number of aunts	1	5	71.4	2	100.0	7	77.8
	2	2	28.6	0	0.0	2	22.2
Grandparents		48	24.0	33	16.5	81	20.3
Number of grandparents	1	29	60.4	23	69.7	52	64.2
	2	19	39.6	10	30.3	29	35.8
Any other members		5	2.5	6	3.0	11	2.8
Number of other members	1	2	40.0	2	33.3	4	36.4
	2	3	60.0	4	66.7	7	63.6

Other members includes daughters of mother's sisters, step mother, maternal uncle/aunt, and other children.

Annex Table 4.6.2: Distribution of Respondents Reporting Places of Parent/s Living

Places of parents' living	Under 14 Years		14-17 Years Total			
	N	%	N	%	N	%
At my place of birth	155	79.9	158	81.9	313	80.9
At my current residence	21	10.8	30	15.5	51	13.2
No fixed place	8	4.1	4	2.1	12	3.1
Others	9	4.6	1	0.5	10	2.6
Don't Know	1	0.5	0	0.0	1	0.3
Total	194	100.0	193	100.0	387	100.0

Others include 'parents live in foreign land', 'maternal home', etc.

Annex Table 4.7.1: Children Ever Gone to School

Children ever gone to School	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	186	93.0	187	93.5	373	93.3
No	14	7.0	13	6.5	27	6.8
Total	200	100.0	200	100.0	400	100.0

Annex Table 4.7.2 Distribution of Respondents by Educational Status

Educational status	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
1. Pre-primary	7	3.8	4	2.1	11	2.9
2. Primary level (Class 1-5)	129	69.4	72	38.5	201	53.9
3. Lower secondary level (Class 6-7)	42	22.6	72	38.5	114	30.6
4. Secondary level (Class 8-10)	8	4.3	38	20.3	46	12.3
No Response	0	0.0	1	0.5	1	0.3
Total	186	100.0	187	100.0	373	100.0

Annex Table 4.7.3 Distribution of Respondents Reporting Education Expenses at School

Education expenses at school	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Parents pay	4	80.0	7	87.5	11	84.6
Personal income from work	2	40.0	4	50.0	6	46.2
Elder brothers	0	0.0	1	12.5	1	7.7
Total	5	100.0	8	100.0	13	100.0

Percentages exceed 100 due to multiple answers.

Annex Table 4.8.1: Distribution of Children Who Ever Dropped the School

Children ever dropped out of the school	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	181	97.3	178	95.2	359	96.2
No	5	2.7	9	4.8	14	3.8
Total	186	100.0	187	100.0	373	100.0

Annex Table 4.8.2 Distribution of Respondents by their Total Time of School Dropouts

Total time of school dropout	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
<6 month	34	18.8	27	15.2	61	17.0
7-12 months	48	26.5	28	15.7	76	21.2
13-24 months	43	23.8	45	25.3	88	24.5
>25 months	56	30.9	78	43.8	134	37.3
Total	181	100.0	178	100.0	359	100.0

Annex Table 4.8.3: Distribution of Respondents by their Frequency of School Drop-out

Frequency of school dropout	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
1 time	171	94.5	166	93.3	337	93.9
2 or more times	10	5.5	12	6.7	22	6.1
Total	181	100.0	178	100.0	359	100.0

Annex Table 4.10.1: Respondents Reporting Other Sources of Income for their Households

Other source of income of the children's households	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
No other source of income	22	11.0	16	8.0	38	9.5
Agricultural work in family farm	23	11.5	23	11.5	46	11.5
Labor work in transportation	131	65.5	141	70.5	272	68.0
Labor work in construction	11	5.5	8	4.0	19	4.8
Agricultural labor	27	13.5	33	16.5	60	15.0
Labor work in industry sector	11	5.5	11	5.5	22	5.5
Pension	0	0.0	1	0.5	1	0.3
Service	7	3.5	13	6.5	20	5.0
Carry load	6	3.0	6	3.0	12	3.0
Animal husbandry	4	2.0	3	1.5	7	1.8
Foreign employment	1	0.5	3	1.5	4	1.0
Own business/teashop/grocery	6	3.0	4	2.0	10	2.5
Sewing	1	0.5	1	0.5	2	0.5
Other**	4	2.0	4	2.0	8	2.0
Total	200	100.0*	200	100.0	400	100.0

Percentages exceed 100 due to multiple answers.

**Other sources of income include work as domestic servants, works on garage, and rickshaw driving.

Annex Table 4.11.1: Distribution of Respondents Reporting the Availability of Social Infrastructural Facilities in their Places of Origin

Facilities in Places of Origin		Under 14 Years	14-17 Years	Total
Schools				
Yes	N	196	197	393
	percent	98.0	98.5	98.3
No	N	3	1	4
	percent	1.5	0.5	1.0
Don't know	N	1	2	3
	percent	0.5	1.0	0.8
Health posts/ hospitals				
Yes	N	156	155	311
	percent	78.0	77.5	77.8
No	N	37	40	77
	percent	18.5	20.0	19.3
Don't know	N	7	5	12
	percent	3.5	2.5	3.0
Agricultural Service Centres				
Yes	N	73	80	153
	percent	36.5	40.0	38.3
No	N	86	87	173
	percent	43.0	43.5	43.3
Don't know	N	41	33	74
	percent	20.5	16.5	18.5
Motorable roads				
Yes	N	177	178	355
	percent	88.5	89.0	88.8
No	N	20	20	40
	percent	10.0	10.0	10.0
Don't know	N	3	2	5
	percent	1.5	1.0	1.3
Telephone/Mobile services				
Yes	N	191	194	385
	percent	95.5	97.0	96.3
No	N	8	4	12
	percent	4.0	2.0	3.0
Don't know	N	1	2	3
	percent	0.5	1.0	0.8
Post offices				
Yes	N	92	92	184
	percent	46.0	46.0	46.0
No	N	80	94	174
	percent	40.0	47.0	43.5
Don't know	N	28	14	42
	percent	14.0	7.0	10.5
Bank/Co-operatives				
Yes	N	90	100	190
	percent	45.0	50.0	47.5
No	N	93	93	186
	percent	46.5	46.5	46.5
Don't know	N	17	7	24
	percent	8.5	3.5	6.0
Piped Water facilities				
Yes	N	174	174	348
	percent	87.0	87.0	87.0
No	N	24	24	48
	percent	12.0	12.0	12.0
Don't know	N	2	2	4
	percent	1.0	1.0	1.0
TV/Radio services				
Yes	N	194	191	385
	percent	97.0	95.5	96.3
No	N	4	7	11
	percent	2.0	3.5	2.8
Don't know	N	2	2	4
	percent	1.0	1.0	1.0

Annex Table 4.12.1: Distribution of Respondents Sharing the Relationship between Reasons for Leaving the Place of Origin and Year-Round Food Sufficiency

Reasons for leaving places of origin	Year-round food sufficiency	
	N	percent
Low salary/wage	15	15.0
Unemployment	54	54.0
Transfer by employer	3	3.0
Study /training desire	7	7.0
Social conflict	1	1.0
Parent's suggestion to earn	6	6.0
Landlessness	1	1.0
Food insufficiency	3	3.0
Dislike of village life	38	38.0
Need to repay household loan	2	2.0
Frequent abuse at home	6	6.0
Conflict at home	10	10.0
Due to friends	9	9.0
Self wish	4	4.0
Family migration	3	3.0
Desire to be a driver	3	3.0
Others	5	5.0
NR	1	1.0
Total	100	100.0

Annex Table 4.12.2: Distribution of Respondents Reporting the Relationship between Reasons for Migrating in the Work Places and Year-round Food Sufficiency

Reasons for migrating to the work places	Year-round food sufficiency	
	N	percent
Better salary/wage	26	26.0
Start new job/business	18	18.0
Transfer by employer	5	5.0
Study/ training	8	8.0
Looking for work	87	87.0
Easier life	26	26.0
Family migration	2	2.0
Others	3	3.0
Total	100	100.0

Annex Table 4.14.1: Distribution of Respondents Reporting their Work in Transport Sector with Others

People with whom the children work	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Alone	132	66.0	131	65.5	263	65.8
Parents	3	1.5	2	1.0	5	1.3
Elder bother/sister	2	1.0	6	3.0	8	2.0
Other relatives	5	2.5	3	1.5	8	2.0
Friends	81	40.5	68	34.0	149	37.3
Villagers	2	1.0	4	2.0	6	1.5
With employer/driver	2	1.0	3	1.5	5	1.3
Total	200	100.0	200	100.0	400	100.0

Percent exceeds 100 due to multiple answers.

Annex Table 5.1.4.1: Distribution of Respondents Reporting the Length of Current Employment

Length of employment	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Less than six months	59	29.5	44	22.0	103	25.8
Six months to one year	51	25.5	38	19.0	89	22.3
1- 4 Years	85	42.5	103	51.5	188	47.0
5-10 Years	5	2.5	15	7.5	20	5.0
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.4.2: Distribution of Respondents Reporting the Tenure of Employment

Duration of Employment	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Daily	67	33.5	66	33.0	133	33.3
Less than a week	1	0.5	0	0.0	1	0.3
1 to 4 weeks	1	0.5	0	0.0	1	0.3
1-5 months	6	3.0	3	1.5	9	2.3
6-12 months	7	3.5	6	3.0	13	3.3
Over 12 months	113	56.5	119	59.5	232	58.0
Others	3	1.5	2	1.0	5	1.3
Don't know	2	1.0	4	2.0	6	1.5
Total	200	100.0	200	100.0	400	100.0

Others include 'not any fixed period' and 'depends on own wish'.

Annex Table 5.1.4 .3: Distribution of Respondents Reporting the Mean Working Month in a Year

Average working months in a year	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
<3 months	14	7.0	9	4.5	23	5.8
4-8 months	12	6.0	12	6.0	24	6.0
9-11 months	35	17.5	42	21.0	77	19.3
12 months	136	68.0	136	68.0	272	68.0
Don't know	3	1.5	1	0.5	4	1.0
Total	200	100.0	200	100.0	400	100.0
	12		11		12	

Annex Table 5.1.6.1: Distribution of Respondents Reporting the Frequency of Payment of Wages

Frequency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Daily	21	10.5	12	6.0	33	8.3
Weekly	8	4.0	3	1.5	11	2.8
Monthly	92	46.0	115	57.5	207	51.8
Never	76	38.0	70	35.0	146	36.5
Others	2	1.0	0	0.0	2	0.5
Don't know	1	0.5	0	0.0	1	0.3
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.6.2: Distribution of Respondents Reporting Frequency of Payment of Allowances

Frequency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Daily	129	64.5	149	74.5	278	69.5
Weekly	9	4.5	7	3.5	16	4.0
Monthly	2	1.0	2	1.0	4	1.0
Never	57	28.5	42	21.0	99	24.8
Others	2	1.0	0	0.0	2	0.5
Don't know	1	0.5	0	0.0	1	0.3
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.4.4: Distribution of Respondents Reporting Mean Working Days in a Month

Mean working days in a month	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
upto 14days	22	11.0	19	9.5	41	10.3
15-24 days	16	8.0	19	9.5	35	8.8
25 days	16	8.0	22	11.0	38	9.5
26-29 days	66	33.0	59	29.5	125	31.3
30 days	80	40.0	81	40.5	161	40.3
Total	200	100.0	200	100.0	400	100.0
	26		26		26	

Annex Table 5.1.7.1: Distribution of Respondents Reporting the Secondary Economic Activities

Children have secondary work	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	8	4.0	10	5.0	18	4.5
No	192	96.0	190	95.0	382	95.5
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.7.2: Distribution of Respondents Reporting Types of Secondary Economic Activities

Types	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Construction labor	0	0.0	3	30.0	3	16.7
Domestic labor	3	37.5	1	10.0	4	22.2
Agricultural labor	1	12.5	2	20.0	3	16.7
Work at hotel/mechanical works/house wiring	4	50.0	4	40.0	8	44.4
Total	8	100.0	10	100.0	18	100.0

Annex Table 5.1.7.3: Distribution of Respondents Reporting the Frequency of Doing the Secondary Work

Do this secondary work regularly or occasionally	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Regularly	1	12.5	0	0.0	1	5.6
Occasionally	6	75.0	8	80.0	14	77.8
Seasonally	1	12.5	2	20.0	3	16.7
Total	8	100.0	10	100.0	18	100.0

Annex Table 5.1.8.1: Distribution of Respondents Reporting the Monthly Savings from the Income of Main Transport Employment

Savings (in NRs.)	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
No saving	86	43.0	72	36.0	158	39.5
20 <1000	27	13.5	12	6.0	39	9.8
1000-2000	42	21.0	47	23.5	89	22.3
2100-4000	27	13.5	45	22.5	72	18.0
4100>	18	9.0	24	12.0	42	10.5
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.13.1: Distribution of Respondents Reporting Payment by Employers for Social Security

Employer pays for the children social security	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	124	62.0	124	62.0	248	62.0
No	76	38.0	76	38.0	152	38.0
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.11.1: Distribution of Respondents Reporting the Action in the Event of the Commission of a Mistake in the Work Process or Wrong Performance

Action	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Compelled to quit the job	15	7.5	11	5.5	26	6.5
Reduction in the salary	17	8.5	20	10.0	37	9.3
Nothing	126	63.0	126	63.0	252	63.0
Scolding	41	20.5	43	21.5	84	21.0
No Response	1	0.5			1	0.3
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.13.3: Distribution of Respondents Reporting Benefit from Paid Leave or Compensation of Leave

Children get benefit from paid leave or get compensation	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	44	22.0	50	25.0	94	23.5
No	155	77.5	150	75.0	305	76.3
NR	1	0.5	0	0.0	1	0.3
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.1.16.1: Distribution of Respondents Reporting the Freedom from Employers/Supervisors

Freedom	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	174	87.0	176	88.0	350	87.5
No	25	12.5	21	10.5	46	11.5
NR	1	0.5	3	1.5	4	1.0
Total	200	100.0	200	100.0	400	100.0

NR means not report.

Annex Table 15.1.16.2: Distribution of Respondents Reporting the Types of Entertainment and its Frequency (Aged Under 14 Years)

Entertainment Type	1. Quite often		2. Everyday		3. Sometimes		4. Rare		Total	
	N	%	N	%	N	%	N	%	N	%
Listen to music	19	46.3	11.0	26.8	11.0	26.8	0.0	0.0	41	20.5
Watch movie	4	3.5	5.0	4.4	97.0	85.1	8.0	7.0	114	57.0
Play cards	0	0.0	1.0	10.0	9.0	90.0	0.0	0.0	10	5.0
Watch TV	1	4.0	4.0	16.0	19.0	76.0	1.0	4.0	25	12.5
Roam with friends	2	3.3	1.0	1.6	52.0	85.2	5.0	8.2	61	30.5
Play football	0	0.0	0.0	0.0	5.0	83.3	1.0	16.7	6	3.0
Play rubber band	0	0.0	0.0	0.0	1.0	100.0	0.0	0.0	1	0.5
Play marble	0	0.0	0.0	0.0	5.0	100.0	0.0	0.0	5	2.5
Play carom board	1	12.5	1.0	12.5	5.0	62.5	1.0	12.5	8	4.0
Drink/smoke	0	0.0	2.0	66.7	1.0	33.3	0.0	0.0	3	1.5
Other	1	7.1	2.0	14.3	9.0	64.3	2.0	14.3	14	7.0
Total									200	100.0

Annex Table 15.1.16.3: Distribution of Respondents Reporting the Types of Entertainment and its Frequency (Aged 15-18)

Entertainment Type	1. Quite often		2. Everyday		3. Sometimes		4. Rare		Total	
	N	%	N	%	N	%	N	%	N	%
Listen to Music	17	35.4	18.0	37.5	13.0	27.1	0.0	0.0	48	24.0
Watch Movie	5	4.5	5.0	4.5	88.0	80.0	12.0	10.9	110	55.0
Play Cards	0	0.0	1.0	14.3	6.0	85.7	0.0	0.0	7	3.5
Watch TV	0	0.0	9.0	34.6	17.0	65.4	0.0	0.0	26	13.0
Roam with friends	3	3.9	1.0	1.3	64.0	83.1	9.0	11.7	77	38.5
Play Football	1	6.7	2.0	13.3	11.0	73.3	1.0	6.7	15	7.5
Play carom board	0	0.0	2.0	20.0	8.0	80.0	0.0	0.0	10	5.0
Drink/Smoke	0	0.0	2.0	100.0	0.0	0.0	0.0	0.0	2	1.0
Others	0	0.0	1.0	12.5	6.0	75.0	1.0	12.5	8	4.0

Others include “telephoning”, “watching magic”, “playing of snookers”, “playing of video games”, “cricket playing/watching”, “moving with girl friends”, “enjoying drugs”, “

Annex Table 5.1.20.1: Distribution of Respondents Reporting the Main Problems in the Current Employment

Main Problems	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
None	7	3.5	10	5.0	17	4.3
Insufficient income for my living	59	29.5	55	27.5	114	28.5
Lack of own shelter to live	51	25.5	33	16.5	84	21.0
Harassment from other people	77	38.5	96	48.0	173	43.3
Less leisure time	122	61.0	111	55.5	233	58.3
Impact on studies	1	0.5	1	0.5	2	0.5
Need to hang on doors	5	2.5	5	2.5	10	2.5
Hard to repair vehicles	1	0.5	5	2.5	6	1.5
Wounds/cuts	1	0.5	0	0.0	1	0.3
Work in dirty environment	2	1.0	4	2.0	6	1.5
Others	3	1.5	9	4.5	12	3.0
No Response	3	1.5	1	0.5	4	1.0
Total	200	100.0	200	100.0	400	100.0

Percentages exceed 100 due to multiple answers.

Others include 'carry heavy materials', 'problems from traffic police,' scolding from drivers', 'lack of timely payment of salary', and 'need to wash vehicles several times'.

Annex Table 5.1.20.2: Distribution of Respondents Reporting the Frequency of Cheating by their Employers

Frequency of cheating	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Everyday	14	7.0	2	1.0	16	4.0
Quite often	1	0.5	1	0.5	2	0.5
Often	10	5.0	13	6.5	23	5.8
Sometimes	39	19.5	37	18.5	76	19.0
Rare	26	13.0	22	11.0	48	12.0
Never	110	55.0	121	60.5	231	57.8
Other	0	0.0	1	0.5	1	0.3
NR	0	0.0	3	1.5	3	0.8
Total	200	100.0	200	100.0	400	100.0

Other includes 'not willing to give salary'.

Annex Table.5.4.2.1: Distribution of Respondents Reporting Frequency of Drinking Milk

Frequency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Never	86	43.0	83	41.5	169	42.3
Rare	87	43.5	92	46.0	179	44.8
Often	26	13.0	16	8.0	42	10.5
Quite Often	1	0.5	9	4.5	10	2.5
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.2.4.1: Distribution of Respondents Reporting the Awareness on the Types of Educational Facility/Support Provided by the Government/NGO in the Locality

Types of facility/provision	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Provided books	26	55.3	31	58.5	57	57.0
Provided stationeries	26	55.3	34	64.2	60	60.0
Provided school uniforms	29	61.7	30	56.6	59	59.0
Free education	13	27.7	12	22.6	25	25.0
Provided school bags	4	8.5	5	9.4	9	9.0
provided foods	0	0.0	2	3.8	2	2.0
Others	2	4.3	7	13.2	9	9.0
Total	47	100.0	53	100.0	100	100.0

Percent exceeds 100 due to multiple answers.

Others include 'supply of sport materials', 'construction of school buildings', and 'money'.

Annex Table 5.3.1.1: Distribution of Respondents Reporting Suggestions Provided by the Employers for Being Safe from Accidents While Working

Suggestion	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	169	84.5	164	82.0	333	83.3
No	31	15.5	36	18.0	67	16.8
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.3.1.2: Distribution of Respondents Reporting the Provisioning of Tools by Employers for Making Safe from Accidents

Provisioning of tools	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	25	12.5	17	8.5	42	10.5
No	175	87.5	183	91.5	358	89.5
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.4.2.3: Distribution of Respondents Reporting Frequency of Eating Fruits

Frequency	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Never	19	9.5	14	7.0	33	8.3
Rare	159	79.5	160	80.0	319	79.8
Often	21	10.5	23	11.5	44	11.0
Quite Often	1	0.5	3	1.5	4	1.0
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.4.5.1: Distribution of Respondents Reporting the Alcohol Consumption

Alcohol Consumption	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	34	17.0	51	25.5	85	21.3
No	166	83.0	149	74.5	315	78.8
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.4.5.2: Distribution of Respondents Reporting the Frequency of Alcohol Consumption

Frequency of Alcohol Consumption	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Everyday	3	8.8	4	7.8	7	8.2
Quite often	1	2.9	2	3.9	3	3.5
Often	14	41.2	14	27.5	28	32.9
Rare	15	44.1	31	60.8	46	54.1
NR	1	2.9	0	0.0	1	1.2
Total	34	100.0	51	100.0	85	100.0

Annex Table 5.4.5.3: Distribution of Respondents Reporting Drug Abuse

Children take drugs	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	15	7.5	8	4.0	23	5.8
No	185	92.5	192	96.0	377	94.3
Total	200	100.0	200	100.0	400	100.0

Annex Table 5.4.5.4: Distribution of Respondents Reporting Types of Drugs Used

Type of drugs used	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Cannabis	14	93.3	6	75.0	20	87.0
Others	3	20.0	3	37.5	6	26.1
Total	15	113.3	8	112.5	23	113.0

Percentages exceed 100 due to multiple responses.

Others include 'Bhang', 'Phensidil' and 'Ghoti'

Annex Table 6.2.4.1: Distribution of Respondents Reporting the Liking of Current Job

Liking of the current job	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	175	87.5	164	82.0	339	84.8
No	25	12.5	36	18.0	61	15.3
Total	200	100.0	200	100.0	400	100.0

Annex Table 6.2.4.2: Distribution of Respondents Reporting the Desire to Change Current Job

Want to change	Under 14 Years		14-17 Years		Total	
	N	%	N	%	N	%
Yes	69	34.5	62	31.0	131	32.8
No	131	65.5	138	69.0	269	67.3
Total	200	100.0	200	100.0	400	100.0

3.0 Tables from Qualitative Interviews

Annex Table 1.0: Background Characteristics of FGD Participants

Table 1: Socioeconomic Background of FGD Participants											
Caste/ Ethnicity	Number of Children	Age (years)		Birth Registration (No.)	Place of Origin	Level of Education			Period of Work (Month)		
		5- upto 14	15- <18			1-3	4-8	9-10	<6	7-12	12- 48
Brahamin	4		4	4	Dhading (1) Jumla (1) Dadeldhura (1) Kanchanpur (1)		4		1		3
Chettri	25	11	14	13	Tanahau (2) Nuwakot (1) Jhapa (1) Sunsari (1) Lalitpur (1) Sindhuli (1) Sindhupalchowk (1) Ramechhap (1) Rautahat (1) Mahottari (1) Makwanpur (2) Bara (1) Salyan (1) Rupendehi (1) Banke (1) Bardiya (2) Kanchanpur (3) Kailali (1) Achham (1)	4	20	1	7	4	14
Hill Janajati	15	7	8	9	Bara (1) Dhading (1) Udaypur (1) Darjeeling (1) Makwanpur (3) Dolakha (1) Ramechhap (1) Sindhupalchowk (1) Lalitpur (1) Sarlahi (1) Sindhuli (1) Gorkha (1), Banke (1)	4	10	1	1	1	13
Hill Dalit	11	5	6	7	Jhapa (4) Morang (2) Dhading (2) Lalitpur (1) Sarlahi (2)	1	11			5	1
Muslim	5	5		3	Sunsari (2) Dang (1) India (2)	3	2			1	5
Other Terai caste	4	4		4	Sunsari (2) India (2)	3	1				4
Newar	2	1	1	2	Kathmandu (1) Gorkha (1)	1	1				0- Jan
Terai Janajati	4	1	3	3	Jhapa (2) Chitwan (1) Dang (1)	1	3		1-Jan	1-Jan	2- Jan

Other Terai caste/ ethnicity includes Roy, Bangeli and Gupta.

Number within the brackets of 'Places of Origin' indicates the 'the number of participants from where they have come'.

Annex Table 2.0: Socioeconomic Background of Group Interview Participants

Caste/ Ethnicity	No.	Age (Years)		Birth Registration (No.)	Place of Origin	Level of Education			Period of Work (Month)		
		5- up to 14	15- <18			1-3	4-8	9-10	<6	7-12	12 – 48
Brahamin	5	3	2	5	Nuwakot (1) Chitwan (3), Dang (1)	1	4		2	1	2
Chhetri	14	6	8	11	Nuwakot (1) Morang (1) Kavre (2) Gorkha (1) Dolakha (1) Nawalparasi (1) Dang (4) Salyan (1) Dailekh (2)	1	9	4	6	3	5
Hill Janajati	15	11	4	8	Kathmandu (1) Morang(2) Gulmi (3) Tanahun (2) Ramechhap (2) Dhading(1) Chitwan (1) Dang(2) Rukum(1)	4	11	0	4	6	5
Hill Dalit	11	4	7	10	Morang (1) Ilam(1) Kavre (1) Chitwan(2) Dang (2) Pyuthan (1) Salyan (1) Bardiya(2)	1-0	8	2	2	4	5
Muslim	9	2	7	2	Bara(4) Banke(2) Morang(3)	4-1	4	0	2	2	5
Other Terai Caste	19	10	9	8	Sunsari (2) Morang (5) Saptari(2) Bara(6) Banke(4)	2-8	9	0	5	4	10
Newar	2	1	1	1	Ramechhap(1) Banke(1)	1	1	0	1	1	0
Terai Janajati	8	2	6	5	Morang (2) Siraha (1) Bara (1) Salyan (1) Dang (2) Bardiya (1)	1-1	6	0	2	4	2

The ones with 12 to 48 months work experience includes 4 with more than four year's experience.

Annex Table 3.0: Summary of the Socio-economic Characteristics of Case Study Informants

S. N	Caste/ Ethnicity	Age		Birth Registr- ation		Districts		Family		Land		Amount of land	Food sufficiency for 12 months	
		5- 14	15-18	Yes	No	Origin	Work	Join t	Nu- clear	Ye s	N o		Yes	No
1.	Chhetri	1			1	Bajura	Kailali		1	1		14 ropani	1	
2.	Chhetri		1		1	Bardiya	Kailali	1		1		5 kattha		1
3.	Dalit	1		1		Dang	Dang	1		1		22 kattha	1	
4.	Dalit		1	1		Chitwan	Rupandehi	1		1		7● kattha	1	
5.	Yadav	1		1		Mahattori	Mahattori	1			1			N. A
6.	Tamang		1		®	Mahattori	Dhanusa		1	1		2 kattha		1
7.	Tamang	1			1	Panchthar	Jhapa	1		1		5		1
8.	Chhetri		1	1		Sunsari	Morang		1	1		40 kattha	1	
9.	Dalit		1	1		Dolkha	Kavre	1		1		10 ropani	1	
10.	Chhetri	1		1		Sindhu- palanchow k	Kathmandu		1	1		9		1
	Total	5	5	6	4			6	4	9	1		5	5

N.A= Not Applicable because of the landlessness.

•2 kattha owned and 22 kattha rented in: 7 kattha rented –in ® Does not know ñ Does not know Í Does not know

Annex III: Research Instruments

A. Survey Questionnaire

Rapid Assessment of Children Working in Transport Sector New ERA/ World Education/PLAN Nepal - 2011

Questionnaire for Children under 18 Years

Informed Consent *Namaskar! My name is.....I am here from New ERA Kathmandu to collect data for the government and non-government agencies involved in supporting children working in transport sector. Now we are doing rapid assessment of children working in transport sector. We would very much appreciate your participation in this survey. This survey will take about 60 minutes. The participation in this survey depends on your wish. If we come to any questions that you don't want to answer, just let me know and I will go to the next question or you can stop giving the interview at that time. However, I hope that you will participate in this survey and make it a success by providing correct answers to all the questions. I assure that your information will be kept strictly confidential. Would you want to participate in this survey? Yes———1 No———2* Signature of the interviewer : _____

Date:

IDENTIFICATION

Rapid Assessment of Children Working in the Urban Transport Sector New ERA/ World Education

Feb 11, 2011

Questionnaire for Children under 18 Years

Informed Consent

Namaskar! My name is.....I am here from New ERA Kathmandu to collect data for the government and non-government agencies involved in supporting children working in transport sector. Now we are doing rapid assessment of children working in transport sector. We would very much appreciate your participation in this survey. This survey will take about 40 to 60 minutes. The participation in this survey depends on your wish. If we come to any questions that you don't want to answer, just let me know and I will go to the next question or you can stop giving the interview at that time. However, I hope that you will participate in this survey and make it a success by providing correct answers to all the questions. Would you want to ask me any questions about this survey? _____ May I begin the interview now? _____

Signature of the interviewer : _____ Date: _____

Respondent agrees for interview ... 1 Respondent does not agree for interview 2 Stop interview

IDENTIFICATION											
Name and Code of District _____	<table border="1" style="margin: auto;"> <tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr> <tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr> <tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr> </table>										
Name and Code of VDC _____											
Ward Number _____											
Name of Village/Tole _____											
Name of Respondent _____	<input type="checkbox"/>										
Sex of Respondent _____ Male = 1 Female = 2											
INTERVIEW VISIT											
	1	2	3	Final Visit							
Date _____	_____	_____	_____	Day <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>							
Interviewer's name _____	_____	_____	_____	Month <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>							
Result* _____	_____	_____	_____	Year <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;">2</td><td style="width: 20px; height: 20px;">0</td><td style="width: 20px; height: 20px;">6</td><td style="width: 20px; height: 20px;">7</td></tr></table>	2	0	6	7			
2	0	6	7								
Next Visit Date _____	_____	_____		Code of Interviewer <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>							
Time _____	_____	_____		Result <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 20px;"> </td></tr></table>							
*Result code: 1. Completed 2. Not agreed for interview 3. Given date and time to meet later 5. Others _____ (Specify)				Total Number of Visits <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td></tr></table>							
Supervisor		Office Editor		Data Entry							
Name _____	_____ <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>			Name _____	_____ <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>			Name _____	_____ <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>		
Date _____	_____ <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>			Date _____	_____ <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>			Date _____	_____ <table border="1" style="display: inline-table;"><tr><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td></tr></table>		

1.0 Personal Information

Q.N.	Questions	Coding Categories	Skip
101	Caste/ethnicity of respondent	Caste/ethnicityCode <input type="text"/> <input type="text"/>	
102	How old are you? (Write the completed years)	Years..... <input type="text"/> <input type="text"/>	
103	What is your literacy status?	Literate 1 Illiterate 2	
104	Have you ever gone to school?	Yes..... 1 No..... 2 → 111	
105	What is your educational status? (Write the completed grade)	Primary level (Class 1-5)..... 1 Lower secondary level (Class 6-7)..... 2 Secondary level (Class 8-10)..... 3 Higher secondary level (Class 11-12) 4	
106	Are you currently attending school/ college	Yes..... 1 No..... 2 → 108	
107	How do you meet the school expenses?	Parents pay 1 My income from work 2 Scholarship at the school..... 3 Others (Specify) 96	
108	Have you ever dropped schooling?	Yes..... 1 No..... 2 → 111	
109	How long has been the drop-out period?	Period in months..... <input type="text"/> <input type="text"/>	
110	Why did you drop the school? (Multiple answers possible)	Lack of money 1 Not interested to study..... 2 Need to help to parents for living 3 Need to care of younger siblings 4 Physical punishment by school teachers ... 5 Due to caste/ethnic discrimination in school.....6 Due to over age7 Unavailability of school facility 8 Others (Specify) 15 – 96	
Do not ask Q. 111 and 112 if circled 1 in Q. 106			
111	Would you like to go school if arranged?	Yes..... 1 No..... 2 → 113	

2.0 Socio-demographic Information

Q.N.	Questions	Coding Categories	Skip
201	Where do you live here?	Rented room 1 Own house 2 Others (Specify) 96	
202	Who do you live with here?	Alone 1 Parents 2 Other family members 3 Siblings 4 Friends 5 Others (Specify) 96	
203	Is/are your father or mother or both alive?	Yes, father alive 1 Yes, mother alive 2 Yes, both alive 3 No, both died 4	→ 206
204	How is/are your parent/s living?	Both alive, living together 1 Both alive, father with step mother 2 Both alive, mother with step father 3 Mother died, father with step mother 4 Father died, mother with step father 5 Others (Specify) 96	
205	Ask only if parent/s is/are alive Where is/are your parent/s living?	At my place of birth 1 At my current residence 2 No fixed place 3 Others (Specify) 96 Don't know 98	
206	Who took care of you until you were five years old?	Parents both 1 Mother only 2 Father only 2 Others (Specify) 96 Don't know 98	
207	Who among the following family members are in your home? (Write the number in the Box) (Multiple answers possible)	Father 1 Mother 2 Step father 3 Step Mother 4 Spouse 5 Sister (Unmarried) 6 <input type="checkbox"/> Brother 7 <input type="checkbox"/> Uncle 8 <input type="checkbox"/> Aunt 9 <input type="checkbox"/> Other (specify) 10 <input type="checkbox"/>	
208	Total family members	Total No. <input type="text"/> <input type="text"/>	
209	Were you born in this VDC/Municipality?	Yes 1 No 2	
210	Where were you born? (Box will be filled in by coders)	VDC 1 <input type="text"/> <input type="text"/> Municipality 1.1 <input type="text"/> <input type="text"/> District 2 <input type="text"/> <input type="text"/> Foreign country 3	

Q.N.	Questions	Coding Categories	Skip
211	What is/are the reason/s for you to leave your village of origin? (Multiple answers possible)	Marriage.....1 Low salary/wage.....2 Unemployment.....3 Transfer by employer.....4 Study /training desire5 Natural disaster6 Political/social conflict.....7 Parent’s suggestion to earn8 Landlessness9 Food insufficiency10 Dislike of village life11 Need to repay household loan.....12 Frequent abuse at home.....13 Others (Specify)96	
212	How many years ago did you move last time to this place? (Write in only one box)	Completed Years 1 <input type="checkbox"/> Completed Month 2 <input type="checkbox"/>	
213	What is/are the main reason/s for you to migrate here? (Multiple answers possible)	Marriage.....1 Better salary/wage.....2 Start new job/business.....3 Transfer by employer.....4 Study/ training.....5 Looking for work6 Easier life7 Others (Specify)96	
214	Does your family own house to live?	Yes1 No.....2	
215	Does your family possess operated agricultural land?	Yes1 No.....2	217
216	How many months do the food grain produced from your own operated land meet your household food requirement?	Less than three months.....1 3- 6 months2 6-9 months3 9 to less than12 months.....4 For the whole year5	
217	What are the sources of income in your household? (Main is only one and others may by multiple)	Main Other Agricultural work in own land 1 1 Labor work in transport 2 2 Labor work in construction3 3 Labor work in farm.....4 4 Labor work in industry sector5 5 Pension.....6 6 Service.....7 7 Other (Specify)96 96 Don’t Know 98 98	
218	Which of the following facilities are available in your village? (Multiple answers possible)	Yes No School 1 2 Health post/ hospital 1 2 Agri.Service Center 1 2 Motorable road 1 2 Telephone..... 1 2 Post office 1 2 Bank 1 2 Piped Water 1 2	

3.0: Work Status

Q.N.	Questions	Coding Categories	Skip
301	What are the types of activities of your current job? (Multiple answers possible)	Fare collection 1 Support to repair the vehicle 2 Washing vehicles 3 Loading and unloading..... 4 Seat arrangement 5 Others (Specify) 96	
302	At what age did you start doing this work?	Completed years 1 <input type="text"/> <input type="text"/> Don't know 2	
303	For how long have you been doing this sort of work?	Less than six months 1 Six months to one year 2 1- 4 years 3 5-10 years 4 10 years or more 5 Dont' know 98	
Q.N.	Questions	Coding Categories	Skip
304	What is your status in this job ?	Paid employee 1 Operating own business as regular paid employee 2 Contributing family member without pay.. 3 Others (Specify) 96	
305	What is the basis of employment?	Permanent 1 Contract..... 2 Piece- rate..... 3 Others (Specify) 96	
306	What is the duration of employment?	Daily wage 1 Less than a week 2 1 to 4 weeks 3 1-3 months 4 6-12 months 5 Over 12 months 98 Others (Specify) 96	
307	Does your employer pay social security contribution for you?	Yes 1 No..... 2	
308	Do you benefit from paid leave or get compensation for unused leave?	Yes 1 No..... 2	
309	How many hours, on an average, do you work in a day?	Less than 3 hours 1 3- 6 hours 2 6-9 hours 3 9-12 hours 4 More than 12 hours 5 Others (Specify) 96	
310	What is the frequency of payment?	Daily 1 Weekly 2 Monthly..... 3 Others (Specify) 96	
311	On an average, how much do you earn in a day?	Cash 1 Rs. <input type="text"/> <input type="text"/> In-kind..... 2 Rs. <input type="text"/> <input type="text"/> Work as a bonded labor 3 →	315
312	How much did you earn last month from your main work?	Cash 1Rs. <input type="text"/> <input type="text"/> In-kind..... 2Rs. <input type="text"/> <input type="text"/>	

313	Is the earning from this work sufficient for your living?	Yes 1 No..... 2	
314	Where do you spend your earnings? (Multiple answers possible)	To maintain my livelihood 1 For the support of family livelihood 2 To pay family loan 3 For educational expenses 4 For personal entertainment..... 5 Others (Specify) 96	
315	Did you also do any other secondary work within the last 7 days?	Yes 1 No..... 2 →	318
316	What type of other secondary work did you do in last 7 days?	_____	
317	Do you do this secondary work regularly or occasionally?	Regularly..... 1 Occasionally..... 2 Seasonally 3	
318	On an average, how much money do you save in a day?	From the main work(transport) 1.Rs <input type="text"/> <input type="text"/> <input type="text"/> From the other secondary work 2.Rs <input type="text"/> <input type="text"/> <input type="text"/>	
319	Are you working alone or working with others? (Multiple answers possible)	Alone..... 1 Father/mother 2 Elder bother/sister 3 Other relatives 4 Friends..... 5 Villagers 6 Others (Specify) 96	
320	Who brought you into this work?	Self 1 Parents..... 2 Relatives..... 3 Friends..... 4 Others (Specify) 96	
321	If you make some mistakes in your job, what will be the action from your supervisor/employer?	Compelled to quit the job..... 1 Reduce the salary 2 Nothing 3 Others (Specify) 96	
322	What are the hardships you are facing in your current job?	Insufficient income for my living 1 Lack of own shelter to live..... 2 Harassment from passengers..... 3 Others (Specify) 96	
323	How do you characterize your work condition/s? (Multiple answers possible)	Requirement to work longer hours everyday 1 Need to be involved in the entertainment for the adults 2 Need to work in the heavy or dangerous machinery Need to be involved in flesh trade..... 4 Bonded labor status 5 Sexual abuse..... 6 Need to lift heavy loads..... 7 Need to be exposed to pollution (air, sound, light etc 8 Need to work during the night (from 9 p.m. to 5 am..... 9 Vehicular accidents 10 Need to be involved in drug addiction (cigarette, alcohol and drugs 11 Others (Specify) 96	

4.0 **Food, Health and Personal Habits**

Q.N.	Questions	Coding Categories	Skip
401	Who gives/ arranges foods while you are in work?	Self..... 1 Others (Specify) 96	
402	What kind of food do you take most of the time?	Dal Bhat..... 1 Didho/ Tarkari 2 Bhat with meat..... 3 Others (Specify) 96	
403	How often do you get to take the following items?	Never Rare Often Q. Often	
	Milk		
	Meat		
	Fruits		
404	Have you ever experienced sickness/accidents while you are in work of this kind?	Yes..... 1 No 2	
405	Please indicate the type of sickness you suffered including wounds, cuts, fractures and pains caused by accidents while doing works? (Multiple answers possible)	Wounds..... 1 Cuts..... 2 Fractures 3 Pains 4 Others(specify) 96	
406	Did you go to see a doctor for the treatment of your illness?	Yes, every time 1 Yes, some time 2 Not at all 3	→ 409
407	Who paid your medical expenses?	Self..... 1 Father/mother..... 2 Brother/sister 3 Other relatives..... 4 Friends 5 Villager/s 6 Employer/s..... 7 Others (Specify) 96	
408	What type/s of health service were you provided? (Multiple answers possible)	General medicines 1 Vaccination..... 2 De-worming..... 3 Regular health check-up 4 Hospitalization..... 5 Others (Specify) 96	
409	Why did you not go to see a doctor/visit hospital for the treatment when you felt sick?	Lack of money 1 Not interested to go..... 2 Hospital not available 3 Others (Specify) 96	
410	Do you smoke?	Yes 1 No 2	
411	Do you drink?	Yes 1 No 2	→ 413
412	How often you drink?	Rare 1 Often 2 Quite often 3 Daily 4	
413	Are you using any kind of drugs?	Yes 1 No 2	→ Sec.5
414	What is the name of drugs?	-----	

5.0: Harassment and Other Social Issues

Q.N.	Questions	Coding Categories	Skip
5.1	How often have you been beaten/unduely scolded by the employer or work provider/ supervisor/ driver?	Quite often 1 Every day 2 Often 3 Sometimes 4 Rare 5 Never 6 Others (Specify) 96	
5.2	How often have the work providers cheated you?	Quite often 1 Every day 2 Often 3 Sometimes 4 Rare 5 Never 6 Others (Specify) 96	
5.3	Do you get the freedom of movement from your supervisor/ employer?	Yes 1 No 2	
5.4	What types of entertainments do you generally enjoy? And how often? (Quite often Every day, Sometimes, Rare, Never)	Entertainment a) b) c) d) How often	
5.5	Do you know the rights of the children?	Yes 1 No 2	
5.5	If yes, what are they?	_____	
5.6	Do you like this job?	Yes 1 No 2	
5.7	Do you want to change this work /occupation?	Yes 1 No 2	
5.7	What is your desire in future?	_____	
5.8	If somebody wanted to help you for your betterment, how would it be done?	_____	

B. Qualitative Checklists

NEW ERA/World Education/Plan Nepal

Note: The checklists for the qualitative data gathering techniques presented below are as per the rapid assessment methodology of ILO/UNICEF, 2000. Some of the questions of one qualitative technique are also repeated in another. This has been done on purpose for the triangulation of information. Semi-structured questions developed below are merely the guide questions. Based on the discussions during the interviews, the trained qualitative interviewers are required to develop the supplementary questions as per the need and situation. Interviewers are required to prepare the elaborate descriptive field notes from field jottings on the very day of the interviews or before leaving the interview sites.

1.0 KEY INFORMANT INTERVIEW CHECKLIST (Responsible officials of NGOs/ research organizations, federation of transport entrepreneurs, officials of the District Child Welfare Board, World Education/its partner organizations, Local Development Officer, officials of FNCCI, etc.)

1.0 General background information:

- 1.1 Name:
- 1.2 Organization:
- 1.3 Designation:
- 1.4 Role in the organization related to the children working in the transport sector:

2.0 General trends of child labor in the transport sector:

- 2.1 What is your opinion on the general trends of child labor use in the transport sector? Probe the increase or decrease of its use and its associated reasons.

3.0 Emerging patterns of child labor use

- 3.1 How was child labor used five years ago in the transport sector?
- 3.2 How is child labor used now in the transport sector?
- 3.3 If there is noticeable change in the use of the child labor in the transport sector, what is it due to?
- 3.4 If there is no noticeable change in your opinion/observation, why so?

4.0 Demand and supply of child labor use in transport sector

- 4.1 What is your opinion on the demand and supply of child laborers in the transport sector? Probe the increase or decrease of demand and supply and their associated reasons.
- 4.2 In your opinion, why do families/parents allow their children to work in the transport sector? Probe the reasons.

5.0 Relationships between education and child labor:

- 5.1 In your knowledge, do children working in the transport sector also attend formal/informal classes? If yes, would you describe about this phenomenon? If no, what factors do you attribute to their non-attendance of the classes? Probe.
- 5.2 What attitudes do employers have towards the education of children working in the transport sector? Probe.
- 5.3 How do you perceive the attitudes of the parents towards the education of children working in the transport sector? Probe.

6.0 Organizations Working for the Child Laborers

- 6.1 What are local organizations working for children in this district or area? What types of activities do they do?
- 6.2 What are the educational programs being launched for child laborers? How long? How? What changes have been induced? What are their weaknesses? What needs to be improved?

7.0 Suggestions/recommendations

- 7.1 How do you appraise the existing resources for the support of children working in the transport sector? Probe.

- 7.2 What suggestions would you make for the government to initiate policies/programs to address the child labor problem in the transport sector in the following fields?: (i) prevention of child labor use; (ii) improving current and future lives of child laborers ; (iii) meeting their needs, and (v) ensuring their rights ? Probe.
- 7.3 What suggestions would you make for the donor organizations to address the child labor problem in the transport sector in the following fields?: (i) prevention of child labor use; (ii) improving current and future lives of child laborers ; (iii) meeting their needs, and (v) ensuring their rights? Probe.
- 7.4 What suggestions would you make for the NGOs/partner organizations to initiate programs to address the child labor problem in the transport sector in the following fields?: (i) prevention of child labor use; (ii) improving current and future lives of child laborers ; (iii) meeting their needs, and (v) ensuring their rights . Probe.
- 7.5 What suggestions would you make for the families to address the child labor problems in the transport sector? Probe.
- 7.6 In your opinion, how can the hazardous and unhealthy working conditions of the child laborers be improved? Probe the suggestions.

1.1 Mapping Exercise for the Initial Estimate/Prevalence of Child Laborers in the Transport Sector (in the VDCs/municipalities of the sample district by making site visits of routes and interviewing key informants)

- 1.1.1 What are the VDCs and area clusters where there is the higher concentration of child laborers in the transport sector in this district? Probe in detail and write the names of VDCs and areas of clusters.
- 1.1.2 Also try to estimate the possible number of child laborers in each VDC and area of clusters (where there is the higher concentration of child laborers in the transport sector in this district).
- 1.1.3 Why is there higher concentration of child laborers in the transport sector in the VDCs/area clusters? Probe the reasons.

2.0 GROUP INTERVIEW (with children working in the transport sector)

Note: Conduct it for the general information only.

- 0.0 District:
- 1.0 VDC/Municipality:
- 2.0 Ward:
- 3.0 Number of Participants: _____
- 4.0 General socio-economic background of participants

S.N.	Names	Sex	Age	Caste/Ethnicity	Literacy/ Level of Education	Occupation	Remarks

5.0 General information of their labor use in the vehicles

- 5.1 How are you treated by your drivers? Probe.
- 5.2 How are you treated by your employers? Probe.

6.0 Characteristics of child laborers

- 6.1 What are your family contexts? Probe about parents, number of siblings, their primary care-givers, good and bad things about the family, social and economic situation, etc.
- 6.2 What is their schooling status? Probe whether they ever attended school (type), and if so, for how long, when, whether they are attending now, and if discontinued, its reasons.
- 6.3 What is your present living situation? Probe whether they are living with family or others, their accommodations, etc.
- 6.4 What is their parents' or family members' work histories?
- 6.5 What are their main needs/problems?
- 6.6 What are your future plans and aspirations/desires?

7.0 Working conditions

- 7.1 How is your employment arranged?
- 7.2 Is there any contractual arrangement? (verbal, written, etc.)?
- 7.3 What are the terms and conditions of your work? Probe the number of hours of daily work, daily or monthly wage payment, leave (with or without pay), regularity of payment of the wages, etc.
- 7.4 Is there freedom of movement permitted occasionally? If yes, how?

8.0 Possible prevalence of “bonded” child labor

- 8.1 Are you forced to join this transport sector job due to the inability of your families/ parents/guardians to repay the debts of the employers?
- 8.2 If yes, how was/were your family/families indebted?
- 8.3 How were you taken in this job?
- 8.4 In your knowledge, how many of your friends/colleagues are working as “bonded laborers” in this area?

3. INDIVIDUAL INTERVIEWS (Employers, Drivers, Parents, and School Teachers)

(a) Employers:

- a. Name:
- b. District:
- c. VDC/municipality:

1.0 Children’s work

- 1.1 What types of the work are the child laborers assigned? Probe on seating arrangement, collection of fare, loading and unloading of commodities or luggages, car washing, help in the garage for the vehicle repair and maintenance, etc. Probe.

2.0 Working conditions (including wages and schedules)

- 2.1 How is the employment generally arranged for the child laborers? Probe.
- 2.2 Is there any system of contractual arrangement? (verbal, written, etc)? If yes, how? If not, why? Probe.
- 2.3 What are the terms and conditions you generally specify for the child laborers? Probe the number of hours of daily work, daily or monthly wage payment, leave (with or without pay), regularity of payment of the wages, etc. Probe.
- 2.4 Do you occasionally permit the freedom of movement for the child laborers? If yes, how? If not, why? Probe.

3.0 Work experiences

- 3.1 What type of child laborers do you employ? Experienced or inexperienced? Probe.
- 3.2 If you employ the experienced child laborers only, why so? Probe.
- 3.3 If you employ the inexperienced child laborers only, why so? Probe.
- 3.4 What is the wage differential between the experienced and inexperienced child laborers in the transport sector? Probe.

4.0 Relationship between work and schools

- 4.1 In your knowledge, do children working in the transport sector also attend formal/informal classes? If yes, would you describe about this phenomenon? If not, what factors do you attribute to their non-attendance of the classes? Probe.
- 4.2 What attitudes do you have towards the education of children working in the transport sector? Probe.
- 4.3 How do you, as employers, perceive the attitudes of the parents towards the education of children working in the transport sector? Probe.

5.0 Prevalence of bonded laborer:

- 5.1 Is there a system in the transport sector to use the child laborers as “bonded laborers”? If yes, how widespread is this phenomenon? Probe.
- 5.2 Have you also used child laborers in the transport sector in the form of “bonded laborers”? If yes, how? Probe.

(b) Drivers:

- a. Name:
- b. District:
- c. VDC/municipality:

1.0 Children’s work

- 1.1 What types of the work are the child laborers assigned? Probe on seating arrangement, collection of fare, car washing, help in the garage for the vehicle repair and maintenance, etc.

2.0 Working conditions (including wages and schedules)

- 2.1 How is the employment generally arranged for the child laborers? Probe.
- 2.2 Is there any system of contractual arrangement for the child laborers? (verbal, written, etc.)? If yes, how? If not, why? Probe.
- 2.3 What are the terms and conditions for the child laborers in your vehicle? Probe the number of hours of daily work, daily or monthly wage payment, leave (with or without pay), regularity of payment of the wages, etc. Probe.
- 2.4 Do you occasionally permit the freedom of movement for the child laborers? If yes, how? If not, why? Probe.

3.0 Work Experiences

- 3.1 What type of child laborers do you recommend to your employer to employ in your vehicle? Experienced or inexperienced? Probe.
- 3.2 If you recommend to employ the experienced child laborers only, why so? Probe.
- 3.3 If you recommend to employ the inexperienced child laborers only, why so? Probe.
- 3.4 In your knowledge, what is the wage differential between the experienced and inexperienced child laborers in the transport sector? Probe.

4.0 Relationship between Work and Schools

- 4.1 In your knowledge, do children working in the transport sector also attend formal/informal classes? If yes, would you describe about this phenomenon? If not, what factors do you attribute to their non-attendance of the classes? Probe.
- 4.2 What attitudes do you have towards the education of children working in the transport sector ? Probe.
- 4.3 How do you, as employers, perceive the attitudes of the parents towards the education of children working in the transport sector? Probe.

(c) Parents:

- a. Name:
- b. District:
- c. VDC/municipality:

1.0 Children's Work

1.1 What types of the work is/are your child/children assigned? Probe on seating arrangement, collection of fare, car washing, help in the garage for the vehicle repair and maintenance, etc.

2.0 Working Conditions (including wages and schedules)

2.1 How is the employment generally arranged for your child/children?

2.2 Is there any system of contractual arrangement for your child/children? (verbal, written, etc.)? If yes, how? If not, why? Probe.

2.3 What are the terms and conditions for your child/children in your vehicle? Probe the number of hours of daily work, daily or monthly wage payment, leave (with or without pay), regularity of payment of the wages, etc. Probe.

2.4 Is/ are your child/children occasionally permitted for the freedom of movement? If yes, how? Probe.

3.0 Work Experiences

3.1 What is your perception on the need of experience for the employment of your child/children in the transport sector? Probe.

3.2 If you have perceived that an experience is needed for the employment, why so? Probe.

3.3 In your knowledge, what is the wage differential between the experienced and inexperienced child laborers working in the transport sector? Probe.

4.0 Relationship between work and schools

4.1 In your knowledge, do children working in the transport sector also attend formal/informal classes? If yes, would you describe about this phenomenon? If not, what factors do you attribute to their non-attendance of the classes? Probe.

4.2 What attitudes do you have towards the education of your child/ children working in the transport sector? Probe.

4.3 What needs to be done for the schooling of your child/children? Probe what the family can do and what the support organizations can do.

5.0 Activities of the children within and outside the home

5.1 What activities does/do your child/children perform at home? Probe .

5.2 What activities does/do your child/children perform outside the home ? Probe.

(d) School Teachers:

a. Name:

b. District:

c. VDC/municipality:

6.0 Relationship between work and schools

6.1 In your knowledge, do children working in the transport sector also attend formal/informal classes? If yes, would you describe about this phenomenon? If not, what factors do you attribute to their non-attendance of the classes? Probe.

6.2 What attitudes do you have towards the education of children working in the transport sector ? Probe.

6.3 How do you, as a teacher, perceive the attitudes of the parents towards the education of children working in the transport sector? Probe.

6.5 What needs to be done for the education of child laborers working in the transport sector?

7.0 Physical conditions of the schools in the survey area:

7.1 What is the physical condition of the school? Probe the adequacy of the physical space (rooms) and furniture for new child laborers willing to go to school.

7.2 What is the numerical strength of teaching staff by gender? Probe the adequacy of the teachers to teach new child laborers willing to go to school.

7.3 Does the school have the hostel accommodation for the students? If yes, what is its status? Can it also accommodate new child laborers? If not, how can they be accommodated?

4.0 FOCUS GROUP DISCUSSION (with children working on the transport)

Note: Conduct it with the group of children working in the transport sector on four major specific issues.

1.0 District

2.0 VDC/Municipality:

3.0 Ward:

4.0 Number of Participants (6-12)

S.N.	Names	Sex	Age	Caste/Ethnicity	Literacy/Level of Education	Occupation	Remarks

5.0 Relationship with the employers/drivers:

5.1 How is your relationship with the employers and drivers? Probe whether it is exploitative or friendly with reasons.

5.2 What factors trigger the change in your relationship with employers and drivers?

6.0 Abuse:

6.1 How often have you been abused by the employers and drivers? Probe the psychological (such as scolding) or physical (such as beating) or sexual abuses.

6.2 Why have you been abused?

6.3 What have you done to cope with the abuses?

7.0 Desire for rehabilitation:For children under legal working age (i.e. less than 14):

7.1 What type of rehabilitation do you want? Probe the desire to return to the schools and families or desire to stay in the NGO-run centers/shelters with socialization training (for acquiring social and life skills) and accommodations where they can participate in the open learning centers.

7.2 How can they be supported if they are willing to return to their schools? Probe whether the possibility of granting the in-kind scholarship (such as covering the costs of fees, uniforms, stationary, and textbooks) may help them.

For children of legal working age (i.e. more than 14 years up to 17 years):

7.3 What kind of vocational training or apprenticeship do you want? Probe their desire for the driver training or other apprenticeship opportunities? Probe.

8.0 Awareness on child rights:

8.1 What is your understanding/awareness on child rights? Probe.

- 8.2 What is your understanding/awareness on the existence of organizations and associations that can help you? Probe.
- 8.3 What is your understanding/awareness on the existence of laws for the protection of your rights? Probe.
- 8.4 If you are not aware of your child rights/existence of organizations and associations that can help you and existence of laws that can protect your rights, how can you be supported for raising your awareness on these? Probe.

5.0 PERSONAL HISTORY/STORY NARRATION

- 1.0 **Name:** **Caste/Ethnicity:**
- 2.0 **Age:** **Birth registration:**
- 3.0 **District (Birth):** **District (work):**
- 4.0 **VDC/Municipality (birth):** **VDC/municipality (work):**
- 5.0 **Ward/Community (birth):** **Ward/Community (work):**
- 6.0 **Family Structure: Nuclear or Joint:**
Number of family members: Male: Female:

7.0 Background economic and social Information:

- 7.1 Amount of operated land (if the child can share the information, if not, just ask about the ownership/non-ownership of land):
- 7.2 Food-sufficiency status in months from own production:
- 7.3 Employment of the children and their support to the parents:
- 7.4 Type of occupation in the past (if different from the present one):

8.0 Push-pull factors of the entry into transport sector and work history

Push-pull factors:

- 8.1 What are the **push factors** (reasons of leaving the village of origin) to enter into the transport sector? Probe marriage, low salary/wage, unemployment, transfer by employer, study-training desire, natural disaster, friend's advice, landlessness, food insufficiency, parents suggestions, dislike of the village life, domestic violence, social conflict, loan payment, etc.
- 8.2 What are **pull factors** to enter into the transport sector? Marriage, better salary/wage opportunities, opportunities for new jobs/businesses, transfer by the employer, study-training opportunities, visiting cities, imagination of easy life, etc.

Work history/pathway that led to the occupation in the transport sector:

- 8.3 How long have you been working in this sector? Probe.
- 8.4 How did you come to choose this occupation in the transport sector?

9.0 Pattern of the use of child labor

- 9.1 How is your labor used in the transport sector? Probe the following: fare collection, loading and unloading, seat arrangements for passengers, support to repair the vehicles in the garage, washing vehicles, and any other help to the drivers.

10.0 Overall working conditions (including the nature and the extent of hazardous condition, income control and use, hardship, satisfaction/dissatisfaction)

- 10.1 How many hours are you required to work in day?
- 10.2 What is the mode of agreement? Written or verbal?
- 10.3 What is the duration of contract?
- 10.4 What is your daily wage rate?
- 10.5 What is the frequency of payment (daily or weekly or monthly)?

- 10.6 What is your status of involvement in this job? Paid employee? Operating own business with senior family members with pay? Operating own business with senior family members without pay?
- 10.7 What is the nature of employment? Permanent? On contract? Piece rate?
- 10.8 What are other social benefits (leave with pay or without pay, insurance, social security contributions, etc)?
- 10.9 Who controls your income? Yourself? Parents? Or Any other?
- 10.10 Where is the income used ? For personal maintenance of livelihood? For the support of the family livelihood maintenance? For the repayment of family loans? For own educational expenses? For personal entertainment? For any other purpose? Probe
- 10.11 What is your perception on the self-sufficiency of income for living?
- 10.12 What are the **physical risks** of your job? Probe: noise, smokes/fumes, exposure to sun, difficulty in carrying/lifting loads, illness, physical accidents (due to the lack of protective gear such as welding shields, gloves, boots, glasses in the garage)?
- 10.13 What are the **emotional risks**?: Probe: time stress, quality stress, scapegoating, harassment, verbal abuse by employers, supervisors/drivers, and fellow workers, sexual abuse by employers, supervisors/drivers, and fellow workers, punishments, including insufficient food.
- 10.14 What are other **major hardships** for you in this current job?
- 10.15 Are you **satisfied or dissatisfied** with the current job? If satisfied, why? If dissatisfied, why?

11.0 Living conditions (sleeping, food, clothing, personal hygiene, etc.)

- 11.1 Where do you sleep?, How many hours do you sleep?
- 11.2 Where do you eat? Do you also cook food for you? Are you satisfied with the quantity of food you are given to eat?
- 11.3 How is the quality of food that you eat? Probe: how often does he eat meat, fruit, and milk products?
- 11.4 Are you also given clothes by the employers? If yes, what types of clothes are you given? If not, how do you manage the clothes for you?
- 11.5 Where do you take bath? How often?
- 11.6 What type of toilet do you use?

12.0 Relationship between school and work

- 12.1 Have you ever attended the school/literacy class?
- 12.2 What is your educational qualification/literacy status?
- 12.3 What is/are the reason of not attending school/literacy class?
- 12.4 Are you still going to school occasionally?
- 12.5 If you have dropped out, why?
- 12.6 If there is the support for your schooling, do you return to school again?
- 12.7 What type of support do you need for your schooling? Probe whether the possibility of granting the in-kind scholarship (such as covering the costs of fees, uniforms, stationary, and textbooks) may help them.

13.0 Needs

- 13.1 What are your needs?
- 13.2 How can your needs be fulfilled?

14.0 Aspirations:

- 14.1 What are your aspirations?

15.0 Desire for rehabilitation

- 15.1 Do you have the desire for rehabilitation? If yes, what type of rehabilitation do you want? Probe the desire to return to families or desire to stay in the NGO-run centers/shelters with socialization training (for acquiring social and life skills) and accommodations where they can participate in the open learning centers.
- 15.2 What kind of vocational training or apprenticeship do you want? Probe their desire for the driver training or other apprenticeship opportunities?

16.0 Chances of improvement of hazardous and unhealthy working condition

- 16.1 In your opinion, how can the hazardous and unhealthy working conditions be improved? Probe the suggestions.