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Socio Economic Condition of Auto Rickshaw Drivers in Uttarakhand (With Special Reference to Haridwar)

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Introduction

An American Missionary to Japan called Jonathan Scobie is said to have invented auto rickshaw around 1869 to transport his wife through the streets of Yokohama. 'Rickshaw' word originated from the Japanese word Jinrikisha (Jin = Human, Rik = Power or force Sha = Vehicle) which literally means, "Human Powered Vehicle". India is home of one third of the world's auto-rickshaws, which are three-wheeled motor vehicles that are hired to move both people and goods. These vehicles play an important role in urban transport in the country, being used for a wide range of trip purposes, often for trips that cannot be practically undertaken on other types of public transport, at considerably lower cost than would be incurred in a taxi. Despite their vital role, autorickshaws and their drivers face considerable condemnation from the public, the media and policy makers. There is an argumentative public debate about the faults of autorickshaws, the attitudes and actions of their drivers, and the policies to address these issues. While auto-rickshaw users and the public have understandable concerns regarding these issues, this debate does not, for the most part, take into account the perspectives of the drivers, an oversight the paper attempts to rectify. By offering this seldom-publicized perspective, we aim to provide balance and nuance to the of ten antagonistic public discourse on auto-rickshaws in Indian cities. Concentrating the need for policy-making to consider and integrate

the perspective of autorickshaw drivers in addition to that of auto-rickshaw users and the wider travelling public, for policy success. Which reflect public, media and policy-maker criticisms and perceptions, owing to space restrictions? To provide a counterpoint to these criticisms and perceptions by critically discussing the role of the auto-rickshaw in urban transport in India, with reference to urban trip-making, air pollution, safety and congestion; and by investigating the daily realities and economics of autorickshaw ownership and operations from the point of view of the drivers. For the discussion of the role of auto-rickshaws in urban transport, the focus is given on the peer-reviewed literature, data produced by government agencies and available in the public domain, and research reports produced by various non-governmental organizations. Further the realities and economics of auto-rickshaw ownership and operation is based on the findings of reports on and surveys of the auto-rickshaw sectors in Bangalore, Chennai, Delhi and Mumbai. These surveys include, importantly, that conducted by one of us (Reynolds) in Delhi in 2009; this survey, in which 381 auto-rickshaw drivers responded, covered a wide range of issues, including demographics, working hours and daily travel, vehicle purchase and ownership (including fuel economy and consumption, maintenance practices, costs related to renting, loan repayment, fuel and oil, maintenance, revenues, and daily income), besides factors related to air pollutant emissions. While the factors related to air pollutant emissions were discussed in Reynolds, Kandlikar and Badami (2011), the demographic and socio-economic factors covered in the survey are discussed in depth in this article. Demographic and socioeconomic data is also drawn from surveys carried out by urban planners and researchers interested in the governance of the auto-rickshaw sectors in Bangalore (CISTUP, 2012), Chennai (Garg et al, 2010), Delhi (Mohan and Roy, 2003), and Mumbai (Mani, 2012), and from data collected by a special committee on auto-rickshaw fare revision in Mumbai (Hakim, 2012). The data was supplemented by interviews with an auto-rickshaw advocacy group in New Delhi (Nyayabhoomi), which provided estimates of how maintenance cost change over the life of the vehicle. Lastly, we critically discuss policy responses that have been suggested, by, among others, NGOs and policy research organizations, to address the perceived problems posed by auto-rickshaws and their drivers. We conclude our paper by summarizing our key points and exploring some policy implications that flow from them, and offering our own suggestions for reconciling the conflicting interests and concerns on the part of auto-rickshaw users and drivers, the broader travelling public, and policy makers.

Importance of Auto Rickshaw Driver

Auto-rickshaw drivers hold significant importance in urban transportation, particularly in densely populated areas. They serve as a vital link in the local transportation network, offering affordable and flexible mobility solutions for short distances. These drivers contribute to the accessibility of transportation, especially in congested urban environments where larger vehicles may face challenges. Their role enhances last-mile connectivity, making it easier for people to navigate within cities. Additionally, auto-rickshaw drivers often serve as micro-entrepreneurs, supporting local economies. Studying their experiences can shed light on urban mobility patterns, socio-economic dynamics, and contribute to improving the overall efficiency of transportation systems.

Auto Rickshaw Driver-trend and Extent in Uttarakhand

Auto-rickshaw drivers play a crucial role in Uttarakhand's transportation ecosystem, especially in urban and semi-urban areas. In cities like Dehradun and Haridwar, auto-rickshaws are common and serve as a primary mode of short-distance transportation. They contribute significantly to the local economy by providing affordable and accessible transport for residents and tourists alike.

In Uttarakhand's hilly terrain, where conventional public transport may face challenges, auto-rickshaws prove to be adaptable and effective for navigating narrow roads and inclines. The presence of auto-rickshaws enhances connectivity in areas where other forms of transportation may be less practical.

Studying the extent of auto-rickshaw drivers in Uttarakhand can provide insights into the unique challenges they face in the state's diverse topography, the socio-economic impact of their services, and potential avenues for improving urban mobility in the region.

Review of Literature

The objective of this review of literature is to understand the current state of the auto rickshaw drivers. Increased urbanisation has brought a significant rise in the demand of transport as well as increase in the use of private vehicles in Indian cities. Auto rickshaws are an important part of the Urban transport landscape in India, filling a critical gap between private and public transport. However the auto rickshaw sector many challenges in the area of permits, fares, safety, technology and socio-economic viability.

1. Sustainable Urban Transport in India, Role of the Auto-rickshaw Sector by Akshay Mani (2010)

In addition to serving occasional and emergency trips, auto-rickshaw services can play an important role in making public transport accessible to all parts of the city, and encouraging daily commute trips on public transport by providing first and last mile connectivity. As feeder services, auto-rickshaws will ensure that public transport is accessible to commuters with special needs, such as the elderly and people with disabilities. While the NUTP recognizes the role of auto-rickshaw services in serving occasional and emergency trips, it does not acknowledge that auto-rickshaws provide a door-to-door transport alternative to private motor vehicles. As discussed earlier, reducing private motor vehicle usage while providing quality transport alternative is an integral part of the ASI framework to promote sustainable urban transport. Thus, the policy vision should recognize that provision of quality auto-rickshaw service in cities is an important part of the strategy to help reduce private motor vehicle usage. It should also highlight the need to improve auto-rickshaw services to make them an attractive door-to-door transport alternative to private motor vehicles in serving occasional and emergency trips. In addition to the role of the type of service (contract carriage), the policy vision should present the way forward for the type of vehicle (motorized three-wheeler) in the auto-rickshaw sector, as part of the Improve strategy of the ASI framework. The findings in this study highlight the need for vehicle-related reforms in the auto-rickshaw sector to meet emissions and road safety challenges.

2. Centre for infrastructure, sustainable transportation and urban planning (CISTUP) Indian Institute of Science, (December, 2012)

‘A study of the Auto rickshaw Sector in Bangalore City’ in Bangalore, autos thrive despite a fairly well-developed city bus transport service. In similar large cities or metros with significant public transport availability, intermediate modes like autos play more supplementary and complementary roles. ‘Regular auto’ services i.e. operating on-demand, private hire basis, are the predominant norm in Bangalore. These run from anywhere to anywhere, providing near ‘door-to-door’ connectivity. Some informal (illegally-run) ‘shared auto’ services i.e. with established routes and per head fares, do exist in certain pockets of the city—which generally tend to be areas either not well-served by formal public transport modes or they do not meet the needs of different commuters, and populations are largely characterised by lower per-capita incomes. These either run parallel to public transport routes providing point-to-point service or in some cases, perpendicular to them

as feeder services offering last-mile connectivity. Few autos in the city also run as 'school autos', ferrying children to and from school. As effective low-cost mobility options they help plug the gap with a valuable service, though in the larger picture the percentage of 'shared' and 'school' auto services in the city is comparatively quite low.

3. Zenith International Journal of business Economics and Management Research, ZIJBEMR, Jan. 2013

An article by Dr. K. Singaravelu attempted to know the living conditions and social status of the auto rickshaw drivers. They earn less and work more. They are not able to satisfy the needs and wants to their family members because of low earnings. Some of the auto rickshaw drivers are not own basic things like fridge, washing machine, water heater, cooker and gas stove. This problems are keenly analyzed by the researcher to find solution to overcome the problems.

4. Case study of Reforms in Mumbai's Auto-Rickshaw and Taxi Services by B.C. Khatua (IAS) April 24, 2013

In his article published by WRI centre for Sustainable transport titled as 'Role of Rickshaws/Taxi in sustainable transport, in which he has taken the overview of Mumbai's transport system, characteristics of auto rickshaw and taxi services, key challenges and case studies of auto rickshaw and taxi drivers through which he has proposed recommendations and suggestions for future reforms in auto and taxi drivers.

5. Searchlight South Asia (Aug. 2013), by Nooper Desai

The auto rickshaw drivers work for over 10-12 hours per day and from part of the urban informal sector in India. They does get's the health insurance and social security facilities. They suffer from serious respiratory health problems. The auto rickshaw drivers are prone to road accidents. It is suggested dial-a-rickshaw model where all stakeholders (drivers, customers, unions, government and the company) benefit is a sustainable one. This is a sustainable solution to the growing insecurities of auto rickshaw drivers.

6. Human Development the autorickshaw Drivers of Mumbai : A Case Study, Anushruti from the Department of Economics, Shreeram College, of Commerce, University of Delhi in her article printed in International Journal of Marketing and financial Management, Vol. IV, Issue VI, August, 2016 stated about a process of unequal human development

Conventionally, development has been related With growth in incomes and standard of living.

However, over the years, unequal distribution of incomes across the nations have demonstrated that the 'convergence' hypothesis and trickle-down hypothesis do not necessarily hold good. Therefore, the focus has shifted to developing multi-dimensional aspects of development wherein crucial factors such as poverty, inequality, health, education etc. are given due weightage. Development now has become equivalent with Human Development. However, the Human Development approach is identified of then with the Human Development Index (HDI), which each country is estimated using the geometric mean of Gross National Income and life expectancy at birth in each country. Poverty world over is on rise, both inter and intra-regional, besides sectoral, personal and group inequalities have increased due to an unbalanced and poor development process. The increased pressure on the scarce resources (especially agriculture) has forced people to look for alternate means of survival. Factors like Growing indebtedness and marginalization are forcing individuals to migrate to the cities where they mostly work in unorganized/informal sector, as daily wage labourers, taxi drivers, etc.

Objectives of the Study

1. To study the family background of the auto rickshaw drivers.
2. To study the socio-economic conditions of the auto rickshaw drivers.
3. To examine the relation between health and occupation.
4. To examine the different types of addictions among the auto rickshaw drivers.
5. To understand the intervention of auto rickshaw unions and Regional Traffic Office in meeting their demands.
6. To assess the future aspirations of the auto rickshaw drivers.
7. To give the suitable suggestions.

Purpose of Study

The purpose of studying auto-rickshaw drivers is multifaceted and extends beyond mere transportation dynamics. Such research delves into the socio-economic landscape, shedding light on the livelihoods and challenges faced by these drivers. By examining their experiences, the study aims to uncover the impact of technological advancements, government policies, and urban development on their profession. Understanding the auto-rickshaw driver's role becomes pivotal in grasping the broader implications for urban mobility and accessibility, especially in regions where they serve as a primary mode of

transportation. Moreover, the study can contribute valuable insights towards crafting informed policies, fostering sustainable urban development, and improving the overall well-being of these essential contributors to local transportation networks.

Hypotheses

1. Low level of education and auto rickshaw occupation is correlated.
2. There is significant relationship between auto rickshaw drivers and addictions.
3. Economic well-being of auto rickshaw drivers is low.
4. Social status of auto rickshaw drivers are low.

Uses of Research

Research on auto-rickshaw drivers serves several important purposes:

- 1. Policy Development:** The findings can inform policymakers about the specific challenges faced by auto-rickshaw drivers, leading to the development of targeted and effective policies to enhance their working conditions and overall well-being.
- 2. Urban Mobility Planning:** Understanding the dynamics of auto-rickshaw services contributes to more effective urban mobility planning. This can include optimizing routes, improving infrastructure, and integrating auto-rickshaws into broader transportation networks.
- 3. Socio-Economic Insights:** Research provides valuable insights into the socio-economic aspects of auto-rickshaw drivers' lives. This information can be used to design interventions that address income disparities, financial stability, and social well-being.
- 4. Technological Integration:** As technology plays an increasing role in transportation, research can guide the integration of digital platforms and innovative solutions to benefit both auto-rickshaw drivers and passengers.
- 5. Environmental Considerations:** Investigating auto-rickshaw drivers' choices and behaviours can contribute to understanding the environmental impact of their vehicles. This knowledge can support initiatives promoting sustainable and eco-friendly transportation options.

6. Community Development: Research can identify opportunities for community development programs that empower auto-rickshaw drivers through skill-building initiatives, financial literacy, and access to social services.

Overall, the research on auto-rickshaw drivers is crucial for creating a holistic understanding of their role in urban ecosystems and for developing strategies to enhance their socio-economic conditions and contribute positively to urban mobility.

Research Area

Haridwar's location at the foothills of the Himalayas, along with its rich history as a spiritual and cultural centre, contributes to its unique blend of historical significance and natural beauty. The city continues to attract pilgrims, tourists, and seekers of tranquillity from across the globe. Haridwar is situated in the northern part of India, in the state of Uttarakhand. It is strategically located at the point where the Ganges River exits the Himalayas and begins its journey across the plains. The city is approximately 214 kilometres northeast of the capital, New Delhi. Haridwar is divided into various localities, each with its own unique characteristics and offerings. Some prominent localities in Haridwar include:

- **Har Ki Pauri:** This area is famous for the iconic Ghat known as Har Ki Pauri, a sacred bathing ghat on the Ganges. It is a significant pilgrimage site and a bustling area with various temples and shops.
- **Jwalapur:** Located to the south of Haridwar, Jwalapur is a locality known for its religious sites and markets. The Daksha Mahadev Temple is one of the notable attractions in this area.
- **Bhupatwala:** Situated along the Ganges, Bhupatwala is known for its scenic beauty. It's a peaceful locality away from the main city center and is popular for its ghats.
- **Kankhal:** This area is renowned for the Daksheshwar Mahadev Temple and the Anandamayi Ma Ashram. Kankhal has a significant religious and cultural presence in Haridwar.
- **Mayapur:** Mayapur is another locality in Haridwar, offering a mix of residential and commercial areas. It is relatively quieter compared to the central parts of the city.
- **Shantikunj:** Shantikunj is known as the headquarters of the spiritual and social organization All World Gayatri Pariwar. It is a hub for spiritual activities, educational programs, and social initiatives.

- **BHEL Township:** The BHEL Township is home to employees of Bharat Heavy Electricals Limited (BHEL). It's a well-planned residential area with amenities for BHEL employees and their families.
- **Ranipur More:** This area is a commercial hub with various markets, shops, and businesses. It serves as a central point for transportation and is often busy with local activities. These localities collectively contribute to the diverse and vibrant character of Haridwar, catering to the needs of residents, pilgrims, and tourists alike.

Research Design

Descriptive research design was used for describing the socio-economic conditions and occupational related problems and issues facing by the auto rickshaw drivers. The researcher has used Descriptive Research Design to study the socio-economic conditions and to find out the problems of auto rickshaw drivers in order to offer concrete and meaningful welfare suggestions to improve the living conditions of the auto rickshaw driver's community. Descriptive research design is defined as research method that describes the characteristics of the population or phenomenon studied. This also refers the research questions design of the study and questions design of the study and data analysis conducted on a particular topic. Descriptive research is a quantities research method that attempts to collect quantifiable information for statistical analysis of the sample population.

Scope of the Research Study

The scope of present study was limited to auto rickshaw drivers in Haridwar city. Researcher has focused social, economic conditions and work-related problems consist of income, application of social security measures and also the scope of the present study has covered future aspirations of the auto rickshaw drivers in Haridwar city.

Techniques of Data Collection

The researcher has developed interview schedule with the proper understanding through available literature and field observations the interview schedule is divided in sections according to classification of indicators has been included in research study which covers personal and household profile, nature of occupation, work profile of auto rickshaw drivers, health profile, addictions, social status and their opinions and expectations from the concern authorities. Initially few

interviews schedule were filled up and then a final inclusive interview schedule was prepared for further data collection. This task helped in sharpen the various segments of the interview schedule.

A) Primary Data

The interview schedule has been used for the collection of data. This primary data has focused on their socio-economic and demographic profile, welfare problems in relation with their occupation. In addition to interview schedule observations and informal discussion with the auto rickshaw drivers has been recorded in the primary data.

B) Secondary Data

Similarly, relevant information, the background data necessary for the successful completion of the present research the secondary data available is collected from libraries, social welfare organization, internet surfing, magazines, newspapers and other published and unpublished sources. Additional information has also been sought from key persons from this field and officer bearers of Regional Traffic Office and dialogues with auto rickshaw union leaders.

Background of the Respondent

AGE: Merriam-Webster dictionary defines age as an individual's development measured in terms of the years. Here, development is the age-related changes that occurs in the course of an individual's life span.

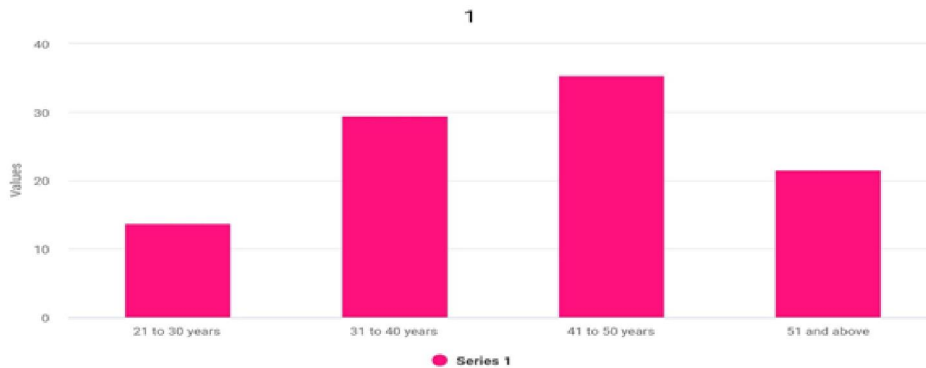
Table 1: Sex wise distribution of respondents

Sex	Frequency	Percentage
Male	51	100
Female	00	00
Total	51	100

Above table indicates that, all respondents are male. In the Indian society majority of the work force is occupied by the males. So it is evident that due to the nature of work and dominance by male counter part females have not been attracted towards this occupation and so this has been left for the males for years together. There are also other reasons which may prevent to enter this occupation like risk, in terms of accidents, physical hardship, lack of basic facilities as for woman as such urinals and in general the different behaviour from male passengers.

Table 2: Age wise distribution of respondents

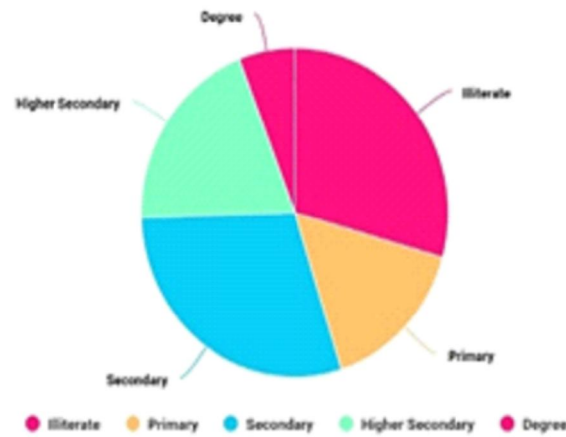
Age	Frequency	Percentage
21 to 30 years	7	13.72
31 to 40 years	15	29.41
41 to 50 years	18	35.29
51 and above	11	21.56
Total	51	100

**Age wise distribution of respondents**

The above table reflects that, 13.72% respondents are from age group of 21-30years 29.41% respondents are from age group 31-40 years 35.29% respondents are from age group 41-50 years and 28.0% respondents are from age group 51 and above. So it is concluded that different age group of respondents are involved in this occupation and further it is found that majority 21.563% respondents are from the age group 49-50 years. The reason behind this is once a person gets involved in a particular occupation with the better hopes, he may realize the facts after passing certain years and at that time he may not able to return back and do something a fresh startup. So this age group is indication that most of the people somehow settled in the occupation by not having others option in the hands.

Table 3 Educational status of respondents

Level of educational status	Frequency	Percentage
Illiterate	15	29.41
Primary	8	15.68
Secondary	15	29.41
Higher Secondary	10	19.60
Degree	3	5.88
Total	51	100



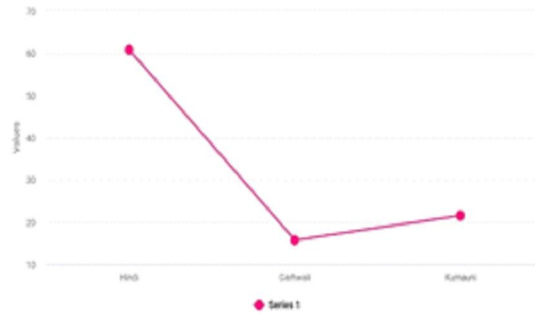
Educational status of respondents

This table indicates the educational status of the respondent 29.41% of the respondents are illiterate, 15.68% of the respondents has primary education 29.41% of the respondents have studied up to secondary level, 19.60% of the respondents have studied up to higher secondary educational level, 5.88 % of the respondents have studied up to degree level, while nobody is having the other background like Diploma or Technical Education. So it is found that majority 52.0% of the respondents have taken the education up to secondary level and so that could be a reason to follow this occupation. as auto rickshaw drivers doesn't need any higher educational qualification. This is as good as open to all without any specific requisitions. Because to be in other occupation the educational qualification itself is a entry point. so with this table the hypothesis number i.e. (1) Low level of education and auto rickshaw occupation is correlated.

Table No 4 Languages Known

Languages Known	Frequency	Percentage
Hindi	31	60.78
Garhwali	8	15.68
Kumauni	12	21.56
Total	51	100

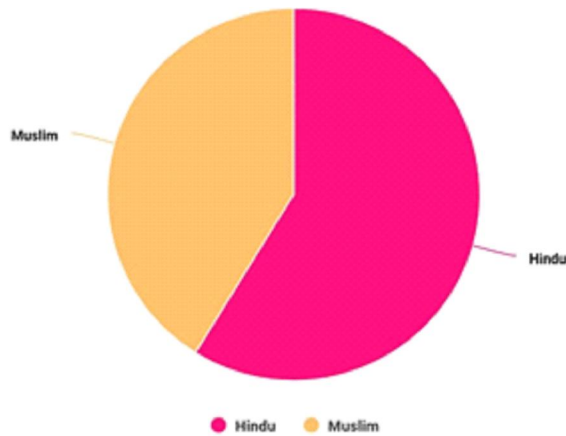
The table revealed that, 60.78% respondents are fluent in Hindi while 15.68% respondents follow the Garhwali e and remaining 21.56% respondents could speak Kumauni.



Languages Known

Table No. 5 Religion wise distribution of the respondents

Types of Religion	Frequency	Percentage
Hindu	30	58.82
Muslim	21	41.17
Total	51	100

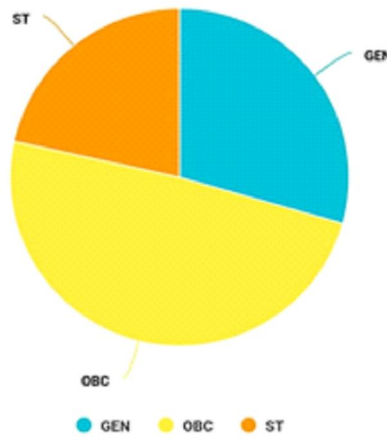


Religion wise distribution of the respondents

This table indicates that, 58,82% of the respondents are Hindus by religion 41.17% respondents are Muslim by religion.

Table No.6 Caste wise distribution of the respondents

Types of Caste	Frequency	Percentage
Gen.	15	29.41
OBC	25	49.01
ST	11	21.56
Total	51	100

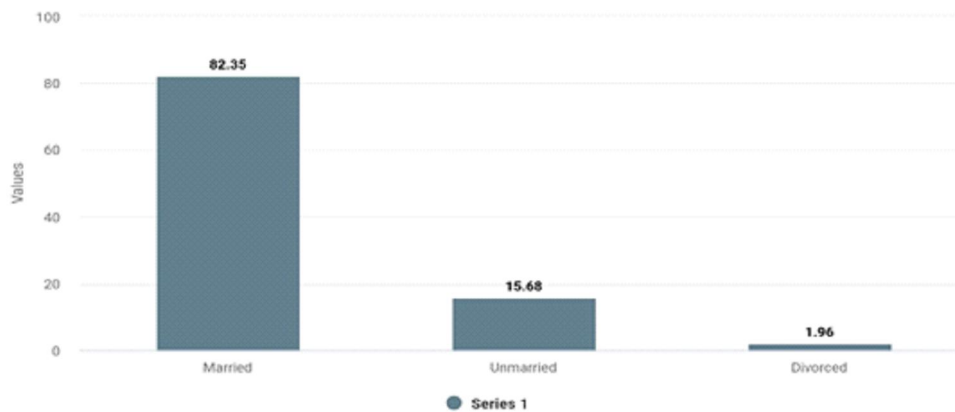


Caste wise distribution of the respondents

Above table shows that, 29.41% respondents are belongs to general category, 21.56% of the respondents belongs to St, 40.0% respondents are from OBC category while remaining 49.04% respondents are belongs to other category.

Table No. 7 Marital Status

Marital Status	Frequency	Percentage
Married	42	82.35
Unmarried	8	15.68
Divorced	1	1.96
Total	51	100

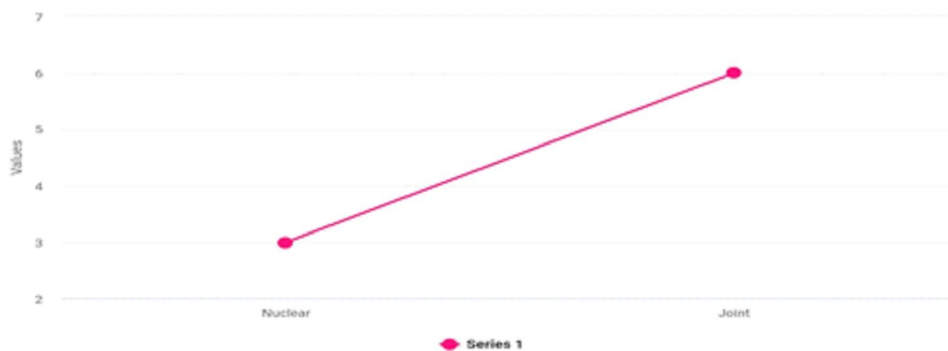


Marital Status

Above table shows that, 82.35% respondents are married 15.68% respondents are unmarried 1.96% respondents are divorced.

Table No.8 Types of Family

Types of Family	Frequency	Percentage
Nuclear	28	54.90
Joint	23	45.09
Total	51	100

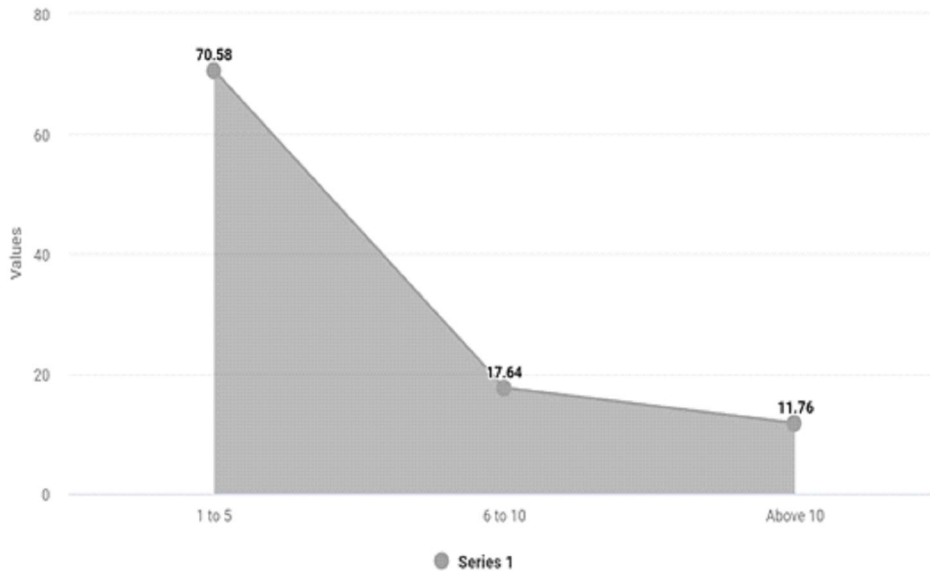


Types of Family

The above table indicates that, 54.90% of respondents stays in nuclear family while 45.09% respondents stay in joint family. More respondents stay in joint family which is a treated as a good sign for the healthy society. Elsewhere both the types of family got its merits and demerits.

Table No. 9 Total number of members in family

Members of family	Frequency	Percentage
1 to 5	36	70.58
6 to 10	9	17.64
Above 10	6	11.76
Total	51	100



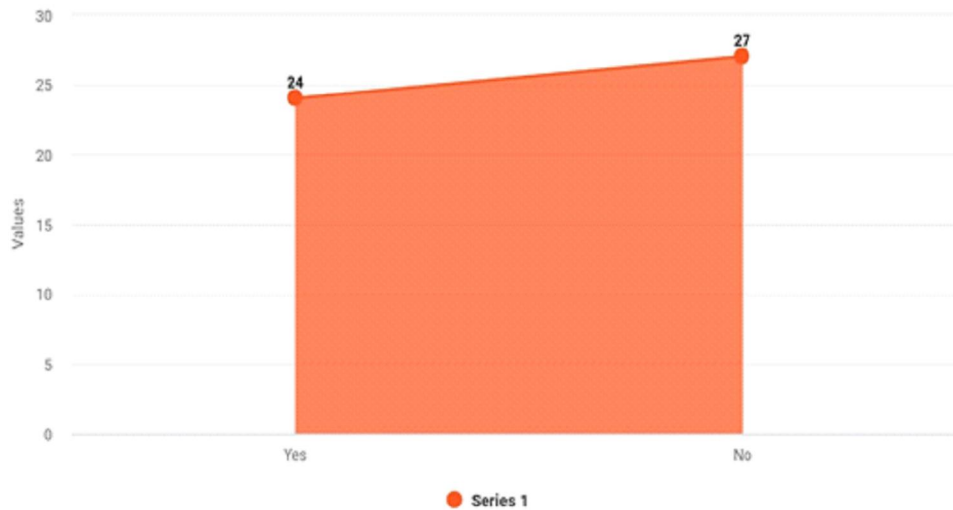
Total number of members in family

This table shows that, 70.58% respondents are having 1 to 5 members in their families while 17.64% respondents are having 6 to 10 members in their family and rest of the 11.76% respondents are having more the 10 members in their family.

So it is found that, majority of the 70.58% respondents are having 1 to 5 members in their family because they stay in the nuclear type of family which is very commonly found in the city areas. The nature at city does not allow the culture of joint family in general.

Table No. 10 Earnings from household members

Response	Frequency	Percentage
Yes	24	47.05
No	27	52.94
Total	51	100



Earnings from household members

Above table shows that, 47.05% respondents replied that their family members are working in different sectors which brings the additional income to the family while 52.94% of the respondents said that at present nobody is working from their family except the respondents.

So it is found that, majority 47.05% of the respondents do not have other income source generated by their family members and hence the respondents have to look after the famines.

If all family members earn a minimum salary:

1. **Financial Stability:** Having multiple earners can contribute to the overall financial stability of the family, making it easier to cover basic living expenses.
2. **Increased Income:** Multiple incomes mean more money coming into the household, which can be helpful in meeting various needs and aspirations.
3. **Reduced Financial Strain:** With multiple earners, the family is less vulnerable to economic downturns or unexpected expenses. This can help reduce financial stress.
4. **Enhanced Quality of Life:** Additional income can lead to an improved standard of living, allowing the family to afford better housing, education, healthcare, and recreational activities.
5. **Diversification of Skills:** Different family members may have

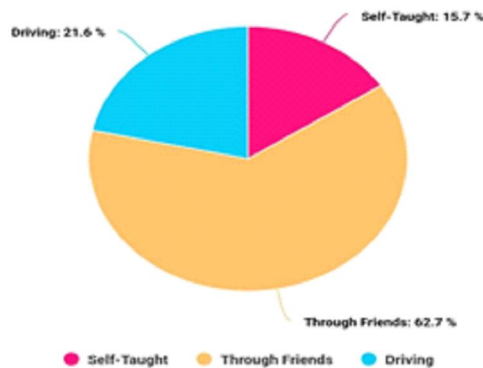
diverse skills and expertise. Having multiple earners can bring a variety of skills into the household, potentially opening up new opportunities.

6. **Increased Savings:** With more income, there is a greater potential for saving money, which can be crucial for future investments, emergencies, or long-term financial goals.
7. **Mutual Support:** Family members can provide emotional and practical support to each other, especially during challenging times. Having multiple earners can contribute to a sense of security within the family.
8. **Career Advancement Opportunities:** With more than one family member working, there may be increased opportunities for professional development and career advancement, leading to higher income over time.

It's important to note that the benefits can vary depending on the specific circumstances of each family and the overall economic conditions. Additionally, the concept of a "minimum salary" might differ in different regions or countries.

Table No. 11 Source of learning auto driving

Source	Frequency	Percentage
Self-taught	8	15.68
Through friends	32	62.74
Driving School	11	21.56
Total	51	100



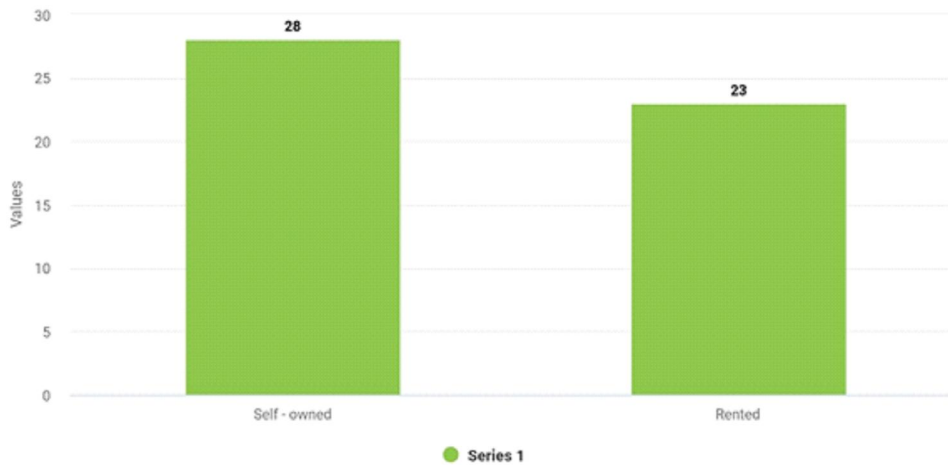
Source of learning auto driving

This table reveals that, 15.68% respondents learnt the auto by themselves, 62.74% respondents stated that, they learned the auto through their friends while 21.56% respondents said that they learnt auto driving from driving schools.

So it is concluded that, majority 89.6% respondents learned auto from their friends. They feel, it's very convenient to learn from their friends than other sources because friends give the lesson with confidence and follows the informal mode of teaching.

Table No. 12 Type of holding of Autos

Types	Frequency	Percentage
Self-owned	28	54.90
Rented	23	45.09
Total	51	100



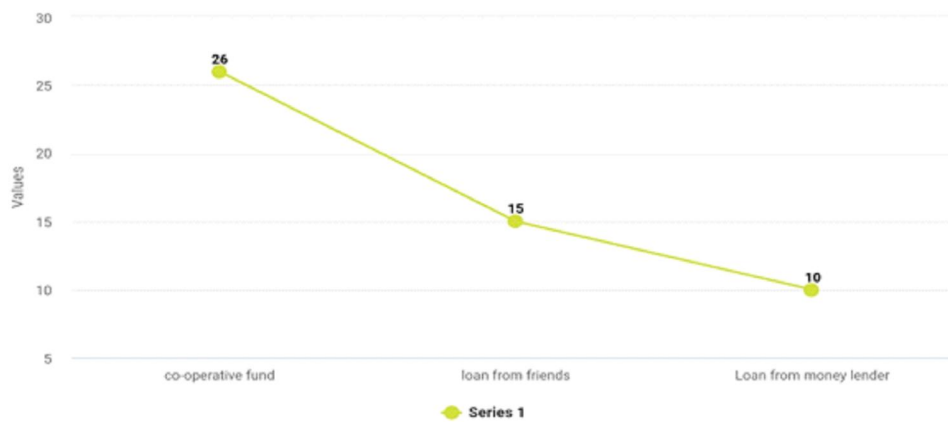
Type of holding of Autos

This table indicates that, 54.90% respondents stated that they have their own autos while 45.09% respondents replied that they are carrying out this occupation on rented autos.

So it is found that, majority 45.09% of the respondents mentioned that they have rented Autos, to have our Autos substantially investment is required which may not be affordable by the majority of Auto Walas.

Table No. 13 Source of purchase of auto

Source	Frequency	Percentage
Personal Fund	0	0
Co- Operative Banks	26	50.98
Loan from friends/relatives	15	29.41
Loan from money lender	10	19.60
Total	51	100



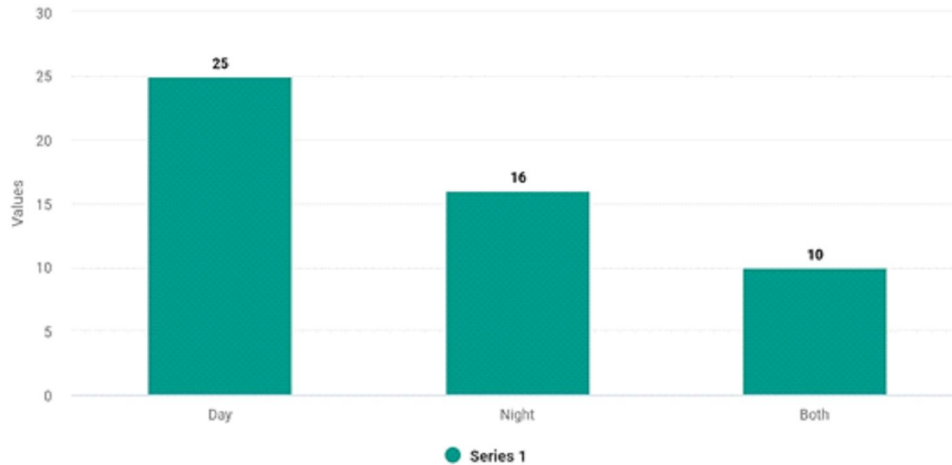
Source of purchase of auto

This table indicates that, not a single respondents could purchase the autos from personal fund, 50.98% respondents replied that they have purchased the autos from the help of banks,

29.41% respondents stated that they have taken the autos by taking the help from friends and relatives 19.60% respondents said that they have taken the money from money lender for purchasing of autos.

Table No. 14 Timing of work

Timing	Frequency	Percentage
Day	25	49.01
Night	16	31.37
Both	10	19.60
Total	51	100



Timing of work

Above table shows that, 49.01% respondents are working in daytime 31.37% respondents are working in nighttime while 19.60% respondents work in both shifts in day and nighttime also.

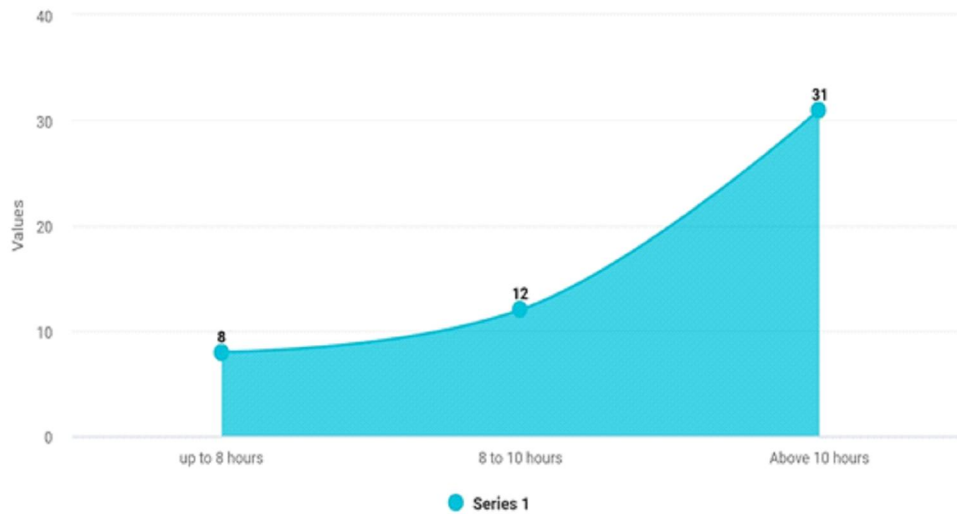
So, it is situational that, majority 49.01% of respondents follows the day timing to run the autos. This is obvious that they could get the more passengers in daytime

Table No. 15 Number of working hours

Number of hours	Frequency	Percentage
Up to 8 hours	8	15.68
8 to 10 hours	12	23.52
Above 10 hours	31	60.78
Total	51	100

Above table reveals that, 15.68% respondents replied that they work daily up to 8 hours, 23.52% respondents replied that they work for 8 to 10 hours a day and rest of the 60.78% respondents reported that they work more than 10 hours in a day.

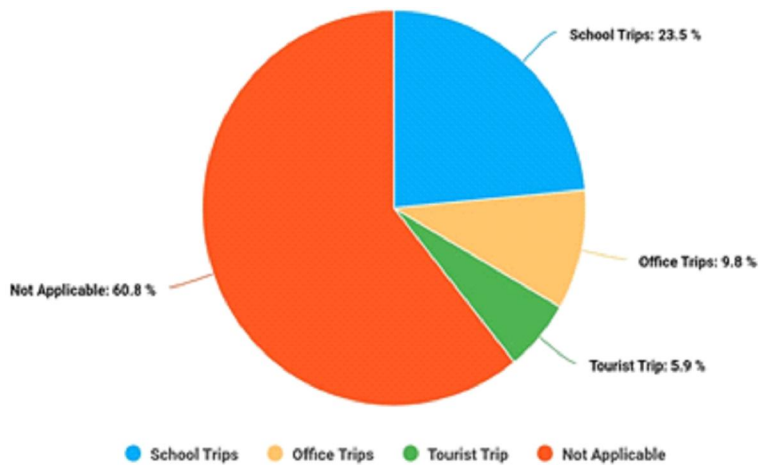
So it is found that, majority of the respondents work for 8 to 10 hours in a day which is a tiring job but they had do it their survival without any choices.



Number of working hours

Table No. 16 Types of trips

Types	Frequency	Percentage
School trips	12	23.52
Office trips	5	9.80
Tourist trips	3	5.88
Not applicable	31	60.78
Total	51	100



Types of trips

Above table reveals that, 23.52% of the respondents carries the school trips, 9.80% respondents follows the office trips 5.88% respondents follows the tourist trips while rest 60.78% of the respondents this question is not applicable. So it is concluded that, 23.52% of the respondents carries the school trips. In Haridwar the measurable numbers of schools are available and so accordingly auto Wala's gets an opportunity to be associated with specific schools and carry on the school trips. This is an avenue of definite income but with definite responsibilities.

Findings

1. All respondents are male. In the Indian society majority of the work force is occupied by the males. So it is evident that due to the nature of work and dominance by male counter part females have not been attracted towards this occupation and so this has been left for the males for years together.
2. It is a found that different age group of respondents are involved in this occupation and further it is found that majority 54.0% respondents are from the age group 49-50 years.
3. It can be found that majority of the respondents have taken the education up to secondary level and so that could be a reason to follow this occupation. Because to get into other occupation the educational qualification itself is a entry point. So level of education and occupation are co-related as stated in the hypothesis.
4. It can be found that majority of respondents are Hindus and rest of the percentage are covered by other religion. So it could be said that religion is not a ground to choose this occupation.
5. It can be found that majority of the respondents are married and it is obvious also because majority of them falls in the age group of 31 and above.
6. It is found that nuclear families are common in city are as and so the majority of the respondents stays in nuclear family but still few percentage of the respondents stays in joint family which is a treated as a good sign elsewhere both the types has got its merits and demerits.
7. It is found that majority of the respondents are having 1 to 5 members in their family because they stay in the nuclear type of family which is very commonly found in the city areas. The nature at city does not allow the culture of joint family in general.

8. It is found that majority of the respondents stated that they have rented Autos, to have own Autos sizeable investment is required which may not be affordable by the majority of Auto Walas.
9. It is marked that majority of respondents follows the day timing to run the autos. This is very obvious that they could get the more passengers in daytime.
10. It is a found that that the respondents follows the school trips. In Haridwar the countable numbers of schools are available and so accordingly auto Wala's gets an opportunity to be associated with specific schools and carry on the school trips. This is an avenue of definite income but with definite responsibilities.
11. It is found that most of the of the respondents are facing the back pain problem which is because of cushioning of auto, style of sitting and driving, bad road conditions, old model of autos and so on. Besides this also other types of health diseases through which respondents are suffering from but few of them are related with age factor as their age grows certain health problems ought to be faced.
12. It is found that majority of the respondents would love to do the government job then followed by the private job because stability respect prospect is associated with such kind of job with guranted income and this is always lacking in the present occupation followed by the respondents.
13. It is found that all 100% of the respondents get the additional income from the advertisement displayed on backside and flaps of the both the doors of auto. In fact the amount out of the advertisement is not that substantial but the small amount comes from this source also helps the respondents.

Conclusions

1. The researcher has concluded certain things on the basis of findings and observations made while doing the research
2. The present study concludes the auto rickshaw occupation is male driven occupation having no or very migure scope is left for woman.
3. Majority of the respondents follows this occupation for the survival of their families and works for almost all 8 to 10 hours a day.

4. It is also concluded that majority of auto rickshaw drivers are not aware about different government schemes and so they are deprived of getting the benefits out of it.
5. It is also concluded that auto rickshaw drivers faces day to day challenges like mismatch fuel pricing and fare, other competitors like vadaps and Municipal Bus services.
6. It is also concluded that especially young auto rickshaw drivers wish to change this auto rickshaw driving and would love to join other sector where definite income source is there.
7. It is also concluded that uncertainty is a part and parcel of this occupation and so most of the auto rickshaw drivers face the stress.
8. Finally it is concluded by the researcher that rickshaw drivers expect from the society at large that they should be given the respectful treatment and it is very natural and obvious.

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