CHAPTER VII

CONCLUSIONS AND SUGGESTIONS
A brief account of the study, and conclusions and suggestions are given in this chapter.

RESUME

The area of Bangalore is 2191 Sq.kms; with population of 65.23 lakhs. Bangalore is called as a Happening city. It happened 3 or 4 decades ago, when it officially became the fastest growing city in Asia. Bangalore had all greatest hallmarks of a metropolis- a growing trade district, participatory politics, arts and culture, tolerance of migration, social peace and aspirational status that allows every one and anyone regardless of class and caste. At present the Bangalore is at the forefront of many movements, science, politics, business and arts and finding its voice in the world.

Bangalore is the capital of Karnataka State. It is located in the South eastern corner of Karnataka State on a ridge-top running through the middle of the Mysore plateau from west to east at an average elevation of 900 meters. The maximum distance between western and eastern tips is about 50 Kms. Bangalore is one of the 24 raising urban stars. Bangalore the Silicon valley of India is arguably becoming the most high profile technology hub in the developing world. The city witnessing notable success in the attraction of large off shore facilities of multinationals in software services and contact centers which is acting as a catalyst for indigenous growth. Many industries, small and big and public and private are located in and around the city.

Bangalore is truly as Pandit Jawaharlal Nehru once called "The city of future". The salubrious climate throughout the year, plain land around the
city, excellent accessibility and concessions offered by the State attracted outside entrepreneurs to start industries in Bangalore. The changing Bangalore means an opportunity for many. An innovative retailer will find the demand for global brands lucrative. The career-minded have opportunities in the corporate field that this city throws open to them.

Professionals and entrepreneurs alike will find this burgeoning city a suitable base to operate in. Bangalore is easily accessible from all major commercial centres in the world and corporate houses would count that as a heavy plus while choosing a base. Bangalore is scoring high in the count of connectivity and convenience which are the two major factors that have a bearing on the growth and development of a city in commercial terms. The infrastructure and development and international airport, I.T.hub, cosmopolitan culture, a heady mix of availability of talent, space for large campuses relatively close to the city, salubrious climate, and commercial importance of the city speaks of importance like auto-rickshaw.

The use of auto-rickshaws in a city, Bangalore where there is no proper parking area definitely reduces the need for parking places. A car needs a minimum of two parking places— one at home and one at the destination and whereas an auto-rickshaw just needs one parking place in the city and it does ten trips a day, it reduces the need for nine parking places at home and the destination. Further, an auto-rickshaw carries same number of people on an average, takes one-third of a car and it wears out much less road, has less rubber/tyre use, and uses one-third of national resources to produce it. Auto-rickshaws are lesser weight, pollute less, moves in lesser speed and can not
produce fatal accidents. Auto-rickshaws are preferred to move in the interior narrow roads where no vehicle can enter easily. Such auto-rickshaws are cheaper than taxis, speedier than cycle-rickshaws, personalized when compared to city bus service and flexible than railways.

As per one estimate, there are about 1,50,000 both licenced and unlicenced. More than 3,00,000 Auto-rickshaw drivers are dependent on them. They form an important segment of the society. So far, a scant attention has paid by the researchers. The cry of the loosely organized, most important in the transport sector, and they belong to the informal sector can not be ignored more. Poverty still haunts despite crossing of 59 years of independence, unemployment is on par with the world level, and many in Bangalore are either unemployed or working at a job that does not pay even a subsistence wage. Mr. TaQi Ali Chief of International Labour Organisation, said “nobody has the answer, or a set of answers, that could end the crisis.” The existence of high unemployment, poverty prevalent on large scale reflects the failure of political economic corporate management. Hence, a need for the study, to begin with self-employment and auto-rickshaw transport service is found. A study, is felt, planned and executed.

The objective is to study self-employment scheme, Government sponsored, and self sponsored schemes, auto transport service, unionisation activities of the unions, traffic rules, code of Auto-drivers, Traffic environment, Traffic management, problems of auto-drivers, working and living conditions of respondents in Bangalore city. The study is explorative in nature.
The reasons for selecting Bangalore city were nativity, proximity, convenience and relevance. Auto-rickshaw drivers come under self-employed and loosely organized urban informal sector. Entry into and exit from the occupation are free and informal in nature. Auto-rickshaw driver is the final in any decision making, and deals with men, women and children of all ages with a variety of social, economic, and political backgrounds, behaviours and attitudes.

A sample of 500 auto-rickshaw drivers was selected on random basis. The selection of the sample was done in two stages. First 20 auto-rickshaw stands were selected and then 25 respondents from each stand, thus making a total of 500 individual auto-drivers.

Data were collected with the help of a schedule designed for the purpose, personally from the auto stands. While collecting data, no discrimination was made and the first respondent in the queue was preferred and in case if he is reluctant to give data necessary, the immediate next respondent was preferred. The data so collected were analysed by using percentage, average and coefficient of correlation measure.

FINDINGS

On the basis of the analysis presented in previous chapters, the following findings are made. They are:

460 respondents or 92 per cent are either young or middle aged. Auto-rickshaw driving is a strenuous job. Therefore, majority of the respondents are youngsters and middle aged. Some youngsters would like to take this job as a
stop gap arrangement. 325 of the respondents or 65 per cent live with big family size. Poverty and big family are going together. This is an important consideration in determining the fare level of Auto-rickshaw Drivers since majority of the Auto-rickshaw drivers have to support families and are not single families who can live with minimum wages.

Of the sample 500, 379 respondents forming 75.8 per cent are living out of running rented auto-rickshaws. Every day, they have to pay the minimum rent whether they earn the same or not. Net collections minus expenses of fuel, rent food and other expenses will be the margin available for the respondent. The respondents who own the auto have to pay towards maintenance and obtaining permit, etc. 340 respondents or 68 per cent obtain finance and licence through the financer who is ready to lend money depending on the model and conditions of the vehicle.

Generally, the respondents do not approach commercial banks in order to avoid to possible delay. The respondents are supposed to pay not only towards chassis, insurance and meter but also for the conversion of engine to LPG. Vehicle ownership, financing, payment of taxes and conversion of engine to LPG are most important considerations that are need to take into account while fixing fare welfare activities initiation and training.

The profession of Auto-rickshaw has accepted by all religions.

So far concerning gender, 350 respondents forming 70 per cent are married and 150 respondents forming 30 per cent of the respondents are unmarried because various reasons. Some might have considered it too early to
marry, some on account of economic constraints and some are bold enough to say they are single only on account of lower margin which is not supporting their children and wife.

Literates are 475 respondents which form 95 per cent. Kannada is the language of the State. Naturally, Kannadigas live in the city more. Since Bangalore metropolitan is fastest growing city in Asia, people belonging to other States are also found here. Language is not a problem in Bangalore. Many of the respondents speak English, Hindi, Tamil, and Telugu in addition to Kannada.

Of respondents, 195 or 39 per cent respondents are migrants. They only moved to Bangalore in search of better job. The heavy migration is only on account of continuous drought situation for the successive fourth year.

SELF-EMPLOYMENT

The inability of organized sector and failure of monsoons in Karnataka together with failure of Government sponsored self-employment schemes forced the unemployed either educated or uneducated to take up some kind of self-employment either Government sponsored or self sponsored.

The employment situation in Karnataka is not encouragive. The number of job seekers as per employment exchange live register was 20.21 lakhs in November 2001. The placements made in April and November 2001 are only 3577. This shows a great difference between job seekers and placement made.
Self-employment schemes are (1) wage employment covering uneducated unemployed and (2) self-employment schemes covering educated unemployed. Many Government sponsored self-employment schemes are failing on many counts. It is true to say that core of unemployment remained at high.

Welfare programmes are specialized programmes being implemented by the public authorities to support and empower people who are unable to empower themselves. Roughly three quarters of Indian poor live in rural areas and thus rural development is a fundamental for poverty alleviation. Therefore, a pragmatic auto centered policy implementation makes the Government to save money and to reduce unemployment rate.

Many respondents are not union members. Hence, low membership in all the unions except Auto-Rickshaw Drivers Union (CITU), because of the reasons like misappropriation of funds, misusing position and conniving with people in power, and unnecessary entry into politics. But 187 respondents or 37.4 per cent strongly feel that now-a-days union membership is essential on account of changing situation in Bangalore, wherein Government wanted to restrict, redefine the traffic situation and the role of auto-rickshaws. Respondents to the extent of 25 or 5 per cent become members only at the time of getting a favour from the union and the moment the need is satisfied the respondents withdraw membership immediately. Dual membership is not reported.

Only 63 respondents or 12.60 per cent are satisfied with the union and the rest of 437 respondents or 87.4 per cent are dissatisfied. Respondents of 25 or 5.00 per cent who expressed satisfaction give reasons of help by the unions
in the case of raising a loan, getting vehicle and driving licences, attending to legal matters, settling disputes, getting the rates revised, and taking the harassment issue to press, Government and people. Many unions have some political party affiliation. Unions with political party affiliation strive for propagating their political ideologies in their party interest even by mortgaging the interest of the respondents.

**WORKING HOURS**

Of the 500 respondents 300 or 60 per cent work 18 hours a day. This is more than the normal working hours prescribed for factory workers by the Factories Act (i.e., 8 hours a day). 75 respondents or 15 per cent of 500, work for more than 16 hours a day. Interlocality variations are not cognizable. The average for all the respondents amounts to about 140 km with passengers and 60 km without passengers. At least 20 per cent of the distance covered is without passengers. Return journey may not fetch suitable return.

On an average, respondents at present work for 15.54 hours, a day. Range is 6 hours and modal working hours per day are 18 hours. The study reveals that 80 per cent of the respondents work on all the days without taking rest. Nearly 20 per cent of the respondents take rest weekly once.

Respondents are exposed to risk of driving the vehicle under the hot sun, in biting cold and during inclement weather. Antisocial elements sometimes entice them with some easy money and encourage them to involve themselves in anti-social activities. They are sometimes used by political union as goondas.
for selfish means. All the rules and regulations regarding working conditions applicable to the factory workers, do not apply to the respondents.

**MONTHLY INCOME:**

On an average, the respondents in Bangalore earn Rs. 4100 a minimum to Rs. 10,742 a maximum. The overall minimum and maximum varies between Rs 4,100 and Rs.10,500. The average range is Rs 3,292 for all localities (Table-6.1). All the respondents sit behind the handle to get their daily margin as expected otherwise they have to work more hours which is a common scene in Bangalore.

Only negligible amount of respondents go for overcharging. The reason behind overcharging is due to frequent hike in petrol prices, heavy competition and frequent challenge by the police. The menace of overcharging can be stopped by restructuring the meter as per hike in the petrol prices. 300 respondents or 60 per cent of the total have adopted already LPG. The commuters are happy with the electronic digital meter as they show the amount and the distance covered simultaneously.

The average monthly expenditure on food and non-food items varies from Rs. 1510 per month to Rs 1780.50 per month. On an average all respondents spent Rs 1624.45 per month. The expenditure on general provisions, oils, cereals, pulses etc., varies from Rs1030 to Rs 1300 per month. All respondents spent too much on general provisions.

The average monthly expenditure of respondents on non-food items varies from Rs 5,055 to 7,669. Children education in Bangalore is becoming a
problem and majority of respondents can not send their children to the Minority institutions. It is reported that 450 respondents or 95 per cent respondents have complained English convents and minority institutions have rejected the admission of respondents children.

A large number i.e., 379 or 75.8 per cent of respondents live in rented houses. The dwelling unit is either located in the slum area or outer skirts of Bangalore. The houses are mostly single room tenements which are accounted for 82 per cent. The survey reveals that no respondent is living in three bedroom house.

The respondents of 210 or 42.00 per cent who are living in the slum areas do not possess either a separate latrine or private tap water facility. All the houses in the slum are only white washed and all respondents feel the mosquito menace too much. The living conditions of many respondents are below the average living conditions.

As many as 458 respondents or 91.6 per cent have expressed the problem at the time of renewal and getting a new licence. It is also true that 125 number of respondents or 25 per cent do not maintain the vehicle up-to-date. Hence, they offer bribe in order to come out of all problems. As many as 270 respondents or 54.00 per cent obtain licence through the financiers.

Own vehicle is possessed by 121 respondents or 24.2 per cent. They take the responsibility of monthly installment payment to financiers and also meeting the maintenance expenditure. An estimated number of 400
respondents out of 500 including both rent and own obtained finance through private financiers at higher rate of interest.

The respondents prefer private money lenders because, they get immediate finance, driving licence and vehicle permit. Banks insist on too many formalities and insist upon the following.

1. Address proof in the form of ration card or telephone bill,
2. Guarantor’s salary certificate, and
3. Payment of initial money.

Many a times the respondents will be freed only on the payment of bribe. When the respondents pay bribe on account of yellow line cutting, overload, no entry, no driving licence and permit they land into trouble because all the earnings has to be payable in the form of bribe. On account of the payment of mamool the children’s education and health will suffer a lot and, food and shelter is going to be a problem. Out of 151 Challenges made by the respondents in the courts against the police the respondents have won in 125 cases.

**SUGGESTIONS**

On the basis of the findings made, the following few suggestions are made to improve the plight of the auto- rickshaw drivers.

The number of unions may be reduced to two or three depending upon the area and number of the auto. The unions may be formed on area basis
without any political affiliations. The membership must be made compulsory. By doing, so it is possible for the union.

(a) To control the entry of unscrupulous persons into the occupation,

(b) To safeguard the interest of auto-rickshaw drivers in case of police harassment, Regional Transport Office, municipal authorities, owners of the auto-rickshaw and by the anti social elements, and

(c) To take care of auto-rickshaw drivers and their families in times of need.

Training should be given to the auto-rickshaw drivers periodically on the lines of Delhi in the name of “badge training” programme covering the matters like:

(a) Driving,

(b) Understanding the socio, economic and political conditions of roads

(c) Repairs and maintenance of the auto-rickshaw,

(d) Hygiene and sanitation,

(e) Individual and group behaviors,

(f) Citizenship,

(g) Collective bargaining,

(h) Trade union activities,

(i) Maintain social dignity and responsibilities,

(j) Impart dignity of labour by making the drivers themselves the rights and duties.
The workshops on the line of Delhi should be conducted addressing the auto related problems of the drivers, customers and law enforcing authority. The driver should be made to understand all traffic rules and regulations. Choice of route and its implications with regard to trip time, trip-distance, fuel conservation, pollution reduction, accident prevention and matters should be given in the form of first hand information.

The space should be provided for standing and parking for auto-rickshaws at convenient places of offices, place of business, bus stand, schools, residential area, hospitals, markets and airports.

Respondents unions shall persuade the public and private commercial and industrial undertakings; and social service institutions to provide free medical checkups periodically to the auto-rickshaw drivers just as being done at present by Auto-rickshaw Drivers Welfare Association.

Respondents form a good media of advertisement. The private and public commercial undertakings can use this means. They can supply rain coats and hats with their logos to the respondents so as to protect them in rainy season. They should be issued with identity cards bearing photo, name and registration number and should be asked to wear them on left pocket of the shirt.

The police should stop booking false cases against respondents. At present this cause is grossly misused by the police to register false cases. The unions should arrange the supply of tubes and tyres to the poor auto-rickshaw driver on installment basis at nominal rates of interest on the lines Adarsha Auto-rickshaw and Taxi Drivers Union (Hind Mazdoor Saba).
The Corporation authorities should provide sheltered auto-stands near the city bus stops with basic facilities of toilet and telephone. Flag meter should be immediately replaced by yankey meters since flag meters are not only expensive but also found often wrong readings.

Introduce incentive schemes to the good and accident less drivers. Felicitations to accident less drivers should be conducted once in an year on the lines of Auto Drivers Union.

The carrying complaint book issued by Regional Traffic Office must be made compulsory so as to enable the commuters to record their experiences with drivers. The remarks made by the commuters should be taken into account while sanctioning vehicle and driving vehicles and designing a training programme. The government should frame an auto centered policy after consulting different organizations, union leaders and social institutions. More prepaid booths should be opened.

The Government and/or local bodies should be liberal in creating or building respondents colonies with all facilities in different parts of the city and in allotting house sites and low cost houses to the respondents as there is need to improve their living conditions.

The police mamools should be discouraged by proper authorities as it is going to reduce the daily income of respondents.

Endowment fund should be created by the philanthropies in a bank for the welfare of respondents similarly on the lines of Andhra Pradesh where the
film director Sri Narayan Murthy deposited some amount on the eve of success of the film "ore rickshaw". An auto rickshaw bank should be opened up immediately in order to meet all requirements of the members of that bank.

The plight of the respondents in the city can be improved to a considerable extent if the suggestive measures are implemented.