



Development Activities of Societies (DAS) Tobacco Control Project-2022

ABSTRACT

This study evaluates tobacco control laws awareness and compliance among transport authorities, passengers, and water transport personnel in Bangladesh. Findings show widespread knowledge of tobacco harms but a little poor understanding of secondhand smoke. Enforcement of TC Law is inadequate, necessitating stricter measures. While smoking incidents decreased among passengers, challenges persist in creating smoke-free workplaces. Recommendations include enhancing enforcement, intensifying education, fostering smoke-free environments, addressing implementation barriers, and continuous monitoring. Despite progress, sustained efforts are crucial to ensure effective tobacco control and smoke-free environments in Bangladesh's transportation sector.

STUDY REPORT

Compliance study on situation of Tobacco Control law enforcement in bus and waterway launch terminals smokefree and TAPs free



Development Activities of Societies (DAS)

Tobacco Control Project-2022

Compliance Study report

Study Title: Compliance study on situation of Tobacco Control law enforcement in bus and waterway launch terminals smokefree and TAPS free.

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Submitted by:

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ACRONYMS

BRTA	Bangladesh Road Transport Authorities
BIWTA	Bangladesh Inland Water Transport Authority
BIWTC	Bangladesh Inland Water Transport Corporation
BMET	Bureau of Manpower, Employment and Training
BATA	Bangladesh Anti-Tobacco Alliance
DAS	Development Activities of Societies
TC	Tobacco Control
TV	Television
TAPS	Tobacco Advertising, Promotion and Sponsorship
LGD	Local Government Department
NTCC	National Tobacco Control Cell
WHO	World Health Organization

EXECUTIVE SUMMARY

The research conducted focused on assessing the knowledge, attitudes, and practices regarding tobacco control laws (TC Law) among various stakeholders in the transportation sector of Bangladesh, including transport authorities, passengers, and staff of water transport. The study aimed to understand the implementation status of tobacco control measures and identify areas for improvement.

Key Findings

Transport Authority and Related Stakeholders

All transport authority and stakeholders were well aware of the harmful effects of tobacco use, but awareness about secondhand smoke was lower (44%) as on Baseline.

Only a small percentage felt that TC Law was properly implemented (16% in Compliance study and 4% in Baseline), indicating a need for better enforcement.

While many offices claimed (73% in Compliance study and 57% in Baseline) to be smoke-free, lack of official directives or compliance from smokers hindered implementation.

Passengers of Water Transport

There was a decrease (45%) in smoking incidents among passengers compared to baseline data (75%), although smoking still occurred inside transport and terminal areas.

Awareness about the direct and secondhand harmful effects of smoking improved (38% to 46% compared to baseline), along with knowledge about TC Law (20% to 53% compared to baseline). If tobacco control law enforcement is to be effective, passengers need to be educated more.

Anti-tobacco signage (54%) was more prevalent compared to the baseline (14%), but still not universally implemented.

Staff/Worker of Water Transport

Transport staff showed a promising increase in awareness regarding tobacco control laws (76% compared to 33% in baseline) and the effects of secondhand smoking (80% compared to 33% in baseline).

Smoking incidents were less frequent (32%), and more passengers protested against smoking, indicating a growing intolerance towards smoking in public spaces.

Despite awareness, challenges exist in implementing smoke-free workplaces due to various barriers and lack of official directives.

The eye observation into tobacco consumption and marketing in various settings yielded compelling insights. Tobacco products were readily available in 76.47% of cases, indicating widespread accessibility that facilitates the initiation and continuation of smoking habits. Additionally, promotional tactics, such as leaflets and price representations, were employed by tobacco companies in 52.94% of cases, underscoring their aggressive marketing strategies.

The study also highlighted the pervasive nature of smoking in terminal areas and on water transports, occurring 76% of the time. This reflects a concerning disregard for smoke-free policies and regulations, with smoking behaviors normalized in these environments.

Moreover, the presence of smoking paraphernalia in observation areas in 82.35% of cases suggests a lack of enforcement of tobacco control measures, fostering a permissive environment for smoking.

These findings emphasize the urgent need for comprehensive anti-tobacco interventions targeting water transports and terminal areas. Such measures should include strict enforcement of smoke-free policies, regulations on tobacco sales and marketing, and public awareness campaigns highlighting the health risks associated with tobacco use. Addressing these issues is crucial in curbing the cycle of smoking initiation and promoting public health.

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CHAPTER 1: INTRODUCTION

1.1 Background

Development Activities of Society (DAS) is implementing a project titled “Enforce Tobacco Control Act Effectively to make Dhaka Bus and Waterway Launch Terminals smoke-free and TAPS free” and is currently in its final quarter of scheduled 18 months. At the beginning of the ongoing project i.e. in the year 2022, a baseline survey was conducted to find out the overall status of the use of tobacco products by passengers and transport workers and the implementation of the Tobacco Control Act in road and water transports in terminal areas of Dhaka.

The use of Tobacco products is a massive public health issue worldwide, and long-term smoking causes a variety of problems including morbidity and premature death. Bangladesh being a densely populated country, second hand smoke (SHS) is a recognized public health risk here. According to GATS 2017, 18% of adults in Bangladesh (19.2 million) presently smoke tobacco, by which SHS exposure particularly high in public transportation is 44% and indoor workplace is 42%.

Bangladesh's primary modes of transportation include waterways and roads. Every day, some 30,000 inter-district buses and 4,500 local public buses transport millions of commuters in Dhaka. Similarly, more than 160,000 passengers travel daily from and to Dhaka on 45 routes to the south-western region of the country through Sadarghat, Paturia and Aricha launch terminals. A significant number of people are exposed to second-hand smoke in shops, canteens, transport compartments, and terminal areas. According to the baseline survey report of DAS, there is a total of 486 shops selling tobacco products in Gabtoli, Mohakhali, and Syedabad bus terminals of Dhaka. No permanent shops sell tobacco products inside the three river ports connecting to Dhaka, but certain canteens on ferries and large launches do sell tobacco products while underway. A limited number of hawkers were seen selling tobacco products at these terminals. Regular passengers of public transport informed that there is no control over the shops by the appropriate authorities for selling tobacco products.

There are various authorities and enforcement mechanisms that are active in road and water transport sectors. BRTA, BRTC, DTCA, BIWTA, BIWTC, BIWTA, City corporations, terminal lessee, and various labor organizations play different roles in enforcement mechanisms. However, the transport labor federation truly dominates this process. Sensitizing these groups is thus difficult. Another point is that although the public transports are parked or anchored in the terminal area of Dhaka, they originate at the local level and have traveled the entire nation. The majority of the

public transports proprietors in this situation are on a local level. Therefore, educating transport operators from various regions about Tobacco Control (TC) law is a complicated task that requires the use of multi-dimensional means.

The overall purpose of the project is to contribute to the effective implementation of the tobacco control law through controlling the smoking in the bus terminals and waterway launch terminals smokefree and TAPS free.

This smoke-free intervention will be continuing with the cooperation and collaborative efforts of concerned terminal authorities and officers, LGD officers, Transport Police officers, and other related stakeholders through making them sensitized and capacitated about the enforcement of existing tobacco control law-2005 of the country. Obviously, increasing awareness of general public against smoking will also be taken into account to achieve the project goal. The project action will be implemented by organizing appropriate campaign programs, conducting training workshops, meeting with the stakeholders and ensuring enforcement mechanisms such as the mobile court, monitoring and establishing the complaining system. Before completion of the project intervention, this study will be conducted to get information to evaluate the project intervention.

1.2 Study Objective

The main objective of the compliance study was to assess the present situation of tobacco control law application in the focusing of public transports bus and waterway launch terminals comparison with the baseline report.

1.2.1 Specific objectives of the research

- To assess the situation of Tobacco Control Law implementation in public transports, bus and waterway launch terminals.
- To assess the knowledge and awareness on tobacco control law-2005 implementation of the BRTA, BRTC, BIWTA, BIWTC, City Corporation, Naval Police/ Transport police, bus & waterway terminals authorities.
- To assess the monitoring situation on enforcement of smoke-free and TAPS ban provision at the bus and waterway terminals.

1.3 Method

1.3.1 Survey area and population

The survey will be conducted at public transports, bus and waterway terminals of Dhaka city and Manikgonj district. Transport related government officials, terminal authorities and passenger of public transports both bus and waterway will be targeted survey population in considering the project goal and objectives. The survey population and location are given in the table 1.

TABLE 1.3: SURVEY POPULATION, SAMPLE AND LOCATION

Survey Site	Particulars	Sample	Remarks
Survey by Kobocollect			
Public transports, and terminals	Passengers in Waterway terminals: Sadarghat, Paturia and Aricha.	100	Sadarghat Terminals 50 Aricha 25 Paturia 25
	Transport staff/workers	30	10X3 terminals
	Go / NGO Stakeholders	28	NTCC (2), BRTA (2), BIWTA (2), BIWTC (2) BATA (2), Naval Police (2), DNCC (2), DSCC (2), Bus terminal Authority (3), waterway terminals authorities (3) and employee union/owner associations (5)
	Sub-Total	158	
Interviews & Eye observations			
Dhaka/Manikgonj/ Rajbari	KII with Key Stakeholders	20	NTCC (2), BRTA (2), BIWTA (2), BIWTC (2) BATA (2), DNCC (2), DSCC (2), Bus terminal Authority (3), launch terminals authorities (3)
	Eye observations: Terminals	3	3 Waterway terminals (Sadarghat, Paturia, Aricha)
	Eye observations: Transports	20	Long route Launches(10), short route Launches(5), ferries (5)
	Sub-total:	43	
	Grant total	201	

1.3.2 Sampling Procedure:

Statistical representation will not be considered in determining sample size. Purposive and Random sampling techniques will be applied to select sample location and sample. Firstly, public transport terminals will be selected purposively from Gabtoli, Sayedabad, Mohakhali and Sadarghat (Dhaka); Paturia (Manikganj) and Goalondo (Rajbari) as considering project goal and

objectives. Secondly, public transports authorities of road and waterway terminals as purposively from the respective project stakeholders (i.e., NTCC, BRTA, BRTC, BIWTA, BIWTC, BATA, Naval Police, Dhaka south City Corporation authorities, terminals authorities and employee union/owner associations). Thirdly, survey sample and eye observation sample will be selected randomly with use of snowball sampling technique. 201 sample will be selected considering unlimited population sample size calculation formula as well as desired statistical constraints (e.g. Confidence Level-95%, Continence Interval- 4.99, Population Propotion-50% and Population Size-Unlimited).

1.3.3 Identify sampling units:

Survey sampling unit mainly passengers, staff/workers, and concerned authorities of public transports including considerable key stakeholders of the project i.e., NTCC, BATA, Dhaka City Corporations, river police, tourist police, terminals authorities, workers' union, owner associations, etc. DAS will provide a list of all possible public terminals by consulting the local contacts, administration, City Corporations, Bangladesh Road Transport Authority (BRTA), Bangladesh Road Transport Corporation (BRTC) Bangladesh Inland Water Transport Authority (BIWTA), etc. The requisite number of respondents will be selected based on a random or purposive sampling technique

1.3.4 Methods of data collection:

A compliance survey will be conducted of both quantitative and qualitative approaches for data collection. Transport passengers and transport workers were surveyed through pre-tested questionnaires. In addition, visual observation of public transport and terminal areas will also be conducted to collect data. All the data will be collected online using software Kobocollect data collection form.

Semi-structured Interview

Semi-structured interview will be carried out with three types of targeted population, i.e., passengers, workers/staff and the authorities of road & waterways transport in project intervention areas. In addition, survey will cover 16 interviews with respective project stakeholders, e.g., NTCC, BRTA, BIWTA, BATA, Naval Police, Dhaka City Corporation authorities, terminals authorities and employee union/owner associations. The field enumerators will collect information from the selected sample respondents and the interviews will be conducted for the following sections: First, the respondents would provide detailed information on individual roles

and responsibilities to implement the anti-tobacco law properly. Secondly, some of the analysis were done on respondents' knowledge and awareness of harmful effect of tobacco use, secondhand smoking, the Tobacco Control Act etc.

Eye Observation reflected:

- Display of mandatory 'no smoking signs' at strategic places in establishments and in vehicles. Signage Requirements-Dimensions, content and format of signs, located at strategic places and vehicles complying with law or not.
- Smoking inside or entering/exiting the location and vehicles.
- Existence of ashtrays, matches, cigarette butts visible at the location and vehicles.
- There is marked or specified smoking room or zone.
- TC Policy related enforcement.

1.3.5 Data Analysis:

The quantitative data will be analyze using Statistical Software STATA. Number of statistical techniques includes ranging from simple frequency distribution to cross tabulation will be followed. The qualitative data will be analyzed manually by following coding and recoding process.

Quality control will be followed in every stage of the study. The consultant, Survey Manager and respective staff of DAS will provide extensive guidance.

CHAPTER 2: TRANSPORT AUTHORITY & RELATED STAKEHOLDERS

The main organizations in Bangladesh Transport Authority include, Bangladesh Road Transport Authority (BRTA), Bangladesh Road Transport Corporation (BRTC) Bangladesh Inland Water Transport Authority (BIWTA), Bangladesh Inland Water Transport Corporation (BIWTC) etc.

It asked about the use of tobacco products in public transport and terminal areas, the behavior of passengers and transport workers and the status of enforcement of tobacco control laws. Their responses are discussed in this section.

2.1: Knowledge, Attitude and Practices of transport authority and related stakeholders about TC Law and there experience of tobacco consumption

The knowledge of transport related authorities and other stakeholders about the harmful aspects of smoking and tobacco control laws is shown in Figure 2.1.

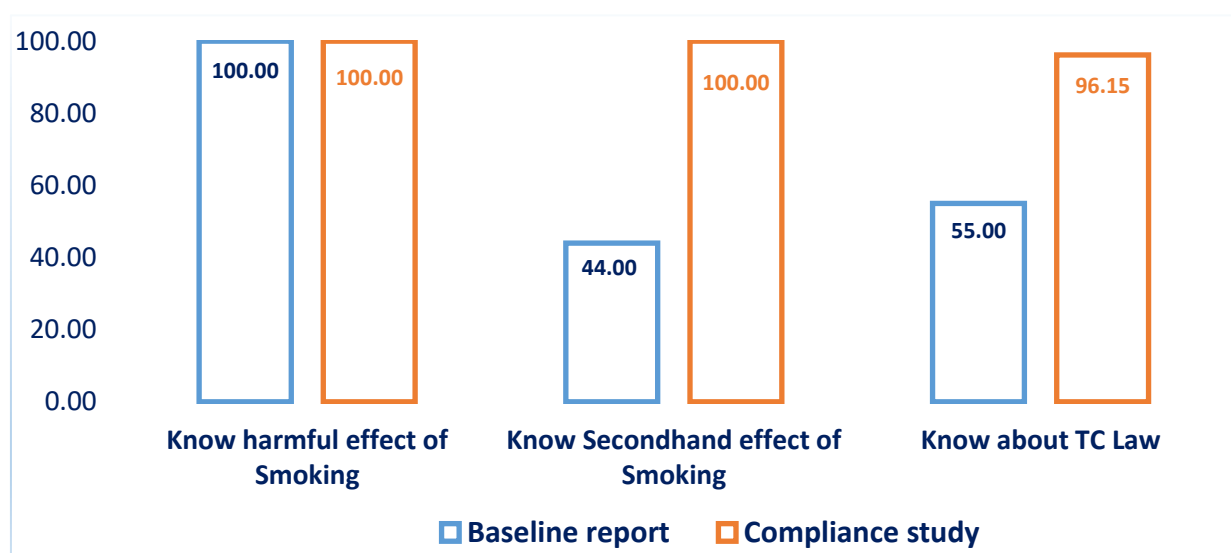


Figure 2.1: Knowledge, Attitude and Practices of transport authority and related stakeholders

All (100%) of the transport authority and transport related stakeholders reported they were well known about the harm of tobacco use and the secondhand effect of tobacco. According to the baseline data, 100% of the same respondents were aware of the harms of direct smoking, while 44% of them were not well versed about the harms of secondhand smoke.

The study found that a significant majority of the respondents (96.15%) were well-informed about tobacco control laws (TC Law). This indicates a high level of awareness and familiarity with

legal measures aimed at regulating tobacco use within the transport sector. The proportion were about half (55%) in the baseline.

A comparison with baseline data revealed a notable improvement in awareness levels regarding tobacco control laws among the surveyed group. While only about half (55%) of the respondents were familiar with TC Law in the baseline assessment, the proportion significantly increased to 96.15% in the current study.

2.2 Tobacco control Law Implementation scenario

The study investigated the perception of transport authorities and stakeholders regarding the implementation of tobacco control (TC) laws in transport and terminal areas. Findings indicate a significant shift in opinion compared to baseline data.

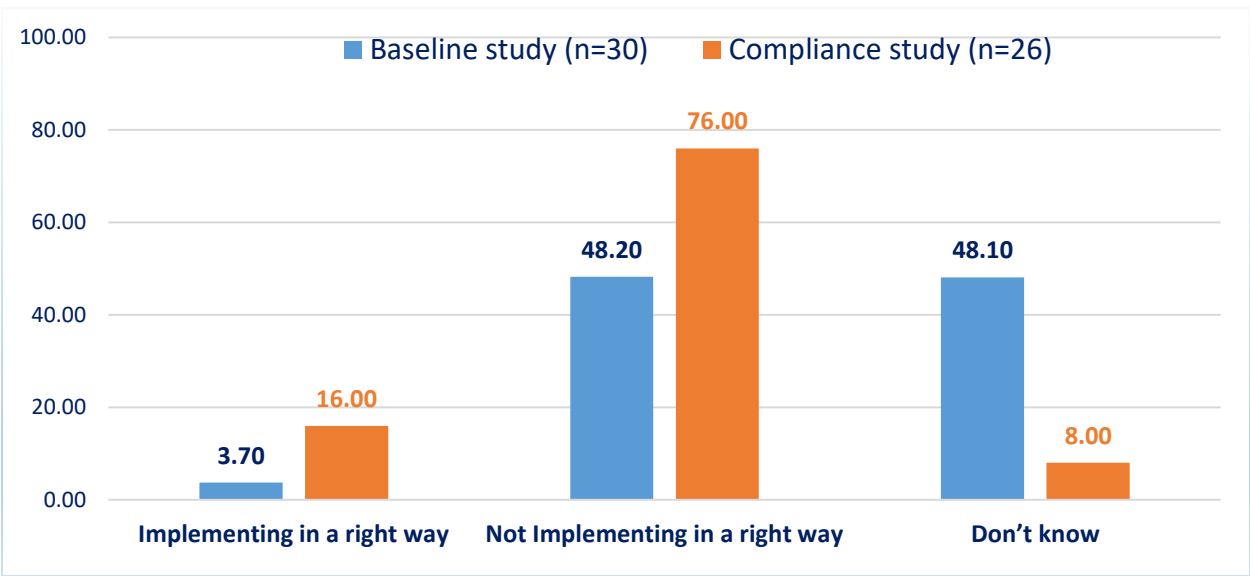


Figure 2.2: Opinion on TC Law implementation at Transports and terminal areas

Figure 2.2 reveals that, 16% of respondents acknowledged that TC laws are being implemented correctly in transport and terminal areas, marking a notable increase from the baseline rate of 3.7%. Conversely, 76% of respondents expressed dissatisfaction with current implementation, a substantial increase from the baseline proportion of 48.2%. Notably, 8% admitted to lack of knowledge about the topic, compared to 48.1% at baseline. Increase of passenger knowledge about the Tobacco Control Law, educating passengers about the various provisions of the Act. Therefore, the rate of dissatisfaction scored higher than the baseline as the picture of law enforcement is relatively transparent to them.

The study underscores a nearly doubled awareness among respondents regarding TC laws compared to the baseline survey. However, despite this increased awareness, a substantial majority remains critical of the current implementation status. These findings highlight the need for enhanced efforts to address implementation challenges and ensure effective enforcement of TC laws in transport and terminal areas to promote public health and safety.

2.3 Smokefree offices

Figure 2.3 shows the situation of smokefree offices connecting Transports. Study findings reveal that 73.8% of influential officials in government authorities related to public transport reported smoke-free workplaces, a significant increase from the baseline proportion of 57%. This suggests progress in promoting smoke-free environments within government agencies, potentially contributing to more effective tobacco control in public transport settings.

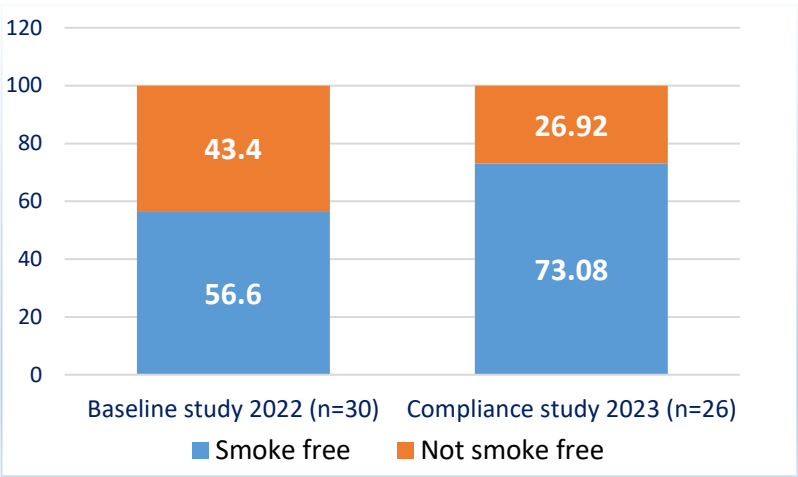


Figure 2.3: Proportion of Smokefree offices

In the offices where smoking is still allowed, half of the transport officials said in response to why it is not possible to make it completely that there is no official directive on smoking in the office and the other half said that smokers do not want to comply with the smoke-free policy.

When asked whether transport related offices have been declared smoke-free, all answered in the negative. However, Figure 2.4 shows, 38.46% officers have played a role in informing passengers and transport workers about tobacco control laws from their respective positions, which was 30.00% at baseline.

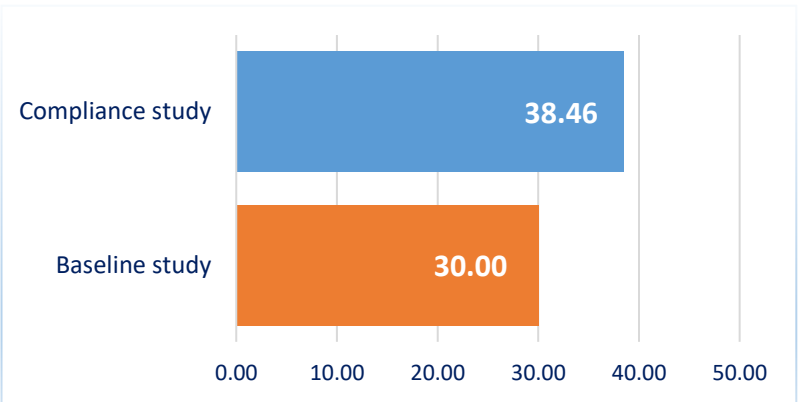


Figure 2.4: Transport Official role notifying about TC Law (%)

CHAPTER 3: PASSENGERS OF WATER TRANSPORT

A large part of the travelers within the country use water transport mainly by launch and ferry as a mode of transportation. With public inattention and insufficient law enforcement agencies, large numbers of passengers are exposed to secondhand smoking in water transport and terminal areas. This section discusses the views and experiences of ordinary passengers on the use of tobacco products and tobacco control on waterways.

3.1: Occupations of respondent passengers

People of various professions travel daily from Dhaka through three terminals and using various water transports, especially to the southern part of Bangladesh. A total of 97 passengers were interviewed at three water terminals in the compliance survey. The occupation-wise proportion of commuters whose data was collected during the survey is shown in Figure 2.1.

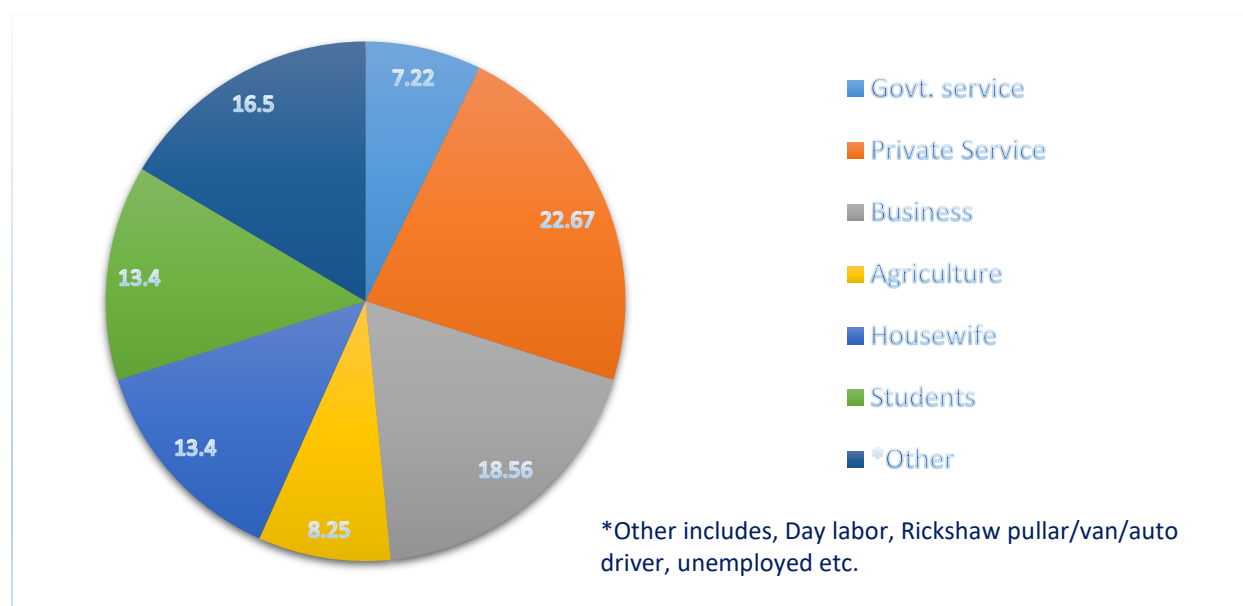


Figure 3.1: Occupations of the respondents

Figure 3.1 reveals that, the highest rate of passengers was private employees (22.67) followed by businesspersons (18.56), both students and housewives at 13.4%, farmers at 8.25 and government employees at 7.2%. Day laborers, rickshaw-auto drivers, unemployed etc. other passengers rate was 16.5%. 78.35% male and 21.65% female passengers were interviewed. The mean age of travelers between 18 and 70 years was 38.918.

3.2: Knowledge, Attitude and Practices of passengers about TC Law and there experience of tobacco consumption

It is known from those involved in the project, as part of the project work, various steps have been taken to sensitize the common travelers about the potential harms of tobacco use, various provisions of the Tobacco Control Act and to play an active role from their position. Passengers' knowledge, attitudes and practices about TC laws and experiences of tobacco consumption, compared with baseline during the compliance study period, are discussed in this section.

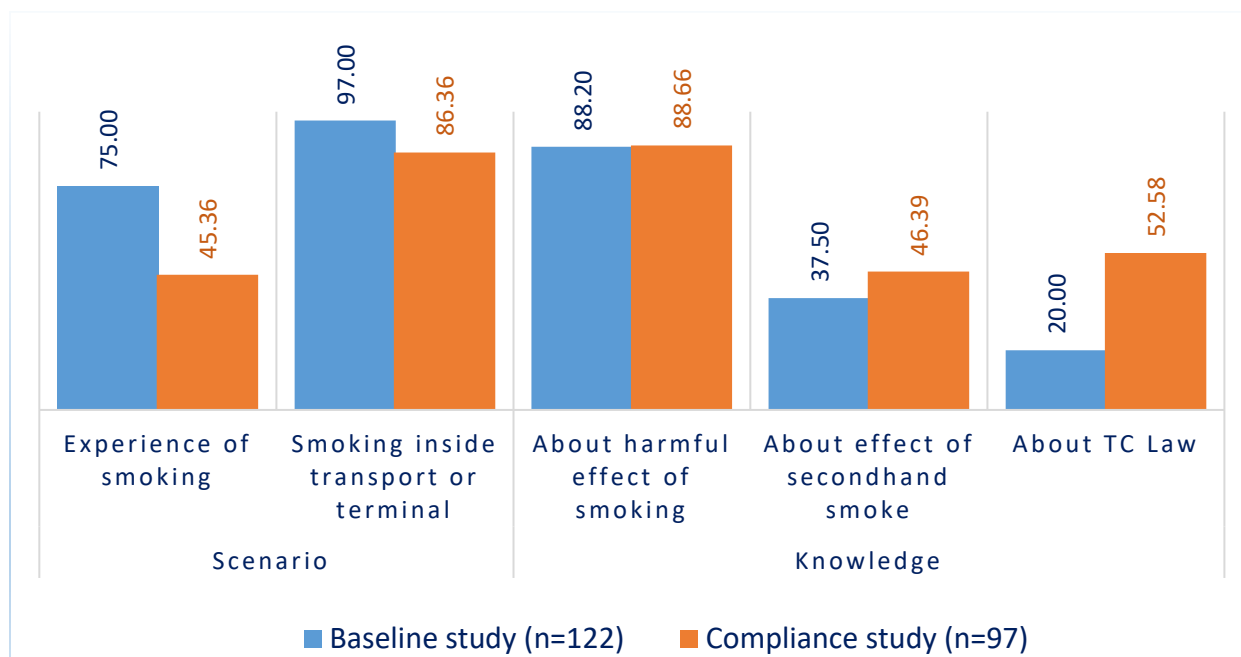


Figure 3.2: Knowledge, Attitude and Practices of passengers about TC Law and there experience of tobacco consumption

Among general passengers, 45.36% of those exposed to smoking incidents and 86.36% of these smokers smoked inside transport or terminal areas (n=97). During the baseline period, these proportions were 75% and 97% respectively (n=114).

Figure 3.2 reveals the level of knowledge of passengers' tobacco behaviour, smoking habits and tobacco control laws. According to compliance report, 45% of passengers have encountered smoking incidents. Whereas in the baseline data this rate was 75%. The smoking rate in the water terminal area was 86%, compared to 97% at baseline. Comparative data shows that the incidence of smoking has decreased in both cases.

Most of the passengers (Compliance Study 88.66%, Baseline 88.2%) were aware of the direct harmful effects of smoking and half of the passengers (46.39%) were aware of the second-hand

harm of smoking, although this rate was 37.5% at baseline. On the other hand, about half (52.58%) of passengers are well informed about tobacco control laws. According to the baseline data, only 20% of the passengers were aware of the TC Act.

3.3: Source of knowledge about TC Law

As part of the project work, various mediums have been used to educate passengers and transport staff in public transport and terminal areas about the Tobacco Control Act and its various provisions. The state and other anti-tobacco organizations are also carrying out awareness activities from their respective positions. The proportion of the waterway passengers, on how they know about the Tobacco Control Act 2005 is presented in Figure 3.3.

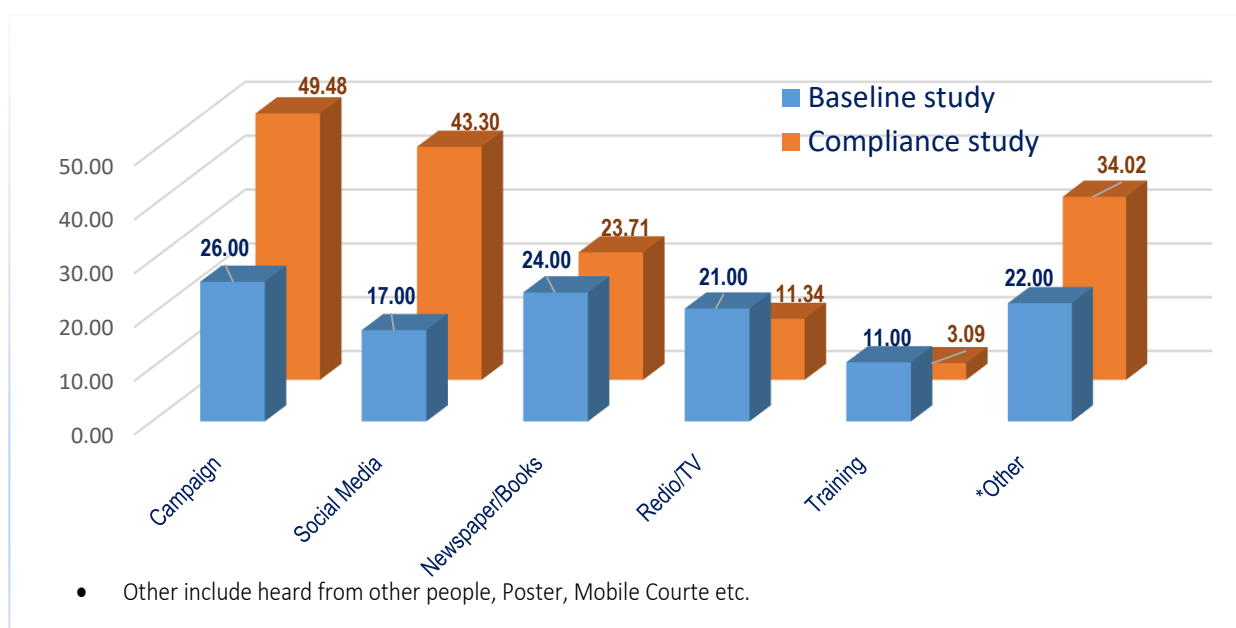


Figure 3.3: Sources of passenger's knowledge about TC Law

Study findings demonstrate a clear positive impact of anti-tobacco activities on public awareness and compliance with tobacco control (TC) measures. Comparing data from compliance and baseline studies reveals significant increases in awareness across various channels, indicating the effectiveness of anti-tobacco campaigns.

Firstly, the proportion of passengers who learned about TC acts through different anti-tobacco campaigns increased from 26% in the baseline study to 49.48% in the compliance study. This substantial rise underscores the efficacy of targeted campaigns in disseminating information and shaping public attitudes towards tobacco use. Secondly, the influence of social media as a source

of TC information saw a notable surge, with the percentage rising from 17% in the baseline study to 43.3% in the compliance study. This highlights the growing importance of digital platforms in engaging audiences and raising awareness about the harmful effects of tobacco consumption.

Although the proportion of passengers obtaining TC information from newspapers/books remained relatively stable, the data indicate a shift towards other mediums such as social media. This suggests a need for diversified communication strategies to effectively reach different segments of the population. The role of traditional media like radio/TV witnessed a decline in influence, dropping from 21% in the baseline study to 11.34% in the compliance study. This underscores the evolving media landscape and the necessity for adapting communication approaches to align with changing consumption patterns.

Moreover, while training sessions constituted a smaller source of TC information compared to other channels, there was still a noticeable increase in awareness from 11% in the baseline study to 3.09% in the compliance study.

3.4: Source of tobacco products purchase

Information was collected on the sources of tobacco supply, i.e. from where they bought cigarettes or tobacco products, from those who smoked on launches and ferries.

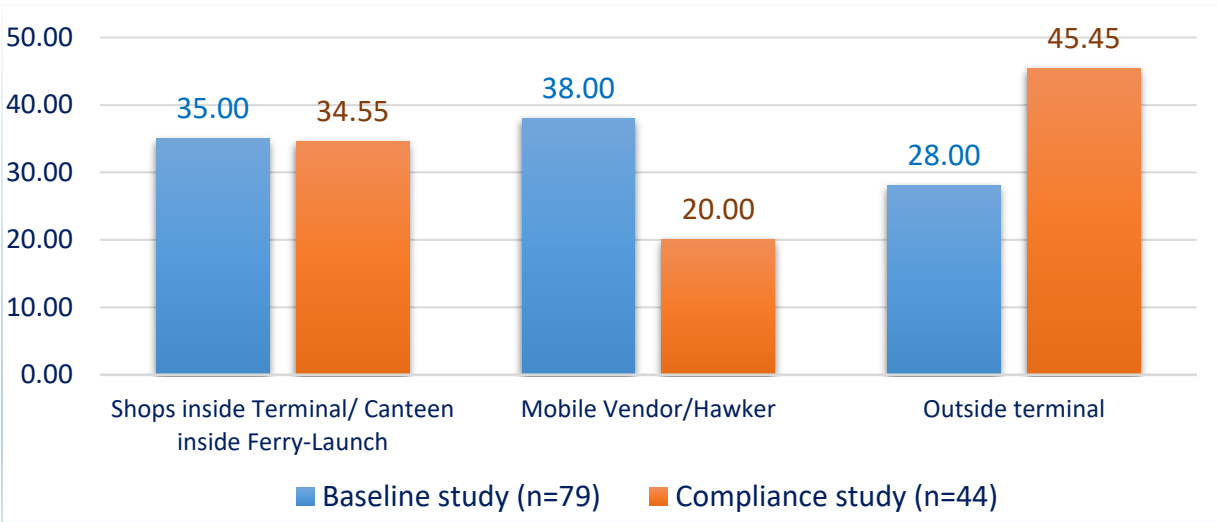


Figure 3.4: Source of tobacco products purchase.

Figure 3.4 shows the sources of purchasing tobacco products by the passengers. According to the information provided by the respondents, 34.55% of the smokers reported that they purchase cigarettes or tobacco products from shops located inside the terminal area or from specific canteens on launch-ferries. This rate was at the same level (35%) in the baseline report as well.

Other sources reported were mobile vendors/hawkers 20% and purchases from outside terminals 45.45%. At baseline, these rates were 38% and 28% respectively. During the compliance survey, port authorities and terminal staff reported that access to mobile vendors selling tobacco products was restricted in river port areas.

3.5: Smoke-free transports

Passengers, who are going somewhere on any transport at that time or just coming from somewhere, are asked to know about smoke free public transport conditions. The situation observed by the passengers are presented in figure 3.5.

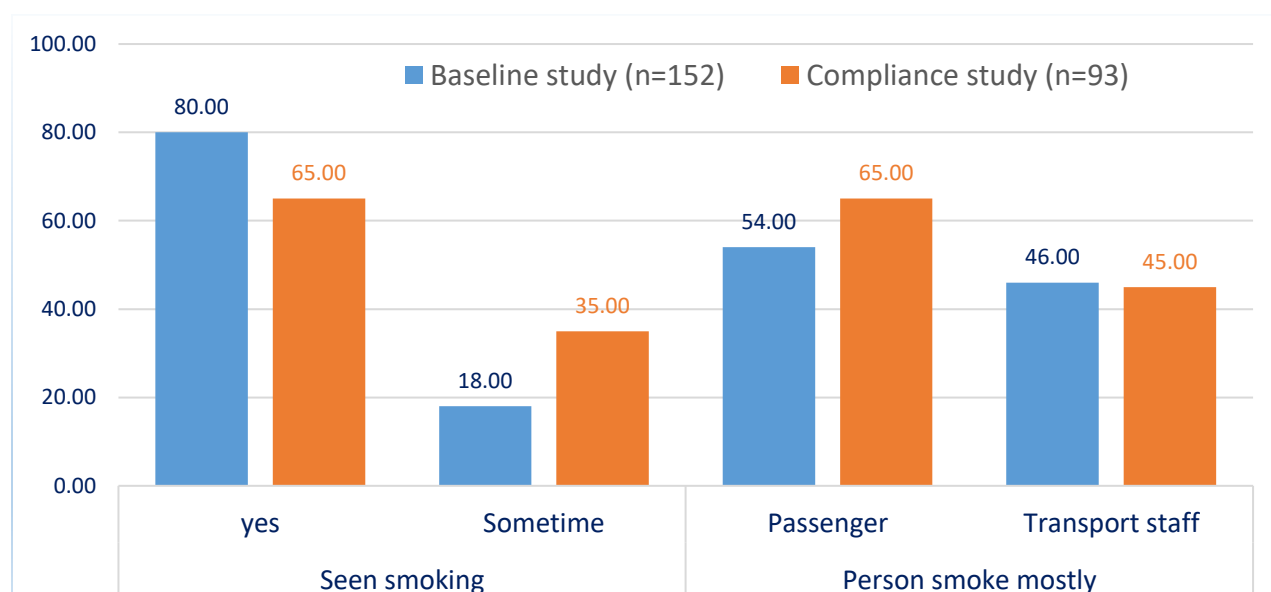


Figure 3.5: Passengers opinion on Smokefree transport while travelling

Only 4.2% passengers answered in the negative to the question whether the transport from which they were alighting or boarding was smoke-free. Findings strongly support the effectiveness of anti-tobacco activities in reducing smoking incidents on board public transportation. The data reveal a significant decrease in the proportion of passengers encountered smoking on every journey, dropping from 80% in the baseline study to 65% in the compliance study. Moreover, instances of sometimes encountering smoking incidents while on board also decreased, from 18% in the baseline study to 35% in the compliance study.

Additionally, there is evidence of a shift in smoking behavior, with a higher proportion of smokers being passengers rather than transport staff in the compliance study compared to the baseline. This suggests that anti-tobacco efforts have influenced passenger behavior more effectively than

that of transport staff, potentially due to targeted awareness campaigns and stricter enforcement measures.

These findings underscore the positive impact of anti-tobacco activities in curbing smoking behavior and promoting smoke-free environments within public transportation settings.

3.6: Protest against smoking

According to the opinion of the water transport passengers, the incidence of protest against smoking during the journey was 31.18% compared to 15% during the baseline period.

TABLE 3.6: THE ATMOSPHERE CREATED AFTER THE PROTEST

Situation	Compliance study	Baseline study
The person stops smoking	48.28	40.00
Arguing	44.83	50.00
Continue smoking	13.79	15.00
The passengers intervened	27.59	40.00
transport authority intervened	3.45	5.00
Passes by	13.79	0.00
*Multiple response	(n=29)	(n=152)

Table 3.6 shows the comparative data of situation created after smoking incident protest during compliance study and baseline study respectively. According to compliance study data, in the face of protest, smokers stopped smoking immediately in half (48.28%) of the incidents and 44.83% of smokers were involved in verbal disputes. In baseline data, these rates were 40% and 50%, respectively. Compliance data also showed that 13.79% of passengers continued to smoke, passengers intervened in 27.59% of cases and transport staff intervened in 3.45%, and 13.79% of smokers moved aside after protest.

3.7: Anti-Tobacco signage

According to the Tobacco Control Act, every public transport and public place has a provision to put up signage discouraging smoking. Passenger rates for transport and terminals fitted with anti-tobacco signage are shown in Table 3.7.

Passengers have seen any signage containing warning statement on smoking at transports and terminal area 53.61% (n=97). It was 13.8% (152) in the baseline study.

According to the compliance survey, passengers found sticker anti-tobacco signage on nearly one-third (69.23%) of these transports. Of the total signage, only one was found hanging. In addition, painted signage accounted for 28.85% of transports. According to the baseline data, 21.7% of the total anti-tobacco signage was stickers and 78.3% was painting in water transports and terminals.

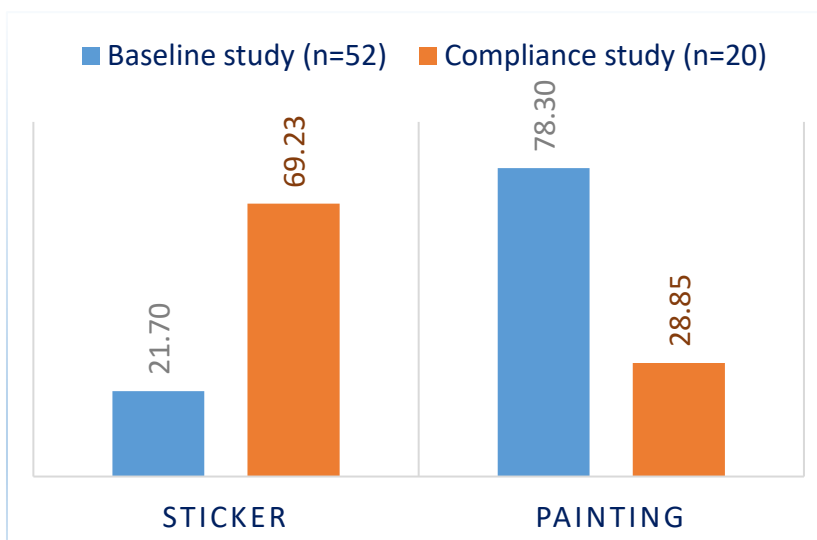


Figure 3.7: Types of Anti-tobacco signage seen by the passenger

3.8: Tobacco Companies promotional activity (TAPs)

According to the compliance survey, 37.11% passengers of water transports have seen Tobacco Companies promotional activity (TAPs) in terminal areas and inside transports, while in baseline period it was 13.9%.

TABLE 3.8: TYPES OF PROMOTIONAL ACTIVITY OF TOBACCO COMPANIES (TAPS)

	Compliance study	Baseline study
Decorated with cigarette packets	69.44	92.2
Price sticker	69.44	41.2
Advertisement Sticker	30.56	52.9
Decorated Sales Center	30.56	17.6
Multiple response	n=36	n=74

Types of Tobacco Companies Promotional activities (TAPs) are shown in the Table 3.8 and in Figure 3.8. Research findings demonstrate encouraging progress in anti-tobacco efforts, particularly in regulating the display of cigarette-related materials in sales centers.

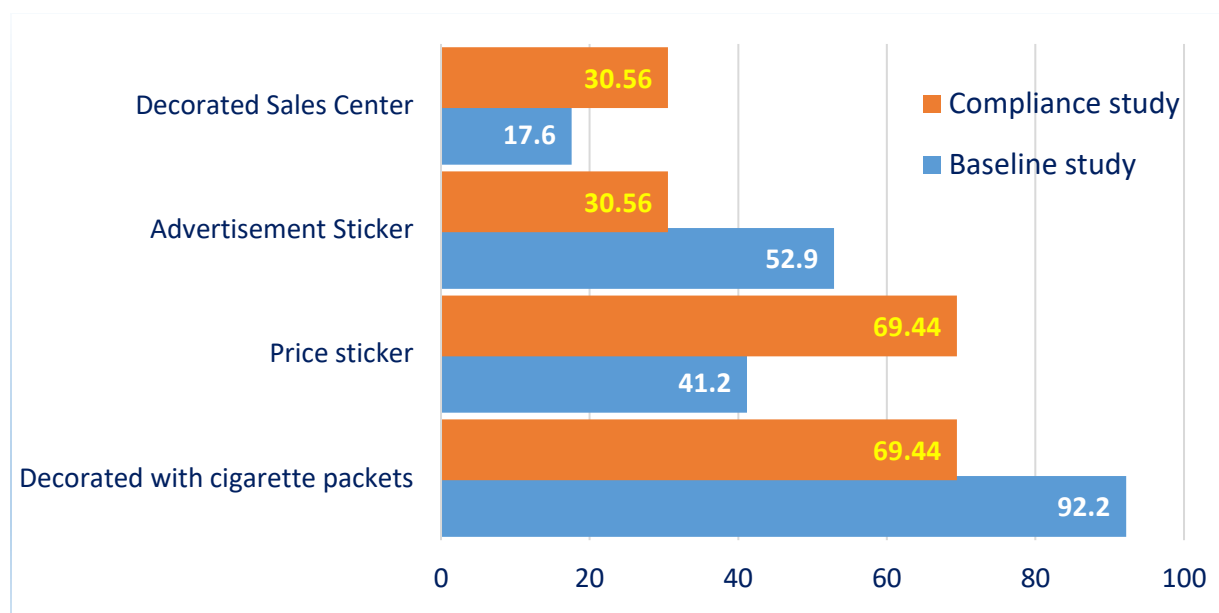


Figure 3.8: Types of TAPs seen by the passenger

The proportion of sales centers "Decorated with cigarette packets" decreased significantly from 92.2% to 69.44%, indicating reduced visibility of cigarette packets. Moreover, compliance with displaying "Stickers with Price information" rose substantially from 41.2% to 69.44%, reflecting enhanced adherence to pricing regulations.

However, challenges persist in enforcing regulations related to cigarette advertising. Compliance with "Cigarette Advertisement Stickers" declined from 52.9% to 30.56%. Conversely, there was an increase in compliance with "Decorated Sales Center for Cigarette," rising from 17.6% to 30.56%, suggesting heightened attention to aesthetically enhancing sales spaces without promoting cigarettes.

3.9: Anti-Tobacco activities in transport/Terminal areas

Passengers were asked about anti-tobacco activities in transit and terminal areas. They observed 31.96% of anti-tobacco activities in transport/terminal areas, compared to 34.2% during the baseline period. It may be mentioned that several meetings and workshops were held with transport workers and transport stakeholders, emphasizing the implementation of the Tobacco Control Act, which was not open to the public. Again, the number of campaigns with the participation of ordinary passengers was more before the baseline period.

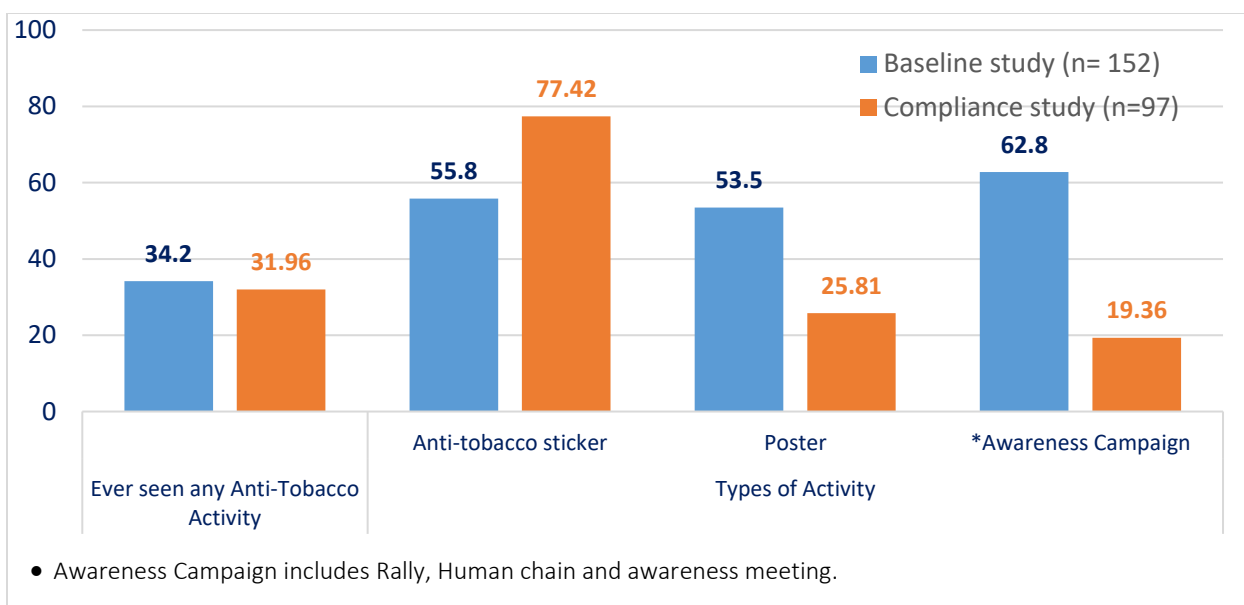


Figure 3.9: Types of Anti-Tobacco Activities seen by the passenger

The types of Anti-tobacco activities seen by the passengers are shown in the Figure 3.9. It reveals that the 77.42% passengers seen Anti-tobacco sticker Campaign in the transports and terminal areas while it was 55.8% in the baseline study. The other activities seen by passengers are Poster 25.81% and Awareness Campaign like rally, human chain etc. 19.36% in the study area.

3.10: Opinion on the effectiveness of Anti-tobacco Campaign they have seen

Passengers were asked for how effective those activities in line with tobacco control at transports and in terminal areas. Their opinion on how effective these activities are shown in the Table 3.10.

TABLE 3.10: OPINION ON THE EFFECTIVENESS OF ANTI-TOBACCO CAMPAIGN THEY HAVE SEEN

	Compliance study	Baseline study
Moderately effective	70.97	21.7
Not effective	12.90	42.8
Don't know	16.13	35.5
Total:	100 (n=31)	100 (n=74)

Findings reveal a significant increase in the effectiveness of anti-tobacco campaigns among passengers, with compliance rising from 21.7% in the baseline study to 70.97% in the compliance study. Conversely, the proportion of respondents deeming the campaigns ineffective decreased from 42.8% to 12.9%. Interestingly, while the proportion of those uncertain about the campaigns' effectiveness decreased from 35.5% to 16.13%, it remained a notable factor. These results

suggest a marked improvement in the perception of anti-tobacco campaigns among passengers, indicating a positive trend towards increased awareness and compliance.

During the compliance survey, an important piece of information emerged from the discussion with the transport staff that, 40.42% of them reported absence of proper enforcement of laws on the question of effectiveness of smoking control programs.

CHAPTER 4: STAFF/WORKER OF WATER TRANSPORT

Common passengers stay in public transportation and terminal areas at specific times during transportation. Therefore, their location is temporary. But those who are responsible for handling the transportation or terminal area or any other activities, have to stay in that area regularly. Information related to their experiences and opinions as transport or terminal workers is discussed in this section.

4.1: Types of staff/workers

Three types of staff/workers were interviewed and data collected during the Compliance Monitoring Survey.

TABLE 4.1: TYPES OF STAFF/WORKERS

Types of respondents	Proportion
Driver	24.00
Assistant/Helper/ Ticket Counter in-charge	32.00
Other support staff	44.00
Total:	100 (n=25)

Table 4.1 shows that 24% of the respondents of the transport workers who participated in the survey were drivers, 32% were transport assistants/counter in-charge and 44% were other transport support staff.

4.2: Knowledge, Attitude and Practices of transport staff about TC Law and there experience of tobacco consumption

Figure 4.2 reveals the level of knowledge of transport staffs' tobacco behaviour, smoking habits and tobacco control laws when asked about the experience of transport workers working in shipping and terminal areas.

Findings reveal a high level of awareness among transport staff regarding the harmful effects of direct smoking, with 100% awareness reported in both the compliance and baseline studies. This consistency suggests a strong foundation of knowledge regarding the risks associated with smoking among this demographic.

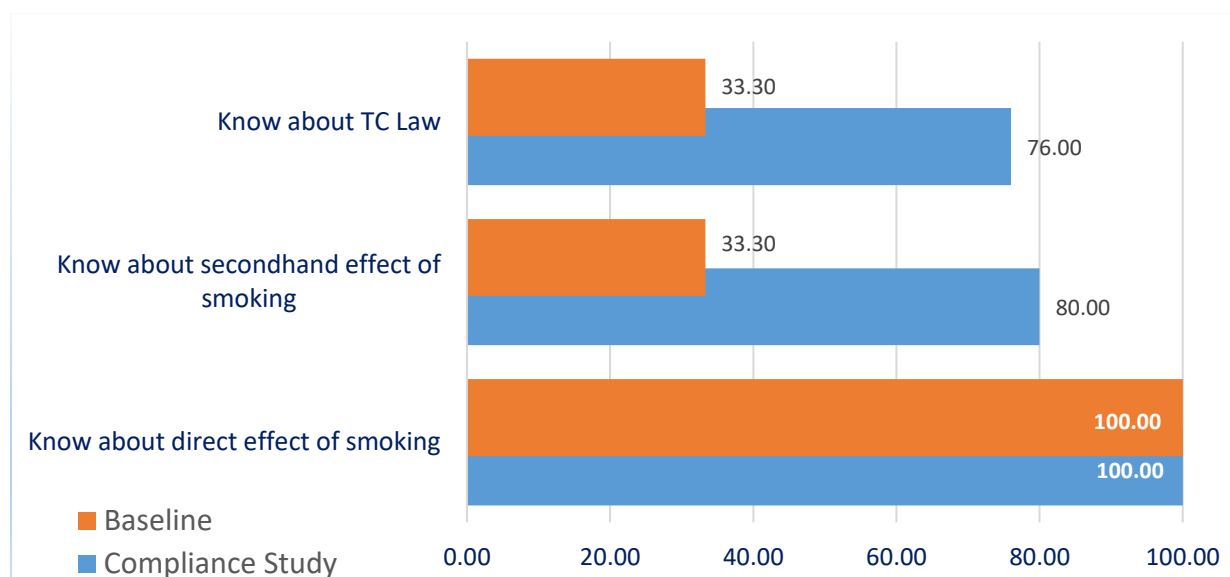


Figure 4.2.1: Transport staffs' knowledge about effects of tobacco use and that of TC law

However, concerning awareness of the harmful effects of secondhand smoking, there is a notable increase from 33.3% in the baseline study to 80% in the compliance study. This signifies a significant improvement in understanding the risks posed by secondhand smoke among transport staff, indicating a positive response to awareness campaigns or educational efforts.

Regarding knowledge about the Tobacco Control Law, there is a substantial increase in awareness from 33.3% in the baseline study to 76% in the compliance study among transport staff. This demonstrates an enhanced grasp of legislative measures aimed at tobacco control, potentially indicating effective dissemination of information or improved training programs.

TABLE 4.2.2: KNOWLEDGE OF WATER TRANSPORT WORKERS ABOUT TC LAW

Knowledge about TC Law	Compliance data	Baseline data
Smoking is banned	68.42	70%
There is a fine for smoking	89.47	90%
Smoking allowed inside DSA	42.11	50%
*Multiple response	(n=19)	(n=21)

The proportion of transport workers aware of different provision of the Tobacco Control Act is shown in Table 4.2.2. Majority (89.47%) of transport workers are well-known of penalties for smoking. Also 68.42% know about smoking ban and 42.11% know that smoking is allowed in designated areas. According to the baseline report, the awareness rate of transport workers was almost the same at 90%, 70% and 50% respectively.

4.3: Source of knowledge about TC Law

The proportion of the waterway transport workers, on how they know about the Tobacco Control Act 2005 is shown in Figure 4.3.

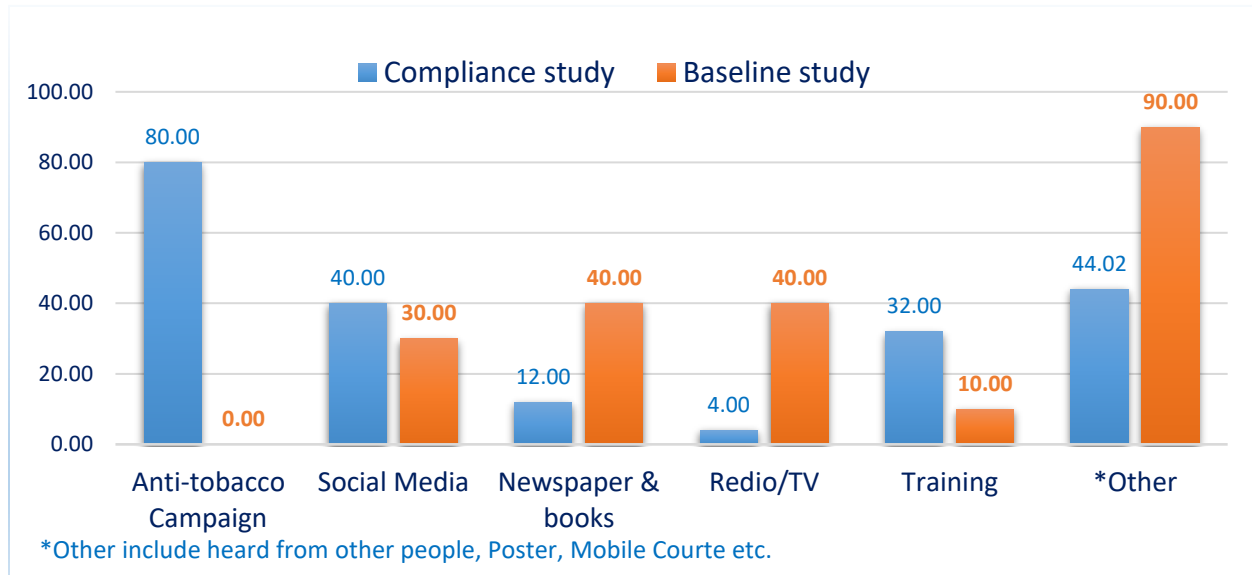


Figure 4.3: Sources of transport workers' knowledge about TC law

Most of the respondents/public waterway/launch workers know about TC Act from different anti-tobacco Campaign (80%) and in second position is social media (40%). Besides, the sources mentioned are training (32%), Newspaper (12%), Radio/TV (4%). Transport workers also mentioned anti-tobacco posters, mobile courts and word-of-mouth as sources.

Anti-tobacco campaigns were absent in reference to this source rate at baseline. The sources of knowledge mentioned by transport workers were social media (30%), newspapers and books (40%), radio TV (40%) and learned from training (10%).

4.4: Source of Tobacco product purchase by the Water Transport Staff:

During compliance survey, 84% transport staff alleged Tobacco products being sold in transports and terminal areas.

Figure 4.4 shows where water transport workers purchase tobacco products from. It reveals that the transport workers as the main source purchase tobacco products from outside the terminal area, with a ratio of 100%. In other words, it can be said that transporters who smoke generally collect tobacco items from vendors located outside the designated terminal zone.

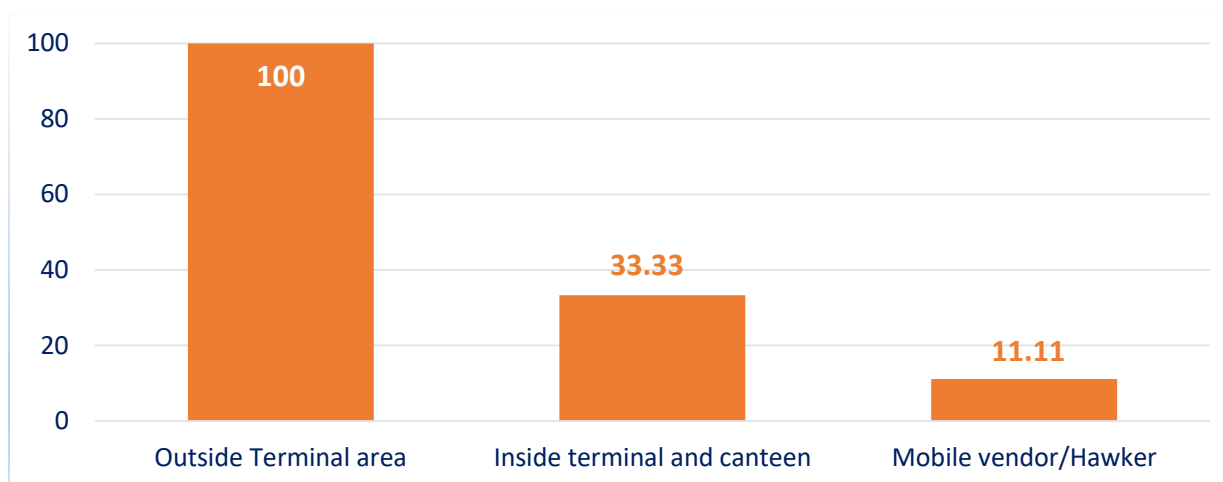


Figure 4.4: Sources of purchasing cigarette by transport worker

A smaller proportion, which is 33.3%, purchase tobacco products from inside terminal areas and transport canteens. This implies that, although less than outside purchasers, some individuals purchase tobacco products from terminals or canteens. Data also reveals that a relatively low proportion, particularly 11.1% of transport workers buy from mobile vendors or hawkers. That is, mobile vendors are present and offer tobacco products even if less. It should be noted that the port authority has instructions to control the presence of hawkers selling tobacco products in the terminal area.

4.5: Transport workers experience of smoking incident

During the compliance survey, when asked about their experience of smoking in water transport, at that moment, going somewhere or coming from somewhere, 64% of the transport workers reported having experienced a smoking incident and 80% of them had ever experienced a smoking incident. At baseline it was 70% and 30%, respectively.

TABLE 4.5: TRANSPORTS WITH EXPERIENCE OF SMOKING

	Compliance study	Baseline study
Transports with experience of smoking		
Yes	64.00	70.00
Sometime	36.00	30.00
Total:	(n=25)	(n=30)
Persons smokes mostly while travelling		
Passenger	92.00	100%
Transport worker/Staff	80.00	71.4%
Multiple response	(n=25)	(n=30)

According to the compliance survey, 92% of water transport workers identified these smokers as passengers and 80% as transport workers. At baseline they said they were common commuters in 100% cases and transport workers in 71% cases.

60% of transport workers responded negatively to the question whether the transport they are getting on or off is smoke-free.

4.6: Protest over smoking incidents seen by transport workers

According to transport workers, 32% have witnessed incidents of passenger protests over smoking incidents during travel. Figure 4.6 illustrates the situation that arises as a result of passenger protests over smoking incidents.

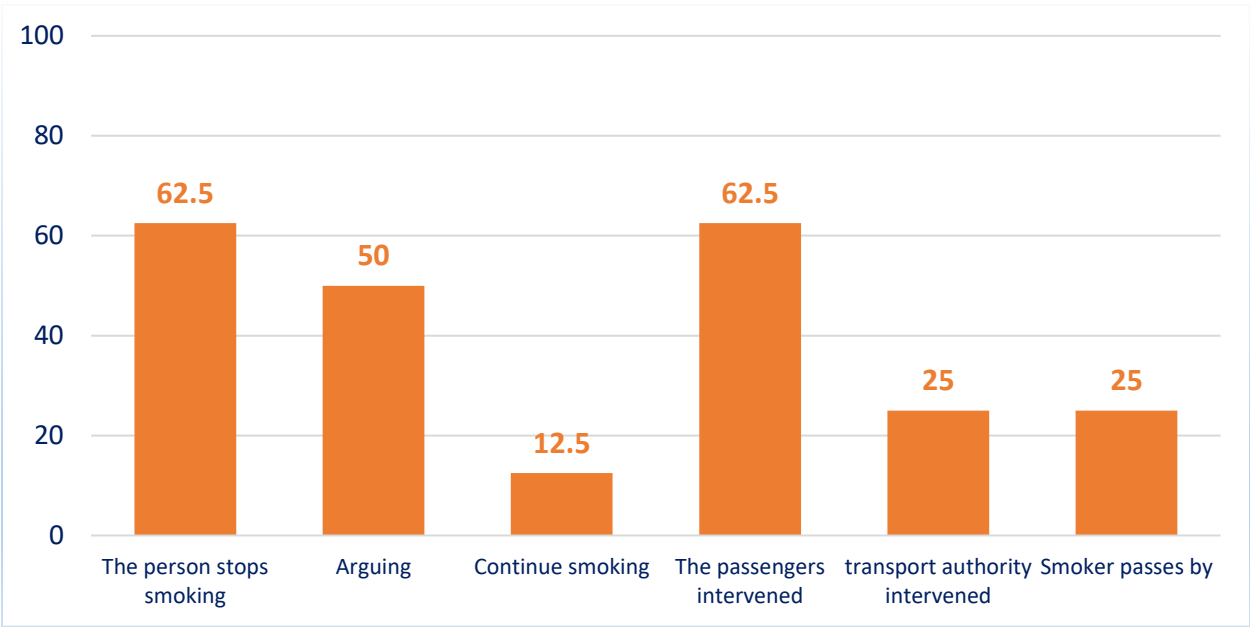


Figure 4.6: The atmosphere created after the protest against smoking in transport

Figure 4.6 shows the proportion of situation created after smoking incident protest during compliance study. In the face of protest, smokers stopped smoking immediately in 62.50% of the incidents and 50% of smokers were involved in arguing. It also showed that 12.50% of passengers continued to smoke; passengers intervened in 62.50% of cases and transport staff authority in 25%, and 25% of smokers moved aside after protest.

4.7: Tobacco Companies promotional activity (TAPs) in transports and terminal area

Although there are legal restrictions on the promotion of tobacco products, in many cases their sales promotion activities are seen in different guises.

TABLE 4.7: TYPES OF PROMOTIONAL ACTIVITY BY TRANSPORT STAFF RESPONSE

	Compliance study	Baseline study
Decorated with cigarette packets	83.33	90.9
Price sticker	66.67	68.2
Advertisement Sticker	16.67	63.6
Decorated Sales Center	27.78	40.9
<i>Multiple response</i>	(n=18)	n=30

Transport staff were asked about such activities in water transports and terminal areas. As per their remarks, 72 % Transport staff have seen Tobacco Companies promotional activity (TAPs) in transports and terminal area which was same as 73.3 in baseline. Their responses and proportion of different types of taps are shown in Table 4.7.

From baseline to compliance study periods, the data reveals a notable decrease in several key indicators of tobacco promotion and visibility. One of the trends is the reduction in areas "Decorated with cigarette packets." This decline from 91% in the Baseline study to 83% in the Compliance study minimizing the attention of smoking in public settings.

The significant drop in the presence of "Cigarette Advertisement Stickers" is particularly noteworthy. With compliance rates plummeting from 63.6% to a mere 16.67%, it is evident that stricter enforcement of regulations targeting tobacco advertising is yielding tangible results.

Additionally, the decline in "Decorated Sales Center for Cigarette" signifies a positive shift away from normalizing the sale and consumption of tobacco at point-of-sale locations. It is showing 27.78 in Compliance study while 40.9 in Baseline.

4.8: Anti-Tobacco activities in transport/Terminal areas

Transportation personnel were asked about anti-tobacco activities in the terminal area. Their response data is shown in Table 4.6. 92% of transport workers responding to questions during the compliance survey reported that they had ever seen anti-tobacco activities in transport/terminal areas. This rate was 40% during the baseline period when responding to the same question. This data, according to workers, indicates an increase in anti-tobacco activity.

TABLE 4.8: TYPES OF ANTI-TOBACCO ACTIVITIES

	Compliance study	Baseline study
Anti-tobacco sticker	95.65	80.00
Anti-tobacco Poster	30.43	80.00
*Awareness Campaign	56.53	0.00
<i>Multiple response</i>	(n=25)	n=30

*Awareness Campaign includes Rally, Human chain and awareness meeting, workshop.

Among those who saw anti-tobacco activity, 96% saw anti-tobacco stickers and 30% anti-tobacco posters in transports and terminal areas, compared to 80% at baseline. A significant proportion (57%) of transport workers have seen various types of awareness campaigns. Among which were, rally, human chain, awareness meeting and workshop. It is to be noted that none of the transport workers mentioned the awareness campaign during the baseline period.

30.43% (Baseline 46.7) of the transport staff opined that the programs they saw were not effective enough, on the other hand, 69.57% said they were objectively effective (Baseline 10%).

4.9: Anti-Tobacco Signage

During visual observation by data collectors, signs containing warning statements about smoking were observed in 96.00% (n=25) of transport and terminal areas. The proportion of anti-tobacco signboards according to their description is shown in Table 4.9.

Types of signage	Proportion
Sticker	79.17
Painting	50.00
Hanging	4.16 (1)
Position where the signage are fixes	
Entrance of Transports or Terminals	46.15
Inside Canteen	23.08
Platform/Deck/somewhere inside	61.53
<i>Multiple response</i>	n=24

According to the data, sticker signage had the highest rate, which was 79.17%. Next in position is painting signage, with 50% and only one transport seen hanging signage. It may be mentioned that transport workers reported that sticker signage do not last long. In most cases, many are dragged or destroyed by sun and rain. In contrast, painted signage is more permanent. It also to be mentioned here that 41.18 % signage were found small and unclear.

4.10: Smoke-free workplace

During interviews, 100% of staff said they would like to see their workplace smoke-free. But, 60% of them said they would face various barriers to implementing a smoke-free workplace. The remarkable barriers they noticed are, the indifference to obeying the law, there are no official instructions and as employees have no power, all the hawkers live in the surrounding area and

they don't care about anyone and most importantly the canteen lessees will not cooperate in the interest of business.

In response to questions on how to make water transport smoke-free, transport officials have given various suggestions. Figure 4.10 shows the rates for the main three of these suggestions. 100% of water transport workers advised to ensure proper enforcement of tobacco control laws and fines. In addition, 56% suggested police action and conducting frequent mobile courts, and 76% suggested for large-shape anti-tobacco signs in transport and terminals.

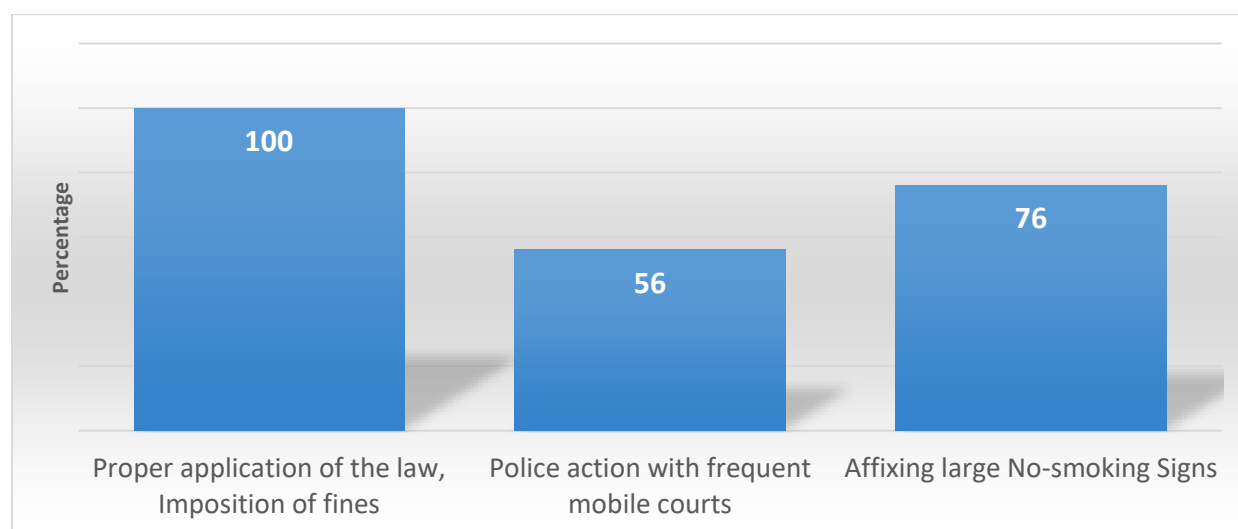


Figure 4.10: Transport workers suggestions to make water transport smokefree.

In recent years, anti-tobacco programs in Bangladesh have made significant strides in advocating for the implementation of tobacco control laws within the realm of river transport. Through concerted efforts and strategic initiatives, it have successfully raised awareness about the adverse effects of tobacco use and pushed for stringent regulations to create smoke-free environments on river transport and Terminal areas. The advocacy effort has led to tangible progress, with an increasing number of river transport operators adhering to tobacco control laws and implementing smoke-free policies onboard. Moreover, anti-tobacco programs have collaborated with relevant authorities and stakeholders to enforce existing regulations and develop new measures to combat tobacco use in river transport settings. This collaborative approach has resulted in enhanced compliance with tobacco control laws, ultimately contributing to the protection of passengers and transport staff from the harmful effects of secondhand smoke. Furthermore, through anti-tobacco campaign, it continues to empower communities along river routes with the knowledge and resources needed to advocate for tobacco-free environments, fostering a culture of health and well-being in Bangladesh's river transport sector.

CHAPTER 5: EYE OBSERVATION

As part of the survey work, the field enumerators closely observed tobacco use and the status of tobacco control laws in the survey area. The findings from their observations are discussed in this chapter.

5.1: Area, Transport type and time of observation

The members of the study team made eye observations at three different times of the day, morning, noon and evening at different water transport and three water terminals Sadarghat of Dhaka and Aricha & Paturia terminal of Manikganj district respectively.

TABLE 5.1: PROPORTION OF OBSERVATION AREA, TRANSPORT TYPE AND TIME.

Background Characteristics	Proportion
Terminal visited	
Sadarghat	60%
Paturia	15%
Aricha	25%
Type of Water Transports	
Long route Launches	60%
Ferry	15%
Short route small Launches	25%
Time of observation	
Morning	35%
Mid-day/Noon	15%
Evening/Afternoon	50.00

Table 5.1 shows the proportion of observation area, transport type and the time when the observation were conducted. The highest concentration of water transport passengers occurs in the Sadarghat terminal area and large launches on relatively long river routes depart from this terminal. As Table 5.1 shows, 60% of the observations occurred at Sadarghat and major launches. Following, 25% observations were made at Aricha ghat and small launches and 15% at Paturia and ferries. Again, maximum 50% of observations occurred in the afternoon or evening. Following, 35% in the morning and 15% in the afternoon water transport and terminal areas are observed.

During visual observation the points marked as important are: Display of mandatory 'no smoking signs' at strategic places in terminals and in water transports, existence of ashtrays, matches,

cigarette butts visible, marked or specified smoking room or zone and TC Policy related enforcement.

5.2: Anti-tobacco Signage

During the visual observation of the study team members, anti-tobacco signage was seen at various positions in the water transport and terminal areas. Figure 5.2 shows the proportion of visible signage and their positions, comparing the compliance study with the baseline. The observation findings indicate a significant increase in the proportion of visual anti-tobacco signage and its strategic placement following anti-tobacco activities.

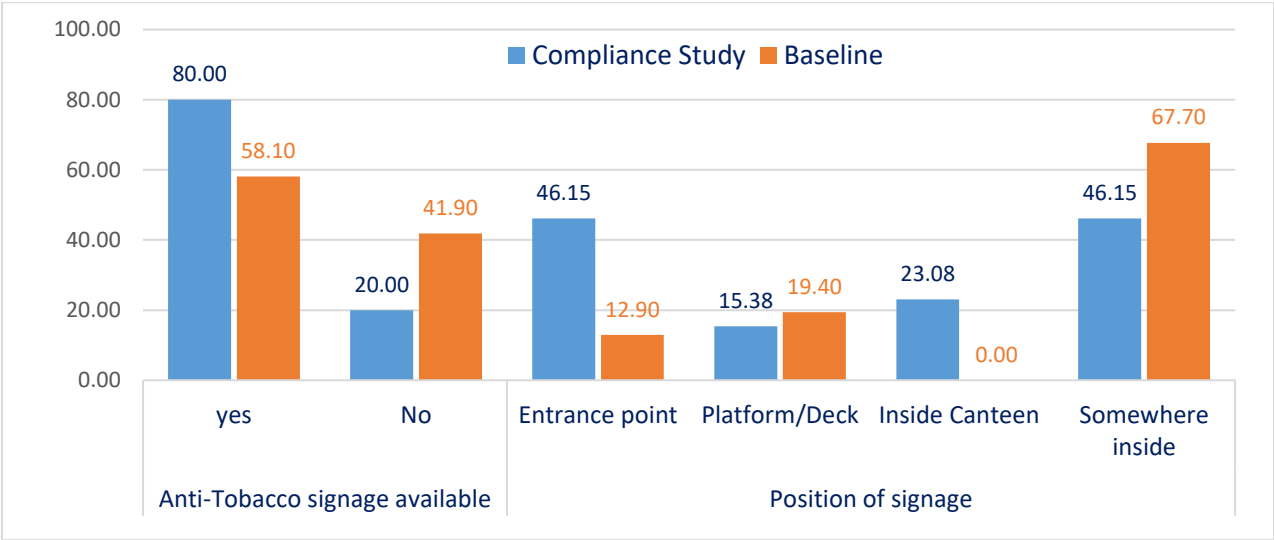


Figure 5.1: Signage found by eye observation

In a comparative study, the compliance rate for visual anti-tobacco signage soared from 58% in the baseline study to an encouraging 80%. This improvement suggests a heightened awareness and commitment to anti-tobacco efforts, potentially leading to reduced tobacco usage rates.

Furthermore, the fixation of anti-tobacco signage at transportation terminals and entrances experienced a substantial boost in compliance, rising from a mere 13% in the baseline study to a notable 46%. This strategic placement targets individuals at key transition points, effectively communicating the anti-tobacco message to a broader audience, including commuters and travelers.

Notably, while there was a slight decrease in the fixation of signage on platforms/decks, the overall increase in compliance rates underscores a positive trend in anti-tobacco advocacy

efforts. The presence of anti-tobacco messaging within canteens, previously nonexistent in the baseline study, now registers at 23% compliance.

Moreover, the placement of anti-tobacco signage inside facilities has also witnessed a notable increase in compliance, rising from 68% in the baseline study to 46% in the compliance study. This shift towards internal placements ensures continuous exposure to anti-tobacco messaging, reinforcing the importance of tobacco cessation and prevention efforts.

These results indicate increased visibility and accessibility of anti-tobacco messaging. By strategically placing signage in visible locations in public places and inside water transportation, anti-tobacco initiatives are effectively raising awareness and promoting healthy behaviors.

5.3: Demonstration of Signage

Data collectors noticed differences in signage during direct observation. Some of these were visible and understandable to the public, while others were relatively small and unclear. Figure 5.3 shows the status of signage obtained in the baseline and compliance studies.

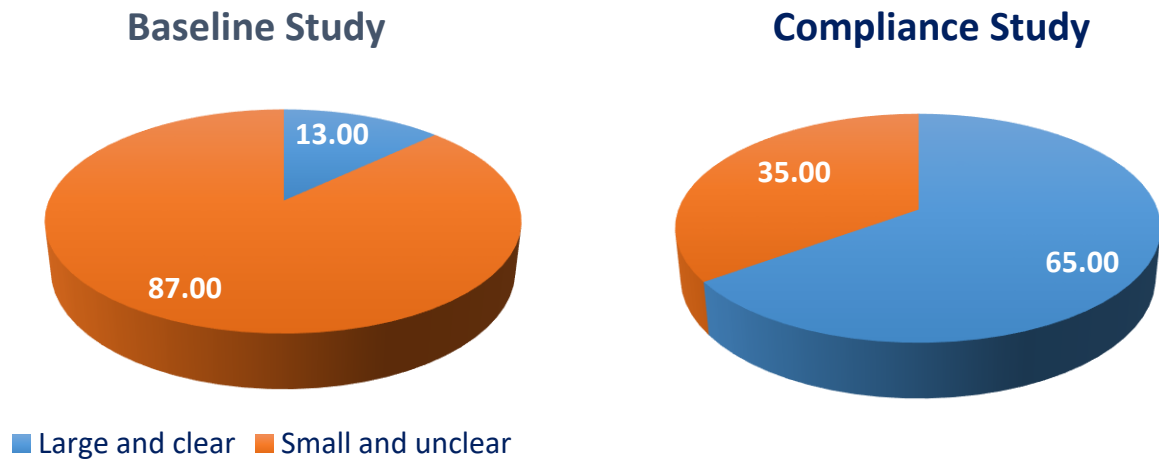


Figure 5.3: Demonstration of signage found in observation

Compliance studies found a significant increase in the proportion of large and clear anti-tobacco signs displayed, from 13% to 65%. This increase emphasizes the effectiveness of anti-tobacco initiatives in raising awareness and promoting healthy behavior. Clear, easy-to-understand signs serve as a constant reminder of the dangers of tobacco use, potentially deterring individuals from smoking and reducing exposure to secondhand smoke in public areas.

Notably, 18% of the anti-tobacco signage containing prohibition on smoking observed by observation were only in Bengali, and 82% were printed in both Bengali and English languages.

5.4: Smoking scenario

Other factors observed regarding consumption and marketing of tobacco products are shown in Table 5.4.

TABLE 5.4: CONSUMPTION AND MARKETING OF TOBACCO PRODUCTS FOUND IN EYE OBSERVATION

Background Characteristics	Proportion
Tobacco products' were found to be sold, in	76.47% of cases.
Promotional activity by tobacco companies was seen in	52.94% of cases
Smoking occurred in terminal areas or on launches or ferries	76% of the time
Seen Cigarette butt, ashtray, lighter etc. in the observation areas	in 82.35% cases
In every terminal area, launch, or ferry observed, some person was seen smoking.	

The study examining the consumption and marketing of tobacco products in water transports and terminals revealed compelling statistics. Firstly, tobacco products were found to be sold in 76.47% of cases. This high prevalence indicates easy access to tobacco, facilitating initiation and perpetuation of smoking habits. Moreover, promotional activities by tobacco companies were observed like leaflet, price-representing stickers and arranged sales center in 52.94% of cases, underscoring the ill-assorted marketing strategies employed by the tobacco industry to appeal to consumers.

The observation also shed light on the pervasive nature of smoking in terminal areas and on water transports. Smoking occurred in these areas 76% of the time, indicating a concerning disregard for smoke-free policies or regulations. Additionally, in every observed terminal area, launch, or ferry, at least one person was seen smoking, highlighting the normalization of smoking behavior in these settings. This normalization can perpetuate the cycle of smoking initiation and contribute to sustained tobacco use.

Furthermore, the presence of cigarette butts, ashtrays, lighters, and other smoking paraphernalia in observation areas in 82.35% of cases indicates a lack of enforcement of tobacco control measures and suggests a permissive environment for smoking.

CHAPTER 6: CONCLUSION AND RECOMMENDATIONS

This Compliance study on situation of Tobacco Control law enforcement in bus and waterway launch terminals sheds light on the challenges and opportunities in implementing tobacco control measures within the transportation sector of Bangladesh. Focused on various stakeholders including transport authorities, passengers, and staff of water transport, this research aimed to evaluate the knowledge, attitudes, and practices regarding tobacco control laws (TC Law) and identify areas for improvement.

One of the key findings of the study was the widespread awareness of the harmful effects of tobacco use among stakeholders. However, awareness about the risks of secondhand smoke was lower, indicating a need for more comprehensive education efforts. Despite this awareness, a significant percentage of stakeholders felt that TC Law was not properly implemented, highlighting the importance of stronger enforcement mechanisms.

Among transport authorities and related stakeholders, the perception of proper TC Law implementation was particularly low. Many offices claimed to be smoke-free, but lack of official directives or compliance from smokers hindered effective implementation. This discrepancy underscores the importance of clear guidelines and robust enforcement strategies to ensure compliance with smoke-free policies.

Passengers of water transport also presented both progress and challenges in tobacco control. While there was a decrease in smoking incidents compared to baseline data, smoking still occurred inside transport and terminal areas. Awareness about the harmful effects of smoking and TC Law improved, indicating the potential for further education efforts to enhance compliance with tobacco control measures among passengers.

Anti-tobacco signage was more prevalent compared to baseline, but still not universally implemented, suggesting a need for greater investment in communication strategies to reinforce smoke-free policies. Moreover, the observation of tobacco sales and promotional activities within terminal areas and water transports highlights the pervasive influence of the tobacco industry and the need for stricter regulations on tobacco sales and marketing.

Staff and workers of water transport showed a promising increase in awareness regarding tobacco control laws and the effects of secondhand smoking. Smoking incidents were less frequent, and more passengers protested against smoking, indicating a growing intolerance towards smoking in public spaces. However, challenges remain in implementing smoke-free

workplaces due to various barriers and lack of official directives, emphasizing the need for supportive policies and resources to facilitate compliance.

The eye observation findings provided further insight into the challenges faced in tobacco control within transportation settings. The widespread availability of tobacco products, coupled with aggressive marketing tactics, contributes to a permissive environment for smoking. Moreover, the normalization of smoking behavior in terminal areas and on water transports underscores the urgency for comprehensive anti-tobacco interventions.

To address these challenges, a multifaceted approach is required, involving collaboration among stakeholders, government intervention, and sustained public engagement. This includes strengthening enforcement of smoke-free policies, implementing regulations on tobacco sales and marketing, and conducting public awareness campaigns highlighting the health risks associated with tobacco use.

In conclusion, the findings from the Global Adult Tobacco Survey Bangladesh Report 2017 highlight the progress made and the persistent challenges faced in implementing tobacco control measures within the transportation sector of Bangladesh. By addressing the systemic barriers identified and implementing evidence-based interventions, Bangladesh can move closer to creating smoke-free environments and safeguarding public health.

Recommendations

- Strengthen enforcement mechanisms to ensure proper implementation of TC Law, including monitoring and penalties for non-compliance.
- Conduct comprehensive awareness campaigns targeting both stakeholders and the public to increase knowledge about the harmful effects of smoking and the importance of tobacco control measures.
- Provide clear directives and support for establishing smoke-free workplaces and transport environments, along with visible signage and anti-tobacco activities.
- Address barriers faced by transport staff in implementing smoke-free workplaces, such as lack of official instructions, resistance from smokers, and cooperation from stakeholders.
- Regularly monitor compliance with tobacco control laws and evaluate the effectiveness of anti-smoking initiatives to identify areas for improvement.
- While there have been positive developments in tobacco control awareness and practices among stakeholders in the transportation sector of Bangladesh, concerted efforts are needed to ensure effective implementation of tobacco control measures and create smoke-free environments for passengers and staff.

ANNEXURE 1: STUDY TOOLS

- A. Questionnaire for Public Transport Authorities
- B. Questionnaire for launch-ferry passengers
- C. Questionnaire for Transport worker/staff
- D. Checklist for data collection by eye observation

পাবলিক পরিবহন ও টার্মিনালে তামাক নিয়ন্ত্রণ আইনের প্রয়োগের ওপর কমপ্লয়েন্স জরিপ-২০২৩

পাবলিক পরিবহন অথরিটিদের জন্য প্রশ্নপত্র

ফরম নম্বর

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ক্রমিক নং	সাধারণ তথ্য		উত্তর (কোড লিখুন)
১.	পরিবহন অথরিটির ধরণ:	বিআরটিএ = ১, বিআরটিসি = ২, বিআইডব্লিউটিএ = ৩, বিআইডব্লিউটিসি = ৪, এনটিসিসি = ৬ সিটি করপোরেশন কর্মকর্তা = ৫, নেভাল/ট্যুরিস্ট পুলিশ = ৮, কর্মচারী ইউনিয়ন/এসোসিয়েশন = ৭, বাটা = ৭, অন্যান্য = ৮ (উল্লেখ করুন) -----	
২.	উত্তরদাতার নাম:		
৩.	পদবি:		
৪.	উত্তরদাতার লিঙ্গ:	(নারী=১, পুরুষ=২)	
৫.	আপনার অফিস কি ধূমপান মুক্ত? (হ্যাঁ=১, না=২)		
৬.	(না হলে) কেন?	দাপ্তরিক কোন নির্দেশনা নাই= ১, কেউ মানতে চায় না=২, অন্যান্য: ৯ (উল্লেখ করুন)	
৭.	এই স্থান (অফিস/টার্মিনাল) ধূমপান মুক্ত রাখতে আপনি কোন পদক্ষেপ নিয়েছেন কি? (হ্যাঁ=১, না=২)		
৮.	হ্যাঁ হলে, কি পদক্ষেপ নিয়েছেন? তথ্য সংগ্রহকারী বিস্তারিত লিখুন-----		
৯.	আপনি কি তামাক নিয়ন্ত্রণ আইন সম্পর্কে অবগত আছেন? (হ্যাঁ=১, না=২)		
১০.	তামাক নিয়ন্ত্রণ আইন ২০০৫ সঠিকভাবে বাস্তবায়িত হচ্ছে বলে আপনি মনে করেন কি? (হ্যাঁ=১, না=২, জানিনা=৩)		
১১.	এই স্থান (লঞ্চ টার্মিনাল / লঞ্চ) -এর কর্মচারী/যাত্রীদেরকে আইনটি সম্পর্কে অবহিত করার জন্য বা সচেতন করার জন্য আপনি কোন পদক্ষেপ নিয়েছেন কি? (হ্যাঁ=১, না=২, প্রয়োজ্য নয়=৩)		
১২.	তামাক নিয়ন্ত্রণ আইন সংশোধনের প্রয়োজনীয়তা রয়েছে বলে আপনি মনে করেন কি? (হ্যাঁ=১, না=২, জানিনা=৩)		
১৩.	জবাবের ব্যাখ্যা তথ্য সংগ্রহকারী বিস্তারিত লিখুন-----		
১৪.	প্রণীত আইনে কি কোন প্রকার দুর্বলতা রয়েছে? (হ্যাঁ=১, না=২, জানিনা=৩)		
১৫.	আপনার মতে, তামাক নিয়ন্ত্রণ আইনের সঠিক প্রয়োগে আরো কি কি পদক্ষেপ নেওয়া যেতে পারে? তথ্য সংগ্রহকারী বিস্তারিত লিখুন-----		

তথ্য সংগ্রহকারীর নাম:

তারিখঃ

পাবলিক পরিবহন ও টার্মিনালে তামাক নিয়ন্ত্রণ আইনের প্রয়োগের ওপর কমপ্লয়েন্স জরিপ-২০২৩

লঞ্চ-ফেরী যাত্রীদের জন্য প্রশ্নপত্র

ফরম নম্বর

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ক্রমিক নং	সাধারণ তথ্য	উত্তর (কোড লিখুন)
১.	লঞ্চ টার্মিনাল এর নাম (কোড লিখুন) কোড: সদরঘাট=১, পাটুরিয়া=২, আরিচা= ৩	
২.	উত্তরদাতার নাম বয়স:	
৩.	উত্তরদাতার লিঙ্গ নারী=১, পুরুষ=২ পেশা কোড: সরকারী চাকরী= ১, বেসরকারী চাকরী = ২, ব্যবসা= ৩, কৃষি= ৪, গৃহিনী= ৫, বেকার= ৬, ছাত্র= ৭	
৪.	পরিবহনের ধরন কোড: দুরপালার বাস=১, লোকাল বাস=২, দুরপালার লঞ্চ=৩, স্বল্পপালার লঞ্চ সার্ভিস=৪, ফেরী=৫	
৫.	আপনি কি ধূমপান করেন? হ্যাঁ=১, না=২	
৬.	উত্তর হ্যাঁ হলে, লঞ্চ/ফেরী/টার্মিনালের ভেতরে ধূমপান করেন? হ্যাঁ=১, না=২	
৭.	তামাকজাত দ্রব্য কোথা থেকে কেনেন? টার্মিনাল=১, ফেরী/লঞ্চ ক্যান্টিন= ২, ভ্রাম্যমান বিক্রেতা= ৩, বাইরে থেকে= ৪	
৮.	আপনি কি ধূমপানের ক্ষতিকারক দিক সম্পর্কে জানেন? হ্যাঁ=১, না=২	
৯.	আপনি কি পরোক্ষ ধূমপানের ক্ষতিকারক দিক সম্পর্কে জানেন? হ্যাঁ=১, না=২	
১০.	আপনি কি তামাক নিয়ন্ত্রণ আইন সম্পর্কে জানেন? হ্যাঁ=১, না=২	
১১.	উত্তর হ্যাঁ হলে, আপনি কিভাবে জানলেন? (উত্তর একাধিক হবে) প্রশিক্ষণের মাধ্যমে= ১, ভ্রাম্যমান কোর্টে দেখে= ২, প্রচার প্রচরনার শুনে= ৩, সামাজিক যোগাযোগ মাধ্যমে= ৪, রেডিও/টিভির মাধ্যমে= ৫, বই পড়ে= ৬, পত্র-পত্রিকার মাধ্যমে= ৭, অন্যান্য= ৮ (উল্লেখ করুন)	
১২.	আপনি যেসব পরিবহনে যাতায়াত করেন সেগুলোতে কি ধূমপান হয়? হ্যাঁ=১, না=২, কখনো কখনো=৩	
১৩.	আপনি যে পরিবহনে আসলেন বা যাচ্ছেন (ফেরী/লঞ্চ) সেটা কি ধূমপান মুক্ত ছিল বা আছে? হ্যাঁ=১, না=২	
১৪.	উত্তর না হলে, কে বা কারা বেশি ধূমপান করেন? (উত্তর একাধিক হবে) যাত্রী= ১, পরিবহন চালক= ২, পরিবহন কর্মচারী= ৩	
১৫.	(১৪ নং এ উল্লেখিত ব্যক্তিদেরকে) ধূমপানে বিরত রাখতে কেউ কোন প্রতিবাদ করেন কি? হ্যাঁ=১, না=২	
১৬.	উত্তর হ্যাঁ হলে, প্রতিবাদের পর কি ধরনের পরিবেশ সৃষ্টি হয়? (উত্তর একাধিক হবে) ব্যক্তি ধূমপান বন্ধ করে= ১, ধূমপান অব্যাহত রাখে= ২, বাদানুবাদ করে= ৩, পরিবহন অথরিটি হস্তক্ষেপ করে= ৪ যাত্রীরা হস্তক্ষেপ করেন= ৫ অন্যান্য= ৬ (উল্লেখ করুন)	
১৭.	আপনি যে পরিবহনে ভ্রমণ করলেন বা করবেন, সেই পরিবহনে ধূমপান সম্পর্কে কোন ধরনের সাইন অথবা সতর্কীকরণ বক্তব্য আছে কি? হ্যাঁ=১, না=২	
১৮.	(উত্তর হ্যাঁ হলে) কি ধরনের সাইন এবং সতর্কীকরণ বক্তব্য আছে? পেইন্টিং বা রং করা= ১, নির্দিষ্ট মাপে= ২, স্টিকারের মত= ৩, ঝুলানো=৪, অন্যান্য= ৫ (উল্লেখ করুন)	
১৯.	পরিদর্শনকৃত স্থানে (লঞ্চ/টার্মিনালে/দোকানে/ক্যান্টিনে) তামাক কোম্পানীর কোন ধরনের প্রচার বা এ ধরনের কোন কিছু (interference) দেখতে পেয়েছেন কি? (হ্যাঁ=১, না=২)	
২০.	উত্তর হ্যাঁ হলে, কি প্রচারণা দেখতে পেয়েছেন?	

ক্রমিক নং	সাধারণ তথ্য	উত্তর (কোড লিখুন)
	লিফলেট= ১ স্টিকার= ২ প্যাকেট সাজানো= ৩ দাম সংক্রান্ত স্টিকার= ৪ বিক্রয়কেন্দ্র সাজানো= ৫ অন্যান্য= ৬ (উল্লেখ করুন)	
২১.	আপনি ধূমপান বিরোধী কোন প্রচারণা দেখেছেন কি? হ্যাঁ=১, না=২	
২২.	(উত্তর হ্যাঁ হলে) কোথায় দেখেছেন? এবং কি ধরনের প্রচারণা দেখেছেন? (উত্তর একাধিক হবে) র‍্যালি= ১ মানববন্ধন= ২ ধূমপান বিরোধী পোস্টার= ৩ ধূমপান বিরোধী স্টিকার= ৪ অন্যান্য= ৫ (উল্লেখ করুন)	
২৩.	ধূমপান নিয়ন্ত্রনে এই প্রচারণা কতটুকু কার্যকরী বলে আপনি মনে করেন ? যথেষ্ট কার্যকরী = ১ মোটামুটি = ২ মোটেও না=৩ জানিনা= ৪ অন্যান্য= ৫ (উল্লেখ করুন)	

তথ্য সংগ্রহকারীর নাম:

তারিখঃ

পাবলিক পরিবহন ও টার্মিনালে তামাক নিয়ন্ত্রণ আইনের প্রয়োগের ওপর কমপ্লয়েন্স জরিপ-২০২৩

পরিবহন শ্রমিক/কর্মচারীদের জন্য প্রশ্নপত্র

ফরম নম্বর

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ক্রমিক নং	সাধারণ তথ্য	উত্তর (কোড লিখুন)
১.	শ্রমিক/কর্মচারীর ধরণ কোড: ড্রাইভার= ১ হেলপার= ২ টিকিট মাস্টার= ৩ কাউন্টার ইনচার্জ অন্যান্য= ৬ (উল্লেখ করুন)	
২.	টার্মিনালের (কোড লিখুন) কোড: সদরঘাট= ১, পাটুরিয়া= ২, আরিচা= ৬	
৩.	উত্তরদাতার নাম	
৪.	উত্তরদাতার লিঙ্গ নারী=১, পুরুষ=২	বয়স:
৫.	পরিবহনের ধরন কোড: দূরপাল্লার বাস=১, লোকাল বাস=২, দূরপাল্লার লঞ্চ=৩, স্বল্পপাল্লার লঞ্চ সার্ভিস=৪, ফেরী=৫	
৬.	আপনি কি ধূমপান করেন? হ্যাঁ=১, না=২	
৭.	উত্তর হ্যাঁ হলে, তামাকজাত দ্রব্য কোথা থেকে কেনেন? (উত্তর একাধিক হবে) টার্মিনাল/লঞ্চ-ফেরী ক্যান্টিন= ১ হকার= ২ বাইরে থেকে= ৩ অন্যান্য= ৮ (উল্লেখ করুন)	
৮.	আপনি কি ধূমপানের ক্ষতিকারক দিক সম্পর্কে জানেন? হ্যাঁ=১, না=২	
৯.	আপনি কি পরোক্ষ ধূমপানের ক্ষতিকারক দিক সম্পর্কে জানেন? হ্যাঁ=১, না=২	
১০.	আপনি কি তামাক নিয়ন্ত্রণ আইন সম্পর্কে জানেন? হ্যাঁ=১, না=২	
১১.	যদি উত্তর হ্যাঁ হলে জিজ্ঞাসা করুন, তামাক নিয়ন্ত্রণ আইন সম্পর্কে আপনি কি জানেন? (উত্তর একাধিক হবে) ধূমপান নিষিদ্ধ= ১ জরিমানা= ২ নির্দিষ্ট স্থানে করতে হবে= ৩ অন্যান্য ৮ (উল্লেখ করুন)	
১২.	আপনি কিভাবে জানলেন? (উত্তর একাধিক হবে) প্রশিক্ষণের মাধ্যমে= ১ ভ্রাম্যমান কোর্টে দেখে= ২ প্রচার প্রচরনার শুনে= ৩ সামাজিক যোগাযোগ মাধ্যমে= ৪ রেডিও/টিভির মাধ্যমে= ৫ পড়াশুনার মাধ্যমে= ৬ পত্র-পত্রিকার মাধ্যমে= ৭ অন্যান্য= ৮ (উল্লেখ করুন)	
১৩.	আপনি যে পরিবহনে কাজ করেন, সেই বাস/লঞ্চে নির্দিষ্ট যাত্রার সময় কেউ ধূমপান করে কি? হ্যাঁ= ১ না= ২ কখনো কখনো করে= ৩ প্রযোজ্য নয়= ৪	
১৪.	আপনি যে পরিবহনে কাজ করেন সেটাকি ধূমপানমুক্ত? হ্যাঁ= ১ না= ২ কখনো কখনো ধূমপান হয়=৩	
১৫.	পরিবহনটি ধূমপান মুক্ত না হলে, সাধারণত কে বা কারা ধূমপান করে থাকেন? (উত্তর একাধিক হবে) যাত্রী= ১ চালক= ২ পরিবহন কর্মচারী= ৩ অন্যান্য= ৮ (উল্লেখ করুন)	
১৬.	উপরে উল্লেখিত ব্যক্তিবর্গকে ধূমপানে বিরত রাখতে কোন পদক্ষেপ/ প্রতিবাদ করা হয় কি? হ্যাঁ= ১ না= ২	
১৭.	উত্তর হ্যাঁ হলে, কারা পদক্ষেপ নেন / প্রতিবাদ করেন? (উত্তর একাধিক হবে) যাত্রী= ১ চালক= ২ পরিবহন কর্মচারী= ৩ অন্যান্য= ৮ (উল্লেখ করুন)	
১৮.	প্রতিবাদের ক্ষেত্রে, কি ধরনের পরিবেশ সৃষ্টি হয়? (উত্তর একাধিক হবে) ব্যক্তি ধূমপান বন্ধ করে= ১ ধূমপান অব্যাহত রাখে= ২ বাদানুবাদ করে= ৩ পরিবহন অথরিটি হস্তক্ষেপ করে= ৪ যাত্রীরা হস্তক্ষেপ করেন= ৫ অন্যান্য= ৮ (উল্লেখ করুন)	
১৯.	পরিবহন(লঞ্চ-ফেরী)/টার্মিনালে কোন তামাকজাত দ্রব্য বিক্রয় করা হয় কি? (হ্যাঁ=১, না=২)	
২০.	পরিবহন(লঞ্চ-ফেরী)/টার্মিনালে তামাক কোম্পানীর কোন ধরনের প্রচার বা এ ধরনের কোন কিছু (interference) আছে কি? (হ্যাঁ=১, না=২)	

ক্রমিক নং	সাধারণ তথ্য	উত্তর (কোড লিখুন)
২১.	উত্তর হ্যাঁ হলে, প্রচারণার বিবরণ: -----	
২২.	বিক্রয়কেন্দ্রে তামাক কোম্পানী কর্তৃক কোন ধরনের প্রচার বা এ ধরনের কোন কিছু (interference) আছে কি? (হ্যাঁ=১, না=২)	
২৩.	উত্তর হ্যাঁ হলে, কি ধরনের প্রচারণা আছে? লিফলেট= ১ স্টিকার= ২ প্যাকেট সাজানো= ৩ দাম সংক্রান্ত স্টিকার= ৪ বিক্রয়কেন্দ্র সাজানো= ৫ অন্যান্য= ৮ (উল্লেখ করুন)	
২৪.	আপনি ধূমপান বিরোধী কোন প্রচারণা দেখেছেন কি? হ্যাঁ=১, না=২	
২৫.	উত্তর হ্যাঁ হলে, কোথায় দেখেছেন? এবং কি ধরনের প্রচারণা দেখেছেন? (উত্তর একাধিক হবে) র‍্যালি= ১ মানববন্ধন= ২ ধূমপান বিরোধী পোস্টার= ৩ ধূমপান বিরোধী স্টিকার= ৪ অন্যান্য= ৫ (উল্লেখ করুন)	
২৬.	ধূমপান নিয়ন্ত্রনে এই প্রচারণা কতটুকু কার্যকরী বলে আপনি মনে করেন ? যথেষ্ট কার্যকরী = ১ মোটামুটি কার্যকরী= ২ মোটেও না=৩ জানিনা= ৪ অন্যান্য= ৫ (উল্লেখ করুন)	
২৭.	আপনি যে পরিবহনে কাজ করেন, সেই লঞ্চে ধূমপান সম্পর্কে কোন ধরনের সাইন অথবা সতর্কীকরণ বক্তব্য আছে কি? হ্যাঁ= ১, না= ২	
২৮.	উত্তর হ্যাঁ হলে, কি ধরনের সাইন এবং সতর্কীকরণ বক্তব্য আছে? পেইন্টিং বা রং করা= ১ নির্দিষ্ট মাপে= ২ স্টিকারের মত= ৩ বুলানো=৪ অন্যান্য= ৫ (উল্লেখ করুন)	
২৯.	আপনি কি আপনার কর্মক্ষেত্রে ধূমপান মুক্ত রাখতে ইচ্ছুক? হ্যাঁ= ১, না= ২	
৩০.	আপনি কি মনে করেন আপনার কর্মক্ষেত্রে ধূমপানমুক্ত করার ক্ষেত্রে কোন ধরনের বাধার সম্মুখীন হবেন? হ্যাঁ= ১, না= ২	
৩১.	লঞ্চে/ফেরীতে ধূমপান মুক্ত পরিবেশ তৈরিতে সরকারে কি কি পদক্ষেপ নেয়া প্রয়োজন বলে আপনি মনে করেন? অধিক স্টিকারের ব্যবহার=১, ধূমপান মুক্ত বড় চিহ্ন ব্যবহার করা=২, জরিমানা আরোপ করা=৩, অন্যান্য= ৪ (উল্লেখ করুন)	

তথ্য সংগ্রহকারীর নাম:

তারিখঃ

পাবলিক পরিবহন ও টার্মিনালে তামাক নিয়ন্ত্রণ আইনের প্রয়োগের ওপর কমপ্লয়েন্স জরিপ-২০২৩

লঞ্চ টার্মিনাল ও লঞ্চ/ফেরী বিষয়ক তথ্য (সরাসরি পরিদর্শনের মাধ্যমে ধূমপান সম্পর্কিত তথ্য সংগ্রহ)

ফরম নম্বর

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পরিদর্শনের তারিখ:		
পরিদর্শনের সময়:	১=সকাল, ২=দুপুর, ৩=বিকেল	---

ক্রমিক নং	সাধারণ তথ্য	উত্তর (কোড লিখুন)
১.	টার্মিনাল এর নাম (কোড লিখুন) কোড: সদরঘাট=১, পাটুরিয়া=২, আরিচা=৩	
২.	পরিবহনের ধরন কোড: দুরপালার লঞ্চ=১, স্বল্পপালার লঞ্চ সার্ভিস=২, ফেরী=৩	
৩.	পরিদর্শনকৃত স্থানে ধূমপান করা যাবে না এ ধরনের কোন সাইনেজ বা সংকেত ছিল কি? (হ্যাঁ=১, না=২)	
৪.	"ধূমপান করা যাবে না" এই সাইনেজ বা সাংকেতিক চিহ্নটি কোথায় ছিল? (একাধিক উত্তর হতে পারে) কোড: প্রবেশ পথে=১, প্ল্যাটফর্ম/ডেকে=২, কেবিনে=৩, ক্যান্টিনে=৪, ভিতরের কোন স্থানে=৫	
৫.	"ধূমপান করা যাবে না" এই সাইনেজ বা সাংকেতিক চিহ্নটির আকার কেমন ছিল? বড় এবং স্পষ্ট=১, ছোট এবং অস্পষ্ট=২	
৬.	"ধূমপান করা যাবে না" এই সাইনেজ বা সাংকেতিক চিহ্নটি কোন ভাষায় ছিল? (বাংলায়=১, ইংরেজিতে=২, উভয় ভাষায়=৩)	
৭.	পরিদর্শনকৃত স্থানে বা কাছাকাছি দূরত্বে তামাকজাত দ্রব্য বিক্রয় করতে দেখেছেন কি? (হ্যাঁ=১, না=২)	
৮.	পরিদর্শনকৃত স্থানে/বিক্রয়কেন্দ্রে তামাক কোম্পানীর কোন ধরনের প্রচার বা এ ধরনের কোন কিছু (interference) দেখতে পেয়েছেন কি? (হ্যাঁ=১, না=২)	
৯.	উত্তর হ্যাঁ হলে, কি প্রচারনা দেখতে পেয়েছেন? লিফলেট=১ স্টিকার=২, প্যাকেট সাজানো=৩ দাম সংক্রান্ত স্টিকার=৪ বিক্রয়কেন্দ্র সাজানো=৫ অন্যান্য=৬ (উল্লেখ করুন)	
১০.	টার্মিনাল এবং লঞ্চ-ফেরী পরিদর্শনের সময় কোন ব্যক্তিকে ধূমপান করতে দেখেছেন কি? (হ্যাঁ=১, না=২)	
১১.	আপনার পরিদর্শনকৃত স্থানে ধূমপানে সরমজান যেমন স্ট্র, দিয়াশলাই বক্স, লাইটার ইত্যাদি দেখতে পেয়েছেন? (হ্যাঁ=১, না=২)	
১২.	আপনার পরিদর্শনকৃত স্থানে সবেমাত্র ধূমপান করা হয়েছে, যেমন: বিড়ি বা সিগারেটের ধোয়ার গন্ধ পেয়েছেন কি? (হ্যাঁ=১, না=২)	
১৩.	আপনার পরিদর্শনকৃত স্থানে বিড়ি বা সিগারেটের অবশিষ্ট অংশ পড়ে থাকতে দেখেছেন কি? (হ্যাঁ=১, না=২)	
১৪.	আপনার পরিদর্শনকৃত স্থানে ধূমপান করা যাবে এমন কোন সাইনেজ বা সাংকেতিক চিহ্ন দেখেছেন কি? (হ্যাঁ=১, না=২)	

তথ্য সংগ্রহকারীর নাম:

তারিখ:

ANNEXURE 2: STUDY TEAM

Principal Investigator : Md. Shariful Islam, Consultant

Report writing : Md. Asrar Habib

Data Analysis : Md. Sajjad Hossain

Data Collection : Md. Moazzem Hossain

Rupali Khatun

Md. Robiul Alam