

# BANGLADESHI

## Sailor's Vulnerability to

### *HIV and AIDS*



LOTTERY FUNDED







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# Foreword

At a time when migrants' contribution to the national economy through remittances are significantly increasing, the 'well being' aspects of migrants are yet to be well recognized within policy, planning, budgeting and implementation processes. There have been enough literatures and evidences which indicate that migrants are forced to face various challenges including stigma and discrimination, extra charges to recruitment agencies, harassments at work place, lack of information, and lack of access to health care facilities; these factors in one way or the other play critical role to increase migrant's vulnerability in different forms. Especially when there are public health concerns including HIV and AIDS, the vulnerabilities of migrants are even critical.

There have been many studies to understand migrant's vulnerability to HIV which have helped to understand the issues, context and develop strategies to address vulnerabilities around migration and HIV. Comparatively it has been noticed that there are few research and studies conducted among the sailors who are also migrants. In this context, the significance of this study, "Bangladeshi Sailor's Vulnerability to HIV and AIDS" is to offer some new learning and understanding around the context of sailors and HIV, especially those travelling from Bangladesh to India.

The research reflects some aspects about the work experiences and mobility patterns of sailors, their access to health services, sexual behaviors, awareness on HIV and STIs. The report also talks about living and working conditions of the sailors, their remuneration, long working hours, threat of natural disasters, their lifestyles, behaviors and potential vulnerabilities towards HIV and AIDS. We hope this study has been able to explore new domain of knowledge in migration and AIDS response and thus will be useful for all the stakeholders to reflect on the issues and develop their intervention strategies.

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# Table of Contents

Executive Summary.....	1
1. Background.....	2
1.1 Introduction .....	2
1.2 Rationale of the study .....	2
1.3 Objective of the study .....	2
1.4 Themes to explore:.....	2
1.5 Literature Review.....	2
2. Methodology .....	5
2.3 Preparatory Work for Data Collection.....	5
2.4 Selection of Respondents .....	5
2.6 Tools for Data Collection .....	6
2.7 Quality control mechanism during data collection .....	6
2.8 Ethical Consent from Respondents.....	6
2.9 Limitations and Challenges .....	6
3. Description of Study Areas.....	7
3.1 Study Location in Bangladesh .....	7
3.2 Study Location in India.....	7
4. Organizations Involved with the Sailing Community .....	8
4.1 Bangladesh Noujan Srameek Federation.....	8
4.2 International Transport Federation .....	8
4.3 Ship Owners .....	8
4.4 Government of Bangladesh .....	9
4.5 BIWTA.....	9
4.6 Port Authority (Bangladesh) .....	9
4.7Port Authority (India).....	9
4.8 Agents .....	9
4.9 IWAI .....	9
4.10 Fly Ash selling companies in India .....	9
Summary .....	11
5. Socio-Demographic Characteristics of Sailors .....	12
5.1 Quantitative Study.....	12
5.2 Qualitative Study .....	13
6. Work and Mobility patterns .....	14
6.1 Crew of the Ship.....	14
6.3 Paper Required For Travel.....	15
6.4 Routes to India .....	15
6.5 Living Conditions on the Ship .....	16
6.6 Work Experience .....	16
6.7 Problems at Work .....	18
6.8 Rights and Entitlements .....	18
6.9 Experience in India.....	19
6.10 Summary .....	19
7. Access to Health Services.....	20
7.1 Qualitative.....	20
7.2 Summary .....	20
8. Sexual History and Condom Use .....	21
8.1 Quantitative .....	21
8.2 Qualitative.....	23

8.3 Summary .....	23
9. Knowledge and Opinions about HIV & AIDS and STI .....	24
9.2 Qualitative.....	25
9.3 Summary .....	26
10. Entertainment .....	27
10.1 Quantitative .....	27
10.2 Qualitative.....	27
10.3 Summary .....	27
11. Conclusion .....	28
Annex -4 .....	31
Annex-5 .....	31
Annex 8 .....	32
References .....	33

# Executive Summary

Enhancing Mobile Populations' Access to HIV and AIDS Services, Information, and Support (EMPHASIS) is a 5-year initiative funded by the UK's Big Lottery Fund. The project has been implemented by CARE in three countries, Bangladesh, India and Nepal.

This study was initiated to generate evidence around the vulnerabilities faced by migrant populations traveling to India. Both qualitative and quantitative methods were used to explore the vulnerability of sailors and a standard BCC questionnaire was used to assess knowledge around HIV and AIDS. Qualitative methods were used to compliment quantitative findings to reveal other socio-economic dynamics that can contribute HIV and AIDS related vulnerabilities. Data collection was carried out in both Bangladesh and India. Both qualitative and quantitative data collection was done in Bangladesh. As entry into the ports in India was restricted, only qualitative methods were used there.

A total of 154 were interviewed with a quantitative questionnaire and 24 sailors participated in in-depth interviews. Focus group discussions (FGD) and Key Informant Interviews were conducted with selected community members such as doctors, Noujan Srameek Union members, and vendors.

## Key Findings

The sailing industry is overwhelmingly male in Bangladesh resulting in an all male sample. In order to pursue long term career goals and higher positions on the ships most sailors are required to pass at least the Secondary School Certificate examination. Our data shows 76.6 % (118) of quantitative respondents can both read and write, and except for the 4.2 % (6) of the qualitative respondents who have no formal education, all attended school. The majority (62.3 % (96)) of the quantitative respondents and 17 out of 24 of the qualitative respondents were married.

Most sailors travel to India, in ships, to purchase fly ash and clinker for the cement industries. These ships are often owned by the cement factories or are privately owned and rented out by the cement factories.

The size of these ships varies and number of sailors also varies accordingly from 10-13 sailors per ship. Sailors' salaries are fixed according to demand and negotiation with the government and ship owners. However, the negotiated salary is often less than what was actually demanded by the federation. Other benefits and entitlements granted to the sailors vary according to the rules and regulations settled by the owner.

There are inherent challenges of the occupation of a sailor. The long working hours, extended absences from

home, loneliness, natural disasters, accidents and attacks by robbers add additional stress. In order to succeed in a job like this, involvement with the union, and maintaining a strong network of friends and family is of paramount importance. Bangladesh Noujan Srameek Federation is the only one organization of labourers that negotiates labourers' rights and entitlements with the government and the ship owners. Bangladesh Srameek Federation is a member of the International Transport Workers Federation which provides support to sailors and works towards the overall social welfare of sailors.

Sailors in ships travelling to India face the added challenge of not being able to get off the ship at most ports in India. Because of their lack of visas, only a selected minority are granted land passed which allow them to disembark the ship. There is an association between position in the ship and enjoying benefits and entitlements. A higher position, such as Master and Driver of a ship ensures higher wages, power and more mobility. Access to health services on the ship is limited. There are basic medication and first aid kits on the ships and If the sailors are sick while at an Indian port they can access health facilities with a land pass.

Quantitative findings on sexual behaviour show that almost 15 % (23) of the respondents reported visiting sex workers in different ports and in their own village within the last 12 months, 16.8% (26) have sex with non-regular partners. Just over eight percent were (13) MSM and 1.9 % (3) had sex with a man in the last 12 months. Condom use is very low, and it is higher when engaged in commercial sex though it is not consistent. Overall 30 % (46) identified three symptoms of STI in men. Knowledge about HIV is mixed with the majority of sailors having heard of HIV but very few showing accurate information about how it is transmitted.

The study shows that there are many factors that make sailors vulnerable to HIV and AIDS. Work and living conditions on the ship present many challenge. There is evidence of some high-risk behaviour but researchers also feel that some sexual behaviour might have been underreported due to the involvement of union members in the data collection. The research study highlights specific opportunities for designing a HIV prevention programme addressing the unique challenges and vulnerabilities of sailors in Bangladesh which includes designing HIV and AIDS information dissemination in appropriate written and verbal form, advocate with NGO's and civil society organization in raising awareness of the potential HIV – vulnerability of sailors. The study also recommends a bilateral cooperation between Bangladesh and India, while cross country protocol exists between the two countries, further cooperation can be strengthen to address HIV-related vulnerabilities of sailors.

# 1. Background

## 1.1 Introduction

India with its growing economy is a common destination for the people of other countries in the South Asia Region. India sees both in-migration and out-migration and the number of immigrants coming to India is 5.1 million, with 59.8% coming from Bangladesh. (India Population census, 2001). Due to a porous border with Bangladesh, lack of employment opportunities and low wages in Bangladesh many people consistently migrate to India (Tahmina and et al, 2011).

Enhancing Mobile Populations' Access to HIV and AIDS Services, Information, and Support (EMPHASIS) is a 5-year initiative funded by the Big Lottery Fund, UK. The project aims to reduce the vulnerability of key mobile populations to HIV and AIDS along two mobility routes between Bangladesh/India and Nepal/India by delivering focused interventions at source, transit and destination points. The programme also aims to influence national and regional policies relating to safe mobility through regional evidence generation.

EMPHASIS defines vulnerability to HIV as associated with exploitation and violence which are often a consequence of power imbalances such as inequalities of gender, social status and /or economic /financial status that lead to physical or sexual abuse and the risk of HIV infection. It is related to intrinsic and extrinsic factors and circumstances that may increase the HIV risk behavior of an individual, susceptibility to HIV of an individual, and /or the negative impacts of HIV and AIDS on the individual or community (Sultana and et al, 2011 and Wagle and et al 2011)

Apart from the migrant groups identified by the project baseline (Sultana et al., 2011; Wagle et al., 2011; Samuels et al., 2012; Samules and Wagle., 2011; Samuels et al., 2011), during the mapping of Bangladeshi migrants by the EMPHASIS project team in Kolkata, it was noticed that short term sailors from Bangladesh came on ships to ports in India such as Gardenreich in Kolkata and stayed there from 2 days to 1 week. Unlike other groups of labor migrants from Bangladesh who cross the border without any valid travel documents and permission to enter India, these sailors have passports and visas. But their mobility in India is restricted to authorized permission a 3 Kilometer (KM) radius around the port locations. During the same mapping process it was observed, however, that these sailors did not limit their movement to the 3 KM radius but during the night they went to the nearby markets and engaged in high-risk behavior such as drinking and sexual relationships with sex workers. Sailors are one of the high-risk groups for HIV prevention programming. Existing literatures and studies shows sailors have an increased risk of HIV and STIs because of their high degree of mobility and tendency of high-risk behavior (Oriente, 2005)

## 1.2 Rationale of the study

In India HIV prevention programs are designed for all key populations under NACP III program State AIDS Control Society (SACS) HIV prevention program run by the state government for the Indian truckers outside the port area. However, these sailors were not considered as one of the key populations by the intervention. Therefore a gap in programming was observed among this population group where exposure to HIV risk is significant. Similarly, there is some information available on the risk of HIV among internal migrants, truckers and sex workers in India, but limited information on Bangladeshi migrants in India. While the EMPHASIS baseline studies obtained information on Bangladeshi migrants in India, sailors were not included in the study. Therefore it is important to know their characteristics, the extent of their movement while in India, their exposure to risk behaviors, and the services available to them in order to ascertain their vulnerability to HIV and develop appropriate interventions for the population.

## 1.3 Objective of the study

The overall objective of the study was to gain an understanding of the vulnerability of short term Bangladeshi sailors coming to India in terms of HIV and AIDS. Understanding their vulnerability will identify potential areas for appropriate HIV and AIDS interventions.

## 1.4 Themes to explore:

- Characteristics of the sailors coming from Bangladesh to India
- Knowledge, attitudes behaviors and practice related to HIV/STI risk
- Access to service (health) provision while in Bangladesh and in India
- Patterns of work, working conditions and problems/ challenges faced

## 1.5 Literature review

### 1.5.1 Protocol on inland water transit and trade (IWT) between India and Bangladesh,

A protocol on Inland Water Transit and Trade between India and Bangladesh exists under which inland vessels of one country can transit through the specified routes of the other country. Under the protocol, eight IWT routes have been designated. The inter-country "Ports of Call" designated under the protocol can be found in Box: 1.1.5

and at (CIWTC). Recent data from this website shows that the protocol was renewed up to 31st March 2012 on February 9th 2009.

#### Box: 1.5.1

Four ports of call have been designated in each country

- India – Haldia (West Bengal), Kolkata (West Bengal), Pandu (Assam) Karimganj (Assam) and Silghat (Assam).
- Bangladesh - Narayanganj, Khulna, Mongla, Sirajganj and Ashuganj.

According to the protocol, the Peoples Republic of Bangladesh and Peoples Republic of India agreed to make mutually beneficial arrangements for the use of their waterways for commerce between the two countries and for the passage of goods between two places of one country through territories of the other.

#### 1.5.2 Recognition of sexual behavior in the societal structure of Bangladesh

In the patriarchal society of Bangladesh, the husband holds the majority of power and typically makes decisions around women's sexual behavior. Women who have sex with a man other than their husbands are considered impure. For men in Bangladesh, having multiple sexual partners is permitted by Islam. Muslim men can have four wives simultaneously; similarly Hindu men also have no restrictions in terms of multiple marriages. Society appears to approve of paying for sex as a means of regulating the sexual drive of men (Tahmina and Moral, 2004). Nevertheless, despite this approval for men, women who are meeting this demand are considered "impure" and are socially excluded. Therefore even though religiously and legally banned, there is a high demand for sex-work in the society (Tahmina and Moral, 2004).

#### 1.5.3 Sex work and brothels of Bangladesh

The constitution of the People's Republic of Bangladesh states, "The state shall adopt effective measures to prevent prostitution and gambling." (Article 18 [2]<sup>1</sup>). The conjunction of prostitution and gambling as social evils is reflected in other legislation such as the Local Government (Zila Parishad) Act, 1988 which empowers Zila Parishads to make regulations under Section 59(2) (bb) for 'prevention of beggary, juvenile delinquency, prostitution and other social evils'<sup>2</sup> (Shukla, 2010),

The High Court Division of the Supreme Court of Bangladesh upheld legislation preventing the establishment of brothels keeping a brothel or allowing premises to be used as a brothel and related offences. However, the Court held that



there was no law prohibiting prostitution and the legislation does not outlaw prostitution itself and that though sex workers are not socially recognized as professionals, they are enrolled with the local administration (Shukla, 2010). As such, a woman can make an affidavit claiming that she is 18 and therefore is legally sanctioned to sell sex (Tahmina and Moral, 2004). The High Court Division of the Supreme Court also held that in spite of the legislation with regard to the keeping of brothels, sex workers are entitled to operate in brothels. The judgment held that the Penal Code prohibits non-consensual sexual intercourse and that this does not apply to the consensual activities of sex-workers. The Court observed that even though prostitution is not illegal, it is not encouraged and the State is constitutionally mandated under Art18 (2) to adopt preventive measures (Shukla, 2010).

In Narayanganj the once largest brothel of Bangladesh, Tanbazar, was established 150 years ago, housing more than 3000 sex workers and their children. Nimtali was another brothel adjacent to Tanbazar with approximately 600 sex workers. (Hotline Asia, 1999). Narayanganj, being the port and business city of the country, had these brothels to cater to businessmen from Europe; Narayanganj was also the largest jute-marketing center in Bangladesh. The two brothels were closed-down or raided in 1999 and sex workers were evicted from the buildings by the Social Welfare Department of Bangladesh. Around 400 sex workers were arrested, and the rest fled the area (Hotline Asia, 1999). At that time, an HIV and AIDS prevention program was running in the brothels; it became difficult to continue this programme after the eviction as the sex workers were on the streets (Tahmina and Moral, 2004).

<sup>1</sup> Article 18 of the Constitution of the Peoples' Republic of Bangladesh  
Public health and morality: (1) The State shall regard the raising of the level of nutrition and the improvement of public health as among its primary duties, and in particular shall adopt effective measures to prevent the consumption, except for medical purposes or for such other purposes as may be prescribed by law, of alcoholic and other intoxicating drinks and drugs which are injurious to health. (2) The State shall adopt effective measures to prevent prostitution and gambling.

<sup>2</sup> Section 58 of the Local Government (Zila Parishad) Act, 1988  
ACT NO.29 OF 1988  
Section 58. Power to make regulations.- (1) A Zila Parishad may, with the prior approval of the Government, make regulations, not inconsistent with this Act and the rules, for carrying out the purposes of this Act. (2) In particular, and without prejudice of the generality of the foregoing power, such regulations may provide for all or any of the following matters, namely:- (bb) prevention of beggary, juvenile delinquency, prostitution and other social evils;

Daulatdia and Banishanta are the other two major brothels in Bangladesh located in the Goalanda river port and Mongla seaport. Goalanda is an important river port connecting different parts of the country by rail, water and road transport and a central market for fish, jute, rice and sugarcane. Daulatdia brothel moved to its present position in 1985 followed by an eviction. Banishanta brothel was established in the Mongla seaport, along with the port in 1950. The dockworkers and sailors are the main clients of the brothel (Tahmina and Moral, 2004).

The Links between sex work and HIV and AIDS have been a central concern in prevention efforts in many countries. (UNFPA).“Commercial sex has been identified as one of the major factors in the spread of HIV and AIDS (Ford et al, 2000, cited in Huq NL, 2012). Female Sex Workers (FSWs) have diversified clients that include students, businessmen, transport workers, and others. Commercial sex workers are engaged in all sorts of high-risk sexual behaviors, such as multiple partners, unprotected sex, untreated sexually transmitted infections (STIs) and drug-abuse” (Currie, 2008; Nuttbrock and et al 2004,cited in Huq NL,2012).

#### 1.5.4 Migration and HIV and AIDS

Various studies (including the EMPHASIS baseline) among migrants in India explore their vulnerability to HIV and AIDS in India. A study in Gujarat, for instance, found that migrant workers living alone, having disposable income are more likely to indulge in risk behavior (cited in Migration and HIV and AIDS in India, Gupta and Singh, 2002). Migration itself is not a risk factor but the process of migration and experience as a migrant in an alien community can expose the migrant to the risk of acquiring infectious disease (Bailey, 2008 cited in IUSSP, 2009), (Sultana et al 2011, Wagle et al 2011, Samuels et al 2012, Samuels and Wagle 2011, Samuels et al 2011)).



## 2. Methodology

The study was conducted using both qualitative and quantitative research methods. The numbers of sailors coming from Bangladesh to India at any one time in this port are small and also the port area in India has restricted entry; therefore a qualitative study was carried out on the Indian side. Both quantitative and qualitative methods were used in Bangladesh. In Bangladesh entry into port and ships was easy through the assistance of the Bangladesh Noujan Srameek Federation.

### 2.1 Preparatory Work for Data Collection

Since Budge-Budge is a restricted port area, approval from different departments to enter the port area for data collection was required. Thus approval was obtained from the Port Authority, the Marine Department and the Inland Waterways Authority of India (IWAI). Before embarking on the data collection, rapport was also built with the port authority and other officials.

EMPHASIS's association with Bangladesh Noujan Srameek Federation was helpful as entry points into the ports in Bangladesh. For both qualitative and quantitative data collection members of the federation were hired as guides.

The data collection was carried out during the month of January and February, 2012 in Bangladesh and April 2012 in India.

### 2.2 Selection of Respondents

The respondents for both the quantitative and qualitative were selected purposively for the study depending on who was available during the data collection.

#### Quantitative

In the quantitative study, a proportionate sample was used from the total numbers of different types of sailors. Efforts were also made to recruit different types of sailors according to (Table-2.1), for instance, their marital status, their age, the length of time working from the port, the different types of ships, their positions within the ship (Junior Vs Senior) and their living arrangements on ships (shared bunks, shared rooms or single room).

**Table 2.1: Types of sailors and in quantitative sample(Bangladesh)**

Position in ship	Number in one ship	Approx total all together (given 300 ships)	Total Sample
Captain of ship (master)	1	300	17
Driver	1	300	16
Engine	2	600	11
Wheel	2	600	14
cook	1	300	15
Labors	6	1800	81
Total	13	3900	154

#### Qualitative

In the qualitative samples a conscious effort was made to recruit sailors from different positions. Eighteen in-depth interviews were conducted with sailors in India and 6 in Bangladesh. In India, group discussions (4) were conducted with sailors to get insights into study themes. Apart from IDIs and FGDs, Key informant interviews were (Table 2.2) also conducted with relevant stakeholders such as port authority staff, shopkeepers, health service providers, agents (India), sex workers (Bangladesh) and Bangladesh Noujan Srameek Federation representatives (Bangladesh).

**Table 2.2: Sample selection for qualitative data**

Tool and Respondent	Sample size in India	Sample size in Bangladesh
In-depth interview with sailors	18	6
Group discussion with sailors	4	
Key informant interview with agent of port authority	1	1
Key informant interview with captain of the ship	1	1
Key informant interview with shop keepers in the area	1	2
Key informant interview with health service provider in the area	1	1
Key informant interview with security guard at port area	1	
Key informant interview with manager of ship company	1	
Observation of port area	1	
KII with sex worker		2
Total	39	13

The EMPHASIS team of India, Bangladesh and the Regional Secretariat carried out the study design, tools development, data collection and data analysis.

## 2.3 Tools for Data Collection

The questionnaires for the quantitative interview were based on standard behavioral surveillance study (BSS) questionnaires (Family Health International). Some additional questions were included to obtain information relating to their work experiences and the patterns of their movements in order to contextualize and obtain a more in-depth understanding of their broader, often livelihood-related vulnerabilities. Tools were first developed in English and then translated into Bengali.

The qualitative data set was grouped into different themes identified earlier and analyzed manually by themes. Any new theme that arose from the data was added as a new theme for the study.

The quantitative data was entered in Access database developed by the M&E manager of CARE Bangladesh. The data was analyzed using SPSS.

## 2.4 Quality control mechanism during data collection

A number of measures were put in place to ensure data quality:

### 2.4.1 Ensuring data collection tools in thematic sequence

Data collection tools were prepared in accordance with the research goals and objectives and protocols for conducting in-depth interviews, FGDs and KIs were prepared in advance.

Research assistants recruited in Bangladesh entered the quantitative data. As they were involved in data collection as well, data discrepancy was initially corrected during data entry. During analysis additional discrepancies were corrected by checking with the hard copies of raw data if required.

### 2.4.2 Orientation of data collection team

A two-day orientation workshop on qualitative data collection was organized for the data collection team in India before starting data collection. In India, EMPHASIS outreach staffs in Kolkata were involved in the data collection. The purpose of the workshop was to orient the field team on study objectives, tools, sampling design and on expected data quality.

For the quantitative data collection four research assistants were hired in CARE Bangladesh. The research assistants were oriented in HIV and AIDS, HIV and mobility and on the quantitative questionnaire. After the orientation the

questionnaire was tested in the field and then finalized for data collection. The CARE Bangladesh EMPHASIS team collected qualitative data. For the quantitative data collection in Bangladesh, representatives from Bangladesh Noujan Srameek Federation worked as guides. The guides helped provide the research team access to the ships.

### 2.4.3 Ensuring careful data collection

The interviews and focused group discussions were recorded both electronically and manually and were conducted in Bengali. The recorded interview was transcribed and later translated into English. Written notes included documenting key points and using as much of the informant's own language as possible. After returning from the field, the team dedicated at least an hour a day for sharing notes and feedback on important findings that seemed to be emerging and additional questions that the team needed to ask to better understand their findings. At the end of each day, the team also inserted the interview notes from both individual and group discussions into a matrix of key emerging issues.

## 2.5 Ethical Consent from Respondents

Written informed consent obtained from all respondents was obtained prior to starting the data collection. The research team members also ensured that the consent form was read thoroughly and signed by the respondents prior to the interview. In the case of illiterate respondents, the interviewer read out the content of the consent form before taking his/her consent for the interview.

## 2.6 Limitations and Challenges

To have easy access to the sailors in the water port for interview, the Bangladesh team obtained assistance from the Bangladesh Noujan Srameek Federation. Bangladesh Noujan Srameek Federation representatives worked with the research team as guide. Recruiting guides from Bangladesh Noujan Srameek Federation helped to have easy entrance in the ships and recruit respondents. But the research team feels that the involvement of the representatives might have resulted in concealing risk behaviors from the study team, as the federation representatives know the sailors. Sailors might have the fear in mind that through the research team and representative of federation their personal life might be exposed to the wider community.

In India only qualitative data was collected in Budge Budge port. In the Indian ports, movement of Bangladeshi sailors is restricted. The research team required permission from the port authority to enter the port for interviews therefore it was not feasible to conduct quantitative data collection in India.

# 3. Description of Study Areas

This chapter highlights the study areas and process of selection in India and Bangladesh.

## 3.1 Study Location in Bangladesh

The study was carried out in Mongla seaport and Narayanganj inland river port in Bangladesh. These locations were identified based on initial field visits and discussions with the Bangladesh Water Transport Workers Union (Bangladesh Noujan Srameek Union) representative. It is estimated that more than 300 vessels move from Bangladesh to India under the Indo/Bangla protocol route. There are small, medium and large ships. Large and medium ships will have a comparatively bigger space for goods and also more rooms for crews. The vessels have on an average of 10 to 13 sailors. According to the Bangladesh Noujan Srameek Federation, more than 3000 sailors in total are working in the ships that sail from Bangladesh to India.. Private companies (e.g. Bashundhara, Seven Rings, shah etc.) and individuals own the ships. These ships are cargo ships and not allowed to enter deep-sea areas and they travel along the land, taking on average of 5 to 8 days to reach ports in Kolkata.

### 3.1.1 Mongla port

This port receives on an average 25 to 30 ships per day from India. They usually bring fly ash for the cement factories. Since these ships cannot come near the land as the water level is not deep enough for them, smaller ships go with laborers to unload the ships and bring the cargo to shore. This port has a mix of ships – those that go to Kolkata in India and those cargo ships that go to other locations in Bangladesh as well as some other ships which carry passengers. There is a mix of different types of sailors and contract laborers who work in the ships and factories around the ports. Banishanta is nearby the port where there are brothels in operation. Mongla is also near Sundarbaan, the largest single block of tidal halophytic<sup>3</sup> mangrove forest in the world, which is a tourist destination attracting internal tourists every year. In general, HIV related services catered to sailors are not available in the port. There is a hospital where the people go for health services and World vision has a HIV project for the spouses of the local residents but specific programs on HIV are not available for the sailors.

### 3.1.2 Narayanganj Port

This port is one of the largest inland river ports in Bangladesh where large number of ships frequently visit. This port is located in the industrial district near Dhaka and there is a large market beside the port as well as a bus terminal. Earlier there were two recognized brothels (Tanbazar and Nimtali) near the port but the government has cracked down on them. Nevertheless, sexual activity still continues from hotel rooms and streets. Also in the river shore there are small boats, which are hired by clients of sex workers and utilized for commercial sexual activity.

## 3.2 Study Location in India

### 3.2.1 Budge-Budge

In India Budge-Budge port was selected as the site for the study. During the initial stages of the study Gardenreich and Budge-Budge ports, under the Central Inland Water Transport Corporation Limited, were selected purposively based on the field observations of where the Bangladeshi sailors are likely to be found and also based on feasibility of the project team to collect data and interact. As the study progressed, due to some political decisions by West Bengal government, a good number of Bangladeshi barges returned to Bangladesh from Gardenreich area. After a preliminary round of discussion with the port authority officials including port agents and local stakeholders, it was decided to select Budge-Budge port for the study.

<sup>3</sup> A halophyte is a plant that grows in waters of high salinity, coming into contact with saline water through its roots or by salt spray, such as in saline semi-deserts, mangrove swamps, marshes and sloughs, and seashores.

# 4. Organizations Involved with the Sailing Community

This chapter describes how different stakeholders influence sailors and their livelihood at different levels. Sailors work on ships, which are owned by different kinds of people and organizations. From India most of the ships import fly ash for cement, the owners of the ships are either owners of a cement company or are individual private ship owners working for hire. Additionally, a number of other stakeholders are involved in the sailing community including the Bangladesh Noujan Srameek Federation, the International Transport Federation, the Port Authorities in Bangladesh and India, Agents in India, the Bangladesh Inland Waterways Transport Association (BIWTA) and the Inland Waterways Authority of India (IWA). These stakeholders influence the sailor's professional and personal life in different ways. The stakeholder analysis below explores the effect of these stakeholders on a sailor's life.

## 4.1 Bangladesh Noujan Srameek Federation

The Bangladesh Noujan Srameek Federation is the only organization (laborers union) working for the welfare of laborers working in the Inland Waterway vessels. Bangladesh Noujan Srameek Federation was formed in 1965 with a mandate to serve for labor rights. Since their inception they have demanded increases in labor wages and salary hikes as well as the regularization of salary levels irrespective of the types and size of ships the laborers are working on. Additionally they also focus on ensuring the safety of laborers during their travel since during travel the ships often are faced with robbery, terrorist attacks, etc. While the law enforcers in Bangladesh often overlook harassment and violence faced by the laborers, Bangladesh Srameek Federation negotiates for action to be taken when such occurrences come to light. Also when boats face accidents the federation has to take steps so that the owner takes initiatives at his cost to protect the laborers. Since the government rescue ships are old and not technologically advanced to rescue the new ships, the owners have to be encouraged to hire private rescue ships for the rescue of the laborers.

The federation has 30 elected members and 15 staff. Among the 30 elected members 6 (1 Dhaka, 1 Mongla, 1 Khulna, 1 Bagabari and 1 in Narayanganj), receives honorarium and all 15 staff receives monthly salary. All potential members have to affiliate by entering information in a form and by providing a monthly fee of between 30-50 BDT according to their job category. This membership charge pays the salary of the federation full time staff.

## 4.2 International Transport Federation

The International Transport Workers' Federation (ITF) is a federation of international transport workers' unions around the world. Any independent trade union with members in the transport industry is eligible for membership of the ITF. There are 708 unions in 154 countries that are members of ITF. The ITF's headquarter is located in London and it has offices in Nairobi, Ouagadougou, Tokyo, New Delhi, Rio de Janeiro, Georgetown, Moscow and Brussels.

Bangladesh Noujan Srameek Federation is also a member of the International Transport Workers Federation (ITF). The International Transport Federation works for the welfare of transport workers around the world ranging from solidarity with transport workers associations( e.g. when a transport workers association calls for protest for the legitimate right expresses solidarity and also takes some action to support the protest) to campaigns for their rights and also health issues. For seafarers traveling to India from Bangladesh issues related to the landing of sailors or any other complication that requires being resolved in India, the ITF generally intervenes. ITF funded HIV and AIDS programs for seafarers in Chittagong port and other areas where vulnerabilities of seafarers have been identified.

ITF has a non-financial partnership with EMPHASIS project , under which ITF funds the satellite clinic at the truckers DIC of EMPHASIS in Benapole land port and Bhomra land port.

## 4.3 Ship Owners

Ship owners are either owners of the cement companies or individual private owners of ships for hire. Ship owners hire sailors for a particular position, and they are also responsible for providing salaries and other entitlements such as leave, health benefits, festival bonuses etc.

There is a demand for salary increases from Bangladesh Noujan Srameek Federation. According to the sailors and the federation the current salary is minimal especially in the face of rising food costs. Therefore, Bangladesh Srameek Federation protests and calls for strikes for salary increases overtime benefits and leave benefits Annex 1 Table 1.1 shows that there have been new salary amendments from the government in the years 2000, 2004, 2010. According to Bangladesh Srameek Federation, each year the federation has demanded salary increments and protested to fulfill their demands. In each case, the government approved a much lower salary structure than that proposed by the federation.

According to the federation, other entitlements such as medical benefits, overtime, and leave are also a subject of continuous negotiation. As such, when a ship comes across an accident the Bangladesh Srameek Federation has to apply pressure to the owner so that owner pays the medical bills of the sailors.

#### 4.4 Government of Bangladesh

The government of Bangladesh Influences the sailor's life indirectly. There are state regulated policy and management tests and by writing and passing these tests sailors receive certificates from government institutions, which allow them to take the skilled jobs on the ships. The Government is also supposed to regulate all labor-intensive industries in order to ensure that a legal minimum wage and other entitlements for the laborers are upheld.

#### 4.5 BIWTA

The Bangladesh Inland Waterways Transport Association (BIWTA) is the regulatory body for the Inland Vessels and Routes and Laborers. In Bangladesh there are 24,000 km. of rivers among which 5,968 km. is navigable during monsoon and 3,865km, during dry season. The BIWTA deals with the development, maintenance and control of inland transport and Inland Waterways of Bangladesh. The vessels that travel to India are under a protocol between Bangladesh and India, in which these vessels are considered as traveling within inland waterways. Bangladesh Inland waterways transport association also works as the authority to approve travel documents such as ID cards, manifest of goods, medical certificates etc. (for the protocol route) for sailors and the ships traveling to India through the protocol.

#### 4.6 Port Authority (Bangladesh)

The Port Authority in Bangladesh regulates imported goods according to the rules and regulations set by the Bangladesh Inland Waterways Transport Association (BIWTA), As such the Port authority inspects the goods and collects tax (customs tax for imported goods).

#### 4.7 Port Authority (India)

In India the port authority is not directly involved with the ships that come from Bangladesh. Instead, the agents of the companies from which the ship is buying fly ash<sup>4</sup> and clinker<sup>5</sup>, communicate with the crews of the ships. The port authority then issues land passes for the crews. As such, the Port Authority indirectly regulates the movement of the crews with these land passes and is also authorized to monitor their movement.

#### 4.8 Agents

Agents work as mediators between the shipping company and the sailors and on the other hand, the port authority and the sailors. The agents work for the shipping company and are in charge of collecting the daily allowance from the company and distribute it to the sailors when they are in India / on land. The agents also work with the port authority and with the IWAI helping the authorities implement regulatory actions.

#### 4.9 IWAI

The Inland Waterways Authority of India (IWAI) is responsible for the development and regulation of the Inland Water Ways of India for shipping and navigation. The Bangladeshi ships navigate in India under the Indo/Bangle protocol as Inland navigation. The protocol is regulated and maintained by the IWAI on the Indian side.

#### 4.10 Fly Ash selling companies in India

The cement companies of Bangladesh buy fly ash and clinker from shipping companies in India. These companies have fly ash produced from coal. Each shipping company recruits one agent as a mediator in the port. The agent works through the port authority. The companies provide per-diem to the sailors of the ships that are selling the fly ash. The per-diem varies according to position.

<sup>4</sup> Fly ash is the ash produced during the combustion of coal (wikipedia)

<sup>5</sup> In the manufacture of Portland cement, clinker is lumps or nodules, usually 3–25 mm in diameter, produced by sintering limestone and alumino-silicate (clay) during the cement kiln stage(wikipedia).



**Table 4.1: Stakeholder Analysis**

Stakeholders	Area of work	With whom work?	Result / effects
Stakeholders in Bangladesh			
Bangladesh Noutan Srameek Federation	Salary and wage Rights and entitlements Ensure security during accident and terrorist attack Ensuring death compensation	Government	Gradual increase in wage rate though varies by type of ship.  Death compensation increased.  Continuous negotiation for wage hike
International Transport Workers	Solidarity between transport workers union.  Campaign (e.g. Back the ITF international solidarity fund to support Palestinian drivers and their unions, campaign for no to violence against women)  Organizing labor unions globally  Education for young workers and other informative education for transport workers.	Transport association  Members of transport association	ITF's work helps to resolve seafarer's problems (such as ), which usually require going beyond national boundary initiatives.
Government of Bangladesh	Regularize the wage and salaries but constantly requires push from labor unions	They are supposed to work for the welfare of the labors but often works for the owner	Government's has a role of mediator only when there is a demand and protest from the laborers Federation for their rights.
Bangladesh Inland Waterways Transport Association(BIWTA)	Development, maintenance and control of inland water transport and control of inland water transport and of certain inland navigation waterways of Bangladesh  <a href="http://www.biwta.gov.bd/about_us.html">http://www.biwta.gov.bd/about_us.html</a>	Bangladeshi Vessels	
Port Authority (Bangladesh)	Checking goods  Collect Revenue	Sailors  Vessels	Checking goods  Revenue collection
Ship Owner	Follows government rules regarding salary and wage structures and negotiates or controls government for their own profit	Labor Union and government	Exploit laborers by not giving them their entitlements.  Laborers work under unfavorable conditions



Stakeholders	Area of work	With whom work?	Result / effects
Stakeholders in India			
Agent	Facilitate the timely release of Salary/ wage of sailors. Facilitate in accessing medical facilities for sailors in India. Fight for the rights & entitlements of themselves and other sailors Help in resolving disputes among sailors. Support Inland Waterways Authority of India( IWA) in monitoring the movement of ships Operates as a linkman between IWAI department and Bangladeshi sailors.	Port authority Ship owners Union Sailors	Timely release of wage/ salary of sailors Better access to health facilities Ensuring sailors about their rights and entitlements. Work as resource between government & sailors.
Owner of Clinker and Fly Ash Company	The companies in India that sells product to Bangladeshi Companies recruit agents in the ports and provide per diem to the sailors through the agent.	Sailors	Sailors receives parties and land pass
Port Authority	Fix rules and restrictions at port areas. Regulate movements Ensure work pattern and duty time Keep vigilance	Sailors Port agents Unions Ship owners	Overall control on men and machine in and around port area
IWAI	-Development and regulation of inland waterways for shipping and navigation in India (IWAI)	Vessels traveling within Indian water ways	

Note: Color code is used in the table to disaggregate stakeholder by their role. For positive role-white neutral role-blue, negative role- grey.

## 4.8 Summary

In order to understand the Bangladeshi sailor's vulnerability to HIV and AIDS, it was essential to analyze other vulnerabilities concerning their job and livelihood which might be linked to their knowledge, attitude and behavior. KIs reflect the power dynamics in a sailor's life and the stakeholders who might influence their livelihood decisions. Analysis shows that ship owners and the Government of Bangladesh are the prime stakeholders affecting a sailor's livelihood.

Labor rights are frequently violated in labor-intensive industries in Bangladesh. The Government plays a mediator role in disputes and in most cases provides solutions in favor of the entrepreneurs and businessmen. The Shipping industry is no exception. As such, the Bangladesh Nourjan Srameek Federation plays a vital role ensuring the rights and entitlements of the sailors, the majority of which are members of the Federation. However, wage increases remain a major concern for the community and while they have been negotiated various times the wage is still very low in the face of rising food prices.

The International Transport Federation is also working with the Bangladesh Srameek Federation to protect the rights of seafarers' abroad. There are also regulatory bodies from the government of Bangladesh and the government of India such as Bangladesh Water Ways Transport Association, Inland Waterways Association of India, Port Authority in Bangladesh and India; to enforce policy and law under the Indo/Bangle Protocols. In the port of India the government of India restricts the sailor's movement, which is enforced by the port authority and agents of companies that are selling fly ash and clinker.

# 5. Socio-Demographic Characteristics of Sailors

This chapter highlights the socio-demographic features and characteristics of the sailors for quantitative and qualitative respondents.

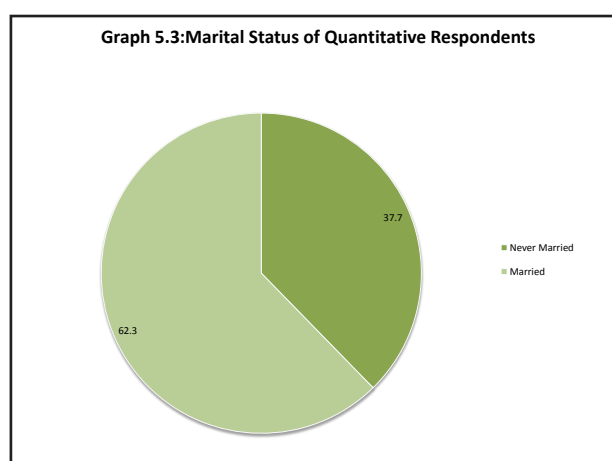
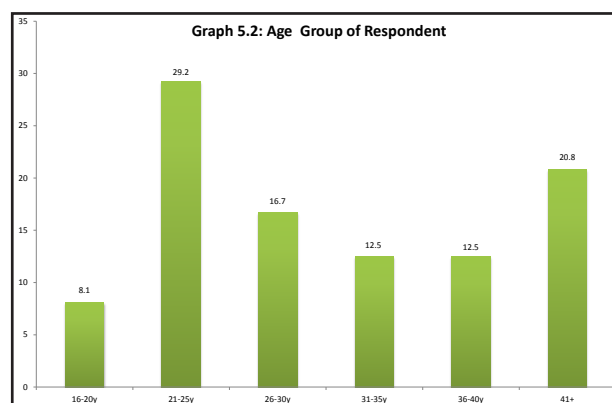
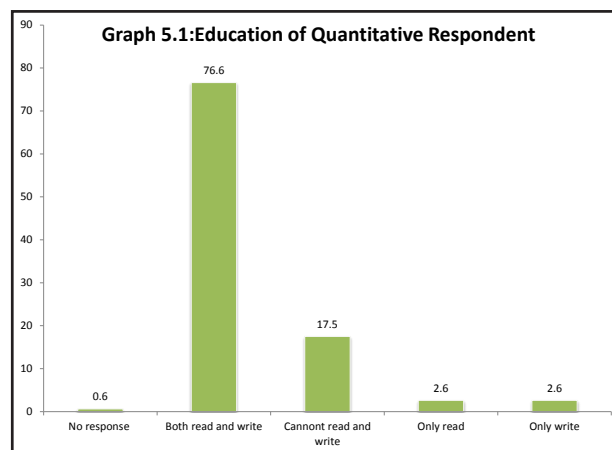
## 5.1 Quantitative Study

The quantitative study was conducted in Narayanganj port, Bangladesh and 154 sailors were interviewed with the quantitative questionnaire. There are no female seafarer's in the Bangladeshi vessels, 76.6% (118) of the respondents can both read and write, 17.7% (27) cannot read and write, while 85.1% (131) attended school, 52% (80) attended grades VI-VIII and 31.8% (49) attended class I-V in school (See Graph 5.1). Over 99 % (153) of the respondents are Muslim.

Of the respondents, 62.3 % (96) are currently married and among them 8.4% (13) have more than one wife (See Graph 5.3). The age breakdown shows 8.1% (12) were between ages 16-20, 29.2% (44) are between ages 21-25, 16.7% (26) are between ages 26-30, 24.6% (38) are between ages 31-40 and 20.8% (32) are of age above 41 (See Graph 5.2).

According to the data 57.8% (89) of the respondents have an income level up to 3000 - 5000 a month and 31.2 % (49) have a monthly income of 5001 to 8000.

Among the respondents, 19.5 % (30) are from Narail 17.5 % (27) are from Chittagong district, 16.9 % (26) are from Faridpur district and 7.1% (11) are from Pirojpur district and 6.5% are from Bagerhat District (See Annex-2 Table -2.1).



**Table 5.1: Income of quantitative respondents (%)**

Income	Cook	Driver	Engine	Labor	Master	Wheel
3000-5000	11 (73%)	3 (18.8%)	8 (72.7%)	61 (75.3%)		9 (64.3%)
5001-7000	4 (28.6%)	6 (37.5%)	2 (18.2%)	20(24.7)	7 (41.2%)	5 (35.7%)
7001-9000		5 (31%)	1 (9%)		2 (11.8%)	
9001-11000					5 (29.4)	
11001 and above		2 (12.5)			3 (17.6)	
Average	4628	7306	4995	4473	9041	4757
Minimum	3800	5000	4000	3200	6200	3500
Maximum	6000	12000	8000	6500	13000	6200
n	15	16	11	81	17	14

Analysis of income of quantitative respondent's show (See Table 5.1) that average income of cook, labor, wheel and engine crewmember is within 5000 while average income of master is 9041 and driver is 7300. Distribution of minimum and maximum income also shows the dispersions of income within crewmembers, particularly of masters and drivers with the rest of the staff.

## 5.2 Qualitative Study

The qualitative study was conducted both in India and Bangladesh. In India 18 and in Bangladesh 6 sailors participated in in-depth interviews. All 24 respondents were male. Among the respondents' the majority (7) belong to the age group of 21 to 25 years, followed by respondents who were in the age group of 26-30 years. Analysis of educational profile of the respondents shows that most of the respondents (12) have studied up to middle school, while 8 respondents have attained education up to primary school.

Analysis of in-depth interviews and group discussions show that a laborer gets a monthly salary of between 4500 to 5500 Bangladeshi taka; the driver of the ship gets between 6000 taka and 10000 per month, and a ships Master is entitled to a salary of between 10000 to 17000 Bangladeshi taka (see section 6.3 for outline of different roles and responsibilities on ships). Most ships pay government fixed salaries; some private bigger ships pay higher salaries.

Among the qualitative respondents, 17 were married. Almost all the respondents have their families back home. The average family size of the respondents is 5 with the range being 4 to 8 members.

Analysis of respondent's place of origin in Bangladesh shows that the majority of the respondents who were interviewed at West Bengal Budge-Budge port belong to Pirojpur district and Faridpur district, followed by districts of Barisal, Bagerhat and Narail (Annex-2 Table 2.1).

# 6. Work and Mobility Patterns

As already mentioned, Bangladeshi ships sail to India mostly for importing fly ash and clinker for cement. Approximately 300 ships sail throughout the year. The number of sailors in each ship varies according to the size of the ship, ranging from 10 to 13. This chapter analyzes the distribution of sailors, job patterns, travel routes and problems related to work. The chapter illustrates the overall work related situation and implications regarding their vulnerability to HIV and AIDS.

## 6.1 Crew of the Ship

A ship's crew consists of different members organized in a hierarchical structure, with a range of roles and responsibilities. The crewmembers belong to different departments including the deck department, engine department and steward department.

The Captain, also titled as Master, is the ship's leader who acts on behalf of the ship's owner. As the captain, he is in-charge of operations in the ship: he maintains logs detailing a ship's course, on board navigation and weather conditions and other factors that influence the ship's movement.. A ship captain also manages the crew,

supervises loading and unloading of passengers or cargo and may be involved in the hiring of crewmembers..

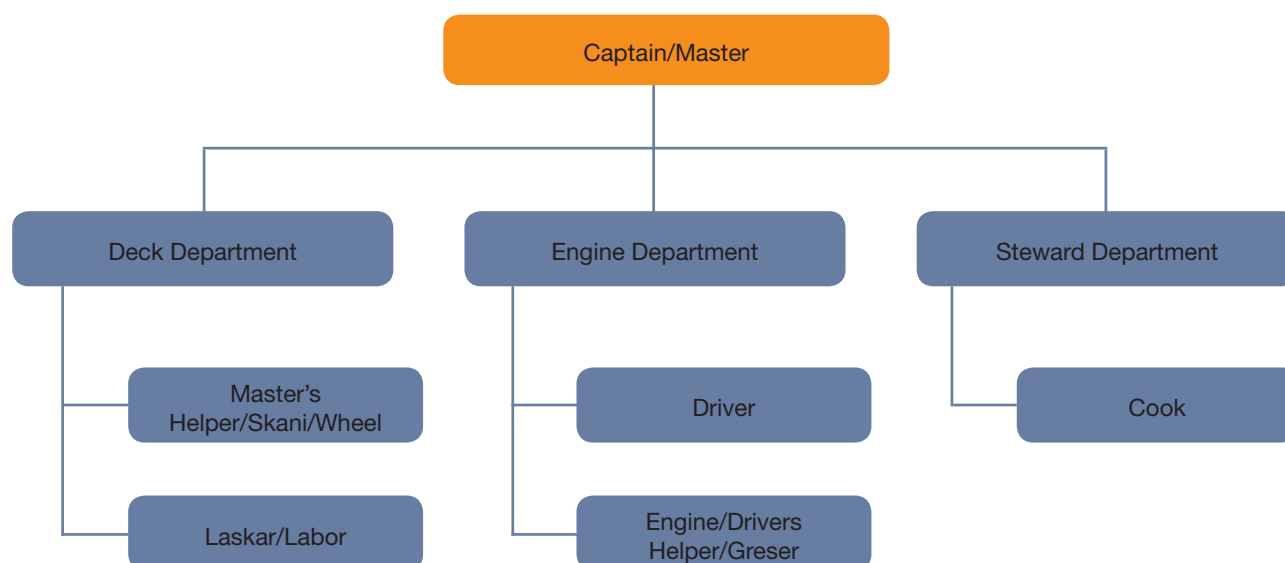
Directly under the captain in the deck department is the Master's helper locally called Sukani. The Sukani is responsible for managing the wheel. Most ships have two people who act as Sukani, working in shifts.

Second in command in the ship is the Driver mostly responsible for the engine department and reports to the Captain or Master of the ship. In the engine there is also a driver's assistant, locally called the Greaser who maintains the engine speed, checks the oil for the engine etc. Most ships also have two Greasers who work in shifts.

All other positions in the deck are Laborers, locally called Lasker who look after the maintenance of the on-deck areas, the rigging and the sails.

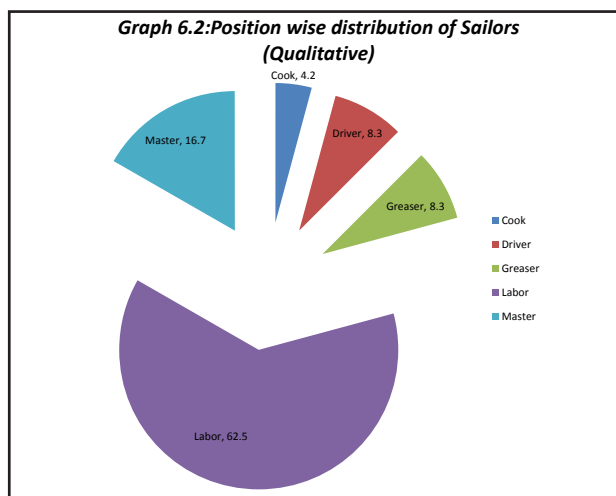
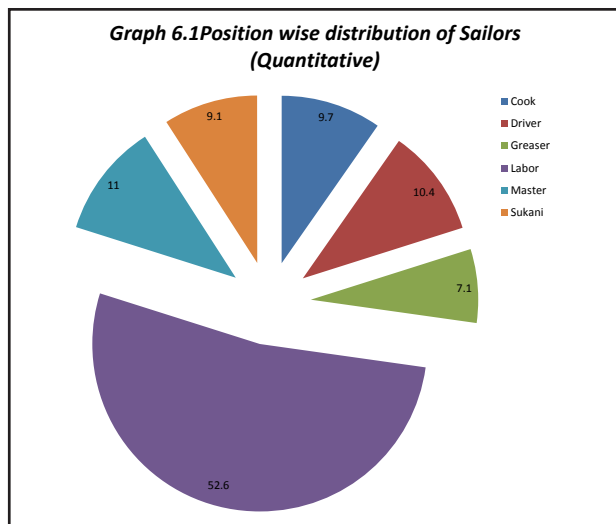
The Cook is an unlicensed crewmember working in the steward department who prepares and serves the meals; determines the timing and sequence of operations required to meet these serving times; and inspects the galley and equipment for cleanliness and proper storage and preparation of food (See Figure 6.1 for structure of ship's crews).

**Figure 6.1: Structure of ship's crews**



In the quantitative study among 154 respondents 52.6% (81) were laborers and 11% (17) were masters. Also among the quantitative study respondents 77.3% (119) work in private ships and 16.9% work in other types of ships (See Graph 6.1).

Similarly, most of the in-depth interviews (15 out of 24) were conducted with laborers among which, 14 were in India. A few in-depth interviews, key Informant interviews and group discussions were carried out with other crewmembers, which included masters, drivers, driver's helper and greaser (See Graph 6.2).



## 6.2 Paper Required for Travel

Each crew of the ship requires an ID card issued by BIWTA (Bangladesh Inland Water Transport Association). The shipping corporation also arranges health certificates for the crew from an authorized health official. The ship has a declaration form with the name of each crewmember, which is necessary for customs clearance at different checkpoints. There is also an inventory of items on the ship prepared by the ship owner/shipping company,

which needs to be approved by customs. Also there is a declaration of all goods that are being exported prepared by the ship owner/shipping company and customs of both sides authorizes the document during travel. With reference to the Bangladesh Inland Water Transport Association's permission in relation to the vessel, Inland Water Ways authority of India issues a permission letter to the vessel to travel from Bangladesh to India in which specific port names are mentioned.

**Table 6.1: Paper Required For Travel (Multiple Responses)**

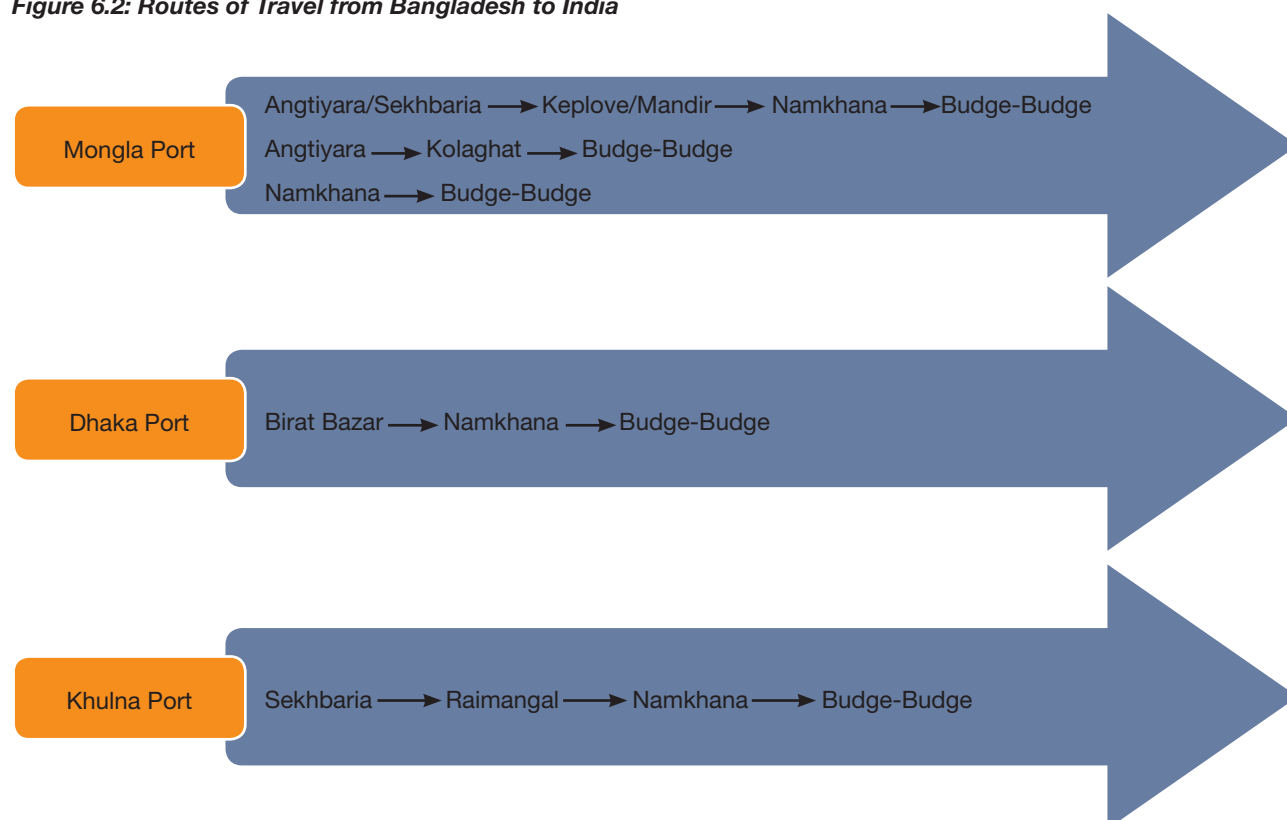
Category	Frequency	Percent
ID card	81	52.6
Land Pass	20	13
Photograph	19	12.3
Medical Certificate	18	11.7
Passport	122	79.2
Protocol	20	13.0
TLP	28	18.2
Visa/ Corolist	17	11
Total	154	100

Table 6.1 shows the required paper work mentioned by sailors, as necessary to travel. All the papers mentioned in the table are not the actual documents required.

Seventy-nine percent (122) of the sailors from the quantitative study had passports and only 6.5% (10) mentioned having a visa. While travel usually requires a passport, since this Inland travel arrangement is done under the protocol between Inland Water Transit and Trade between Bangladesh and India, neither a passport nor a visa is required.

## 6.3 Routes to India

According to in-depth interviews the ships route begins in Dhaka port with others coming from Mongla and Khulna ports all of which are in the official industrial zone for unloading goods. For routes beginning in Bangladesh, ships stop at various points including at Angti-hara, Namkhana and Raimangal, which, are formal, checkpoints for immigration and customs. There are other points for anchoring which are not known as official ports. Sailors use these checkpoints for purchasing daily goods. Unofficial stops include Jhalkathi (Barisal), Mandir Port, Kaukhali and more. The illustration below (fig: 6.1 and 6.2) shows the various routes taken by ships from Bangladesh to Budge-Budge port.

**Figure 6.2: Routes of Travel from Bangladesh to India**

## 6.4 Living Conditions on the Ship

When the ship is enroute, sailors are not allowed to stay outside the ship at checkpoints. Respondents reported that when sailors are in India they live in small rooms (bunkers) or cabins on the ship (See Box 6.5.1). Two people share one room, though respondents also mentioned sharing with up to 4 people. The Captain or master and driver of the ship have separate rooms (See Box: 6.5.1). Since the sailors live on the ship they do not pay rent. A toilet facility is available on the ship; some respondents mentioned that there were two toilets on the ship, one for use by the master and driver, the other used by the rest of the ship's crew. Ninety-eight percent (151) of respondents reported that ship bunkers are their living arrangement on the ship.

Drinking water is stored in the ship before starting the voyage (from Bangladesh). In addition to the reserved water source, water from the sea is also used sometimes for other purposes like bathing etc. Electricity is available in the ship through battery or generator. However, some of the respondents revealed that electricity is available only for higher-grade staff while lower grade staff uses hurricane lamps. Some of the respondents also mentioned that though electricity is available there are no fans in the ship.

### Box: 6.4.1

In Bangladesh or India port not only I, every staff in this ship sleep in the bunker"....IDI respondent (Driver)

There are no conditions for living in the ship. In ship we have not any kind of facility. There is no electricity, we use hurricane for light....IDI respondent

## 6.5 Work Experience

### 6.5.1 Job Status

There are permanent i.e. fixed positions in the ships as well as temporary positions. The temporary positions are contractual and may vary from one trip to a whole year (See Box: 6.6.1). For the majority of respondents (9) in the qualitative study, employment on ships is temporary while 5 mentioned it as a permanent full-time profession. Among the quantitative respondents, 92 (59.7%) reported that their positions were temporary, the remainder were permanent. Employees. Sixty-six respondents (43%) had been working for over 5 years in this profession and 31.8% were working for 2-5 years. Most of the sailors work on medium 31.2% (48) or large ships 29.9 (46) and 42.9 % (66) of respondents mentioned that they sail almost every month 42.9 % (66).

### Box: 6.5.1

I 'have started working in this ship a month ago; I worked 2/3 months in another ship....a laborer said... IDI respondent

### 6.5.2 Career Path

Sailors aspire to become a driver or master by passing different levels of tests and acquiring more experience. The IDI and KII revealed that Masters and Drivers receive more privileges on the ship, their wage is also much higher compared to the labors or laskers. There are 3 levels or classes of Drivers and Masters: first, second and third.

To become a master or driver a candidate needs to pass the first level of a test, which will allow them to join as third class master or driver. After gathering experience in this position they are then able to take the next level



of exam. This pattern continues until they are ultimately eligible to become a driver or master. Working on ships for several years as a laborer and having a relatively high (at least secondary school certificate) education helps a

#### Box: 6.5.2

Want to continue with the current job

Learn more and get promoted 8

Wish to do agricultural farming 1

Want to work as car driver 1

Want to go abroad for job 1

Want to start own business 2

Take new job if get better opportunity 1

"I do not have any other job but wish to do this job as long as he can do it properly, want to get promoted as engine driver."

"I would like to continue this job as long as I can. Before taking this job I was a farmer. In any case I lose this job I will go back to farming. But if I can get some better job, then I will not continue this shipping job."

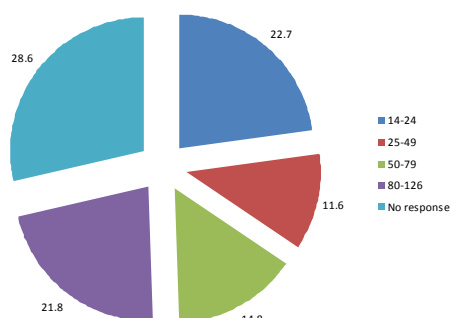
laborer's chances at one day becoming a driver or master. Among the qualitative respondents from India, 8 out of 18 mentioned that they wanted to continue with the job as a sailor, 2 wanted to start their own business unrelated to sailing (See Box 6.6.2).

Networking also plays a key role in pursuing long-term employment on ships (See Box 6.6.2). Twelve of 24 Respondents from the qualitative study mentioned that they came into this profession through a friend or relative. One of the respondents who has been working on the ship for the last 2.5 years as a laborer revealed that he got his present job with the help of a union (i.e. their only union Bangladesh Noujan Srameek Federation). Another respondent mentioned that after his father's death, his uncle recommended him for this job. His father, who was a master of a ship, also inspired him to take this job.

#### 6.5.3 Working Condition in the ship

During a voyage the laborers take shifts doing their duties. As such, laborers do not have any fixed hours of work, with the master deciding when and where they should work on the ship. Given that the wheel and the engine have to be manned 24 hours, a day, there are two people for those positions 21.8% (34) of sailors report working between 80-126 hours a week with 14.8% (23) sailors reporting that they work 50-79 hours a week (See Graph 6.3).

Graph 6.3: Hours of work in a week



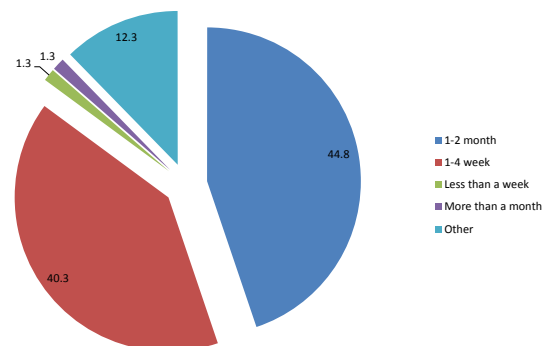
One labor also mentioned explained his experiences with his shifts (See Box 6.6.3) The Masters and Drivers have no replacement and their additional responsibilities also give them more freedom.

#### Box: 6.5.3

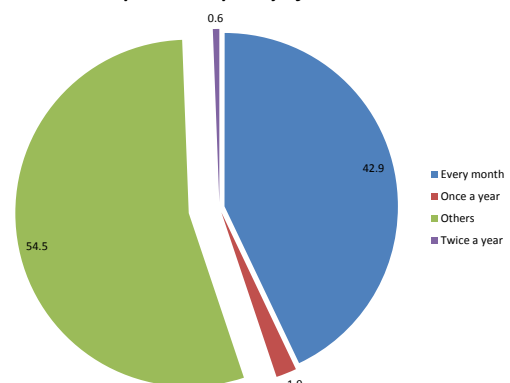
There is a condition, this is shifting duty. Among two of us one is on duty... IDI respondent (laborer)

The duration of most trips is 1 month; with one-way travel time varying from 5 to 8 days. Most ships stay at Indian ports between 10-15 days, varying also according to time taken to load goods onto the ship. Sailors can take leave while they are in the Bangladesh port and Masters and Drivers take ample leave. Respondents in the quantitative study reveals that 44.8% (69) says the trip lasts between 1-2 month long and 40.3% (62) said the length of trip is between 1-4 weeks (See Graph 6.4). Close to forty-three percent of the (66) respondents say that they travel every month and (See Graph 6.5).

Graph 6.4: Duration of Trip



Graph 6.5: Frequency of Travel



#### Management of Income and Savings

All sailors (24) collect their salary from the shipping owner's office in Bangladesh, i.e. from the location where the ships begin their routes (in this case either - Dhaka, Khulna or Mongla).

One master in Narayanganj mentioned that, in addition to his regular monthly salary, he also earns some money illegally through selling ship fuel. Key informants also pointed out that masters and drivers often earn money from selling ship fuel illegally.

The majority of the qualitative respondents mentioned that they save a part of their salary each month and deposit it in a bank account. As reported by the respondents, many have bank accounts including in the Islamic Bank of Bangladesh, the Uttara bank of Bangladesh, the Krishi Bank and the Bangladeshi Grameen Bank. Other respondents mentioned that they save money with a savings committee and with Pubali Insurance in Bangladesh. The extent to which people are able to save also varies according to position (See box 6.6.5) – since masters and drivers earn more, they are also able to save more. According to respondents, out of their salary of 10000-170000 per month, they spend between 1000-2000 taka per month on food. Some also reported spending on alcohol and tobacco. 16 out of 24 respondents send money home and among them, 13 respondents mentioned that they send money home through the post office or a trusted friend. Three reported that they give the money to their family when they go home. Most sailors visit home once or twice a month staying for a period of 4 to 6 days.

#### Box: 6.5.5

My salary is 3800 BDT. When going to India there is food allowance. In this allowance I save 100/200 tk. I have no savings. I can't save in my income. After spending food purpose, children education etc I have no money for saving....IDI respondent (Cook)

The company gives me 17000 BDT as my salary for months. I save 10,000 taka per month in a bank and send 12,000 taka to my home. Besides, I fixed salary I earns some money illegally. For my recreation I spend 10 thousand taka in a month ....IDI respondent (Master)

## 6.6 Problems at Work

According to respondents from the qualitative study, the major hazards they face on ships include: storms and cyclones, robberies and accidents. Qualitative respondents expressed loneliness, restricted movement while enroute and natural disasters as their major concerns. One respondent mentioned that he does not like this job as there are a lot of rules, and his restricted movements make him feel like a prisoner (See Box 6.7.1). He was not satisfied with his job and wants to quit. He feels that get promoted to a better position would require relatives or connections and does not feel progress would be possible without such networks.

#### Box: 6.6.1

"Both Bangladesh and India it's like a prison and we are the prisoner".

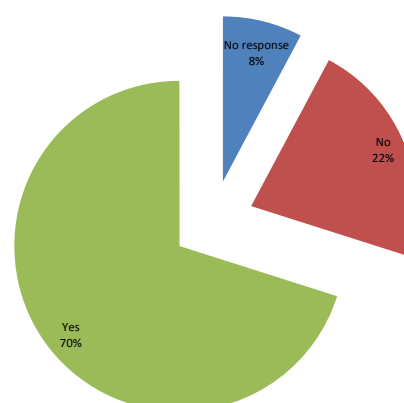
"When I'm remembering my home I feel bad. Because of my job I did not go my house when my mother-in-law died.

Fewer respondents in the quantitative study talked about problems faced in the ship, with only 10.3% (16) reporting job security and promotions as a major problem, and only 5.8% mentioning theft and piracy as a concern.

## 6.7 Rights and Entitlements

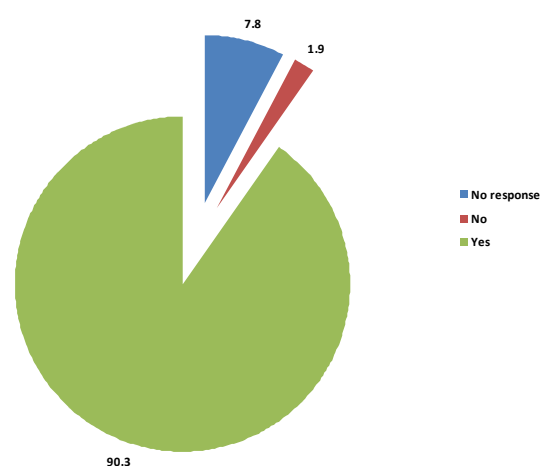
18 out of the 24 respondents in the in-depth interviews mentioned that they are entitled to a festival bonus, which is generally given during the Eid festival twice a year (Eid-UI-Fitar and Eid-UI-Azha). The bonus amount is about 50 percent of their monthly salary. During key informant interviews, a port authority agent in India mentioned that while in India all expenses of the sailors are paid by the companies that export the goods to Bangladesh. Some of the laborers also mentioned that the company provides food expenses. For food, the master of the ship gets 80 rupee/day and driver of the ship get 75 rupee /day. Anyone working in a company for a long time can access extra benefits like a loan or advance payment in the case of any emergency. Ninety percent of the quantitative respondents also mentioned receiving leave benefits. With regard to leaves, qualitative respondents mentioned that they get paid leave for a few days a month (See Graph 6.6).

Graph 6.6: Membership of the labor union



Seventy percent (See Graph 6.7) of the quantitative respondents and 15 out of 24 qualitative study respondents are members of one of the shipping employee unions, namely, Bangladeshi Noujan Srameek Federation(See Box: 6.8.1(1)). According to respondents,

Graph 6.7: Distribution of labors of getting leave



the union makes sure that employees get their salary and bonuses on time. Additionally, the union advocates for employees in legal matters or disputes (See Box 6.8.1(2)).

Members of the union have to contribute a certain amount to the union every month. One of the respondents mentioned that the registration fee for membership is 120 taka, which is a one-time cost. Among the 6 qualitative respondents who were interviewed in Bangladesh, two were laborers and none of them were members of the union. This may be due to the fact that many laborers

#### Box: 6.7.1

(1)“The Union that exists here is very powerful .If a company does not give salary to any particular crew member or if any crew member is dismissed from the ship then the union actively helps the crew member and sorts out the issues.”... IDI respondent

(2)“Usually after one year of joining sailing job anyone can be a member of union; he has to make a membership card. If any shipping company makes any problem regarding salary/wages, then this type of union helps the ship man discuss the issue with concerned company and get his dues from the company.”...IDI respondent

are contractual or temporary employees and may not be planning to stay in this occupation for the long-term.

## 6.8 Experience in India

When in India, sailors have restricted movement and they cannot roam freely outside of the port area. However, if they receive permission from the port authority and are issued with a land pass, they are able to leave the port area for a certain period of time,(i.e. 8 am to 12 pm or 4pm to 8 pm). Permitted time slots are different for different ships. Some sailors mentioned that they get permission to go out for shopping (grocery) everyday between 8 am to 12 pm, while other sailors mentioned that they are allowed to go out only between 4 pm to 8 pm. If anybody stays beyond their allotted time legal action can be taken against that person and arrests can be made custody (See Box 6.9.1(1-2)). Some sailors mentioned that the

#### Box: 6.9.1

(1)“All sailors in this ship have to get the permission letter to roam about nearby area up to Chariyal Bazaar (in India), every day; but if any one goes beyond that, he can be arrested by Indian police, and then their ship cannot go out of that place before any settlement.”

(2)“If any kind of problem happens master handle this, Master didn't set any kind of restriction. No one violate the rules in India. When we stay in Bangladesh we get back to the ship at 7:30 P.M. I 'don't violate the rules so I do not know what is happened if someone violate the rules....IDI respondent

(3)“In India there are some ports where someone goes to Kolkata with this pass but there are some other ports where one can't go long distances”

person defaulting would be brought to the ship's master or ship's agent, who may then suspend them. All sailors mentioned that they have never seen anyone violate these rules. Almost all respondents mentioned that they only go outside the port to buy basic necessities and vegetables. One key informant reported that the authority in India only provides 4 land passes per ship, so only 4 people are allowed to leave at any one time with senior crewmembers masters, drivers having priority. The cook also gets priority as he has to take care of the grocery shopping while in India. One IDI respondent (master) mentioned that there are some ports in India where with the land pass they can even go as far as Kolkata (See Box 6.9.1 (3)).

Sailors have mentioned that they do not mix with locals in India. They remain confined to their group of shipmen only. However, 4 out of 24 sailors mentioned that while in India they talk with local people at a teashop and at a park near budge-budge. A key informant interview with a security guard at the port revealed similar information. The security guard mentioned that he does not have contact with Bangladeshi shipmen other than in his official capacity.

## 6.9 Summary

This chapter highlighted the work and mobility scenarios of the sailors interviewed. There is an existing hierarchy of positions on the ship with the lowest position being the labourer and the highest position being the master. The job of a sailor has inherent challenges such as living alone without family, no fixed working hours, and restricted movement in India. Robbery, natural disasters a limited social life and low pay are additional challenges associated with the job of a sailor. Sailors expressed the acute awareness of being confined by the ship,” Both in Bangladesh and India its (See Box: 6.7.1) like a prisoner and we are the prisoner”, was expressed by a sailor during the in-depth interview. Laborers expressed a lack of job security due to the temporary nature of their employment. One respondent stated, “my salary is poor so I do not want to work here”..... Entitlements and salary of the labours are also low. The study data shows that after sending money home very little can be saved. Because of these struggles and challenges, many labourers do not pursue the occupation further. The master and drivers are in the highest most positions and they have pursued this as a long term profession. The position of master or driver is associated with more pay, privileges and power.

# 7. Access to Health Services

This chapter explores sailors' access to health services during their travels and while in Indian ports.

## 7.1 Qualitative

During interviews sailors were asked about their access to health services. Seven qualitative respondents mentioned that in the case of general illnesses like fever, cold, headache, stomachache etc. medicines are available onboard,. Twelve out of 24 respondents mentioned that if someone is very sick while docked at an Indian port they will visit a local doctor (See Box 7.1 (1)). If required, they make a visit to a local doctor in India with help from the master or agent; alternatively the doctor can be called onto the ship for a visit. In the case of a serious illness, the master of the ship or an agent will make arrangements to take the patient to Kolkata for treatment. Fellow crewmembers generally take care of the sick person and support with arranging medication. A few (3) respondents also mentioned that in case the required medicines are not available on the ship, they will purchase medicines from a pharmacy outside the port area (see Box 7.1 (3), with only a few (2) mentioning that the treatment cost is taken care of by the ship owner or company (See Box 7.1(2)). A key informant union leader mentioned that the union at times negotiates with the owner to cover the cost of such expenses.

### Box: 7.1

(1)"If anyone gets sick, then he can get treatment at Battala doctor's clinic in Budge-Budge. If the condition becomes serious then he is taken to hospital at Kolkata."...IDI respondent

(2)"Last time when I was in India, I met with an accident during working hours. The ship authority took all the responsibility and expenses of his treatment. The total cost of treatment was Rs. 3000/-."...IDI respondent

(3)"In Bangladesh we go to the doctor when someone sick in ship. But in India there is no health facility. There is no health facility in ship. We buy medicine from pharmacy. Medical cost is mine. If someone falls in accident owner returns him home."

A key informant interview with a local doctor at the Budge-Budge municipality area near the port reported that Bangladeshi Sailors sometime visit her clinic for fever and stomachache related problems but not for any STI treatment(See Box 7.2).

Key informant interviews (KII) in Bangladesh reveals that there is a 200 bed hospital in Narayanganj and 250 bed hospital in Mongla port; if any sailor is sick during their anchor in these two ports they can go for treatment in these hospitals. A key informant interview with a doctor from

### Box: 7.2

(1) Dr Sima(Pseudo name) said that the Bangladeshi sailors come to her for treatment, but they mainly suffer from fever and stomach problems....Key informant in India

Narayanganj hospital mentioned treating sailors for skin diseases or other problems but not for STIs.

According to study respondents in India, local area doctors treat them very nicely. All respondents mentioned that Indian doctors do not discriminate between Indians and Bangladeshis.

**Table 7.1: Types of health facilities available while in a voyage**

Category	Frequency	Percent
First Aid box	13	8.4
In case of accident the owner helps	5	3.2
Medicine cost has been born my owner	5	3.2
No response	131	85.1
Total	154	100

The quantitative study also reveals that while traveling the only health facilities available is a first aid kit and 9.7% (15) of the respondents said that there are health facilities in the Bangladesh port, 11% (17) reported that there are health services in the Indian ports. Although in the qualitative study respondents mentioned having basic medicines aboard the ship, only 8.4% of the quantitative respondents reported access to a First Aid kit. Additionally, only 3.2% mentioned receiving the owner's assistance during an accident and only 3.2% reported that the owner would cover the cost of medicine.

## 7.2 Summary

There are health services such as first aid and medicine for common health problems available aboard the ship. While docked at Indian ports, sailors can visit doctors if necessary and also if sailors are seriously ill they can be hospitalized using a land pass. Medical benefits are included in the sailors' salary and according to the 2010 Gazette of the government of Bangladesh seafarers are entitled to a very small treatment allowance. Because this allowance is minimal, most sailors reported that if a sailor is seriously ill during a voyage, they would need to buy their own medicines. Bangladesh Nourjan Srameek Federation negotiates with the owners on a case-to-case basis when sailors have high health expenditure and a dispute over who should cover the costs.

# 8. Sexual History and Condom Use

The brothel at Banishanta in Mongla was established in 1950 with a specific aim to cater to sailors as Mongla was one of the biggest water ports in Bangladesh (Tahmina and Moral, 2004). Narayanganj port, houses another one of the biggest brothels in Bangladesh, but the brothel was raided during 1999. A key informant in Narayanganj port revealed that despite brothels being closed, sex workers are available in a good number of hotels surrounding the Narayanganj port area. There are also small boats along the river, which are used for sexual activity. A key informant mentioned that given the availability of sex workers, it is likely that sailors will visit them while anchored at the port. (See Box 8). This chapter highlights the sexual history and practices of seafarer's, condom use and endeavors to explore the relationship with sexual practice, position in the ship and power.

## Box: 8

"I passed night with sex worker in Banishanta (Mongla port) Khizirpur, Sonagachi (Kolkata), and Rupagachi brothel"...Master

## 8.1 Quantitative

From the 154 quantitative study respondents, 101 (65.6%) reported having had sexual intercourse (See Graph 8.2). Among the respondents, 21.4% (33) had their first sexual experience between the ages of 21-25, 20.1% (31) had their first sexual experience at age 16-20 and 10.4% (16) had their first sexual experience at age 10-15 (See Graph 8.2).

**Table 8.1: Sexual Practices among respondents (n=154)**

With Female Sex Partner		
	Number having the practice	Percentage
Have sexual intercourse in last 12 month	88	57.1%
With Regular partner (spouse or other)	66	42.8%
With Commercial partner	23	14.9%
With Non-regular sex partner	26	16.8%
With Male Sex Partner		
Have ever sex with male sex partner	13	8.4%
Have sex with male sex partner in last 12 months	3	1.9%

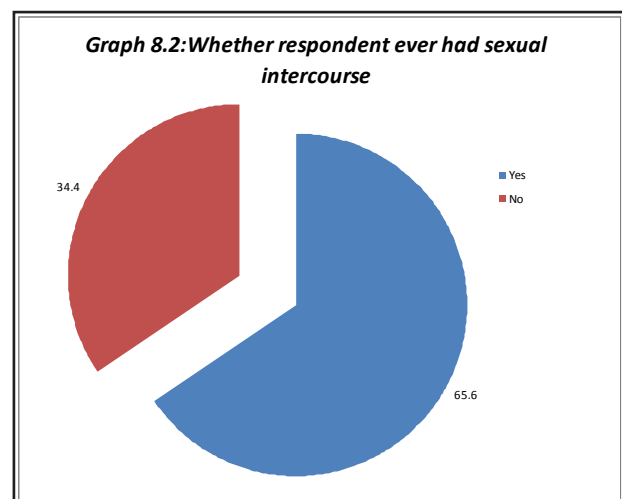
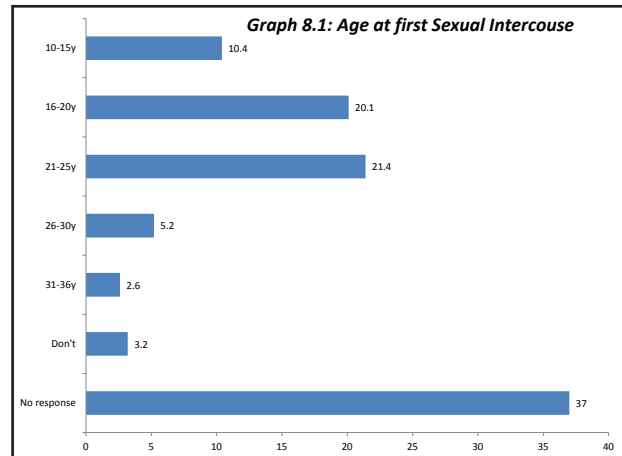


Table 8.1 shows the sexual practices of respondents during the last 12 months. The table shows that 57.1 % (88) had sexual intercourse in last 12 months and 42.8 % (66) had intercourse with a regular partner i.e. wife or any other live in partner,. Close to 15percent (23) had sexual intercourse with a commercial partner and 8.4 % (13) had sex with a non-regular partner. Among the respondents 8.4 % (13) had reported having sex with a male and 1.9% (3) had a male sexual partner in the last 12months. Table 8.2 shows the 11% (17) of the respondents had more than one commercial sex partner, and 3.9% had one commercial sex partner,. The quantitative data in Table 8.2a also shows that 11.0% (17) of the total respondents had bought commercial sex in Bangladesh port and 1.9% (3) of the total respondent practiced commercial sex in an Indian port.



**Table 8.2: Commercial Sexual Practice (n=154)**

Number of Partner	Frequency	Percentage
1	6	3.9%
2-4	9	5.7%
5-7	4	2.6%
10-12	3	1.9%
20	1	0.6%
Total	23	n=154

**Table 8.2a: Places of commercial Sex (n=154)**

Category	Frequency	Percent
Commercial Sex (Multiple responses)		
Bangladesh Port	17	11.0
India Port	3	1.9
Village	4	1.9
Total	24	n=154

**Table 8.3: Knowledge on condom and its availability (n=154)**

Category	Number	Percentage
Heard About Condom	104	93.7
Place Known	97	62.9
Shop	77	50
Pharmacy	80	51.9
Market	51	33
Clinic	49	31.8
Hospital	61	39.6
Family Planning	60	39.0
Guest House	5	3.2
Peer Educator	1	0.6
Friend	11	7.1
Other Source	1	0.6

Condom use patterns indicate that condom use is relatively high while buying commercial sex 52.1% (12) though overall condom use is low (See Table 8.4). Among the respondents 93.7% (144) have heard about condoms, and 50% (77) of respondents reported that they could get male condoms from a shop. Thirty-nine percent (61) reported they can get it from a hospital and 39.0 % (60) percent reported that they can get male condom from family planning clinic (See Table 8.3). Over half the respondents (55.2%) reported that they could access a condom within 1 hour (Annex-3 Table-3.1).

Very few take condoms from Bangladesh 1.3% (2) and 0.6 buy from India (Annex-3 ,Table-3.2). Only 36.3% (56) feel confident about using a condom correctly.

Note: In table 8.4 to 8.6 n is considered with the respective numbers of respondent who has regular sex partner (65), who has commercial partner (23) and who has non-regular partner (26)

**Table 8.4: Condom Use**

Category	Regular Sex Partner	Comm-ercial Sex partner	Non-Regular Partner
Total Number of Respondent who have regular sex partner/commercial sex partner/non-regular sex partner	65	23	26
Used condom during sex last time	9	12	9
Used condom during sex last time (%)	13.8%	52.1%	34.6%

Table 8.4 shows that among respondents who have a regular sex partner (65), 13.8 % (9) used condoms during the last time they had sex, 52.1% (12) of the respondent who reported visiting commercial sex workers (23) used condom during the last time they had sex. Among respondents who have non –regular sex partners (26) 34.6% used condoms during the last time they had sex.

**Table 8.5: Reason behind not using condom**

Reason	Recent Regular Sex Partner (%)	Recent Commercial Sex Partner (%)	Recent Non-Regular Sex Partner (%)
Condom was not available	1 (1.5)		2 (7.7)
Too Expensive			
As Partner Objected	5 (7.7)	1(4.3)	1(3.8)
As didn't like condom use	15 (23.0)	4 (17.4)	4 (15.4)
Used other contraceptive	16 (24.6)		1(3.8)
Didn't think it as necessary	23 (35.4)	1(4.3)	7 (26.9)
Did not think of condom use	9 (13.8)	2 (8.7)	
Total	65 (100)	23 (100)	26 (100)

Respondents reported a dislike of condoms as one of the major reasons behind not using them. Table 8.5 shows that among respondents who mentioned having regular sex partners, 35.4% (23) of them didn't use condoms because they didn't like it. Seventeen percent of the respondents who visited sex workers didn't use condoms because they did not like it and 15.4% (4) of respondents who have non-regular partners did not use condoms with their non-regular partner because they did not like it.



Table -8.6 shows that consistent condom use is very low among the respondents. Only 4.6% (3 out of 65) use condoms almost every time with their regular partners and only 7.7% (5 out of 65) use condoms every time. Only 17.4 % (4 out of 23) reported using a condom with commercial partners every time and 7.7% (2 out of 26) used condoms every time with non-regular partners. Annex -8 Table 8.10 (See page -69) shows the relationship between position in the ship and visits to commercial sex workers. The data shows among the 14.9% (23) who visit sex workers 52% (12) are laborers, 17.5% (4) are masters and 4.34 % (1) are drivers (Annex -3 Table -3.4)

**Table 8.6: Frequency of Condom use**

Reason	Recent Regular Sex Partner (%)	Recent Commercial Sex Partner	Recent Non-Regular Sex Partner
Almost every time	3 (4.6)	--	--
Every time	5 (7.7)	4(17.4)	2 (7.7)
Never	42 (64.6)	9(39.1)	16 (61.5)
Sometime	15 (23.0)	6 (26.1)	6 (23.0)
Total	65 (100)	23 (100)	26 (100)

## 8.2 Qualitative

Six out of 24 qualitative respondents mentioned having sexual relations outside of marriage. Three of them have had sexual relations with commercial partners. In a conservative society like Bangladesh having a discussion around sexual behavior is not easy. Respondents were reluctant to talk about their sexual experiences. Key informants reported that high-risk behavior is more common among masters and drivers (See Box 8.2.2(1)), as they are more powerful and also have more disposable income. In a discussion with a key informant who is working as a Lasker or laborer it was revealed that a laborer's income is very low compared thus very few laborers can afford to pay for sex. For the laborer's, who did have relationships outside marriage, it was usually with a relative in the village. One respondent mentioned that a sexual relationship outside marriage is a sin (See Box 8.2.1). Among the qualitative respondents who had experiences with a commercial sex worker one mentioned not using a condom and another respondent mentioned that he always uses a condom(See box8.2.2(2). masters and one driver among the respondents in Bangladesh discussed their commercial sexual relationships in both the Bangladeshi and Indian ports.

Qualitative respondents did not talk about their own MSM practices but had suspicions about other crewmembers. One respondent said he had seen two of his colleagues sleeping in the same bed though they have separate beds on the ship. According to a key informant; "one master of as hip lost his job because of his MSM practice".

### Box: 8.2.1

"Those who make relation with other women Allah does not forgive them and those women will suffer much. Without my wife I was do not have sex with any other person and I do not use condom."

### Box: 8.2.2

IDI Respondents (Master and driver) expressed....

(1)" Once I went to house of a prostitute two times in Bangladesh out of fun with some friends. My friends made the payment to prostitute. Now I don't go anywhere and have sex with my wife only." ...Master

(2)"When I was 18 years old, I first had sex with commercial sex worker. I did sex with 6/7 commercial sex worker at Narayanganj and Mongla. I did this around 5 times with one of them and I did not use condom."...Driver

## 8.3 Summary

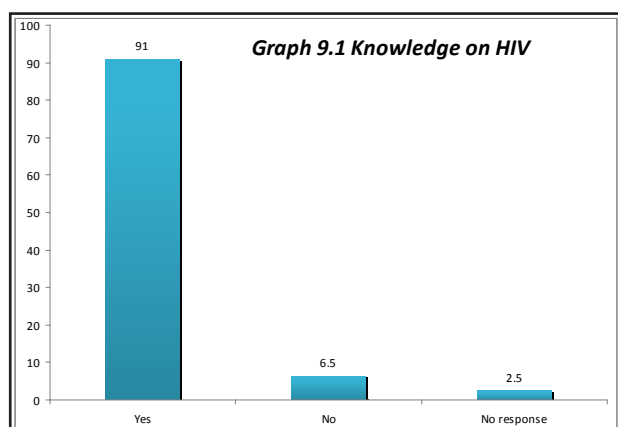
Discussions on sexual behavior are not common in Bangladesh and many respondents seemed uncomfortable speaking openly about their sexual behavior. Researchers also felt that quantitative interviewees were unwilling to discuss their sexual practices since the Noujan Srameek Federation was involved in the data collection process, despite this 14.9% (23) of the quantitative respondents reported buying sex from commercial partners. Therefore, it can be said that the risk behavior might be higher than the reported numbers in the study. The qualitative study shows that there may be a link between one's positions on the ship with high-risk sexual behavior. The quantitative data shows that 17.5% (4) of the respondents who visit commercial sex workers are masters. The ratio of masters in the sample was 11% (17), and among the masters 23.5% reported high-risk behavior. Among the labors (81 i.e. 52.6 % in the sample) 14.8 % (12) have reported their involvement in risky behavior. Thus a higher position (such as being a master and driver) on the ship ensures more power and disposable income and therefore potentially increases high-risk sexual behavior. Condom use, as shown from both the qualitative and quantitative studies is relatively high with commercial sex partners, and much lower with wives or other non-regular partners. Overall, respondents reported very inconsistent condom use.

# 9. Knowledge and Opinions about HIV and AIDS and STI

This chapter highlights the knowledge on HIV and AIDS and STI, also endeavors to explore stigma and discrimination related to HIV.

## 9.1 Quantitative

Knowledge and opinions around HIV and AIDS are critical in preventing the spread of HIV and AIDS and combating the stigma and misconceptions, which continue to surround HIV and AIDS. Ninety-one percent of the quantitative respondents had heard about HIV (See Graph 9.1), 13% (20) knew an HIV-positive person, .6% (1) had a close friend who is HIV-positive and 3.3% (5) had a close relative living with HIV. The quantitative data shows that more than 50 % (77) of the quantitative respondents had knowledge about correct prevention methods such as condom use and abstinence. Sixty-eight percent (105) reported that HIV can be transmitted from mother to an unborn child, 67.3 % (104) reported that



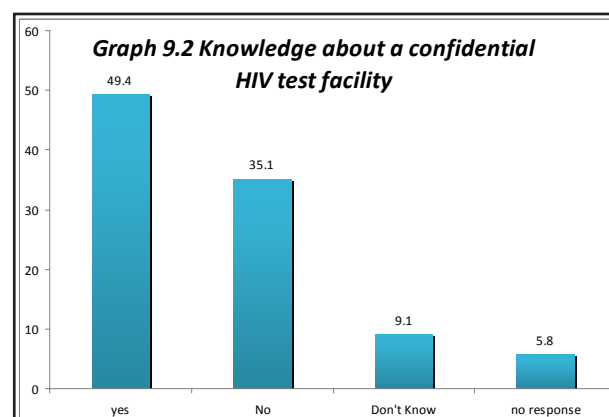
HIV can be transmitted from a mother to a newborn,. There are misconceptions and 57.1% (88) of respondents think that HIV can be transmitted through mosquito bites while 35.1 % (54) think that HIV can be transmitted by sharing a meal(See Table 9.1).

**Table 9.1: Misconception on HIV (Multiple Responses)**

Category	Frequency	Percentage
HIV can be transmitted from Mosquito bites	88	57.1
HIV can be transmitted by sharing a meal	54	35.1
Total respondent	154	100

**Table 9.2: Knowledge on HIV prevention/transmission (n=154)**

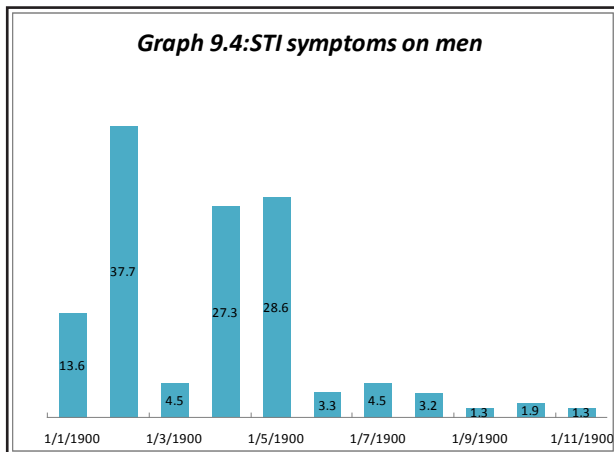
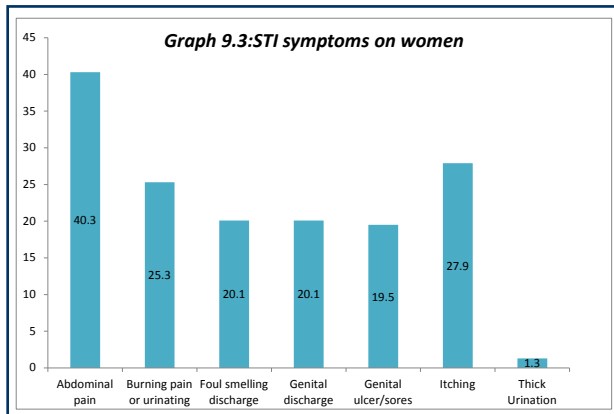
Category	Percentage
Consistent condom use	62.3
HIV can be prevented by not having Unfaithful sex partner	29.2
Abstinence from sex	52.6
HIV can be transmitted by using used needle/syringe	81.8
Healthy looking person can be infected with HIV	77.8
HIV infected Pregnant mother can transmit HIV to unborn child	68.0
HIV infected mother can transmit the virus to a new born	67.3



### 9.1.1 Knowledge on STI

The quantitative respondents identified abdominal pain 40.3% (62) and burning pain while urinating 25.3% (39) as STI symptoms in women, also burning pain and urinating 37.8% (58), genital ulcer/sore 28.6% (44) and genital discharge (27.3%) has been identified by major respondents as STI symptoms in men. while 27.3% had identified at least three STI symptoms in men (See Graph 9.3 and Graph 9.4).

Sixteen percent of respondents (26) reported that they would keep their family members HIV positive status a secret.



### Knowledge about HIV-testing

Table -9.3 shows that only 1.3% (2) had ever had an HIV test.

Table 9.3: I don't want to know the results, but have you ever had an HIV test?

Response	Frequency	Percentage
Yes	2	1.3
No	141	91.6
No Response	11	7.1
Total	154	100

### Attitude Towards HIV-positive

Table 9.4 shows that 70.1 % (108) of the quantitative respondents said that they would not share a meal with someone who was HIV positive, Close to half i.e. 49.4% (76) respondents reported they wouldn't remain friends with someone who was HIV positive and 16.9% (26) reported that they would keep their family members HIV positive status a secret.

**Table-9.4 Attitude towards HIV positive (n=154)**

Response	Frequency (%)	
	Yes	No
Willing to share meal	33(21.4)	108 (70.1)
Will you still remain friend with a HIV positive	68(44.2)	76 (49.4)
Will keep family members HIV positive status secret	26(16.9)	119 (77.3)

## 9.2 Qualitative

The qualitative study shows that the majority of the study respondents have heard about HIV and AIDS... The most common source of information mentioned by respondents is television and radio. Some of the respondents had heard about HIV during health campaigns or health camps organized in Bangladesh. A few respondents had heard about HIV from their friends. Among those who know about HIV and AIDS, 22 respondents knew about transmission of HIV through sexual contact, 3 of them termed it as a "bad" persons disease or a disease from visiting 'bad women' (See Box 9.1). Nine out of 24 respondents who mentioned transmission of HIV by use of an infected syringe or blade and 7 mentioned infection through blood transfusion (See Box 9.2).

### Box: 9.1

"AIDS is one kind of man killing disease. It happens when someone makes relation with bad women"...IDI respondent

With respect to modes of prevention from HIV, only one-fourth (8 out 24) of the respondents mentioned that condoms should be used while having sex (See Box 9.2), while a few mentioned about one-time use of syringe/needle to prevent transmission of HIV. The knowledge about treatment of HIV is found to be very low among the study respondents, as only 3 out of 24 of the respondents had heard that some medication is available for those who are infected with HIV. Further, on asking whether they had ever done a blood test for HIV, none of the respondents had undergone HIV testing. In regards to understanding whom might be at risk of contracting HIV, 16 out of 24 of the respondents mentioned that those who establish sexual relationships with commercial sex workers are most at risk of getting infected with HIV. According to them individuals who stay away from home for longer periods tend to visit sex workers and may get infected with HIV.

### Box: 9.2

"I hear about HIV. I hear this in a hospital, which is near my house. I do not know how it is transmitted."...IDI respondent

"Any sexual relation with a person having HIV causes HIV diseases. Besides using a syringe for several persons may also cause HIV."...IDI respondent

Regarding understanding their own risk to HIV, all the respondents believe that they are not prone to HIV as they are not engaged in risky behavior (See Box 9.3). They claimed that they do not practice sexual relationships with irregular sexual partners or with sex workers.

**Box: 9.3**

"Those who keeps contract with different women are risky."...IDI respondent

### 9.3 Summary

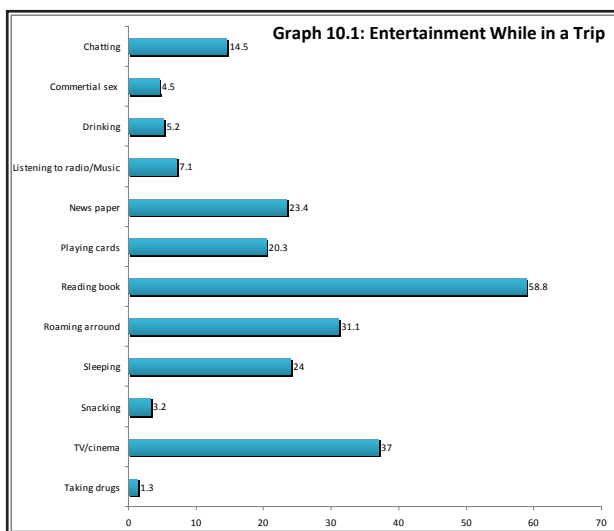
This chapter explores the knowledge and attitude of respondents regarding HIV and AIDS. The responses show that knowledge of HIV and AIDS is relatively high. It is important to note that each response regarding HIV transmission was multiple responses. The data shows that knowledge level is high on needle/syringe sharing during drug use (81.8% i.e. 126) also 68% indicated knowledge of mother to child transmission, which is unexpectedly high. It is important to note that CARE Bangladesh arranged a orientation on HIV and AIDS at Narayanganj port area in response to the request from Bangladesh Noujan Srameek Federation two weeks before the interview. The research team suspects that this might have influenced the results. Researchers also noticed a contradiction in the results where despite awareness around modes of transmission 70.1 % (108) reported not wanting to share a meal with an HIV positive person and 49.4 % (76) didn't want to remain friends with a person with HIV. This reveals that although knowledge may be relatively high misconceptions and stigma still persist.

# 10. Entertainment

This chapter explores the way sailors spend their leisure.

## 10.1 Quantitative

The majority of the quantitative respondents spend their leisure time playing indoor games such as playing cards (39)25.3%, roaming around the ports 31.1 % (48), sleeping 24.0 % (37) and reading newspapers 23.4 % (36). Only 4.5 % (7) respondent reported having sex with sex workers and 5.2% (8) reported drinking alcohol during their leisure time.



## 10.2 Qualitative

The majority of the qualitative respondents also mentioned passing the time by gossiping with other shipmates and friends. While in India, most of their leisure time is spent on the ship and so leisure time mostly consists of singing, chatting, listening to music (on mobile phone or radio) or sleeping. Preparing good food by contributing money and enjoying food with other crewmembers on the

ship is another activity mentioned by a few respondents. Two of the respondents in Bangladesh reported buying commercial sex while in the port. One crewmember referred to commercial sex and sex with men as sinful (See Box: 10.1).

While in India there is nothing much for sailors to do for leisure, as they cannot leave the port area frequently. One of the respondents mentioned that sometimes he takes a walk in the nearby park, another mentioned walking along the riverside within the port area in the evening. Another respondent shared that during a visit to the port he once went to watch a movie, but he did not visit the cinema to seek out sexual pleasure, though he had heard about other sailors visiting these places for this purpose, though not from his ship.

### Box: 10.1

I 'don't make any sexual relation with male and female in the ship. If I go to the bad work it is my sin. Who would want to bear this? I control myself, if I cannot control myself what kind of Muslim am I? If someone did the bad work I hate him very much. I get no leisure. Sometime I play LUDU, no other facility here. In India there is no entertainment facility.

## 10.3 Summary

The study results on entertainment are not very conclusive. Only 4.5 % (7) of the sailors have reported buying sex as mode of entertainment and 5.2% (8) reported drinking alcohol. But chapter 9 shows 14.9 % (23) of the respondents reported visiting sex workers. These results show a inconsistency in information sharing which may suggest the sample was under reporting their sexual behavior.

# 11. Conclusion

This study was conducted to understand the HIV and AIDS vulnerability of sailors traveling to India through waterways under the Indo/Bangladesh protocol. The study attempted to explore vulnerability of sailors at three different areas: i) vulnerability evolved from job conditions ii) Vulnerability associated with lifestyle and behaviors iii) Vulnerability associated to HIV-related knowledge, attitude and practice.

The job as a sailor is challenging and is often associated with isolation, threats of natural disaster, accidents and low wages. The sailors working in the India under Indo/Bangladesh protocol route face additional challenges as their movements are restricted in Indian ports. The job related challenges vary according to the relative position in the ship. Higher position members of the crew, especially masters and drivers, exercise power, have networks and have higher income. They are also able to control the access to and use of land passes, which each ship is entitled to. One of the respondents mentioned that the restrictions on movements are not stringent in all ports. In ports where there are fewer restrictions some sailors reported going to Kolkata. Also two respondents (master and driver) mentioned visiting brothels in Kolkata. This may suggest that if sailors have more freedom and mobility they might be more likely to engage in high-risk behavior.

Quantitative and qualitative findings show a pattern of risk behavior where 14.9% of respondents have solicited commercial sex, and 8.4% have had sex with a man. However, quantitative interviewers sensed a tendency for respondents to conceal information around their sexual practices. Additionally, there is a mismatch between information of key informants and respondents; this could be due to the involvement of the Bangladesh Nourjan Srameek Federation in the data collection process. As a result, commercial sexual practices could be higher than what the quantitative and qualitative evidence suggests.

The qualitative data of the study also shows a relationship between higher position and income level on a ship and high-risk behavior. Among the 24 IDI respondents, three had engaged in sexual relations with commercial sex workers in both Bangladesh and India. Among them, one was a master and one was a Driver. Among the quantitative respondents who reported engaging in commercial sex (14.9% i.e. 23) among them 52 % (12) are laborers. It is also important to check this result with the position wise distribution of sailors in the sample. In the sample 52.6 % (81) are laborers. So among the sample laborers 14.8% reported visiting commercial sex workers. The second

highest (visit sex work) are masters 17.5% (4 out of 23) visited sex workers. Which is according to representation in the study sample is 23.4% (17 master were interviewed out of 154). This result concludes that among the sample respondents, a high proportion of masters engaged in high risk behavior compared to laborers (Annex-8 Table-8.10). This also contributes towards a relationship between high-risk behavior and position in the ship.

Additionally, condom use is very low, with it being the highest during visits with a sex worker. Among the 23 quantitative respondents who had sex with commercial sex partners, 52.1% (12) used condoms during their last intercourse, while only 13.8% (21) used condoms with a regular partner. Condom use patterns among sailor's shows a very low level of consistent condom use, with only 4.6% (7) reporting condom use with a recent regular partner and none with other partners.

Both the qualitative and quantitative study show that there is some general knowledge on HIV among respondents. The majority of quantitative respondents had heard about HIV and AIDS (91%). Knowledge on modes of transmission was also high, 81.8% respondents knew about transmission through sharing needles/syringes with someone who was HIV positive, and 68% knew about mother to child transmission. On the other hand misconceptions such as transmission of HIV virus through mosquito bites were reported by 57.1% of the respondents; also a very high percentage 70.1% (108) reported that they would not share a meal with an HIV positive person. Only 2 respondents from the quantitative sample had ever been tested for HIV.

Among the qualitative respondents, the majority related HIV and AIDS with sexual transmission which many sailors (3) termed as "doing bad work" or "going to bad women". Despite many having heard about HIV and AIDS, none had knowledge about available treatment.

The data suggests that due to low wages and entitlements many sailors cannot afford to pay for sex though the data shows overall condom use is low. Researchers also felt there was a tendency for respondents to conceal information around their sexual behavior. MSM practices in Bangladeshi society are hidden. MSM's do not often identify themselves and there is often an under reporting of such practices. Just over 8 percent of sailors reported having sex with a man and 1.9% reported having sex with men in the last 12 months. The qualitative respondents mentioned knowledge about others who are MSM but would not identify themselves.



The study also showed that 37.7% of the respondents knew about STI symptoms including burning pain and urinating, 27.3% knew about genital discharge, 28% knew about genital ulcer/sores and 13.6% mentioned abdominal pain. Data also shows that overall, 27.3% knew at least three STI symptoms in men.

Overall the study suggests that there is a need to address the knowledge gap on HIV and AIDS and associated vulnerabilities related to attitude and practice. Because condom use is low, knowledge on STI symptoms is not

very high, and the study population shows a pattern of risk behavior that might be under reported, there is an opportunity to enhance prevention efforts. A prevention program can be designed to disseminate prevention messages to this key population and improve knowledge, attitudes, and awareness around HIV and AIDS. Given that sailors cross the border under the existing Indo – Bangladesh protocol, bilateral cooperation between the two countries can be strengthened to deal with the potential HIV-vulnerability of sailors.

# Annex -1

**Table 1.1 Increment of Salary of the labors as a result of the movement of the federation**

Year	Salary for Coaster/Coastal Tanker/All private vessel at Chittagong port labor (in taka)	Salary for all private Shallow Tanker labor (in taka)	Salary for all Private Launch and Cargo Launch labors (in taka)	Remarks
2000	1st class Mater/Driver-3900 2nd class Master / Driver-3100 Engine-1600 Gezer- 1500 Labor-1350	1st class Mater/Drive -3100 2nd class Master /Driver -2800 Engine-1500 Gezer- 1400 Labor-1300	1st class Mater/Drive -3030 2nd class Master /Driver -2430 Engine-1600 Gezer- 1250 Labor-1100	Basic Salary
2004	1st class Mater/Driver-3900 2nd class Master / Driver-3100 Engine-1600 Gezer- 1500 Labor-1350	1st class Mater/Drive -3100 2nd class Master /Driver -2800 Engine-1500 Gezer- 1400 Labor-1300	1st class Mater/Drive -3030 2nd class Master /Driver -2430 Engine-1600 Gezer- 1250 Labor-1100	Basic Salary
2010	1st class Mater/Drive -6720 2nd class Master / Driver-5610 Engine-4110 Gezer- 3135 Labor-3000	1st class Mater/Drive -5890 2nd class Master / Driver-4785 Engine-3990 Gezer- 2775 Labor-2555	1st class Mater/Drive -5280 2nd class Master /Driver-4240 Engine-2890 Gezer- 2455 Labor-2190	

# Annex -2

**Table 2.1: District from which Sailors Came**

District	Frequency	Percent
Bagherhat/Bogura/ Borguna	10	6.5
Bogura	1	.6
Borguna	4	2.6
Borishal	2	1.3
Boyal Khali	1	.6
Chandpur	1	.6
Chittagong	27	17.5
Comilla	3	1.9
Cox's Bazar	1	.6
Feni	4	2.6
Foridpur	26	16.9
Gopalganj	7	4.5
Jessore	1	.6
Jhalokathi	3	1.9
Khulna	3	1.9
Kishorgonj	1	.6
Madaripur	3	1.9
Magura	6	3.9
Meherpur	1	.6
Norayil	30	19.5
Noyakhali	5	3.2
Pirojpur	11	7.1
Soriotpur	1	.6
Sunamgonj	1	.6
Vhola	1	.6
Total	154	100.0

# Annex -3

**Table: 3.1: How long does it take for you to obtain a condom from where you stay**

Response	Frequency	Percent
No Response	52	33.7
1 hour to one day	1	0.6
Don't know	15	23.1
No Response	1	0.6
Under 1 hour	85	55.1
Total	154	100.0

**Table: 3.2: Do you take condoms from Bangladesh when you go to India**

Response	Frequency	Percent
No Response	58	37.7
Buy in India	1	0.6
Do not use	47	31
Not fixed	3	1.9
Other specify	43	27.9
Take from Bangladesh	2	1.3
Total	154	100

**Table: 3.3: Places for sex with non-regular sex partner**

Places	Frequency	Percent
No response	130	84.4
Bangladesh Port	3	1.9
Dhaka	1	.6
Village	20	13.0
Total	154	100.0

**Table3.4: Position wise distribution of commercial sexual involvement (n=154)**

Position	Frequency	Percentage
Labor	12	52
Cook	2	8.7
Engine	2	8.7
Wheel	2	8.7
Driver	1	4.4
Master	4	17.5
Total	23	100

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