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# SOCIAL AND ECONOMIC PROBLEMS OF RICKSHAW PULLERS IN JAIPUR



Vishal soni

TRAINEE

CCS



## **Centre for civil society**

Dated:

### **CERTIFICATE**

I feel immense pleasure in certifying that Mr. Vishal Soni has worked on this field work "**SOCIAL AND ECONOMIC PROBLEMS OF RICKSHAW PULLERS IN JAIPUR**" under my supervision and guidance in partial fulfillment of the requirement for the one month training for master degree in social work. In my opinion it is an original piece of work.

I consider it for submission, evaluation award of degree.

I give him best wishes for his future endeavor.

**MR. AMIT CHANDRA**

**PROGRAMME CO-ODINATOR**

**CENTRE FOR CIVIL SOCIETY**



## **PREFACE**

The Centre for Civil Society is an independent, non-profit, research and educational organization devoted to improving the quality of life for all citizens of India by reviving and reinvigorating civil society.

But CCS doesn't run primary schools, or health clinics, or garbage collection programs. CCS does it differently: it try to change people's ideas, opinions, and mode of thinking by research, seminars, and publications. CCS champion limited government, rule of law, free trade, and individual rights.

CCS is an ideas organization, a think tank that develops ideas to better the world. It wants to usher in an intellectual revolution that encourages people to look beyond the obvious, think beyond good intentions, and act beyond activism.

CCS believes in the individuality and dignity of all persons, and their right to life, liberty, and pursuit of happiness. It trusts their judgment when they cast their vote in a ballot box and when they spend their money in a marketplace. CCS is driven by the dream of a free society, where political,



social and economic freedom reigns. CCS is soldier for a Second Freedom Movement.

## **What is Civil Society**

Civil society is an evolving network of associations and institutions of family and community, of production and trade, and of piety and compassion. Individuals enter into these relationships as much by consent as by obligation but never under coercion. Civil society is premised on individual freedom and responsibility, and on limited and accountable government. It protects the individual from the intrusive state, and connects the individual to the larger social and economic order. Civil society is what keeps individualism from becoming atomistic and communitarians from becoming collectivist. Political society, on the other hand, is distinguished by its legalized power of coercion. Its primary purpose should be to protect, and not to undermine, civil society by upholding individual rights and the rule of law.

The "principle of subsidiary" demarcates the proper arenas for civil and political society and for local, state, and central government within the political society. The principle suggests that the state should undertake



those tasks that people cannot undertake for themselves through voluntary associations of civil society.

The focus on civil society enables one to work from both directions; it provides a "mortar" program of building or rebuilding the institutions of civil society and a "hammer" program of readjusting the size and scope of the political society. Both programs are equally critical and must be pursued simultaneously. Weeds of the political society must be uprooted and seeds of a civil society must be sown.



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## **ACKNOWLEDGEMENT**

**“Outstanding achievement is not possible in vacuums. It needs lot of help and assistance besides a healthy environment, luckily I have.”**

First of all I would like to express my sincere gratitude and heartiest admiration to learned supervisor Mr. Amit Chandra, Program Coordinator, Centre for Civil Society, Jaipur, Head Office At Delhi, for his kind guidance and encouragement throughout my research work. Who guided me expert guidance at every stage and has been kind enough to extend his able dynamic, pious and virtual guidance throughout the study.

I am cordially grateful to Mr. Amit Gond of Centre For Civil Society, for his kind help and guidance.

Including those people who were most supporting in the research, were my near and dear and I am grateful to my friends for their cooperation and help.

I also my sincere regard to my parents without their immense help in the form of courage and inspiration I would not seen the road of success.

Dated:

Vishal soni



## **INTRODUCTION**

As per the survey conducted by the National Sample Survey Organization (NSSO) in the year 1999-2000 total workforce in India is about 397 million. Out of this, about 28 million i.e. 7% are in the organized sector. The balance 369 million workers comprising 93% of the total workforce are in the unorganized sector. And out of this unorganized sector, there are 10 millions of rickshaw pullers in India, which comprises about 5% of unorganized sector. Various social security provisions for protection of workers in the form of medical & sickness benefit, maternity benefit, pension, life insurance etc. are the long felt needs of the labor force, particularly in the unorganized sector where workers, at large, neither have access to these benefits nor have the statutory backing for their enforcement.

The rickshaw pulling is also the most common example of the unorganized sector. One, who has a little knowledge and skills, can enter into this profession. It does not need any special knowledge as well as a huge investment. Most of the rickshaw pullers say that it is a good job than working in an factory, at least they can choose their own working hours and own working area, most of them say that in factory there is a minimum income and one has to do maximum work, but in case of rickshaw pulling



the investment of time is equal to the income, they earn according to their work and they earn much more than a worker earning in a factory.

Cycle rickshaws provide a much needed and valuable public service, especially for the low-income groups in our cities. Even today, a kilometer long ride in a cycle rickshaw costs no more than five rupees. An auto rickshaw charges Rs 15 to 20 for the same distance. In the city area and in some of the colonies are meant for the poor, where the lanes and by-lanes are too small for motorized vehicles, cycle rickshaws are the only available means of transport.



## History



Rickshaws were first seen in Japan around 1868, at the beginning of the Meiji Restoration. They soon became a popular mode of transportation, since they were faster than the previously used palanquins (and human labor was considerably cheaper than using horses).

The identity of the inventor remains uncertain. Some American sources give the American blacksmith Albert Tolman, who is said to have invented the rickshaw around 1848 in Worcester, Massachusetts for a



missionary; others claim that Jonathan Scooby (or Jonathan Goble), an American missionary to Japan, invented the rickshaw around 1869 to transport his invalid wife through the streets of Yokohama. Other scholars think it is Izumi Yosuke, a restaurateur in Tokyo in 1869. None of these dates, however, are as early as the French sources.

Still others say the rickshaw was designed by an American Baptist minister in 1888. This is undoubtedly incorrect, for an 1877 article by a The New York Times correspondent in Tokyo stated that the "jinrikisha, or man-power carriage" was in current popular use, and was probably invented by an American in 1869 or 1870.

Japanese sources often credit Izumi Yosuke, Suzuki Tokujiro, and Takayama Kosuke, who are said to have invented rickshaws in 1868, inspired by the horse carriages that had been introduced to the streets of Tokyo shortly before. Starting in 1870, the Tokyo government issued a permission to build and sell rickshaws to these three men; the seal of one of these inventors was also required on every license to operate a rickshaw.



By 1872, some 40,000 rickshaws were operating in Tokyo; they soon became the chief form of public transportation in Japan. (Powerhouse Museum, 2005; The Jinrikisha story, 1996)

## **HISTORY IN INDIA**

Around 1880, rickshaws appeared in India, first in Shimla and then, 20 years later, in Calcutta (now Kolkata). Here they were initially used by Chinese traders to transport goods; in 1914 the Chinese applied for permission to use rickshaws to transport passengers. Soon after, rickshaws appeared in many big cities in Southeast Asia; pulling a rickshaw was often the first job for peasants migrating to these cities.

Though most of India has migrated to motorized auto rickshaws, hand pulled rickshaws do exist in a few pockets and towns. As of 2005, the last sizeable fleet of rickshaws can be found in Kolkata (Calcutta), where the rickshaw puller union resisted prohibition.



Several major streets have been closed to rickshaw traffic since 1972, and in 1982 the city seized over 12,000 rickshaws and destroyed them. In 1992, it was estimated that over 30,000 rickshaws were operating in the city, all but 6,000 of them illegally, lacking a license (no new licenses have been issued since 1945). The large majority of rickshaw pullers rent their rickshaws for a few rupees per shift. They live cheaply in hostels, trying to save money to send home. Each dera, a mixture of a garage, repair shop, and dormitory, has a sardar that manages it. Pullers often pay around 100 rupees per month to live in a dera. Hindu and Muslim pullers often share housing. <http://en.wikipedia.org/wiki/Rickshaw> - cite note-Trillin100-7 Some pullers sleep in the streets in their rickshaws.

As of 2008 many of the Kolkata rickshaw pullers originate from Bihar which is considered to be one of the poorest states in India.



## **NEED OF THE STUDY**

The need of this study is realized because there is no one to look after the rickshaw pullers. They face lots of problems in their daily life. They do not have enough resources that they can full fill their basic needs as well as their family needs; most of them even do not have any skill that they can do a job. They are ignored by the govt. and are not paid much attention. Previously there was a provision of licensing and registration of rickshaw, but now there is not any provision like this. As most of the rickshaw pullers are migrated so most of them do not have their own house, either they live on rented *jhuggi jhopadi* or they live on road side on their rickshaws only.



## **RESEARCH OBJECTIVE AND METHODOLOGY**

### **OBJECTIVE OF THE STUDY:**

- To find out the problems faced by the rickshaw pullers in pulling the rickshaw in Jaipur city.
- To check the economic status of the rickshaw pullers in Jaipur.
- To check the social status of the rickshaw pullers in Jaipur.
- To study the financial inclusion of the rickshaw pullers in Jaipur.
- To find out if govt. is having any scheme for them.



- To see that what are the entrepreneurial skills which the rickshaw pullers are having.
- To find out their income and expenditure.

### **METHODOLOGY:**

- Interview schedule.
- Observations.
- Discussions.

### **SAMPLE SIZE:**

The sample size is 30 rickshaw pullers.

### **STUDY AREA:**

#### **Location and area of Jaipur:**

The geography of Jaipur is significant. It has its location in Rajasthan state of Indian continent. It is the state capital of Rajasthan encompassing total area of 200.4 km<sup>2</sup> (77 SQ MI). Its height rises to approximately 432 meters or 1417 feet above the mean sea level.

Study area includes the main areas of the Jaipur city where these rickshaw pullers are more in numbers. These areas include the old city area in which the rickshaw pullers of different markets are include like *Badi chopar*, *Choti*



*chopar, Bapu bazaar, Transport nagar, Tripoliya bazaar, Chandpole bazaar.*

And also the railway station area is included in the study.

Samples from these areas are taken because there is large number of population of rickshaw pullers as well as users of rickshaws in these areas.

## **Hypothesis**

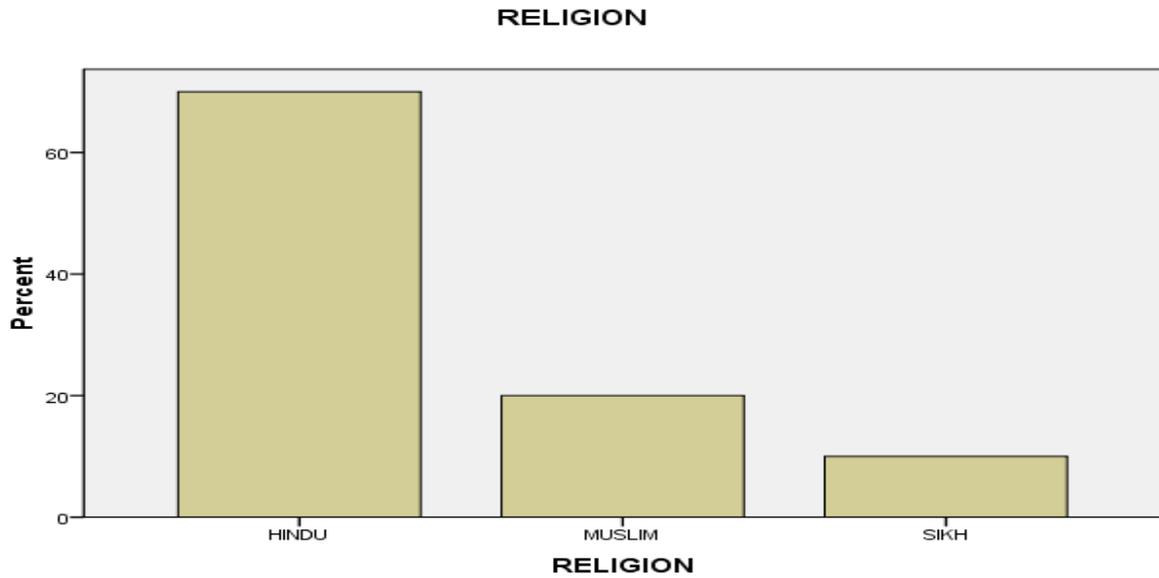
As the study is based on the CYCLE RIKSHAW PULLERS and there social and economical status in the society. Following are the assumptions:

1. They must be earning between 4000 to 5000 per month.
2. They must be coming to this profession because they find it as a easy and good income source.
3. Whatever they earn, must be spent out.

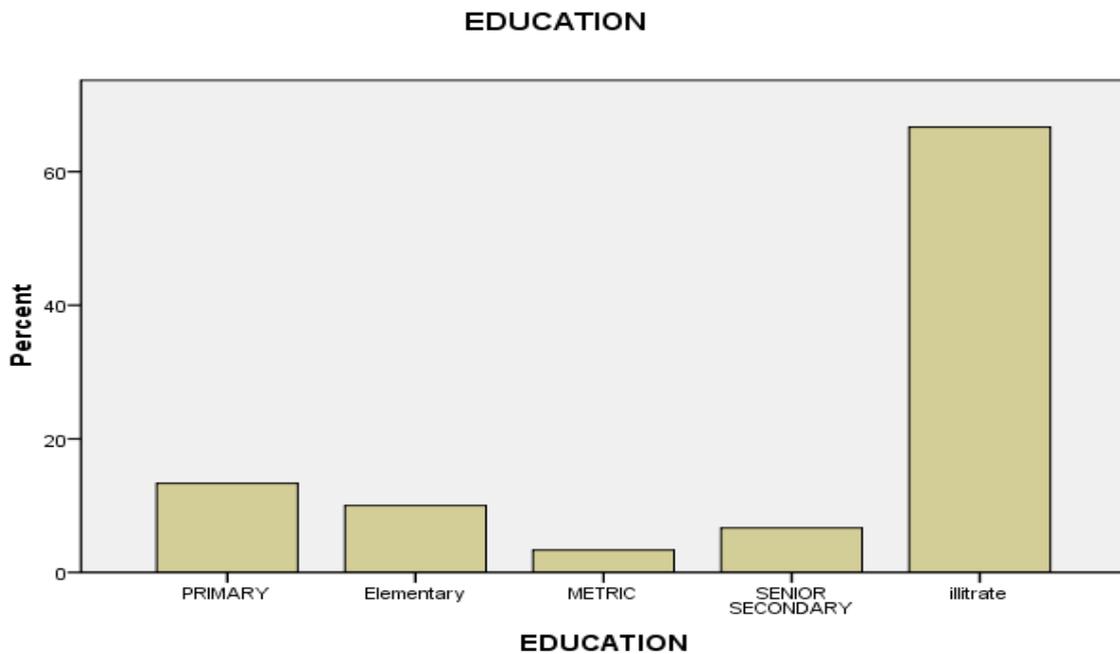


4. They must be migrated from some other places to find out a better way of earning.
5. They may be having low economic and social conditions.
6. They might be not able to afford the education of their children.
7. The cost of a rickshaw might lie between 10000 to 11000, and most the the rickshaw pullers might not afford it.
8. The migrated rickshaw pullers, who are living alone in Jaipur might go to prostitutes.

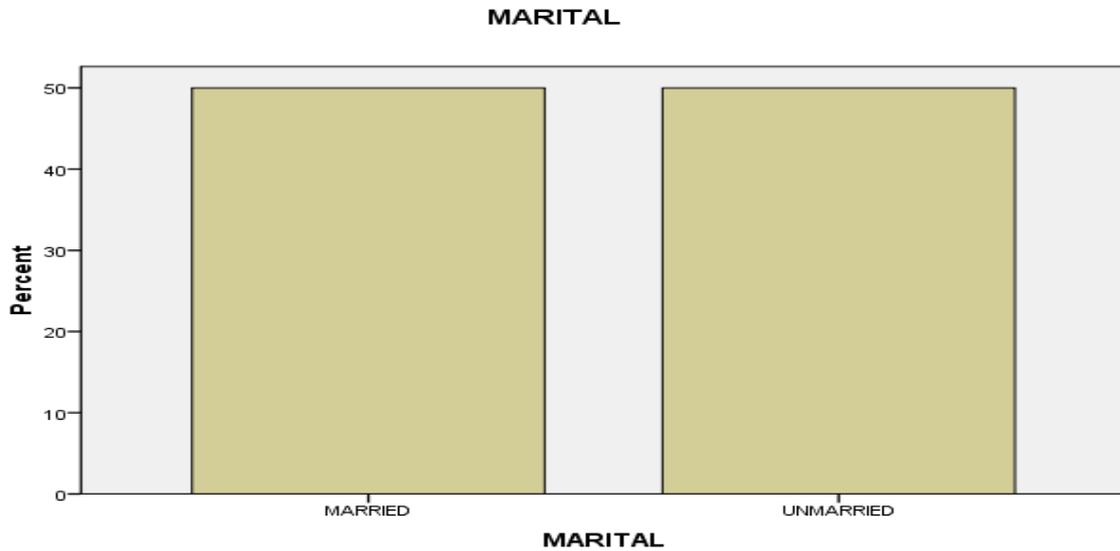
## **DATA ANALYSIS**



It is found from the study that 70% of the population is of Hindu religion, 20% is of Muslim, and 10% is of Sikh community. It is clear from the analysis that there are more Hindus who are pulling the rickshaws in Jaipur city area.

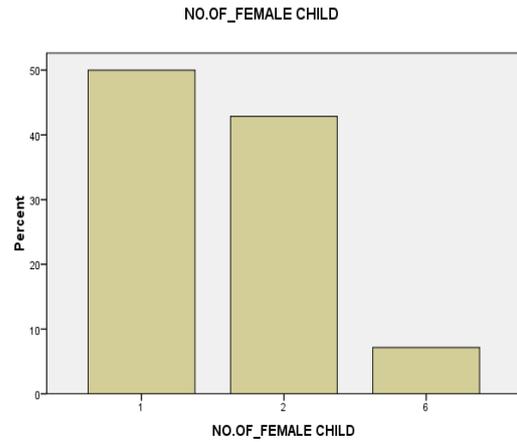
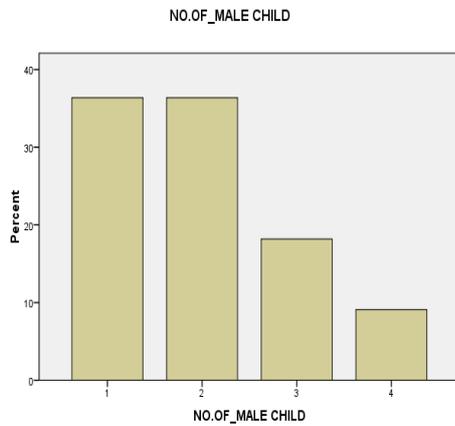


It is analyzed from the data that 13.3% of the population is studied up to primary level (5<sup>th</sup> standard), only 10% up to elementary level (8<sup>th</sup> standard), only 3.3% up to metric (10<sup>th</sup> standard), 6.7% up to senior secondary (10+2 standard), and majority i.e. 66.7% of the whole population is illiterate. This shows that there is more population who cannot even read or write, so they can't do anything better than doing labor work in factories (if they have skills), or pulling the rickshaws around the streets for making their lively hood.

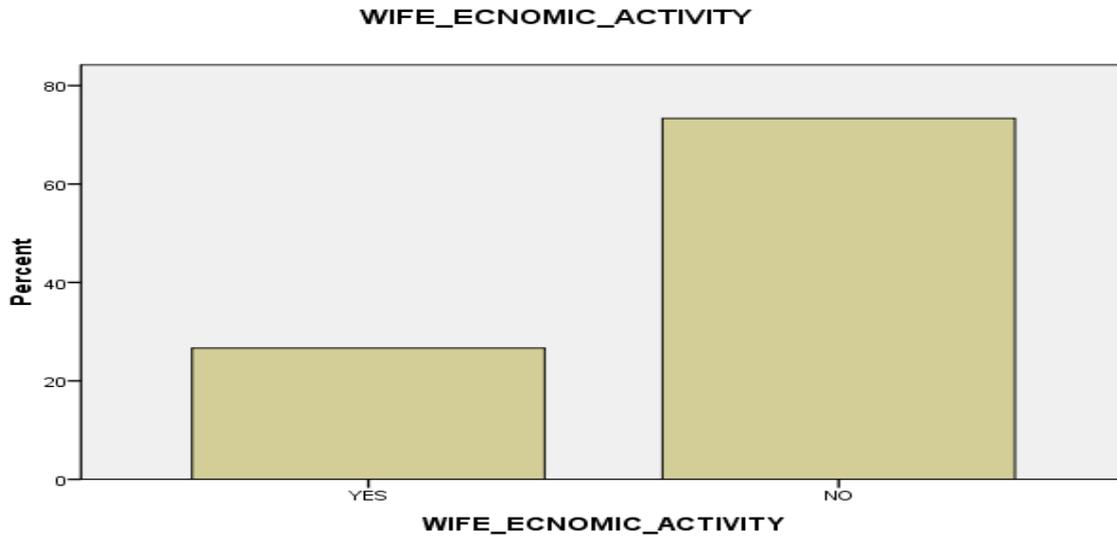


It is found in the study that the ratio of married and unmarried rickshaw pullers is same. 50% of them are married and 50% of them are unmarried. It is found that those who are unmarried, maximum of them do not have any family, either they are orphan or they have disputes from their family members, so they have left out their homes.

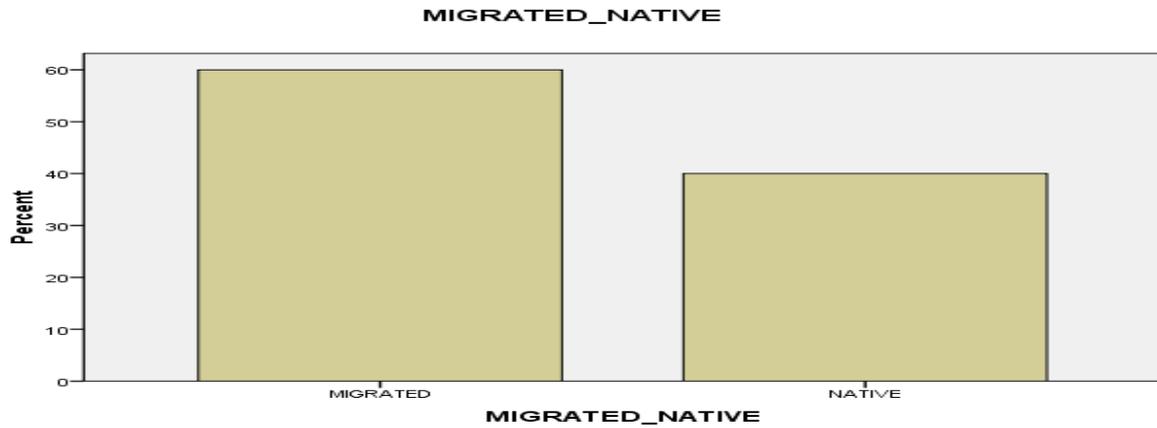
Those who are married have lots of pressure from their family side. Most of them are single earning hands in the family. All the expenses of their family are beard by them alone.



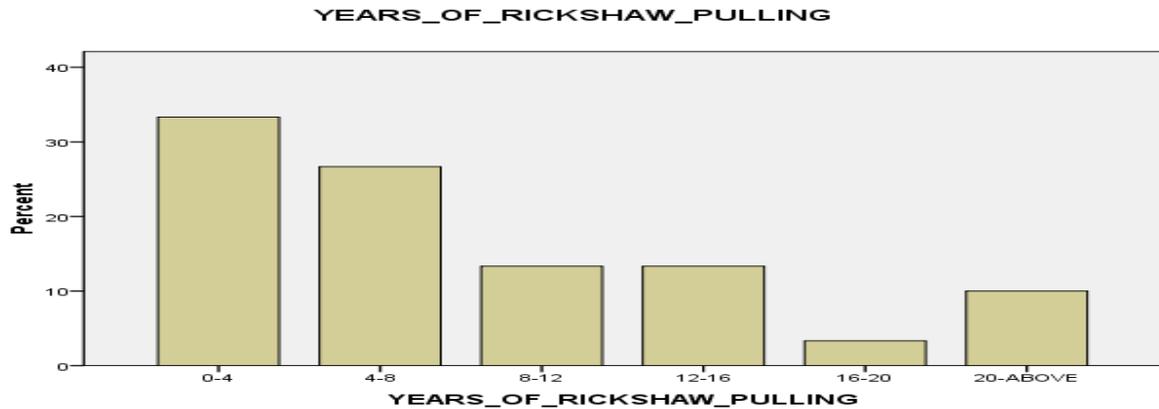
It is analyzed in the study that maximum of the rickshaw pullers who are married have both the male as well as female children. It is observed that if male child is obtained in the initial stages than also the number of children is more and if the male child is not obtained then also the number of children increases. The possible reason of that is their thinking that if they would have more and more male child then they can increase their earning hands in the family and girl child will not help them economically.



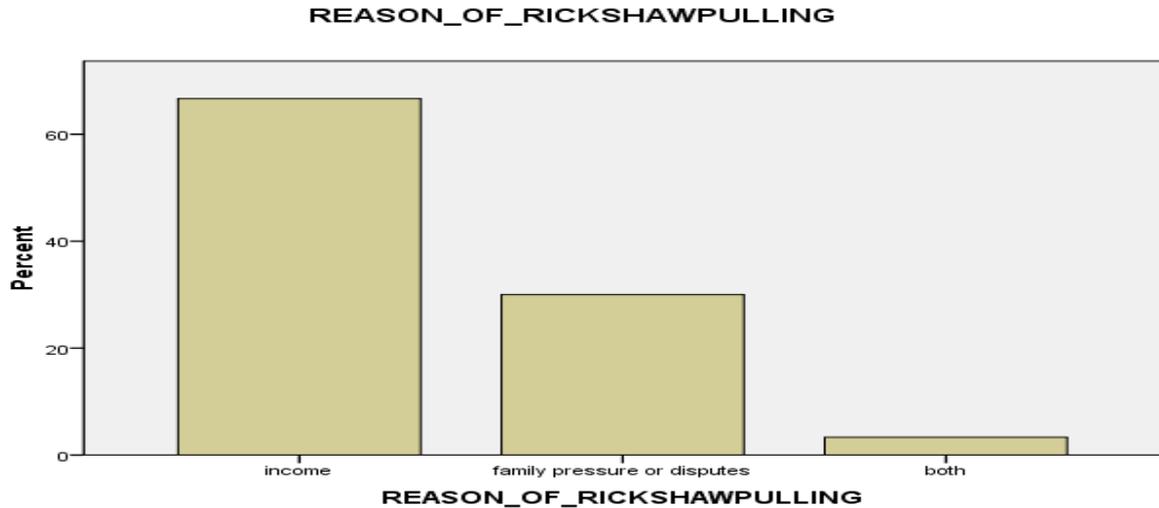
It is analyzed by the data that only 26.7% wives of rickshaw pullers do any economical activity. And most of them are engaged into agricultural activities and tailoring. 73.3% do not do any economic activity. They depend upon the income of their husbands. More population of rickshaw pullers feed their families and their wives do not perform any economic activity.



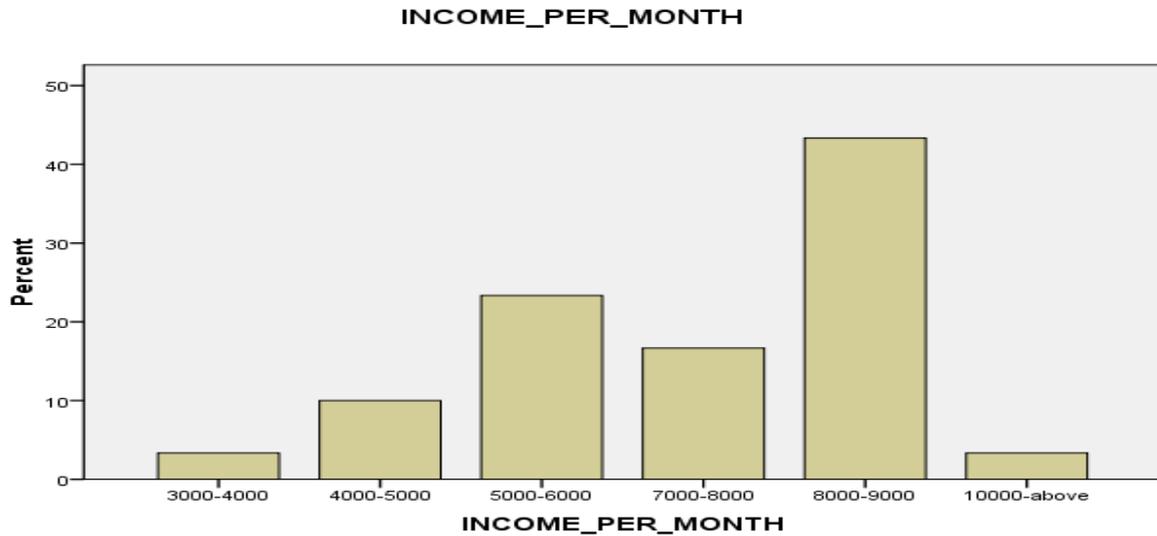
It is seen in the study that 60% of the population of the sample are migrated from some or other state. As they find more opportunity than their native place and they find more income in Jaipur city. Most of the migrated rickshaw pullers came from U.P, M.P, and some of them are also from Haryana. Only 40% of the population is native of Rajasthan. From these 40% there are very few who are from Jaipur, most of them are migrated from faraway places of Rajasthan.



It is seen in the study that 33.3% of the rickshaw pullers have just started pulling the rickshaws and are between 0 to 4 years of experience. 26.7% of rickshaw pullers are pulling the rickshaws from 4-8 years, 13.3% of rickshaw pullers are pulling the rickshaw 8-12 years, 13.3% are pulling rickshaws from 12-16 years, 3.3% from 16-20 years and 10% are pulling rickshaw from more than 20 years. This shows that the demand of rickshaw pullers are increasing gradually and yet people find scope in pulling the rickshaw and find income, this is the reason that more and more people are entering in the profession of rickshaw pulling.



It is analyzed from the data that 66.7% of the population is in this profession because of income. They find more income in pulling the rickshaw if it is compared to the income level of any other work which they know. 30% of the population is in this profession because of their family pressures and disputes, so they left their homes and came into this profession to earn their livelihood. 3.3% of the population came into the profession because of both the reasons.

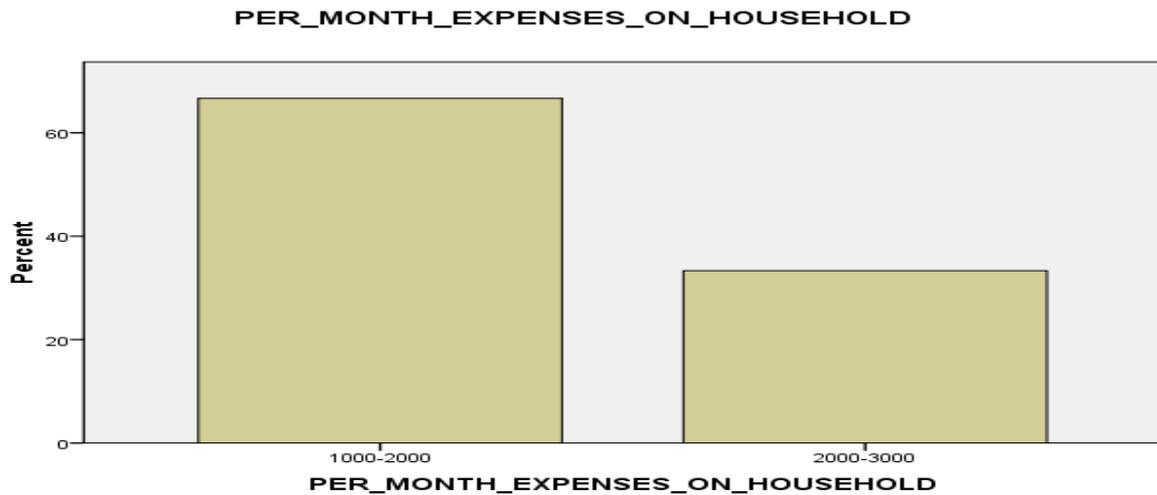


From the data it is analyzed that 3.3% of the population have their income between 3000 to 4000, 10% of them have their income between 4000 to 5000, 23.% of the rickshaw pullers have income level of 5000-6000, 16.7% of the population have income between 7000-8000, 43.3% of the rickshaw pullers have income between 8000-9000, and 3.3% of the rickshaw pullers have the income level of 10000 and above.

It is analyzed that there is a good income in pulling the rickshaw if it is compared to any other work which a rickshaw puller can do like labor etc (other than agriculture if has his own land). That is the reason that most of the people who do not have any work and wants to earn instantly move from villages to city and start pulling the rickshaws.

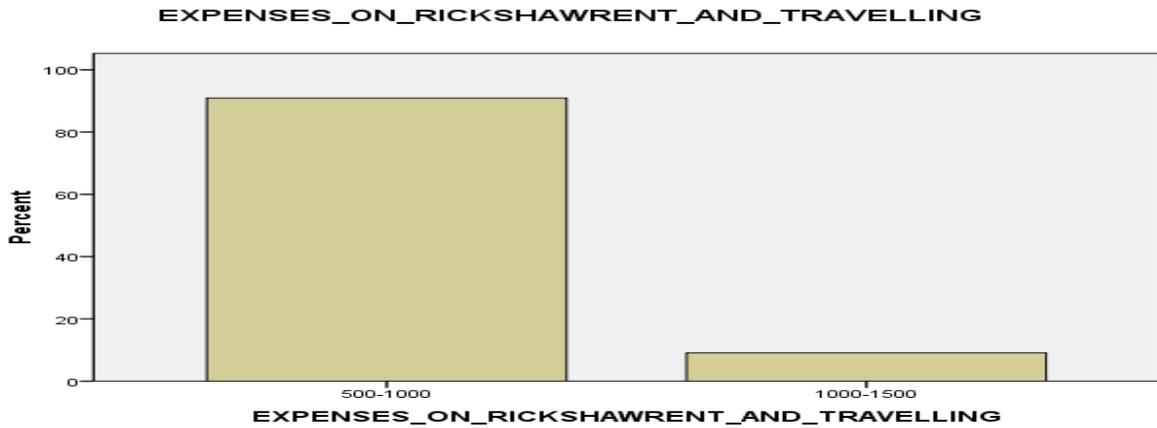


But if we see the inflation rate, then the income is not enough to feed whole family if he is only the earning hand in the family.



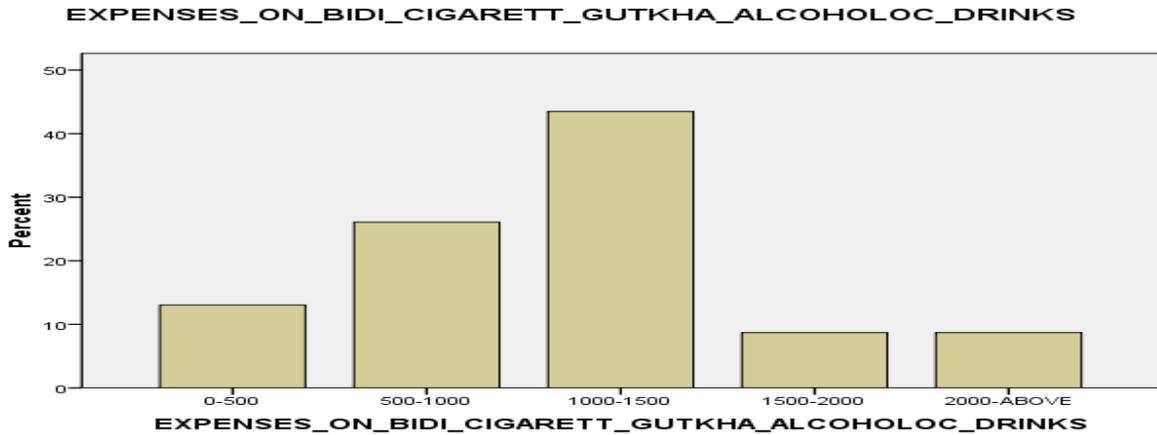
It is analyzed from the data that 66.7% of the population do expense between 1000-2000 per month on their house hold activities like food, clothing, mobile bill, medical, education of children (if have and are studying), and 33.3% have expense on house hold activities between 2000 to 3000.

It is seen that most of them do not have their families with them in Jaipur, either he is not having any family, and if he has then it is in his native place or village, so they just have to make these expenses on them only.



It is analyzed from the study that 90.9% of the rickshaw pullers have their expenses on rickshaw rent and travelling between 500 to 1000 per month, and only 9.1% have their expense between 1000 to 1500.

Most of the rickshaw pullers give 25 rupees daily as their rickshaw rent to the owner of the rickshaw owners. And very often go anywhere and do travelling expenses. Most of them go to their native places once or twice in a year.

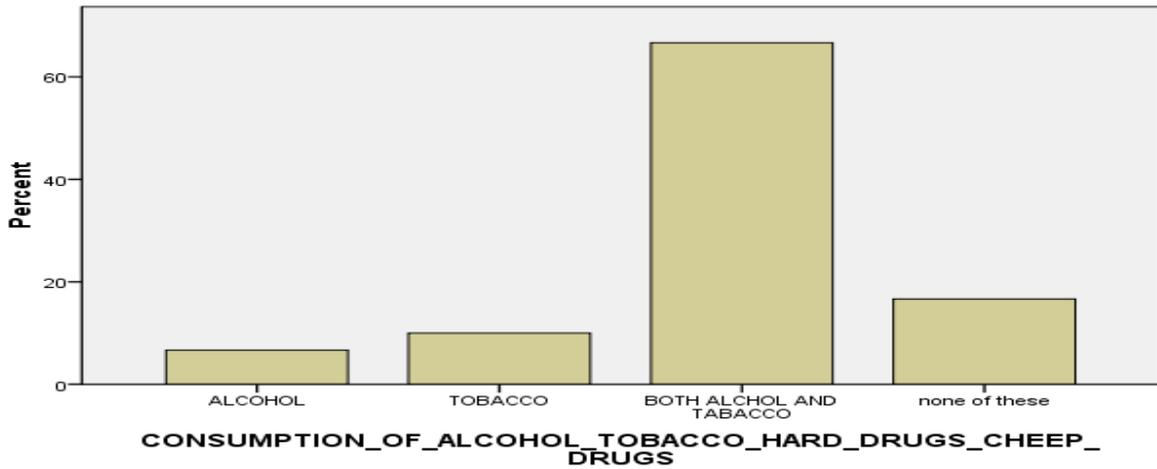


It is analyzed from the data that 13% of rickshaw pullers spend around about Rs 500 each month on smoking, gutkha, and alcoholic drinks, 26.1% spend 500 to 1000, 43.5% spend 1000 to 1500, 8.7% spend between 1500 to 2000 and 8.7% spend above 2000.

It is seen from the study that rickshaw pullers spend a huge part of their income on these things, most of the population is addicted to these things, and most of them do consume them daily and spend a part of their income on it daily.



CONSUMPTION\_OF\_ALCOHOL\_TOBACCO\_HARD\_DRUGS\_CHEEP\_DRUGS



It is analyzed from the study that 6.7% are addicted to only alcohol, 10% consume only tobacco, 66.7% are addicted to both alcohol and tobacco, and only 16.7% are not addicted to these things.

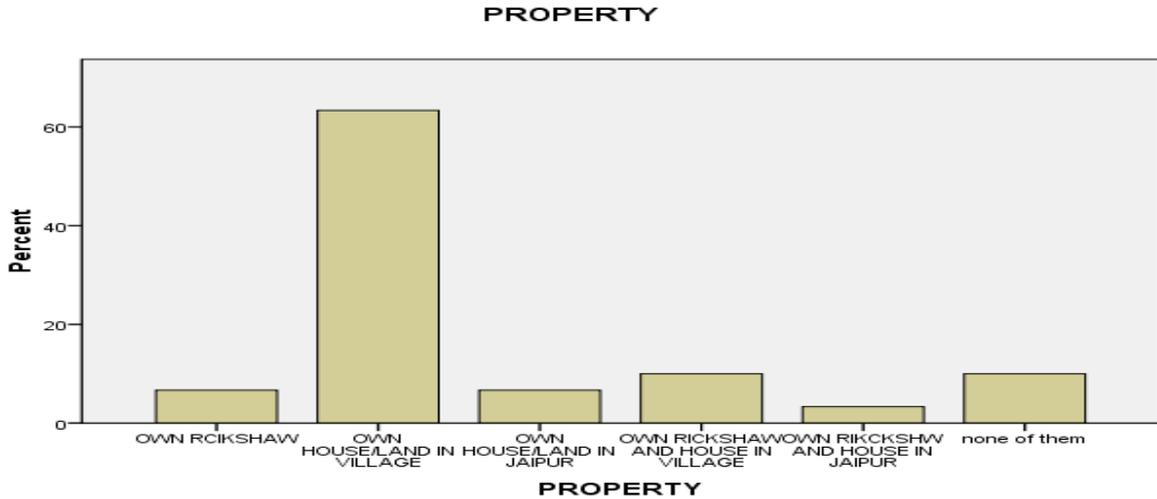
The percentage of rickshaw pullers who are addicted to both alcohol and tobacco is very high, most of them consume both of tobacco and alcohol, this shows that addiction of these things also effect health of rickshaw pullers, and they also waste money on these things.



It is analyzed from the data that 20% of rickshaw pullers says that yes they go to prostitutes and 80% of them says they do not go.

It is seen from the study that the population which is going to prostitutes are majorly those who are not married. They do not go to prostitutes daily, but most of the time they go to them when they have extra income.

It is observed that most of them approach the “female cobblers” for this activity, who sits on the streets of old city area, as they are easy to approach and also fit into the cost which rickshaw pullers can pay, so it is confirmed that female cobblers are into the activity of prostitution also.

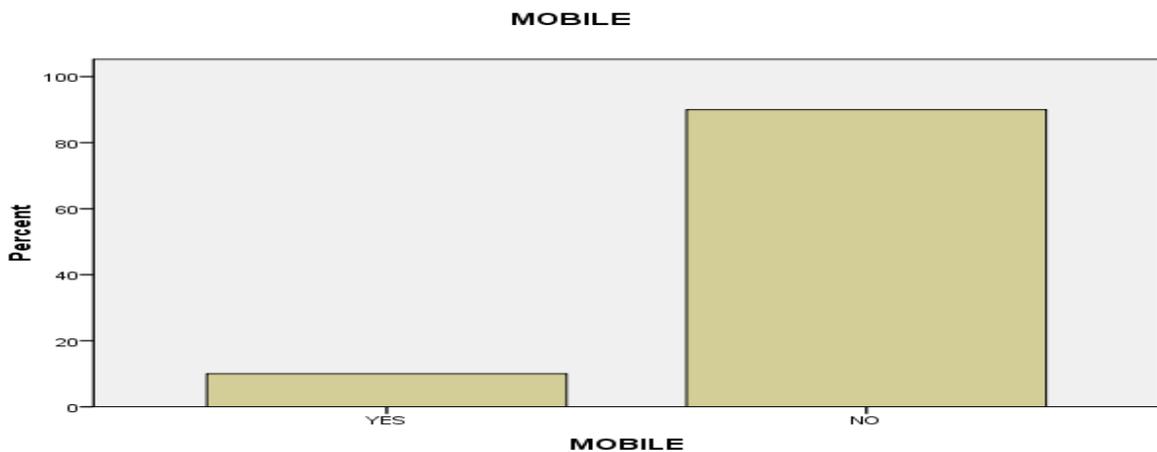


It is seen in the study that only 6.7% of the population own their rickshaw, 63.3% of them is having own house in the village, 6.7% is having their own house in Jaipur, 10% of them is having both their own rickshaw as well as house in village, only 3.3% is having both own rickshaw as well as own house in Jaipur, and 10% of them is having nothing.

It is observed that most of the rickshaw pullers are not from the Jaipur city, either they are migrated from some other state or from some village of Rajasthan that is why much population has their own house in village. Most



of them pull the rented rickshaws, and pay a daily rent of Rs 25. Most of them are migrated from some other village or state so they either live in rented home or they live on their rickshaws only.



It is analyzed from the study that only 10% of the rickshaw pullers are having mobile phones, and 90% of them do not have it.

It is observed that the main reason of this is that most of the population is illiterate; they do not know how to read and write, so they find

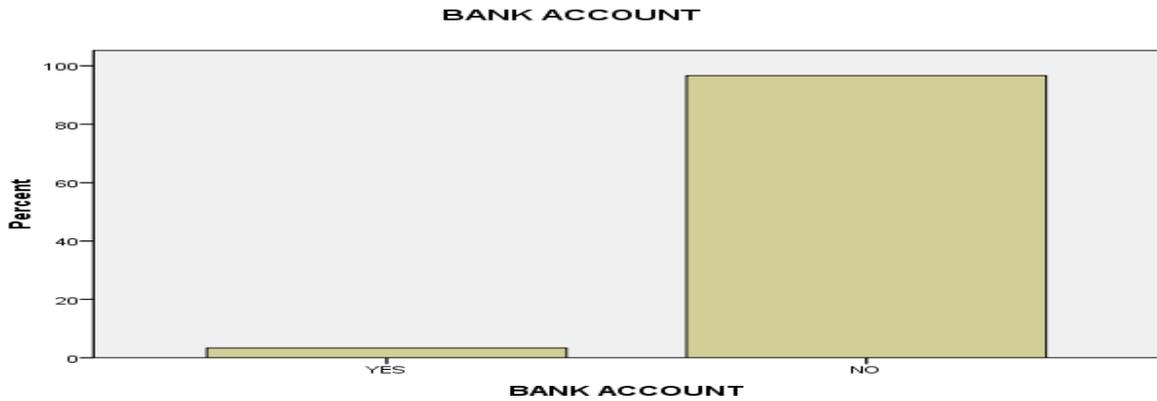


it more difficult to use mobile phones. It is not like that they can't afford it, but they find it more difficult to use and they do not feel need of having mobile phones, so they don't have mobile phones and they still use PCO's for calling.



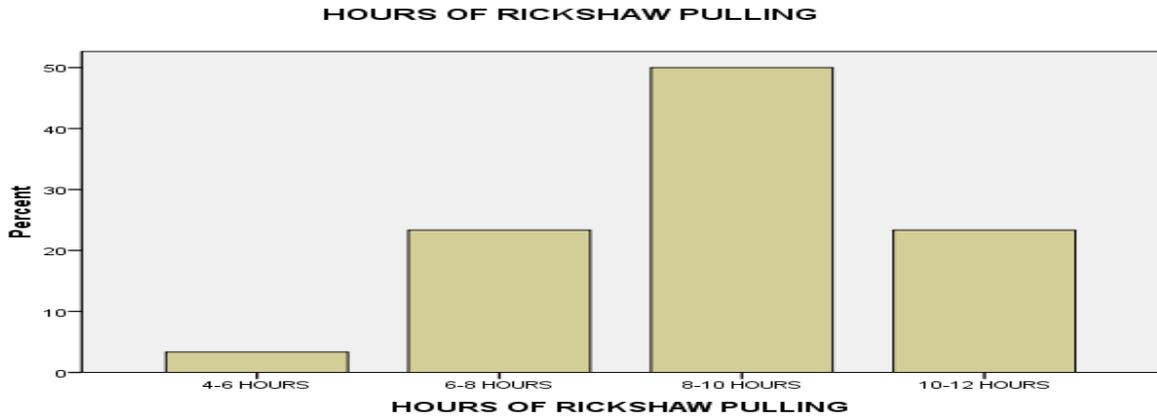
It is found in the study that only 13.3% of the population is having a valid id card like voter ID, driving license, *Adhaar card*, ration card, BPL card or any other valid ID, and 86.7% of the population does not have any valid ID.

It is observed that population which is having valid ID is their voter ID card, and most of them are not having any ID proof, this tells that there is lack of awareness and they do not know the essence of valid ID, they do not have any ID proof even not in their native places. None of them are aware about recently introduced *Adhaar card*, which is a unique ID card introduced in India.



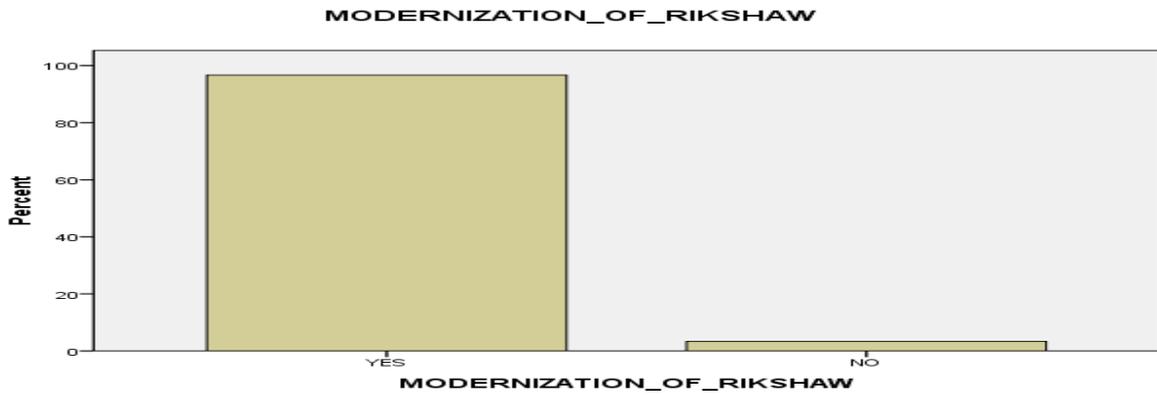
It is analyzed in the study that only 3.3% of the population is having their accounts in banks and 96.7% of them do not have any account in banks.

It is observed that they are not aware about the schemes and benefits of doing savings in the bank. Most of them thinks that if they put their money in the banks then banks will charge some amount to keep their money, some of them are thinks that they cannot operate their account in bank as they are illiterate and they think that they will face problems. Some of them said that there is not much savings, so they just save in their homes because they spend most of their income.



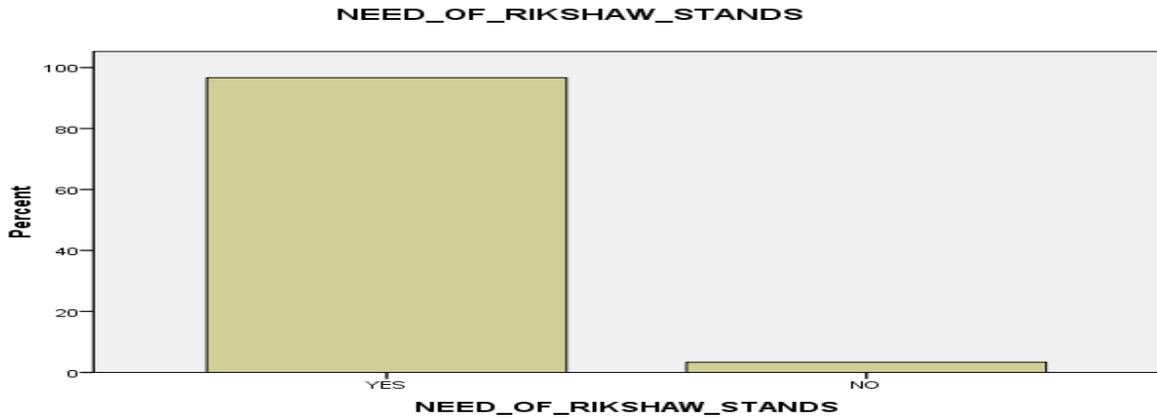
It is analyzed from the data that 3.3% of the rickshaw pullers pull rickshaw for 4 to 6 hours daily, 23.3% pull 6 to 8 hours every day, 50% of them pulls rickshaw for about 8 to 10 hours daily, and 23.3% of the rickshaw pulls the rickshaw for about 10 to 12 hours.

It is analyzed from the data that most of the rickshaw pullers pull the rickshaw for 8 to 10 hours daily. It is also analyzed that the number of hours of pulling the rickshaw is directly related to income level so, as the number of hours of pulling the rickshaw are more, the income level is also high according to that.



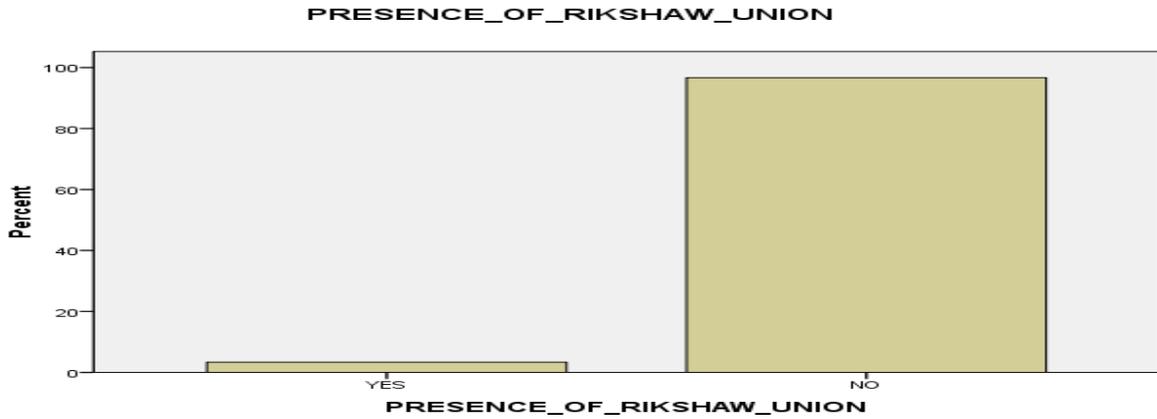
It is analyzed from the data that 96.7% of the rickshaw pullers want modernization in their rickshaws and only 3.3% of them do not want any modernization in their rickshaws.

It is seen in the study that the rickshaw pullers want to have a motor in their rickshaws. Most of them said that they want to have a motor in their rickshaw which could be used when they feel tired; they said that they need it like Luna, whenever they want to ride with the motor they can switch the motor and whenever they want to pull it with the pedal they can pull it. It will be a cost effective technique, and it will also increase the working hours of a rickshaw puller, which is directly related to the income level, as they will feel less tired and will work more.



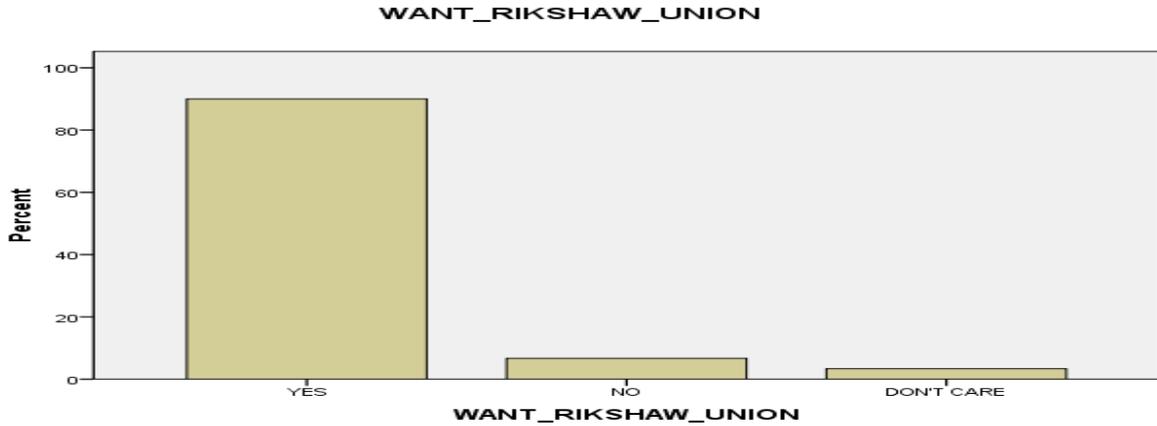
It is analyzed from the data that 96.7% of the total population wants to have proper rickshaw stand in the Jaipur city, and only 3.3% of them said that there is no need of rickshaw stands in the city.

Most of the rickshaw pullers said that the traffic police do not treat them well; police always make them run away from the places where they stand. If they would have proper rickshaw stands for them then there would be no problems of traffic and police will treat them good.



It is analyzed from the data that only 3.3% of the population said that there is rickshaw union in Jaipur, and 96.7% of them said that there is no rickshaw union present in Jaipur.

It is observed that rickshaw pullers are not aware about rickshaw unions. They do not know that there is union in Jaipur, one union I have visited named as "Jaipur Cycle Rickshaw Union".



It is analyzed from the data that 90% of population wants to have rickshaw unions in the city, 6.7% do not want any rickshaw union, and 3.3% don't care about it.

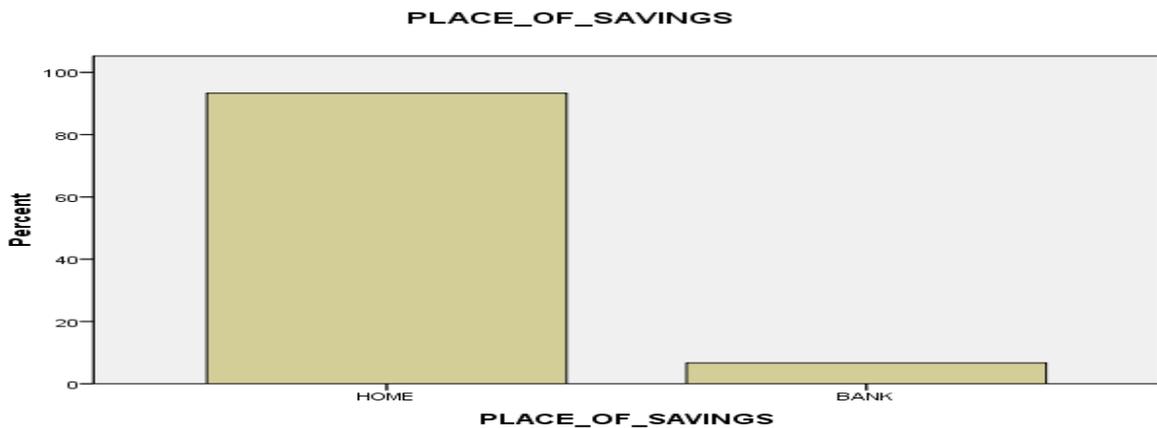


It is analyzed from the data that 6.7% of the population saves 100 to 500 rupees every month, 30% of them saves 500 to 1000 rupees, 16.7% of



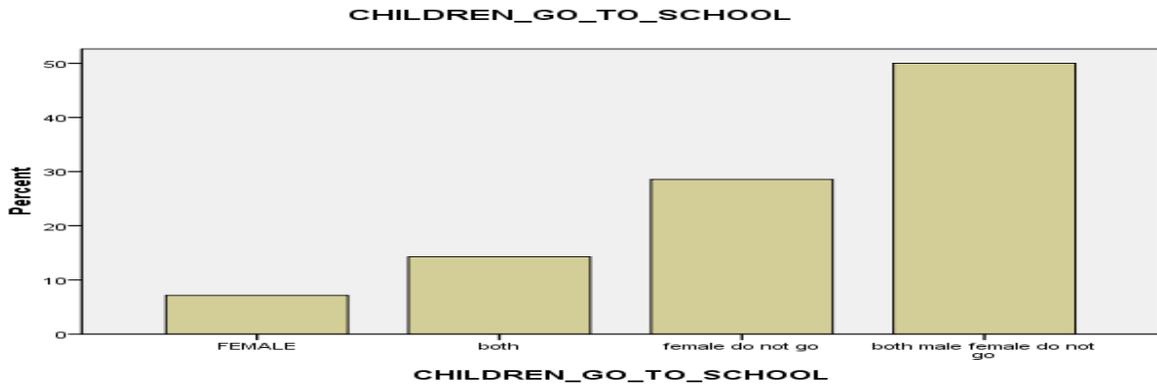
them saves 1000 to 1500 Rs every month, 33.3% of them saves 1500 to 2000 every month and 13.3% of them saves above 2000.

It is observed that though they save every month but, they have as many expenses that they cannot retain these savings for much time. It is also observed that those rickshaw pullers who are migrated from somewhere sent the saved money to their native places.



It is analyzed from the data that 93.3% of the population saves their money in their home or pocket only, and only 6.7% of them save in banks.

It is observed that most of them are illiterate so they are not able to operate the banking formalities, so they are afraid of depositing their money in the banks and prefer to save their money in their homes or pockets only.



It is analyzed from the study that only 7.1% of the population has their girl child studying in the school, 14.3% of them are having both their male and female child going to the school, 28.6% of the female child of rickshaw pullers do not go to school, and 50% children, both male and female of the rickshaw pullers do not go to school.

It is observed that most of the children of rickshaw pullers do not go to school, the reason of this is observed that the rickshaw pullers are migrated from the other states or from other villages and most of them lives alone in Jaipur. So they have their family in the village only and they do not know about the schemes for education provided by the govt. So they just engage their children in some or other economic activity so that they can increase their earnings.



### **ANY REQUEST AND SUGGESTIONS.**

It is analyzed from the data that most of the rickshaw pullers want govt. to take some step for them and make some policy for their betterment and appraisal.

They want to have proper rickshaw stands in the city and want same type of license or ID proof.

They also want to have modernization in their rickshaws so that it takes less of physical work and they can pull the rickshaw from more time in the whole day.

### **YOUR THREE PRIORITIES:**

It is analyzed in the study that most of the population wants to have their own house, some of them want to have their own rickshaw, some of them want an auto rickshaw, and some wants to have a taxi.



## **CONCLUSION**

- We have analyzed in the whole study that the income of rickshaw pullers is sufficient for them if they are alone because they earn on an average Rs. 5000 to 6000 which is almost double of the income which is earned by a daily wage worker, but if he is having a family and he is the only earning hand in the family then the income is not sufficient.
- Most of the rickshaw pullers are into the profession because they seek more scope and income in this work, if it is compared to any other work which can be done by these rickshaw pullers, the income is almost double.
- Rickshaw pullers manage to save only 10% of their total income, most of the income which is earned is spent on fulfilling his daily needs.
- Some rickshaw pullers come into the profession because of their poor economic conditions. They do not know how to work in factories or any other skill full work. So they come into this profession for making their livelihood. As in this profession very less skill is required.
- On an average, the earning of a rickshaw puller supports other five or six members of his family.



- Major chunk of the rickshaw pullers are migrated from some or other states, especially from U.P., Haryana and M.P. and the pullers who are from Rajasthan are also migrated from some or other village of Rajasthan.
- One of the major finding that came out of the study is the cycle rickshaw pullers don't send their children to study. The major reason for not sending the children to schools is the economic constrain and they want their children to start earning some money in their young age. They also don't have much understanding of the significance of education.
- As most of the rickshaw pullers are migrated and not such financially strong so they cannot afford to buy a new rickshaw which costs minimum Rs 11000 to 12000, so they have to pull rented rickshaws.
- Some of the rickshaw pullers also go to prostitutes, it is analyzed that most of them who go to prostitutes are either alone (having no family), or are unmarried and migrated, most of them approach to the female cobblers who sits on the road sides of different areas of old city in Jaipur.



## **SUGGESTIONS**

**Licensing:** It is suggested that govt. should issue a license to every rickshaw puller. If we see in past, then the govt. of India use to provide proper license to the rickshaw pullers, so at that time this profession was in the organized sector. But now there is no such provision. When researcher interacted with the officer Mr. Shikhar Jain (revenue officer) of the Jaipur Municipal Corporation (JMC), he told that it is a fault in the policy itself, according to section 4, clause 82, of the Rajasthan Municipality Rickshaw Puller Regulations act, there is no provision to issue a new license to the rickshaw pullers, and there is only a provision of renewing the licenses which are already in existence.



It is a strange provision in the present municipal laws effectively permits licenses to only those rickshaw pullers who are 50 years or more leaving the city.

According to the Rajasthan Municipality Rickshaw Puller Regulations Act 1978, licenses of those rickshaw pullers will be regularized who are into job since 1982. Section 4 (A) of the Act also asks the municipalities to renew the licenses of such persons, however, it clearly rules out issuing new licenses.

Rule allows regularization of a person at least 50 years of age and pulling rickshaw at present with a 1982 or previous year's license. But licenses will not be issued to those who have recently taken up the job of pulling rickshaw.

If govt. cannot issue a license because it is not mentioned in the provision, then it could make a new policy or provision in which licensing of the rickshaws is mentioned. Because this whole process is time consuming so the govt. authorities could issue a ID proof for the short run, and for the long run it could issue the license.

Most of the people say that rickshaw pullers perform many illegal activities. So it will also control it and it will be easy to trace a culprit.



### **AWARNESS ABOUT EDUCATION OF THE CHILDREN:**

Most of the rickshaw pullers are illiterate, they do not know the significance of education in the life of a human being, so most of their children do not go to the schools and be at home and perform some kind of activity that will enhance their skills and will help them in future for earning purposes. Govt. should make them aware about the importance of education and should provide them with proper education so that they can develop.

### **AWARNESS ABOUT FAMILY PLANNING:**

Most of the rickshaw pullers are the single earning hands of their family; they have limited recourses of income and having many expenses, and their wives are also not doing any kind of economic activity. So they want to have more and more children, so that in future they can support him financially. Most of the rickshaw pullers want to have more and more male child, so they keep on producing babies with a thinking that he will help financially in future. So we should make them aware about the family planning and should tell them the benefits of small families.



**ILL EFFECTS OF ADDICTIONS:** Most of the rickshaw pullers are addicted to tobacco and alcohol; they almost spend their 30% of income daily on it. They are not aware about the ill effects of drug abuse. Some kind of seminar or training program can be organized for them time to time so that they are aware about the consequences of drug abuse.

**RICKSHAW ASSOCIATIONS:** there should some kind of rickshaw associations in the city so that rickshaw pullers should be up to date with the programs and schemes which are provided by the govt. to them. If there would be some association then rickshaw pullers will have someone to which they can go and tell them about their problems and association can work upon it and could make some possible way out of that problem.

**EFFICIENT CITY PLANNING:** there should be an efficient city planning. As there are bus stands, taxi stands, there should be proper rickshaw stands. In Jaipur there are many people who are not having their own vehicles, so they prefer to go on rickshaws for short distance. it is a long term problem so there should be a long term solution for it. Rickshaw stands should be made



so that there should be less problems to the rickshaw pullers, and there should be different lanes for the rickshaw so that the problem of traffic jam because of these rickshaw pullers could be solved.

**TO REVIEW THE POLICY:** the policy for the rickshaw pullers should be reviewed. The entrance of the private players should be allowed, that means the manufacturing and registration of the rickshaws should be given to the private players and govt. should just have a check on them. They should produce it and sell it, then automatically there would be a competition in the market and the pricing of the rickshaw will fall down, and also there would automatically have many schemes for the rickshaw pullers, like to purchase a new rickshaw on installment bases etc.



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- Mr. Shikhar Jain (JMC)
- Mr. Radheshyam (JMC)
- Mr. Om Prakash Gupta (Jaipur Cycle Rickshaw Union, Kohard Trust)

## **QUESTIONNAIR**

### **1. Bio-data**

Name : \_\_\_\_\_

Address : \_\_\_\_\_

Age : \_\_\_\_\_

Religion : \_\_\_\_\_

Caste : \_\_\_\_\_

Education : \_\_\_\_\_

Marital Status : (Married) ( Unmarried) ( Divorcee) ( Widower)

Children : (M ) (F )

Wife's economic activity

### **2. Background**

Migrated or Native : \_\_\_\_\_

Home city/ State : \_\_\_\_\_

Original occupation : \_\_\_\_\_

From what Age you are pulling Rickshaw? \_\_\_\_\_



Family occupation: \_\_\_\_\_

Any part time job (apart from Rickshaw) : \_\_\_\_\_

Reason for entering rickshaw pulling occupation \_\_\_\_\_

### **3. Income spent**

#### **Expenses per month :**

##### **Household**

Food : \_\_\_\_\_

Clothing : \_\_\_\_\_

Phone bill : \_\_\_\_\_

Education of children: \_\_\_\_\_

Medical: \_\_\_\_\_

##### **business**

Rickshaw rent: \_\_\_\_\_

Travelling : \_\_\_\_\_

##### **others**

Hafta vasuli : \_\_\_\_\_

Repaying debt : \_\_\_\_\_

Bidi, cigarette, Gutkha ,pan masala: \_\_\_\_\_

Alcoholic drinks : \_\_\_\_\_

Entertainment: \_\_\_\_\_

### **4. Literacy**

Have you ever been to a school? Till class : \_\_\_\_\_

Reason of drop out (if so) : \_\_\_\_\_

Do you read newspaper or watch T.V: \_\_\_\_\_

### **5. HABBITS:**

WHAT DO YOU DO FOR ENTERTAINMENT: \_\_\_\_\_

Do you consume any of the following?

Alcohol

Tobacco

hard drugs

cheep drugs

Do you go to prostitutes?

### **6. Do you have**

Property

facilities

access to services





IS there any rickshaw association/union (yes) (no)

Do you feel the necessity of a rickshaw union? (Yes ) ( No) ( Don't care)

**FINANCIAL**

How much do you save on an average (Monthly)? \_\_\_\_\_

Where do you save? : \_\_\_\_\_

How much do you earn on an average (Daily)? \_\_\_\_\_

In times of festival, marriage, or any other emergency how do you manage the expenses? \_\_\_\_\_

Do you prefer a bank loan or money lender? \_\_\_\_\_

**SOCIAL**

How many of your children go to school? Male: \_\_\_\_\_ Female : \_\_\_\_\_

Do you have any serious illness? (Yes) ( No)

Do you go to Cinema Theater? If yes how many times in a week? \_\_\_\_\_

Do you want your children to cont. the occupation? (Yes) ( No)

How do you rate your health? (Very good) ( good) ( fair) ( bad) ( very bad )

Any Request(s) / suggestions ? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Your three priorities?

1 \_\_\_\_\_

2 \_\_\_\_\_



3

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**\*Interviewer is encouraged to list his / her observations, remarks etc back side of this page.**

Rickshaw Puller's Sign or Left

Interviewer's Sign

hand thumb impression

(Mob)-

(Date)