CHAPTER - VIII
PROBLEMS OF TRUCK DRIVERS

It was found that the distribution plan for NFCL is pending due to lack of trucks in right time as a result the farmer is facing shortage in the fertilizers availability. In Andhra Pradesh there are over 4, 89,379 goods vehicles. NFCL requires an average of 120 trucks per day to distribute its products. It was found that the truck drivers are not interested in this field as they are facing many problems on the way to their destination and in the society too. Hence a keen study is undertaken to study the problems of the truck drivers as they are the key players of logistics in the supply chain management of fertilizer industry.

The problems could be their economic standards, life style, family backgrounds and other external societal factors. Therefore the socio economic aspects are considered.
Table 8.1:- Social aspects of Truck Drivers: Social Factors Considered – Age, Education and Experience.

<table>
<thead>
<tr>
<th>AGE</th>
<th>EDUCATION</th>
<th>EXPERIENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age groups</td>
<td>No of respondents</td>
<td>%</td>
</tr>
<tr>
<td>Below 18 years</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>18 – 25 years</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td>25 – 30 years</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td>30 – 40 years</td>
<td>60</td>
<td>30</td>
</tr>
<tr>
<td>above 40 years</td>
<td>80</td>
<td>40</td>
</tr>
<tr>
<td>Total</td>
<td>200</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Survey Data

INTERPRETATION:

The Table 8.1 shows the social aspects of the Truck Drivers of 200 respondents. The main idea of the study is to examine the social factors like age, educational qualification, and experience in this field. In the age factor out of 200 Truck Drivers 0% reported they are having age below 18 years which indicates none of them are minors. 15% reported they are in the age group of 18 – 25 years and 15% reported they are in between 25 – 30 years, which indicates the youngsters are less interested in this field. 30% reported they are having 30 – 40 years age and 40% reported they are having above 40 years age which indicates the rigidity in their occupation.
Under education factor 30% reported they are having studied Primary school and 40% reported they are having studied High school which indicates the poor education during adolescence. Which creates insecure employment and they will stick to dead end jobs with which they have to struggle hard for their livelihood. 20% reported they have studied Inter, 7% reported they are having UG and only 3% of truck drivers reported they are having studied Post Graduation which indicates the highly educated are less interested in this job.

Under experience factor out of 200 Truck Drivers 10% reported they are having 0 – 3 years of experience. 20% reported they are having 3 to 5 years and 30% reported they are having 5 – 8 years of experience in this field. 20% reported they are having 8 – 15 years and 20% reported they are having above 15 years of experience.

Hence it is suggested that the government should provide all the basic social elements like education and training to the truck drivers of all the age groups from 18 above so that they will do this job as a profession like other professional jobs so that many are attracted and the problem of unemployment can be solved to some extent.
Chart 8.1: Social aspects of Truck Drivers: Social Factors Considered – Age, Education and Experience

- **AGE**
  - Below 18 years: 0
  - 18–25 years: 30
  - 25–30 years: 30
  - 30–40 years: 60
  - Above 40 years: 80

- **EDUCATION**
  - Primary school: 60
  - High school: 60
  - Inter: 40
  - UG: 14
  - PG: 6

- **EXPERIENCE**
  - 0–3 years: 20
  - 3–5 years: 40
  - 5–8 years: 40
  - 8–15 years: 60
  - Above 15 years: 40

- **No of respondents**
Table 8.2
Chart 8.2: Economic Aspects of Truck Drivers

Economic Factors Considered: Income, House details, Own house details, Rent details, Marital status and number of children

**INTERPRETATION**

Chart 8.2 shows the economic aspects of the Truck Drivers of 200 respondents. In the income factor out of 200 Truck Drivers, 40% reported they are earning below Rs. 5000 pm and 40% reported they are earning from Rs. 5000 to 10000 pm which indicates how miserable lives they are leading with less income. 15% reported their income is Rs. 10000 – 15000 and only 5% reported they are earning above Rs. 15,000 pm.

Under residential factor, 60% reported they are having own houses and 40% of Truck Drivers are not having own houses, under own houses factor out of 120 truck drivers, 50% (8% hut, 42% brick & tiles) reported they are not having a proper house. 46% reported they are having single story buildings and only 4% reported they are having multiple story buildings.
Under rent details out of 80 truck drivers 38% reported they are paying less than Rs. 500 rent pm and 50% reported they are paying Rs. 500 – 1000 rent per month. Only 12% reported they are paying above Rs. 1000 per month.

Under marital status out of 200 respondents 75% reported that they got married and 25% reported they are unmarried. Under the no of children factor out of 150 truck drivers 10% of them reported they are having no children, 20% of them reported they are having 1 child. 53% of them reported they are having 2 children and 17% of them reported they are having more than 2 children. This indicates with less income and large family size it’s very difficult to lead their lives and maintain a proper life style.

Hence it is suggested that the government should provide all the essential economic factors like minimum sustainable wages / salaries, residential facilities to the truck drivers to lead a good life style in the society this can encourage the new generation by promising a secured job.
Chart 8.3: Economic Aspects of Truck Drivers: Economic Factors Considered: Education of Children, Driver’s Spouse’s Education, Amenities in the House and Problem Creators on the Road

**INTERPRETATION:**

Chart 8.3 shows the economic aspects of the Truck Drivers of 150 respondents (only 150 are got married). In the education of children factor 11% of truck drivers reported their children are studying preschool, 20% reported their children are studying primary school. 25% of truck drivers reported their children are studying high school and 24% reported their children are studying inter. 11% of truck drivers reported their children are studying UG and 9% reported their children are studying PG.

Under the education of their spouse’s factor, out of 150 Truck Drivers 35% reported their spouses are having studied only primary school education and 30% reported their spouse studied high school. 20% reported their spouses are having studied inter and 10% reported their spouses are having studied only UG and 5%
reported their spouses are having studied only PG. This indicates only few educated women choosing drivers as their life partners.

Under Amenities in the house factor out of 200 respondents 95% of them reported they are having television for entertainment in their home. 20% of them reported they are having refrigerator, 50% reported they are having gas stove. 10% of them reported they are having two wheelers and only 5% reported they are having AC in their home. This indicates less materialistic life style of truck drivers.

Under problem creators on the way out of 200 respondents, 100% reported they are facing problems from check posts, 90% reported they are facing problems from break inspectors and 95% reported they are facing problems from police. 75% reported they are facing problems from other vehicles, 85% reported they are facing problems from fuel filling stations, 100% reported they are facing problems from toll gates and 65% reported they are facing problems from owners and 60% reported they are facing problems from workers. 40% reported they are facing problems from employees, 50% reported they are facing problems from loading and unloading workers and 60% reported they are facing problems from dealers and helpers. This indicates how bad treatment they are getting from the society as they are leading a poor life style with poor factors of socio-economic aspects.

Hence it is suggested that the govt. should provide a sound package to truck driver’s welfare and economic well being which can minimizes the inequality in economic and social status so that these job holder are also get respect from the other groups of the society.