HAWKERS IN DHAKA: THEIR STRUGGLE FOR LIVELIHOODS AND FUNCTIONALITY OF THE CITY.

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Candidate Declaration

I hereby declare that this thesis has been prepared in partial fulfillment of the requirements for the degree of Master of Urban and Regional Planning (MURP) at the Bangladesh University of Engineering and Technology, Dhaka and has not been submitted anywhere else for any other degree.

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Abstract

In developing countries, some 70% of the potential working population earns their living in the informal sector (http://en.wikipedia.org/wiki/Informal_sector). They would define this economy or sector in other words: not in what it is not, but what it is: the only way to earn a living for people who are self-employed outside the formal economy and not on anyone's payroll. Most of them live and work in this sector not because it is their wish or choice, but because they have no other chance and consider it the only means of livelihood. Hawking as a profession is considered as an informal activity and a street hawker have to face constant harassment from the authorities as well as political leaders. Bangladesh is a over populated, underdeveloped and natural disaster prone country where illiteracy rate is very high. Also poverty compels a huge number of people to migrate to the big cities especially Dhaka city in search better job opportunity. Other reasons are flood, river erosion, landlessness, social and political conflicts, etc.

Hawkers occupy footpaths to conduct their business; sometimes they also occupy a part of the vehicular street. This creates problems for pedestrians who are forced to use the vehicular street to travel from one place to another. On the other hand, this also seriously hinders the flow of vehicular traffic by creating congestion, delay in reaching destinations, loss of valuable time and money. According to the Strategic Transport Planning (STP), Dhaka Metropolitan City has around 388 km of footpaths for the smooth movement of city dwellers. Out of these, the hawkers occupy over around 155 km of the footpaths which is about 40% of total footpath. The services of the hawkers can not be ignored since a large number of people depend on their services. On the other hand they have created employment for themselves without the help of the Government. The aim of this thesis is to show how the hawkers in their struggle for livelihoods and how they put up hindrance to the functionality of the city. Despite repeated evictions, the authorities have failed to stop their activities. This thesis also intends to investigate why it happen so.
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Abbreviations

ADP=Annual Development Plan
BRTA= Bangladesh Road Transport Authority
BIDS= Bangladesh Institute of Development Studies
CBO= Community Based Organization
CUS= Centre for Urban Studies
DHPT= Department of hawkers and petty traders (DHPT) (Malaysia)
DMDP=Dhaka Metropolitan Development Plan
DAP=Detailed Area Plan
DCC=Dhaka City Corporation
DMP= Dhaka Metropolitan Police
HUP =Hawker Centers Upgrading Program
LGED=Local Government and Engineering Department
MoU = Memorandum of understanding
NASVI =National Alliance of Street Vendors in India
NEA= National Environment Agency
NCB=Nationalized Commercial Bank
NGO=Non Government Organization
NAM= Non-Alignment Movement
PRSP=Poverty Reduction Strategy Paper
RMG=Ready made garments
RAJUK= Rajdhani Unnayan Katripakka
UNDP=United Nation Development Plan
Chapter 1: Introduction

1.1 Statement of the problem

The population of Dhaka was approximately 12 million in 2006 (Choudhury, 2007) and it has been growing at a rate of 4.2% per annum (Mc.Gee & Terry, 2006). It is estimated that approximately half of the population of Dhaka lives on less than US $1 a day and urbanization rate is approximately 6% (World Bank, 2006). Landlessness, natural calamities, river erosion and lack of income earning opportunities push the rural poor to the urban areas. In the city they however do not get any decent homes or jobs. In this case, they resort to live in squatter settlements and adopt informal sector jobs such as hawking or rickshaw plying as the general means of livelihoods. Generally, hawkers prefer places where pedestrian flows are quite high, such as; bus stands, important road intersections, busy footpaths, near hospitals, schools, offices, large shopping centers, etc. They can sell commodities at a cheap rate because they do not have to bear any overhead charges.

Hawkers occupy footpaths to conduct their business; sometimes they also occupy part of the vehicular street. This creates problems for pedestrians who are forced to use the vehicular street to travel from one place to another. On the other hand, this also seriously hinders the flow of vehicular traffic by creating congestion, delay in reaching destinations, loss of valuable time and money. Such problems are evident in most parts of the city where hawkers conduct businesses and this creates obstruction to the functionality of the city.

Generally, hawkers prefer places where pedestrian flows are quite high. They select these place because of three reasons; i) regular flow of large number of people, who are the prospective buyers ii) buyers are unwilling to travel long distances to buy their goods, iii) people come to these places for various reasons.

The hawkers play significant role by providing necessary commodities for daily uses. They can sell these items at a cheap rate because they do not have to pay any overhead cost such as shop rent, electricity, gas or water bills or any taxes to the government. But they have to pay significant portion of their profit to the local police or political person to conduct business in a preferable place. Even after all the problems they experience, they may sell necessary commodities such as; DVD, CD, Mobile cover, Mobile set and SIM, Flexi load, Electronics and mobile accessories, RMG, Glass, Fruits, Kitchen Ware, Bed cover, Shari, Spectacles, Towel, Juice, Baby dress, T-Shirt, Perfume, Dry food, Bags, Paper, Cigarette, Envelope and stamp, Cold Drinks, Cold Water, Net, etc. at a cheap rate. So low income and middle-income people benefit from street vending because at the prices offered. Beside this some mobile hawker also deliver vegetable or other necessary items to the consumer’s door, so the housewives need not to go market. This feature is very common in Dhaka.
In 2007 (from January 20 to February 12), when the Caretaker Government started demolishing illegal constructions, hawkers were evicted from pavements. It is estimated that because of this operation almost 100,000 vendors were out of business (Daily Star, 2007). A large part of the pavements where hawkers conducted their business are located in Gulistan, Paltan, Motijheel, Farmgate, New Market, Mirpur Road, Mirpur-1, Mirpur10, 11 and 12, Malibagh, Mouchak, Mohakhali and Khilgaon as well as other areas. All these pavements were over-crowed with hawkers. After evictions Government have designated only 11 locations for the hawkers but those place do not seem convenient to them. After a few months, the hawkers began to trek back to the footpaths and parts of the roads where they used to conduct businesses previously.

It is seen that although hawkers provide valuable services to the urban residents, but at the same time they create severe problems to the city life. Their services cannot be ignored since a large number of people depend on their services. So the decision maker and city planner have to give special attention to the hawker issue and rehabilitate them in preferable locations, so that they can perform their business smoothly with out creating any problem to functionality of the city.

The hawkers can not be ignored since they have created employment for themselves and others without the help of the Government, So repeated evictions failed to stop them from conducting businesses on the streets. This study will attempt to find out the services that the hawkers provide and the problems citizens face when hawkers are evicted. This study will also attempt to find out the problems that the hawkers pose to the functionality of the city in their struggle for livelihoods.

1.2 Background of the study

The city of Dhaka has a population of over 14 million today and it is estimated to be growing at 4.7% per annum. Of this population, it is estimated that 46.7 % are living in absolute poverty with about half this group is categorized as living in hard-core poverty. Landlessness, natural calamities, river erosion and lack of income earning opportunities, push the rural poor to urban areas indicating a process of urbanization of poverty. Hawking in the street is one of the most popular economic activities in the informal sector. In 2009, When the caretaker government started demolishing illegal constructions and evicting trades from footpath, the pavements became hawker-less automatically. It is assumed that because of this operation almost 100,000 vendors were out of business.
Map-1.1: Location preferred by hawkers.

Source: www.bdtradeinfo.com/bangladesh/dhakamap.asp
The Dhaka City Corporation (DCC) had 1838 km of roads and 388 km of pavements. A large part of these pavements are in Gulistan, Paltan, Motijheel, Farmgate, New Market, Mirpur Road, Mirpur-1, Mirpur10,11 and 12, Malibagh, Mouchak, Mohakhali and Khilgaon. All pavements were crowded with hawkers. Some of them did not occupy pavements rather they opened their stalls around offices and commercial places where they expected a large flow of customers. After eviction the roads and pavements were quiet and empty and the passers-by did not have any problem going to their destinations. This subtle method of eviction is a violation of all forms of human dignity and the fundamental rights of the poor. This form of “Urban Cleansing” can be compared only to ethnic cleansing. It was assumed that the hawkers faced various forms of deprivation and hardships. A detailed investigation into the lives of the hawkers after eviction was thus urgently needed.

1.3 Rationale of the study

According to the Dhaka City Corporation’s estimate there were around 90,000 street hawkers in the city, but in practice this figure is more than 300,000 (Islam. 2007). According to the five-year-long statistics of the Chainnamul Hawker Samity, the total number of hawkers in the country is 27 lakh and there are about 1.3 lakh in the urban areas, DCC stated that. The number of stationary hawkers on footpaths is 60,000 while there are around 70,000 seasonal hawkers. The Samity has around 60,000 members. Although hawking as a profession is considered as an illegal activity and the street vendors face constant harassment from the authorities as well as political leaders. It is true that hawkers or street vendors often take up most of the footpaths to display their products and goods contesting with the space designated for the pedestrian, but they provide the customers with reasonably priced products and serve the city dwellers according to their means. The vendors have to pay a sizeable part of their income as bribes in order to carry on their business. Every Government has tried to evict hawkers by force. The Government derives eviction activities with out any prior notice or hearing. During the last caretaker government (in 2007) illegal constructions were demolished and the pavements became hawker-less in a day. It is assumed that because of this operation almost 300,000 vendors were out of business and this statistics represents that consequently about 300,000 families were pushed to the brink of poverty with out any means of rehabilitation. Since hawking and vending could not be stopped even after repeated eviction, this required to be investigated adequately and measures taken accordingly. So it is essential to keep the city functional properly as well allow the vendors to conduct business. But there is no effective plan and policy regarding the street users in Bangladesh. This thesis intends to investigate all these and suggest measures so that the decisions makers, city development authority and governors can benefit from this thesis.
1.4 Objectives

The primary objective of this thesis is to investigate how the hawkers struggle for livelihoods and in their struggle how they put up hindrances to the functionality of the city.

The specific objectives are;

   i. To find out how the hawkers struggle for livelihoods,
   ii. In this endeavour what services they provide to the city dweller,
   iii. To find out how the hawkers put up hindrances to the functionality of the city (i.e. by occupying a large part of the street and obstructing the traffic flow).

1.5 Expected outcome

The hawkers provide various services to the city dwellers by providing commodities at a cheap rate and some times, also by bringing them to the buyer’s doorsteps. Since buyers do not have to go out to buy the things they want, this way, vehicular traffic flow is minimized and buyers/shoppers are saved from the hassle of going to the shopping centers. Traffic minimization also means improvement in the environment condition of the city. The hawker has employed themselves without any help from the state and their number is quite large. Thus, inspite of several eviction drives the hawkers could not be totally eradicated from the streets of the city. Their services are almost indispensable to the citizens, which induce the hawkers to appear on the city streets again and again. Dhaka City Corporation (DCC) has implemented 16 projects to rehabilitate hawkers within the last 23 years (Daily Ittefaq, 2007). This research intends to study the Government projects directed towards the rehabilitation of evicted hawkers and to find out to what extent they were successful. The findings will help to formulate policy, objectives and reforms to rehabilitate hawkers in a planned manner. Hawking is part of the economy in all countries.

1.6 Methodology

1.6.1 Conceptualization

Reconnaissance surveys were conducted in order to know the status of the hawkers in Dhaka and how they conduct business. It was seen that, hawkers provide commodities at a cheap rate to the city dwellers; which makes them popular. On the other hand, they occupy a major portion of the street and obstruct the smooth flow of the traffic, create congestion etc. During conducting a business a hawker need minimum 2feet X 2feet=4 square feet road/footpath space. In Dhaka city there are about 3,00,000 hawkers, so they need 3,00,000 X 4=12,00,000 square feet space. If each of the hawkers has 3 customers at once they require minimum 1.5 feet X 1.5 feet= 2.25 square feet road/footpath space that means the customer
of a hawker occupies 2.25 X 3=6.75 square feet of road space. So in an average hawker occupy at least 12,00,000 X 6.75=81,00,000 square feet =9,00,000 square yard=.29 square mile road space per minute. If they conduct business for 10 hours at the day time they will occupy .29 X 10 X 60=174.00 square mile a day. This statistics are alarming to us but our government and city authority are ignoring this fact. But this alarming fact has been totally ignored in the DAP and DMDP.

The proper functioning of the city is thus hampered by the hawkers in their attempt to create livelihoods for themselves and provide services to the citizens. Since the hawker can not be eliminated from the urban streets and the city dwellers face various problems when going to their respective destinations, the problem need to be looked from a more human perceptive. The aim of this thesis is to look at this perspective.

In order to conduct this research, relevant concepts and ideas need to be studied. In this regard, livelihoods, struggles to achieve livelihoods and functionality need to be studied. This aim to bring into focus the informal sector of the economy and consequently the concept of informality. The strength/ weakness of the formal sector need to be highlighted, biding to discussion of the state, its national and local institutions and mechanisms of meaning the city, poverty alleviation and employment generation. This section is farther elaborated in chapter -two.

1.6.2 Study area selection

There are about 18 approved hawking points in Dhaka as specified by the Dhaka City Corporation (DCC 2007). For this thesis four important hawking points has been selected, their importance has been clarified in the following section. The hawking points include;

<table>
<thead>
<tr>
<th>Study area</th>
<th>No. of hawker</th>
</tr>
</thead>
<tbody>
<tr>
<td>i) Gulistan (Baitul Mukarram Link Road)</td>
<td>1000</td>
</tr>
<tr>
<td>ii) Farmgate Area (Indira Road Footpath)</td>
<td>1500</td>
</tr>
<tr>
<td>iii) New market</td>
<td>1033</td>
</tr>
<tr>
<td>iv) Gausia Market to Old Elephant Road</td>
<td>750</td>
</tr>
</tbody>
</table>

Map 1.2 : Study area

Source: www.bdtradeinfo.com/bangladesh/dhakamap.asp
1.6.3 Description of the study area

Four important location were taken for study; these includes; Gulistan, Farmgate, New Market and Gausia Market. Those four locations always swarm with hawkers and consists some of the most important areas of Dhaka.

1.6.3.1 Gulistan (Baitul Mokarram Link Road)

Gulistan is an important point located in city heart and ushered in the modernity to Dhaka as early as in late 1950s. Baitul Mukarram Link Road join the Purana Paltan Road and Gulistan Road and is situated beside the Bangabandhu National Stadium. Gulistan area used to be the hub of many business and newspaper office. About 1000 hawkers conduct their business here (Field Survey, 2008). First, there was Fulbaria Railway Station that was located just to the southwest of Gulistan only a walking distance away from the Gulistan Cinema hall. Second, the Government Secretariat is nearby located about one-third of a mile to the northwest. Third, the Dhaka University and High Court are also nearby barely a mile from there in the northwesterly direction. Fourth, even the Motijheel Commercial area was not fully developed than in the early 1950s, but it grew in the 1960s. Fifth, the Bangabandhu Stadium was only at a stone’s throw distance from it. The main features of hawking business in this area consist;

i) Majority hawkers are mobile.
ii) No stationary hawker has been seen here because, repeat eviction take place regularly.
iii) A mobile hawker can escape this place easily during eviction.
iv) About 85% hawker conduct business on van, three wheeler or tripod. (Source: Field Survey, 2008)
v) About 65% customer are service holder because of close proximity to Motijheel Commercial Area and Paltan Commercial Area. (Source: Field Survey, 2008)
vi) All of the hawkers are the owner of their shop so they have freedom on their mode of business.

1.6.3.2 Farmgate area (Indira Road Footpath)

Farmgate is one of the busiest locations of Dhaka, the capital of Bangladesh. It is in the mid point of Dhaka and road network is highly efficient from Farmgate to any part of the country. This area is densely populated. About 1500 hawkers conduct their business here (Source: Field Survey, 2008). The main characteristics of the hawking business of Farmgate area are as follows;

i) Most of the hawker sell green vegetables and seasonal fruits.
ii) Only 5% hawker sell RMG, toys, juice etc. (Source: Field Survey, 2008)
Most of the hawker are stationary and has been conducting business for a long time.

A massive eviction can hamper their business otherwise they can conduct their business peacefully.

Indira Road Footpath’s hawker market are more popular than Indira Road katcha bazaar to the housewives because of cheap prices.

Maximum customers are housewives of surrounding area, student of nearby private hostel and bus passengers.

1.6.3.3 New Market

New Market Shopping Complex was built in 1952-54 by the department of Construction and building (C&B) on 35 acres of land during the period Mr. Nurul Amin, the Chief Minister of East Pakistan. It is located in Azimpur East and close to Dhanmondhi Residential Area. The market area is triangular shape with three high arched gates leading to organized rows of shops for books and stationary, watches, clocks and spectacles, leather goods and travel kids, grocery items, clothes, jewellery, electrical equipments etc. and a few shops of tailoring, fast food, photography etc. There is continuous covered veranda in front of the shops. The market has total 468 shops. With the daily necessity items New Market boundaries also touch a complex of grocery shops and market for fish, meat, fruit and vegetables.

1.6.3.4 Gausia Market to Old Elephant Road

Gausia has a completely different identity today and is located at Nilkhet, adjacent to Mirpur road at south side and New Elephant road at the north. The Chandni Chalk Market is at left hand and Dhanmondhi Hawkers Market at the right side. Adjacent to the market there is a centre of retail shops for clothes, medicine, toiletries and sundries necessary for household purposes and a large cluster of shops that sale cosmetics, souvenirs, show pieces, utensils, light and electric items and makeshift furniture pieces. It is sandwiched between Dhaka University to the east, Mirpur Road and New Market to the west, and Elephant Road to the north.

New Market and Gausia Market are situated in close proximity and focal point of Dhaka city. So the main features of hawking business are almost same;

i) Those two hawking points are (New Market and Gausia Market ) are situated in front of two most popular market in Dhaka, “New Market Shopping Complex” and “Gausia Super Market”.

ii) Those two places has spatial norms and flavor which ladies prefer most and has special attraction to all age groups of women.

iii) Most of the buyer are housewives and student of nearby educational institutes like Dhaka university, BUET, Eden Girls College, Home Economics Girls College etc.
iv) About 45% shops are stationary and rests of 55% are mobile and the hawker conduct their business in baskets, tripods, vans etc.

v) The extra ordinary characteristics of the hawker in this two points is most of the hawkers are employees of a shop and they get salary on monthly basis.

vi) The hawking business depends on shopping hour of “New Market Shopping Complex” and “Gausia Super Market”. In holiday the hawking business also closed as well as shopping complex.

1.6.4 Data collection

1.6.4.1 Primary data collection

To achieve first objective some important information regarding hawker’s life style, socio-economic status, business, eviction, problems related to business, income, expenditure, livelihood and their specialty etc. has been directly collected from hawker through questionnaire survey. Questionnaire surveys were conducted among hawkers to know their opinion regarding hawking and the benefits they obtain. During the collection of some important information regarding continuation of business, harassment, threat, bribe and toll etc. they are not certainly provided. To fulfill the thesis requirement data has been collected from the head of Hawker’s Kallayan Samitte, hawker’s leader as well as some secondary source.

To achieve second and third objectives, both field observation and questionnaire survey has been conducted in those study areas. Types of hawking, mode of hawking and other some important information have been collected from direct field observation. Again socio economic status of buyers, their choice, why they prefer hawking and why the hawker are so important to the citizen, buyers satisfaction level etc. data has been collected from buyers through questionnaire survey.

It is obvious that some important solution and recommendation of hawking problems has also been come out through questionnaire survey among hawker and buyers. Interviews also helped to gather information as to whether the hawkers and also the buyers were aware of the problems they create. Observation notes, photograph etc. helped to support the assumption that hawkers actually obstructs and hinders functionality of the city. Photograph has been noted as a powerful tool to visualize the situation instead of elaborate writing.

1.6.4.1.1 Respondent selection

There are two types of hawkers in Dhaka city, i) stationary and ii) mobile hawker. Stationary hawker means who conduct business in one specific point, while mobile hawker means one who takes his commodities place to place. For this research, a survey conducted on only “stationary hawker” who was conducting their business in the selected study areas.
1.6.4.1.2 Sample size

In Dhaka there are about 300,000 hawkers (Islam, 2007), street vendors or small businessmen. If we take 5% of this population as sample, the number would be around 15000. Even if we take 1%, the number would be 3000. Both the sample sizes are too large for handling within the stipulated time frame. A total of 200 hawkers have been surveyed and about 50 hawkers have been selected from each area. Besides this, 100 buyers has been interviewed (25 from each area) to know their experiences and opinions about the hawkers.

1.6.4.1.3 Sampling technique

"Stratified Sampling" method has been followed for the selection of hawkers and buyers. In statistical surveys, when subpopulations within an overall population vary, it is advantageous to sample each subpopulation (stratum) independently. Stratification is the process of dividing members of the population into homogeneous subgroups before sampling. The strata should be mutually exclusive: every element in the population must be assigned to only one stratum. The strata should also be collectively exhaustive: no population element can be excluded.

This method is useful for such types of study. Because there are about 105 types of commodities are sold by the hawker in Dhaka city. (The new Age, july 23, 2009) To find out accurate feathers no other method may not be appropriate. So during questionnaire survey one hawker has been selected from every stratum. So that all types of hawkers (vegetable sellers, fruits seller, plastic materials sellers, book-magazine seller and so on) are represented in the data. This technique is also applied for the selection of buyer.

1.6.4.2 Secondary data collection

Relevant published information regarding the hawkers in Dhaka has been collected from different sources, eg.; Dhaka City Corporation, RAJUK, Centre for Urban Studies (CUS). Research reports, theses, newspapers, magazines etc. were also consulted.

1.7 Data analysis

Data has been analyzed with the help of SPSS (Statistical Package for Social Studies), Microsoft Excel etc. Some quantitative data has been analyzed through SPSS program to find ratio and frequency distribution of quantitative norms. All those data has been presented through tables and some of them have been presented with graphs using Microsoft Excel program. Besides this to illustrate contemporary state of the hawker in footpath and how they are hindrance the smooth flow of traffic hand sketch has been presented through Micro Soft Paint Brush program.
1.8 Scope of the study

The city of Dhaka has a population of over 14 million today and it is estimated to be growing at 4.7% per annum. Of this population, it is estimated that 46.7% are living in absolute poverty with about half this group categorized as living in hard-core poverty (Lankatillek, 2002). Landlessness, natural calamities, river erosion and lack of income earning opportunities push the rural poor to urban areas. In the city they however do not have decent homes or jobs. In this case, they resort to live on the footpaths and adopt hawking or rickshaw plying as means of livelihoods. There are about 18 sections hawking points in Dhaka city but this study has covered only 4 important hawking points in the Dhaka and this entails about 200 responds.

1.9 Limitation of the study

In this type of study, a lot of sectors need to be dealt with to have a clear view of the whole situation in the complex urban system. Again, it needs a lot of primary data collection that would ideally represent the scenario of development and conservation with in the study area. But a lot of limitations have crippled attempts to attain a detail level of precision. For the purpose of information regarding all types of shopping is necessary. But for the limitation of time, manpower and other practical reasons survey was conducted to collect information related to primary source. For secondary data collection, the study was bond to census data of 2001 or other statistical data & DCC information are 3 to 4 years old..
Chapter 2: Literature Review

The thesis is about hawkers in Dhaka, their struggles for livelihoods and how this struggle dysfunctionalizes the city. Before venturing to conduct the actual thesis there is need to understand the key words of thesis that is; hawkers, struggle, livelihoods, informality, functionality etc. and what meaning they hold for this particular thesis. This is necessary in order to drive into the depth of the problem for better analysis and bring out fruitful solutions.

2.1 Operational Definition

2.1.1 Hawker

In Bangladesh there is no policy for street vendors, thus definition of this term is compiled from different sources.

According to “National Policy for Urban Street Vendors in India 2004” a street vendor is broadly defined as a person who offers goods or services for sale to the public without having a permanent built up structure but with a temporary static structure or mobile stall (or head load). Street vendors may be stationary by occupying space on the pavements or other public/private areas, or may be mobile in the sense that they move from place to place carrying their wares on push carts or in cycles or baskets on their heads, or may sell their wares in moving bus etc. In this policy document, the term urban vendor is inclusive of both traders and service providers, stationary as well as mobile vendors and incorporates all other local/region specific terms used to describe them, such as, hawker, pteriwalla, rehri-patri walla, footpath dukandars, sidewalk traders, etc.

A hawker is an individual who sells wares by occupying footpath and streets or by carrying them through the streets. The person's ordinary methods of attracting attention include addressing the public, using placards, labels, and signs, or displaying merchandise in a public place. A hawker is also called peddler and defined as a retail dealer who brings goods from place to place, exhibiting them for sale.

An individual is ordinarily considered to be a peddler in the legal sense if he or she does not have a fixed place of conducting business, but regularly carries the goods for sale with him/herself. The wares must be offered for immediate sale and delivery and must be sold to customers as opposed to dealers who sell such wares. The goods may be bartered rather than sold for cash.
2.1.2 Livelihood

The term 'livelihood' was first used as a development concept in the early 1990s. Chambers and Conway (1991) defined a sustainable livelihood as follows:

A livelihood comprises people, their capabilities and their means of living, including food, income and assets. Tangible assets are resources and stores, and intangible assets are claims and access. A livelihood is environmentally sustainable when it maintains or enhances the local and global assets in which livelihoods depend, and has net beneficial effects on other livelihoods. A livelihood is socially sustainable which can cope with and recover from stress and shocks, and provide for future generations.

Adequate and secure livelihoods emerge as a central concern to poor people’s well-being. In rural areas much hardship is linked to reduced access to land, bad soils, adverse weather, lack of fertilizer and other inputs, deficiencies of transport and marketing, and overexploitation of common resources such as fish, agriculture, farming and forests. In both countryside and cities, people speak of lack of permanent employment and reliance on badly paid and unreliable casual labor and petty trades. Participants also frequently mention harassment and corruption from officials as well as mistreatment from employers and having no recourse to redress grievances.

To cope with such precarious livelihood conditions, poor people often struggle to diversify their sources of income and food. They migrated from rural to urban area and engaged in informal activities such as rickshaw pulling, hawking, day laboring, made or male servant etc. In most of the common cases they hunt down temporary jobs and sell an endless variety of goods on the streets.

Many poor people do not have enough credit to invest for formal job or business and very few have access to formal credit and savings services. With opportunities so limited, many are driven and drawn into livelihood activities that are to various degrees dangerous, illegal, and antisocial, including theft, drug dealing and sex work, trade in women and children, and child labor. This situation is very critical and obvious in our country.

2.1.2 Functionality

Functionality related to the utility/goal of a property and it means the quality or state of being functional. In this thesis functionality means functionality of the Dhaka city in terms of smooth communication, transportation, cleanliness, hygiene, traffic flow, footpath, road intersection, pavement, parking place etc.
2.1.3 Informality

According to dictionary informality means; without formality or ceremony; casual: an informal visit.

Or

Not according to the prescribed, official, or customary way or manner; irregular; unofficial: informal proceedings. (http://dictionary.reference.com/browse/informal)

The word informal are defined by governments, scholars, banks, etc. is the part of an economy that is not taxed, monitored by any form of government, or included in any gross national product (GNP), unlike the formal economy. In developing countries, some 70% of the potential working population earns their living in the informal sector (http://en.wikipedia.org/wiki/Informal_sector). They would define this economy or sector in other words: not in what it is not, but what it is: the only way to earn a living for people who are self-employed outside the formal economy and not on anyone's payroll. Most of them live and work in this sector not because it is their wish or choice, but because they have no chance to be hired by an employer from the formal sector except for a few hours or days, with no legal right to be hired again. In describing this sector, one should bear in mind that the informal economy is not a deviation of the formal economy, if only because all economic activities started informal and formed the basis from which the formal economy sprang, with firms and annual accounts, taxes, chambers of commerce, etc.

Informality means occupations like „casual work and petty trading”, activities that occur from shifting locations, without a permanent place of activity. informality more broadly about low-earning activities that are also low-productivity, indeed possibly with negative marginal product, i.e., „make work jobs” created not by the government by a social process, an urban version of surplus labor. The informal sector, and within this sector the role of street vendors, is an economically significant one.

The informal sector is an integral and necessary part of the urban economy as it exists today – not just for itself but also for the „formal” economy of the city, in both services and manufacturing. Urban policies, however, either tend to ignore the needs of the sector or worse, try to uproot it in an ineffective and often dysfunctional effort to implement formal guidelines. In doing so, they may be cutting the very branch they are sitting on, for the informal city is very much the functioning city. As investment into urban areas increases, interventions, especially in housing, transport and land use have the potential to affect the viability of informal economic activity negatively. This will affect not just the informal segment but also the rest of the city. A more thoughtful and inclusive urban policy with less focus on the formal and little more attention to functionality, will thus not only enhance equity but also growth.
2.1.4 Struggle

Struggle means; to make strenuous or violent efforts in the face of difficulties or opposition or: to proceed with difficulty or with great effort to make a living. A man has to struggle to make strenuous or violent efforts in the face of difficulties or opposition or with the problem.

Or,

Struggle refers a forceful or violent effort to get free of restraint or resist attack. To make strenuous or violent efforts in the face of difficulties or opposition

For this thesis struggle means attempt to gain foothold in the city through housing, job opportunities, education, healthcare etc.

Street vendors or hawkers provide services to the urban population while trying to earn a livelihood and it is the duty of the State to protect the right of this segment of population to earn their livelihood. The authorities forcibly evict informal sector activities in the name of urban order and cleanliness and in this circumstance the hawker has to fight with adverse situation, strove, poverty to live and feed his family.

2.2 Hawker in Asia

Lack of gainful employment coupled with poverty in rural areas has pushed people out of their villages in search of a better existence in the cities. These migrants do not possess the skills or the education to enable them to find better paid, secure employment in the formal sector and they have to settle for work in the informal sector. There is another section of the population in these countries which is forced to join the informal sector. They are workers who were earlier employed in the formal sector. They lost their jobs because of closures, down-sizing or mergers in the industries they worked in and they or their family members had to seek low-paid work in the informal sector in order to survive. The first category, namely low skilled rural migrants, exists in all countries of Asia but they are more prevalent in the poorer countries such as India, Bangladesh, Nepal, Cambodia and Vietnam. These countries did not have a strong industrial base and in the past too, the urban workforce was engaged mainly in the informal sector. The second category, namely, workers who were earlier in the formal sector, exists in countries such as Philippines, South Korea, Thailand, Malaysia, Indonesia and India The closure of several industries due to a variety of reasons – outsourcing of work to the informal sector, mergers of some of the corporations, downsizing of the production units, etc – has resulted in large scale unemployment in these countries.
2.2.1 Hawker in India

The total number of street vendors in India is estimated at around 1 crore. Street vending as a profession has been in existence in India since time immemorial. However, their number has increased manifold in the recent years. According to one study Mumbai has the largest number of street vendors numbering around 250,000, while Delhi has around 200,000. Calcutta has more than 150,000 street vendors and Ahmedabad has around 100,000. Women constitute a large number of street vendors in almost every city. Some studies estimate that street vendors constitute approximately 2% of the population of a metropolis. India prepared National Policy for Urban Street Vendors 2004 (Annexe-4), the overarching objective was:

"Provide and promote a supportive environment for earning livelihoods to the Street vendors, as well as ensure absence of congestion and maintenance of hygiene in public spaces and streets."

i) Mumbai city (India)

Hawkers are part of the informal sector of Mumbai’s economy which, as early as 1991, accounted for two-thirds of the city’s employment. The sector offers ease of entry for low-skilled workers and use of traditional technologies but low returns. It tends to operate on streets, pavements and public spaces. Virtually all hawking takes place in unlicensed places. Two-thirds of it is on pavements and the remaining third on the carriageways of streets and roads. Licensed hawkers make up no more than six percent of the total.

ii) Kolkata (India)

In Kolkata there are more than 275,000 hawkers are continuing their business and in a study it was found that about 2 billion U.S dollars have been earned by those hawkers. Almost 80 percent of the pavements are encroached by hawkers and illegal settlers.

iii) Pune (India)

There are about 7,422 license holders in the city limits and over 20,000 unauthorized hawkers doing business. After a major hawker eviction in November 2007 the Pune Municipal Corporation (PMC) have take some initiatives to rehabilitate them. They have formulated 'Hawkers Rehabilitation Policy-2007', which has details of how and where the hawkers will be rehabilitated and what will be the priority. Pune is the first city in the country which is receiving a funding for hawker "Rehabilitation under the Jawaharlal Nehru National Renewal Mission". According to this policy three committees for effective implementation of the policy will be formatted.
2.2.2 Sri Lanka

Street vendors in Sri Lanka appear to be in a slightly better position than their counterparts in Bangladesh and India. Street vending in most urban areas is not totally illegal and vendors can ply their trade on the pavements by paying a daily tax to the municipal council. On closer look it has been observed that their fate is no different from street vendors in other countries. Despite gaining some legal recognition, vendors are evicted if the municipal council feels that they cause problems to the general public. According to Sevantha, there are 8,000 to 10,000 street vendors in Colombo and most of them are located in the formal city centres. They are from urban poor settlements and street vending is the only source of employment for these families. Women and children play active roles in this profession. The main problem facing street vendors is lack of security in their livelihood and lack of access to credit.

2.2.3 Bangkok (Thailand)

The most observable fact about Bangkok is its street vendors. Almost every street in this city has street vendors selling an array of items – clothes, curios, electronic items and a wide variety of cooked and raw food. The municipal authorities in Bangkok have demarcated sites where street vendors can operate. There are 287 such sites in the city. There are also 14 sites on private land. There are 407 sites where vendors conduct their business but these are unofficial areas. This means that the majority of street vendors in the city operate in sites that are unauthorized. Street vending is an important source of income for the urban poor.

2.2.4 Singapore

According to the reports of the hawkers” department of the government of Singapore, this must be the only country in the world where all street vendors are licensed. It is the duty of the hawkers” Department to check that there are no unlicensed hawkers and issue licenses to those wanting to hawk goods on the pavements. As in most south-east Asian countries, in Singapore too, food hawkers predominate. In 1971, a national program aimed at building food centers and markets to resettle licensed street food hawkers was taken up. The program provided basic stall facilities and services such as piped potable water, electricity and garbage collection and disposal. By 1996, all street hawkers had been completely resettled into food centers and markets. In 1988, there were 23,331 hawkers operating in 184 centers of which 18,878 were engaged in selling cooked food.

At present there are nearly 50,000 street vendors in this city-state. The Hawkers” Department plays an active role in ensuring that the hawkers keep their environment clean and do not place constraints on pedestrians.
i) Hawker Centers in Singapore

Street vendors were not allowed in Singapore when the city became more established for health reasons. Not wanting to lose any of the great eats that such vendors offered, the government organized them to congregate at "Hawker Centers" around the city and the Newton Hawker Centre is one of the first of such places.

There are currently 112 hawker centers across the island - with 107 managed by the National Environment Agency (NEA) and five by JTC. The hawker centers upgrading Program (HUP) was launched in 2001 to ensure that they remain relevant. They have bigger stalls, wider passageways, better ventilation, upgraded toilets and more seats for the customers.

2.2.5 Malaysia

2.2.5.1 Kuala Lumpur (Malaysia)

The significant feature about Malaysia is that it is one of the few countries in Asia that has given some form of recognition to street vendors. In 1990, Malaysia formulated the National Policy on hawkers. This is a comprehensive plan to tackle the social and economic problems associated with street vending. Its implementation includes the provision of funds to support credit schemes and training programs for street vendors to improve their facilities. The regulation and control of street vendors is under the department of hawkers and petty traders (DHPT) established in 1986. The objectives of the department include the development, modernization and management of the street vendors in line with the objective of making Kuala Lumpur a clean, healthy and beautiful city for the local people and tourists. As in the case of the other south-east Asian countries, the number of street vendors in Kuala Lumpur has risen sharply since the Asian financial crisis. According to DHPT the number of licensed street vendors rose by 30 per cent between 1990 and 2000. The total number of licensed street vendors in 2000 was nearly 35,000.
Photograph-2.2: Hawkers operating in places that are not suitable for hawking.

Photograph-2.3: Two hawkers are showing their required area for continuing their business.

**i) Puchong (Malaysia)**

The growing township of Puchong is fast making a name for itself as an unusual food promenade featuring mobile hawker vans turning one whole road into a sort of night food mall. The assembly of mobile hawker stalls gives the area a sort of „Food Carnival” atmosphere with all sorts of mouth-watering hawker dishes with exotic names.

Photograph-2.4: The hawkers set up their mobile stalls after 5pm and the road is soon packed.
The hawker vans, parked just opposite the construction site of the IOI Boulevard, are attracting a steady stream of customers, many coming from outside the township.

Photograpg-2.5: The hawkers even bring their own tables and chairs for their customers.

Each day, at about 5pm, the vans arrive and occupy the parking lots. Some private vehicle owners who do not remove their cars in time will find their cars sandwiched between the vans.

2.2.6 Manila (Philippines)

Like Kuala Lumpur, Manila (comprising seven municipalities) has devised some plans for street vendors. The metropolis’ business promotion and development office has a division known as the hawkers permit services. This division was created by city ordinance No 79-2 to receive, process, review and analyze applications for street vending. It has inspectors who are expected to regulate street trade and collect daily fees from regular (licensed) and other street vendors.14 The object it appears is increase revenue of the municipalities. In 2001 the Philippines government took a decision to legalize street vending. The government decided to issue them identity cards and allow them to ply their trade in certain areas. This move was taken to protect and uphold the rights of the informal sector. A memorandum of understanding (MoU) was signed by the department of interior and local government, department of labour, department of trade and industry and the league of provinces. According to the MoU, city and municipal governments should designate markets, vacant areas near markets, public parks and side streets as certified places.

2.2.7 Hanoi(Vietnam)

Street vendors play an important role in urban Vietnam’s commerce. They provide a variety of low priced goods and generate employment for a large number of people, especially
women. In the case of food vendors around 30 per cent are women. In 1989 the Vietnamese government adopted a law on protection of people’s health. A survey on food samples in Hanoi showed that 47 per cent were microbiologically unsafe. Within a few years the scene changed and 23.4 per cent of the food vendors had changed their unhygienic practices. This was done by regular surveillance of food vendors and by training them in hygienic practices. The government has adopted two practices for ensuring safer street food, namely, monitoring street food vendors through a licensing system and educating and training them on hygiene.

2.2.8 Cambodia

According to Urban Sector Group (USG), an NGO working among slum dwellers and workers in the informal sector, 95 per cent of all employment is in the informal sector and 80 per cent of the GDP is from this sector. Street vending is one of the important sources of employment for the urban poor in Cambodia, especially women. There is no estimate of the actual number of street vendors in Phnom Penh, the capital, or in the other towns. The data in this section is based on two studies conducted on women vendors. According to the USG study a majority of the street vendors in Phnom Penh (60 per cent) are in the age group 30 to 60 years and most of them (97 per cent) are women. These women represent the poor and they come from large families having 2 to 4 income earners.

2.2.9 Seoul (South Korea)

The government of South Korea, like most other governments in Asia, is insensitive to the problems of the urban poor. Street vendors and slum dwellers are under constant attack by the government. Another peculiar feature about Korea is that the government hires gangsters to evict street vendors and slum dwellers. According to the representative of Korean Economic and Political Weekly May 28-June 4, 2005 2262 Congress of Trade Unions (KCTU), the main federation of trade unions in Korea, 57 per cent of the workers are in the informal sector at present. This sector accounts for the earnings of 70 per cent of the women workers and 60 per cent of the male workers in the country. After the Asian financial crises the number of street vendors increased even more and at present Seoul has around 8,00,000 street vendors. Faced by constant harassment, the street vendors of Korea have formed a national alliance known as National Federation of Korean Street Vendors (NFKSV).

2.3 Hawker in New York

Despite the challenges to vending legally, about 5,000 licensed vendors operate legally in New York, joined by an estimated 5,000 additional unlicensed vendors selling everything from food to batteries to books to clothing. Vendors, offering both convenience and
affordable goods, have remained an iconic part of New York City street life. But vending is often opposed on three basic grounds;

1) Unfair competition with storefront-based establishments
2) Sidewalk congestion
3) Appropriateness or allowing vending.

Former Mayor of New York (Fiorello LaGuardia) summarized the appropriateness argument, stating that street vending is “a bad practice, unworthy of the reputation of this great City”.

2.4 African hawker

On the highways and byways of Johannesburg, Nairobi, Mogadishu, Dakar and other African towns and cities, they're the 'happy hawkers'--a cheerful, bustling throng of roadside traders from whom you can buy, or so the word on the street says, anything from the latest digital camera to a toothpick. Now the South African government wants to use 'Hawker-Power' to create more jobs and fight poverty. Best estimates say the South African informal sector turns over about R32bn each year, or about 10% of the country's retail trade.

2.5 Hawker in Bangladesh

The number of street vendors in Bangladesh is large. Dhaka is the capital of Bangladesh and also its largest city. According to the Dhaka City Corporation there are around 90,000 street vendors in this city. They operate mainly in Motijheel, Baitul Mukarram, Gulistan, Shahbagh and New Market Areas. Hawkers are considered an illegal trade and the they face
constant harassment from the authorities. The hawkers have to pay a sizeable part of their income as bribes in order to keep plying their trade. According to field survey hawkers in the New Market area pay taka 2,00,000 per month to a gang that shares the collection with the law-enforcement agency. Each vendor in this area pays around taka 200 a month to run their business. In other areas such as Baitul Mukarram, GPO and Purana Paltan vendors pay the police taka 5 daily to avoid harassment.

2.5.1 Types of hawkers and their characteristics

There are two types of hawkers in Dhaka city, I) Stationary hawker, II) Mobile hawker.

2.5.1.1 Stationary hawker

Stationary hawkers are those who sell items by locating in a specific place and they sell stationary items such as; cloths, dry foods, fruits, books, kitchenware, etc. Again food vendors are also stationary hawker and they sale following items; food and tea, fuchka and chotpoti, chaap, shwarma, badam (nuts), jhal muri, puri, chop, etc.

![Photograph-2.7: A stationary hawker](image)

2.5.1.2 Mobile hawker

A mobile hawker is a person, selling their goods door to door and a mobile shop operator sells goods from a vehicle on the road. They normally sell; vegetables, magazine, newspapers, fishes, chickens, seasonal fruits, etc.
2.6 History of hawker eviction in Bangladesh

After independence the first hawker eviction was occurred in 1975 form the Gulisthan area of Dhaka. In that time with the order of Bangabandhu Sheikh Mujibur Rahman, the President of Bangladesh of that period, three locations were fixed for rehabilitation of the street hawker of Dhaka city- Hazaribag, Kochukhet and Demra (*The Daily Ittefaq, 27 June, 2007*). Only few hundreds of hawkers were rehabilitated on those locations. A magistrate signed paper relating to rehabilitation was provided to each hawker.

But in mid December of 1978, the hawkers were evicted from rehabilitated locations and no location was selected as their rehabilitation location. After that eviction they started to gather on different places of this metropolitan city mainly in front of different markets and on the busiest points of the city.

Between 1989 and 1998 there were twenty massive demolitions carried out to evict hawkers in different places. During this period over 10,00,000 people were affected by the Government eviction. However, after returning to their place and rebuilding their houses the authorities evicted them again.

In 1989, DCC took decision to build multistoried shopping malls instead of the single storied malls on site of Fulbaria Hawkers Market, Adarsha Hawkers Market, Bangabazar Hawkers Market and Gulisthan Hawkers Market. The hawker from these market were rehabilitated in the Bangabazar Complex in a temporary basis on the condition that they after the construction of the multistoried market, they will leave the temporary place. But in reality, after getting possession in the newly constructed four-storied market called “Sundarban Super Market” replacing the Fulbaria hawkers market and Adarsha hawkers market in 1998, the hawkers did not leave the temporary space they were provided at Bangabazar Complex.
DCC then did not take any action against these hawkers. It is found under enquiry that 2,370 hawkers from the four above-mentioned markets were provided with temporary shops in the Bangabazar Complex (Prothom Alo, 20 May 07).

Another hawker eviction occurred in 1996. Hawkers are evicted before SAARC SUMMIT in October, 2005. Home ministry, Dhaka Metropolitan Police (DMP) and Dhaka City Corporation (DCC) have jointly executed the task before the 13th SAARC Summit for November 12-13. (The Daily Star, 17.11.05). In March 2005, Dhaka City Corporation (DCC) evicted hawkers from Nilkhet.

### 2.7 Hawker eviction in Dhaka city in 2007

Since the 5th caretaker government came to power in January 2007, a virulent movement against all sorts of irregularities and corruption has been going on. One of the very first things they did was to evict the hundreds of hawkers and vendors who had been reigning supreme on almost all of the city’s major and minor thoroughfares. Some people were all praise for this move, while others thought it was cruel attempt.

The Caretaker Government evicted hawkers from the streets and footpaths in Dhaka and elsewhere of the country in January, 2007. This year as part of freeing the footpaths for pedestrians and reclaiming the government lands from illegal occupation. The people have expressed mixed reactions to the government’s drive to evict street-side hawkers and peddlers and make the pavements free so that pedestrians can walk freely and no longer have to endanger their lives by using the roads. Vehicular movement has become easier after the eviction of peddlers who thronged the footpaths. People from all walks of life have expressed satisfaction over the drive, but the hawkers are disappointed as they can no longer do business to earn enough money to feed their families. During the eviction drive over one-lakh hawkers and small vendors became jobless in the Dhaka city.

### 2.8 Perception and views of some professional who are working for hawker

Literature on different aspect of hawker in Bangladesh is very limited at present. It is necessary to grow up a wide concept of different issues that was very much relevant with the present research topic. So far no worthy work has been done particularly in this field. However, an attempt has been made here to review relevant research paper, unpublished thesis, articles of journals, website publications, etc. which focus on the issue related to hawkers in Dhaka.

Professor Dr. Mahbub Ullah of Dhaka University speaks about the economic consideration of hawker livelihood on his article styled “The Hawker of footpath and Slum Issue and its
Realistic Solution” in a Bangla newspaper “Daily Ittefaq ” on 19 March,2007. He also said that the Government has right to evict hawker from footpath to avoid the congestion of road, traffic jam etc. But approximately one million populations are directly or indirectly related with this profession. So eviction of hawker market will render a large number of people jobless. Then they will be engaged in some antisocial activities which is harmful and threaten space of the city and country. That means to eradicate a little problem government are creating a larger problem.

Professor Nazrul Islam (Dhaka University, Dept of Geography.) has given some important proposal to rehabilitate hawker in Dhaka city and eradicate problem that are created by the hawker. He speak that some hawker want to stay in a particular place with his commodities, so he need place and city have to provide location to continue their business. He thinks that if there were enough market in Dhaka city for the hawker than the problem would be reduced and they may not hindrance to the functionality to the city. He proposed that we have to make one hawker marker after every 200 yard in the city , because they have a great demand in the citizen. He also proposed an alternative that is temporary market of the hawker or “Holiday market”.

Md. Sofi Ullah in the journal of Oriental Geographer, 40 (1&2), 1996 has stated the socio-economic economic aspects of hawker in his article titled “Socio-economic aspects of hawkers and their activities in Dhaka city”. According to his research hawking is a major section of informal sector in Dhaka city. Hawking is common in all third world and even some western countries. Hawkers play an important role in the urban economy, as they support them selves and their families and also offer services to many citizens of Dhaka. Bangladesh Urban Sector National Program Document had made a recommendation to this effect (GOB-UNDP 1994). Effort should be made to implement the recommendations of the program.
Chapter 3: Hawker in the City and Buyer’s Preference

Hawking profession is not only a source of employment but provide „affordable” services to the majority of urban population. From the ancient period the hawking culture was prevail and now going on as well as underdeveloped country and developed countries. The role played by the hawkers in the economy as also in the society needs to be given due credit but they are considered as unlawful entities and are subjected to continuous harassment by police and civic authorities. If properly regulated according to the exigency of the circumstances, the small traders on the side walks can considerably add to the comfort and convenience of the general public. An ordinary person, not very affluent, while hurrying towards his home after a day’s work can pick up required materials without going out of his way to find a regular market. Hawker takes advantage of this and occupies space along the buyer’s travel path.

Hawker becomes part of the urban society and urban economy. They reach the consumers doors with their services and goods. Citizen also depends on them for their daily necessity items from food item to shoes repair shoes. In this way they become favorite person to the citizens and as a self employed worker they also contributing to the local and national economy. This chapter contains varieties of items that the hawkers sell, how they conduct their business and in what mode they use to deliver items to customers. So citizen thoughts, perception, buyer’s demographics, economic, social status are also necessary to analyze. All those are discussed in detail in this chapter.

For this study four important hawking points of Dhaka has been selected, which includes;

- Gulistan (Baitul Mokarram Link Road)
- Farmgate Area (Indira Road Footpath)
- New Market
- Gausia Market to Old Elephant Road.

Every point has specific characteristics and top favorite to all of the citizen as well as whole Bangladesh. Different types of items are sold there according to demand of different classes of people. For example: Gulistan (Baitul Mokarram Link Road and Farmgate Area (Indira Road Footpath) are favorite places of service holder and students. But New Market & Gausia has a special attraction for the women and housewives. In this study it is observe that in Gulistan (Baitul Mokarram Link Road) and Farmgate Area about 57% people are Service holder (Office going) and 31% are students. In New Market & Gausia about 80% buyers are women (include; housewives, students, young girls, teenage girls, elderly women etc.). So it can be easily said that every point has specialty and business variation.
3.1 Item sold by the hawker in four important hawking points

3.1.1 Gulistan (Baitul Mokarram Link Road)

DVD, CD, Mobile cover, Mobile set and SIM, Flexi load, Electronics and mobile accessories, RMG, Glass, Fruits, Kitchen Ware, Bed cover, Shari, Spectacles, Towel, Juice, Baby dress, T-Shirt, Perfume, Dry food, Bags, Paper, Cigarette, Envelop and stamp, Cold Drinks, Cold Water, Net ,etc.

3.1.2 Farmgate Area (Indira Road Footpath)

Shirt-trousers, RMG, bucket, Belt, Under garments, Cap, Towel, Sun glass, Spectacles, Baby dress, Baby trousers, Cigarette, Punjabi, Newspaper, Tea, Dry food, Cigarette, Bed cover, Net, Oil cloth, Longi – Gamcha, Towel, Stationery items, etc.

3.1.3 New Market

- **In side of New market compound**

  Books, Chocolate, Fruits, Carpet, Door mats. Perfume, Flower, Kitchen ware, Cutleries, Poster, dolls, Cigarette, Perfume ,jewelry, Comb, lace, Cards, pen & stationery, Sun glass .Spectacles, Tissue, Cheese, Drinking water etc.

- **Out side of New market compound**

  Newspaper, Books, Toys, Fruits, Perfume , Jewelry, Comb, Plastic materials, Baby dress, Shari, Bag, Cassette , CD, Glass, Plate, Cigarette, Mirror, Sun glass , Spectacles, Cloth and dress for young woman, Shoes etc.

3.1.4 Gausia Market to Old Elephant Road

Scandal/shoes, Baby dress, Perfume & jewelry, Comb, lace, fruits, Carpet, Shocks, Towel, Shari, Seasonal fruits, Toys, Sun glass & Spectacles, Kitchen ware, Kitchen cutleries etc.
3.2 Mode of hawking

Different types of goods and services are provided by both the mobile and stationary hawker. They also use different types of vehicle to carry their items to consumer end. Again some of them have duel character to continuing their business and change their mode in different season or different occasion. During field survey it has been observed there are few hawker who can sit in a same site or location to sale their item but most of them are mobile and rapidly change their business site. There is also interruption of political leaders or local terrorist which force them to change their site. Again some hawker may change their items according to season and festivals. For example; demand for some specific item increases or decreases according to season. So hawkers are also change their business policy and invest money to sale new items to fulfill public demand. For example;

- In Summer - fruit juice, cold drinks etc.
- In Winter- woolen cloth.
- Eid/Pooja- RMG.
- Ramadan- iftary items.

A mobile food vendor or a seasonal fruit seller may be work as stationary hawker in front of shopping mall or a busy road intersection during particular season according to availability of fruits. Again during Eid or Pooja the hawker sale colorful dress, shari, shoes in accessible and over populated places. In Dhaka, there are various types of hawker and they also use various modes to continuing their business. Some of them are discussed bellow:

Sketch-3.1: Different mode of hawking

Source: [http://www.igg.org.uk/gansg/00-opp/trade-st.htm](http://www.igg.org.uk/gansg/00-opp/trade-st.htm) top
3.2.1 Traders on foot

The simplest traveling hawkers carried their items in a bag or in a basket (Jhuri), which they carried in a piece of cloth slung over their backs and would spread out their wares to whoever beckoned them. This included traveling hawkers who sold beauty accessories for women and children. Some barbers carried their equipment in an old briefcase-style case and traveled around shouting their services. The tinsmith similarly traveled from door to door to repair cooking utensils.

Photograph -3.1: A mobile hawker

Traveling roadside entertainers such as snake charmers and monkey trainers made their animals perform shows along the street for money. For better support, others carried their wares on a bamboo stick which was balanced over their shoulders. Traveling hawkers like the almanac seller strung all his almanacs along the bamboo stick. On other occasions, the bamboo stick had two large baskets on its either end into which all their goods were placed.

Equal amount of weight was placed on both sides of the bamboo stick. The traveling hawker then masterfully balanced this heavy stick with all its goods and carried them, at times even over large distances. Such traveling hawkers were usually food vendors. Others sold an assortment of things like canes, shoes, silk fabrics, jewellery, confectionery and curios of different kinds.

3.2.2 Basket carrying hawker

In Dhaka city, about 45% hawkers are basket carrying hawker. They carry their product or goods in a basket on their head or shoulder. They sell fruits, begs, toys, kitchen cutleries, fish, vegetables, spices, clothes, papers and magazine, CD & cassettes, books, scandal, pan-bidi, fruit mixture an dry food, pizza etc. They also sell from door to door and their accessibility is higher than any other hawker. They can go in every neighborhood, every plot and even every floor. Again during eviction period they get special facilities because they can run off with their bag and baggage at once with in a short time.
Photograph 3.2: A mobile hawker carrying wears in a basket.

They have no fair of damage of shop or any other temporary establishment. Again a stationary hawker (temporary shop) has to face a serious problem during eviction. Because in our country the authority or police man may not provide any previous notice or any kind of information regarding eviction for this reason the owner of temporary shop may face severe problem. They may not complete their task before eviction. Sufficient physical fitness is required for this task. Housewives are the main buyers of them. Moreover basket carrying is more profitable than any stationary hawker. Because they need not to pay any space rent or toll to the concerned authority. Again they may sell their products in lower price than a stationary hawker. So a large number of customers prefer to buy good from them. So this type of business is more profitable and more accessible. Again during eviction the stationary hawker’s shops may demolished by police man but the basket carrying hawker may quickly leave the place with his goods and continue their business in residential area and provide door to door services. They have not to spend a job less life. When the hawkers are permitted to sited in a particular premise than they return to their previous place.

Table 3.1: Number of basket carrying hawker in study area

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NO. OF RESPONDENTS (OUT OF 50)</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulistan</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>Farmgate Area</td>
<td>26</td>
<td>52</td>
</tr>
<tr>
<td>New Market</td>
<td>23</td>
<td>46</td>
</tr>
<tr>
<td>Gausia Market</td>
<td>15</td>
<td>30</td>
</tr>
</tbody>
</table>

3.2.3 Hawker in temporary shop

In the study area basically in Gausia, New Market there is some temporary structure of hawker shops. All those shops are made by bamboo, plastics shed, wooden bedstead, sticks, etc. In Gausia there are a series of shops under the flyover.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NO. OF RESPONDENTS (OUT OF 50)</th>
<th>PERCENTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulistan</td>
<td>27</td>
<td>54</td>
</tr>
<tr>
<td>Farmgate Area</td>
<td>19</td>
<td>38</td>
</tr>
<tr>
<td>New market</td>
<td>25</td>
<td>50</td>
</tr>
<tr>
<td>Gausia Market</td>
<td>34</td>
<td>68</td>
</tr>
</tbody>
</table>


Photograph 3.3: The temporary shops in Gausia.

3.2.4 Hawker in vehicles (pushing cart and van)

In Dhaka city some hawkers carry their product in push carts and carry it from door to door. In most cases they sell vegetables. Compact disk and cassettes, herbal past, RMG, seasonal fruits etc. 33% hawkers are of this type (Khandker, 2005). In residential area they can not reach each floor but they scrim and tried to make attention of dwellers of multistoried building. Now-a-day this mode of hawking has become most popular. There are two reasons beyond this:

i) Less energy required form the baskets carrying.
ii) It is easy to quickly leave the place during sudden eviction.

Photograph 3.4: A hawker selling his goods in vehicle.

3.3 Why the hawker are important for the citizen

Hawking is not an easy profession. The hawkers, especially those who deal with daily necessities, face huge risk. Through it does not require huge investment, space, experience but it requires much energy and a loud and attractive voice, sense of product choice and finally the trust of the customers in their honesty and quality of products. So, a hawker usually sells his product in the same area and creates his goodwill in the area. Especially those who sell fish, vegetables and other perishable products need to be highly trustworthy. Good is also required. They also have to fix or established a time of selling. They need considerable energy to carry their ware in all kinds of weather. For the city dweller hawker are very important become a demand of city life. Citizen prefers to buy things from hawker for the following reasons;

3.3.1 Shop from home

It is not possible for many housewives to go to market to buy daily necessity item. It is nearly impossible for a woman to shop in the bazars as they are always dirty and it is always difficult for a woman to go there alone. A hawker brings daily necessary items to housewives and provides door to door service. So, a housewives need not to go to outside of the house alone.

3.3.2 Helpful for office going men/women

Working women may buy their required item from hawker at footpath shop even she can buy her daily necessary items such as; vegetables, kitchen ware, kitchen cutleries etc. rather going to market. Going to market regularly is time consuming as well as a hassle for a working woman. Beside low and middle income group largely depend on hawker for their
clothing.
3.3.3 Cost effective

Street hawker provides goods at a low cost. Besides they have to compete with themselves and the big shopping mall to sell items at low cost. A hawker always tries to sell his items at nominal price, so that he can sell all of his items with in short time .customer also happy by obtaining their required items at low price.

3.3.4 Food Vendors

Food vendors are an important feature in the cities of Bangladesh. The street food industry provides employment to women and migrants with low educational background. The prices of street food are low and the urban poor benefit from this. Day laborers, rickshaw pullers, migrants from rural areas and the homeless depend on street food vendors for their nutrition. However, after taking unhygienic food people often fall ill.

A study conducted by the Intermediate Technology Development Group on food vendors in Bangladesh and Sri Lanka notes that as street vendors are in the informal sector, there is no systematic documentation of the number of street food vendors. Observations indicate that there are a substantive number of food vendors in the urban areas. Their ages range between 25 and 60 years with a majority being in the age group of 30-40 years. The study recorded the employment history of the food vendors and found that their previous involvement in several urban-based, irregular and low-paid activities that required hard manual labor pushed them into the street food business. These vendors do not always make much profit and they tend to move from one place to another to get better markets. The contribution of women to this trade is significant. Though women do not constitute a major section of food vendors in Dhaka, the male vendors depend on the women in their household for preparing the items for sale. The study notes that street food effectively meets the requirements of a large section of the economically active urban population. At the same time the vendors are frequently victimized by the police, public health institutions, local government authorities etc. They are also denied institutional credit facilities that could help them increase their income. They have to rely exclusively on social networks for running their business. (Economic and Political Weekly May 28-June 4, 2005.).

3.4 Why buyer prefer hawkers rather going to shopping mall

Actually there are various types of hawkers in Dhaka who sell various types of goods. But this study included only the hawkers who sell daily necessary item sitting on footpath in four important points.
3.4.1 Seasonal variation of items

In Dhaka city, a hawker may sell everything by carrying on his basket. It is very tough to make a list of goods that the hawker sells. It is not only through general list, but also the items according to the seasonal variations because some fruits are available in winter, which is not available in summer, again some cloths are demanded by the buyer in winter and some are in summer. So a hawker expands his business according to public need and seasonal variation. Depending on the extent of services people avail it. The following Table -3.3 shows the number of people buying goods from hawkers at different times.

Table 3.3: Purchasing frequency of buyer

<table>
<thead>
<tr>
<th>Item</th>
<th>Purchasing frequency status from hawker</th>
<th>Responds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Never</td>
<td>Occasionally</td>
</tr>
<tr>
<td>Seasonal fruits</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>Newspaper</td>
<td></td>
<td>44</td>
</tr>
<tr>
<td>Cloth and RMG</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td>Kitchen ware</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Plastic materials</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>Cassette and CD</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Shoes</td>
<td></td>
<td>70</td>
</tr>
</tbody>
</table>


3.4.2 Convenience services offered by the hawker to the city dwellers

During the survey on hawker it is found that in Dhaka city, hawker selling daily necessities offer a lot of advantages and conveniences to the urban dwellers.

3.4.3 Satisfactory services

The hawkers provided services to the citizen and the citizen are also satisfied their services in terms of price, variety and quality. During Field Survey it has been found that most of the people are moderately satisfied with the good supplied by the hawkers. Especially the housewives can choose daily necessary item from the hawker. In this survey it is observed that about 40% of the buyer of the study area is women. It is also mentionable that about 80% of the buyer of New Market and Gausia are women. Both the male and female buyers are happy with the hawking activities of this point. Prices are most of the times below market price.
3.4.4 Time saving

It is recognized that in Dhaka city most of the people are running a rat race to cope with city life. Here everybody has scarcity of time. People hardly get time for shopping at the market/bazars. Each family needs to make trips to Bazar at least two times a day, which requires at least one hour. In urban area one hour a day is valuable. Hawker save this time and help them to use this one-hour for other income generating activities or leisure related activities. In this situation hawkers are contributing a lot for reducing the need for time of shopping.

3.4.5 Economically viable

To some extent hawkers can save money of the urban dwellers. For competing with the shops of market/bazars and also with the other hawkers they offer their product at cheap prices. On the other hand they reduce the need to go to market/bazars. Making trips to bazars and hiring porter cost money and if these are required daily, a lot of money is spent in a month. Again one has to spend time and energy for shopping which can be used for other purpose or income generating activities. So, transportation cost for going to market/bazar is also saved. In this sense hawker can save money to the dweller.

3.4.6 Hassle eliminating

To buy any necessary item from bazar one should have to traverse the whole bazar and bargain. The bazar area is not nice place to visit. The whole area is usually filthy and noisy. Especially in the rainy season going to bazar area is a horrible experience. The shopper becomes tired after coming from the bazar and is unable to do anything for certain time. Beside this it is very difficult for a woman to buy daily necessary item from bazar. So she can pick any item she needed from the footpath shops or mobile hawker, who provide this service to her door.

3.4.7 Women can shop without going to markets

Going to the market/bazar is difficult for woman for due to social/religious reason. It is ironic that female member are involved in preparing the family meal but cannot participate in shopping. The housewives decide the menu of daily meal and they want the goods according to their choice. But they have to depend on the male members to do the shopping. So where hawker is available with similar goods as in the bazars, women member can easily participate day to day shopping. Housewives can easily choose the goods from the hawkers without going to the market/bazars.
3.4.8 **Trip reduction:**

Everyday every family needs to buy vegetables and grocery for nutrition and extensive food habit. It is obvious that every family need to go to markets at least 4 times of a week. It is really irritating and some times impossible for a working man/woman to go market daily or 4 days of a week. In this situation he/she can solve this problem in two ways;

I) After office hour he/she can buy vegetables and grocery on the way of home. He/She can buy necessary items from footpath or bus stand near by office or house.

II) Another option is to buy vegetables and grocery from mobile hawkers who are carrying their items on basket or push cart.

3.4.9 **Create employment opportunity to the young generation**

In our country unemployment problem has been considered as one of the main national problem. Hawker has created self employment opportunity with their own effort. Government has already failed to provide employment opportunity to large number of unskilled and almost illiterate people. In Dhaka city, there are almost 3 lakh hawkers are struggling with adverse situation to feed their family and try to sustain for their livelihood. Hawking is an income generating activities in urban area. It requires low investment and equipment but serves a huge number of people. People engaged in this profession may indulge with various unsocial activities.

3.4.10 **Helps in recycling**

Some hawkers exchanges their goods with recyclable waste materials. For example, they collect waste/ broken items of plastic, glass, ceramics, metals, newspaper, waste paper etc. In exchange for onion, garlic etc. It has not only positive impact on resource conservation but also reduce environmental pollution.

3.4.11 **Choice any good on the way from office to house**

Some people buy their daily food item or cloth or other materials on their way to office or back home. So they need not to make separate trip only for shopping purpose.

3.4.12 **Community services/ Door to Door services**

The communities services can be define as those facilities, which provide services to members of a community who live in a geographically contiguous area and share the major portion of daily transactions of sustenance need. Those services can be provided by either private sector or the public sector. But in practice the hawker provide some door to door
delivery service to a community or a residential area. Women can buy rice, fish, meat, milk, vegetables, oil, and sugar etc. daily necessary item at home. She need not to go to market or even depend on some one else to buy anything from market. In this sense the hawker play an important role to keep the city moving. Again they also provide good quality food and items. So the housewives easily trust them and buy goods from them.

### 3.4.13 Varieties of item

Varieties of items are often sold by the hawkers. They often have no choice but to buy from hawker whatever is available with one hawker. Generally the perishable bio products are bought from the hawker frequently, almost on a regular basis.

Some customer like hawker so that they get goods in cheap rate another customer opinion is they need not to go to market to buy item. Again some women said that hawker make their life easier and gainful. From the field survey it has been found that about 42% of customer believes that hawker save their money and about 35% customer said that hawker save their time also. Considering those entire issues hawker become popular character to the citizen.

The features of reason behind the choosing the hawking by the citizen are given below:

Table 3.4: Response of customer why they buy goods from hawkers

<table>
<thead>
<tr>
<th>Reason to buy goods from Hawkers</th>
<th>No. of respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Variation of items</td>
<td>25</td>
<td>9.765625</td>
</tr>
<tr>
<td>Satisfactory services</td>
<td>20</td>
<td>7.8125</td>
</tr>
<tr>
<td>Less Time consuming</td>
<td>35</td>
<td>13.67188</td>
</tr>
<tr>
<td>Money Saving</td>
<td>45</td>
<td>17.57813</td>
</tr>
<tr>
<td>Hassle eliminating</td>
<td>30</td>
<td>11.71875</td>
</tr>
<tr>
<td>Women can do the shopping without going to market</td>
<td>25</td>
<td>9.765625</td>
</tr>
<tr>
<td>Trip reduction</td>
<td>29</td>
<td>11.32813</td>
</tr>
<tr>
<td>Helps in recycling</td>
<td>12</td>
<td>4.6875</td>
</tr>
<tr>
<td>Choice any good on the way from office to house</td>
<td>25</td>
<td>9.765625</td>
</tr>
<tr>
<td>Community services/ Door to Door services</td>
<td>10</td>
<td>3.90625</td>
</tr>
</tbody>
</table>

Source: Field Survey, 2009
3.5 Buyer of the hawker’s market and their demographic status.

Hawkers try to attract different types of buyers to buy their commodities, though these are not very attractive and shiny like the products of shopping complexes. But they trade products which are daily needs. Generally, people from all strata of the society comes to hawker’s market to buy goods, but mainly low income and middle income people are the main customers of the hawker’s market who cannot afford to go to high rise – luxurious shopping complexes.

For this thesis 100 buyers has been interviewed (25 from each area) to know their experience, perceptions, ideas, thoughts and opinion about the hawkers.

3.5.1 Age and sex distribution of the buyer

In four different study area reflect four types of characteristics and having individual commercial flavor. New market and Gausia is basically shopping based area. These two points situated on the focal point of Dhaka. People from Dhaka University, BUET, Elephant road, Dhanmondi residential area, Puran Dhaka, Hazaribagh come here daily of two or three time weekly. They come here for shopping. Buyers of these two areas are women and university student. In Gulistan area most of the buyers are male and basically service holder. They work on the nearby Government or non-government organizations. In Farm gate area people of Indira road, Nam Quarter, Shahinbagh come here to buy their daily necessary item(s).

Table-3.5 : Age & sex distributions of buyers

<table>
<thead>
<tr>
<th>Sex</th>
<th>Age of the respondent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up to 20</td>
<td>21-30</td>
</tr>
<tr>
<td></td>
<td>Person</td>
<td>%</td>
</tr>
<tr>
<td>Male</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Female</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>18</td>
<td>18</td>
</tr>
</tbody>
</table>


The above table shows that about 54% buyers are male and 46% are female. Basically, New market and Gausia area about 80% buyers are young girls and house wives whose age limit are not more than 40 years. Again in New Market and Gusia area about 48% women are university student whose age limit is not more than 25 years. On average about 46% buyers
are women. They would like to buy bags, cosmetics, kitchen ware, fruits, *Jhall-Muri*, imitation jewelry, shoes, baby wares etc. In Farmgate area about 65% buyers are young man as well as student and 16% of them are service holder and 10% are women buyers who live adjacent area to Indira road. Again some people of NAM quarter and Mohammadpur come here to buy green vegetables. In Gulistan link road a big portion of buyers are service holders. On an average 32% of buyers are working on the adjoining area of Gulistan. It is also mentionable that about 20% buyer are young boy whose average age limit is not more than 20 years. They would like to buy mobile accessories and electronic goods, clothes, T-shirts.

3.5.2 Education

For this study it was conceived that income level of the buyer might have influence on the shopping from hawkers. In this respect another fact is true that income level of the people may depend on their educational qualification. Again educational status of the buyer might have an influence on shopping characteristics or Patten directly. So pattern of shopping from the hawkers can be influenced by both education and income level. Maximum Government and Non-Government service holders are highly educated. In the field survey it is found that about 30% buyers are HSC passed and 24% are SSC passed. In our society a comparatively female educational status are less than the male, so during the survey in two important points - New Market and Gausia most of the buyers are female so the educational status of the large portion of the buyer are HSC passed. Again in Gulistan area most of the buyer are third or fourth graded employee of Government or Non-Government organization so their educational qualification is also less than graduate level. Following Table -3.6 are showing the education status of the buyer of the Hawker’s market.

Table 3.6: Educational status of buyers

<table>
<thead>
<tr>
<th>Educational status</th>
<th>Location</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>New Market</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Below SSC</td>
<td>0</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>SSC</td>
<td>8</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>HSC</td>
<td>10</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>Graduate</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Masters</td>
<td>4</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The following figure showing the educational status of the buyer of four study area.

Graph 3.1: Educational status of buyers.

3.5.3 Occupation

Occupation of the customer is an important factor which influences buying and shopping incident from hawkers. It also influences the shopping characteristics and pattern but it direct influence on income status. Though in general it is conceived that educated persons are more economically solvent than the less educated person but in this study a mixed features has been observed. There is a relationship between education level and occupation. There is no limitation on the category of occupation because Dhaka city is the agglomeration of specialized people with diversified occupation and in the study areas are containing mixed characteristics. A large number of occupation of buyers are found during survey like; Small business, teacher, student, banker, service holder in multinational company, small business man, housewives, self employed etc. for the study purpose and make data easy for analysis and presentation, the occupations have been broadly classified into six categories like - Government Service holder, non-government service holder, unemployed, housewives, students etc. Following Table-3.7 is showing the occupational status of the buyer.

Table 3.7: Occupational status of the buyer

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Location</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>New Market</td>
<td>Gausia</td>
<td>Gulistan</td>
</tr>
<tr>
<td>Government Service</td>
<td>2</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>NGO-Service</td>
<td>2</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>Unemployed</td>
<td>-</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>Housewife</td>
<td>10</td>
<td>12</td>
<td>-</td>
</tr>
<tr>
<td>Business</td>
<td>4</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Student</td>
<td>6</td>
<td>8</td>
<td>-</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

The above figure is showing that the highest portions of buyers are housewives (about 28%) but this feature varies according to location. The second highest buyers are student who are about 26%. It is mentionable the a large portion (about 22%) buyer are Government service holder, who are basically 3rd or fourth grade employee, but only 6% buyer are NGO service holder. The main reason of these distinct features is the different of pay scale of government and non-government organization.

3.5.4 Monthly income

For this study monthly income consider as total monthly income of a buyer’s family. Basically in Hawker’s market a large portion of women buyers have no income of her own, she gets money from her husband or father. The same goes for the student buyers, who has no income of them own. By considering this entire factor for this study the income of family head or the total income of a family consider as monthly income. Household monthly income is the prime factor responsible for shopping pattern. In general, it is found that people do not like to tell about their actual income for various reasons. So in questionnaire survey actual data of their household income cannot be found. But people can say easily the information about their monthly expenditure. On the other hand expenditure is more important for the analytical purpose of this study. Moreover expenditure status of a household can represent the income status. Following table shows the income status of the buyer of four study area.
Table 3.8: Income level of buyers who shop at the four selected hawking points.

<table>
<thead>
<tr>
<th>Monthly Income (Taka)</th>
<th>Location</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>New market</td>
<td>Gausia</td>
<td>Gulistan</td>
</tr>
<tr>
<td>Less than 10000</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>10000-20000</td>
<td>6</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>20000-30000</td>
<td>4</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>30000-40000</td>
<td>4</td>
<td>16</td>
<td>10</td>
</tr>
<tr>
<td>Above 40000</td>
<td>10</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>


According to the Field Survey about 42% buyers earn more than 30000 taka monthly. For the perspective of this report it can be said that to meet their budget with a limited income people prefer to buy things from the hawkers. Besides this about 30% buyer has monthly income within the limit of 20,000 taka to 30,000 taka.

In Hawkers’ market it is also observed that the people who have monthly income more than 40000 taka may also buy goods from hawker. Basically in New market and Gausia area people come here by car and after completing important items from the interior market they also buy from footpath as they need. Following figure shows that the income distribution of four study area.

![Pie-Chart- 3.3: Income distribution of the buyer of the four study area.](image)

3.5.5 Residents

Both male and female customer of different age come to the hawker’s Market to buy goods according to their household demand. Housewives, working women, office going or person returning from office, Passer by, visitors, and travelers are the main customers of all those four points. During field survey it has been observed that without Farmgate area, in other three locations most of the people come from all over the city as well as out side of the city. It is mentionable that in new market and Gausia area people go there only for shopping
purpose. But this features is totally different in Gulistan link road, here people buy item while they passes through the link road. Following table showing the buyer’s residents in different location;

Table 3.9: Residence of buyers of Hawker’s Market.

<table>
<thead>
<tr>
<th>Study area</th>
<th>Buyers place of residence</th>
</tr>
</thead>
<tbody>
<tr>
<td>i) Gulistan</td>
<td>Lalbagh, Mirpur, Shayamoli, Paniotila, Postogola, Sarulia, Siddikbazar, Sutrapur, Zinzira, Puran palton, Purn Dhaka, Kadamtoli, Baili road, Jatrabari.</td>
</tr>
<tr>
<td>ii) Farmgate Area</td>
<td>Indira road, Mohammadpur, NAM quarter, 1-10 shewrapara, Monipuripara, Aagargaon, Kalabagan, Shahinbagh.</td>
</tr>
</tbody>
</table>


3.5.6 Frequency of shopping

There is relationship between frequency of shopping from Hawker’s market and Hawker eviction. If the hawkers are available in footpath or in bus stand or in front of shopping mall, people buy good from them after finishing their particular job or returning home. Again purchasing of good from hawker does not only depend on need or necessity of that particular good at home but also the price, discount or sale offer also attract people to buy items from the hawkers.

Table 3.10: Frequency distribution of customers

<table>
<thead>
<tr>
<th>Frequency to buy product</th>
<th>No. of respondents</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 day per week</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>2 day per week</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>3 or more day per week</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>1 day per month</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>2 day per month</td>
<td>18</td>
<td>18</td>
</tr>
<tr>
<td>Other</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

From the Table-3.10 it has been found that about 30% buyer come hawker market at least one day in month. About 18% buyer purchase goods from hawker market two times in a month. Again about 10% buyers come here at last 3 days per week to buy goods and services. Again there are some people who have no fix date to go to Hawker’s market. About 30% of the buyer used to buy item when they travel through footpath.

In New Market and Gausia area many women said that they come here at least one or two times of a month and bought item for that month. Basically they used to come here at first week of the month when they or their husband got salary.

### 3.6 Preferable time for shopping

People generally go to market or shopping at evening or at holiday. Form the survey it has been found that about 30% people like to go to market at evening after completing their all daily actives. About 30% respondent argued that they like to shopping on holiday. So on holiday afternoons the market place are over crowed with hawker and buyers. Following photograph is showing the overcrowded situation of Hawker’s Market.

![Photograph 3.5: Hawkers occupies footpath in front of Gausia.](image)

<table>
<thead>
<tr>
<th>Preferable time for shopping</th>
<th>Respondents</th>
<th>Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before Lunch Hour</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Afternoon</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>After office hour</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>Holiday</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>When necessary</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

3.7 Level of satisfaction of buyers

To examine the customer satisfaction level against the service that the hawker offered in the city; the level has been classified in three groups i) highly satisfied, ii) moderately satisfied and iii) not satisfied. But it is not applicable to all items and all level of people. Because a low or middle people who bought everything from hawker may be satisfied with the quality the quality of goods but not the middle and high income group may not satisfy the quality. Through the study it has been found that some high income group is suspicious about the quality of hawker’s product but they also buy goods from the footpath for their servants. Again some lower income group people always prefer to buy from the footpath because they have no capability to buy from a shopping mall. Again the satisfaction level may vary from spot to spot. In New Market area most of the buyer speaks highly about the quality and variety of the product and they are almost satisfied about the product. But the hawker in Gulistan variation of item is low and they only sale some specific item likes, clothes, DVD, CD, mobile cover, spectacles, towel, juice, baby dress, T-Shirt, perfume, dry food, paper, cigarette, envelop and stamp, cold drinks, cold water, net bags, pan biri, tea etc. It is also mentionable that in Farmgate and Gulistan areas maximum buyer are men and basically office going people. Again in New Market and Gausia area about 80% customers are mainly women. The hawkers also say that the most convenience place for them is New Market and Gausia area. Level of services can be measure by some particular aspect such as quality, quantity, behaviors, price, availability, accessibility of space, etc. The customer satisfaction level are discussed in brief with specific data, obtained from the field survey.

Table 3.12: Satisfaction level of the buyer in terms of various criterions.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Highly satisfied (Person)</th>
<th>Moderately satisfied (Person)</th>
<th>Not satisfied (person)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quality</td>
<td>16</td>
<td>24</td>
<td>60</td>
</tr>
<tr>
<td>Price</td>
<td>42</td>
<td>36</td>
<td>22</td>
</tr>
<tr>
<td>Variety</td>
<td>44</td>
<td>38</td>
<td>18</td>
</tr>
<tr>
<td>Time</td>
<td>21</td>
<td>47</td>
<td>32</td>
</tr>
<tr>
<td>Travel</td>
<td>24</td>
<td>46</td>
<td>30</td>
</tr>
<tr>
<td>Gathering</td>
<td>-</td>
<td>36</td>
<td>64</td>
</tr>
</tbody>
</table>


3.7.1 Level of satisfaction in terms of quality of products.

The citizen view regarding the satisfaction level of hawker services are varying according to item and income level. Through the survey it has been clear that high income group may not
be satisfied with the quality of the product of Hawker’s Market. They stated about the duplication and sub-standard product. Rather some stated that hawkers sale displayed item of good product but after coming home the buyer found that the product is substandard quality. It is general picture of Hawker’s market. Again Low or middle income group people who bought everything from Hawker may be satisfy from the quality. Some lower income group people always prefer to buy from the footpath because they have no capability to buy from a shopping mall. Again the satisfaction level pf different locations are varying according to citizen interest. In New market area most of the buyer (basically women) are satisfy about the quality and variety of the product.

![Pic-chart-3.4: Level of satisfaction with quality of products.](image)

16% of the people are highly satisfied, 24% are moderately satisfied and 60% are not satisfied with the quality of goods sale by hawker. Again some buyers have said that in respect of price they are satisfied with the quality. In this fact about 40% citizens are pleased with the quality. So it can be easily said that there is a proportional relation between the quality of good and price.

### 3.7.2 Level of satisfaction in terms of price

Normally hawker sale any item at a lower rate. For example; during it has been observed that an umbrella made by DOVE Company has been sold by hawker at a rate of 120 Taka per piece. But inside the New Market compound. So, during field survey maximum buyer has been agreed with these remarks. Some mentionable price distinction between in side (Hawker’s market) and outside (Shopping mall) is as follows.
Table 3.13: Price variation between shopping mall and footpath.

<table>
<thead>
<tr>
<th>Item</th>
<th>Price in Hawker’’Market (Tk)</th>
<th>Price in Shopping Mall (Tk)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mango (Per Kg.)</td>
<td>60</td>
<td>100-120</td>
</tr>
<tr>
<td>Liche (100 pieces)</td>
<td>200-220</td>
<td>300-310</td>
</tr>
<tr>
<td>Kitchen Grater (Miako Brand)</td>
<td>120</td>
<td>150</td>
</tr>
<tr>
<td>Cotton Cloth (Per yard)</td>
<td>35-40</td>
<td>50-60</td>
</tr>
<tr>
<td>Shoes (Slipper)</td>
<td>150</td>
<td>200</td>
</tr>
<tr>
<td>Spectacles</td>
<td>80-120</td>
<td>250</td>
</tr>
</tbody>
</table>


Pie-Chart- 3.5: Level of satisfaction in terms of price

42% of the people are highly satisfied, 36% are moderately satisfied and 22% are not satisfy with the price level of product or goods sale by hawker. In Dhaka city on an average about 78% people are more or less satisfied with the hawker service in terms of price.

3.7.3 Level of satisfaction in terms of variety

It has been saying that with out a car and house in Footpath one may get any item that he needed. Hawker’s markets are very fallible. The hawker imports any item according to public demand and season. So one can buy seasonal fruit & vegetables as well as winter cloth from the hawkers at footpath. During Eid or any national festivals” Like; 16th December, 21 February, Pohela Boushak, Pohela Falgun etc. hawker sell occasional dress with some specific confined color. Again the satisfaction level may vary place to place. In New Market area buyer are more satisfied with variety rather than other area like; Gulistan or Farmgate.
According to field survey about 44% of the people are highly satisfy, 38% are moderately satisfy and 18% are not satisfy with the variety of goods sale by Hawker.

3.7.4 Level of satisfaction in terms of time consumption

In Dhaka city it is very irritating and hassle to go to market or bazaar daily. Hawker makes this easy and simple. Some mobile hawker come at home with their product and sold it to the housewives. Again the head of the house may buy their necessary item on the way to home or office. These types of shopping save his time and money. About 21% of respondent are highly satisfied with service of hawker that they save their valuable time and 47% respondents are moderately satisfy with this issue.
3.7.5 Level of satisfaction in term of trip generation

People in Gulistan and Farmgate area generally complete their daily shopping from the nearby hawker market or mobile hawker. Basically the service holders are largely dependent on them. Again there are any woman service holders who have not a single time to buy food or other daily necessary item from the market or Bazar. So the women are largely depended on hawker on footpath and complete their shopping on the way to office or back to house. In Dhaka city this type of service holder are not so small. Although hawker create problem to pedestrian movement but about 46% citizen are moderately satisfy with the hawker service on footpath so that they can buy their necessary item at cheap rate. About 24% citizens are highly impressed and satisfied with this service because they do not have to go to bazar for their daily necessary item.

![Pie-Chart- 3.8: Level of satisfaction in term of travel](image)

3.7.6 Level of satisfaction in terms of gathering

Hawkers generally prefer the location where public gathering is high. During peak hour where the public concentration is high in such situation people fell irritating for hawker movement. Basically it becomes more problematic to the women. So about 64% of buyers are not satisfied in terms of gathering. Only 36% are moderately satisfied in terms of gathering.

![Pie-Chart- 3.9: Level of satisfaction in terms of gathering](image)
3.8 Type of problems the citizen face when hawker are evicted

Eviction of hawkers generates problems not only for hawkers but also for buyers. It changed the shopping pattern of buyers and make impact on their economy and social lifestyle. But the impact is not that much severe considering the impacts on the hawkers. Followings are some points to demonstrate the shopping pattern of the buyers before and after eviction.

3.8.1 Buyers were not well informed about new location

After any hawker eviction the city corporation fixes up some important location for the hawkers to conduct their business. In practice it has been observe that the new location is far from the locality and has not proper transport facilities. For this reason citizens are unwilling to go to Hawker’s market. The buyers were not well informed about the hawkers’ market at new point or the type of products or market time. All those make them more confused about hawker’s market.

3.8.2 Lack of confidence or insecurity to buy product

When people are used to buy any product from a market regularly, a reliable relationship has been established between the buyer and seller. In new location a buyers often felt insecure while purchasing or bargaining with the new or unknown hawkers.

3.8.3 Limited hawker’s market can not serve the whole citizen

Before eviction buyers used to go to the different hawkers’ market across the Dhaka city. But most of them went to hawkers markets at New Market, Gausia, Bangabazar, Paltan, Gulistan, etc. areas to meet their necessity. After the eviction, buyer’s choices came down into limited hawkers’ market, though government fixed very few points for the hawkers’ market. In such situation, buyers used to go the nearest hawkers’ market from their places/residence/home.

3.8.4 Interrupt easy access of hawker’s market

The new selected point is generally located in odd location that there are no traffic facilities or availability of rickshaw. So the buyers had to go to this market on foot or with a private car. But the main customers are low income people. So not all the car owners went to this market or people who do not have cars could not conveniently go there for shopping.
3.8.5 Buyer failed to find out desired product

The dwellers of Dhaka city used to go to the hawkers markets which were well known to them. In other words, before eviction they knew which hawkers market was popular for which type of products. But after eviction the total scenario had been changed as some of the popular locations of hawkers markets were demolished and new locations were selected in the city. These new locations are yet to attract customers with their particular type of products.

3.8.6 Direct impact on consumption of low income group

For the survey it was identified that this eviction had little impact on the shopping pattern of the general buyers. During this period the buyers managed their shopping. But some answered that if the situation would continue further then they might face problems of purchasing same products from the established markets. Especially the low income group would be affected more as they bought products from the hawkers markets in relatively small price which is much higher in the established markets.

3.8.7 Women are deprive from the service of hawker

Women customers are specially benefited from the service of hawker. When the Government evicts them with out any prior notice the customers cannot find the previous faithful hawker and the customers basically women customers cannot buy necessary item on her way of home. It becomes impossible on their part to travel long distance to get a particular product.

3.8.8 No temporary shed or structure for hawker at new place.

Government relocated hawkers in new places with out any building, shed or structures. So all the shops were remaining under the open sky on the footpath and there were no shed to protect them from sunlight and rain water. The hawkers have to do business under the open sky in the summer heat and drenching monsoon. They can not protect their product from damage.
3.8.9 Office return people may not buy necessary items

After eviction, footpaths were clear and hawker was relocated to new sites. People returning home from offices found it easier to walk home but they could not buy their necessary items from hawker. So functionality was attained by evicting the illegal occupies of the footpaths. People now have to travel extra distance to obtain a particular product from the market.
Chapter 4: Socio-Economic Condition of Hawkers in Dhaka

Now-a-days hawkers are part of urban life. Different types of hawker in urban area and various types of item they sell to the customers which were discussed in the previous chapter. During field observation it has been found that hawker in Dhaka sell various items which are obvious to the city dweller. About 108 types of (Field Survey, 2009) items are sell by hawker. They are interested to sit near busiest footpath, road intersection and the please where human concentration are high. People buy their daily necessary items as it is affordable. In previous chapter the buyer’s socio-economic condition and thoughts about hawker has been discussed.

In this chapter the demographic features of hawker has been discussed which will help to understand why and what state they take hawking as their means of livelihood. Their age and sex distribution will be indicate the importance of this profession to feed their family of 7/10 members. When a family of 10 member depends only on one earning person and when Government evict them with out previous notice in such condition how they live with poverty all those answer will be clarified in this chapter. When Government evict them the hawker and their entire family have to suffer a lot and have to struggle with strove and poverty. Nobody willing to choose hawking as means of livelihood violating Government law, but they are helpless. Due to poverty, unemployment, illiteracy and rural urban migration etc. make them to live in slum and take hawking or rickshaw pulling as means of livelihood. Due to poverty about 85% (Field Survey”2009) of hawker has been migrated different part of the country with empty hand. Since most of them are illiterate and limited literacy so they can not get any suitable job. The following section will provide the important information regarding socio-economic status of hawker and their family as well as their migrational status.

4.1 Demographic structure of hawker

4.1.1 Age sex structure

Different types of hawker were found during the survey in the four selected hawking points of Dhaka city. Not only men as well as women are also engaged with hawking profession, though they are few in number. During Field Survey it has been seen that a large number of young boys are involved in this profession. Some children hawkers are seen whose are engaged in this profession at the age of 8-12 years. All these children’s are work as subordinate of aged hawker. They specially work as mobile/ floating hawker. In New Market and Gausia, many children hawker are seen to sale kitchen cutleries, mineral water,
jewelries, bags, newspaper, fruits, pot holders etc. Some times the children hawkers are work with their father or brother as a helping hand.

For this thesis Field Survey was conducted on 200 (50 hawkers from each location) hawkers. Age and sex structure of sampled hawker are shown in the following table;

Table 4.1- Age and sex distributions of the hawkers

<table>
<thead>
<tr>
<th>Age of the respondent (Year)</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Person</td>
<td>%</td>
<td>Person</td>
</tr>
<tr>
<td>Less than 12</td>
<td>3</td>
<td>1.5</td>
<td>1</td>
</tr>
<tr>
<td>12-20</td>
<td>30</td>
<td>15</td>
<td>2</td>
</tr>
<tr>
<td>21-30</td>
<td>95</td>
<td>47.5</td>
<td>1</td>
</tr>
<tr>
<td>31-40</td>
<td>42</td>
<td>21</td>
<td>2</td>
</tr>
<tr>
<td>41-50</td>
<td>18</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>50 and above</td>
<td>5</td>
<td>2.5</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>193</td>
<td>96.5</td>
<td>7</td>
</tr>
</tbody>
</table>


Graph-4.1: Age and sex structure of hawkers

Though the hawking profession is mainly male dominated business but in Dhaka city about 3.5% women hawkers are doing their business. According to the Field Survey 96.5% hawkers are male. From the Table 4.1 it is found that, about 47.5% male hawker is in the age limit of 21-30 years. Another 21% male hawker is in the age limit of 30-40 years. It is also noteworthy that 1.5% hawkers are children, who are not more than 12 years old though but those types of hawkers are few in number. Again in Dhaka city there is some aged hawker whose ages are more than 50 years.
In New Market and Gausia, there are some young female hawkers. Normally they are mobile/ floating hawker and sale kitchen ware, mineral water, soft drinks, etc. In Gausia and Farmgate area there are some women who sale imitation jewelry. Basically they sit in front of girl’s college like; Eden College or Home Economics College gate, but after college hour they conduct business in front of shopping mall or in footpaths.

4.1.2 Family size

During Field Survey it has been found that the maximum hawker has extended family of 5 to 10 members. Following figure are showing that 66% hawkers in Dhaka city are maintaining a joint family and rest 34% come off from single family.

![Pie-chart-4.2: Family size of the hawker](image)

According to hawker’s statement there is some special advantage of residing with joint family. The advantages of joint family are as follows;

4.1.2.1 Living cost

In joint family a hawker can share a house of 2/3 rooms with his 5/7 family member. They can share bathroom, toilet, kitchen, etc. During Field Survey it has been observed that maximum extended family has more than one earning person and they live in slum or small tin shed building of two rooms. So they can pay house rent jointly and this minimize burden.

Most of the hawker has to pay more than 5000 taka to live in a small tin shed or semi pacca house. The following table shows monthly house rent pattern.
Table 4.2: Monthly house rent of hawker’s living place.

<table>
<thead>
<tr>
<th>Amount (Monthly) In taka</th>
<th>Type of house</th>
<th>No of respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>500-1000</td>
<td>Slum</td>
<td>52</td>
<td>26</td>
</tr>
<tr>
<td>1000-2000</td>
<td>Slum/Semi pacca</td>
<td>63</td>
<td>31.5</td>
</tr>
<tr>
<td>2000-3000</td>
<td>Tin shed house</td>
<td>53</td>
<td>26.5</td>
</tr>
<tr>
<td>3000-5000</td>
<td>Semi pacca building</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>5000-10000</td>
<td>Pacca house</td>
<td>14</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>


According to the Table 4.2 highest portion of hawker spend limited income ranging from 1000 to 2000 taka monthly in a slum or semi pacca house. Their living standard is also very poor. Only 16.5% hawker have at least semi pacca building and they spend 3000 to 5000 taka monthly.

4.1.2.2 Capital

In an extended family it is easy to get initial capital for starting a hawking business. In a joint family at least two persons are engaged in income generating activities, so their family income is high. In a family where there exists more than one earning person they can accumulate 20,000 taka to 30,000 taka as primary investment for hawking business.

4.1.2.3 Decision

In an extended family aged members can provide right decision to the young generation about income. So it becomes easier for a young person to take any decision regarding occupation.

4.1.2.4 Women participation

When there is a joint family of 8/10 members there are some people or aged women who can take care of children. So young women of the family can help their husband to conduct his business. Again some time she may operate a hawking business her-self.
4.1.2.5 Children participation

The children of 8-12 age groups can help hawking business with their elder like; parents or brother. These features are very obvious in food vending. In Dhaka city there are huge numbers of child who are engaged with selling chat-potti, pan-bidi or small food shop on van.
4.1.2.6 Risk factor

In a joint family everyone co-operate with their members who are engaged with hawking. When eviction take place and the hawker have no earning source than in joint family they can easily minimize their suffering rather than starve.

4.1.3 Educational status

In Dhaka city, about 33% hawkers are involved in their hawking business just after completing their secondary level education and 23 % hawker after SSC pass. About 21% hawkers have studied up to class five and some 3 % hawker are HSC or Graduates. Generally the aged and women hawker are illiterate. Rest of the hawkers are illiterate. Only 13% are able to read and write.

![Pie-Chart-4.3: Educational status of the hawker.](image)

4.2 Income and economic status of hawker

4.2.1 Reason behind choosing the profession

In our country a large number of the people are illiterate and unskilled labor force. So they can not get any suitable job apart from being engaged in agriculture. Again natural disasters often destroys all of their crops, lands, wealth etc and hamper their economic life. It is not easy for them to get any suitable job. For livelihood they migrate to the cities and search for suitable jobs for livelihood and settled in hawking occupation finding it as convenient one to maintain their lives. During the survey following reasons were identified as main consequences behind their involvement in hawking profession:
✓ This business requires small capital.
✓ The business can be carried out in any place (footpath, space in front of markets, etc.)
✓ No skill and professional experience required.
✓ Need not required high educational qualification.
✓ Since they invest small capital, if any dispute arise they can leave off this profession and take any other job as the means of livelihood like; rickshaw plying, day laborers etc.
✓ Even, the type of products of business can be changed easily.
✓ Seasonal products selling are more profitable.
✓ In most of the cases hawkers (who initially migrate to the city in search of employment) take help from their relatives or known persons who are already involved in this business.
✓ A good number of hawkers comment that they started their profession as helping hands of their relative hawkers and after gathering experiences they started their own hawking business.
✓ Some of them also stated that at first they involved themselves in low income generating activities like; rickshaw plying, day labor, garments worker or as a helping hand in a wholesale shop. When they are able to manage a small capital, they become engaged in hawking business which is considered as one of the most profitable business.
✓ Hawking business requires less physical labor and offers some freedom in conducting the business.

According to hawker”s opinions the reasons behind choosing hawking as a profession, are shown in Table 4.3.

Table 4.3: Reasons behind choosing hawking as a profession.

<table>
<thead>
<tr>
<th>Reasons behind choosing the profession</th>
<th>No of respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requires small capital</td>
<td>61</td>
<td>30.5</td>
</tr>
<tr>
<td>Need no previous experience</td>
<td>29</td>
<td>14.5</td>
</tr>
<tr>
<td>More profitable than any other business</td>
<td>45</td>
<td>22.5</td>
</tr>
<tr>
<td>Profession may change seasonally</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>Occupation can be switched easily</td>
<td>23</td>
<td>11</td>
</tr>
<tr>
<td>Required less physical labor</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>Cash flow of money</td>
<td>3</td>
<td>1.5</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>

Hawking business require small initial capital than any other business. So, about 30.5% hawkers choose this profession. Since the hawker are not highly educated and have no skill so about 23.5% hawker chose this profession because hawking business need not any prior experience or skill. Hawking is such type a job that hawkers can change occupation seasonally or for any other reasons. In the study area 11% hawkers choose this profession become this occupation can be changed easily.

According to hawker and buyer hawking is a lucrative business. They also have some own views and perception to be engaged in hawking business. Some of their views are discussed below;

- **Capital**

About 30.5% of hawkers believe hawking profession require small capital than the other business. To buy a shop in shopping mall a man need at least 5 to 8 lac taka before starting business. To buy product he need another 5 lac taka. So he need at least 10 to 11 lac taka which is impossible to the man who migrated from village with empty hand. To start another business like car business, clothes or RMG it will require more than 1 crore to 50 crore taka. A hawker can not ever imagine of doing this rather hawking or rickshaw pulling. So this profession is more convenient to them.

- **Experience of business**

Hawking require no prior skill or educational qualification to continue a business like; car business, clothes or RMG business. A merchandiser needs educational qualification as well as experience to conduct this business. An exporter and importer need communication skill and knowledge about export - import business. But in hawking business there is no need of previous experience. About 14.5% hawkers believe that in this profession there is no need of previous experience.

- **Profit**

In retail business the business man considers two issue to chose the item they want to sell;

1. Fast going product
2. Slow going product
According to salesmen perception, there are some product which have enormous demand to the customer or people use them rapidly, so all those product sold as fast as they bring close to consumer end. for example; raw and cooked food, vegetables, cigarette, tea etc. Again there are some product which can not sold with in a short time and consumer demand is limited so the retail seller are unwilling to sell them like; worm cloth in summer or foreign spice . In this case the capital of business men remain clogged for the time being. In hawking business every hawker wants to swift flow of capital all through market because when he is able to sell his entire product fast he can buy new product from the wholesale market and sell them. About 22.5% hawkers think that this profession is more profitable than any other business.

- **Seasonality of business**

During field observation it has been seen there are some hawker exist in Dhaka who sells no specific item. They changed their items according to season and occasion. During Eid and any national festivals they sale garments product, cloths etc. During summer they sale seasonal fruits and juice.

![Photograph 4.3: A seasonal hawker in Farmgate area.](image)

- **Physical labor**

Hawking profession require less physical labor than any other job like; rickshaw pulling, day laboring etc. 9% of hawker mention that since they are not enough young or have no physical strength to engaged another income generating activities, so they engaged in hawking business.
• **Flow of cash**

In hawking business a hawker sell every product in cash and there are no dues. So cash flow in Hawker’s Market is very swift and steady. About 1.5% hawkers are satisfied about this specialty in hawking business.

**4.2.2 Monthly income, expenditure and savings status of hawkers**

Income is one of the indicators to measure the financial status. In New Market and Gausia Area maximum hawkers are employee of shop. In this area about 45% hawkers are doing business on footpaths as daily contractual basis. They earn 100-300 taka daily. And if they are unable to conduct business for a day they will not get money for that day. Again their salary/wage structure largely depends on their experiences. According to practical experience their salary structure are given in Table-4.4.

<table>
<thead>
<tr>
<th>Year of experience</th>
<th>Income level (per day in Taka)</th>
</tr>
</thead>
<tbody>
<tr>
<td>More than 10 years</td>
<td>300</td>
</tr>
<tr>
<td>More than 5 years</td>
<td>250</td>
</tr>
<tr>
<td>More than 3 years</td>
<td>200-250</td>
</tr>
<tr>
<td>More than 1 years</td>
<td>150</td>
</tr>
<tr>
<td>No experience</td>
<td>50-100</td>
</tr>
<tr>
<td>Children</td>
<td>25-50</td>
</tr>
</tbody>
</table>


According to above Table the income of high experienced hawker (more than 10 years) is high. These types of hawker can earn more than 300 taka per day to about 300 X 30=9000 taka per month. Again less experienced hawker earn nearly 100 to 150 taka daily to about 100/150 X 30=3000 to 4500 taka per month. Again children hawker earns only about 25-50 taka daily or he/she gets commission against quantity of sale.
Table 4.5: Income level of hawkers

<table>
<thead>
<tr>
<th>Monthly Income (in taka)</th>
<th>No. of hawkers</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Person</td>
<td></td>
</tr>
<tr>
<td>Below 2000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2001-4000</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>4001-6000</td>
<td>36</td>
<td>18</td>
</tr>
<tr>
<td>6001-8000</td>
<td>134</td>
<td>67</td>
</tr>
<tr>
<td>8001-10000</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>


Table 4.5 expresses the monthly income of the hawker. From that table the average income of the hawker is seen to be between 6000-8000 Taka per month. It is seen that most hawkers earn more than 6000 Taka per month. About 67% earn within the range of 6000-8000 taka per month. But it is not enough to maintain a large family of 6-10 members in Dhaka city. So, the other members of the family are also engaged in income generating activities. Some times their wives worked as maid servant in near by residential areas. About 18% earn less than 6000 taka per month. Only about 15% hawkers earn more than 8000-10000 taka per month. During Field Survey it was found that the highest income group sell some specified and popular items like; seasonal fruits, baby dress, shirt, T-shirt etc. Saving and expenditure status of hawker are given in Table-4.6.

Table-4.6: Expenditure status of the hawker

<table>
<thead>
<tr>
<th>Expenditure status</th>
<th>No. of hawkers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Person</td>
</tr>
<tr>
<td>Expenditure is higher than income</td>
<td>17</td>
</tr>
<tr>
<td>Expenditure is equal to income</td>
<td>20</td>
</tr>
<tr>
<td>Can save when they earn better</td>
<td>10</td>
</tr>
<tr>
<td>Have regular savings</td>
<td>153</td>
</tr>
</tbody>
</table>


Table 4.6 shows that about 75.5% hawkers save a small portion of their income and remaining 24.5% of them cannot save any money.

According to the opinion of the hawker, most of their income they spend to maintain living livelihood and are the able to save a little portion of them. Some hawkers opinioned that they are leading a miserable life. Some aged hawker mentioned that they are unable to maintain family expenses with the income they earn from hawking. So they have no savings at the end
of the month. Some hawker said that they can not send their children to go to school, due to poverty and engage them in various types of income generating activities.

Table 4.7: Saving status of the hawker

<table>
<thead>
<tr>
<th>Monthly saving (in taka)</th>
<th>No. of hawker</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Person</td>
</tr>
<tr>
<td>No savings</td>
<td>47</td>
</tr>
<tr>
<td>Less than 500</td>
<td>36</td>
</tr>
<tr>
<td>500-1000</td>
<td>37</td>
</tr>
<tr>
<td>1000-2000</td>
<td>65</td>
</tr>
<tr>
<td>2000-3000</td>
<td>10</td>
</tr>
<tr>
<td>3000-5000</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
</tr>
</tbody>
</table>


From the above Table it is seen that about 23.5% hawkers have no savings at all and about 18% hawkers save less than 500 taka per month. On the other hand about 32.5% hawker save more than 1000 taka per month. Some hawker (about 2.5%) saves more than 3000 taka per month. It is to be noted that the saving structure largely depends on the income of the whole family members.

4.2.3 Investment

As the hawkers are small-scale traders they actually invest small capital in their business at the initial stage. After that if they earn more than they expand their business with the profit of business. From this study it is found that, most of the hawker choose this profession as it requires small capital at initial stage and now they have a large volume of goods of 1,50,000 to 2,00,000 taka. Table 4.8 shows the initial investment for the hawking business of the hawker in Dhaka city.

Table 4.8: Investment level of hawkers in initial stage of their business

<table>
<thead>
<tr>
<th>Amount (in taka)</th>
<th>Frequency</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 10000</td>
<td>53</td>
<td>26.5</td>
</tr>
<tr>
<td>10001-20000</td>
<td>84</td>
<td>42</td>
</tr>
<tr>
<td>20001-30000</td>
<td>25</td>
<td>11.5</td>
</tr>
<tr>
<td>30001-40000</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Above 40000</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>200</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

Table 4.8 shows the investment level of the hawkers. About 42% hawker invest taka 10,001 to 20,000. Second highest investment range is up to tk10000 and lowest one is above 40000 taka.

4.3 Migrational status

Migrations is a common phenomenon in our country. The poor section of the society mainly migrate from rural to urban areas to get better job opportunities when they become helpless after being affected by natural disaster like flood, river erosion etc.

4.3.1 Present residence of hawkers

During field observation it has been found that hawker of a particular point comes from different part of the city. Basically they live in low class residential area, squatter or slum area close to their working place. Some time they rent one room and 5/7 persons live together. Living place of hawkers in different locations is shown in Table-4.9.

Table 4.9: Hawker’s place of business and residences in Dhaka

<table>
<thead>
<tr>
<th>Place of business</th>
<th>Place of residence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gulistan Area</td>
<td></td>
</tr>
<tr>
<td>Badda</td>
<td>Mirpur</td>
</tr>
<tr>
<td>Bangabazar</td>
<td>Panitola</td>
</tr>
<tr>
<td>Bashaboo</td>
<td>Postogola</td>
</tr>
<tr>
<td>Chand khar pul</td>
<td>Siddikbazar</td>
</tr>
<tr>
<td>Chittagong Road</td>
<td>Siddikpur</td>
</tr>
<tr>
<td>Demra</td>
<td>Sutrapur</td>
</tr>
<tr>
<td>Farmgate</td>
<td>Zinzira</td>
</tr>
<tr>
<td>Lalbagh</td>
<td></td>
</tr>
<tr>
<td>New Market &amp; Gausia</td>
<td></td>
</tr>
<tr>
<td>Azimpur</td>
<td>Mitigheel</td>
</tr>
<tr>
<td>Dhanmondi</td>
<td>Mohammadpur</td>
</tr>
<tr>
<td>Elephant Road</td>
<td>Mirpur</td>
</tr>
<tr>
<td>Farmgate</td>
<td>Mukda</td>
</tr>
<tr>
<td>Fakirapool</td>
<td>Paribagh</td>
</tr>
<tr>
<td>Gulistan</td>
<td>Palasi</td>
</tr>
<tr>
<td>Kotwali</td>
<td>Shyamoli</td>
</tr>
<tr>
<td>Kamalapur</td>
<td>Zinzira</td>
</tr>
<tr>
<td>Farmgate Area</td>
<td></td>
</tr>
<tr>
<td>Mohammadpur</td>
<td>Aagargaon,</td>
</tr>
<tr>
<td>Kazipara</td>
<td>Kalabagan</td>
</tr>
<tr>
<td>Mirpur 1,2,4</td>
<td>Shahinbagh</td>
</tr>
<tr>
<td>Shewrapara</td>
<td>Monipuripara</td>
</tr>
</tbody>
</table>

4.3.2 Reasons behind migration

The incidence of hawkers’ migration into Dhaka city is influenced by better job opportunity, flood, river erosion, landlessness and other social and political conflicts. About 43.5% hawkers responded that about better job opportunity was the cause of their migration (Table 4.10). Natural calamities like flood, river erosion and even landlessness also act as push factor for migration. There are various social causes of migration, such as family problem; village and racial conflict, etc. Most of the migrated people are involved in this hawking for the sustenance of their lives and families.

Table 4.10: Causes of migration

<table>
<thead>
<tr>
<th>Causes</th>
<th>Frequency</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Better job opportunity</td>
<td>87</td>
<td>43.5</td>
</tr>
<tr>
<td>Flood</td>
<td>36</td>
<td>18</td>
</tr>
<tr>
<td>River erosion</td>
<td>45</td>
<td>22.5</td>
</tr>
<tr>
<td>Landless (monga)</td>
<td>13</td>
<td>6.5</td>
</tr>
<tr>
<td>Others (village and racial conflict)</td>
<td>19</td>
<td>9.5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>200</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>


4.3.3 Year of residence in Dhaka

Table 4.11 shows the year of residence of the surveyed hawkers in Dhaka city. According to the Table about 31% hawkers lives in Dhaka since 11-15 years and about 23% of hawker lives in the city since 16-20 year.

Table 4.11: Year of residence in Dhaka

<table>
<thead>
<tr>
<th>Year of residence</th>
<th>No. of respondents</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 5</td>
<td>27</td>
<td>13.5</td>
</tr>
<tr>
<td>6 - 10</td>
<td>21</td>
<td>10.5</td>
</tr>
<tr>
<td>11 - 15</td>
<td>62</td>
<td>31</td>
</tr>
<tr>
<td>16 - 20</td>
<td>46</td>
<td>23</td>
</tr>
<tr>
<td>Above 20</td>
<td>44</td>
<td>22</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>200</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

4.3.4 Original place of residence of the hawker and causes of migration

Most hawkers are originally from outside of Dhaka and most of them settled in Dhaka for betterment of life. After coming in city they are struggling to make livelihood. The following Table-4.12 shows the reason behind their migration to Dhaka.

Table-4.12: Causes of migration from different part of the country

<table>
<thead>
<tr>
<th>District</th>
<th>Causes for migration (Person)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Better job opportunity</td>
<td>Flood</td>
</tr>
<tr>
<td>Barisal</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Vikrampur</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Bogura</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Chandpur</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Comilla</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Faridpur</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>Kishorgonj</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Madaripur</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Patuakhali</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Noakhali</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Rangpur</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Rajshahi</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Sariatpur</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Sherpur</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Tangail</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Manikgonj</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Gaibandha</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Punchoghar</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Bogura</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>Sirajgonj</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Others</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>19</td>
</tr>
</tbody>
</table>


From the above table it is clear that about 30% street hawkers come in Dhaka for search better jobs and to upgrade their living condition. About 9.5% and 25% hawker has migrated due to flood and river erosion respectively. In our country every year some northern district are experienced drought which locally called Mongga. This is also one of the reasons for rural to urban migration of the people. And among the hawker in Dhaka about 17% migrated in Dhaka due to poverty and Mongga.
Chapter 5: The Hawker’s Struggle for Livelihood.

The following section will provide information as to what short of problems hawkers have to face. All those problems have been identified during Field Survey which is discussed below. A hawker has to struggle with not only starvation and poverty but also polices, political leaders, terrorists, goons, etc. They have to all those adversity for livelihood. Not only has that, but also hawkers had to face eviction.

5.1 Problems faced by hawkers.

Since there is no definite policy for hawking, the problems faced by the hawkers are discussed below;

5.1.1 Insufficient number of designated areas and facilities for hawkers

About 65 percent of the hawker points are located in the City Centre (New Age, 2007). There is a lack of hawker points in some important residential areas, for example; Dhanmondhi, Uttara, Badda, Rampura etc. as well as in industrial areas such as; Tejgaon. DCC specify 24 locations for floating hawker within the city heart (Source: DCC). The hawkers have enormous public demand, so only 24 designated hawking points are not enough to serve huge number of citizen. As a result congestion, over crowded situation is a common scenario in the city.

Photograph 5.1: An over-crowded hawking area in Farmgate Area.

5.1.2 Concentration of hawker in specific areas

Hawkers are concentrated in particular areas of the city as shown in Map-1.1. A planned dispersion of hawkers would immediately solve the problem of congestion. Like Dhaka, there is no large number of hawking points out side of the capital. The hawker has a
common tendency to conduct business in core of the city. Beside this Dhaka is a mega city with the population of 140 million. Again in this city social inequality is prominent. Here there is enormous number of sky-scrappers parallel to the 3000 slum, squatter’s settlement as well as floating people. But out side of the city like; Savar, Gazipur, Uttara, Keranigonj etc. gathering of hawker is limited. In addition other areas (outside of Dhaka) will get benefit from the hawker.

5.1.3 Facilities to conduct business

To conduct a business minimum utility services are required which make a businessman more profitable and successive in his business. During the survey it has been observed that in Bangladesh who are engaged in income generating activities by his own effort without hamper national unemployment crisis, are not facilitated by the Government. Rather all those hawker are the victim of Government crude rule and deprive from nominal accessibility of business facilities like: toilet facility, lighting, food taking, transport, security, financial assistance etc. The hawkers in Dhaka set up business depending solely on their personal effort, but do not get any facilities from the concerned authorities. Whenever a new Government comes to the power the first thing they do is evict the hawkers without giving them alternatives. The Table 5.1 below depicts the problem faced by the hawkers;

Table 5.1: Problems faced by the hawker

<table>
<thead>
<tr>
<th>Problem</th>
<th>Number of respondents (hawker) facing this problem</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of respondents</td>
</tr>
<tr>
<td>Bribe and toll</td>
<td>180</td>
</tr>
<tr>
<td>Sudden eviction</td>
<td>186</td>
</tr>
<tr>
<td>Space scarcity</td>
<td>160</td>
</tr>
<tr>
<td>No permanent structure/ location</td>
<td>145</td>
</tr>
<tr>
<td>Lack of electricity</td>
<td>161</td>
</tr>
<tr>
<td>No security and safety</td>
<td>48</td>
</tr>
<tr>
<td>Petty crime</td>
<td>78</td>
</tr>
<tr>
<td>Absence of toilet facilities</td>
<td>89</td>
</tr>
<tr>
<td>Absence of food taking facilities</td>
<td>50</td>
</tr>
<tr>
<td>No financial assistance</td>
<td>135</td>
</tr>
</tbody>
</table>

According to the response of hawker in four study points some important and available problem that they have to face on conducting their business has been identified.

**Corruption in business**

About 90% hawkers stated that have to give bribe to the police, political leaders, terrorists, goons, etc. The hawkers have to pay a sizeable part of their income as bribes in order to keep plying their trade. According to field survey hawkers in the New Market area pay taka 2,00,000 for a position of shop to a gang that shares the collection with the law-enforcement agency. Each vendor in this area pays around taka 200 a month to run their business. In other areas such as Baitul Mukarram, GPO and Purana Paltan vendors pay the police taka 5 daily to avoid harassment. According to the Bangladesh Chhinnamul Hawkers Samity of Gausia, Gulistan, Sadarghat, Mouchak and Motijeel, street hawkers pay Tk 1.5 crore per month, in illegal toll. They also have to pay illegal tolls of around Tk 50 crore per year to the police, DCC official (Inspectors) and ruling party musclemen.

Although they are facilitated by some Government regime but still they have to suffer from bribe & Chandabazi. Sometimes, the people of local leaders, police men, powerful person, terrorist, under world leaders, rebel, and terrorist of the local area collect percentage of profit /toll/ Slami etc. from the hawker. Besides this the employee of City Corporation or broker (the people who are engaged with the City Corporation) or relevant agencies may collect money/ bribe from the hawker instead of providing an identity card. But many hawkers have claimed that they have given more than 10,000 taka to the authority for an identity card but they have not yet got any card. Some hawker had claimed to the police man but the police have not heard their claim and can not help at all. Some hawkers said that the police man is also related with the local authority, terrorist, local leaders.

In 1985 the hawking point of Commissioner office to AGB building in Kakrail, there was 150 to 200 hawker conduct their business and sell vegetables, seasonal fruits, fish, daily groceries etc. At that time they have to pay 5,00,000 Taka per month to a local political leader to conduct their business. That means 5,00,000 X 12=60,00,000 Taka per year. After 27 years the scenario has not yet change. During field survey in 2009 it was found that in New Market and Gausia area every hawker have to pay 200000 taka for their position. In this area there are about 1000 + 1033 =2033 hawker continuing their business, that means 2,00,000 X 2033=40 crore taka are collected by local political leaders and relevant persons. Government have not benefited from all those business.

**Eviction**

Sudden eviction is a nightmare for the hawker. In Bangladesh sudden eviction is part of hawking business. It is a game between the police and the hawkers. Everyday, when the police come to evict them, the hawkers get up and leave. But a few minutes later, when the police leave, they are back in their spots again.
The forced evictions were conducted in a war-like fashion, with a large number of armed police as well as police in riot gear deployed alongside demolition crews. Often no written notices are given, they are notified through loudspeakers a day earlier, usually in the evening. A typical case would be that an announcement would be made through loudspeakers one evening informing the hawkers that they would have to move their belongings by 7:30 am the next morning, if they didn’t it would all be destroyed.

**Space scarcity**

The hawking points of the city are not sufficient to serve the need of buyers and satisfy the entire hawker. About 80% hawkers have been complaining that some times they can not display all of their commodities due to lack of space. Again they have a common tendency to sit in most accessible and convenient place or in front of market, so that they can easily magnetize the customers.

![Photograph 5.2: A mobile hawkers in front of New Market entrance](image)

Although hawkers opined that space are not enough to conduct business. Hawker never gets enough space to display their wares and goods. They take out a few items at a time, but in Dhaka hawkers to display their wares by blocking pedestrian ways.
Designating space for hawker

There is no specific place for the hawkers to settle goods on the footpaths. Most of the time they quarrel with each other for space. Though they start their business generally after 10 a.m. in the morning but for this they have to come very early in the morning to take position over a suitable place. However, as space cannot be occupied permanently conflict between hawkers continues. Moreover, some of these hawkers took position of more than one spot with wooden bed stead “Chowki” or wooden bed stand and later rented that to others. Due to this illegal act they sometimes fight with each other. DMP strictly prohibited any kind of position with Chowki. For this the hawker had to display their products on the footpath spread on plastic sheets. About 72.5% hawker has said that they have to suffer to capture a space for business. They have to pay bribe to occupy a small segment of footpath.

Photograph 5.3: Space of business is not specific also there is no shed and wooden bed stead Chowki.

Photograph 5.4: A hawker sitting on chowki which delineate occupying his space

Lack of electricity

Availability of electricity is our national demand and Government are use to fail to supply sufficient electricity to public. In Dhaka city 80% hawker has no access of electricity for lighting at night (Field Survey, 2009). Since their business get momentum after evening from 5 pm to 9 pm and night is the high time for selling goods because people return home from workplace after 5 pm. So electricity is essential for the street hawker. The hawker manages their demand of electricity through following sources;
i) **Generator**

During field survey it has been observed that they buy a diesel or octen generator sharing by 20 to 25 hawkers. The whole expenses they bear together to meet their demand.

ii) **Electricity borrow from the large shop**

Only 20% hawker can manage electricity supply from the nearest big shop. In Gausia market a hawker have to pay 200 Tk per month for a 40 watt saving bulb in his small shop.

iii) **Rechargeable light**

A smaller chargeable light is another important source of electricity for the hawker to conduct business at night. A solvent hawker buys rechargeable light which cost more than 1000 to 2000 taka. Now this source is more popular to the hawker.

iv) **Gas lamp, Kerosene lamp**

This type of light is used by mobile hawkers who have no specific space and have to move one place to another.

**No security of life and goods**

About 24% hawker said that they are suffering from insecurity in their business in terms of goods and life. There was no shed to save their products from sunlight or rain. As there was no provision of protection from sun and rain the number of customer are reduced during rain. Direct sunlight deteriorates the quality of their products. In the rainy season, most of the time, they have to sit idle, wrapping their merchandises with polythene sheets. Sometimes, they cannot even conduct business on the street due to water-logging.

Photograph 5.5 : Rain and water logging hamper hawking business.
Life risk

The hawker sat on the footpath, when the number of hawker increases they came out to the street and occupy some portion of the road. But there is no structure to make separation between road and hawker’s market. So there is a chance of accident anytime and the victim will be either buyer or seller. Such accident has already been experienced by some of them. Dhaka City Corporation makes a decision to permit hawker in some particular point in particular day and time. But all those point was not so viable and effective to continue hawking business. Beside this the location was not so large to provide enough space for the entire hawker. The hawker has a common tendency to occupy footpath or selected point as early as possible. It is great regret that they have to occupy the place in mid night or very early in the morning. For this reason many hawker have to awake up all night long. During this period they involve in some odd situation and quarrel with colleague or police man. Beside this they have life risk of traffic accident.

For example: In 2007, Caretaker Government drastically evict hawker from the footpath and different important point of the mega city Dhaka. The Government also makes a decision to rehabilitate them in some particular point in particular day and time. DCC have selected only 11 points to sit hawker to continue their business. The hawker have to occupy their place by putting brick, beg, paper etc. By occupying road at night, in June 22’ 2007 two hawkers have run over by pickup van in Bangabandhu Avenue and dead.

Photograph 5.6: Two hawkers died in road accident during occupying space at early in the morning. (Source: Ittefaq , 07.)

Photograph 5.7: Absence of physical demarcation increases the chance of accident.
Harassment

About 39% hawkers are suffering from harassment regularly, like;

- Misbehavior of customer
- Goods are stolen
- Torched by police
- Goods are taken away by force by local Mastan. etc.

Toilet problem

In Dhaka city there is limited access of toilet facilities for customer in large shopping mall or market. It is also great regret that there is a few number of public toilet facilities for the citizen in the city heart. All most all of the hawker has to suffer from this problem and 44.5% hawker agreed that it is severe problem.

Food taking, prayer and other problem

Since a hawker have to sell item standing on footpath or sitting on a small Chowki in open air so can not get enough time to have a lunch. Some hawker may not take any food when they are on shop. If there is more than one person in shop then they take lunch by terns. Otherwise they skip their lunch for a day. Again food price is too high at that entire core point of Dhaka city. It will take 40-60 taka per meal in those points, so to take lunch there is a great problem for the hawkers. But there is an opportunity to take lunch from a mobile restaurant on van. Some women as well as some men hawker are involved with this business. They supply lunch (one plate rice with some curry) for the cost of only 20 taka. Hawkers and rickshaw puller are the main customer of this type if floating restaurants. In some point there is no access of Mosque for prayer. In Farmgate area the hawker said that there is no mosque available here so they can not pray at noon.
Financial assistance

For hawking business no hawker get any financial support from any source. Our Government has some financial assistance projects under PRSP (Poverty Reduction Strategy Paper) or ADP (Annual Development Plan) budget for poverty alleviation, but they have financial plan for the hawker rehabilitation and improvement program. Bank of NCB (Nationalized Commercial Bank) or other Non-NCB provide different types of credit loan like; SME loan, agriculture loan, farming loan, self-employment loan, cottage industries loan etc. for poverty alleviation and economic development. But they have no financial arrangement for informal sector like hawking business in urban areas, which are playing significant role in informal sector. Many hawkers commented that NGO has micro credit program and other credit program in urban slum area as well as rural area for income generating activities and self-employment but the hawker can not benefited from those entire programs. NGOs are interested to deal with women for self employment.

5.1.4 Safety and security

Another major problem was that the hawkers did not have any kind of storage facility in near by business spots. They had to carry their product everyday from a long distance. It is almost impossible for them who has larger amount of goods to sell. It is time consuming, costly and need assistance from other people. Due to absence of storage facilities, they brought small amount of goods with them for sale.

Photograph 5.9: A steel box covered by plastic sheet which may not ensure safe storage of goods

Again some hawker makes a large size wooden or steel box. After finishing their business they put their entire goods on box and locked it carefully. Some hawker also covered all those boxes with plastic sheet.
5.1.5 Problem in Government initiatives in Holiday Market at 2007.

Ineffective Government initiative regarding rehabilitation during the period of caretaker Government in 2007, the authority evict Hawker from the city footpaths with out previous notice, a large number of hawkers have remained almost jobless.

The government also tried to arrange identity cards for hawkers and arranged ‘holiday markets’ rehabilitate some hawkers. To rehabilitate them, Government starts Holiday Market in 11 points with in the city. Under the holiday market arrangement, hawkers were found at the northern part of Manik Mia Avenue, Matsya Bhaban road toward Segunbagicha, in front of Motijheel Ideal High School, western part of Palassey crossing to Nilkhet and Mirpur Zoo Road up to Shial Baril during the weekends. They did not have to pay any toll to anybody on these days at these areas.

However, this attempt also failed due to the low number of customers during the weekends. Also, the pedestrians are usually the customers of the hawkers. As such, these hawkers did not get any customers during the holiday markets to the same extent as they had during the regular times on the footpaths.

There were no enough designated areas and facilities to provide for the existing hawkers and petty traders in the City. This has resulted in hawkers and petty traders operating in places that are not suitable for hawking, which has given rise to sanitary problems and nuisance such as public hygiene and waste disposal and obstruction of traffic.

5.2 Eviction and its impact on hawker’s livelihood

“Several lakh vendors and hawkers became jobless in the eviction drive and some of them started pulling rickshaws to earn their living”. (The New Nation, February 2007).

Eviction experience is very common to hawking business. Every year they have evicted 3 or 4 times according to wishes of authority and styled as urban cleaning. The features of Mirpur road footpath are totally different. Here eviction take place everyday especially southern part of Gausia market and Nilkhet market footpath. Some hawker said that they have run away by the plundering by police and stop their business for some moment. After 1 or 2 hour they sit down the previous place.

Perhaps hawkers are the worst victims of professionalism as often they are evicted from their business places. There is lot of impact of eviction on their business and socio-economic life which has been illustrated sequentially in the following section.

5.2.1 Eviction impact on hawking business
**Impact on job status**

Hawkers are critically affected by the eviction as their source of earning livelihood became uncertain because of unemployment. Their zero or small amount of saving was not sufficient to cope with these jobless days. After a severe eviction when Government strictly prohibited sitting on footpath, they try to engage in alternative income generating activities. Some of them return to village and engaged in agricultural activities. Some are prefer to take a profession of rickshaw plying or day labor.

**Impact on customers**

Customer is the foremost requirement of any businessman, may be the small scale businessman or the large scale businessman. No business activity can run without customers.

Table 5.2 shows the number of customers per day before and after eviction. Here before eviction a hawker has 51-100 buyers per day but after eviction this number decreases to 2%. Before eviction the second highest frequency was 101-200 persons per day where after eviction this number becomes 21-50 persons. Before eviction above 200 customers were buying from Hawker’s shop where after this frequency is not found.

<table>
<thead>
<tr>
<th>Number of buyers</th>
<th>Before eviction</th>
<th>After eviction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequency</td>
<td>Percent</td>
</tr>
<tr>
<td>Up to 20</td>
<td>7</td>
<td>3.5</td>
</tr>
<tr>
<td>21-50</td>
<td>34</td>
<td>17</td>
</tr>
<tr>
<td>51-100</td>
<td>98</td>
<td>49</td>
</tr>
<tr>
<td>101-200</td>
<td>51</td>
<td>25.5</td>
</tr>
<tr>
<td>Above 200</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>


**Impact on mode of hawking**

In the informal sector of our country, hawking is an important occupation and there are various types of vendors found in hawker market like; mobile, temporary shop and permanent shop.
Table 5.3: Types of vendor before and after eviction

<table>
<thead>
<tr>
<th>Type</th>
<th>Before eviction</th>
<th>After eviction</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequency</td>
<td>Percentage</td>
<td>Frequency</td>
<td>Percentage</td>
</tr>
<tr>
<td>Mobile shop</td>
<td>57</td>
<td>28.5</td>
<td>89</td>
<td>44.5</td>
</tr>
<tr>
<td>Temporary shop</td>
<td>143</td>
<td>71.5</td>
<td>111</td>
<td>55.5</td>
</tr>
<tr>
<td>Permanent shop</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100.0</td>
<td>200</td>
<td>100.0</td>
</tr>
</tbody>
</table>


Actually they never have any specific place for their shop to be constructed. According to Table 5.3 around 71.5% hawker has with temporary shop for their business both before the eviction and after the eviction 55.5% hawker has temporary shop. Again before the eviction around 28.5% hawkers are with mobile shop to conduct their business and after the eviction 44.5% hawker has mobile shop.

Impact of eviction on transport cost

- Transport cost from wholesale market to residence

Transport cost affects the profit of business. As the hawkers are small scale traders, they are seriously affected by the transport cost. If transport cost increased, their profit goes to marginal level. Before eviction they can put their goods on the spot by locked into a box. But after eviction they have to carry all those good with them. Beside this before eviction they can buy any item from wholesale market and directly brought it to his working place and stored that spot but after eviction he have to keep the new unsold items at home. In this way their transport cost increases over the profit. Following Table 5.4 is showing the transport cost from wholesale market to home.

Table 5.4: Transport cost from wholesale market to residence before and after eviction

<table>
<thead>
<tr>
<th>Cost (in Taka)</th>
<th>Before eviction</th>
<th>After eviction</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequency</td>
<td>Percent</td>
<td>Frequency</td>
<td>Percent</td>
</tr>
<tr>
<td>No Change</td>
<td>-</td>
<td>-</td>
<td>23</td>
<td>11.5</td>
</tr>
<tr>
<td>up to 25</td>
<td>5</td>
<td>2.5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>25-50</td>
<td>98</td>
<td>49</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>50-75</td>
<td>20</td>
<td>10</td>
<td>63</td>
<td>31.5</td>
</tr>
<tr>
<td>75-100</td>
<td>24</td>
<td>12</td>
<td>84</td>
<td>42</td>
</tr>
<tr>
<td>125-150</td>
<td>45</td>
<td>22.5</td>
<td>25</td>
<td>12.5</td>
</tr>
<tr>
<td>more than 150</td>
<td>8</td>
<td>4</td>
<td>5</td>
<td>2.5</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>

Table 5.4 shows the amount of transport cost from wholesale market before and after eviction. Transport cost has increased after the eviction. Before eviction about 49% hawker spend only taka 25-50 as transport cost but after eviction it become zero. 10% of the hawker spent tk 50-75 that increased into 31.5%. Tk75-100 was spent by 12% respondents before the eviction which become 42% after the eviction. But it is also mentionable that about 11.5% hawker’s transport cost for this purpose remains unchanged. Because all of they are mobile hawker or caring their product on van. So they need no transport cost before and after eviction.

- **Transport cost from residence to working place**

Due to eviction most of the hawkers have to change their working place. In fact they have become temporary hawkers for every spot where they generally used to run their hawking. Before eviction they are fixed in their business locations and they bought goods from fixed wholesale markets. As a result overall transport cost was same round the month for a hawker. But after eviction as they have no to change their place everyday so carrying cost of their goods have increased much more.

Table 5.5: Transport cost from residence to working place, before and after eviction

<table>
<thead>
<tr>
<th>Cost (in Taka)</th>
<th>Before eviction</th>
<th></th>
<th>After eviction</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequency</td>
<td>Percent</td>
<td>Frequency</td>
<td>Percent</td>
</tr>
<tr>
<td>No change</td>
<td>20</td>
<td>10</td>
<td>68</td>
<td>34</td>
</tr>
<tr>
<td>Up to 25</td>
<td>85</td>
<td>42.5</td>
<td>56</td>
<td>28</td>
</tr>
<tr>
<td>25-50</td>
<td>24</td>
<td>12</td>
<td>27</td>
<td>13.5</td>
</tr>
<tr>
<td>50-75</td>
<td>42</td>
<td>21</td>
<td>16</td>
<td>8</td>
</tr>
<tr>
<td>75-100</td>
<td>18</td>
<td>9</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>100-125</td>
<td>3</td>
<td>1.5</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>125-150</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>3</td>
</tr>
<tr>
<td>More than 150</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>1.5</td>
</tr>
<tr>
<td>No cost</td>
<td>8</td>
<td>4</td>
<td>8</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>


Table 5.5 shows the amount of transport cost from residence to working place before and after eviction. From the table it is very clear that the amount of transport cost increased after the eviction. Before eviction 42.5% hawkers spent only up to tk 25 as a transport charge from home to working place but after eviction this become 28%. Before eviction without cost 10% hawkers were travel from residence to working place. After eviction a large number of hawkers becomes unemployed and they have no transport charge, so about 34% hawker need no transport cost for business purpose. But in other cases this charge varies before and after eviction.
Occupational change due to eviction

It is a normal phenomenon that the evicted hawker looses their previous occupation. The impact of loss might be positive or negative. From the study areas data acquire for their post and pre eviction period about occupation shows that there is a great change in hawking occupations. Following table shows the occupation changes features of the hawker.

Table 5.6: Post eviction occupation of the hawker

<table>
<thead>
<tr>
<th>Occupation type</th>
<th>After eviction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequency</td>
</tr>
<tr>
<td>Hawking</td>
<td>38</td>
</tr>
<tr>
<td>Day labor</td>
<td>37</td>
</tr>
<tr>
<td>Construction labor</td>
<td>21</td>
</tr>
<tr>
<td>Rickshaws pulling</td>
<td>25</td>
</tr>
<tr>
<td>Mobile vendor in community level</td>
<td>41</td>
</tr>
<tr>
<td>Agricultural worker</td>
<td>10</td>
</tr>
<tr>
<td>Van/ Push cart driving</td>
<td>6</td>
</tr>
<tr>
<td>Sales man/ Shop kipper in tea stall</td>
<td>11</td>
</tr>
<tr>
<td>Other small business</td>
<td>3</td>
</tr>
<tr>
<td>Un employed</td>
<td>5</td>
</tr>
<tr>
<td>House wife</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
</tr>
</tbody>
</table>


The evicted hawkers are forced to change their occupation. From the above mentioned table it is shown that the highest portion of hawker become mobile hawker in community level. About 20.5% hawker caring their commodity on a basket and provide door to door services for livelihood. About 19% of them remain continue hawking business in other area, hiding from the police man and authority. Because they have no other ways to bear family expanses. Another large portion -18.5% of them prefer to work as a day labor in different development works.

5.2.2 Impact on socio-economic life

Perhaps hawkers are the worst victims of their professionalism as often they are evicted from their business pace. The overall eviction scenario indicated that an overwhelming proportion of hawker was evicted over the time. In some areas the hawker eviction take place in full extent, while in other areas the minimum level of partial eviction is observed. The evicted people experienced various socio-economic problems in there movement from place to place.
In some areas the hawker eviction took place in full extent, while the other areas the minimum level of partial eviction is seen. They have no fixed income or job at all. They have to depend on their saving or borrowing money from other source. There are number of aspects that are generally affected from eviction. Among various aspects, here socio-economic aspects such as income pattern, savings, food consumption, education, health care etc. are focused to measure socio-economic impacts of eviction.

**Impact on income**

Most of the hawker is the only earning person of their family. Due to eviction they have fallen into extreme financial crisis. After eviction most of them could not afford their families effectively, as their level of income had significantly decreased. From the survey it has been found that before eviction about 67% hawker earns 6000 to 8000 taka per month but after eviction this figure slightly decreased in to 2000 to 4000 taka per month. In this situation many of them are quite unable to support their family as usual. Table-5.7 is showing the distinction among the income level of hawker after and before eviction.

Table 5.7: Eviction impact on income level of the hawker

<table>
<thead>
<tr>
<th>Monthly Income (in taka)</th>
<th>No. of hawker</th>
<th>Before eviction</th>
<th>Percentage</th>
<th>After eviction</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 2000</td>
<td>0</td>
<td>0</td>
<td>35</td>
<td>17.5</td>
<td></td>
</tr>
<tr>
<td>2001-4000</td>
<td>2</td>
<td>1</td>
<td>66</td>
<td>39.5</td>
<td></td>
</tr>
<tr>
<td>4001-6000</td>
<td>36</td>
<td>18</td>
<td>58</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>6001-8000</td>
<td>134</td>
<td>67</td>
<td>14</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>8001-10000</td>
<td>30</td>
<td>15</td>
<td>15</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
<td>200</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>


Graph 5.1: A comparative features of hawker’s monthly income.

**Impact on saving**

After eviction the income level of the hawker decreases so they have to live on their small savings which have done before eviction. But it is not possible for them to save money in post eviction period. Following figure shows the amount of savings per month before and after eviction. From these charts no savings before eviction were 23.5% which become 93% after eviction. Before eviction 18% respondents were save below Tk500, which become 7% after eviction. About 32.5% of hawker save 1000-2000 tk per month before eviction, which becomes zero after eviction.

![Chart showing savings before and after eviction](chart)


**Impact on food consumption**

Due to reduction in the monthly income of the evicted hawkers, a change was resulted in the pattern of their food consumption. Some answered that they reduced their expenditure for food. While telling all these about their food consumption they expressed their depression about how they compromised the items (milk, meat, fish, egg, fruits) for food for their family. It causes depression and mental agony. So, like this hawker most of them had to change their food habit.

There is no doubt that they are suffering from malnutrition due to financial insolvency. About 48% has found less conscious about this issue. Only 25% of them become economical to cope with the situation but rest of 27% are avoiding pricy food item.
Pie-Chirt- 5.3: Impact of eviction on food consumption

![Pie Chart showing impact of eviction on food consumption](image)


**Impact on health condition**

The hawkers or their family members did not go to the hospital or clinic unless they became seriously ill. In this respect, it can be said that when any of them will become ill, it will be very difficult for them to arrange money for the treatment. Some of the hawker mentioned that the regular medicine they were prescribed to take may not possible to continue at this moment due to shortage of money. Either they had to reduce to take medicine or to stop totally. A significant portion the hawker (60%) reduced to receiving medication as they received before eviction. Following figure shows the statistics found from the survey.

Pie-Chart- 5.4: Impact on health care due to eviction

![Pie Chart showing impact of eviction on health care](image)

**Impact on education**

Most of the hawkers said that their eviction process did not hamper the education of their children. But at the same time some different stories also found. For example, one of the hawkers said that his son stood first in all the examination from class I to class IV; but in this year he stood third. The reason he mentioned, was interesting. His mental depression and agony touched his son and he became depressed and unmindful about his education and future. Another hawker said that he admitted his son in an English Medium School, but now he could not afford it. He had to discontinue his child’s education and in the very next year he would admit him in any Bengali Medium School. He was depressed, because he thought that the bright future of his child might not be possible in the traditional educational institutions.

From the field survey it has been found that through 30% evicted hawkers are facing financial problem to support proper education facilities for their children, a few number (34.5%) said that education facilities are not hampered for their children. The main causes of improving the education facilities id that income level has increased after eviction.

<table>
<thead>
<tr>
<th>Impact</th>
<th>After eviction</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frequency</td>
</tr>
<tr>
<td>No impact</td>
<td>69</td>
</tr>
<tr>
<td>Unable to pay tuition fee</td>
<td>37</td>
</tr>
<tr>
<td>Unable to provide private tutor</td>
<td>60</td>
</tr>
<tr>
<td>Not Aware about education</td>
<td>34</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>200</strong></td>
</tr>
</tbody>
</table>


**Other social problems**

As their income reduces, they could not attend social functions or visit their relatives. All time they had to hesitate how they could continue their normal living standard as before. In some cases the situation was very much acute. Some of the hawkers used to send money to their family who lived in the villages. But at after eviction they were bound to discontinue it. Now they could send money but in a reduced amount. They did not want to return home and wished that their sell would increase again and they could live a better life with their families.
5.3 Coping mechanism in post eviction period.

Eviction is not the first experience of the hawker. They are the victim of this type of harassment at different times. Many people think that after eviction all types of harassment have been stopped. From the study it has been found that only 57% hawkers are free from harassment that they experienced before. But still there is harassment like plundering by police, temporary eviction by authority in some extent and so on.

After the eviction of for about three or four months the hawkers had no works, no income to maintain their living. During this time many of them involved in many odd or illegal jobs, though they did not want to mention during the interview. Most of the hawkers said that (about 90 percent), they maintained their daily life and basic needs hardly with their limited savings. Some had to rely on their savings and some had to sell their stock of products. Some changed their profession but their number is very few. For example one hawker worked in a garments factory where one of his relatives worked. There he was paid very small amount of money as wage and neglected and misbehaved by the other workers of the factory. One of the hawkers involved in rickshaw pulling for two months.

Table-5.9: Expenditure source for managing family expenses after eviction.

<table>
<thead>
<tr>
<th>Source</th>
<th>Persons</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Previous Saving</td>
<td>71</td>
<td>35.5</td>
</tr>
<tr>
<td>Borrowing from friends</td>
<td>49</td>
<td>24.5</td>
</tr>
<tr>
<td>Loan from other financial source</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Depended on income of other family member</td>
<td>56</td>
<td>28</td>
</tr>
<tr>
<td>Other source (Begging, hijacking, ticket broker in cinema hall or rail/bus station)</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>


No earnings, limited savings and the uncertainty about their profession made them depressed and bounded them to rethink to change their profession. They became sad thinking that what they would do now or how they could earn money immediately, how they could manage their family and lots of other questions. One of the hawkers informed that he had to sell his wife’s ornaments to maintain his family, because one of his children became sick during this hard time. The hard time he passed makes him feared but still he had the ability to secure basic needs for his family. Finally somehow they survived and when the government defined locations for the hawkers they return to their actual profession: street hawking.
Chapter 6: Problems Hawkers Pose to Functionality of the City

Once upon a time, some two decades back, the pavements of Dhaka city were fit for the pedestrians. A brick walk from Kakrail to Baily Road or from Green Road to Dhanmondi was a refreshing change for the Dhaka cites, then. In contrast, now, these pavements, the over-bridges and underpasses, are no longer under control of the people on foot. The footpaths have been taken over, rather blatantly, by the hawkers, selling their own choice of products from T-shirts to sun-glasses, from fruit juices to key rings and from video compact disks to herbal medicines.

To continue their business the hawker suffers from various difficulties as discussed in chapter-5. As a result, the pedestrian has been shoved over to the road-sides. Although the trend has increased the number of accidents and the traffic congestion in the city, according to concerned authorities, little has been achieved at rooting these hawkers off the pavements. The fact that further sidewalks or footpaths have not been constructed significantly over the past one decade adds fuel to the worsening problem. Some prominent problems that the citizens have to suffer continuously due to going on hawker business are described below.

5.1.6 6.1 Safety and security

Hawking is a profession is directly concerned with the occupation of large road side, road intersection, flyover, bus stand, footpath, passenger shed etc. In Dhaka city there are about 3000 kilometers of road and 388 of footpath for smooth flow of traffic and pedestrian movement. But illegally parking, hawking, dumping, construction material occupy about 60% of road side which create terrible situation to the citizen. (New Age, June 2009).

„At present Dhaka has only six to seven percent road although any major city should have 25 to 30 per cent,“ says Sayedur Rahman, Deputy Commissioner of Traffic Division (south) of DMP. „Unfortunately, around 60 per cent of the city roads are encroached by hawkers, undesignated parking, and dumping of construction materials. 30 types of motorized and non-motorized vehicles are plying on the same street, causing haphazard traffic jam. The road network of Dhaka city comprises 199 kilometers of primary roads, 109 kilometers of secondary roads, 152 kilometers of collector roads, and about 2540 kilometers of access roads and others. (New Age, June 2009). Inadequate traffic management, inefficient road use, and poor operating conditions waste up to 50 per cent capacity of the roads existing in Dhaka. Almost all the major roads we find that because of the on-street parking, hawkers, uncontrolled stopping of public buses, we are losing at least one third of the roadway capacity. (The Nation, January 2009).

Six sketches of next pages are showing how hawker encroach road side and road become narrow for traffic movement.
Sketch-6.1: Gulistan (Baitul Mokarram Link Road)

The actual features of Baitul Mokarram Link Road

The site after encroach by hawker.

<table>
<thead>
<tr>
<th>Legends</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>[ ]</td>
<td></td>
</tr>
<tr>
<td>Building</td>
<td>[ ]</td>
<td>N</td>
</tr>
<tr>
<td>Vending points</td>
<td>[ ]</td>
<td></td>
</tr>
</tbody>
</table>
Sketch-6.2: Farmgate Area (Indira Road Footpath)

The actual features of Farmgate Area.

The site after encroach by hawker.

**Legends**

- Road
- Building
- Vending points

N
Sketch-6.3: New market and Gausia Market

The actual features New Market and Gausia Market

The site after encroach by hawker.

<table>
<thead>
<tr>
<th>Legends</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td></td>
</tr>
<tr>
<td>Building</td>
<td></td>
</tr>
<tr>
<td>Vending points</td>
<td>N</td>
</tr>
</tbody>
</table>
Despite Government order directing removal of encroachments along road in Dhaka city, several hawkers continue to occupy pavements and roadsides along this stretch. The presence of hawkers on this stretch has always been a challenge to road-users. Pedestrians and road-users are put to great risk as the road space is narrowed by the presence of hawkers, though encroachers created problems to the road-users, the issue also had a socio-economic context to it, which should not be ignored. For the hawkers, this is a question of livelihood and one must not just look at them as an obstruction on the road. However, the hawkers were mere pawns in the hands of goons who illegally occupy a stretch on the road or a pavement and rent it out to poor vendors. The city dwellers have become fed up as they have no sufficient space to walk on footpath. Traveling different busy roads and thoroughfares has become an ordeal for the commuters nowadays. In this way a large scale vegetable market has been built up adjacent to the busiest footpath of the city highway.
6.2 Risk to the pedestrian and city dweller

The hawker occupies footpath, bus stand, passenger shed, flyover, under pass and even the busiest road side. In this situation the pedestrians are poses to walk on the main stream of the traffic. The hawker poses to use main road to the pedestrian with a life risk. This may be creating any type of accident at any time. The presence of hawkers on this stretch has always been a challenge to road-users. Pedestrians and road-users are put to great risk as the road space is narrowed by the presence of hawkers, though encroachers created problems to the road-users, the issue also had a socio-economic context to it, which should not be ignored.

6.3 Illegal parking along side streets

Since hawker occupy the footpath and parking place of a shopping mall (Like: New-Market, Baitul Mukarram Link Road), the people have to park their car on street. On street parking is an important cause of traffic congestion. Some times people can not get a place to park their car and avoid this place for shopping or other purpose. Illegal car parking in the commercial and residential areas are causing serious traffic congestions in city; including Motijheel, Dhanmondi, Paltan, Green Road, Gulshan Avenue and Kamal Ataturk Avenue in the city. Cars are often found in front of high-rise buildings, near private universities, banks, schools, medical and diagnostic centers, restaurants, shopping malls and chain shops and other commercial establishments. Most of the commercial establishments in the capital have either no parking facilities or limited facilities. Besides, parking spaces of a good many of them are being used for commercial purposes. A section of owners have given rent for running fast-food, grocery, stationery, boutique or other shops in their commercial establishments. In the first few months of the immediate-past interim caretaker government, many illegal parking spaces were demolished, but most of them were rebuilt at the same place taking stay orders from the court. Besides soon after taking office by political government, some ruling party leaders are giving lease of spaces of roads realizing money from the car owners. Ruling party men and police are jointly realizing toll by allowing illegal parking.

Some times the citizen face trouble in entering apartment house as a good many cars remain parked in front of the gate. The road in front of the apartment very often lies blocked by cars from morning to evening as many medical centers and schools. Owners of many such establishments managed to get permission from the Dhaka City Corporation for parking vehicles in a single row on the road in front of the establishments. According to Metropolitan Police Ordinance, the punishment for parking any vehicle on street or at public place is Tk 100. The main cause of traffic congestion is illegal car parking by businessmen but the police cannot do anything as there is no car parking centers which can be used by car owners. If the Dhaka City Corporation sets up some car parking centers in some commercial areas across the city, it will definitely help ease traffic congestions.
Rush-hour traffic blocks the main roads and intersections in almost all busy areas in the capital, bringing the traffic virtually to a standstill. Commuters witness unbearable traffic gridlock in the bustling Motijheel, Paltan, Bijoynagar, Gulistan, Naya Paltan, New Market, Elephant Road, Gulistan, Moghbazar and Malibagh areas from morning into the night. Vehicles remain almost static on major streets during rush-hour traffic.

Photograph 6.3: Parking place in front of Gausia Super Market which is used for hawking.

6.4 Obstruct free pedestrian movement by occupying footpath.

According to Strategic Transport Planning (STP) report, Dhaka Metropolitan City has around 388 km of footpaths for movement of city dwellers, but hawkers and real estate developers have occupied around 155 km of the footpaths. (Source, Estate Dept. DCC) When asked about the irregularities on the footpaths, an official of the Estate Department of DCC said, "We are not authorized to monitor these irregularities. Special teams of engineering department of the BRTA are responsible for taking steps on there matters.

Photograph 6.4: Busy footpaths are occupied by hawker.
Hawkers occupy most of the footpaths in the capital. The occupiers are illegally paying tolls to police for smooth running of their business. After January 2007 change over the footpaths in the capital were free of hawkers. They were accommodated at the fixed places called holiday market. But after assumption of power by the political government the scenario of the footpath changed dramatically. The footpath markets have reemerged with daily necessities like vegetables, fruits, and garments, spices, tea stalls, and floating hawkers. The law enforcement agencies take bribe regularly from the hawkers to do business on the footpaths. Shajahan Mia one of the hawkers of the Farmgate area, told that he has to pay Tk 75 per day to the so called lineman. Local musclemen control most of the footpaths and rent them to hawkers.

Photograph 6.5: A busy footpath of Indera Road at Farm gate area.

As most of the footpaths remain under occupation of hawkers, it is very difficult for the pedestrians to use them. Sometimes they are forced to use the main road. As a result, many of commuters met tragic end of their lives under the wheels of speeding buses or heavy vehicles. The contractors and traders also help building materials on the pavements illegally. The footpaths remain full with buyers and sellers throughout the day. As a result, city dwellers cannot reach their destinations in time. Apart from these, the pedestrians also receive injuries as the construction materials including rods, bricks and other materials are stacked on the footpaths and roadside indiscriminately.
6.5 Traffic congestion.

There are several causes of traffic congestion. About 35% of buyer believes that hawkers are the one of the cause of traffic congestion in Dhaka city. (Source: field Survey, 2009)

Especially frustrating are the points - Hotel Sonargaon crossing, the road in front of the Prime Minister's office, Maghbazar, Mouchak, Malibagh, Khilgaon, Rampura, Elephant Road, Science Laboratory, Green Road, Jatrabari, Sayedabad, Mohakhali and old parts of the city at Dholaihal, Postagola, Bangshal, Chowkbazar and Imamganj. "Unfortunately, around 60 per cent of the city roads are encroached by hawkers, undesignated parking, and dumping of construction materials. (New Age , July 2009). According to a report of a popular newspaper- thee are three main reasons for traffic congestion in Dhaka, which includes;

1) 30 types of motorized and non-motorized vehicles are plying on the same street, causing traffic jams. Indiscriminate parking of a large number of motor vehicles on both the sides of these busy roads and thoroughfares usually disrupt free movement of traffic and cause the deadlock.

2) Dustbins abandoned for garbage collection also occupy many important parts of the city-street causing traffic jam.

3) Informal on street activities play a vital role of traffic congestion.

City's bus drivers continue to be as unruly as ever by obstructing the flow of traffic under the eyes of traffic policemen, rickshaws and three-wheeler vans plying on the wrong side of the road and entering the 'no-go' zone will impunity. To add to an already messy situation, footpaths are illegally occupied and vehicles are parked in busy streets throughout the city.

The real hindrance to smooth traffic does not lie in inadequate roads. Dhaka’s unplanned growth, a Dhaka-centric development of the country, the lack of east-west connecting roads,
unplanned construction inside the city, increased number of private transports, the lack of mass transit are some of the contributory factors to traffic congestion. At the same time the poor traffic management, increasing population of rickshaws, lack of parking space, pedestrian walkways and reluctance to use of foot over-bridge make traveling on the streets difficult.

Besides, frequent digging of roads by utility agencies, allowing slow-and fast-moving vehicles on the same road, haphazard parking, keeping garbage containers on streets and minimum fines for violation of traffic rules also cause traffic jam. According to Bangladesh Road Transport Authority (BRTA), 115,000 registered private cars, 10,000 taxicabs and 50,000 buses and minibuses are currently plying different routes in the capital. And 218,000 new vehicles were registered in the last two and a half years, the meeting was told. Sources at the BRTA said 50 percent of these vehicles are 15 to 20 years old. Besides, 1,725 of the total number of buses did not appear for fitness certificate for a long time. There are also many vehicles operating without legal documents. However, there is no estimation about the illegal vehicles. Inadequate roads, absence of direct east-west roads through the city and lack of mass transport are also counted as factors for the traffic problems. Experts say completing construction of the eastern bypass and relocating the railway lines from the city area could greatly help dilute the traffic congestion. After all of those causes hawking on street one of the causes of illegal parking or on street parking.

6.6 Delay in reaching destinations and cost of congestion

Thousands of motor vehicles, mostly buses get stranded on busy city streets for hours causing severe traffic congestion and untold sufferings to the commuters. A large number of people wait for hours at different bus stops and intersections for vehicles including buses, CNG-run-auto-rickshaws, taxis and rickshaws. At rush hour, a distance of three to four kilometres takes more than an hour to reach. Destinations like Gulistan, Motijheel, old Dhaka, Maghbazar, Malibagh, Gulshan, Banani and Dhanmondi are nightmares for commuters from any point in the city. Traveling in Dhaka city has virtually become a nightmare.

At rush hour, a distance of three to four kilometres can take about an hour to reach. Destinations like Gulistan, Motijheel, Old Dhaka, Maghbazar, Malibagh, Gulshan, Banani and Dhanmondi are nightmares for commuters from any point in the city. Especially frustrating are the points Hotel Sonargaon crossing, the road in front of the Prime Minister’s office, Maghbazar, Mouchak, Malibagh, Khilgaon, Rampura, Elephant Road, Science Laboratory, Green Road, Jatrabari, Sayedabad, Mohakhali and old parts of the city mainly at Dholai Khal, Postagola, Bangshal, Chowkbazar and Imamganj. People miss important appointments; people are late for work, children and old people fall sick, not to mention the
painful site that most of us choose to ignore – a blaring ambulance stuck in the middle of a traffic jam trying desperately to find a way. The heat released from the engines, especially the private cars that use air conditioners, increase the overall temperature of the city.

Due to traffic congestions eat up extra fuel of city vehicles. Motor vehicles burn extra fuels worth 96 billion Taka a year in traffic jams in the city's busy arteries. The amount is a quarter of the country's total fuel import in the 2008-9 fiscal year, one-third of Bangladesh's annual development expenditure and almost equivalent to the total foreign aid that Dhaka receives every year. (www.thefinancialexpress-db.com/2009/09/19/02.html). The study done by an RHD engineer found that owners spend Tk 18.67 billion a year on servicing their cars and vehicles as jams reduce automobile life-span and turn them into clunkers much before their natural death.

Dhaka traffic is nightmarish. The unending traffic jams almost everyday of the week poses a threat to mobility. Huge traffic congestion results in loss of hundreds of thousands of man-hour and financial loss. Despite the mobile courts under the clean street drive, traffic in different key areas of the city like Motijheel Commercial Area, Paltan, Bijoynagar, Gulistan, Naya Paltan, Shahbagh, New Market, Elephant Road, Science Laboratory, Moghbazar, Farmgate and Malibagh areas, virtually comes to a standstill at frequent intervals. According to an estimate, the annual loss caused by traffic congestion in Dhaka city amounts to Tk. 15,000 crore or over US$ 2 billion. "In 2007, loss from traffic congestion was estimated, in financial term, at Tk 12,000 crore, which has gone up to Tk 15,000 crore.

6.7 Anti-social activities

During field observation it was found that the hawkers occupied the footpaths of Farmgate Motijheel, Baitul Mokarrum, Gulistan, Paltan, Newmarket, Nilkhet, Dhaka College Gate, Science Laboratory Crossing and Mirpur-10 areas. But all these have become dens of cheats, snatchers, drug peddlers and drug addicts. At night all sorts of anti social activities are carried out at these places. Drug use, violence and sexual harassment were common features in the lives of street user.

This floating population of street dwellers consists of thousands of people with no fixed dwelling in the major towns and cities of Bangladesh, who are likely to be amongst the most deprived in urban areas in terms of basic facilities and health indicators. They have to suffer a terrible situation, on the other hand they also threaten to the city dweller and city functionality. There are no reliable estimates of the total number of floating people who live on the streets of Dhaka and in the smaller cities and towns of Bangladesh but the number could easily exceed a few million. Floating people and hawker take shelter where they can –
under flyovers, in parks, at bus and railway stations, in shop fronts, or on pavements. Regardless of the reasons people live on the street, they are often blamed for crime and other antisocial activities that occur in cities, including commercial sex work, begging and drug use. Lacking regular employment and trapped in a vicious cycle of poverty, deprivation and social ostracism, with barely sufficient income to keep them above starvation level, some turn to crime.

6.8 health risk of hawker

Living on the street also resulted in significant unhygienic practices, which both pollute the environment and threaten health. Little or no access to safe drinking water and basic sanitation results in almost all the street hawker using roadside open spaces and drains for defecation. Options for hand washing after defecation are limited with some people able to use water but no soap, while others rubbing hands on the ground.

Photograph 6.7: Unhygienic food is selling in van in Dhaka city.

If acknowledged at all, city authorities are likely to view hawker in terms of social and environmental problems they may cause, such as blocking footpaths or creating hygiene hazards. In terms of public health, large numbers of poor people living in unsanitary conditions without access to proper health care can constitute a source for disease transmission. People without sustainable access to safe drinking water and basic sanitation are also at significant risk for health problems. In Bangladesh, while a few non-government organizations are providing health and related services for the urban homeless, there is no comprehensive program and little coordination of activities between agencies to address
health needs. Likewise, city corporations and government health service providers have not established specific policies or strategies for providing targeted health services for this population. Hawker in Bangladesh are not organized or empowered to lobby authorities to address their needs, and consequently their health needs remain largely unmet through the formal government health structures.

6.9 Fake and inferior commodities

The attitude of some hawkers and petty traders on neglecting aspects of personal hygiene, cleanliness of premises, and quality of food, internal premise layout and courteous and friendly treatment reflects unsatisfactory level of service. All those rights are modeled on the basis of UN guidelines for consumer protection;

A consumer has;

1. Right to safety
2. Right to information
3. Right to chose
4. Right to fair hearing
5. Right to satisfaction of basis needs
6. Right to healthy environment
7. Right to redressal of grievances
8. Right to consumer education.

In the face of enormity of consumer, problems, numerous consumer oriented legislation and consumer protection (laws and means designed to ensure fair trading for buyers) for a consumer education is a must.

6.10 Level of services.

Some times customers are cheated by the hawkers and petty traders. A customer is often cheated by purchasing less-weighing commodity or purchase of inferior or sometime injurious community, purchase of duplicates or expiry dated goods or paying more prices than MRP (Maximum Retail Price). Purchase of goods on more than MRP is done due to compulsion of bandh, strike or extortion. Most of the customers, even educated ones, do not know they can bargain on MRP price as well.
6.12 **Hampering the business of shopping malls.**

Hawking businesses are closely related with over crowded public gathering place. They generally want to get extra benefit by utilizing the public who are travelling or gathering a place to or form their other activities. For this intention they occupy open space or footpath in front of good and renowned shopping mall of walkway are encroached by hawker. The parking place and walkway of Gauchiea and New Market are occupied by hawker. Again in front of Baitul Mokkaram market is also a favorite place of hawking business.

This type of effort is not only irritating the true buyer of a good shopping mall, but also destroys the fair environment/ faced of shopping mall. The owner of the shopping mall is also face a huge irritating situation. During field survey, it has been observed that the practical scenario is totally vice versa.

Photograph 6.8: Parking place in front of Baitul Mokarram Super Market are occupied by hawker.

6.13 **Force drivers to use main street for loading and unloading**

Hawkers occupying street in busiest footpath & bus stoppage hinder the smooth loading and unloading of passengers activities of bus driver. After occupy footpath they gradually occupy bus stoppages and passenger shed. When they occupy bus stand two alternative phenomenon happen:

i) The driver of a bus is like to park buses a few distances from gathering place so that the passenger can get off and get in buses easily. Again passenger also requests the driver to park buses on a vacant place to avoid congestion in bus stops.
ii) The passengers who are waiting for a bus are likely to stand a little distance from a crowd for their own safety and security. Because crowded places mean ground of hijacking, rubbing, etc. So bus also loads its passengers from a little distance from the bus stop.

Since the hawker are occupying the bus-bay / bus stoppage so the driver have to use main road to get down their valuable passenger. Again bus can not stop in particular point due to hawker, so the passenger have to get up in bus by running some distance and some time from middle of the road. About this matter a hawker inform us with anger that "we are continuing our business in Government land without hammering any person". He may not aware about the legal aspect of bus bay /stoppage. He demands equal right of Government space with the bus driver. During the survey it has been seen that many of the passenger are waiting far from the bus stoppage or on the street which is risky for passenger himself as well as the other passenger on bus.

Photograph 6.9: A passenger shade of Indera Road footpath is occupied by a stationary hawker.
Chapter 7: Hawker Rehabilitation Initiatives; Past, Present and Future.

Hawkers and citizens are dependent on each other. Hawker provides daily necessities items easily and at an affordable prices to the citizen and this is the only source of income of a hawker. With the increasing population and rising unemployment in the city, the number of hawkers is rising rapidly, also as seen in the previous chapter hawker poses problems to the functionality of the city. Hawkers were evicted in the past as being in the present. Rehabilitation programs were taken and market constructed to provide the hawker with suitable places for conducting business, but such programs seem to be a few drops in the bucket as they were inadequate as well as inappropriate to solve the problems. This spells the need for an effective policy for rehabilitation of the hawkers. Besides this hawkers are important part of the urban informal economy. This chapter analyzes the Government policy and program regarding hawker rehabilitation and its shortcomings.

7.1 Government policy for the hawker in past

Dhaka City Corporation (DCC) has implemented about 16 hawker rehabilitation projects within last 30 years. DCC launched two important rehabilitation projects in 1952 and 1979. The first hawker’s rehabilitation project has been implemented in 1952 named "Sadargat Hawker's Market". Under this project about 812 hawkers were rehabilitated. In 1979, the second rehabilitation project was implemented in Sadarghat Area named "Ladies Park Hawkers Market". Under this project about 644 hawkers were rehabilitated.

But the actual situation is that, the number of hawker has not reduced with the implementation of those 16 projects. But this figure is increasing day by day. DCC has been informed that they have already rehabilitated about 17,065 hawkers. Now the question is how far the rehabilitation projects were successful.

7.1.1 Construction of Hawker’s Market by the DCC

At present there is total number of 105 markets in Dhaka constructed by DCC in the different parts of the city. Some are wholesale markets and some are retail markets. Among the DCC markets, New Market, Kawranbazar, Mohammadpur Krishi Market is playing a vital role in the city. Every year, DCC constructs new shopping complexes for the city people. A list of 112 Hawker’s market constructed by DCC in 2007-2008 fiscal years has included in Annexure-3.
DCC also established some hawker’s market in Mirpur, Segunbagicha, Mohammadpur, New Market areas. Again another Hawker’s Market has been built in Bangabazar area named "Bikolpo Hawker's Market" which is now well known as "Bangabazar Market ".

Table 7.1 : Hawker’s rehabilitation projects in Dhaka city during the last 25 years.

<table>
<thead>
<tr>
<th>SL. No.</th>
<th>Name of the Market</th>
<th>Construction period</th>
<th>No. of rehabilited hawkers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Kawran Bazaar Vegetable Market</td>
<td>1985</td>
<td>285</td>
</tr>
<tr>
<td>2.</td>
<td>Mohammadpur Shahid Market</td>
<td>1990</td>
<td>89</td>
</tr>
<tr>
<td>3.</td>
<td>Siddique Bazar Hawker Market,</td>
<td>1996</td>
<td>175</td>
</tr>
<tr>
<td>4.</td>
<td>Mohammadpur Katcha Bazar</td>
<td>1997</td>
<td>168</td>
</tr>
<tr>
<td>5.</td>
<td>Mohammadpur Housing tool Market</td>
<td>1997</td>
<td>125</td>
</tr>
<tr>
<td>7.</td>
<td>Mohammadpur Jeneva Camp Tool market</td>
<td>1998</td>
<td>262</td>
</tr>
<tr>
<td>10.</td>
<td>Bongo Bazar Complex</td>
<td>2004</td>
<td>2370</td>
</tr>
<tr>
<td>11.</td>
<td>Bonani Community Centre Katcha Bazar</td>
<td>2006</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Motijheel Middle Circular Road Temporary Toll Market</td>
<td>2006</td>
<td>556</td>
</tr>
<tr>
<td>15.</td>
<td>Mega City Fruit Business Co- operative Society Market</td>
<td>2006</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Number of hawker</td>
<td></td>
<td>5271</td>
</tr>
</tbody>
</table>


So according to DCC statistics total number of rehabilitate hawker in Dhaka city is 5271.

After the large scale eviction in 2007 the Government took some initiatives to rehabilitate the hawkers by providing them with various incentives. Such as;

i) Ministry of LGRD will formulate a policy for the hawkers' rehabilitation with various facilities like micro-credit and permanent business space for them.
ii) Hawker’s Rehabilitation Board would be constituted to develop hawkers’ markets and their accommodation in each district, ensure extortion-free business.

iii) Road spaces was allocated for the vendors and hawkers on a first-come-first-served basis and no tolls will be collected from such people.

The vendors and hawkers will need to leave the places, along with their goods, by 5:00pm. No perishable items will be allowed to be sold at the places.

iv) One of the lanes of the road stretches was allowed for such temporary market; the other lane has been used for traffic, the five selected road stretches are;

- From Palashi to the filling station at Nilkhet
- From Pirjongi Mazar at Motijheel to the T&T School and College
- Mirpur Zoo Road (Shiyal Bari Dhal)
- The lane on the north of Manik Mia Avenue
- From Matsaya Bhaban to the Segunbagicha crossing

V) Identity cards will be given to all hawkers in the city. This was decided at a meeting between the Local Government and Rural Development (LGRD) adviser Anwarul Iqbal and hawker leaders at the Secretariat.

7.2 Government policy for the hawker at present

Presently there are 6 rehabilitation projects are going on the session (2008-2009). (Ittefaq, 2010).

Table 7.2: DCC’s on going projects for hawker rehabilitation

<table>
<thead>
<tr>
<th>SL. No.</th>
<th>Name of the Market</th>
<th>No. of hawkers benefited</th>
</tr>
</thead>
<tbody>
<tr>
<td>1)</td>
<td>Mirpur Shah-Ali City Corporation Market</td>
<td>2,978</td>
</tr>
<tr>
<td>2)</td>
<td>New DCC Market, Mirpur-11</td>
<td>1,975</td>
</tr>
<tr>
<td>3)</td>
<td>Segunbagicha Multipurpose Shopping Complex</td>
<td>107</td>
</tr>
<tr>
<td>4)</td>
<td>Dhaka Trade Centre (Banga Bazar- Gulistan Market)</td>
<td>1,245</td>
</tr>
<tr>
<td>5)</td>
<td>Gulistan Trade Centre (Puran Bazar)</td>
<td>1,646</td>
</tr>
<tr>
<td>6)</td>
<td>Kaptan Bazar Hawker's Market</td>
<td>2,722</td>
</tr>
</tbody>
</table>

Source: DCC, 22.12.08

7.3 Short comings of government projects
7.3.1 Scarcity of land

Government's failure to manage land in order to solve the hawker’s problem, hawkers are considered by the authorities as a nuisance, but never as a necessity. The City Mayor Md. Sadeque Hossain Khoka said; there is no space to relocate and rehabilitate hawker in Dhaka city. More over there is no specific standard to select hawker to allot shop or land.

7.3.2 Problem of issuing identity card to the hawker

During field observation it has been found that about 20% hawker has identity card which has been issued by DCC. But rest of them has no identity card. The hawkers who have no identity card said that they have already enlisted to get a card. For an identity card the hawkers have submitted photograph, application form, Chairman/Commissioner’s certificate, required fees to the authority but till they have not received any identity card. Again middle man or broker of DCC received a large amount of money ranging from 2000 taka to 10000 Taka to manage an identity card. It is not just one of whether or not to issue and where to locate the hawkers. There is also the problem of who should be allowed to have those licenses. The majority, mainly want to treat hawking as lucrative business, and some would like to make money from hawker’s licenses or identity card.

7.3.3 Political interference

DCC had remark that, before 2003 the shop distribution power was practice by only City Mayor (DCC office”2009). But after 2003, a legal committee was formed by Mayor and all of the shop distribution power handed over to the committee, again the Word Commissioners was the Chairman of this legal committee. But in practice the corrupted Word Commissioner changed the list according to their choice and shop allotted depending on the amount of bribe received. In 2005 a Word Commissioner was penalized for such practice (DCC office”2009). When a hawker’s market construct the shop allotment has been distributed among the political leaders with in a specific ration. According to a news report on private television channel the ration is

- Mayor-12 shops
- Per Word Commissioner-7 shops
- Local President of powered political Association-3 shops
- Local Secretary of powered political Association-3 shops

(Source-ATN News”29-01-2012)

7.3.4 No detail plan for the hawker and budget
No specific plan has been yet prepared for the hawker. There is no planning and policy guide line for the hawker rehabilitation in DMDP-1995 or DAP. In India there is a policy guide line for hawker rehabilitation and their reallocation scheme but in our country there is no such type of guideline here.

7.3.5 Lack of foresight by the decision maker

Before launching any urban development project, policymakers and project planners should carefully consider the possibility of negative impacts on poor stakeholders and take steps where possible to either mitigate these, or develop means of compensating for them. Encourage participation of stakeholders at all stages to determine what they think, what they want and how they think they will be affected and could be helped.

7.3.6 DCC not provide enough facilities for the hawker

Hawking, by occupying part of the street is considered illegal; these reluctance of the DCC to provide any facilities to them. If the hawkers were given facilities and if DCC had regulated their activities then both parties would have benefited and the functionality of the city could be made normal.

7.3.7 No financial assistance for the hawker

Hawking being termed informal and also illegal no financial assistance are available for such business. According to Bangladesh Government Co-operative Law,1990 the hawking is one of the eligible sectors to get investment or loan from the Government financial institute like; scheduled or non-schedule bank, financial institution, specialized bank etc. But in practice no one is willing to provide loan to hawker because it is a risky profession. More over hawkers do not have any legal position of place to conduct business.

7.3.8 No data bank for the hawker

A central data base for the hawker could have been an important source of information for rehabilitation of hawkers. In Bangladesh there is no data base regarding the actual number of hawker in Dhaka as well as Bangladesh. So during allocation of shop of a rehabilitation project the authority face troubles to select actual hawkers.
7.3.9 Lengthy process for completion of rehabilitation projects

To initiate a Government project and implement it successfully is a time consuming process. There exist administrative bottlenecks situation and all those projects are closely related with the willingness of high officials. It takes too much time to implement. So the very purpose of the rehabilitation project is defected. Some DCC officials were highly concerned about the outcome. Due to the lengthy process hawker some times transfer their title and position of shops that he was entitled to get from the DCC may sale to other business man. So the actual hawker may not get any benefit from the rehabilitation project. This issue has been highly supported by some of the DCC official.

For lengthy process, many hawkers have sold their membership right and official correspondence of advance payment-to the other businessmen. So now most of the Hawker’s Market are occupying by the bureaucratic business man of the nominated person of political leaders. In the long it was not the hawker, who was benefit but influential person and put of political elites.

7.3.10 Greedy hawker

Some greedy and corrupted hawker sold allotted shops in the Hawker's Market to the other businessmen to get more money. This issue are true for some specific hawker's market like; Sundarbon, Bangabazar. It is also true that some times they may have some serious problem or are force to sell their shop. After selling shop they make a come back to the footpath and create problems for the city.

7.3.11 Lack of transparency of related authority

DCC officers, local Ward Commissioner, police man are not so sympathetic to the hawker rehabilitation project. They also try to get commission and bribes from the hawkers. After constructing any market by DCC, shops have to allocate by the wiliness of local political leader, Mayor's and Word Commissioner's nominated person.

7.3.12 Poor number of hawker's projects

According to DCC it is known that about 32,000 hawkers will be benefited through the hawker rehabilitation projects, but there are about 3 lac hawkers in Dhaka city. So the number of hawkers is too large to be rehabilited by the limited number of projects.
7.4 Hawker’s suggestions regarding hawker eviction and rehabilitation

In December 2006 different street vendor organizations had assembled to discuss the national policy issues affecting them for the first time. The street vendor organizations were Bangladesh Hawkers’ Federation; Dhaka Zilla Mohila Hawkers Kallyan Kendro; Bangladesh Sinnamul Hawkers' Somity (BSHS); Sangbadparta Chhinnamul Hawkers' Samity and Bangladesh Sinnamul Hawkers' League (BSHL).

M Waliullah Patwari of the Bangladesh Combined Footpath Hawkers” Council said, „We do not want holiday markets. This is but a spoon of food to feed a hungry mass.” The government should set up hawkers” markets with all necessary facilities, where every hawker will possess a place by signing an agreement to pay for the possession over five to 10 years, suggested Waliullah. He said they also urged the government to permit them to sit in the footpaths in the meantime, leaving a wide-enough space for pedestrians to walk. „We have submitted a number of memoranda to advisers to the government. But they are yet to undertake any initiative to ensure our livelihood.” This should be elaborated and specifically stated in details in policy guideline through this chapter.

Majority of the hawkers stated that, it was unfortunate that the footpath hawkers had to be the first targets of any regime change as there was an ill practice to rehabilitate party-supporters in such trades removing the genuine ones. They have following opinions about rehabilitation scheme:

i) Stop indiscriminate eviction of the poor traders who are surviving hand to mouth in these days of economic hardships.

ii) the absence of any pro-hawkers laws in the country, the real hawkers could not be properly rehabilitated

iii) The authorities not to evict them without making any alternative sources of income for their livelihoods for the sake of justice.

iv) Before preparation of such a national policy, Dhaka City Corporation should prepare a full list of genuine hawkers, rickshaw pullers and small traders, especially the footpath dealers.

v) Hawker Kallayn Samity leaders demanded allotments of shops in the newly built building to the genuine members of the Samity. Expressing their indignation over reported allotments of such shops among, what they said “fake hawkers”, they called upon the authorities to immediately cancel those “controversial allotments.”

The Bangladesh Self Employed Union (SEU) held a workshop on the 24th-25th March 2006 to formulate recommendations and an action plan for the development of a national street vendors' policy.

In a workshop the Hawker Kollan Somite called on the government to form a National Task Force to draft a national vendor's policy immediately' with the necessary representation from
street vendor organizations in Bangladesh. The workshop also demanded that government
call an immediate halt to the eviction of street vendors from major streets and markets, and
municipal corruption and bribery.

During the presentations and group exercises, participants identified the urgent need for the
following issues affecting street vendors to be addressed in national policy.

- Recognition of street vending as an occupation;
- Identification of the state body responsible for street and market vendors' and
  hawkers' issues;
- Registration of vendors and hawkers;
- Recognition of trade union rights;
- Prevention of illegal payment to police and gangsters;
- Welfare and social protection of street vendors;
- Extension of low interest financial support by government;
- Special protection to women vendors working on the streets;
- Elimination of child hawkers and their social rehabilitation.

The workshop recommended that participants:

- consolidate unity among street vendor's organizations to achieve common goals and
  greater welfare among those working in the sector;
- develop integrity with the trade union movement to promote workers' rights and
  social protection, position and strength;
- Develop networks and collaboration among street vendors' organizations in which
  the Bangladesh Occupational Safety, Health and Environment Foundation (OSHE)
  can play the role of catalyst.

There are a number of hawkers’ markets in the city, including those at Bangabazar, Gulistan,
Bangabandhu Avenue, Dhanmondi, Nilkhet, Jatrabari, and Jurain. But the street hawkers
cannot afford to rent shops at any of them. „It is simply impossible for any of us to pay Tk 2
to 3 lakh to get possession of a shop in the hawkers’ markets,” Waliullah pointed out.
Besides, with the increase in production of low-cost products, the number of street vendors
in the city had also been on the rise and they had been meeting the demand of the low-
income people for such by vending those in the streets.
7.5 Recommendations

Hawkers/ informal businesses are a worldwide problem. In developing country where lot of unemployed people exists, this problem has generated automatically. In respect of our country making some markets for the existing hawkers is not a solution. It may solve the current problems for the existing people but other people will occupy the vacant places. So it needs to find out the root cause of hawking. In contents of Dhaka city, this problem has amplified than the previous situation. From the study and other document it is visible that Dhaka is the only dominated city of Bangladesh. So the unemployed people are gathering here for employment opportunities. To stop hawking, the mass migration has to be stopped. In the study two types of recommendation are suggested.

- Solving the root cause of hawking
- Solving the present crisis

To hit the root cause, some recommendations are listed for the solving the problem from the root. These are:

7.5.1 Solving the root cause of hawking

It is not easy to eliminate hawking business at a glance. To boost out the problem related to hawking business action should be taken from grass root level to national level, such as;

Plan should be made in three levels;

1. National level
2. Regional level
3. Local level

7.5.1.1 National level policy

7.5.1.1.1 Make a comprehensive plan for the hawker

The government should not give up as soon as it initiates any plan. Any particular project needs sometime before success can be reaped. Implementation of long term urban policy and management measure as well as short-term hawker and pedestrian management measures. The hawkers can operate while pedestrians use the footpaths.

A Street hawker rehabilitation committee should be formulated by the combination of following concern authority and stakeholders;
The main objectives of the plan will be

To make Street vendors a special component of the urban development plans by treating them as an integral and legitimate part of the urban distribution system.

Special emphasis should be drawn on following issue;

- Prepare appropriate laws and providing legitimate hawking zones in urban development/zoning plans.
- Demarcation of vending and non-vending zone.
- To promote, if necessary, organizations of Street vendors e.g. Unions/Co-operatives/Associations and other forms of organization to facilitate their empowerment.
- Rehabilitation of Child Vendors
- Eviction should be avoided wherever feasible unless there is clear and urgent public need in the land in question.
- Affected vendors/representative’s involvement in planning and implementation of the rehabilitation project.

7.5.1.2 license and identity card for hawker

Hawker licenses should be provided by considering few conditions. Before issuing a license a decision maker (City Corporation) must have to consider followings:

- The DCC must not favor of issuing hawker licenses to those who are able-bodied if they are able to find other kinds of work.
- They should favor of issuing licenses to those who are handicapped or elderly and unable to do ordinary work, as well as to some unskilled persons who cannot earn enough to support a family by taking a laboring job.
- They should never encourage young, able-bodied parsons to take up hawking like the man of any age group who has lest a limb in a traffic or an industrial accident,
and wants to continuing living a dignified life, using his compensation as small capital.

During issuing license and ID card following policy guideline should be followed by concerned authority.

- **Clear mention of hawking position/location**
  1. Where would he conduct business?
  2. How much space should be allocated for a particular hawker?

- **Types of goods sell by hawker**
  What types of commodity should be sell by concerned hawker; that is ; food, ware, fruits, juice and drinks, vegetables, RMG etc.

- **Mode of hawking**
  To conduct his/her business what types of vehicle /mode should be used for hawking and license should be issued for the particular vehicle.

- **Waste disposal and management system**
  During conducting business different types of waste may produced by hawker. During issuing license here should be clear mention of waste disposal and management system. If the City Corporation van collect all those waste the hawker should be pay for it.

- **Facilities provided by authority**
  A legal and license holder hawker have right to get some facilities from the Government such as; toilet, electricity, safe water, security, waste management facilities etc. Since the hawker will pay tax to Government so it is obligation of authority to provide some facility to conduct business.

- **Hawker awareness program**
  Government has to organize training program for hawker to aware them about their business and right. These types of program is badly need for food vendor, because in Dhaka city the food vendor are most vulnerable for public health. They have no idea about hygienic food and environment. Most of the hawker in Dhaka sale food, juice, fruit under open air without using any cover to protect dust, smoke and flies etc. All those are dangerous for health and children eat all those food items and attract by diarrheas.
7.5.1.1.3 Training and skill upgradation

Street vendors being micro enterprises should be provided with training to upgrade their technical and business skills so as to increase their income as well as to look for alternatives. A proper and job oriented training program is necessary for the unemployment people. If they get proper training and credit from the government they will find out their own profession rather hawking. Through training an un-skilled labor force will be a skilled and potential man power resource for the country.

7.5.1.1.4 Skilled labor force in foreign market

Through training a skilled labor may be an asset for the country. Foreign Remittance now a principle source of income of GNP. If our Government is active of fair about this matter this will create large employment sector for Bangladesh.

7.5.1.2 Regional level Policy

7.5.1.2.1 Create new employment opportunity

Sufficient employment opportunity should be created by Government. Again this is not possible by Government it self, so they have to acquire help from private sector. Government has to Government more emphasis on Private sector investment, textile, factory construction, agricultural development.

7.5.1.3 Local level Policy

7.5.1.3.1 Co-operatives

Cooperatives can also be a powerful mechanism for organizing the hawker. As cooperatives are profit-oriented organizations, they suit the needs of hawker who are instinctively entrepreneurial. However, capacity building is needed to manage the organization properly and meet statutory requirements. Cooperatives would enable vendors to pull in resources, avoid duplication of effort and rid themselves of exploitative forces relating to their trade.

Being busy, hawker find little time for organization. Their daily routine is torturous. A lack of time is just one factor. The conflict for space among hawkers is another. Getting hawkers to attend meetings has been difficult. Hawkers are also on the lookout for customers, so if a meeting is held near their stall, the mere appearance of a potential buyer distracts them. There are other obstacles as well. Street vendors are not a homogenous lot and deep rooted social and cultural divisions exist. Previous experiences of foul play are common. Unscrupulous street-smart organizations have looted money through false promises. Sometimes their leaders have misappropriated funds or indulged in corrupt practices.
7.5.2 Recommendations to solve present crisis

To solve the present crisis for the people some recommendation are listed below.

7.5.2.1 Specific place allocation for the hawker

Hawkers should be sited in fixed places of the city so that they can peacefully carry on their businesses. In other words it would be more supportive for the hawker if there is lots of hawker's market across the Dhaka city for their permanent business location. Government may encourage the private sector to do this. Hawkers’ Market should be located in busy areas after each 100 or 200 yards. It is also assumed that they are the another main causes of traffic jam

One the main purposes of eviction was to free public land (street, footpaths, spaces in front of large office areas, market complexes, etc) and reduces traffic jam. Though the illegal occupation has been stopped but the condition of traffic jam is same as it was before. So if hawkers can be rehabilitated in their previous business location in a planned and systematic way. It will have little contribution to the traffic jam of the city. This regard the hawkers can be registered and given identity card. DCC should be the executive authority of this initiative.

Government should find places in the city for permanent rehabilitation of evicted hawkers to provide them with hawkers market. In these markets actual hawkers should be rehabilitated under strict and effective intervention by the respective public agency.

7.5.2.2 Planning solution

The geographic location and the growth pattern of the hawkers clearly indicates their preference for plying their trade on busy streets. The activity thins out as the street enter small group of residential buildings.

The inter-relationship between activity type and the population indicates the total number of shops in each category, average area of shops in square meter, the number of families that sustain one shop and the area in square meter. Following norms are derived from this data.

The area requirement per family for different type of trades ranges between 0.004 sq.mt. to 0.04 sq.mt. Significantly the minimum areas per family are for sale of goods like clothes, jewellery, cosmetics, hardware and building materials etc. The highest area of 0.04 sq.mt per family is required for goods like general provision stores and frequent/infrequent services
such as plumbers, electrician etc. On the basis of this analysis the requirement of shop area can be broadly divided in 3 categories.

The average size of a shop in these three categories would range between 2 to 10 sq.mt.

- In the first category i.e. smallest type of shops are such goods and services as cigarette shops, vegetable, fruits and flowers, clothes pressing, electricians etc. The area of such shops ranges between 1.5 to 4.0 sq.mt and hence modules of 1.3 mt x 1.2 mt. (5ft x 4ft) and 1.3 mt. x 2.4 mt (5ft x 8ft) can normally take care of this category of shops.

- In the second category are such goods and services like old news paper buyers, tailors, plumbers, electrician, fast food joints, etc. they require larger space for work/storage and hence modules of 3.3 mt. x 1.2 mt. (10ft x 4ft) would generally suffice for this activity.

- In the third category are shops providing goods like general provision which require a module of 2.4 mt. x 3.3 mt. (8ft x 10ft).

It is suggested that the type of shop to be allowed could be categorized on the basis of their area and space requirement, traffic generated and any nuisance or pollution that may be created. With such a categorization; shops could be permitted on roads having a width ranging between 9 meters to 31 meters. For example certain small shops which are more in the nature of booths or stalls, like a „pan” or tea stall may be allowed on the road width of 9 meters while larger shops like laundries, bakeries etc. could be allowed on roads having width of 12 meters to 31 meters. Wherever such a shopping line is prescribed, the shops would be part of the residential plots abutting a particular road. Normally, under the Development Regulations of Greater Dhaka the front open space is prescribed to be 3.5 meters. As a result, the shops would be 3.5 meters inside the plot boundary. Thus, effectively, when the shops start functioning, the front open space of the building becomes more of a shopping arcade affecting the safety and security of the residential tenements above; apart from taking away the small front open space which could otherwise be used by the residents.

Therefore, instead of such a shopping line it would be desirable to allow construction of shop/shops abutting the plot boundary but restricting their coverage to the extent of the width of the side open spaces. This could be particularly useful and functionally desirable for plots on smaller roads of widths between 9 meters to 18 meters only where the smaller type shops and booths would normally prefer to be located. The depth of the shop can be restricted to the width of the front open space. The height of the shop should not exceed the height of the ground floor of the building and a loft to the extent of 50% of the shop area could be permitted; to be used as a work space as well as storage.
On smaller roads where only smaller shops, more in the nature of stalls like vegetable, fruit, milk etc. are to be located, no entry should be allowed directly from the road to the shop except for a service counter at an appropriate height from the road level.

These shops or stalls being part of the building plot can get electricity, water and sewerage connection from the building itself and will have to pay taxes to the local authority. Moreover, such stalls will then be less of a hindrance to the pedestrian and hence to the vehicular traffic. The residential premises in the plot can derive some income from the rental of these shops and may be in a position to maintain their common services more efficiently. Such a proposal will also retain the front open space of the building for the use of the residents and the customers of the shops will not create any nuisance for them.

**7.5.2.3 Central database of hawkers**

A central database should be developed with a collaboration of DMP and DCC. This database should include the registration number of hawker, name, father’s name, home district, age, sex, education, location of business, type of business product, etc. This database will be helpful to fix the number of hawkers in a particular hawkers market. Moreover it will be easier for the respective authority to monitor the hawkers. In this regard the hawkers should pay a little amount of money for their registration number which can be renewed yearly.

**7.5.2.4 Eligible hawker to permit business**

The established hawkers, with shops at lucrative areas like Gulistan, Bangabazar and Gausia, have the capital to open full-fledged shops in shopping malls. They continue to claim to be “poor” and have no other options without hawker businesses. When the time comes for the authorities to enlist the names of real hawkers, these hawkers influence the officials in enlisting their names into the list. As such, the actual hawkers are mostly deprived and their businesses remain illegal. Those who can invest Taka 1,000 to 2,000, are considered to be eligible hawkers. Monthly flow of money is usually around Tk 20,000 to 30,000. As soon as the profit exceeds Tk 80,000, this particular hawker will no longer be eligible in the hawker category and will be evicted. In such a way, he or she will be making way for other needy hawker.

Hawkers never are permanent, they should only be provided specific times for their businesses, permanents hawkers of Gausia and Bangabazar are owners of two or three shops. They are not giving the poorer businessmen any chance. If more permanent places are provided, the same incident will occur and the situation will be aggravated.

**7.5.2.5 Token system**
DCC issued tokens to hawker leaders of different areas, a few years ago. However, the hawkers, enjoying the blessing of the then ruling party, photocopied the token and provided these tokens in exchange of Tk 5,000 to Tk 8,000 from each hawker and non-hawker while promising them possession of a plot in return.

### 7.5.2.6 Identity cards for hawkers

The government also tried to arrange identity cards for hawkers and arranged ‘holiday markets’ rehabilitate some hawkers.

### 7.5.2.7 Space management and new hawker market for the hawker

The authority (DCC) should ensure that provisions for space for vendors’ markets are pragmatic, consistent with formation of natural markets, sufficient for existing demand for vendor’s goods and services, as well as likely increase in line with anticipated population growth. Provisions of space may include temporary designation as vendors’ markets (e.g. as weekly markets) whose use at other times may be different (e.g. Public Park, parking lot). Timing restriction on urban vending should correspond to the needs of ensuring non-congestion of public spaces / public hygiene.

To construct a new market for the hawker the civic authority should be provide following utilities amenities to the hawker. They would invariably include:

- Provide provisions for solid waste disposal
- Public toilets to maintain cleanliness.
- Aesthetic design of mobile stalls/ push carts
- Provision for electricity
- Provision for drinking water
- Provision for protective covers to protect their wares as well as themselves from heat, rain, dust etc.
- Storage facilities including cold storage

### 7.5.2.8 Financial assistance to the hawker
Street Vendors being a part of the unorganized sector have little or no access to credit from the formal sector financial institutions particularly for their economic activities without which they will have to depend on private moneylenders borrowing at higher interest rates.

7.5.2 .9 Permission to shop at ground floor for hawker:

Traditionally, shops operate on the ground floors of buildings in shopping areas, but few places in the world have such high density concentrations as Dhaka. It would be an alternative solution of Hawker problem, to supply the needs of our population from ground-floor shops. Moreover, putting vegetables and other cheaper goods into the exorbitantly high-rent shops of Dhaka.

7.5.2 .10 Holiday market

These markets will be operated under the supervision of the Dhaka City Corporation. The proposed markets will be named 'Friday Market'. Dhaka City Corporation is the authority for notification and elaborating the rules and facilities of the markets on holiday.

Under the holiday market arrangement, hawkers were found at the northern part of Manik Mia Avenue, Matsya Bhaban road toward Segunbagicha, in front of Motijheel Ideal High School, western part of Palassey crossing to Nilkhet and Mirpur Zoo Road up to Shial Baril during the weekends. They did not have to pay any toll to anybody on these days at these areas. However, this attempt also failed due to the low number of customers during the weekends. Also, the pedestrians are usually the customers of the hawkers. As such, these hawkers did not get any customers during the holiday markets to the same extent as they had during the regular times on the footpaths.

Almost all the hawker markets are located at areas which are crowded with commuters. The commuters and pedestrians are a significant customer base that was absent in the holiday markets, who will go to a holiday market to buy a pair of sandals worth 30 taka. He/She must not expand an additional transport cost of 50 to 80 taka to go to Holiday Market.

**Characteristics of holiday markets will be as follows:**

- Holiday markets will be setup as temporary markets for evicted hawkers to sell their products
- Market day and market time will be fixed by the DCC.
- Road spaces allocated for the hawkers on first-come-first-served basis.
- There will be no toll system for the allocated hawkers
- The hawkers must leave the places along with their goods at 5:00 pm.
- No perishable items will be allowed for selling at the places.
• One of the lanes of the road will be allowed for such temporary market of the fixed places and the other lane will be used for traffic.

7.5.2.11 Permission of hawker to sit with businessmen in local market.

In Dhaka there are several well-known special markets, called “Markets”, located in particular places on specific days and times, businessmen, similar to hawkers sit with their vans and display their items on the ground or in carts. In some cases, they sit along the sidewalks of a particular area for specific period of time of a day or in a parking lot on weekends. They have to pay a specific fee to respective authorities. Like their contemporaries in other parts of the world, the hawkers of Dhaka city want to have a permanent place where they can sell their items. They inform that a permanent place for hawkers is still required as most hawkers of Gulistan, Gausia and Mirpur are just extensions of shops in those areas.

7.5.2.12 Re-routing of vehicles

The re-routing of vehicles in a particular area to facilitate hawkers’ businesses at particular days and times. For example, vehicular traffic can be rerouted through the Science Laboratory intersection to the North and the Nilkhet intersection to the South, while hawkers can operate on the Gausia-New Market stretch. Another such site is Indira Road, from Farmgate intersection up to Islamia Eye Hospital.

7.5.2.13 Multi-storied intra-city bus terminals

The construction of multi-storied intra-city bus terminals at alleviating traffic congestion as well as the hawker problem. The top floors of the terminals could be provided to the hawkers. Existing bus terminals like Syedabad, Gulistan and Mohakhali and the Nilkhet corner of Balaka Cinema hall can also be developed and hawkers can be rehabilitated to these areas.

Street vending or hawking is actually a natural market formed because of local needs. Bangladesh authorities can learn from their Malaysian counterparts in Kuala Lumpur about how to include street vending in the process of urban planning. For example, Kuala Lumpur’s proposal of making food courts compulsory in high-rise buildings can be a good way for our authorities to emulate in leading the vendors towards a legal status and offering them a permanent space to sell.
Chapter 8: Conclusion

The informal sector plays an important role in the socio-economic life of the city. Hawkers and petty traders are effective and efficient economic agents for the distribution of goods and services. They help to keep the cost of living minimum in the city by providing food and other consumer items at affordable prices and widen consumer choice. Besides being a source of livelihood for the thousands of people who are involved in the informal sector, hawkers and petty traders have also become parts of cultural heritage of Dhaka.

The growth of the urban informal sector is also nourished by the influx of migrants from rural regions surrounding urban agglomerations in search of work. With the formal sector unable to accommodate such large numbers of workers, the informal sector becomes the primary source of employment. Without the economic opportunities generated by such activities, the poor would certainly become a larger burden for the urban authorities. It’s also important to note that the informal sector is not only the domain of the urban poor. Many middle-class people in urban areas in developing countries greatly benefit from economic activities carried out outside the formal sectors.

Yet, understanding the positive impact of the informal sector, many planners and officials still worry about the resulting urban blight. However, from urban environmental perspective, many of the problems associated with the informal sector are not attributes inherent to the informal sector but manifestations of unresponsive urban planning itself. The provision of spaces to informal sectors is an effective measure to reduce the social problems associated with such activities.

According to the Dhaka City Corporation’s there are around 90,000 street hawkers in the city, but in practice this figure is more than 300,000 (Islam. 2007). According to the five-year-long statistics of the Chinnamul Hawker Samity, the total number of hawkers in the country is 27 lakh and there are about 1.3 lakh in the urban areas, under the DCC. The number of permanent hawkers on footpaths is 60,000 while there are around 70,000 seasonal hawkers. The Samity has around 60,000 members.

According to the Strategic Transport Planning (STP), Dhaka Metropolitan City has around 388 km of footpaths for the smooth movement of city dwellers. Out of these, the hawkers have taken over around 155 km of the footpaths. As such, most of these hawkers are occupying around 40 per cent of the city makeshift shop occupying around 13 square feet, during the day. (The Daily Star’3 Aug 2008). Approximately 700 types of products are on sale in the floating shops of the street markets. Recent statistics also reveal that 46 per cent of the hawkers of Dhaka city are permanent while the rest are seasonal. The seasonal hawkers move in from the villages and suburbs during
Ramadan, Eid, pooja and other times. Nine percent of the total number of hawkers is women. Some middle class and lower income groups are the customer base of these hawkers.

The hawkers are the main causes of traffic congestion in Dhaka. The footpaths of Motijheel, Baitul Mokarrum, Gulistan, Paltan, New Market, Nikhket, Dhaka College Gate, Farmgate, Science Laboratory Crossing and Mirpur-10 areas have already turned into sprawling markets selling daily necessities like vegetables, fruits, garments and spices ahead of the holy month of Ramadan.

Rajdhani Unnayan Kartripaksha (RAJUK) and DCC, with the help of different law enforcing agencies, launched a massive drive to evict the hawkers and vendors. They demolished illegal structures and business establishments in order to reduce traffic jam and ensure smooth movement of pedestrians. However, this attempt also failed as police did not cooperate in the eviction of hawkers as they receive tolls from them.

It is a game between the police and the hawkers. Everyday, when the police come to evict them, the hawkers get up and leave. But a few minutes later, when the police leave, they are back in their spots again. Almost all areas of the city are plagued by the hawkers’ footpaths. As a result, pedestrians are being victims of accidents. The hawker also occupied over-bridges and underpasses. The forced evictions were conducted in a war-like fashion, with a large number of armed police as well as police in riot gear deployed alongside demolition crews. Often no written notices were given, only oral notices were given through loudspeakers a day earlier, usually in the evening. A typical case would be that an announcement would be made through loudspeakers one evening informing the hawkers that they would have to move their belongings by 7:30 am the next morning, if they didn’t it would all be destroyed.

Most of these hawkers, naturally, dislike the idea of having to leave their spots as it will result in a slump in their business. It is obvious that, where will they go if they do not have street-side stalls. The hawkers are important for the urban informal sector and urban economy. They are not stealing, robbing or mugging. They are doing business rather fairly except for the spots which they are illegally occupying. If they had enough capital, they are definitely would have ventured into some better business.

During field observation some hawkers in Farmgate area stated that after investing 500 taka, they can hardly make a profit of 120 taka. Under current market conditions, it is extremely tough to feed a family of 5/7 members. Hawker business is a free business as it can be initiated through very small capital in Dhaka city. This profession will never cease to exist because the police and DCC officials will end up losing a significant amount of income that they make illegally from hawkers every month. Roadside makeshift shops have been banned since 1976 through the Dhaka Metropolitan Police (DMP) ordinance. Anybody who violates the rule can be fined 2,000 Taka. However, this regulation is routinely flouted. Moreover, hawkers’ association has been institutionalized over the years. Over 15 hawker associations, led by 38 leaders, are operating in the
city. These associations are controlling the overall situation in the city through wit and muscle power of local goons.

During the last caretaker government (In 2007) illegal constructions were demolished and the pavements became hawker-less automatically. It is assumed that because of this operation almost 300,000 vendors were out of business and this statistics represents that consequently about 300,000 families were pushed to the brink of poverty with out providing means of rehabilitating them. So it is essential to rehabilitated them properly or specify some particular places for them to continue their activities. But there is no effective plan and policy regarding the street users in Bangladesh.

Due to poverty about 85% (Field Survey'2009) of hawker has been migrated different part of the country with empty hand. Since most of them are illiterate and limited literacy so they can not get any suitable job. So they involve hawking which has some extra opportunity.

Dhaka City Corporation has been implemented about 16 projects with in last 30 years. According to the hawkers associations, around 14,000 static, semi static and mobile shops and more than 75 categories of hawkers are enlisted with the Dhaka City Corporation. However, these shops have to pay tolls to the extortionists of their particular area in order to trade safely and freely. According to the Bangladesh Chhinnamul Hawkers Samity of Gausia, Gulistan, Sadarghat, Mouchak and Motijeel, street hawkers pay 1.5 crore Taka per month, in illegal toll. They also have to pay illegal tolls of around Tk 50 crore per year to the police, DCC official (Inspectors) and ruling party musclemen.

But the actual situation is that, the number of hawker has not reduced with the implementation of those 16 projects. But this figure is increasing day by day. DCC has been informed that they have already rehabilitated about 17 thousand and 65 hawkers. Now the question is that this process of rehabilitation is sufficient & fruitful or not.

At the same time it should be noted that street vending survives not merely because it is an important source of employment but also because of the services it provides to the urban population. For the urban poor, street vendors provide goods, including food, at low prices. Hence one section of the urban poor, namely, street vendors, subsidizes the existence of the other sections of the urban poor by providing them cheap goods, including food. Middle-income groups too benefit from street vending because of the affordable prices offered. These aspects are unfortunately ignored by the Urban Local Bodies (ULBs) and the police because more often than not, street vending is considered an illegal activity and street vendors are treated as criminals. In fact the studies and reports quoted that in almost all the Asian countries, street vendors have no legal status to conduct their business and they are constantly harassed by the authorities. Yet they are popular because they provide the urban
population with much needed services that neither the municipalities nor the larger retailing outlets can provide. In the following sections we shall discuss the status of street vendors based on reports and studies conducted in the different countries.

In this regards, maximum DCC officer gauge that through such conventional type of rehabilitation projects are not sufficient to remove hawker problem. The fact is that, the allocation of Government shop now are remaining in bureaucratic business man rather the actual hawker. There is no enough land in DCC to rehabilitate hawker through constructing a market on the heart of the city. Beside though this rehabilitate project the actual hawker may not benefited, rather bureaucratic businessman. Many of them may sell their shop to other ordinary businessman and they go back to footpath.

Again the target people who are enlisted to be rehabilitated through Government projects they are still going to sit beside footpath of Bangabandhu Avenue, Baitul Mokkaram Link Road, Gausia, New Market area and plying a role of floating pity businessman. Beside this after eviction of February’ 2007 Government started a new project but the hawker's are not happy with such type of temporary solution. They always hunger for a permanent shade and proper rehabilitation.

Nevertheless, planners remain oblivious to the role of vendors who are victimized, harassed, marginalized and pushed from one area to another. Rolling stones gather no moss; so it is with the hawkers. Pushed to the city in search of employment, they take to vending as self employment for it is an easier option, perhaps the most promising avenue for the poor. Many vendors were erstwhile workers, who after the closure of mills and factories took to vending. Some are victims of displacement caused by developmental projects. Sometimes they are survivors of natural disasters. Often they are simply looking for work.

The vendors have to deal with multiple authorities – the Municipal Corporation, police (thana as well as traffic), regional development authorities, district administration, local political leader and so on. This leads to exploitation and extortion. In many cases the positive steps taken by one authority are nullified by the actions of others.

These protests have helped the unions in gaining relief – stopping of evictions, extortion by police and anti-social elements, issuing of licenses, allotment of space and construction of markets, declaration of hawking zones and so on. In most cases, the administration only responds by making cosmetic changes. A holistic approach and a genuine desire to settle matter amicably between all stakeholders has, however, remained elusive.

In this thesis two types of recommendation has been suggested.

- Solving the root cause of hawking
Solving the present crisis

To hit the root cause, some recommendations are listed for the solving the problem from the root. These are:

- Make a comprehensive plan for the hawker
- Discouraging hawking profession through issuing license
- Ensure proper rehabilitation program for the disaster-affected people
- By creating job opportunities at the district to thana level to prevent migration.
- Ensure the growth of basic sector to create job opportunity.
- Ensure industrialization in the district and thana level.
- Training and skill upgradation

To solve the present crisis for the evicted people some recommendation are listed below.

- Specific place allocation for rehabilitating the hawker
- Rehabilitating the evicted hawkers in proper location with the help of development authorities
- Central Database for hawkers
- Identity cards for hawkers
- Providing them with incentive to locate their business in permitted locations.
- Ensure the accessibility in loan for the hawkers.
- Give them informal training for switching their profession.

As a Bangladeshi we have a common character to be satisfied with a little joy and things. Since dwellers get his desired items in near by and he need not to go to far distance and spend extra transport cot to get it so he is happy by the service the hawker offered on footpath. In Dhaka city a dweller has to suffer from traffic jam, congestion, harassment etc due to illegal street hawking but the buyer are happy. During field study it is found that on an average about 44% (Field Survey, 2009) buyer are highly satisfied with the hawker service.
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Web Address

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Annexure -1

BANGLADESH UNIVERSITY OF ENGINEERING AND TECHNOLOGY, DHAKA
Department of Urban and Regional Planning
(QUESTIONNAIRE FOR BUYERS)
(Only for research purpose)

Sample No.:----------------------------- Date:-------------
Location: -------------------------------

1. General Information
   a) Age : _________________________
   b) Gender : _______________________
   c) Occupation : ____________________
   d) Monthly Income : _______________
   e) Residence : _____________________

2. Shopping Information
   a) What Product(s) do you buy from hawkers:--------------------------
   b) Frequency of Shopping (Weekly): ________________________________
   c) Reasons for Shopping from Hawkers :
      i. 
      ii. 
   d) Would you prefer shopping from hawker than the shopping mall? □ Yes   □ No
      If yes, Why:
      i. 
      ii. 

3. Do you think the hawkers create problems for the city? □ Yes   □ No
   If yes; what are the problems?
   a)-------------------------------
   b)-------------------------------

4. Preferable Time for Shopping
   a) Holidays
      i. Before Lunch hours
      ii. Afternoon
      iii. After Office Hours
      iv. Evenings
   b) Working Days
5. **Opinion about Hawker Eviction**
   
a) Do you support hawker eviction? □ Yes □ No
   
   *If yes, Reasons are;*
   
i)----------------------------------
   
   ii)----------------------------------
   
   iii)----------------------------------
   
   If No, What type of problems have you face when hawker are evicted?
   
i)----------------------------------
   
   ii)----------------------------------
   
   iii)----------------------------------
   
   b) What are the effects of Hawker eviction on your shopping pattern?
   
i. Positive/Benefit : ______________________________________
   
   ii. Negative/Problems : ______________________________________
   
   c) What are the effects of Hawker eviction in general?
   
i. Positive/Benefit : ______________________________________
   
   ii. Negative/Problems : ______________________________________
   
   d) What are your suggestions regarding the government rehabilitation program for the hawker?
   
i.  
   
   ii.  
   
   iii  
   
   iv.

6. **Satisfaction level:**

<table>
<thead>
<tr>
<th>Criteria</th>
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<th>Moderately Satisfied</th>
<th>Not Satisfied</th>
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<td>Quality</td>
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<td>Price</td>
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<tr>
<td>Variety</td>
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</table>

7. What type of other facilities that you expected from the hawker?

<table>
<thead>
<tr>
<th>i.</th>
<th>iii.</th>
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<tbody>
<tr>
<td>ii.</td>
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</table>
BANGLADESH UNIVERSITY OF ENGINEERING AND TECHNOLOGY, DHAKA
Department of Urban and Regional Planning
(Questionnaire for the hawkers)
(Only for research purpose)

Annexure -2

Sample No.:---------------------------------     Date:--------------
Location: -------------------------------------

8. General Information
   a. Age :_________     b. Education:_____________________
   c. Family Size:_______   d. Secondary occupation:___________

9. Migration Information
   a) Present Address :___________________________
   b) Origin :___________________________
   c) Year of migration :___________________________
   d. Reason(s) for migration:
      □ Better job opportunity
      □ Flood
      □ River erosion
      □ Others :__________________________
   e. Reason behind choosing this profession
      a. Requires small capital
      b. Occupation can be switched easily
      c. Seasonal product selling is more profitable
      d. Others :_____________________________________

10. Information related to the Business
    a) Types of the commodity /ies :___________________________
    b) Time spent in this profession :___________________________
    c) Primary investment :___________________________
    d) Monthly income :___________________________
    e) Monthly expenditure :___________________________
    f) Monthly profit :___________________________

11. The facilities that Hawkers obtain from the city

<table>
<thead>
<tr>
<th>Facilities</th>
<th>Availability</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Available</td>
</tr>
<tr>
<td>1. Fixed space</td>
<td></td>
</tr>
<tr>
<td>2. Security</td>
<td></td>
</tr>
<tr>
<td>3. Transportation facilities</td>
<td></td>
</tr>
<tr>
<td>4. Urban Utility services (Electricity, Toilet, Water)</td>
<td></td>
</tr>
</tbody>
</table>

12. Type of problem that they faced while conducting the business:

<table>
<thead>
<tr>
<th>Problem</th>
<th>Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
1. Bribe/Toll/Toll/
2. Security
3. Police harassment
4. Eviction

13. Eviction Information
   a) How many times you have evicted-----------

<table>
<thead>
<tr>
<th>Sl No.</th>
<th>When</th>
<th>Place of eviction</th>
<th>New location of vending</th>
</tr>
</thead>
</table>

b. Impact of eviction on their business

<table>
<thead>
<tr>
<th>Item</th>
<th>Before Eviction (In tk.)</th>
<th>After Eviction (In tk.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income(Monthly)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Profit (Monthly)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Savings (Monthly)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rent/toll/bribe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Customer per day</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

c. Impact of eviction on their family

<table>
<thead>
<tr>
<th>Item</th>
<th>Before eviction (In tk.)</th>
<th>After Eviction (In tk.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medical checkup</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>House rent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

14. Coping mechanism during eviction
   a. Source of expenditure: ☐ borrowed ☐ savings ☐ Other source of income
   b. Would you change your profession: ☐ Yes ☐ No
      If yes then,
      a. What type of job would you prefer
         :_________________________________________

15. Did you give bribe for business in the present location? ☐ Yes ☐ No
    If yes then,
    a) Amount : _______________ b. To whom: _______________________

16. If there are adequate job opportunities in your origin/village, would you go back? ☐ Yes ☐ No

17. What type of opportunities do you expect at your place of origin?
    a.--------------------------------------------------
    b.--------------------------------------------------

18. Suggestions to improve the present condition/Any urge to the GoB
    a) ___________________________________________
    b) ___________________________________________
    c) ___________________________________________

19. Future Plan about the profession
## Annexure -3

**Table - List of Hawker’s Market constructed by DCC**

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of the Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Nawabganj Bazar</td>
</tr>
<tr>
<td>2</td>
<td>Nimtoli Road Side Market</td>
</tr>
<tr>
<td>3</td>
<td>Nilkhet Road Side Market</td>
</tr>
<tr>
<td>4</td>
<td>Azimpur Super Market</td>
</tr>
<tr>
<td>5</td>
<td>Azimpur Road Side Market</td>
</tr>
<tr>
<td>6</td>
<td>No.-2 Palashi Market</td>
</tr>
<tr>
<td>7</td>
<td>Azimpur Bottola Market</td>
</tr>
<tr>
<td>8</td>
<td>Dhakeswari Market</td>
</tr>
<tr>
<td>9</td>
<td>Khilgaon Taltola Super Market</td>
</tr>
<tr>
<td>10</td>
<td>Polton Shopping Complex</td>
</tr>
<tr>
<td>11</td>
<td>Fulbaria super Market-1</td>
</tr>
<tr>
<td>12</td>
<td>New Market Complex Main</td>
</tr>
<tr>
<td>13</td>
<td>New Market Baitul Aman</td>
</tr>
<tr>
<td>14</td>
<td>Dhaka New Super Market (West)</td>
</tr>
<tr>
<td>15</td>
<td>Dhaka New Super Market (North)</td>
</tr>
<tr>
<td>16</td>
<td>Dhaka New Market Bonotola</td>
</tr>
<tr>
<td>17</td>
<td>New Market East Block</td>
</tr>
<tr>
<td>18</td>
<td>New Market Over Bridge</td>
</tr>
<tr>
<td>19</td>
<td>Pirbag Super Market</td>
</tr>
<tr>
<td>20</td>
<td>Kathal Bagan Bazar</td>
</tr>
<tr>
<td>21</td>
<td>Harirpul Kancha Bazar</td>
</tr>
<tr>
<td>22</td>
<td>Mohammadpur Town Hall Market</td>
</tr>
<tr>
<td>23</td>
<td>Mohammadpur Shahid Park Market</td>
</tr>
<tr>
<td>24</td>
<td>Mohammadpur Agriculture Goods Whole Sell Market</td>
</tr>
<tr>
<td></td>
<td>Name of the Market</td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------------------------------</td>
</tr>
<tr>
<td>25</td>
<td>Mohammadpur Notun Kancha Market</td>
</tr>
<tr>
<td>26</td>
<td>Rayer Bazar City Market</td>
</tr>
<tr>
<td>27</td>
<td>Nil Khet Road Side Market</td>
</tr>
<tr>
<td>28</td>
<td>Chawk Surma Patti</td>
</tr>
<tr>
<td>29</td>
<td>Nolgola Mathshaw Arot</td>
</tr>
<tr>
<td>30</td>
<td>Mohammadi Housing Market</td>
</tr>
<tr>
<td>31</td>
<td>Prantik Super Market</td>
</tr>
<tr>
<td>32</td>
<td>Fulbaria Super Market-1</td>
</tr>
<tr>
<td>33</td>
<td>Fulbaria Super Market-2</td>
</tr>
<tr>
<td>34</td>
<td>Gulistan Puran Bazar</td>
</tr>
<tr>
<td>35</td>
<td>Malitola Market</td>
</tr>
<tr>
<td>36</td>
<td>Siddique Bazar</td>
</tr>
<tr>
<td>37</td>
<td>Dupkhula Market</td>
</tr>
<tr>
<td>38</td>
<td>Adarsha Hawkers</td>
</tr>
<tr>
<td>39</td>
<td>Mohanogori Hawkers</td>
</tr>
<tr>
<td>40</td>
<td>Doyaganj Super Market</td>
</tr>
<tr>
<td>41</td>
<td>Bangabandu Square Market</td>
</tr>
<tr>
<td>42</td>
<td>Kaptan Bazar</td>
</tr>
<tr>
<td>43</td>
<td>Gulistan Hawkers</td>
</tr>
<tr>
<td>44</td>
<td>Banga Bazar Hawkers Market</td>
</tr>
<tr>
<td>45</td>
<td>Dayaganj-Wari-Kaptan Bazar</td>
</tr>
<tr>
<td>46</td>
<td>Bangladesh Math Dorshowk Gallery Market</td>
</tr>
<tr>
<td>47</td>
<td>Miron Jalla Kancha Bazar</td>
</tr>
<tr>
<td>48</td>
<td>Ladies Park Hawkers Market</td>
</tr>
<tr>
<td>49</td>
<td>Bakland Bad Market</td>
</tr>
<tr>
<td>50</td>
<td>Laksmi Bazar</td>
</tr>
<tr>
<td>51</td>
<td>Badamtoli Market</td>
</tr>
<tr>
<td>52</td>
<td>Nawab Eusuf Market</td>
</tr>
<tr>
<td>53</td>
<td>Nawab Eusuf Market Extension</td>
</tr>
<tr>
<td></td>
<td>Market Name</td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------------------</td>
</tr>
<tr>
<td>54</td>
<td>Nawab Eusuf Kancha Market</td>
</tr>
<tr>
<td>55</td>
<td>Ahasanmonjil (Nowab Bari) Market</td>
</tr>
<tr>
<td>56</td>
<td>Sadarghat Hawkers Market</td>
</tr>
<tr>
<td>57</td>
<td>Victoria Park Market</td>
</tr>
<tr>
<td>58</td>
<td>Shimson Road Market</td>
</tr>
<tr>
<td>59</td>
<td>Shambazar Market</td>
</tr>
<tr>
<td>60</td>
<td>Lalkuthi Market</td>
</tr>
<tr>
<td>61</td>
<td>Uddayan/ Joy Market</td>
</tr>
<tr>
<td>62</td>
<td>Sutrapur Kancha Market</td>
</tr>
<tr>
<td>63</td>
<td>Sutrapur Pacca Market</td>
</tr>
<tr>
<td>64</td>
<td>Gulapshaw Darshawk Gallery</td>
</tr>
<tr>
<td>65</td>
<td>North-south Road, Basabari Lane Market</td>
</tr>
<tr>
<td>66</td>
<td>Sher-e-Bangla Malek Shaw Lane</td>
</tr>
<tr>
<td>67</td>
<td>Dholpur Malotilata</td>
</tr>
<tr>
<td>68</td>
<td>Banabandu Avenue</td>
</tr>
<tr>
<td>69</td>
<td>Gulshan (South) Paka Market</td>
</tr>
<tr>
<td>70</td>
<td>Gulshan (South) Kancha Market</td>
</tr>
<tr>
<td>71</td>
<td>Gulshan (North) Paka Market</td>
</tr>
<tr>
<td>72</td>
<td>Gulshan (North) Kancha Market</td>
</tr>
<tr>
<td>73</td>
<td>Banani Super Market cum Housing Complex</td>
</tr>
<tr>
<td>74</td>
<td>Cawran Bazar Markt (1)</td>
</tr>
<tr>
<td>75</td>
<td>Cawran Bazar Market (2)</td>
</tr>
<tr>
<td>76</td>
<td>Cawran Bazar Kancha Market</td>
</tr>
<tr>
<td>77</td>
<td>Cawran Bazar Kancha Market (Goods own)</td>
</tr>
<tr>
<td>78</td>
<td>Cawran Bazar Carmaker Shade Market (Ground floor)</td>
</tr>
<tr>
<td>79</td>
<td>Cawran Bazar Kancha Market (Surrounding)</td>
</tr>
<tr>
<td>80</td>
<td>Cawran Bazar Poultry Shade Market</td>
</tr>
<tr>
<td>81</td>
<td>Palton Shopping Complex</td>
</tr>
<tr>
<td>82</td>
<td>Khilgaon (Taltola) Super Market</td>
</tr>
<tr>
<td>83</td>
<td>Khilgaon (Taltola) Kancha Market</td>
</tr>
<tr>
<td>No.</td>
<td>Market Name</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>84</td>
<td>Khilgaon Railway Kancha Market</td>
</tr>
<tr>
<td>85</td>
<td>Rampura Kancha Market</td>
</tr>
<tr>
<td>86</td>
<td>Mogbazar Kancha Market</td>
</tr>
<tr>
<td>87</td>
<td>Mogbazar Road Side Market</td>
</tr>
<tr>
<td>88</td>
<td>Malibag Kancha Market</td>
</tr>
<tr>
<td>89</td>
<td>Commissioner Office Market (Ward No- 40)</td>
</tr>
<tr>
<td>90</td>
<td>Mohakhali Kancha Market</td>
</tr>
<tr>
<td>91</td>
<td>Kolmitola Market</td>
</tr>
<tr>
<td>92</td>
<td>Nakhal Para Market</td>
</tr>
<tr>
<td>93</td>
<td>Mirpur Hazrat Shah Ali Market</td>
</tr>
<tr>
<td>94</td>
<td>Dhaka Madical Market</td>
</tr>
<tr>
<td>95</td>
<td>Hatirpull Kancha Bazar.</td>
</tr>
<tr>
<td>96</td>
<td>Mohammedpur Town Hall paka Market</td>
</tr>
<tr>
<td>97</td>
<td>Mohammed Media Housing Society (Toll) Market.</td>
</tr>
<tr>
<td>98</td>
<td>Mohammed Krishi Market</td>
</tr>
<tr>
<td>99</td>
<td>Market on the south corner of Mohammad Krishi Market</td>
</tr>
<tr>
<td>100</td>
<td>North west side frut Market of Mohammad town hall</td>
</tr>
<tr>
<td>101</td>
<td>Eayer Bazar Market</td>
</tr>
<tr>
<td>102</td>
<td>Nawabgonj Kancha Market.</td>
</tr>
<tr>
<td>103</td>
<td>Bakshi Bazar Market.</td>
</tr>
<tr>
<td>104</td>
<td>Sundarban Square Market.</td>
</tr>
<tr>
<td>105</td>
<td>Banga bandha Square Sub way Super Market</td>
</tr>
<tr>
<td>106</td>
<td>Dayagang kancha Market.</td>
</tr>
<tr>
<td>107</td>
<td>Dhup Khola Market</td>
</tr>
<tr>
<td>108</td>
<td>74 No. Ward Commissioner Office Market</td>
</tr>
<tr>
<td>109</td>
<td>Siddique Bazar Co- Operatine Market.</td>
</tr>
<tr>
<td>110</td>
<td>Fulbaria city Haquers Market</td>
</tr>
<tr>
<td>111</td>
<td>Siddique SME Haquer Market.</td>
</tr>
<tr>
<td>112</td>
<td>Market Opposite of Gomese school in Sakhari Inter prener Bazar Market.</td>
</tr>
</tbody>
</table>

Annexure -4

National Policy for Urban Street Vendors in India 2004

1. Introduction

Street vending as a profession has been in existence in India since time immemorial. However, their number has increased manifold in the recent years. According to one study Mumbai has the largest number of street vendors numbering around 250,000, while Delhi has around 200,000. Calcutta has more than 150,000 street vendors and Ahmedabad has around 100,000. Women constitute a large number of street vendors in almost every city. Some studies estimate that street vendors constitute approximately 2% of the population of a metropolis. The total number of street vendors in the country is estimated at around 1 crore.

Urban vending is not only a source of employment but provide „affordable” services to the majority of urban population. The role played by the hawkers in the economy as also in the society needs to be given due credit but they are considered as unlawful entities and are subjected to continuous harassment by Police and civic authorities. This is reported to be continuing even after the ruling of the Supreme Court that “if properly regulated according to the exigency of the circumstances, the small traders on the side walks can considerably add to the comfort and convenience of the general public, by making available ordinary articles of everyday use for a comparatively lesser price. An ordinary person, not very affluent, while hurrying towards his home after a day’s work can pick up these articles without going out of his way to find a regular market. The right to carry on trade or business mentioned in Article 19(1)g of the Constitution, on street pavements, if properly regulated cannot be denied on the ground that the streets are meant exclusively for passing or re-passing and no other use.”

Further Articles 39 (a) and (b) of the Constitution clearly mention that the State shall in particular direct its policy so that -

(a) the citizens, men and women equally, have the right to an adequate means of livelihood.

(b) the ownership and control of the material resources of the community are so distributed as best to sub serve the common good.

Street vendors provide valuable services to the urban population while trying to earn a livelihood and it is the duty of the State to protect the right of this segment of population to earn their livelihood. This policy aims to ensure that this important section of the urban population finds recognition for its contribution to society, and is conceived of as a major initiative for urban poverty alleviation.
2. Definition

A street vendor is broadly defined as a person who offers goods or services for sale to the public without having a permanent built up structure but with a temporary static structure or mobile stall (or headload). Street vendors may be stationary by occupying space on the pavements or other public/private areas, or may be mobile in the sense that they move from place to place carrying their wares on push carts or in cycles or baskets on their heads, or may sell their wares in moving bus etc. In this policy document, the term urban vendor is inclusive of both traders and service providers, stationary as well as mobile vendors and incorporates all other local/region specific terms used to describe them, such as, hawker, pheriwalla, rehri-patri walla, footpath dukandars, sidewalk traders, etc.

3. Overarching Objectives

The overarching objective to be achieved through this policy is to:

Provide and promote a supportive environment for earning livelihoods to the Street vendors, as well as ensure absence of congestion and maintenance of hygiene in public spaces and streets.

3.1 Specific Objectives

The basic objectives of the policy are:

· Legal: To give vendors legal status by amending, enacting, repealing and implementing appropriate laws and providing legitimate hawking zones in urban development/ zoning plans.

· Facilities: To provide facilities for appropriate use of identified space including the creation of hawking zones in the urban development/ zoning plans.

· Regulation: To eschew imposing numerical limits on access to public spaces by discretionary licenses and instead moving to nominal fee-based regulation of access, where market forces like price, quality and demand will determine the number of vendors that can be sustained. Such a demand cannot be unlimited.

· Role in distribution: To make Street vendors a special component of the urban development /zoning plans by treating them as an integral and legitimate part of the urban distribution system.

· Self Compliance: To promote self-compliance amongst Street vendors.
Organization: To promote, if necessary, organizations of Street vendors e.g. Unions / Co-operatives/ Associations and other forms of organization to facilitate their empowerment.

Participation: To set up participatory mechanisms with representation by urban vendors’ organizations, (Unions / Co-operatives/ Associations), Voluntary organizations, local authorities, the police, Residents Welfare Association (RWAs) and others for orderly conduct of urban vending activities.

Rehabilitation of Child Vendors: To take measures for promoting a better future for child vendors by making appropriate interventions for their rehabilitation and schooling.

Social Security & Financial Services: To facilitate/ promote social security (pension, insurance, etc.,) and access to credit for Street vendors through promotion of SHGs/co-operatives/Federations/Micro Finance Institutions (MFIs) etc.

4. Elements of the Policy

4.1 Planning Norms

Following the Supreme Court orders, some cities drafted guidelines for regulating urban vending activities. However, the provisions made so far do not generally recognize the fact that demand for their wares/ services is highly specific and varies as to location and time, manifesting as a natural propensity of Street vendors to locate in various places at particular times. On the contrary, the present urban planning norms completely disregard the formation of such natural markets. They also do not have implementation systems in place. Planning norms should be supportive of such natural markets.

4.1.1 Spatial Planning norms - demarcation of vending zones

The demarcation of hawking zones should be city/town specific. To make the plans conducive and adequate for the hawkers of the respective city / town, the following should be adhered to:

- It should take into account the natural propensity of the Street vendors to locate in certain places at certain times in response to patterns of demand for their goods/services.

- City authorities should provide sufficient spaces, designated as „vendors markets” in layout plans at locations of such natural markets, for the number of vendors (static and mobile) which can cater to demand for their wares / services. If aspirants to such location exceed the number of spaces available, excess may be regulated by fees or lottery and not discretionary licenses. In any case market forces relating to price, quality and demand will automatically curtail the number of vendors to sustainable levels.
Mobile urban vending should be permitted in all areas even outside the designated vendors’ markets, unless designated as „no-vending zone“ through a participatory process. The „no-vending zones“ may be notified both in terms of location and time. Locations should not be designated as „no-vending” zones for frivolous reasons; the public benefits of declaration of a no-vending zone should clearly outweigh the potential loss of livelihood and non-availability of goods and services that it would involve.

With the growth of city/town every new area should have adequate provisions for Street vendors.

Designation of vendors markets / no-vending zones should not be left to the sole discretion of any civic or police authority but must be accomplished by a participatory process by a Town Vending Committee ( which for large towns / cities may be constituted on the basis of wards ) whose membership may be as follows:

- Municipal Authority
- Traffic and Local Police
- Public Land Owning Authority
- Associations (Market, Traders, Resident Welfare, slum & chawl etc.)
- Representative from associations of Street vendors ( static & mobile)
- Representative from lead Nationalized Bank / Commercial Bank.

The hawker’s representatives should preferably constitute at least 25% to 40% of the total number of members of the Committee. At least 1/3rd of the representatives of street vendors should be women. Process for selection of street vendors’ representatives should be based on the following criteria:

- Membership based organisations
- Financial Accountability

The Committee should ensure that provisions for space for vendors” markets are pragmatic, consistent with formation of natural markets, sufficient for existing demand for vendor’s goods and services, as well as likely increase in line with anticipated population growth. Provisions of space may include temporary designation as vendors” markets (e.g. as weekly markets) whose use at other times may be different (e.g. Public Park, parking lot). Timing restriction on urban vending should correspond to the needs of ensuring non-congestion of public spaces / public hygiene.
The Committee should ensure continuation and up-gradation of weekly markets

Other functions of the committee are described below:

4.1.2 Quantitative Norms refer to the norms on amount of space to be provided for vendors’ markets. At the town / city level enough space should be designated for vendors’ markets at least to the extent of 2% to 2.5% of the total city population. Each town / city may evolve its own quantitative norms, but after proper surveys (See Annexure –I for indicative norms provided in Delhi Master Plan)

4.1.3 Qualitative guidelines refer to facilities to be provide at vendors’ markets by the civic authorities. They would invariably include:

- Provide provisions for solid waste disposal
- Public toilets to maintain cleanliness.
- Aesthetic design of mobile stalls/ push carts
- Provision for electricity
- Provision for drinking water
- Provision for protective covers to protect their wares as well as themselves from heat, rain, dust etc.
- Storage facilities including cold storage

4.2 Regulatory Process

Traditionally issuing licenses to vendors was seen as an instrument to give some of them „legal” status, in an environment where urban vending is ipso facto illegal, which would in turn remove the very basis of their harassment, extortion and eviction by the concerned authorities. However, numerical limits to such licenses, which are sought to be justified on the argument that congestion in public places would thus be avoided, has given rise to an elaborate regime of rent seeking. In the first instance, rent are derived from the issue of licenses, since the demand exceeds the (often arbitrary) numerical limits of such licenses. Second, given the demand for services of Street vendors exceeds the supply from licensed vendors, a number of unlicensed vendors seek to operate, and rents are extracted during enforcement by allowing them to operate without licenses. Given these inadequacies of the licensing system and the associated rent seeking, doing away with licensing system is the appropriate course. However, the alternative should not only prevent rent seeking but also enable the livelihood –
congestion trade-off to be resolved. The demand for vending in a particular area can be matched with the supply without over-congestion if zoning plans provide adequate vending spaces both with respect to location and time. A system of registration of hawkers and non-discretionary regulation of access to public spaces in accordance with the planning standards and nature of trade/service should be adopted. This is described in greater detail below.

4.2.1 Registration System

- The power to register would be vested with Town vending committee / Ward vending Committee.

- All vendors in each city should be registered at a nominal fee to be decided by the ULBs based on any reliable means of identification. There should preferably be no numerical restriction or quotas, or prior residential status requirements of any kind.

- Registration should be renewed after every three years.

- The registration process must be simple.

- The vendors will be issued Identity Cards which would contain:
  - Photographs of the husband and wife
  - Name of any one nominee from the family
  - Names of other members in the family (may be used for health or other social security programme)
  - Nature of business
  - Children below 14 years would not be allowed in the card for conduct of business.

4.2.2 The Town vending Committee / Ward vending Committee

would be composed of representatives of hawkers, planners, police, local councillors, resident welfare associations, traders associations and municipal functionaries and would be empowered to:

- Set the terms and conditions (planning) for hawking.
- Take corrective action against defiant hawkers.
2.3 Collection of Revenue –

The vendors would be charged a monthly fee for access to various services. There should be direct linkage between the urban local bodies (ULBs) and hawkers for collection of:

- Registration fee
- Monthly maintenance charges – differentiated according to location/type of business
- Fines, if any, etc
- The Town Vending Committee / Ward Vending Committee should be made available a proportion of revenue generated from registration fees and monthly fees from their ward to run their operations subject to a minimum grant from the local authority.

4.3 Monitoring Mechanism

The Town vending Committee / Ward Committee would be entrusted with adequate powers and resources to:

- Monitor the hawking activity of a particular ward and the quality of the services provided
- Take corrective action, if required
- Report to City level Committee, if required
- Recommend revaluation / changes in specified norms for hawking
- State level nodal officer to monitor and report to the Central Ministry on the functioning of the Street vendors of the State.

5. Relocation and Rehabilitation

Street vendors are most vulnerable to forced eviction and denial of basic right to livelihood. It causes severe long-term hardship, impoverishment and other damage including loss of dignity. Therefore, no street vendor should be forcefully evicted. They would be relocated with adequate rehabilitation only where the land is needed for a public purpose of urgent need. Therefore:

a) Eviction should be avoided wherever feasible unless there is clear and urgent public need in the land in question.
b) Where relocation is absolutely necessary, notice of minimum 30 days should be served to the concerned vendors.

c) Affected vendors/ representative’s involvement in planning and implementation of the rehabilitation project.

d) Affected vendors should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them, in real terms to pre-evicted levels.

e) Loss of assets should be avoided and if possible compensated.

f) State machinery must take comprehensive measures to check and control the practice of forced evictions.

No hawker/street vendor should be arbitrarily evicted in the name of „beautification” of the cityscape. The beautification and clean up programmes undertaken by the states or towns should actively involve street vendors in a positive way as a part of the beautification programme.

6. Municipal and Police Laws – Required Interventions

6.1 There are certain sections of the Police Act and Indian Penal Code, which are the main deterrents to the profession of vending. They are as follows:

· Section 283 of the IPC (Danger or obstruction in public way or the line of navigation) Whoever, by doing any act or by omitting to take order with any property in his possession or under his charge, causes danger, obstruction or injury to any person in any public way or public line of navigation, shall be punished with fine which may extend to two hundred rupees. The offence punishable under this section is the nuisance of causing obstruction.

· Section 34 of the Police Act No person shall cause obstruction in any street or public place by –

· Allowing animals or vehicle

· Leaving any vehicle standing or fastening any cattle in the street or in the public place

· Using any part of a street or public place as a halting place for vehicles or cattle

· Leaving any box, bale package or other things whatsoever or upon a street for an unreasonable length of time or contrary to any regulation
- By exposing anything for sale or setting out anything for sale in or upon any stall, booth, board, cask, and basket or in any other way whatsoever.

These two provisions create the contradiction between a legal „licensed” vendor and „illegal” obstruction or causing nuisance resulting in physical eviction of even licensed vendors.

6.2 The policy recommends that Central Government and all States should amend the Police Act and Rules/Regulations thereunder and add a rider as follows:

“Except in case of street vendors /hawkers and service providers with certain reasonable regulations”

6.3 The Central Government should also amend the Section 283 and Section 431 of IPC and include the rider as mentioned above.

6.4 The state government should also remove the restrictive provisions in the Municipal Acts to make street vendors inclusive in the city plan/ cityscape.

7. Self Regulation

Besides, monitoring by external authorities, it is extremely important for the street vendors to practice Self-Regulation especially with respect to the following:

7.1 Hygiene and quality control: It is most important with respect to food vending especially in sensitive areas like near schools, parks etc where there is considerable exposure to children. Though quality control is essential, the practice of „health inspector” may not necessarily be suitable or productive.

7.2 Cleanliness: The street vendors should assume responsibility to keep the environs clean – by properly disposing the waste etc.

7.3 Scale of operation (Number of vendors to operate in specified area) Every land use has a ceiling and it is true for hawking also. Overuse can cause complications drawing stringent actions, which can be avoided if the specifications are adhered to. Therefore, the quantitative norms should be respected by hawkers as a measure of self-regulation in terms of number of a typical trade to be allowed in a place. Registration system in participation with hawkers union / association may be used to regulate the scale of operation so that the ceiling limit is not crossed.

8. OTHERS

8.1 Access to Credit
Street Vendors being a part of the unorganized sector have little or no access to credit from the formal sector financial institutions particularly for their economic activities without which they will have to depend on private moneylenders borrowing at higher interest rates. NABARD has already started refinancing banks in rural areas for on-lending to Self-Help Groups (SHGs) for income generation activities. Likewise, banks should be encouraged to extend credit to SHGs of vendors.

The Vendors' Associations should be assisted by NGOs and under SJSRY Scheme for organizing SHGs, networking and federating the SHGs to create a financial interface between the vendors and formal sector financial institutions to gain access to larger credit not only for income generation but also for housing whenever the need arises.

8.2 Insurance / Social Security

While the Insurance Sector has opened up in a big way, according to IRDA, only 12% of the insurable population in India is covered by insurance, which means an average Indian is abysmally underinsured. Insurance is not just a privilege but also a social responsibility. The Street Vendors being a part of the unorganized sector, the vulnerability is very high. Hence, they should be brought under insurance cover through the federation.

Various products that are offered by the Insurance Companies include death, illness, disability, group insurance, pension fund etc.

In our country, though the need for social security is very high, provision of extending social security to the unorganized sector through governmental sources with meager sources would be a difficult proposition. So far, Government efforts have been restricted to Old Age Pension. Hence, it is imperative that the unorganized sector should evolve a mechanism to mobilize funds to invest in extending social security to the clients in the unorganized sector.

Social security generally covers medical care, sickness, maternity benefits, employment injury, inability and survivors' benefits, old age pension etc. Social security laws in our country are broadly divided into two categories viz. contributory and non-contributory. The contributory laws are those which provide for financing the social security programmes by contribution paid by workers and employers and in some cases supplemented by contributions / grants from the government. Important contributory schemes include ESI, Provident Fund, Pension and Deposit Linked Insurance schemes etc. Non-contributory laws are workmen's Compensation Act, Maternity Benefit Act and Payment of Gratuity Act. Most of these acts are applicable to organised sector labour. The Street Vendors are not only a part of the unorganized sector but also are self-employed and the contribution has to come only from the Street Vendors themselves. Though insurance schemes are available to the unorganized sector of which Street Vendors are a part, as the workers are dispersed, it is difficult for the promoters of these schemes to create/gain access for their assets/products.
Basically, two options are available for enlisting Street Vendors for the social security benefits:

A. Collection of the contribution of Street Vendors by the registration office on monthly basis.
   - Creation of Welfare Board for Street Vendors. Either bank should be instructed to collect the money from vendors, or the vendors can deposit their contribution in banks on monthly basis. At the end of the month, the banks will transfer the money to the Welfare Boards. Ministry of Labour should take initiative for creating Welfare Boards on the lines of Welfare Board for Construction Workers/Beedi Workers
   - A fixed amount will be deposited for a variety of social security benefits including health, medicare, and family pension. This kind of arrangement would require enactment of an Act.

B. Other option is that the Street Vendors' unions should be assisted by NGOs or other agencies to promote Self-Help Groups and networking and federating them to emerge as a financial institution, which will look into extending credit and also delivering other products such as insurance, old age pension etc.

   The products under social security programme could interalia also cover the following:
   - insurance for health facilities;
   - maternity benefits
   - old age pension
   - child care facilities

Street vendors are vulnerable to loss of goods due to natural as well as manmade disturbances that adversely hampers their economic situation. There should be special insurance schemes to cover their products.

8.3 Training and Skill Upgradation

Street vendors being micro enterprises should be provided with training to upgrade their technical and business skills so as to increase their income as well as to look for alternatives.

9. Organizing the Street Vendors

9.1 The Street Vendors are part of the unorganized sector. The main objective to get the street vendors to get organised is for providing the following services:
- Access to group insurance for a variety of insurance products
- Access to financial services
- Development of small and medium enterprise
- Housing
- Vocational Training and Capacity Building for awareness as well as skill up-gradation

9.2 In addition, it is also important to organise them for creation of a united front for negotiation / protection of their rights. In this regard, it is required to promote organisations of street vendors” e.g. SHGs, Co-operatives and other forms to facilitate their empowerment. The organisation should build adequate systems for managing finances/ investment to be handled by professionals.

10. Role of State Governments

- All State governments should ensure that institutional arrangements, legislative frameworks and other necessary actions achieve conformity with the National Policy for Street Vendors

11. Action Plan

- A comprehensive survey of street vendors to build an adequate database on street vendors particularly in large and medium cities should be undertaken by the State Governments.

The Delhi Master Plan proposes to incorporate the informal sector in trade in the planned development of various zones. The norms are given below:

<table>
<thead>
<tr>
<th>Retail Trade</th>
<th>Norms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Business District</td>
<td>3-4 units per 10 formal shops</td>
</tr>
<tr>
<td>Sub-CBD, District Centre, Community Centre, Convenience Shopping Centre</td>
<td>As specified in the norms separately</td>
</tr>
<tr>
<td>Govt. &amp; Commercial Offices</td>
<td>5-6 units per 1000 employees</td>
</tr>
<tr>
<td>Wholesale Trade &amp; Freight complexes</td>
<td>3-4 units per 10 formal shops</td>
</tr>
</tbody>
</table>
- Hospital: 3-4 units per 100 beds
- Bus Terminal: 1 unit per 2 bus-bays

Schools
- Primary: 3-4 units
- Secondary/ Senior/ integrated: 5-6 units

Parks
- Regional/ District parks: 8-10 units at each major entry
- Neighborhood parks: 2-3 units
- Residential: 1 unit/1000 population
- Industrial: 5-6 units per 1000 employees

Railway Terminus: To be based on surveys at the time of preparation of the project

SALIENT FEATURES OF THE NATIONAL POLICY FOR URBAN STREET VENDORS.

This Policy aims to ensure that Urban Street Vendors, an important segment of the urban population, find recognition for their contribution to society and is conceived of as a major initiative for urban poverty alleviation by provision of and support to dignified livelihood. The basic objectives of the Policy are:

Ø To give vendors legal status by amending, enacting, repealing and implementing appropriate laws and providing legitimate hawking zones in urban development/ zoning plans.

Ø To provide facilities for appropriate use of identified space including the creation of hawking zones in the urban development/ zoning plans

Ø To eschew imposing numerical limits on access to public spaces by discretionary licenses and instead moving to nominal fee-based regulation of access. Where market forces like price, quality and demand will determine the number of vendors that can be sustained. Such a demand cannot be unlimited.
Ø To make Street vendors a special component of the urban development/zoning plans by treating them as an integral and legitimate part of the urban distribution system.

Ø To promote self-compliance amongst Street vendors

Ø To promote organizations of Street vendors e.g. Unions / Co-operatives/ Associations and other forms of organization to facilitate their empowerment.

Ø To set up participatory mechanisms with representation by urban vendors’ organizations, (Unions / Co-operatives/ Associations), Voluntary organizations, local authorities, the police, Residents Welfare Association (RWA) and others for orderly conduct of urban vending activities.

Ø To take measures for promoting a better future for child vendors by making appropriate interventions for their rehabilitation and schooling.

Ø To facilitate/ promote social security (pension, insurance etc) and access to credit for Street vendors through promotion of SHGs/co-operatives/Federations/ Micro-Finance Institutions (MFIs) etc.

2. The Policy recommends that the Centre and concerned States should amend the Police Act and Police Rules / Regulations as are applicable.

3. The State Governments should also remove the restrictive provisions in the Municipal Acts and make street vendors inclusive in the city plan/ cityscape. Similar action if necessary, would have to be taken by the Development Authority for Development Areas.

4. All State Governments should ensure that institutional arrangements, legislative frameworks and other necessary actions achieve conformity with the National Policy for Street Vendors.