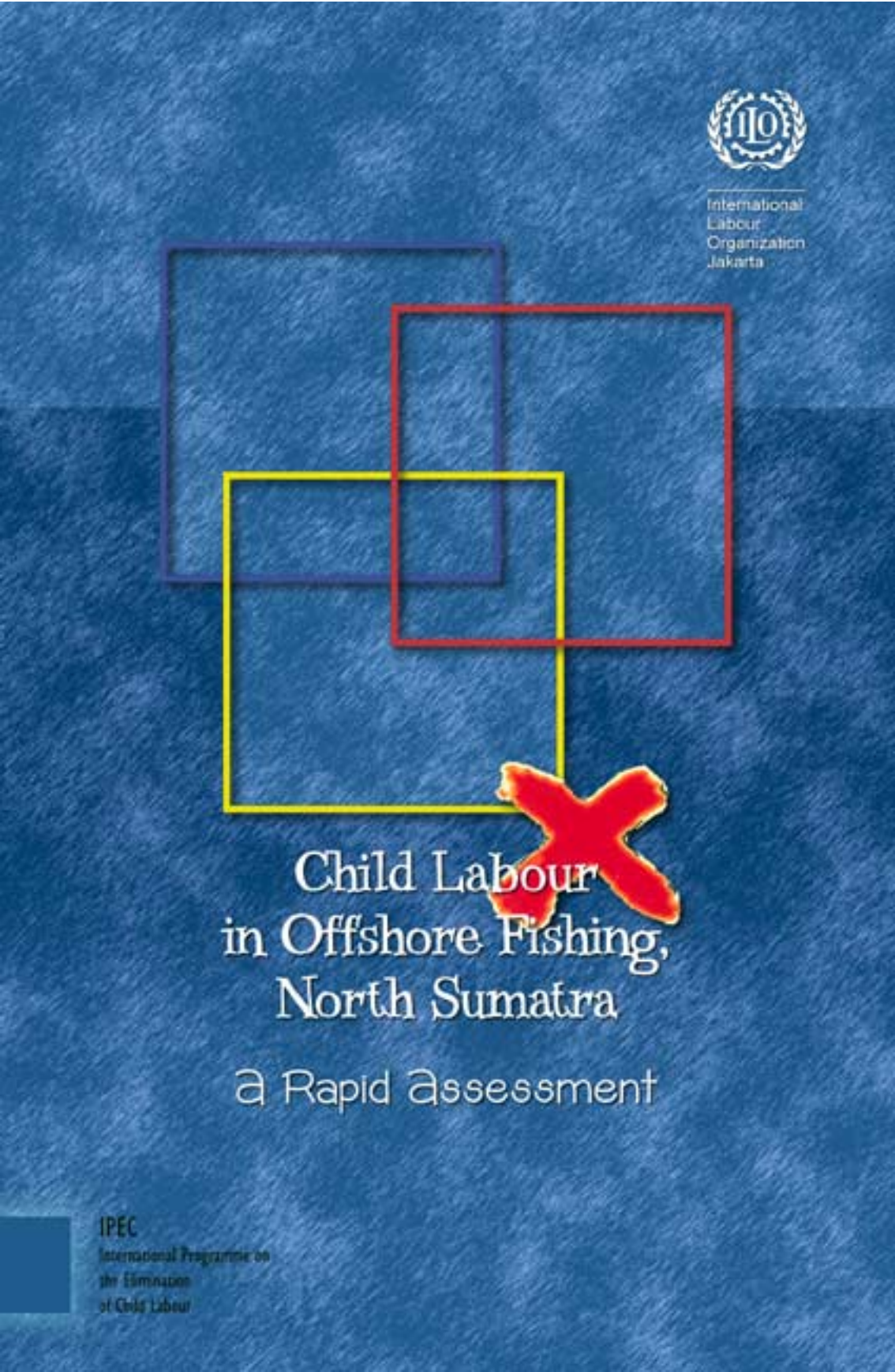
International
Labour
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Jakarta
Child Labour
in Offshore Fishing,
North Sumatra
a Rapid Assessment
IPEC
International Programme on
the Elimination
of Child Labour

International Programme on the Elimination of Child Labour

CHILD LABOUR IN OFFSHORE FISHING, NORTH SUMATRA

A RAPID ASSESSMENT

International Labour Organization

2004

Foreword

The latest ILO global child labour estimates confirm what many have feared for some time: the number of children trapped in the worst forms of child labour is greater than previously assumed. It is now estimated that an alarming 179 million girls and boys under the age of 18 are victims of these types of exploitation. Among them, some 8,4 million are caught in slavery, debt bondage, trafficking, forced recruitment for armed conflicts, prostitution, pornography and other illicit activities.

Severe economic hardship, which has affected Indonesia since 1997, has forced poor families to send underaged children to work. According to the 1999 data by the Central Bureau of Statistics (CBS), a total of 1,5 million children between 10 and 14 years of age worked to support their families. At the same time, data from the Ministry of Education shows that 7,5 million or 19,5 percent of the total 38,5 million children aged 7 to 15 were not registered in primary and lower secondary school in 1999. While not all these children are at work, out-of-school children are often in search of employment and at risk of becoming involved in hazardous economic undertakings.

In the face of this, it is truly encouraging that the Government of Indonesia has ratified both the ILO Worst Forms of Child Labour Convention (No. 182) and the ILO Minimum Age Convention (No. 138) by law No. 1/2000 and No. 20/1999 respectively. By ratifying Convention 182, Indonesia made a commitment to "*take immediate and effective measures to secure the prohibition and elimination of the worst forms of child labour as a matter of urgency.*"

Pursuant to this, the Government of Indonesia has developed a National Plan of Action on the Elimination of the Worst Forms of Child Labour which is now embodied in a Presidential Decree (No. 59, August 2002). The National Plan of Action identifies five forms of child labour as the most urgent to be targeted for elimination in Indonesia within a five-year time period. These are: children involved in the sale, production and trafficking of drugs, trafficking of children for prostitution, child labour in the footwear sector; in mining; and in off-shore fishing.

The ILO's International Programme for the Elimination of Child Labour (IPEC) is currently providing support to the Government to implement the National Plan of Action through a time bound programme (TBP) that started in January 2004. The TBP is providing support to develop policies, programmes and projects that have an effective impact on the worst forms of child labour.

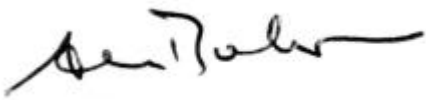
Although there is an increasing volume of information on child labour, there are still gaps in the knowledge and understanding of the various forms and conditions in which children work. When implementing the TBP, the availability of data is crucial in order to ensure a good understanding of the child labour situation and the particular needs of the targeted populations. In order to ensure the availability of such information, ILO-IPEC has undertaken a series of six rapid assessments researching the sectors targeted by the National Plan of Action.

The particular research was undertaken by Faculty of Social and Political Science, University of North Sumatra, an academic institution with ample experiences of conducting research on various social issues especially in North Sumatra.

The initiative was coordinated by Ms. Arum Ratnawati, who, together with Ms. Anna Engblom, Mr. Pandji Putranto and Mr. Oktav Pasaribu also provided technical backstopping and editorial support. The English version report was edited by Ms. Karen Emmons. The initiative was made possible through the generous support of the US Department of Labour.

I hope that this rapid assessment will make a meaningful contribution to building the knowledgebase about the worst forms of child labour and in the long run to the elimination of such exploitation in Indonesia.

February 2004



Alan Boulton
Director
ILO Jakarta Area Office

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Acronyms

BAPPEDA	Planning and Development Agency
FGD	focus group discussion
GT	gross tons
ILO	International Labour Organization
IPEC	International Programme on the Elimination of Child Labour
POSYANDU	integrated service post
TBP	time-bound programme

Acknowledgement from the Consultant

This Rapid Assessment report was prepared by The Faculty of Social and Political Science, University of North Sumatra (FISIP-USU) in collaboration with International Labour Office – International Programme on the Elimination of Child Labour in Jakarta.

FISIP – USU would like to thank the research team for their hard works, which consist of the following team members:

Coordinator : R.Hamdani Harahap; co – coordinator : Nurman and Field Researchers: Evi Novida Ginting, Abdullah Akhyar Nst, Amiruddin Ketaren, Adi, Chaspul Hasibuan, Har Verlnandow, Haris, Nazir Salim Manik, Sulhan Syamsuri, Hariyono, Ruzi Faisal

FISIP – USU appreciates very much the assistance provided by District Government of Langkat, Deli Serdang, Asahan, Labuhan Batu, Central Tapanuli, and City Government of Medan, Tanjung Balai, and Sibolga especially to its District Office of Fishery and Marine Affairs, Head of Panai Hilir Sub District, Head of Sei Bilah Village, and Head of Nagur Village. Thanks are also due to captains of vessels, fishermen and 'fisherboys' for their valuable information and data.

Finally thanks for the contribution of other people that would be too long to be mentioned personally for their various contribution to the completion of this rapid assessment.

Executive Summary

In preparation for a time-bound programme addressing occupations involving child labour in Indonesia, researchers with the Faculty of Social and Political Science at the University of North Sumatra, with support from the International Labour Organization-International Programme on the Elimination of Child Labour (ILO-IPEC) office in Jakarta, conducted a rapid assessment of child labour in the offshore fishing sector in North Sumatra. This rapid assessment aimed to identify the background of Indonesian children working on fishing boats, their education, health status and conditions of work. The research involved interviews with 150 young people, 45 parents and 45 boat captains or owners. In addition to direct interviews, the researchers conducted a desk study, direct observation and focus group discussions. The rapid assessment covered six selected harbour areas.

By interpreting data regarding the number of registered boats with various weights, fishing equipment and crew members and based on in-depth interviews with relevant informants regarding the number of children working on the different types of boats, the researchers guesstimated that anywhere between 1,622 and 7,157 young people worked on fishing boats in North Sumatra. The wide range reflects the range of young people that are part of a crew – from one to more than five. As not all boats are properly registered and workers are not registered, there is no simple estimate for the number of young fishermen.

The 150 young respondents in the rapid assessment worked on boats ranging in size from 1 gross ton to 172 gross tons, with 43 of them found on boats smaller than 5 gross tons (and at least 88 on the larger ones; 19 gave no information). The variation in size makes a difference in duties and dangers for the crew. All face the risk of drowning, no matter what is the boat size. Despite the variation, there are essentially two types of boats: "traditional", which are smaller than 5 gross tons, have no motor, are usually family owned and go out to sea and back within a day with a crew of three to six people; and the "modern" boats, which weigh more than 5 gross tons, are powered by motors, use large nets or hook and line, often carry a crew of 20 to 45 people and stay out to sea for several days at a time. The big boats use lamps for fishing at night and machines for pulling in their nets. Both types of fishermen hunt the same types of fish; the traditional fisherman fishes to both eat and sell the catch. The traditional fishermen use their children or young relatives as their crew while the bigger modern fishing boat owners hire young boys who seek them out or have a relationship with one of the crew members.

The 150 respondents, all male, ranged in age from 13 to 17, with the largest group aged 15 to 17. Most of them began working when they were 14 to 16, though around five of them started as early as age 10 working with their families on small boats. The education level among the respondents was quite low; most have not graduated or only graduated primary school. Lack of school facilities and inability to pay school fees kept most of the respondents from finishing primary school or moving beyond. Nearly half of the respondents would like to return to school but can't afford to; others said they don't want to study because they enjoy earning money. Parents' education background is low and similar to that of the respondents. Nearly half (18) of the 45 parents responding said they earned a monthly income that was less than the provincial minimum monthly wage of 501,000 rupiah (US$57). Most of the parents of the respondents were fisherpeople.

Reasons for working include no other job choice, no other options, wanting money to help the family, wanting money for their own interests, asked by friends, interest in working on a boat or don't want to go to school. The respondents' residence was generally close to where they worked.

The largest portion of the respondents worked on boats weighing more than 5 GT. This is because the smaller boats only employ one to four young labourers while the larger boats employ up to five young labourers. Most respondents worked with fishing nets rather than hook and line. The respondents' wages generally were between 200,000 and 500,000 rupiah (US$23 and $57). Wages usually were paid when a boat returned from sea and sold its catch; wages were usually determined by dividing the earnings from selling the catch. A few boats pay only a daily wage. The respondents who worked for their parents or relatives were paid whatever the adult decided and it was often less than what those hired onto large boats earned. There was no division of labour based on age, only in terms of positions.

Most respondents at one time or another suffered with fevers, headaches and diarrhoea while at sea. The respondents who became sick were not properly treated while at sea. The types of job-related accidents that have occurred are falling into the sea or boat's hold, ship wrecked, stabbed by fishbone or fish hook, squeezed by the net-retrieving pulley, hit by ice, twisted by up in the fish net, slip, robbed, hit by boat motor blades or snared by a fish line. Most boats did not have safety equipment, such as gloves, raincoats, boots, first aid kits, communication devices and life jackets. The respondents usually worked between 10 and 12 hours a day but up to 19 hours as well, without sleeping or resting. Most respondents were provided with very little, if any, vegetables, fruit or milk while at sea; any snack if available would be instant noodles and bread.

The only government policy concerning children in the informal fishing sector pertained to *jermal* activities, which have been the focus of previous ILO-IPEC programmes. Attention has been directed to the child labour problem in Indonesia for many years, though the Government began to handle the issue more seriously after the 1997 economic crisis. Through laws No. 20/1999 and 1/2000, the Government ratified, respectively, ILO Convention No. 38 on the minimum age for admission to work and Convention No. 182 concerning the prohibition and

immediate action for the elimination of the worst forms of child labour. However, despite those laws forbidding child workers aged 14 and younger in all economic sectors and aged 17 and younger in the worst forms of occupation, economic necessities and lack of alternatives, such as schools, continue to force or encourage the employment of children.

Based on the observations and interviews, the researchers recommend that the family should be the entry point to address the issue of children working on fishing boats. Awareness raising activities on the risks faced by children on the boats and providing them with income-generating options is needed. To help keep young people in school longer, it is suggested that the curricula at all levels included components that relate to life in the costal area and to fishing specifically. More scholarships also are considered one way of helping young people finish or return to their studies. Alternative schooling needs to be arranged to help working children pursue an education.

Introduction

There is no clear indication when child labour became active in offshore fishing. Certainly, young people have, since the time when boats were first built, pushed off many of Indonesia's shores to help their parents fish for sustenance. Darus (1997) noted that child labourers began to appear in *jermal* (fishing platforms) activities around 1970. It is likely that children became labourers on trawlers and other commercial fishing operations around that time, if not earlier. An International Labour Organization-International Programme on the Elimination of Child Labour (ILO-IPEC) rapid assessment in 2000 focused on Indonesia's *jermal* situation to help inform policy makers and interventions being planned at that time. As a follow-up to that earlier assessment, this rapid assessment looked at child labour in fishing boat activities in six harbour areas in North Sumatra and involved 150 children (all boys), 45 parents and 45 owners or captains of small boats.

Background of the rapid assessment

ILO-IPEC was established in Indonesia through the signing of a memorandum of understanding in 1992. After several years of successful cooperation with various partners, which include government agencies, private sector and civil and religious organizations, child labour is currently perceived as a serious national problem. In 1999, the ILO Convention No. 138 on minimum age for admission to employment was ratified through Act No. 20/1999. In the following year, the ILO Convention No. 182 on the worst forms of child labour was ratified through Act No. 1/2000. The Indonesian Government declared that the implementation of Act No. 1/2000 is a top priority. On 13 August 2002, the National Plan of Action to implement this act was endorsed by Presidential Decree No. 59/2002.

In preparation for a time-bound programme (TBP) addressing occupations involving child labour in Indonesia, researchers with the Faculty of Social and Political Science at the University of North Sumatra, with support from ILO-IPEC office in Jakarta, conducted a rapid assessment of child labour on fishing boats in the offshore fishing sector in North Sumatra.

Objectives of the assessment

The results of this assessment are to be utilized as background information to the time-bound programme that is being planned as an intervention within communities where the problem exists. The objectives of this rapid assessment were to:

- Generate qualitative data related to children's involvement in offshore fishing boats, including the nature, causes and consequences;
- Produce quantitative data on the magnitude of children's involvement in the targeted sector. It is crucial that the data include both national estimates and more precise figures for the selected districts;
- Explore gender dimensions of child labour in offshore fishing, including differences in causes, sensitivity to conditions as well as factors that cause gender differences;
- Propose recommendations and solutions;
- Make the findings available; and
- Assist in improving methodologies for investigating the worst forms of child labour: such improvements can be applied in subsequent studies and research work.

Background to offshore fishing in Indonesia

In North Sumatra, catching fish in the sea generally is done from either the *jermal* or *ambai* offshore system or from fishing boats, ranging from small wooden dinghies to commercial trawlers.

The first approach is more stationary and is called the "passive catching mode". *Jermals* are platforms constructed of wood implanted at the bottom of the sea, between 3 and 9 miles (up to 60 km) from land. They are found scattered along a 250-km area in the Strait of Malacca along the east coast of North Sumatra. The *jermals* are located in the four districts of Langkat, Deli Serdang, Asahan and Labuhan Batu. It takes between one to four hours by fishing boat with 12 horsepower to reach the platforms. The jermals are built in depths around 8-17 m. The number of workers per platform varies between 10 and 15 people, depending on the size of the *jermal*. To catch fish, the workers use two large fishing nets, about 10 x 20 m. The nets are laid into the sea underneath the *jermal*, lifted every two hours, emptied and then laid again. The nets have to be lifted manually by hand-winces, in a so-called milling process. At least six workers are needed to mill the nets. In late 2002, there were 128 operational *jermals,* though the number is slowly decreasing.

The *ambai* is built closer to the seashore; it is constructed of long wooden stakes stuck into the sea floor, about 10 m apart. A net is suspended from each

stake. The net will be left by the owner for a period of time and who then returns to gather up the fish that are caught in the net.

The "active catching mode" requires fishermen to be more involved in the snaring of fish from boats and there are essentially two types of fishermen. Most of the fishermen in North Sumatra are considered "traditional" fishermen. This means they use a boat weighing less than 5 gross tons that has no motor and they use catching equipment that is not operated by a machine. "Modern" fishermen have medium- to large-sized boats that run by motor, use lamps for seeing fish at night and use machines for pulling in their nets. Both types of fishermen hunt the same types of fish; the traditional fisherman fishes to both eat and sell the catch. The main difference between the two types lies in how much each typically catches. The bigger boats sell their catch to middlemen while the others sell their smaller catches to public market vendors in the government-managed centre known as TPI (*Tempat Pelelangan Ikan*).

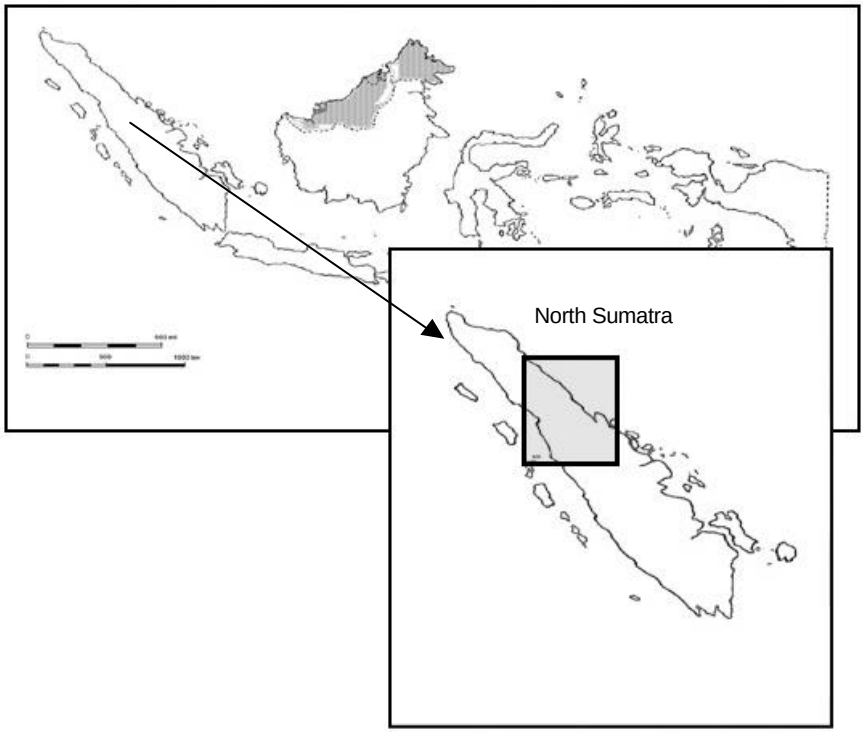
A traditional fishing boat contains a crew of two to four people who typically stay out fishing only in the day time. The modern boat requires a crew of more than five people and will stay out at a sea for up to 12 days, depending on the type of equipment used. For example, a purse seine boat, which is the more common type of large boat in North Sumatra (see Chapter 4 for boat descriptions), will be in the sea for four to eight days.

The traditional fishermen use their children or young relatives as their crew while the bigger modern fishing boat owners hire young boys who seek them out or have a relationship with one of the crew members. Those hired may live in the same location as the boat owner/captain or may have left their home in another province or another district.

The high demand for fishing activity in North Sumatra attracts young people looking for work and thus children may easily be found among the different crews, especially on the boats weighing more than 5 gross tons that tend to trawl in waters off Belawan, Tanjung Balai and Sibolga.

In a study of the *jermal* fishing, Ahmad Sofian (1999) noted that child workers were forced to work long hours and when negligent with their duties were scolded and slapped. He also heard reports of children being sodomized. The child workers had no access to either formal or nonformal education, health facilities, no chance for recreation, getting information or practising their religion. Their safety was at risk because of the nature of the work place. According to an investigation by the KKSP Foundation, an NGO, five children drowned from 1996 to 1997 while working in the *jermal* fishing. Based on comments made by adult workers during the rapid assessment, the researchers concluded that child labourers on fishing boats may experience similar conditions as those in *jermal* fishing.

Figure 1.1: Map of Indonesia and research sites of the rapid assessment



II The Research

Data collection methods

Two types of research informed this rapid assessment: Secondary data and field surveys, which included observation, questionnaires and interviews. The secondary data was collected and reviewed from published and unpublished sources and various agencies to i) provide an overview of what had been previously known about child labour in offshore fishing in Indonesia; ii) to identify data that could support local data, iii) to determine the data-collection strategy in the field; and iv) to polish the research instruments to be used. Sources included the mass media, NGO publications and government agency data.

NGO sources included PKPA (Pusat Kajian dan Perlindungan Anak, or Centre of Study and Child Protection), LAAI (Lembaga Advokasi Anak Indonesia), Pusaka Indonesia, Yayasan KKSP (Kelompok Kerja Studi Perkotaan),Yayasan Kolektif Medan, Serikat Perempuan Indonesia, HAPSARI Federasi Serikat Perempuan Merdeka Sumatra Utara, Yayasan POKMAS (Kelompok Masyarakat) Mandiri Asahan, Yayasan Kekar Indonesia Deli Serdang, Yayasan Tanah Rakyat Pematang Siantar, Forum Media Swara Medan, Yayasan Belatani Rantau Prapat, LBH (Lembaga Bantuan Hukum) Medan, Yayasan Bitra Indonesia, Yayasan Pijer Podi (YAPIDI) and SNSU (Serikat Nelayan Sumatera Utara).

Geographical location of the rapid assessment research

Preliminary surveys in North Sumatra revealed ten areas along the east and west coasts that have some 23 harbours where commercial trawlers and other boats catch fish. These areas are located within the jurisdiction of ten districts or municipalities. Of the 23 locations, the researchers chose six ports (Figure 2.1) for this assessment: Pangkalan Brandan (Langkat district), Bagan Deli Belawan (Medan Municipality), Bedagai-Tanjung Beringin (Deli Serdang district), Bagan Asahan/Tanjung Balai (Asahan district), Sei Berombang (Labuhan Batu district) and Sibolga (Sibolga city).

The other areas were not included in the assessment because the fishing boat activity is so little (the harbours are small with very few boats) and thus only a few children worked on the boats.

Figure 2.1: Map of research areas on child labourers in offshore fishing in North Sumatra

Subjects and informants

Field research took place from 26 January to 15 February 2003. For this assessment, 150 children (all boys), 45 parents and 45 owners or captains of small boats (*tekong*) were interviewed (Table 2.1). For additional background information, interviews also took place with TPI officials at the government centre where fisherman sell their fish and with the owners of private harbours (*tangkahan*). The researchers met with parents in their homes and with owners/captains on their boats, around the TPI or the private harbours or in their homes.

Young workers and parents were asked to respond to the questionnaires about their household, cultural and social lives as well as their fishing activities; 25 of the respondents were then selected for in-depth interviews.

Table 2.1: Number of children, parents and owners/captains interviewed in the assessment

Location	Child labourers	Parents	Boat owners/ captains	Total
P. Berandan	10	5	5	20
Belawan	40	10	10	60
Bedagai	10	5	5	20
Bagan Asahan/T.Balai	40	10	10	60
Sei Berombang	10	5	5	20
Sibolga	40	10	10	60
Total	**150**	**45**	**45**	**240**

The heavy concentration of interview subjects as shown in Table 2.1 in the three ports of Belawan, Tanjung Balai and Sibolga is a reflection of the harbour size and thus the boat sizes – larger harbours can accommodate bigger boats. There are other economic activities as well as fishing in these three areas; in the other ports the harbours are small and fishing is the only economic activity, thus there is little room for young labourers as adults take up whatever job opportunities there are. Time and financial limitations also factored into the total number of people interviewed in each location.

Initially, the researchers set out expecting to interview only fathers on the assumption that a family's primary income was the male head of household's responsibility. However, once in the field they discovered that in many households parents engaged in fishing activities with irregular working times and thus the fathers were not easily available, or the parents were divorced or one was deceased. In the end, 20 mothers were interviewed.

Research team

The research team consisted of the team leader, a coordinator, a research assistant and ten interviewers, five of whom were recent university graduates

working with professors and five final-semester university students. The interviewers worked in smaller teams of two or four persons per port.

Prior to the field research, the interviewers took part in a two-day training workshop aimed at improving their capacity in:

- Identifying child labourers in fishing activities and how to approach them;
- Understanding information being obtained;
- Gender dimensions;
- Interviewing, observing and focus group discussion (FGD) techniques; and
- Recognizing the location of the assessment and the use of local language and offshore characteristics.

With a preliminary picture of the situation of offshore fishing in North Sumatra from the literature review in hand, the field research began and involved direct observation, questionnaires and in-depth interviews. The researchers made every effort to interview each child they met coming off a boat and accompanied them home to inquire about interviewing the parents and the young labourer at length.

Data review and analysis

Data from the questionnaire responses were processed using the Statistical Package for the Social Sciences (SPSS) computer software to come up with the frequency tables. The information gathered through in-depth interview was used to support the findings through the questionnaire.

Limitations of the research and problems encountered

In general, the field research went well though it took longer than what had been planned. The researchers were unable to conduct the required follow-up focus group discussion to verify findings because it was difficult to assemble the respondents in one place. Other problems the researchers encountered were as follows:

- Most of the respondents had irregular work schedules, which required the researchers to spend longer time in the research locations than initially planned. Not all questions in the questionnaire were relevant as many children were "nomadic", moving from one place to another to live with relatives or other people they know. The work schedules of young people, parents and captains/owners made gathering enough respondents at the same place and time for the focus group discussion difficult.

- The lengthy administration process involving provincial and city/district officials, about which none of the researchers were familiar, prevented the team from receiving a letter of "permit" from the Planning and Development Agency (BAPPEDA). Instead, the researchers used a letter of introduction from the

Faculty of Social and Political Science, North Sumatra University. However, that letter proved insufficient for approval from many government agencies to release information requested by the researchers. Most of the desired data was eventually obtained through an informal approach toward an official in charge. (Government offices will only release needed secondary data to researchers or provide opportunities for interviews if they have the "permit".)

- Security and a trusting rapport were issues that inhibited data collection. Conflicts between traditional fishermen and trawler fishermen are frequent. That situation made the environment not very open to "outsiders" seeking details about life on the fishing boats.
- The research locations were hard to reach by land transportation and required the researchers to use water transport, which was also time consuming and limited by availability and tide patterns. The extra time increased the cost of the field research.
- Boat captains were unable to predict income and did not have a standard pattern for what they earned in a month. This made quantifying income in terms of types of fish difficult. Also, because of the researchers' unfamiliarity with the fishing terminology used, it was difficult for them to communicate with the local fishermen and thus obtain a comprehensive knowledge of the situation.

III Socio-Economic, Legal and Cultural Context of Child Labour in Offshore Fishing

Socio-economic context

There is a kind of graduated entry into fishing boat work for young people: According to various reports, children of fishermen first learn to catch crabs in tributaries and canals and sell them for pocket money, earning around 5,000 to 20,000 rupiah (US$0.57 to $2.30). As they get a little older they seek jobs cleaning boats or fish-trading stations where they can also collect fish that dropped from containers and sell them.

Then typically, starting around 13 years old, they go with a family member or a neighbour to help catch fish out on a boat. Many work part time, either after school (there are boats that go to the sea in the afternoon and return in the night) or during holidays. Previous reports have noted that as the young labourers earn more money, they are less inclined to stay in school.

With the advent of improved fish-catching technology, boats were outfitted with machines that allow for larger catches of fish and fewer fishermen; what was then needed or sought after was a cheap labour force to crew the boats that would help increase the profits. Children were recruited then to join trawlers and other modern boats.

Legal aspect of working children in the offshore fishing sector in North Sumatra

Constitutional regulations about child labour, though quite limited, have been in place since the Dutch imperialism period. Specifically, the oldest known laws were:

a. *Ordonantie* 1925, about children's work and women's night work (Stbl No.647/1925)

b. Regulation about mining camp supervision (Stbl No.341/1930)

According to legislation dating back to 1948, no one in Indonesia younger than 14 can be employed. But in 1987, the Government enacted a regulation (Labour Force Minister No.1/1987) that allowed employment of children younger than 14 who need to work to help their families, with several stipulations:

- Children younger than 14 can work in most jobs, except –
  - Mining camp work, mining-hole, underground hole or metal-gathering spot
  - On a ship, such as a fireman/coalman (taking care of the coal as the fuel of the ship), unless the child was working under the supervision of a family member
  - Heavy weight lifting
  - Using heavy machinery and biohazards
- Employers must follow these protective measures for workers younger than 14:
  - Work hours cannot exceed four hours each day.
  - No working at night.
  - Salary must be comparable to the government regulations.
  - Keep a record of the worker's name, date of birth, date started working and in what kind of job.

The regulation also requires employers of workers younger than 14 to take responsibility for the welfare of the children and to report to the Labour Force Department that they have hired a young worker. The Labour Force Minister regulation also requires that local offices of the Labour Force Department provide education opportunities for children who are forced by family necessity to work. Specifically, the Labour Department's responsibility is to:

- In the formal sector,
  - Conduct inspections of the factories/workplaces to monitor the situation of child labour and to take necessary action to minimize the prevalence of child workers.
  - Identify any child workers in a business' workforce and inquire about the situation of the child and the need for working.
  - Ensure that the company helps its child workers have a chance to go to school.
  - Monitor the company and the child workers and report regularly to the Labour Force Minister.
- In the informal sector,
  - Provide guidance and conduct awareness raising by emphasizing that children should not be employed because working will hamper their growth and development.
  - Provide guidance to businesses in the informal sector and support their development so that they do not employ children.

There is no specific government policy regarding child labour on trawlers or other fishing boats. What does exist is a 1997 policy prohibiting anyone younger than 18 working in *jermal* activities (Labour Force Minister Circulation No. SE 12/M/BW/1997). In addition, the North Sumatra governor established Decree No. 560/17372/15 in December 1998 prohibiting the employment of children younger than 16 in *jermal* activities. Despite the odd contradiction with the national policy in terms of the age limit, the governor's regulation includes provision for the

revocation of the business permit and criminal procedures of any *jermal* owner caught employing a child worker.

Law No.4/1979 regarding child welfare stipulates that children younger than 18 have a right to develop their abilities and enjoy a social life and to be protected from dangerous conditions that inhibit their growth. This regulation could be applied to the trawler and other fishing boat activities, but there is no precedent as of yet.

According to information provided by the Secretariat of Provincial Government of North Sumatra, provincial government agencies and NGOs have initiated several interventions to address the problem of child labour in *jermal* activities:

a. Establishment of a Task Force on the Elimination and Handling of Child Labour, as required by Governor Decree No. 560.05/661/K/1999, dated 25 March 1999. The team is to conduct activities to eliminate child labour through guidance and awareness raising to *jermal* owners and foremen to inform them on why they should not hire anyone younger than 18.

b. Data collection on children working on *jermals* and provision of health care to child labourers known to be involved in *jermal* activities – that is, children will be removed and given health care and vocational training.

c. Provision of skills training at the local vocational training centre (BLK) or through NGOs with such services.

d. Denial of renewal of a fishery business permit by any *jermal* owner caught employing child labourers.

In April 2000, the Local House of Representatives of North Sumatra accepted a cooperation agreement with the ILO that was later extended until July 2004. That agreement allowed for the collection of data and monitoring of the *jermal's* child labour force, the foreman and the owners. It also included provision of skills training to former *jermal* child labourers and provision of microcredits to the ex-labourer's parents or family member.

The agreement also resulted in the drafting in 2001 of a district regulation prohibiting child labour in general in North Sumatra:

> *Governor Decree of North Sumatra No. 463/1211/ 2002 on Forming the Provincial Action Committee on the Elimination of the Worst Forms of Child Labour*

Despite the regulations against any child labour in *jermal* activities, child workers are still seeking employment and being hired. During monitoring visits to 139 *jermal* sites in June 1999, the labour force team in North Sumatra found 228 children working. But the Governor Decree provides hope to anti-child labour groups working to eliminate the worst forms of labour involving young people.

Socio-economic situation in North Sumatra coastal communities

Child labour in offshore fishing activities in North Sumatra results largely from the impoverished economic conditions of families in the province. In addition to poverty, Coastal communities and families typically are described as having low education levels and unhealthy neighbourhoods – dirty housing areas, poor sanitation, difficulty in getting clean water, etc.

Coastal populations in North Sumatra

The population, as shown in Table 3.1, along North Sumatra's western coastline is about 2.575 million people, with an average of about 101.68 people per sq km. Some 6.947 million people live along the eastern seaboard, averaging 187.75 people per sq km. There are nine districts and cities that have a coastline and eight districts and cities without a coastline.

Table 3.1: Scope of the area, population per districts/municipality

Regency	**Area**		**Population**		
	sq km	**%**	**Amount**	**People/ sq km**	**%**
Central Tapanuli	2,188	3.45	262,300	119.90	2.20
Sibolga	11	0.02	82,300	7,481.80	0.69
Nias	5,318	8.38	701,800	132.00	5.89
Mandailing Natal	6,134	9.67	380,100	62.00	3.19
South Tapanuli	11.677	18.41	1.148.800	98.40	9.65
West coast districts/cities	25,328	39.93	2,575,300	101.68	21.63
Asahan	4,581	7.22	966,900	211.10	8.12
Deli Serdang	4,339	6.84	1,963,100	452.40	16.48
Langkat	6,262	9.87	899,600	143.70	7.55
Tanjung Balai	58	0.09	118,600	2,044 .80	1.00
Medan	265	0.42	2,068,400	7,805.30	17.37
East coast districts/cities	24,828	39.14	6,947,200	10,757.10	58.34
Other cities/districts	13,273	20.93	2,386,300	179.79	20.04
Province	63,429	100.00	11,908,800	187.75	100.00

Source: BAPPEDASU and PKSPL IPB, 2001

As Table 3.2 indicates, there are no apparent age differences among the population of the eastern and western coastal communities.

Table 3.2: Percentage of population by age

Coastal area	0-14	15-64	65+
West coast			
Mandailing Natal district	-	-	-
Sibolga city	34.85	62.26	2.89
Nias district	37.95	59.28	2.77
Central Tapanuli district	41.96	54.17	3.87
Average	**38.50**	**58.42**	**3.08**
East coast			
Langkat district	32.89	63.55	3.56
Medan city	28.85	67.77	3.38
Deli Serdang district	32.34	63.8	3.86
Asahan district	37.75	58.46	3.79
Tanjung Balai city	35.95	60.61	3.44
Labuhan Batu district	40.08	56.71	3.21
Average	**34.64**	**61.82**	**3.54**

Source: BAPPEDASU and PKSPL IPB 2001

Education levels

There are apparent differences in education levels between the two sides of North Sumatra. The number of uneducated (never entered formal education and/or illiterate) people is larger in western coastal communities than on the eastern side. Likewise, the numbers of people who have graduated primary school only or junior high school is smaller along the western shore than the eastern. Only about 66 per cent of people in the western coastal communities compared to 72 per cent in eastern areas have completed formal education (at least the intermediate level).

Table 3.3: Education levels among people older than 10 in eastern and western communities

Coastal Area	Primary school	Junior high school	Senior high school	Vocational senior high school	Dipl. I, II, III	Bache-lor's degree	Total
East coast							
Langkat district	38.80	23.01	9.79	4.09	0.53	0.50	76.72
Medan city	23.67	23.80	25.77	6.46	2.46	4.08	86.24
Deli Serdang district	32.79	18.76	10.82	4.95	0.75	0.87	68.94
Asahan district	29.30	15.57	9.43	3.99	0.94	0.90	60.13
Tanjung Balai city	30.74	20.94	16.25	4.33	1.14	1.59	74.99
Labuhan Batu district	30.52	20.24	12.31	3.37	0.42	1.43	68.29
Average	**30.97**	**20.39**	**14.06**	**4.53**	**1.04**	**1.56**	**72.55**
West coast							
Mandailing Natal district	-	-	-	-	-		-
Sibolga city	27.05	23.89	18.63	5.22	1.57	1.27	77.63
Nias district	32.97	11.79	5.29	1.13	0.31	0.22	51.71
Central Tapanuli district	30.12	18.36	7.01	1.71	0.55	0.23	57.98
Average	**33.07**	**18.38**	**10.46**	**2.86**	**0.82**	**0.56**	**66.15**

Source: BAPPEDASU and PKSPL IPB 2001

Table 3.4: Percentage of people older than 10 years with no education in eastern and western communities

East coast	(%)	(%)	West coast
Langkat district	1.28	-	Mandailing Natal district
Medan city	0.49	0.52	Sibolga city
Deli Serdang district	2.11	8.79	Nias district
Asahan district	3.46	0.08	South Tapanuli district
Tanjung Balai city	0.97	1.97	Central Tapanuli district
Labuhan Batu District	1.43		
Average	**1.62**	**2.84**	**Average**

Source: BAPPEDASU and PKSPL IPB 2001

Workforce in coastal areas

Data regarding employment, job seeking and other activities presented in Table 3.5 indicates that more people appear to be working in western communities than in eastern areas, though the difference is only slight.

Table 3.5: Percentage of people older than 10 according to daily activity, in eastern and western communities

Coastal area	Labour force		Nonlabour force			TPAK*
	Working	Looking for job	School	Household	Other	
East coast						
Langkat district	92.5%	7.05%	52.51%	35.9%	11.59%	55.81%
Medan city	85.41%	14.59%	54.47%	33.06%	12.46%	49.55%
Deli Serdang district	94.66%	5.34%	51.5%	32.04%	16.46%	60.93%
Asahan district	96.22%	3.78%	41.33%	40.05%	18.62%	56.92%
Tanjung Balai city	89.13%	10.87%	35.52%	45.34%	19.13%	48.28%
Labuhan Batu district	94.80%	5.20%	49.96%	38.11%	11.94%	50.42%
Average	**92.20%**	**7.81%**	**47.55%**	**37.42%**	**15.03%**	**53.65%**
West coast						
Mandailing Natal district	-	-	-	-	-	-
Sibolga city	87.48%	12.52%	53.29%	28.95%	17.76%	48.66%
Nias district	99.43%	0.57%	58.69%	21.84%	19.47%	68.85%
Central Tapanuli district	96.39%	3.61%	58.42%	22.53%	19.05%	56.18%
Average	**94.45%**	**5.55%**	**60.47%**	**22.33%**	**17.20%**	**60.02%**

Source: BAPPEDASU and PKSPL IPB 2001

***Note:** TPAK = Tingkat Partisipasi Angkat Kerja or labour force participation rate

Fishing activity

While fishing is the main income activity in North Sumatra's coastal areas, not everyone fishes. Some people living there engage in sea animal cultivation such as fishponds for harvesting shrimps. Others work in fish storehouses, boat manufacturing, fish and shrimp canning factories or making salted fish and shrimp or fish paste condiments.

Fishing activities in North Sumatra take place in the Malaka Straits off the east coast and in the Indian Ocean off the west coast. In 2001, fishermen hauled in as much as 553,236 tons of *pelagis* fish (fish that live mostly on the water's surface, such as short-bodied mackerel (*kembung*), frigate mackerel (*tongkol*), giant perch (*kakap*) and shortfin mako (*cucut*)); *demersal* fish (fish that live and search for something to eat close to or at the bottom of the sea), such as Indian halibut (*sebelah*), tongue sole (*lidah*), spotted stingray (*pari*) and grouper (*kerapu*)); coral fish

(fish that live and search for something to eat near coral reef or rocks, such as pen shell (*kapak-kapak*), grouper (*kerapu*) and lobster; and shrimp.

Comparing the 2001 fish catch total (Table 3.6) with the volume for 2000 of 338,215 tons, there has been a gradual increase. But the catches have not yet reached their optimum potential; for example, in Malaka Straits it is only 91 per cent of the possible catch, in the Indian Ocean it is about 34 per cent and for the total of North Sumatra, it is only 61 per cent. They are still below the maximum sustainable yield, which is defined as the largest long-term average catch, or yield, that can be taken from a stock or stock complex under prevailing ecological and environmental conditions or maximum use that a renewable resource can sustain without impairing its renewability through natural growth or replenishment.

Table 3.6: Fish catches around North Sumatra, 2001

Fish classification	Malaka Straits/tons (east coast)	Indian Ocean/tons (west coast)	Total (tons)
Pelagis	126,500	226,100	352,600
Demersal	110,000	50,350	160,350
Coral	6,800	12,636	19,436
Shrimp	20,000	850	20,850
Total	**263,300**	**289,936**	**553,236**

Source: Provincial Office of Fishery and Marine Affairs, 2001

Table 3.7: Production of sea fish per district/city, 2000

District/city	Production of sea fish (Fish-catch in tons)	potency	
		%	MSY (Ton)
East Coast (Malaka Straits)			
Langkat	17,188.10		
Medan	55,561.50		
Deli Serdang	35,403.10		
Asahan	72,879.00		
Tanjung Balai	29,604.00		
Labuhan Batu	28,867.00		
Sub Total	**240,132.00**	**91.20**	**263,300**
West Coast (Indian Ocean)			
Nias	15,296.30		
Central Tapanuli	20,704.40		
Sibolga	42,081.90		
South Tapanuli	6,075		
Mandailing Natal	13,925		
Subtotal	**98,082**	**33.3**	**289,936**
Grand Total		**61.13**	**553,236**

Source: Provincial Office of Fishery and Marine Affairs, 2001

Of the 27,442 fishing boats registered in North Sumatra in 2001, 24,485 weighed less than 5 gross tons (GT); of them, 28 had no engine, 12 contained a small engine, 837 boats had a high-powered engine needed for running the machine that pulls in the net; some even used satellite data to identify spots with more fish.

Nearly 3,000 of the total are considered large boats, weighing between 5 and 200 GT. Only 15 of them weigh 5-50 GT.

Table 3.8: All fishing boats per district/city, 2001

District/city	Type of boat/ship size (GT)							
	Traditional boat	Semi-traditional boat	Ship					
			< 5 GT	5 GT– 10 GT	10GT– 20 GT	20 GT– 30 GT	30GT – 50GT	> 50 GT
East coast (Malaka Straits)								
Langkat	2,102	-	2,936	515	10	0	0	0
Medan	225	-	920	150	110	105	115	70
Deli Serdang	2,960	-	2,474	315	20	20	0	0
Asahan	320	-	3,144	87	83	118	55	5
Tanjung Balai	217	-	554	164	31	83	278	10
Labuhan Batu	219	-	806	372	46	0	0	0
Subtotal	**6,043**	**-**	**10,834**	**1.603**	**300**	**306**	**448**	**85**
West coast (Indian Ocean)								
Nias	4,228	244	208	56	0	0	0	0
Central Tapanuli	875	430	360	70	40	35	15	60
Sibolga	33	163	93	138	44	165	132	120
South Tapanuli	30	0	2	0	0	0	0	0
Mandailing Natal	704	16	138	83	7	0	0	0
Subtotal	**5,970**	**837**	**801**	**347**	**91**	**200**	**147**	**180**
Total in North Sumatra	**12,013**	**837**	**11,635**	**1,950**	**391**	**506**	**595**	**265**

Source: Provincial Office of Fishery and Marine Affairs of Fishery and Maritime Affairs in 2001

Not all of the registered boats have a license from the provincial fishery officials. According to the data from the Fishery Department of North Sumatra, boats weighing more than 30 GT are licensed by the Director General of the Ministry of Fishery and Marine Affairs in Jakarta. Also, many boats weighing more than 5 GT operate without a license and thus are not registered in any record book.

Most fishermen in North Sumatra are traditional fishermen using boats weighing less than 5 GT. Overall, the number of boats weighing more than 5 GT is relatively small and they are largely found in the deep-port harbours of Medan/Belawan and Tanjung Balai/Asahan on the east coast and around Sibolga/Central Tapanuli on the west coast.

The communities in the research area

The following briefly describes the communities that were studied in this rapid assessment:

Sei Bilah village in Sei Lepan subdistrict is located along the Babalan River, which flows to the sea. There are two types of housing in Sei Bilah, a high-standing model usually placed at the river side and swamp area and a semi-permanent or permanent type built on the ground in areas considered safe from the incoming tide.

There is a clear gender division of labour among the residents. Men and boys are typically found in the fishing jobs, washing boats, net repair, driving a pedicab, some type of craftwork or gambling. More men work as fishermen than in other types of jobs. Women usually remain in the domestic sector, not being paid.

A similar situation exists in **Bagan Deli village** in Medan Belawan subdistrict, which is located near the estuary and Belawan Harbour. Most houses, however, are of a permanent or semi-permanent structure. Most men work as fishermen, with a few driving a motorcycle taxi or trading.

Belawan Bahagia subdistrict is located near Bagan Deli subdistrict and also located near the river and Belawan Harbour. It contains housing of permanent and semi-permanent structures. The river flows along the north and west sides of this subdistrict while wide open land is found on the east and south sides. This area differs from the previous two mentioned in that people's occupations don't seem influenced by the local environment as they range from porters to pedicab drivers to traders.

The coastal **Nagur village** is located in Tanjung Beringin subdistrict and Deli Serdang district. The village occupies a 6 sq km area and consists of six orchards. Generally, the villagers earn income as fishermen, farmers, traders or civil servants. Some 279 ha are planted with rice, with a production per hectare of 50 quintals, or 1,171.8 tons per year (2000).

Like other villages, Nagur has a main road made of asphalt, but all the other roads become muddy in the rainy season and quite dusty in the dry period. Most of the villagers live on either side of the main road, though there are several houses near the river. The housing is made of wood and concrete or stone; most have iron sheet roofs though a few still use palm leaves. Every house has a yard that is wide enough to be planted with fruit trees, such as mango, *rambutan* and banana. The community has electricity and a rice mill with eight employees and a milling capacity of 400 tons of rough rice per year.

Boys in the village tend to help their parents in offshore fishing, in the rice field, cleaning boats or in a workshop. The girls help in the home, in the rice harvest, in cutting fish or in trading. Except those boys who may work in the rice mill or at a workshop and receive wages of 250,000-300,000 rupiah per month, none of the young people earn direct wages.

A similar community situation is found in **Tanjung Balai district**, which consists of five subdistricts that have various income resources. Two subdistricts, Sei Tualang Raso and Teluk Nibung, contain the most fishermen in all the subdistricts. In addition to fishing, the men in Sei Tualang Raso and Teluk Nibung work mostly as traders, civil servants/army soldiers, tricycle drivers, transportation labourers, farmers or are unemployed.

In these two subdistricts, many women were found in factory jobs where they processed palm oil, fish and shrimp. A small proportion of the women fished, particularly shell collecting. While the girls generally went to school or helped at

home, most the boys worked in fishing. Riverside housing in the district tends to be a slum area with simple houses; sanitation is poor and exposed waste can be a problem periodically due to flooding from the estuary.

At the **Panai Hilir subdistric** in Labuhan Batu district, most men engage in fishing, especially Sei Berombang and Sei Sakat villages. Several communities grow ginger or plant one season of rice, harvesting it around March to April. Some farmers also work as fishermen. At harvest time, the fishermen who don't own land help those who do. The women also are quite prominent in the rice harvest.

Occupations are more varied in Sei Berombang because it is the capital of Panai Hilir. There are formal jobs such as in the government office, teaching and in small-scale industry. In the informal sector, men are found driving motorcycle taxis or tri-cycles, portering, repairing fish nets, cutting down coconut, cutting fish or self-employed in a workshop, cleaning motorcycles or selling clean water. Girls earn some income from embroidering, sewing or sorting fish and shrimp. Generally, the working children, boys and some girls, have dropped out of school.

The environment outside **Sei Berombang village** tends to be a slum, with very simple housing construction, poor sanitation (an inappropriate waste disposal gutter) and use of the river for toilet needs, bathing and washing. Flooding from the river is common. Within the village, the housing tends to be more orderly with permanent and semi-permanent structures, a waste disposal gutter and bathing, washing and toilet facilities located inside the house, even though many people still use the river.

One of the biggest cities on the west coast is **Sibolga,** covering an area of 10,770 sq km and consisting of three subdistricts of North Sibolga, Sibolga City and South Sibolga. The main trade product is fish. Sibolga is the centre of government, financial organizations; the military and police departments are located at the Sibolga City subdistrict.

With a population of about 86 thousands people in 2001 (42,820 men and 41,212 women and 18,818 households with an average family size of five members), Sibolga has a population growth 1.41 per cent and a density level of 7,802 people per kilometre. Among the labour force in 2001, 52.44 per cent worked as labourers or employees and 37 per cent were self-employed. In terms of sector, 32.31 per cent were in trading, 30.16 per cent in agriculture and 13.37 per cent in the service sector.

Pancuran Dewa subdistrict has a population of 5,546 people (2001), consisting of 3,084 men and 2,462 women and 1,303 households.

Access to water and sanitation

Clean water is the main need in nearly every household of the assessment area. Only Sibolga has piped-in water to 9,508 houses. In Sei Berombang, people use an artesian well or buy water, which also comes from the artesian well.

However, according to laboratory tests, the water is not potable. There were 1,492 septic tanks in the research subdistricts.

Health care

Health complaint records at health facilities during the month preceding the assessment research did not differ between the east and west coasts. However, there was a moderate difference between the annual rates of health cases and immunization: People on the west coast tend to be sicker or at least seek medical attention more than those on the east coast; the rate of immunization of children younger than 5 years is 23.86 per cent on the west coast but only 16.67 per cent on the east coast.

The poor immunization coverage in both areas indicates a poor awareness among parents of health care as well a reflection of access and the Government's poor attention to people's health in that area. After further questioning with parents, it seems there is considerable fear that an immunization will give children a fever. As well, in some areas medical facilities are far away and with river/sea transport the only route to treatment, many people are "lazy" to bother.

Table 3.9: Percentage of population suffering some disease in the month prior to the rapid assessment, according to the number of sick days

Coastal area	Number of sick days					Health condition	
	1 - 3	4 - 7	8 - 14	15 - 21	22 – 29	Sick persons (%)	Under-5 children that never had an immuni-zation
West Coast							
District of Mandailing Nata	-	-	-	-	-	-	-
City of Sibolga	35.22	35.22	12.58	7.23	9.75	16.12	29.46
District of Nias	69.49	24.77	3.02	0.91	1.81	24.41	13.24
District of South Tapanuli	45.25	34.22	10.27	3.42	6.84	14.49	29.78
District of Central Tapanuli	33.97	44.38	7.40	1.92	12.33	19.40	22.95
Average	**45.98**	**34.65**	**8.32**	**3.37**	**7.68**	**18.61**	**23.86**
East Coast							
District of Langkat	50.36	38.04	4.71	3.26	3.62	15.43	7.43
City of Medan	41.85	38.69	7.79	3.89	7.79	12.67	6.03
District of Deli Serdang	56.71	28.94	7.53	3.29	3.35	22.26	14.24
District of Asahan	35.39	42.53	9.09	8.77	4.22	13.1	22.66
City of Tanjung Balai	44.30	39.66	8.02	3.38	4.64	11.63	32.48
District of Labuhan Batu	55.68	34.90	2.49	3.05	3.88	18.29	17.79
Average	**47.38**	**37.13**	**6.61**	**4.27**	**4.61**	**15.56**	**16.76**

Source: Bappeda and PKSPL (2001)

In Deli Serdang district, achievements are being made in child health; a large number of children younger than five attend the integrated health clinic activities (community health centres). As of January 2003, the number of children younger than 5 years registered at 52 integrated clinics was 3,414. There are 81 integrated

clinic (POSYANDU) officers who provide health extension and preventive health services, such as post natal care, immunization, etc. (The POSYANDU integrated health services post provides health information to the community members, immunizations, etc.)

Health care in the coastal areas is available in a total of 5 hospitals, 11 community health centres (village level) and 43 community health centre clinics (subdistrict level), 259 POSYANDU, 46 family planning clinics and 33 drug stores. While the hospitals are insufficient in relation to the local population, each subdistrict contains at least one community health centre.

Table 3.10: Available health care facilities

Subdistrict /district /city	Public ıospital	Comm. ıealth :entre	Comm. health centre ıssistant	Integrated clinic service	Family ılanning clinic	Drug store
Sei Lepan/Langkat	-	1	4	50	5	-
Medan Belawan/ Medan	2	1	4	-	5	-
Tj. Beringin/Deli Serdang	-	1	7	21	3	6
Tanjung Balai/ Asahan	-	1	4	41	1	4
Tualang Raso/Tj. Balai	-	1	4	32	2	7
Teluk Nibung/ Tj. Balai	1	1	4	25	4	-
Panai Hilir/ Labuhan Batu	-	1	3	30	6	2
South Sibolga/ Sibolga	2	4	13	100	20	14

Source: BPS 2001

As shown in Table 3.11, there is a shortage of medical professionals available in the assessment area. Because of the lack of doctors, nurses act as a doctor. In Sibolga, the largest city of the research area, there were only 20 medical doctors (both private practice and in state hospitals) consisting of 4 specialist doctors, 11 general practitioners and 5 dentists. Other medical personnel include 87 nurses, 62 midwives and 47 midwife practitioners.

Table 3.11: Available medical professionals

Sub district/district/city	Medical force		
	Doctor	Nurse	Midwife
Sei Lepan/Langkat	5	10	5
Medan Belawan/Medan	6	14	14
Tj. Beringin/Deli Serdang	1	5	12
Tanjung Balai/Asahan	3	3	24
Tualang Raso/Tj. Balai	2	9	18
Teluk Nibung/Tj. Balai	2	7	7
Panai Hilir/Labuhan Batu	1	8	8
South Sibolga/Sibolga	20	87	62

Source: BPS 2001

Education

The number of available schools decreases in the nonurban areas as the grade level escalates. This lack of access is one of the main reasons why children do not continue their studies, though it was not mentioned specifically by any of the young respondents.

However, three junior high and two senior high schools have closed in the past few years in Panai Hilir because of lack of students. According to a subdistrict official, the long financial crisis that began in 1997 provoked many students to leave school to earn money. The proportion of enrolled students among school-aged children in 2001 was 99.07 per cent of those aged between 7 and 12 years and 21.5 per cent of those aged between 13 and 19 years.

In the Tanjung Beringin subdistrict there are 24 primary schools (private and public); 6 junior high schools (private and public); and only 1 senior high school. As in other areas, the number of educational facilities decreases in number toward the higher educational level, which is one explanation why the rapid assessment's young respondents' motivation to study was low.

Lack of teachers is another reason for the low levels of education. Many people must take on multiple positions, teaching primary students as well as those in junior or senior high school and religion school as well. Both teachers and students find this situation frustrating.

In Tanjung Balai, especially in Teluk Nibung and Tualang Raso subdistricts, many young people preferred to travel to schools in Tanjung Balai City rather than attend one closer to their home, primarily at the junior and senior high school level and for vocational school. Of children in Teluk Nibung aged 7-12 in 2001, 4,732 were still in school and 331 were not; of those aged 13-19, 3,440 were in school and 860 had dropped out.

Unfortunately complete data on the school populations in all six research sites was unavailable. From what is known, there were 203,824 students enrolled and 6,583 drop-outs in Langkat and 403,741 students and 60,749 drop-outs in Medan.

Transportation

Land transportation infrastructure is one of the important indicators of a region's development. The availability of infrastructure supports social and economic activities. Land transport most used in the assessment area are four wheel vehicles (buses, trucks and passenger cars), motorcycles and tricycles. According to subdistrict data, the highway development in the west coast is below that on the other coast: there is 5.42 km of road per 1,000 people in the west coast compared to 6.54 km per 1,000 people on the east coast.

There are several airports and harbours accommodating other modes of transport in and out of the area. The number of passengers in and out of the harbours on the west coast area increases every year at an average of 9 per cent for

arrivals and 8.2 per cent for departures. The largest number of passengers are served by Sibolga harbour, followed by Gunung Sitoli harbour.

Contextual indicators/factors external to the household

Political

There were no government or private policies concerning children in almost all the research sites. In the education sector there were some policies from the Ministry of Education to build open junior high schools and to abolish any fees attached to the taking of the final exam for participants of the nonformal programme. While at the provincial level there are some initiatives to create policies addressing child labour issues, there were none apparent at the district level. Generally, the issue of child labour was not considered important at the district level. In Sibolga, the political party in leadership didn't regard child labour as a problem in the district. Such problems, according to political officials, exist only in the east coast of North Sumatra and not in the west coast, such as Sibolga.

Cultural

The biggest ethnic group in the focus area of the assessment were Melayu, who are Islamic. Religions also represented were Protestant, Catholic, Buddhist, Hindu or other.

In the more urban areas, teenagers are reportedly using drugs, and gambling is common. Conflicts frequently occur among youth gangs, and there are campaigns to eradicate gambling, prostitution and music entertainment establishments that use strip dancers.

IV Findings of the Rapid Assessment

Introduction to children's involvement in fishing boat activity in North Sumatra

Several child respondents noted that their job on a fishing boat is easy work as well as easy money and they do it to earn income, either to help the family or for their own interest. But several also pointed out that there were no other income-earning options.

As noted earlier, fishing boats in North Sumatra harbours generally can be divided into two categories based on weight. There are boats that weigh less than 5 gross ton (GT) and those that are more than 5 GT. The 150 respondents worked on boats ranging from 1 GT to 172 GT, with at least 43 of them found on boats smaller than 5 GT and 88 were found on the larger ones; 19 gave no information in their questionnaire response. The differences are significant in terms of duties and some dangers. Of course, all fishermen risk the threat of drowning no matter what is the boat's size.

The boats also use different types of fish-catching equipment. Young labourers' activities vary based on the equipment used. Most of the young respondents worked on boats using fish nets referred to as *pukat cincin* and *pukat langgar*, but technically known as purse seine.

The boats and the equipment

Boats weighing less than 5 GT

Boats weighing less than 5 GT are considered small and do not require an engine to operate; they typically contains three to six people. These boats are used by those described as traditional fishermen. Most of these boats are owned by the family and carry three to six people. Typically, one to four of them is someone younger than 18.

There are no safety equipment or sleeping and bathroom facilities on these types of boats. And generally there is never enough clean water on board. These boats go out to sea either for one or two days. The one-day routine starts at varying times, depending on the tides; they go to sea at high tide in the mornings typically and return after catching a certain volume of fish.

The daily routine involves child workers arranging the equipment (fish net or hook and line), putting ice into the box used to store the fish and preparing food provisions for the day. While at sea, the child labourers are the ones to drop the net into the sea and pull it over. If the net gets stuck or damaged, they dive into the sea without any diving equipment to make repairs. The young labourers also prepare the crew's meals usually.

Boats weighing more than 5 GT

Boats weighing more than 5 GT are large commercial vessels, typically with a crew of 20-45 people; of them only 1-5 will be child labourers. The catching equipment is often a fish net. The larger boats travel faster (up to 80 mph) and contain more technology for use in searching and catching fish, which requires certain skills among crew members. These boats also stay out to sea much longer than the smaller ones – three to five days on average, longer when the catch is poor. As on the smaller boats, the young labourers are the ones to hang the net into the sea, make repairs under water when necessary and put the caught fish into storage boxes. While there is a mechanized pulley for withdrawing the net, the young workers have to assist in lifting the net out of the water. Rarely do they prepare meals as the crew typically includes a cook.

Some of the larger boats contain bathroom facilities and clean water but not all. And even when such amenities are available, it seems they aren't frequently used. In a typical four-day schedule, child respondents said they would bathe only once or twice.

With its mobility and ability to operate for days, these bigger boats should be equipped with safety equipment. However, most of the boats mentioned by respondents in the assessment contain very little – if anything, there might be a first-aid kit and some life jackets, though not enough for every crew member.

At least 88 of the respondents (19 did not know the weight of their boats) worked on these bigger boats.

Table 4.1: Child respondents by boat size (weight)

Boat by weight	Respondents	%
No information	19	12.7
< 5 GT	43	28.7
5 - 10 GT	16	10.6
11 – 50 GT	17	11.3
51 – 100 GT	52	34.7
> 100 GT	3	2
TOTAL	**150**	**100**

Fishing equipment used

In addition to weight, boats are categorized by the catching equipment used, which breaks down essentially into nets, hooks and lines, and a shovel (for shell collecting). Specifically, a boat will use one of the following:

1) *Trammel net*. A three-layer net used to catch mostly lobster, shrimp and prawns but catfish and other fish also. Operation: The net is dropped into the sea for 30-60 minutes and then lifted. One end of the net is held by a fisherman and the other end floats. These types are known as *jaring apollo* (usually in a boat of 2 GT) and *jaring udang* (usually in a boat of 3 GT).

2) Drift gill net. A one-layer net used to catch short bodied- mackerel, white pomfret, Mud crab among others (see Figure 4.1). These types are known as *jaring belanak* (3 GT), *jaring gembung* (3 GT), *jaring jalur* (2 GT), *jaring puput* (6 GT), *jaring kepiting* (sometimes 3 GT*), jaring tenggelam* (2 GT).

Figure 4.1: Boat with *jaring gembung* equipment in Tanjung Balai

3) Hook and line. Used to catch tuna, shorfin, giant perch, canine catfish eel, among others. Operation: Uses bait, either live fish or artificial. Differences in types is the amount of bait on a line. These types are known as *pancing rawe, pancing tonda and pancing cumi-cumi.*

4) Dogol net, or Danish seine. Used to catch pomfret, catfish, halibut, among others. Operation: It is dropped into the sea and one end is attached to the boat while the other is held up by a float. After a few minutes it is pulled by rope into the boat (See Figure 4.2). These types are known as *pukat langgei, pukat layang, pukat tarik,* and *tuamang.*

5) Purse seine. Used by large boats to catch sardines, anchovies, mackerel, among others. Operation: Similar to the dogol net but it is swirled while in the water (se Figure 4.3). These types are known as *pukat cincin* (60 GT to 172 GT, see Figure 4.4), *pukat langgar* (15 GT to 96), *pukat lingkung* and *pukat teri.*

Figure 4.2: Boat with *tuamang* equipment, in Pangkalan Brandan

Figure 4.3: Large boat using *pukat langgar,* in Tanjung Balai

Figure 4.4: Working young people with *pukat cincin,* in Sibolga

Boats using this type of net trawl the coastal areas that have a more developed fishing industry, such as Belawan, Tanjung Balai/Bagan Asahan and Sibolga. It is too big for the other harbours included in this assessment.

6) The shovel, known as *penggaruk kerang*, is made of iron and looks like a fork. It is thrust into the sand to drag up shell fish. Children sort them on the boats. Shells taken to sell to dealers typically are picked up by hand; and typically, the shell collector is a woman who searches the sea bottom with her foot and retrieves the shell by hand.

Focus areas for the rapid assessment

As previously explained, the rapid assessment focused on finding child labourers on fishing boats in six harbours in North Sumatra:

East Coast

1) **Pangkalan Berandan** in Bilah village, Sei Lepan subdistrict, Langkat district
Interviews were conducted with:
   - 10 children interviewed here
   - 5 parents
   - 5 boat owners or captains

2) **Belawan** in Medan Belawan subdistrict – one of the biggest fishing harbours in the province
Interviews were conducted with:
   - 40 children
   - 10 parents
   - 10 boat owners or captains

3) **Bedagai** in Nagor village, Tanjung Beringin subdistrict, Deli Serdang district – a small harbour, similar to Pangkalan Berandan
Interviews were conducted with:
   - 10 children
   - 5 parents
   - 5 boat owners or captains

4) **Tanjung Balai** in Sei Tualang Raso subdistrict, Teluk Nibung subdistrict, city of Tanjung Balai – one of the biggest fishing harbours on the east coast (It spreads along the Silau River where it becomes part of Tanjung Balai subdistrict, Asahan district.)
Interviews were conducted with:
   - 40 children (4 of them have a home outside of this area)
   - 5 parents
   - 5 boat owners/captains

5) **Sei Berombang** in Panai Hilir subdistrict, Labuhan Batu district (The only way to reach Sei Berombang is by ferry boat from Tanjung Balai.
Interviews were conducted with:

- 10 children
- 5 parents
- 5 boat owners or captains

West Coast

6) **Sibolga** in South Sibolga and Sibolga subdistricts, Central Tapanuli district – the biggest harbour on the west coast.
   Interviews were conducted with:
   - 40 children (22 of them have a home outside of this area)
   - 10 parents
   - 10 boat owners or captains

Not all the young people interviewed in these six areas actually live there – 21 of them have a home outside of the area and were interviewed in the three biggest harbours. They come other district within North Sumatra Province and from other provinces as well, such as Aceh and even from Jakarta in Java island.

The child labourers

Number of working children on fishing boats

The researchers used the number of boats that are registered (by type of catching equipment used) to estimate the number of child labourers on fishing boats in North Sumatra, as shown in Table 4.2. By interpreting data regarding the number of registered boats with various weights, fishing equipment and crew members and based on in-depth interviews with relevant informants regarding the number of children working on the different types of boats, the researchers guesstimated that anywhere between 1,622 and 7,157 young people worked on fishing boats in North Sumatra. The wide range reflects the range of young people that are part of a crew – from one to more than five. As not all boats are properly registered and workers are not registered, there is no simple estimate for the number of young fishermen.

Table 4.2: Number of child workers on registered boats, by catching equipment

Types of catching equipment	*No. of boats according to types of catching equipment*	*Estimate of child workers in each boat, based on interviews*
Dogol net or Danish seine	*322*	*1-5*
Purse seine	*982*	*1-5*
Drift gill net	*4,539*	*1-4*
Trammel net	*1,813*	*1-4*
Hook and line: pancing rawe	*3,905*	*1 - 4*
Hook and line: pancing tonda	*45*	*1-4*
Shovel	*3,271*	*1 – 3*
Total	***14,877***	**-**

Source: Provincial Office of Fishery and Marine Affairs, 2001

Based on the in-depth interviews with relevant informants, young people were distributed among the different types of catching equipment in roughly the following breakdown:

- 5 per cent of the registered boats with dogol net
- 90 per cent in boats with pursue seine
- 10 per cent in boats with drift gill net
- 5 per cent in boats with trammel net
- 5 per cent in boats with pancing rawe (hook and line)
- 5 per cent in boats with pancing tonda (hook and line), and
- 5 per cent in boats with shovels

Based on the assumption that 10 per cent of each type of registered boat did not operate any longer, the breakdown of what equipment they work with is as follows:

- dogol net, around 14-72 children
- pursue seine, around 795-3,978 children
- drift gill net, around 408-1,632 children
- trammel net, around 81-326 children
- pancing rawe, around 175-700 children
- pancing tonda, around 2-8 children
- shovel, around 147-441 children

Gender aspect

All the child labourers interviewed were male. The researchers never observed any young girls working on a fishing boat. The females who do work on boats are older and typically are the wives of the fishermen; their role is to sort the captured fish, though that is done portside so they don't go out to sea.

Most girls in the families of the 45 parent respondents have the same low education level as the boys. There are girls who may get as high as graduating lower secondary school and even some who are in high school but the percentage is quite small. This reduces their economic options, especially in the larger urban areas such as Belawan where there are many opportunities in the industrial sector but females can't compete there because of their lack of education. But in the other major harbour areas of Sibolga and Tanjung Balai, fishermen's wives and women in general seem to be able to take advantage of the greater opportunity for working in the public or industrial sectors because of the fish industry-related development. Their role is not perceived as only a housewife living on a fishing income. They are found working in the industrial area as the ones choosing the fish from boats (Sibolga) and removing shells from fish (Tanjung Balai), among other jobs. The daily wage is around 15,000 rupiah (US$1.76).

In the small villages and districts, the women and girls tend to stay at home. Generally, fishermen's wives have full responsibility of the household's domestic affairs and girls are usually the ones doing the cooking, clothes washing, house cleaning, etc. In the small villages or districts the females may find outside income

in fishing the shallow waters, picking shells, making salted fish or in a service jobs, such as a canteen or coffee shop. Women in Sei Berombang also do farm work growing rice and ginger. Almost every fisherman in Sei Berombang owns land planted with ginger. A harvest of an area of 20 sq m can produce 100-150 kg and earn 200,000-300,000 rupiah (US$23.52-$35.3). Although this income is not that big, it underscores the women's role in fishing families. Despite supporting the household, however, frequently the job that they do is considered a secondary activity.

Children of fishermen who live in Belawan actually have more access to education because there are many schools in the area, compared to the other coastal areas. However, the development taking place in Belawan doesn't appear to be affecting the lives of fishermen, especially the traditional ones, at least in terms of increasing their income.

Age

The largest age group of the child labourers interviewed in this assessment was the 17-year-olds, with 62 young people or 41.3 per cent (Table 4.3). The youngest respondents were 13 and there were only two of them. The rest were 15 and 16 years old. Of the total, 49 had started working in the past year. Five young people started when they were 10 years old.

There was no division of labour based on age.

Table 4.3: Ages and sex of child respondents

Age	Respondents		%
	Male	Female	
13	2	0	1.3
14	10	0	6.7
15	24	0	16.0
16	52	0	34.7
17	62	0	41.3
Total	**150**	**0**	**100.0**

Table 4.4: Age of child respondents when they first started working on a fishing boat

Age	Respondents	%
10	5	3.3
11	6	4.0
12	9	6.0
13	13	8.7
14	30	20.0
15	38	25.3
16	34	22.7
17	15	10.0
Total	**150**	**100.0**

Education level of child respondents

Only three respondents were still in school when interviewed and worked only part time: one was 14 years old and in junior high in Tanjung Balai; one was 16 years old and in senior high in Sibolga; and the third was 17 years old and in senior high in Sibolga.

The remainder worked full time. Of them, the majority (97) had a grade school or less education level: 49 (32.7 per cent) never finished elementary school and 48 (32 per cent) stopped their studies after completing elementary level. Only five respondents attended high school and only two of them graduated (Table 4.5).

Table 4.5: Education level

Education	Respondents	%
Dropped out in elementary school	49	32.7
Graduated from elementary school	48	32.0
Dropped out in lower secondary school	33	22.0
Graduated from lower secondary school	12	8.0
Dropped out in high school	3	2.0
Graduated from high school	2	1.3
Still in school	3	2.0
Total	150	100.0

Based on the assessment's questionnaire responses, the two primary reasons the respondents left school were i) couldn't afford education costs (79 young people, or 52.7 per cent) and ii) lack of interest (47 young people, or 31.3 per cent). Having income was the reason given for working by 13 (8.7 per cent) of the respondents. Table 4.6 presents the other reasons given by those in the study.

Table 4.6: Reasons for dropping out of school

Reasons	Respondents	%
In school	3	2.0
No money	79	52.7
No interest	47	31.3
No motivation from teacher	2	1.3
Enjoy earning money	13	8.7
Nomadic (move from residence to residence)	3	2.0
To Help family	2	1.3
Expelled from school	1	.7
Total	**150**	**100**

Of the respondents who were asked if they would return to school if they were given the money for the expenses, nearly half (68) of them said they would like to go back. As Table 4.7 shows, 79 respondents expressed no interest in returning to school.

Table 4.7: Interest in returning to school

Interested?	Respondents	%
Still in school	3	2.0
Interested	68	45.3
Uninterested	79	52.7
Total	**150**	**100**

Hoping to obtain a better analysis of why many children dropped out of school, the researchers asked the child respondents what future occupation they dreamed of having. Of them, 43 (28.7 per cent) said they wanted to be in the army or police force, which is a popular Indonesian childhood ideal, along with doctor and engineer. These childhood ideals may be more likely a reflection of their imagination because there isn't any small effort to reach it or they realized that what they expect is not appropriate to their reality. There were 21 respondents said they wanted to be a fisherman. The childhood ideal of being a fisherman might be influenced by their surroundings and their parents' occupation as fisherpeople.

Table 4.8: Childhood ambitions

Ambition	Respondents	%
No answer	15	10.0
Doctor	10	6.7
Teacher	6	4.0
Assistant of chief mechanic	1	.7
Chief mechanic	3	2.0
Fisherman	21	14.0
Motorcycle taxi driver	1	.7
Trader	6	4.0
Employee	4	2.7
Civil servant	1	.7
Soccer player	4	2.7
Entrepreneur	7	4.7
Police	11	7.3
Scholar	2	1.3
Artist	5	3.3
Driver	1	.7
Technician	1	.7
Fishing ship captain	16	10.7
Army force	32	21.3
Ustadz/Islam teacher	2	1.3
Journalist	1	.7
Total	**150**	**100.0**

ONE BOY'S STORY

Darwin*, 17
Pangkalan Berandan

When Darwin was a baby, his parents could no longer afford the ever increasing rent on their house in Pangkalan BerandanIn. They divided the small wooden house of Darwin's grandparents and moved into the 4 x 9 m portion. His mother gave birth to two daughters, for a total of four children (another boy was born a year after Darwin).

Previously employed as foreman in a bus company, Darwin's father quit in 1990 and became a fisherman. At first it was easy but in the past few years providing for his family has become more difficult. "When I first started fishing offshore, Darwin's father said, "the numbers of fishermen were not as much as now. Today it is difficult to catch fish; although the number of fish in the sea is stable, there are hundreds of thousands of people now fishing. I catch only enough for my consumption."

Darwin finished his primary school. He remembers that period as a bit tumultuous. "I remember when I was in the third and fifth years, I often got into fights because of football play. I like football very much. When I was dribbling the ball, my opponent might get angry because I often scored. Then my opponent was playing very hard and rude. Well then, we would fight," recalled Darwin.

The fights sometimes resulted in Darwin being expelled for a while from school, which then prompted angry reactions from his parents. In those times, Darwin would find himself fighting with his parents who yelled at him. "My father would get angry but he never hit me. He never hit me for having a fight when playing football, but today I am ashamed of the fighting," Darwin added.

Close to the final exam, Darwin's family had a rough financial problem. Along with the dwindling income from fishing, flaming armed conflict in Aceh was causing security concerns. In that year, some Sei Bilah fishermen were abducted by guerrilla soldiers who asked for a ransom payment of 2 million rupiah from each family. After that, most fishermen in the area, especially from Sei Bilah, didn't have the courage to go out fishing. As families found little income, their children left the school because the parents could not pay any of the fees until finally the building was nearly abandoned. Some teachers tried to keep students in school and approached Darwin's parents to encourage them to keep him in his studies – especially so near the final examination.

"My son almost dropped out of school," explained Darwin's father. It was very difficult to earn money here, because we were afraid to get caught by [the guerrilla soldiers] when fishing. But when my son's teacher came to my house and asked to let my son graduate, it seemed a shame if he didn't – even if it meant we had to borrow money for his education."

Darwin did graduate primary school and shortly after visited an uncle for a while in the Perlis area. During that vacation, Darwin took a job without informing his uncle. His wages were to be 1,000 rupiah per kilo, or about 6,000 to 7,000 rupiah per day, for cutting fish to be processed as a salted fish.

Three days after starting, a friend invited Darwin to go fishing with him on the boat where he worked. Darwin was offered a job on the boats, which he accepted. He slept at night in a fish warehouse in order to be at the boat by 5 a.m. He worked as an inexperienced crewman and learned how a trawler operates. He also became the object of the captain's scorn, who often yelled in anger at Darwin.

After working three months, Darwin received a message from his parents asking him to go back home. He quit the boat job. But by then he had lost his interest in going to school and there were no activities to engage him. His parents forbid him to work on a fishing boat, however. He found work making salted fish near his home for which he was paid about 10,000 rupiah per day. His restlessness became intolerable after six months and despite his parents' protestation, he took a crewman job on a shooting net ship.

As before, this captain also expressed frequent anger with Darwin for his mistakes – in throwing the net out to the sea, it would often get stuck on something. Darwin would have to dive into the water to free it. Despite the angry bouts, Darwin liked the captain and stayed in the job for about a year before moving to another boat out of boredom. There the pay was similar to the previous job: 10,000 to 40,000 rupiah per time out fishing. Darwin lasted on that boat only six months.

For four months afterward Darwin hung around his parents' home, playing with his friends. Then he went back to fishing, on a trawler boat to replace a sick crewmember. But the crewman returned after three weeks and Darwin moved to a sunk-net boat, where he continues to work, earning on average of about 30,000 rupiah for each fishing period out to sea.

* fake name

The household

Where child respondents live

According to the questionnaire responses, 117 (78 per cent) of the child respondents lived with one or both parents. Of the 33 who did not live with their parents, 6 lived on their own renting a room. They had left home and then found fishing work. Although one boy lived with his boss and two lived with foster parents, the rest lived with a family member, as Table 4.9 show. Of the 33 young people not living with parents, 15 of them lived and worked near where one or both parents lived. The other 18 were living/working far away from their parents.

Table 4.9: Where child respondents lived

Working children domicile	Respondents	%
Parents	117	78.0
Grandmother	7	4.7
Sister	8	5.3
Brother	3	2.0
Aunty	1	.7
Uncle	4	2.7
Cousin	1	.7
Foster mother	2	1.3
Boss	1	.7
Rent a room	6	4.0
Total	**150**	**100**

Number of working children in family of parents interviewed

Of the 45 parents interviewed, 41 had 5-10 members in their family. Large families suggest the household economic condition creates potential for greater tolerance of child labour. Sixteen of the parents reported that their household relied on incomes from two family members and 15 said only one family member worked. And 28 parents said that at least one family member was jobless (Tables 4.10 to 4.14).

Table 4.10: Family size of parent respondents

Family size	Respondents	%
4	1	2.2
5	8	17.8
6	8	17.8
7	10	22.2
8	7	15.6
9	5	11.1
10	3	6.7
11	2	4.4
12	1	2.2
Total	**45**	**100.0**

Table 4.11: Number of working family members reported by responding parents

Number of working family members	Respondent	%
1	15	33.3
2	16	35.6
3	7	15.6
4	2	4.4
5	2	4.4
6	2	4.4
7	1	2.2
Total	**45**	**100.0**

Table 4.12: Number of working men

Number of Working Men	Respondents	%
1	17	37.8
2	16	35.6
3	7	15.6
4	4	8.9
5	1	2.2
Total	**45**	**100.0**

Table 4.13: Number of working women

Number of working women	Respondents	%
0	36	80.0
1	6	13.3
2	2	4.4
4	1	2.2
Total	**45**	**100.0**

Table 4.14: Number of children younger than 18 in the family who are not working

Number children	Respondents	%
0	2	4.4
1	5	11.1
2	6	13.3
3	16	35.6
4	7	15.6
5	7	15.6
6	1	2.2
7	1	2.2
Total	**45**	**100.0**

Parents' age (of those interviewed)

The average age of the 45 parents interviewed in the assessment was 46; 12 of them were aged between 30 and 40 years, 22 of them between 41 and 50, and 10 were 51-60 years old.

Parents' education (of those interviewed)

The education level (Table 4.14) of the parent respondents is very low. Based on the interviews with the parents, 27 of them graduated only from elementary school while 11 didn't make it to graduation. Only one person graduated from high school. The very low education level of the parents seemed comparable to the education attainments of the child respondents.

Table 4.14: Parent's education

Parent's education	Respondents		%
	Father	Mother	
Elementary school	10	2	26.7
Graduate from elementary school	20	6	57.8
Graduate from lower secondary school	5	1	13.3
Graduate from high school	1	-	2.2
Total	**36**	**9**	**100**

Parents' occupations (of those interviewed)

It is likely that the parent's occupation has influence on the type of work a child pursues and possibly even on their education level. This is of course relative as repeatedly it was made clear that employment options in the focus area are limited to fishing activities. Of the 45 parents surveyed, 27 were fishermen.

Table 4.15: Parent's job

Job	Marriage status of parent			Total
	Widower	Widow	Still married	
Housewife		5	2	7
Fisherman			27	27
Charcoal store			1	1
Trader			3	3
Pedicab driver			1	1
Peasant		2	1	3
Construction labourer	1		1	2
Craftsman			1	1
Total	**1**	**7**	**37**	**45**

Comparatively, most of the parents of the child respondents also work in the fishing sector, either as fishermen or some other related job. According to the 150 young people surveyed, 76 said their father was a fisherman, 5 said trader (including fish trade), 3 of them worked sorting fish and 2 were captains of a boat. As the list in Table 4.16 shows, none of the parents worked in the formal sector, such as in the civil service or police and army forces.

Table 4.16: Occupation of head of household of child respondents

Occupation	Respondents	%
Fisherman	78	52.0
Fish selector	3	2.0
Trade	11	7.3
Ship's captain	2	1.3
Small-boat maker	1	.7
Labourer	7	4.7
Mixed labourer	5	3.3
Tailor	2	1.3
Craftsman	2	1.3
Driver	4	2.7
Security officer	1	.7
Employee	2	1.3
Motorcycle taxi driver	2	1.3
Pedicab driver	3	2.0
Maid	2	1.3
Stay home	2	1.3
Housewife	10	6.7
Total	**150**	**100**

Household income

As Table 4.17 shows, 18 of the 45 parents surveyed said their household income was less than 500,000 rupiah (US$57) per month; 13 respondents said it was between 500,000 (US$57) and 700,000 rupiah (US$80) per month; six respondents reported between 700,000 (US$80) and 800,000 rupiah (US$92) per month; and four of them claimed the household brought home more than 1 million rupiah (US$115) per month (one parent reported earning as high as 2 million rupiah (US$230) monthly. The final four respondents made no comment. The household income consisted of both parents' and other family member's income. These income levels are considered low when compared to the regional minimum wage in North Sumatra for the year 2003, which is 501,000 rupiah.

Table 4.17: Household income

Household income	Respondents	%
No answer	4	8.9
200,000	2	4.4
300,000	4	8.9
400,000	8	17.8
450,000	4	8.9
500,000	7	15.6
600,000	6	13.3
700,000	2	4.4
750,000	3	6.7
800,000	1	2.2
1,000,000	1	2.2
1,250,000	1	2.2
1,500,000	1	2.2
2,000,000	1	2.2
Total	**45**	**100**

Family assets

Of the 45 parents in the assessment, 30 said they own their house; 10 rent the family house; and 5 of them said their house is neither owned nor rented but belongs to an extended family member and is theirs to live in.

Only 11 respondents mentioned that they own land in addition to their house. Some 34 respondents said they own nothing other than their house. Most of the land they owned was unused; a few said they use their property for growing a garden or a nonirrigated crop.

Family utilities

Most households have electricity from the State Electricity Enterprise for which they pay 5,000 to 30,000 rupiah (US$0.57 to $3.50) each month; 11 respondents said their monthly electric bill fell in the range of 40,000 to 100,000 per month (US$4.60 to $11.50). Four families have no electricity and use either a lamp chimney or a kerosene lantern for light.

Of the 45 parents surveyed, 21 said the household uses local water resources and the Public Drinking Water Enterprise for daily washing and drinking needs; 15 of them use well water; 7 take their water from the river; and 2 buy water for washing as well as for drinking. Those who buy water spend between 4,500 and 95,000 rupiah (US$0.51 and $11) a month.

ONE BOY'S STORY

Ramelan*, 16
Sibolga

Ramelan's father and grandfather were fishermen. Originally from Aceh City, his father's family had moved in 1976 to Sibolga City when his grandfather's work on a fishing boat transferred there. Eighteen years ago, when Ramelan's father, Mr. Tono, was 20 he married Nurul and they rented a house in Huta Balang where first Ramelan was born and then two girls, Nuri and Lela.

Before marrying, Mr. Tono worked as a fisherman in Pancoran Bambu, Sibolga City. The fishing was relatively lucrative at the time and Mr. Tono could cover his typical needs. Ramelan started primary school at age five (even though he was not qualified to enter formal school) in Huta Balang. He was known as a bright student who never disobeyed his teachers. Ramelan recalls with glowing pride how he felt achieving good grades and being No. 1 in each class.

There was no junior high school in Huta Balang and Ramelan had to go to Sibolga City. Meanwhile, his grandfather died in 1994 and his family moved in with his grandmother in Sibolga. There his academic skills shone; he once ranked best in school. According to his parents, Ramelan is a diligent boy who is quiet and not so outgoing in making friends. When he continued his studies in senior high school, he was also known as a bright student. He graduated from school at age 16.

Ramelan helped his parents each day before going to school and upon returning in taking care of the house and washing dishes. He studied for an hour or two each night before going to bed. He first went to sea with his father when he was 15, during school breaks. He worked with his father on a fishing boat owned by someone else or once he had a job cutting fish to be processed into salted fish. At 1,500 rupiah (US$0.18) per kilo of cut fish, he received on average 8,000 to 9,000 rupiah per day. He saved some and gave most of what he earned to his parents. At the beginning of working, Ramelan said he just wanted to help his family. His father once told him that instead of playing around it was better that he fish, as there were no other jobs.

After graduating high school, two months ago, Ramelan followed the path of his father and grandfather in going out to sea. At first, his intention was only to help his father for a short while but then his father ordered him keep working on the boat. His current duty is as a *pelacak* – throwing the net into the sea and pulling it back onto the boat. He loads the fish into storage boxes and repairs the net when necessary.

Ramelan would prefer to join the military, especially the Navy. For now he remains on the fishing boat, which he says is fun because the activities are relatively easy and there is plenty of time to rest. And the money is easy to earn. However, he also adds that there are no other income options. He earns 100,000 to 200,000 rupiah every sailing period. If in one month he would sail for four to five times he will earn between 400,000 and 800,000 rupiah. But this only happens when there are special events, such as a religious day when the price of fish is higher. While he uses some of his wages to buy things for himself, he continues to give most of his salary to his parents.

* fake name

Reasons for working

Young people work generally to earn money. Their involvement in the offshore fishing sector is not a forced activity. When the 45 boat owners/captains were asked why the young people were working, the frequent response was that they were helping their parents. The second frequent response was to become economically autonomous and this job was easy to access. Responding to the

questionnaire, the responses were mixed between reasons for working and reasons for working on a fishing boat. However, 59 of the child respondents (39.3 per cent) said they worked on a boat because there were no other jobs for them. Some 26 of the child respondents (17.3 per cent) said they worked to help their parents and the rest gave reasons listed in Table 4.18.

Table 4.19: Child labourers' reasons for working on a fishing boat

Reasons	Respondents	%
Parent's invitation	1	.7
Uncle's invitation	2	1.3
Friend's invitation	15	10.0
Help the family	26	17.3
Culture	1	.7
Dropped out of school	4	2.7
Childhood wish	1	.7
Holiday activity	1	.7
Need money for school	1	.7
Earn money	28	18.7
Enjoy working at sea	2	1.3
Add experience	5	3.3
Interested working on fishing ship	6	4.0
No other job	57	38.0
Total	**150**	**100.0**

As Table 4.20 describes, 82 respondents (54.7 per cent) admitted that they don't have any skills for other jobs. The others thought they had a skill that they could use for some other type of work, but it is unclear if those jobs would provide equivalent income as fishing.

Table 4.20: Skills of child labourers

Skills	Respondents	Per cent
Don't have any skills	82	54.7
Talented in religious preaching	1	.7
Farming	1	.7
Craftsman	6	4.0
Construction coolie	3	2.0
Handicrafts (making toys such as plastic car, doll, etc.)	5	3.3
Art	1	.7
Playing guitar	10	6.7
Painting	6	4.0
Fishing	1	.7
Trimming hair	3	2.0
Cooking	2	1.3
Drawing	4	2.7
Sewing net	10	6.7
Snaring birds	1	.7
Mechanic	6	4.0
Speech	1	.7
Soccer	7	4.7

Recruitment process

Looking at the recruitment system might provide more understanding of why the young people were working on boats. Based on the questionnaire responses from boat captains, 19 young labourers were actively recruited. The physical condition, not age, is the determining factor for acceptance – whether someone seeking the available job will be able to pull the net when it is full of fish. Almost all the boat captains with boats weighing more than 5 GT check the physical condition of anyone they hire to their crew. Some young workers claimed they sought out the job. Generally though, young people got their fishing boat job through someone they knew, from a friend or family member in the crew or through the captain or office clerk.

In the active recruitment model where children seek employment, their motivation for working is an economic one. But there were children who worked because their parents asked them to. This is usually the case of children working in boats smaller than 5 GT in which their motivation to work is to help their parents. The typical case from the 150 interviews is that young people seek fishing boat jobs because that is their only option for income and thus they seek out those who are hiring. And it is easy employment – there are no requirements that have to be fulfilled by the child. There are no permit letters needed from parents or letters of agreement to be signed by children.

Of the young people who sought out a fishing boat for employment, 56 respondents said they heard about a crew opening from a friend and 30 said their parents told them. Other family members provided information about a job, as shown in Table 4.21.

Table 4.21: Source of job vacancy information

Job Information Giver	Respondents	%
Self discover (children actively seek for a job)	18	12.0
Friends	56	37.3
Parents	30	20.0
Uncle	12	8.0
Brother	1	.7
Brother-in-law	1	.7
Sister	1	.7
Grandfather	1	.7
Other relative	14	9.3
Neighbour	1	.7
Boat owner	2	1.3
Ship's captain	11	7.3
Office clerk	1	.7
Mechanic chief	1	.7
Total	**150**	**100.0**

Working conditions

Training

Some 95 respondents (63 per cent) said that there was no special training or hiring conditions for working on fishing boats. The others mentioned certain criteria – strong will to work, not prone to sea sickness and an ability to swim. However, this criteria may not be broadly applied as there were six child respondents who cannot swim. While there is no formal training, usually a young person is given some type of basic instruction about tasks on the boat. Typically a captain's deputy or a senior labourer will show a young person (or any age of new worker) how to arrange the net, tending to the fish bait or whatever will be the person's duty. Even though there is a recruitment process as mentioned before, they are not strict. Clearly not all boats hire young workers by any criteria, such as swimming capacity, nor do they routinely provide necessary information about working at the sea.

Wages

Wages on a fishing boat are generally divided into the "capture share" system and the daily wage system. Capture share is the distribution to all crew members of what is earned from the amount of fish caught. Position or status of a person on the boat also affects the wages distribution. The ship's officers usually receive more than the ordinary crewmen. The daily wages system was rarely found on boats employing young labourers.

On boats weighing more than 5 GT, the office clerk crewman counts the fish captured and handles the boat's administration, including paying wages. On the smaller boats, paying wages is the owner's/captain's responsibility.

When young people are hired onto boats, typically the bigger boats, their wages are stated up front and they have an idea of what they will earn from each trip out to sea. When children work with their parents or relatives, their wages are not as transparent. They are likely to earn only half the wages of child labourers hired on bigger boats or are paid whatever their father decides. Of the child respondents, 96 said they do not know how much they are paid until they are paid, usually when they come back from sea. Rarely are they paid the same daily wages as young people working on the bigger modern boats.

On modern boats, according to the owners/captains surveyed, young people are paid the same wage as adults in the same job. However, a few of the child respondents said there is a difference. When interviewed, they said there is unfair treatment in terms of wages paid – that the distribution of what is earned from the amount of fish captured is not fairly divided and is one of the reasons for their leaving a boat's employ.

Table 4.22: When wages are paid

Pay period	Respondents	Per cent
Every time they come back from the sea	141	94.0
Every day	2	1.3
Once a week	6	4.0
Once a month	1	.7
Total	**150**	**100.0**

On average, daily wages for young labourers are 20,000-25,000 rupiah (US$2.35-$2.94) and they work usually for seven days and then are not working for seven to ten days in a month.

Most of the child respondents believed that what they are paid is enough, even those who work with their parents or relatives and earn less than crewmen on bigger boats. When the amount of captured fish is small, the crewmen's share will be bigger than the ship's owner. But frequently, when the catch is big the crewmen receive a smaller share than the boat's owner.

Table 4.23: Average wages of child labourers per month

Average wages per month	Frequency
100,000-200,000	36
201,000-300,000	45
301,000-400,000	35
401,000-500,000	25
501,000-600,000	7
>701,000	2
Total	**150**

According to the survey, 82 child respondents also earned extra income, which ranged from 13,000 to 900,000 rupiah (US$1.50 to $103) each month. They earn extra income by taking fish from the catch and selling it to a trader in the middle of the sea or some of them fish using a hook and line and later sell what they catch.

Table 4.24: Extra income earned by child respondents, per month

Extra income per month	Frequency
No additional income	68
10,000-50, 000	13
51,000-100,000	17
101,000-150,000	15
151,000-200,000	13
201,000-250,000	11
251,000-300,000	8
> 301,000	5
Total	**150**

When the boat is anchored in port, the young labourers do their own fishing and sell what they catch. The fish sold out at sea is done without being noticed by the ship's owner. The crew collaborate with the ship captain to sell a small portion

of the fish. The fish is sold to a trader who goes out to sea to buy from them covertly. This activity took place only on large boats and not every month. Those who earn extra income less than 250,000 rupiah (US$29.40) a month do so from their own fishing.

Working hours

Based on the hours reported working by the child respondents (Table 4.25), all young labourers on fishing boats worked long hours with little time for resting, especially for sleeping. Rest activities include fishing for extra income, smoking, listening to the radio, watching TV or playing chess. Forty of the child respondents indicated that they use their rest time to fish. Another 29 said they talk and fish. And another 28 said they talk and fish while listening to music. All of which is to say, many of them don't seem to get much rest.

Table 4.25: Duration of work based on fish-catching equipment

Working hours	Frequency	Per cent
6-9 hours	25	16.7
10-13 hours	40	26.7
14-16 hours	17	11.3
17-19 hours	68	45.3
Total	**150**	**100**

Sleeping or resting is not necessary for those who return to shore each day, according to the respondents' comments. But for those who stay at sea for a few days, it is a big issue. There are no beds for ordinary crewmen on the big fishing boats and when they sleep they rig up a hammock (see Figure 4.5) under the hold of the boat that is under the control room. There is little protection from the sea wind, the bumpiness and tossing of the ship.

Sleep periods tended to be five to six hours, depending when the net is dropped or if they are working day or night. A work day is typically 14 hours, though it can go for as long as 17-19 hours, especially on bigger boats.

Figure 4.5:
Working children in Sibolga

Table 4.26: Work schedules of young respondents

Kinds of activities generally done by working children	Boat Size (GT)/ Working time (hours)			
	< 5 GT			> 5 GT
	Gill nets/*jarring insang* - Trammel net (*Jaring Apollo): Jaring udang* - Drift Net (*jaring insang hanyut); jaring belanak, jaring gembung, jaring gembung, jaring jalur, jaring pukat, jaring kepiting*	Hook and line/ *pancing* *- Pancing Rawei* *- Pancing Tonda/ Ontak* *- Pancing Cumi*	Shell collector	*Seine* *- purse sein (cincin); pukat cincin, pukat langgar, pukat lingkung, pukat teri* *- denise sein (dogol): pukat langgei, pukat layang, pukat tarik, tuamang*
Preparing the net i.e., *Jaring/pukat, penggaruk* and *pancing* and other equipment	0.5 - 1 hour	0.5-1 hour	0.5 -1 hour	1 hour
Lower the seine/fish net and fish hook and line (include time to wait)	1-2 hours/ every anchored - in one-day-trip boat usually lower the seine 2 or 3 times/day, depending how much fish caught - *bebagan* model's ship usually lower the *seine* around 2-4 times per day, depending on how many fish caught each time	3-4 hours for *tonda* hook and line equipment, followed by pulling it once in a while; could lower the fish hook and line twice a day minimum.	-	3-4 hours with luring the *seine* up to 2-4 times / per day or night
Pull the fish net/ seine and fish hook and line	0.25 -0.5 hour	1-1.5 hours for *rawei* fish hook and line equipment	-	1 hour
Sorting shells	-	-	3-5 hours	-
Sort/put fish into the storage room	0.25 -0.5 hour	0.5-1 hour	-	1.5-3 hours
Fixing the fish net/seine	Not available in one-day-trip boat but in *bebagan* model around 1,2 – 2 hours	-	-	2 -4 hours
Lure the fish line	-	0.5-1 hour	-	-
Duration of work	- For one- day-trip boat around 6-8 hours with resting time around 1.5-3 hours - The *bebagan* model took 10-12 hours	10-12 hours minimum and could reach 14-16 hours	6-8 hours	14-16 hours minimum and could reach 17-19 hours

Provisions while working

Protein consumption among crew members is rarely an issue as fresh fish is caught and cooked for meals. In addition, some vegetables, such as cabbage, mustard greens and spinach, are served, along with instant noodles or bread. But according to many respondents, rarely are vegetables and fruits served after the first day out to sea. In short, crew members on boats weighing more than 5 GT generally were not well fed. Some took their own snacks. The main complaint was lack of vegetables and fruits being served.

Table 4.27: Child respondents' eating schedule

Eating frequency	Respondents	%
Once	5	3.3
Twice	56	37.3
Three times	43	28.7
Not well orderly	46	30.7
Total	**150**	**100**

Table 4.28: Food consumption other than rice and fish while at sea

Food consumption	Respondents	%
Never	16	10.7
1	12	8.0
2	3	2.0
3	1	.7
5	20	13.3
1,2	6	4.0
1,3	3	2.0
1,5	32	21.3
2,3	1	.7
2,5	2	1.3
3,5	3	2.0
1,2,3	5	3.3
1,2,4	1	.7
1,2,5	13	8.7
1,3,5	13	8.7
2,3,5	2	1.3
1,2,3,5	17	11.3
Total	**150**	**100.0**

Explanation:
1: Vegetables (cabbage, mustard greens and spinach)
2: Fruits (rose-apple, watermelon, pineapple)
3: Milk/coffee
4: Beer
5: Extra food (noodle, bread, etc.)

Child respondents' interaction and treatment with crew

For boats weighing more than 5 GT, the boat's owner gives the captain operational authority. For boats weighing less than 5 GT, the captain is typically the owner. Each fishing boat weighing more than 5 GT has a crew structure of specific responsibilities and levels of authority. Obviously, the one with the most responsibilities is the captain. In North Sumatra, the captain is called *tekong*.

In the hierarchy of responsibility, the deputy ranks under the captain (called *apit* on boats in the west coast harbours). Oddly, boats operating on the west coast have only one deputy while boats on the east side tend to have two: a first deputy and a second deputy, or right *apit* and left *apit*. On ships smaller than 5 GT there are no deputies.

Next in the responsibility chain is the technician, usually called head of engine room, or *kuanca* (officially called "KKM" for *kepala kamar mesin,*). The

technician also has a deputy. Two crewmen take the positions of "PU", which is the cleaning of the ship during its sailing time. The ship crew is assigned to do this job in rotation. There is also a job called stone craftsman, which involves someone going out on a small boat from the fishing boat to arrange the net after it is caste out. The rest of the crew have no authority and are called *pelacak*. The crewmen, including children, who don't follow orders or work sufficiently, will be reprimanded by one of the higher ranking crew.

Table 4.29: Form of disciplinary action experienced by child respondents

Form of Action	Respondents	%
Physical	1	.7
Nonphysical	98	65.3
Never	51	34.0
Total	**150**	**100.0**

According to responses made by boat captains, children are treated differently than adult crew members because of their age and size – expectations and thus reprimands are different. But many of the child respondents disagreed, saying only occasionally were they treated differently – once in a while they are not expected to help pull in the net. They also said they endured more anger and teasing from adults because they are young. These situations, acknowledged the captains, frequently take place when a young worker is careless in following orders or completing tasks assigned by senior crew members. This type of complaint rarely was heard from respondents working on boats smaller than 5 GT.

Table 4.30: Boat captain's form of reprimanding child members of crew

Form of action	Respondents	%
Advise	27	60.0
Angry/yell	13	28.9
No specific action taken	2	4.4
Dismissal	3	6.7
Total	**45**	**100.0**

The working relationship between the child labourers and the adult crewmen tend to place the younger crew in a subordinate position. But that relationship was described by the child respondents as being generally a friendly one. Violence among crew members rarely occurs, according to questionnaire responses. In interviews, respondents explained that threats and physical and sexual violence are forbidden on the boat. The respondents provided details that indicated they rarely experience violence from other crewmen.

Table 4.31: Frequency of violence in three months prior to assessment

Frequency of violence	Respondents	%
The respondent never experienced any violence	49	32.7
1 time	29	19.3
2 times	8	5.3
3 times	5	3.3
4 times or more	33	22.0
Didn't happen in past three months	26	17.3
Total	**150**	**100.0**

While the incidence of violence or abuse was experienced by only a small portion of respondents, an unpleasantness of one type or another encountered on a boat had provoked some 98 respondents to change employers. Of them, 83 had spent less than a year on their previous boat. Some respondents explained they left the previous boat because they didn't get along with either the captain or the crew. But overall, there appeared to be good relationships.

Table 4.32: Length of previous employment on a boat

Previous employment	Respondents	%
0-1 year	83	55.3
1-2 years	12	8.0
2-3 years	2	1.3
3-4 years	1	.7
Never changed	52	34.7
Total	**150**	**100.0**

Table 4.33: Child respondents' reasons for changing employers

Reasons for changing employer	Respondents	%
Following others	7	4.7
Bored with previous boat	7	4.7
Friend's invitation	3	2.0
Fired	7	4.7
Forbidden by parent's from working on *pukat langgar (langgar seine*)	1	.7
Adjustment with the school holiday	1	.7
Insufficient wages	28	18.7
To get more experience	4	2.7
Too far from home	1	.7
Previous ship needed repair	6	4.0
Work too hard on previous boat	2	1.3
Boat owner went bankrupt	1	.7
Move to their parent's boat	2	1.3
Previous boat not lucky	2	1.4
Didn't get along with previous captain	3	2.0
Didn't get along with crew members	12	8.0
Not feeling comfortable with the boat environment	10	6.7
Never change to other fishing ship	52	34.7
No reason	1	0.7
Total	**150**	**100.0**

Table 4.34 Working situation of young respondents

Explanation	Type of boat, by weight			
	< 5 GT			> 5 GT
	Gill nets, or *jarring insang* - **Trammel Net *(jaring apollo): jaring udang*** - **Drift Net *(jarring insang hanyut); jaring belanak, jaring gembung, jaring gembung, jaring jalur, jaring pukat, jaring kepiting)***	**Hook and lines, or *pancing*** ***- pancing rawei*** ***- pancing tonda/ ontak*** ***- pancing cumi***	**Shell collecting**	**Seine** **Purse seine (*cincin); pukat cincin,pukat langgar, pukat lingkung, pukat teri*** **Danish seine (*dogol): pukat langgei, pukat layang, pukat tarik, tuamang***
Location	Spread across east coast start from Pangkalan Berandan, Belawan, Bedagai, Tanjung Balai/ Asahan and Sungai Berombang	Spread across east coast start from Pangkalan Berandan, Belawan, Bedagai, Tanjung Balai/ Asahan and Sungai Berombang	In Belawan, Bedagai, Tanjung Balai/ Asahan and Sungai Berombang	In coastal area, especially in big harbours such as Belawan, Tanjung Balai/Asahan and Sibolga/Central Tapanuli
Duration of work and length of cruise	One-day trip, sail type of boat covers distance of 4-12 miles; for *bebagan* type, about 3-6 days and cover more than 12 miles	Sail for 3-5 days, over 12 miles in distance	One-day trip, less than 4 miles in distance	Sail for 3- 6 days, more than 12 miles in distance
Number of workers and its proportion toward working children	Generally consists of 3-6 people per boat with the amount of child labourers ranging from 1 to 4; all boys	Generally consists of 3-6 people/boat with the amount of working children consists of 1-4 people, all male	Generally consists of 2-4 people/boat with the amount of working children 1-3 people, all male.	Generally consists of 12-45 people/boat with 1-4 working children people. All are male.
Type of work				
a. Before sail	- *Bebagan*: put ices to the boat, preparing net and preparing other tolls for fishing - One-day- trip : Preparation net and preparing other toll for fishing	put ices to the boat, string the hook fish, Preparing the hook and the other toll for fishing	Preparing tools for working	Bring the ice in big cubes to the boat, prepare the *pukat* and other tools for fishing
b. During sail	- Bebagan: lower and pull the fish net, dive when the fish net get hook onto thing, sorting fish, fixing the fish net and cook. - One – day – trip boat: lower and pull the fish net, sorting fish, dive when the fish net get hook onto thing.	Putting the fish bait, lower and pull the fish hook and line, and to tug at (especially for *pancing tonda*), release the fish from the bait, tight the rope if it loose and cook.	Collect, sort and wash the shells.	Lower and pull *pukat*, sort and load the fish into the storage room, clean the *pukat* and cook (for those who act as chef)
c. After sailing/ return to land	Clean the fish net, loading and unloading captured – fish, clean the boat.	Arrange the fish hook and line, loading and unloading captured – fish, clean the boat.	Clean the boat, loading and unloading captured fish	Clean the seine and wash the boat

Type of ailments	*Bebagan* model: seasick, fever, eye irritation, cough One-day trip: seasick and headaches	Seasick, fever, diarrhoea, eye irritations, cough	Seasick, headache, backaches from squatting for 3-4 hours during sorting of shells, exhaustion	Sea sick, fever, diarrhoea, eye irritations, cough and exhaustion
Type of accidents or risk of accident	▪ Fall into the sea Risk = drowning ▪ Stabbed by fishbone Risk = wound, swollen and painful ▪ Hit by propeller during diving Risk = serious wound	▪ Fall into the sea Risk=drowning ▪ Stabbed by fishbone Risk= wound, swollen and painful ▪ Stabbed by fish hook Risk = wound, swollen and painful ▪ Get rub by fish line when pulling it Risk = bruised and painful		▪ Fall into the sea Risk = sink ▪ Stabbed by fishbone Risk = injured, swollen and painful ▪ Fall onto the hold of a ship Risk = sprained and bruised ▪ Hit by pulley Risk = bruised and wound ▪ Squeezed by pulley Risk = broken finger/skin and wound ▪ Get rub by seine rope Risk = bruised and wound
Medicine Supply	For one – day – trip boat there is no medical supply but in the *bebagan* model there is first aid kit box.	Not available	Not available	Some of the boats have first aid kit box and medicine for headache and fever
Safety Tool Equipment	There are no life jacket and hand – gloves, no diving equipment and no fire extinguisher equipment	There are no life jackets and hand gloves, no diving equipment and no fire extinguisher equipment	There are no life jackets and hand gloves, no diving equipment and no fire extinguisher equipment	There are life jackets and boots (only for officials); there are no rain coats, hand gloves, fire extinguisher equipment
Boat's Facility	There is no special bedroom, no bathrooms and no place to cook	There are no special bedrooms, no bathrooms and no place to cook	There are no special bedrooms and no bathrooms	There is no special bathroom (there is a small room to take a bath but not used by everyone) or special toilet (the back side of the boat is used), there is no special bedroom and there are place to cook
Working children Payment System	Basically on captured and divided system where children get 1 part of fish caught, but if the fishing boat captain is also the parent usually child wages become flat at 10,000 rupiah per day	Basically on captured and divided system where children get 1 part of fish caught, but if the fishing boat captain is also the parent usually child wages become flat at 10,000 rupiah per day	Generally if the fishing boat captain is also the parent usually child wages become flat at 10,000 rupiah per day, depending on amount of captured fish	Basically on captured and divided system where children get 1 part of fish caught, but if the fishing boat captain is also the parent usually child wages become flat at 10,000 rupiah per day
Treatment toward working children	Usually shout at, to be cross with (by fishing ship's captain) for neglecting duty	Usually shout at, to be cross with (by fishing ship's captain) for neglecting duty	Usually shout at, to be cross with (by fishing ship's captain) for neglecting duty	Usually shout at, to be cross with (by fishing ship's captain, head of engine room and clerk) for neglecting duty

ONE BOAT CAPTAIN'S STORY

Ilham*, 36
Tanjung Balai

"We ships' captain, when on shore, sit at the canteen, smoke cigarettes and share stories among ourselves," explained Ilham, sitting at such a place in Teluk Nibung.

From Mandailing, a noncoastal area somewhat far away, Ilham began fishing when he was 16. He can't remember on how many ships he has worked.

As the captain, he now earns more than 500,000 rupiah per month. His economic condition could be categorized well enough to cover all basic needs. "It is hard to determine a boat captain's income," he claimed. Sometimes there is lots of money received and sometimes only a little. But for me, usually I receive 800,000 rupiah – and tips from the boat owner."

According to Ilham, the captain's income is actually derived from two sources:
- Income from selling the fish sale from which the captain gets 10 per cent; and
- Commission on the fish sale of 50 rupiah per kilogram.

As well, the captain can earn extra income by selling fish on the black market while still out to sea. The boat owners never know of this practice, though it is rarely done when the fish hauls are small.

Ilham captains an eight-piston powered ship made of wood using the *pukat langgar*. He admits that the working tools and safety equipment are not all in proper condition.

Besides the privileges he gets from his salary, Ilham gets facilities such as a special bedroom and freedom from work. His duties involve monitoring the boat's direction and maintaining radio contact with the coast guard, other ships and boat owners. He is responsible for the safety of the ship and crew and for pushing the fishermen to haul in as much fish as possible.

His current crew numbers 33 persons: two of them act as his deputy, one person controls the engine room and has one assistant, two are chefs, three are diving officers. They spend about four to six days out to sea each trip, longer if the fish catch is small. Back at shore, his crew takes a two-day break before heading back out.

When asked about the recruitment process, Ilham said his deputy handles the hiring of crewmen. He said he prefers hiring workers older than 18. But, he added, it is difficult to forbid anyone younger from being hired because of their economic situation. By forbidding them to work on a boat, it is the

same as keeping them from earning a living, he reasoned. Ilham claimed all workers, regardless of age, are treated and paid the same and have the same responsibilities. But child workers usually get shouted at by senior workers or officers, he admited.

* fake name

Risks and types of accidents/illnesses

According to the young labourers, there was a difference in the number of accidents experienced by young people and adults. Rarely is safety equipment used or even found on board the boat, such as life jackets and first-aid items. Some of the bigger boats never carry life jackets or do so only for the senior crew. On boats in the Sibolga harbour, life jackets were found on every boat mentioned by child respondents but typically there were not enough for the entire crew.

Those working on boats that used hooks and lines seemed to encounter more accidents/injuries than those working on boats with nets, which is where most respondents were found. The more frequent accidents involved a stab by a fishhook, which is bigger compared to the one usually used for pleasure fishing; if not properly treated some can become serious wounds. Drowning is always a possibility, though there are no records of any young person having drowned other than the report of one respondent who said two young labourers had drowned in 2002 in Sibolga. Falling into the boat's hold when the ship's floor is slippery can be fatal – though there are no records of any deaths. This type of accident is typical as ships larger than 5 GT have a large stern while a common accident on the smaller boats is being struck by the boat's motor propeller blades when a young labourer has to dive under the boat to release a stuck net or make a repair to it.

Typical accidents at sea reported by the respondents involved: falling overboard or into the hold, stuck by a fishbone or a fish hook, poisoned (from either touching one of several types of this fish, including the sea snake, urchins or jellyfish, or being stabbed by a bone of the poisonous fish), twisted up in the fishing net or a fish net rope, hit by a wood beam that holds the net pulley (see Figure 4.6), hooked by a fishing rod or falling into the water. Getting stuck by a fishbone, such as that in the fish fin or fish tail, usually occurs when the fish is being loaded into a storage box. The bone pricking can cause pain and swelling and possibly become quite infected if not properly treated. Contact with poisonous fish or sea animals can cause skin irritations or itchiness.

There were reports also of young workers being squeezed by the pulley, which can cause permanent deforming of a limb. The pulley is powered by the engine to roll in the fish net from the sea. This kind of accident can cause a broken finger and if it isn't treated appropriately can lead to a dangerous wound (see the story of Hendri). Other dangerous accidents involved being stabbed by fishhooks. This occurs when they stick fish bait onto the hook or releasing a caught fish. Less

typical was being on a boat that ran over rocks and sunk, getting robbed or hit by trawl puller, which is a wooden beam used to pull up the trawl net. Data about how many children ever experienced these kinds of accident was not available. There is data from the respondents that indicates what they experienced or heard about, but it is not possible to separate the accidents that were actually experienced and which were only heard about (Table 4.35).

Figure 4.6: Working young person on boat with a pulley, in Sibolga

Table 4.35 Types of work-related accidents, according to the questionnaire responses

Types of accidents	No. of respondent who had heard of or observed such accident
Poison/fishbone	23
Fishbone	25
Knocked over	2
Fallen	108
Struck/hit/squeezed by ice	6
Sinking	24
Crushed	1
Squeezed by pulley	15
Twisted by the rope/net	8
Hit by propeller	1
Crash	6
Burnt	1
Slip	13
Bump	6
Squeezed	2
Hit by ship's screw	1
Hit by clutch	9
Hit by Pulley	6
Twisted by hook-line	1
Stabbed by fish hook	4
Squeezed by fish case	1
Wrecked	1
Robbed	4

More than half the respondents said they had suffered illness while at sea, such as fever, headaches, diarrhoea, coughs, eye irritations and seasickness. Rarely is there medication available for these ailments; those who become sick recover slowly

because of the lack of medication. Seasickness usually only occurs among those new to being out at sea. However, experienced boys talked of being seasick but most likely because they were sick before they left the port. Rest is needed for treating motion sickness but is hardly possible on the fishing boats because there is no place to rest.

In commenting on the incidence of diarrhoea, many respondents expressed concern about the cleanliness of cooking utensils. Those who collect shells experience a great deal of physical tiredness from squatting for three to five hours without moving.

Some of the working children said they frequently experienced fever but did not know what caused it. It may well be connected to the erratic eating schedules on board the boat and the poor nutritional value of the food provisions.

Table 4.36: Types of illness experienced by child respondents

Type of Illness experienced by the respondents	No. of respondents who have experienced such illness
Diarrhoea	42
Headache	64
Cough, cold	33
Fever	43
Skin diseases	35
Vomit/spit blood	5
Seasick	7
Eye irritations	1
Kidney problem	2

Note: 37 respondents informed that they never been sick during their work in the boats

ONE BOY'S STORY

Hendri*, 17
Tanjung Balai

At 165 cm, Hendri is not a very big teenager. His skin is blackened by days spent out to sea. He works among hundreds of other boys his age at the fish warehouses or in the smal harbour in the area of Teluk Nibung, Asahan, North Sumatra.

Born in Pancur Batu village, Deli Serdang, Hendri's life has been erratic. When he was 6 or 7, his family moved somewhere around Kuala Simpang, Aceh because his father found a job on a palm oil farm. But then the family didn't stay long and moved again a few times in all. Hendri had trouble keeping up with his school studies. In the second year of primary school, he said he was forced to drop out because of his inability to read and the inability of his parents to pay any fee.

Hendri lived with his grandmother for a while in the village of Delitua, Medan. When he was 12, his parents divorced, largely as a result of their troubling economic situation. His mother had taken up a profitable job selling cosmetics but as the work kept her out of the house till late at night, it provoked angry tension in Hendri's father. His parents started fighting. But even before his parents divorced, Hendri had left home. After a fight he had with an aunt once, his mother burned all his clothes. Until now he still is confused about his mother's anger toward him. He left home then and lived in his uncle's workshop in Medan. A few months later he received a message from his family asking him to go back home; it took him a month to get the courage. When he arrived, his father and brother who were in front of the house fixing a motorcycle and his mother who was cooking ignored him. He felt that his family hated him. Trying to play with his youngest brother, the little boy began to cry. His mother threw a rice spoon at Hendri, thinking he had hurt the child. He threw it back and left. Since then he has returned to visit only his grandmother.

Not long after his parents' divorced, Hendri's father remarried and moved to a village around Aek Jamu, district of Labuhan Batu. Hendri, by then working on a farm, went to live with them. He was asked to pay for the food and boarding. After a year, in 1999, he went to Tanjung Balai and stayed with a step-uncle but could find no work. He left and an old woman offered him a room in her house but he never had food to eat, only water to drink. He moved to a friend's house eventually.

It was while living there, when he was 13, he started to work on a fishing boat. Even in this work, he moved from boat to boat, his last trip out being on a *langgar trawl*. As a small boy Lele` had been fond of boats and as he needed to earn money to help with expenses in the "foster" home where he now lives, he sought fishing work. He says he won't stay with it long term because of the chance of a serious accident – falling into the sea or getting stuck on a pulley. He has had one accident already – his hand was caught in a pulley, which left his fingers deformed. Hendri says the health care treatment on the boats plus the condition of the equipment make fishing a problematic job. He sees himself moving to land in the near future, but he fears that his illiteracy will keep him from employment in, say, an office. He is resigned to work in the informal sector, if he has even that chance – he would prefer to drive a truck. He would like to learn to read and write. Hendri cannot save any money – his income is unpredictable, depending on the size of each sailing period's fish haul. When it is poor, he earns very little.

* fake name

Health care

The data from the questionnaire and interviews indicated that illnesses experienced by the respondents tend to be treated improperly; that is, they are not treated. There were a few reports of efforts to provide some medicines. Respondents who became sick were not properly treated while at sea, but they acknowledged that they were treated when back at shore and the captain paid the costs.

Table 4.37: Treatment of illness

A. By friends

Treatment	Respondents	%
No action	37	24.7
Give medicine	35	23.3
Leave them	78	52.0
Total	**150**	**100**

B. By adult crew members

Treatment	Respondents	%
No action	38	25.3
Give medicine	40	26.7
Leave them	72	48.0
Total	**150**	**100**

C. By boat captain

Treatment	Respondents	%
No action	38	25.3
Give medicine	42	28.0
Send them back to land	8	5.3
Take them to clinic	2	1.3
Leave them	60	40.0
Total	**150**	**100**

Based on the information of accidents that have been experienced, observed or heard of happening on the boats and based on the researchers' observations of the workplace as well as the information on type of tasks done by the children in the boat, Table 4.38 presents a summary of the *possible* hazards that *could be* experienced by child workers.

Table 4.38: Possible occupational hazards respondents could encounter while working on a fishing boat, as already experienced by them or heard about or witnessed by the respondents

Types of hazards			
Hazard category	**Hazard description**	**Health and safety affect**	**Potential intervention**
Accident hazards Workplace –hazards that are caused by physical equipment or infrastructure of the workplace	▪ Fall into the sea ▪ Stabbed by fishbone ▪ Hit by propeller during while diving under the boat ▪ Knocked over ▪ Struck or squeezed by ice ▪ Crushed ▪ Hit by propeller ▪ Crash ▪ Slip ▪ Bumped ▪ Hit by clutch ▪ Hit by pulley	Wounds, swelling, pain, amputation, sprains, bones fractured and death	▪ Children should not pull the fish net ▪ Purchase gloves, wear float jacket, boots ▪ Children should not work in repairing propeller machine
Chemical hazards	-	-	-
Physical hazards ▪ Humidity ▪ Heat ▪ Cold ▪ Vibration ▪ Shaking	▪ There is no ventilation in the machine room ▪ There is no roof to protect them from rains, sleep in the open space ▪ Noise from machines ▪ Wave and wind motions	Fever, headache, stomach ache, seasickness and exhaustion	▪ Adequate ventilation and roof. ▪ Adequate medicine supply ▪ Purchase machines with noise control
Ergonomic hazards ▪ Repetitive movements ▪ Awkward postures	▪ Squatting for long time to select the shells ▪ Position when pulling the net	Fatigue and injuries in hand, knees, back, neck and arms	Purchase safety tools, such as gloves, jacket; rest breaks, work rotation
Psycho-social hazards ▪ Low income ▪ Long working hours ▪ No social security ▪ Abuse	▪ Irregular employment; long working hours; isolated work ▪ Verbal abuse, such as vulgar language, harassment	▪ Fever, headache ▪ Mental health problems	▪ Children should never, in any circumstance, work more than eight hours a day ▪ Adequate rest breaks, weekly rest ▪ Counselling
Biological hazards ▪ Inadequate sanitation in working environment	Dirty, poor sanitation and hygiene	Diarrhoea	Sanitation and hygiene improvement

Safety equipment

As mentioned, safety equipment was not always available on boats. In the three bigger harbours, it seems more boats are likely to have proper equipment on board, though often not always enough for all crew members. In general, boats should contain gloves, raincoats, boots and safety helmet for each crew member.

Table 4.39: Safety equipment found on boats where child respondents worked

Safety equipment	Respondents	%
None	43	28.7
1	23	15.3
2	9	6.0
3	12	8.0
4	2	1.3
1,2	18	12.0
1,3	15	10.0
1,4	3	2.0
2,3	2	1.3
1,2,3	11	7.3
1,2,4	1	.7
1,2,5	1	.7
1,3,4	2	1.3
1,3,5	1	.7
1,2,3,4	5	3.3
1,2,3,4,5	2	1.3
Total	**150**	**100**

Explanation:
1: Gloves; 2: Boots; 3: Raincoat; 4: Safety helmet; 5: Oxygen/fire extinguisher

Table 4.40: Boat equipment

Boat equipment	Respondents	%
0	28	18.7
1	15	10.0
2	5	3.3
3	10	6.7
1,2	9	6.0
1,3	16	10.7
2,3	9	6.0
1,2,3	58	38.7
Total	**150**	**100**

Explanation:
1: First-aid kit; 2: Life jacket ; 3: Communication equipment

Perceptions of child labour

Although most parents surveyed said they did not mind that their child worked on a fishing boat, they did have other aspirations for their child, as listed in Table 4.41. Only eight parents said they wanted their child to be a fisherman. Of the other hopes and dreams, 13 parents wanted their child to become a merchant and 11 wanted them to become a civil servant or join the army.

These responses seem similar to the aspirations of the child respondents, of whom the majority said they dreamed of joining the army or police force or of being a fisherman (Table 4.8.).

Table 4.41: Parents' wish for their child's future occupation

Parent's wish for child's occupation	Respondents	%
Trader	14	31.1
Civil servant/army	12	26.7
Fisherman	8	17.8
Entrepreneur/businessman	2	4.4
Technician	2	4.4
Peasant	1	2.2
Craftsman	1	2.2
Islam teacher	1	2.2
No answer	4	8.9
Total	**45**	**100**

Parent's awareness of child's work on a fishing boat

In terms of being aware of the risks involved in the fishing labour, almost all the parents in the survey knew what could possibly happen to their child, even drowning. Knowing this did not change their perspective about allowing their child to work on a boat. Although parents knew of the risks children face when they work, it did not stop them from giving work permission to their children because the parents needed the extra income.

Most parents know from the beginning that their children were working on a fishing ship. Of them, 31 (68.9 per cent) accepted what their child was doing because they recognized there were no other options. Those who were not happy about the type of work their child was involved in said they worried about the dangers. Their other reason for not wanting their children to work, as some parents explained, was they didn't think the boat's environment was good for their child, that they would be safer working on land or that it was not appropriate for the child's age. Others expressed irritation at not being asked permission by their child to do the work. And some parents wanted their child to not do as the parent had done but to seek a better way of life. The numbers of parents who were aware of their child working on a fishing boat and of the dangers involved suggests that while parents know the work involves some danger, due to the force of their economic condition they tolerate it.

Table 4.42: Were parents aware of the dangers involved in the child's job?

Parents aware?	Respondents	Per cent
Yes	42	93.3
No	3	6.7

Table 4.43: Did parents approve of their child working on a fishing boat?

Approve?	Respondents	%
Yes	31	68.9
No	14	31.1

In cross-checking the responses with the 150 child respondents, 144 of them (96 per cent) said that their parents knew they were working on a fishing boat. The other six child respondents' parents did not know about their job.

Parent's perception of child's education

Based on interviews for this assessment, it seems that parents desire more education for their children but the level of poverty in their lives reduces schooling to a luxury item. Although some parents are not aware of "child rights" and child-protection laws, many agree that children should finish their education before working. The need for increased household income plus the cost of education (fees and transport) and the lack of higher level schools in their area encouraged many young people to drop out and pursue employment. It was because of these factors and the lack of other options that lead parents to tolerate their working. That tolerance then translates to a message that education is not perceived as very important, even though that may not be the actual case.

In comparison, the child respondents in the assessment contended that they dropped out of school because their parents could not afford it or because they get a message from their local society that education isn't all that important. The shortage of facilities and teachers reinforced a sense that educating people in these focus areas was not regarded by the Government as important. But according to the surveyed young people, 68 of 147 respondents would return to school if they had a chance.

V NGO Responses to Child Labour in North Sumatra

The following briefly describes each group's activities in relation to addressing child labour issues in North Sumatra:

1. **Yayasan Kolektif Medan**
   There are no programmes meant for working children in offshore fishing. What does exist regarding working children in North Sumatra are as follows:
   - Apprenticeships for 600 working children in *jermal* activities for one year in the Vocational Training Bureau (BLK).
   - Working for one year with children to develop mental empowerment.

2. **Yayasan Belatani, Rantau Prapat**
   There are no programmes meant for working children in offshore fishing. The programmes that have been undertaken regarding working children are:
   a. A six-month survey of working children and their families in nine subdistricts with specific emphasis on children working in *jermal*, illegal logging and plantation activities.
   b. Economic assistance and skills training to working children in *jermal*, illegal logging and plantation activities, and their families.
   c. Awareness raising – campaign about the negative side of working in *jermal*, illegal logging and plantation activities in 14 villages.
   d. Training of mushroom cultivation and fresh water fishery for 100 *ex-jermal* working children and 20 of their family members.

3. **Lembaga Bantuan Hukum (LBH) Medan**
   There are no programmes meant for working children in offshore fishing. Regarding working children, the NGO for one year has conducted awareness raising programmes in the communities regarding children's rights in North Sumatra.

4. **Yayasan BITRA Indonesia, Medan**
   There are no current or planned programmes meant for children or working children.

5. **Yayasan Tanah Rakyat (YTR) Pematang Siantar**
   The programme that has been undertaken so far involves recovery of young labourers who worked on *jermal* in Simalungun district for one year; the programme offered training in eel cultivation and raising quail and freshwater catfish to 100 children and 20 of their family members.

6. **Yayasan Pijer Podi (YAPIDI) Pancur Batu, Deli Serdang**
   There are no current or planned programmes meant for children or working children.

7. **Serikat Nelayan Sumatra Utara (SNSU), Pantai Cermin, Deli Serdang**
   There are no current or planned programmes meant for children or working children.

8. **Serikat Perempuan Indonesia (SPI) Lubuk Pakam, Deli Serdang**
   There are no current or planned programmes meant for children or working children.

9. **Pusaka Indonesia**
   Current and future programmes regarding working children in offshore fishing and other sectors are:
   a. Drafting of legislation on child labour in the fishing sector (including *jermal* activities) in North Sumatra. The drafting is to be completed in six months and an indicator of its likely success is the issuance of a decree by the governor of North Sumatra providing a mandate to a team to draft the legislation.
   b. Law and human rights protection for street children in Medan and Binjai, for 18 months.
   c. Class action on behalf of children in the National Park of Gunung Leuser in North Sumatra; the target group was child victims of forest destruction; six months. Still in the process of appeal in the High Court of Medan.
   d. Campaign by publishing information sheets that expose problems faced by children in general.

10. **KEKAR (Kekuatan Ekonomi Kerakyatan), Tebing Tinggi**
    The current and future programmes involving working children in offshore fishing and in other sectors are:
    a. Credit Union in five districts and two cities, especially Deli Serdang district. The targets are 6,219 participants from 1997 to 2003, with 95 per cent credit payment success and 80 per cent business expansion.
    b. Education and training:
       - Development of business scale
       - Food for animal industry
       - Chips (crisps/crackers) production
       - Cake industry

       There are 3,000 participants in five districts and two cities especially, in Deli Serdang from 1997 to 2003. *Puyuh* bird cultivation training and duck were given to 100 *ex-jermal* child workers and 50 of their family members.
    c. Advocating policy
    d. Small business fund allocation
    e. Developing Potential of Jermal Child Workers in four districts: Deli Serdang, Asahan, Simalungun, Labuhan Batu and one city, Tebing Tinggi; from May 2001 to December 2002.

11. PKPA (Centre of Study and Child Protection)

An NGO working on issues of children and women in North Sumatra. PKPA helps to strengthen the position of children and women through research activities and does out reach as a process of group strengthening to create the ability of women to be self-supporting.

Activities include:

a. Research on the child problems in North Sumatra. Up to the present, PKPA has conducted three studies: *The Profile of Children Working in the Streets in Medan Municipality*, supported by Toyota Foundation; *Sexual Behaviour of Fish Trap Child Workers in the Eastern Sea of North Sumatra,* supported by Ford Foundation and PPK UGM; and *The Actual Condition of Child Prostitution in Medan*.
b. Awareness raising about HIV prevention and sexuality transmitted diseases directed toward the street children in Medan municipality, supported by Community Empowerment and Recovery Programme.
c. Maintaining programmes for street children to help keep them in school through income-generating activities of householders in Medan, supported by the Community Empowerment and Recovery Programme.
d. Implementing the application and module development activity for nonformal education process of street children in Medan municipality, supported by United Nation Children's Fund (UNICEF).
e. Implementing Companion and Empowerment of Street Children, supported by Save the Children-USAID, 2001-2003.
f. Publishing books and actual information about children either through PKPA publications or other mass media.
g. Organizing a photograph competition in the Asia-Pacific region in commemoration of Human Rights Day 1999, in cooperation with ARRC Bangkok.
h. Publishing a book *Violence Toward the Child in a Discourse and Reality*.
i. Translate and Adaptation of *Children Online: An ECPAT Guide*, 2002, supported by ECPAT International Bangkok.
j. Advocating against trafficking of children in North Sumatra, 2002, supported by Flemish Organization for Assistance in Development (FADO).
k. Designing Standard Operation Procedure for Managing Child Victims of Paedophilia and Incest in North Sumatra, supported by CIDA SGIF.

12. PPAI (Perserikatan Perlindungan Anak Indonesia)

PPAI is a foundation aimed to protect children in North Sumatra that has competency in monitoring, evaluating and research and maintains a reference centre for child rights enforcement in Medan, North Sumatra.

13. Yayasan Pondok Modren Al Kautsar, Karang Anom, Simalungun.

This foundation is an education organization aimed to increase child participation in quality education, especially those who are Muslim. The programmes involve:

a. Medical check-up, medicine and ritual/religious building to 200 *ex-jermal* child workers and their families for a month.
b. Skills training. The training was provided to 60 participants for two months by **BLK** (Balai Latihan Kerja – it is a training centre under the Office of Man Power) Pematang Siantar.

14. Pokmas Mandiri (Grameen Replica Sumatra)

Pokmas Mandiri is an NGO that focuses on providing micro-credit to people who are poor using the Graemeen Replica model. The main purpose is to empower the poor to work their way out of poverty. By the end of April 2001, the three branches of Pokmas Mandiri had a total of 260 (female) members and micro-credit went to 300 parents/ family of *jermal* workers.

15. Yayasan KKSP (Pusat Informasi dan Pendidikan Hak Anak)

Yayasan KKSP aims to build healthy children and emphasizes public participation in giving protection, education and care to children. The programmes are:

a. Alternative education in Taman Kebajikan
b. Alternative education for street children
c. Research and information: to distribute information about child problems to various media via post, email and Web site. Research about *jermal* workers and their families, child prostitution; research about health conditions and public consumption after monetary crisis; and research about human rights and child rights.
d. Pursues advocacy by:
   - Monitoring violations toward street children
   - Monitoring the development of *jermal* workers' condition
   - Investigating and monitoring refugee children
   - Campaigning awareness of child problems
   - Organizing seminars and workshops
   - Fostering community-based empowerment
   - Pressuring the Local House of Representatives to make regulatory changes to benefit children
   - Organizing assistance for street children who have problems with the law
e. Health
   - Providing health care service for poor people and children through Klinik Taman Sehat Yayasan KKSP.
   - Providing routine medical check-ups and nutritious food for street children
   - Promoting autonomous health through open discussions with children
f. Economy
   - Providing skills training
   - Organizing small business management training

16. **Forum Media SWARA, Medan**
    A six-month awareness raising programme has been carried out by Forum Media Swara regarding children and working children through radio programmes in North Sumatra. This programme has contributed to the increased awareness of the public about the dangers of working in *jermal*.

17. **HAPSARI Federasi Serikat Perempuan Merdeka Sumatra Utara, di Perbaungan, Deli Serdang**
    This NGO have no specific activities involving working children.

In general, the activities and programmes of NGOs involved with children's' issues, particularly child labour in the fishing sector, have focused on *jermal* workers and none have paid any attention to young people working on fishing boats.

VI Conclusions and Recommendations

Based on the research interviews and the estimated number of boats operational at the time of the rapid assessment, the number of young labourers on fishing boats in North Sumatra is estimated to be anywhere between 1,622 and 7,157. Relevant informants (fishery office personnel, harbour master) explained that the number of young labourers on fishing boats varies according to the type of the catching equipments used by the boats.

Based on responses to the questionnaires used in the rapid assessment, the following summary has been determined:

1. Children working on boats ranged in age from 13 to 17, with the largest group among the 150 respondents aged 15 to 17.
2. Most of the respondents began working when they were 14 to 16, though a few (3.3 per cent) started as early as age 10 on small boats with their family.
3. The education level among the respondents was quite low; most had not finished or only graduated primary school.
4. Nearly half of the respondents would like to return to school but can't afford to; others said they don't want to study because they enjoy earning money.
5. Reasons for working included no other job choice, no other options, wanting money to help the family, wanting money for their own interests, asked by friends, interest in working on a boat or did not want to go to school.
6. Most respondents claimed there was no skill required to be hired.
7. Respondents found their job through friends, parents, relatives and on their own.
8. Most of the respondents' father was also a fisherman.
9. Respondents' residence was generally close to where they worked.
10. Parents' education background was low and similar to that of the respondents.
11. Respondents' parents' income generally was between 200,000 and 600,000 rupiah.

12. Respondents' family generally had no assets other than the wooden house they owned.

13. Many boats that are 2 and 3 GT in size employed children, but the largest portion of the respondents worked on boats weighing more than 5 GT. This is because the smaller boats only employ two to five young labourers while the larger boats, more than 5 GT employ more than five young labourers.

14. Most respondents worked with fishing nets rather than hook and line.

15. Respondents' monthly wages generally were between 200,000 and 500,000 rupiah. They also had extra income between 100,000 and 250,000 rupiah from selling fish to traders who go out to sea to buy covertly from them.

16. Wages usually were paid when a boat returns from sea and sells its catch; wages were usually determined by dividing the earnings from selling the catch. A few boats paid only a daily wage. Respondents working for their parents or relatives were paid whatever the adult decides and was often less than what those hired onto large boats earn.

17. There was no division of labour based on age, only in terms of positions.

18. Most respondents experienced illness infrequently while at sea, such as fever, headache and diarrhoea.

19. Respondents who became sick were not properly treated while at sea.

20. The types of job-related accidents that have occurred are falling into the sea or boat's hold, ship wrecked, stabbed by fishbone or fish hook, squeezed by the net-retrieving pulley, hit by ice, twisted by up in the fish net, slip, robbed, hit by boat motor's propeller blades or snared by a fish line.

21. Most boats did not have safety equipment, such as gloves, raincoats, boots, first-aid kits, communication devices and life jackets.

22. Respondents usually worked between 10 and 12 hours a day, but up to 19 hours as well, without sleeping or resting. Most respondents were provided a token, if any, amount of vegetables, fruit or milk while at sea; any snack if available would be instant noodles and bread.

Recommendations

1. The family should be the entry point to address the issue of child labour on fishing boats – raise awareness about the negative impacts and provide the family with an income-generating activity.

2. The awareness raising should also target the boat captains and boat crews. One of the possibilities is to conduct a mobile campaign focusing on the prohibition of working children in offshore fishing around villages so that parents and employers are aware of child rights.

3. Enforce the prohibition of hiring young people on boats through the law enforcement of boat and fishing permits.
4. Offer scholarships to help young people stay in school. To address some of the boredom issues, incorporate studies of sea and other local conditions as well as fishing skills into the school curricula at all grades.
5. Provide alternative schools to help children who are working and don't think they can afford to quit their jobs.
6. Provide skills training to children as alternative income sources, such as making or repairing fish nets, other craft work, playing music and cutting hair.
7. Provide skills training to both men and women to improve family welfare.

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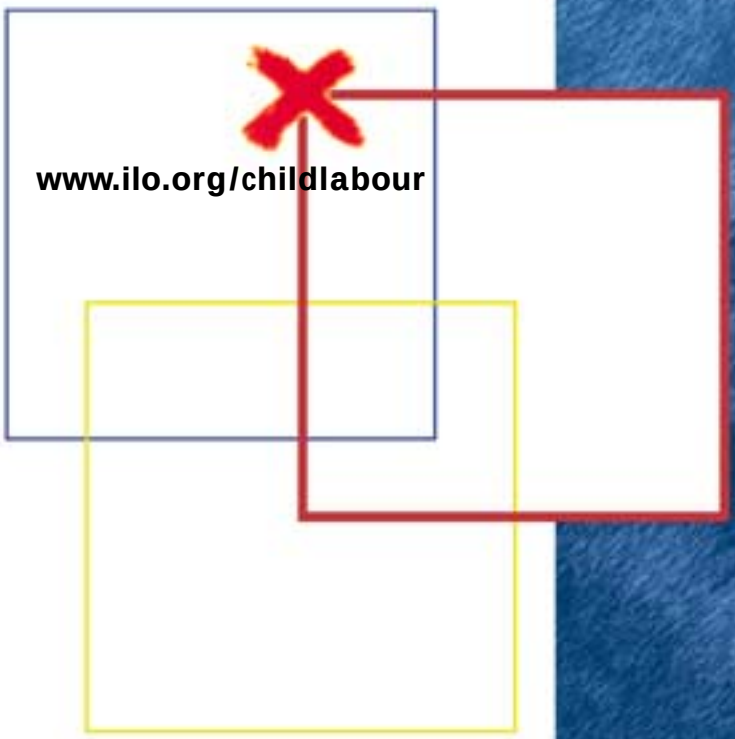

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