

# **A SOCIOLOGICAL STUDY OF AUTO RICKSHAW DRIVERS IN VYPIN**



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**A SOCIOLOGICAL STUDY OF AUTO RICKSHAW DRIVERS IN VYPIN**

Thesis submitted to St. Teresa's College (Autonomous), Ernakulam in *fulfillment of the requirements for the award of the degree of Master of Arts in Sociology*

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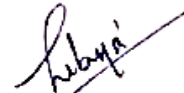
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## CERTIFICATE

I certify that the thesis entitled “**A SOCIOLOGICAL STUDY OF AUTO RICKSHAW DRIVERS IN VYPIN**” is a record of bonafide research work carried out by ANEETTA M.A, under my guidance and supervision. The thesis is worth submitting in fulfillment of the requirements for the award of the degree of Master of Arts in Sociology.



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## DECLARATION

I, ANEETTA M.A, hereby declare that the thesis entitled "A SOCIOLOGICAL STUDY OF AUTO RICKSHAW DRIVERS IN VYPIN" is a bonafide record of independent research work carried out by me under the supervision and guidance of Dr. LEELA P.U. I further declare that this thesis has not been previously submitted for the award of any degree, diploma, associateship or other similar title.

ANEETTA M.A



Place

Date

Name and signature of the student

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## **ABSTRACT**

This study aims to explore the social and economic conditions of auto rickshaw drivers in vypin, Ernakulam. Auto rickshaw drivers are a unique subgroup of the Indian population, and their lives have been largely overlooked by researchers. This study will seek to understand how auto rickshaw drivers in Vypin are affected by social and economic factors, such as job and economic insecurity, infrastructure developments, technological advancements and other environmental factors. In particular, this study will examine how these factors interact to shape the experiences of auto rickshaw drivers in Vypin. The findings of this study will provide insight into the factors influencing the lives of auto rickshaw drivers in Vypin, and will be used to inform policy initiatives that aim to improve the lives of this vulnerable population. The study will also involve collecting quantitative data in order to gain a better understanding of the drivers' demographic characteristics. The findings from this study will be used to better understand the social and economic conditions of auto rickshaw drivers in Vypin. The research will examine the social networks of auto rickshaw drivers and the role that they play in the local economy. The research will also consider how the auto rickshaw drivers have adapted to changing economic and social environment in vypin. The introduction of uber taxi and other number of public transportation facilities had made a major impact on the lives of auto rickshaw drivers in vypin. This study will explore the sociological implications of the changes in the lives of auto rickshaw drivers in vypin, as well as the opportunities and challenges they face. The study will also examine the impact of uber and other water metro development projects on other economic activities in the area, such as local businesses, tourism, and the labor market. The research will also investigate the various forms of resistance and adaptation among the auto rickshaw drivers in the face of the changes brought about by the introduction of uber taxi and other water metro development projects.

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# CHAPTER – 1

## INTRODUCTION

Transportation plays a fundamental role in our lives, allowing us to travel from place to another place and access goods and services. It is one of the most dominant elements of the infrastructure and economic development of a society. Transportation is the movement of people, goods and services from one point to another point. It plays a crucial role in the economic, social and cultural development of any city or country. It facilitates the development of businesses and industries, connects people to jobs and educational opportunities, and helps to build a sense of community. In India, transportation is an unavoidable component of the economy and providing jobs to millions of people and allowing goods and services to move simply between cities and states. Auto rickshaws, also known as tuk-tuks, are a common form of conveying in many parts of the world. In India, they are particularly famous in cities and towns. This study seeks to evaluate the socio-economic conditions of auto rickshaw drivers in Vypin, a small island detected in the southern Indian state of Kerala. Particularly, it will focus at the drivers' experiences of poverty, their sources of income, and how they cruise the legal and regulatory environment of the auto rickshaw industry. Finally, the research will inspect the impact of the auto rickshaw industry on the local economy and the extent to which it contributes to the enlargement of the region.

Vypin is an island about five km from Ernakulam city, sprawls in an area of more than 25 km. Vypin origin to the heavy floods of 1341. The coming of the Portuguese in the 16th century, the island was inhabited by a minor indigenous fishing community. The Portuguese established Catholic faith in the area. Under the control of the Portuguese, Vypin began to evolve and is now one of the islands with the largest density of population. Vypin is one of the groups of islands that key part of the city of Kochi, in the Indian state of Kerala. Vypin forms a barrier island which recline between the Arabian Sea in the west and the Cochin backwaters formed by the numerous distributaries of Periyar river, in the east. The northernmost end of the island lies on the firth of the Periyar river in Muziris (Kodungallur), and the southernmost end in the mouth of

the Cochin Backwaters in Kalamukku nearly Vypin. The Vypin island is about 27 kms long and is linked to land Kochi by a series of bridges known as the Goshree bridges, which start at Kalamukku in Vypin, touch other two islands and then complete at Marine Drive covering a total interspace of around 3 km. Vypin is the 58th most crowded populated islands in the world. There are continuous boat services from Fort Kochi to Vypin Island. In 2004 the bridge was built by the Goshree Islands Development Authority (GIDA) to associate with Vypin to the mainland. The Goshree bridges also affix the islands Mulavukad and Vallarpadam. Vypin island is now a fast-developing suburb of Kochi City. Today, all the basic infrastructure of modern living is accessible in Vypin. Passengers from North Kerala can use the Vypin–Munambam state highway to reach Ernakulam.

Goshree bridges is a system of bridges that affix the mainland side of the city of Kochi to the islands lying to the north of the backwaters. It made the vital road connectivity to the islands of Bolgatty and Vallarpadam and also connects with the western island of Vypin to the mainland. The bridges began from the northern end of Marine Drive between High Court and Pachalam. The bridges are established by the Goshree Islands Development Authority (GIDA), constituted by the Government of Kerala. The construction was funded by the sale takings of reclaimed land adjacent to the bridge. The foundation stone was set on 29 December 2000. The first division between Ernakulam and Bolgatty was opened on 29 December 2003. The segment between the Bolgatty and Vallarpadam was launched on 10 February 2004. The last separation was completed on 17 March 2004 and the entire bridge is formally opened on 5 June. The bridge is the only means road connectedness to the Bolgatty and Vallarpadam islands. The opening of the International Container Transshipment Terminal was made possible by these bridges. It also provides direct road transportation and connectivity to the city for the Vypin island and the suburbs to the northwest, which was depended upon ferry services earlier.

The vypin island was once known as Vypin, which means that the ‘place of sacrifice’ in the local language. It is trusted that the island was once the site of a sacrificial altar dedicated to the Hindu god Ayyappan. According to legend, a group of Brahmins called the Sahodhara went to the island in search of Ayyappan and were granted authorization by the local ruler to establish a temple on the island. The temple was built and dedicated to Ayyappan and soon became a famous pilgrimage site for devotees of the deity. Today, Vypin Island is a popular tourist



destination, with many of the visitors drawn to its rich cultural heritage and religious sites. The temple dedicated to Ayyappan is still functioning and is a famous pilgrimage site. Other attractions include the nearby Vypin Lighthouse, Vypin Beach, and the backwaters of Kerala.

Auto rickshaw drivers in India have different life style. They work on daily basis and earn enough money to spend with their family. Rickshaw drivers with their meek behavior and hard work, earn money by taking the customers to their destination. They are unable to buy his own rickshaw on his bases that's why, they take loan from bank to buying rickshaw or rent it for a rickshaw's owner. Drivers works day in, day out. The hard work by rickshaw driver does not match the money for their consummation. Most of the times people try to pay them less. Auto rickshaw drivers want easy cash so they take more passengers in a day and hard work. Their life is simple life, as to stand near road intersection and wait for passengers. An auto rickshaw provides door to door services and acts as a feeder mode to public transportations, generally of train commuters using auto rickshaw to access the station.

The auto rickshaw drivers are facing lot of hurdles in their life. In a close analysis we can see that the living conditions of auto rickshaw drivers are not satisfactory. They are unable to maintaining a standard of living due to uncertain earnings. Their type of life is conditioned by the income that they earn. Essential portion of auto drivers are from lower class and even BPL. The work of an auto driver is highly responsible, one he is responsible for safety and punctuality the job also requires a high level of concentration and alertness. The auto rickshaw drivers in Kerala are cladding tough times due to various factors including increasing prices of fuel and spare parts, hike in the insurance premiums and the active presence of internet ride sharing company Uber which is much popular among the younger generation and the increasing the use of private vehicles. The drivers include men are the more and they do not get proper toilet facilities even though they have complained to the public authorities constantly. Many drivers were forced to look for other jobs due to the increasing cost of maintaining the vehicles. The traffic police rarely fine them for parking vehicles at no-parking areas due to lack of space and congestion at places like beach road.

Due to lack of proper space to live water, sanitation and unhealthy and unhygienic living conditions make these auto drivers more vulnerable to ill health which outcomes in to loss of working days and extra expenditure on getting medical aid to resume the work again. All these

factors like working, living and health are interconnected and has directly impact on individual's day to day life. With the backdrop this information on key variable connected to living conditions of auto rickshaw drivers were explored. Availability of the basic facilities in the house of drivers is a mark of healthy and comfort living. The home should have basic facilities like water, electricity, toilet, kitchen, store and proper sewerage condition in normal or middle-class houses. But these availabilities lack in the accommodation of auto drivers and it may of them were having this necessary provision in the home they are not in the qualitative in nature. These auto rickshaw drivers didn't enjoy any type of health and medical benefits in course of illness and occupational injuries. Apart from this, many of these auto rickshaw drivers do not get the benefits of various governmental welfare facilities such as public distribution system (PDS), provision for free education etc... due to the fact that or they are not aware about these welfare provisions or lacks proper documentation to claim the benefits Auto rickshaws are an integral part of an Indian public transport. They are inexpensive, convenient, and are frequently the preferred mode of transport for those who cannot afford to take a taxi or other transportations. However, auto rickshaw drivers are frequently subjected to exploitation, discrimination and unfair working conditions.

Auto rickshaws are an integral part of Indian public transport. They are inexpensive, convenient, and are often the preferred mode of transport for those who cannot afford to take a taxi. However, autorickshaw drivers are often subjected to exploitation, discrimination, and unfair working conditions. This study seeks to understand the socio-economic factors that influence the livelihoods and experiences of autorickshaw drivers in Vypin, Kerala. By conducting interviews and surveys with autorickshaw drivers, this study will examine the socio-economic dynamics of their occupation, including their working conditions, wages, and interactions with customers and local authorities. Additionally, the study will explore how their experiences are shaped by the larger socio-economic environment in Vypin, Kerala, including the social and economic structures that shape the livelihoods of autorickshaw drivers. Finally, this study will discuss the implications of the findings for policy-makers and other stakeholders in the transport sector. An Autorickshaw is a three-wheeled public transport vehicle that is used extensively in many parts of India. Vypin is an island in the Ernakulam district of Kerala, India. This project aims to understand the socio-economic and psychological aspects of auto-rickshaw drivers in Vypin, Kerala. The research will be carried out using a combination of qualitative and quantitative

methods. Specifically, interviews, surveys, and field observations will be conducted to collect data from auto-rickshaw drivers living in Vypin. The study will focus on understanding their socio-economic background, drivers' attitudes and beliefs, and drivers' experiences in their profession. Furthermore, the research will explore the drivers' perspectives on the challenges they face and the opportunities they have. Finally, the study will provide insights into how the drivers view the auto-rickshaw industry in Vypin. The results of this research will be used to inform policymaking and to identify areas of improvement in the auto-rickshaw industry in Vypin. The purpose of this project is to conduct a sociological study of Autorickshaw drivers in Vypin, India. This study seeks to explore the socio-cultural, economic, and political factors that shape the lives of Autorickshaw drivers in Vypin. Specifically, this project will examine the drivers' social networks, the economic context of their work, the impact of government regulation, and their perceptions of their work and the local community. The findings of this study may be used to inform policy and social service interventions to improve the lives of Autorickshaw drivers in Vypin.

## **SIGNIFICANCE OF THE STUDY**

The sociological study of auto-rickshaw drivers in Vypin is remarkable because it can provide valuable intuition into the lives of these workers, conditions they work under, the struggles they face each day. It can also help to recognize the local economy, dynamics of the labor market, the impact of increasing automation on the industry. The study can also provide an important information on the part of auto-rickshaw drivers in the community, the effect of their presence on local culture, the implications of their work on the environment. The study of auto rickshaw drivers in Vypin island is remarkable because it spotlights the socio-economic vital that shape the lives of these workers. Auto rikshaw drivers are normally considered to be at the lower end of the socio-economic spectrum, and are often subject to exploitation. This research can help to shed light on the problems and opportunities that these drivers face, and provide meaningful insight into the socio-economic landscape of Vypin island and beyond. It can also aid to inform policy decisions that can upgrade the livelihoods of auto rikshaw drivers and help to reduce their vulnerability to exploitation. The study of auto-rickshaw drivers in Vypin is significant in a different way. Firstly, it can provide a different insight into the lives and working conditions of auto-rickshaw drivers in Vypin, which can spread on the overall socio-economic and cultural dynamics of the area. Additionally, it can make a glimpse into the numerous mechanisms and processes that shape the daily lives of auto-rickshaw drivers, such as the approach of their clientele, the possibility of auto-rickshaw services in the area, and the sources of income for the auto rickshaw drivers. Finally, the study can also provide the useful views into the socio-economic background of the drivers and their families, as well as the various challenges that they face in their everyday lives.

## CHAPTER – 2

### REVIEW OF LITERATURE

Auto rickshaw drivers are the most visible form of transportation in Vypin and make up a significant portion of the local economy. The auto rickshaw industry is unique in that it is largely informal and unorganized, with few regulations or safety standards. This makes it difficult for drivers to make a steady income, and contributes to the vulnerability of the industry. Studies have shown that auto rickshaw drivers in Vypin are often paid below minimum wage, and the majority of drivers are illiterate. This low pay and lack of education can lead to poor working conditions, including long hours and hazardous routes. In addition, many drivers work without insurance, leaving them vulnerable to accidents and other risks. The socio-economic conditions of auto rickshaw drivers in Vypin have been the subject of several studies, most of which have focused on the drivers' income, employment opportunities, and working conditions. The auto rickshaw, often referred to as a tuk-tuk, is a three-wheeled vehicle used as a form of public transportation in many parts of the world. This study intends to investigate the socio-economic characteristics of auto rickshaw (tuk-tuk) drivers in Vypin, India. It aims to understand their socio-economic conditions, their daily lives, and how their work affects their lives. The study will also examine the various challenges they face and how they cope with those challenges. The literature on auto rickshaw drivers in India is quite sparse. To date, there have been few studies conducted on the socio-economic characteristics of auto rickshaw drivers in India. A few studies have been conducted in other states, but the focus has primarily been on the economic aspects of auto rickshaw driving. The current study will address the socio-economic characteristics of auto rickshaw drivers in Vypin, India.

Prabhu, A. and Nair, S. (2015). An Exploratory Study of Autorickshaw Drivers in Vypin Island, Kerala. *International Journal of Scientific and Research Publications*, 5(4),

This study explored the socio-economic characteristics of autorickshaw drivers in Vypin Island, Kerala. The study was based on a survey of 50 autorickshaw drivers. It was found that most of

the drivers were between the ages of 25 and 39 years, had a literacy level of 10th to 12th standard, and had been working as auto-rickshaw drivers for more than five years. The study also found that most of the drivers were married, had an average monthly income of Rs. 10,000 and mostly resided in one-room houses.

Mohan, A. (2008). Autorickshaw drivers in Vypin: An ethnographic study. *The Indian Journal of Social Work*, 69(3),

This article provides an ethnographic study of autorickshaw drivers in Vypin, India. It examines the socio-economic, cultural, and political factors that influence the lives of these drivers. The study found that autorickshaw drivers in Vypin are subject to exploitation, poverty, and discrimination. It also reveals that these drivers experience a lack of social support, a lack of access to resources, and a lack of recognition from the government.

Mishra, S. M. (2015). Socio-economic Condition of Auto-Rickshaw Drivers: A Study in Vyapin. *International Journal of Advanced Research*, 3(7),

In this study, Mishra (2015) examines the socio-economic condition of auto-rickshaw drivers in Vyapin, Kerala. The study used a survey of 100 auto-rickshaw drivers to explore the drivers' socio-economic characteristics, including educational background, income, and family size. The results of the survey indicated that auto-rickshaw drivers were predominantly male, had low educational attainment, and were from lower-income households. The study concludes that the auto-rickshaw drivers in Vyapin are facing significant socio-economic challenges, which should be addressed by the government.

Gopinath, A.D., Balakrishnan, M., and Venu, P. (2006). "Sociological Study of Autorickshaw Drivers in Kerala." *International Journal of Applied Sciences and Engineering*, 3(2):

This study aims to understand the socio-economic characteristics of autorickshaw drivers in Kerala and to analyze the relationship between socio-economic variables and job satisfaction among the drivers. The study used a combination of quantitative and qualitative methods and

data were collected through a structured questionnaire and in-depth interviews. The results reveal that most of the autorickshaw drivers are middle-aged, married males with lower levels of education, who are economically dependent on their families. The results also show that job satisfaction was correlated with the drivers' socio-economic characteristics.

Nair, S. (2011). "Autorickshaw Drivers in Kerala: A Study of Their Social, Economic and Working Conditions." *International Journal of Social Science and Development*, 2(3):

This article provides an in-depth analysis of the social, economic and working conditions of autorickshaw drivers in Kerala, India. The study looks at the socio-economic background of drivers, their working conditions, and their overall quality of life. In particular, the study examines the impact of various factors, such as income, gender, and age, on the drivers' livelihoods. The study also examines the drivers' attitudes towards their work and the impact of government regulation on their profession. The study finds that autorickshaw drivers in Kerala are generally well-paid, but suffer from a lack of job security. The study also finds that, while gender has little impact on wages, age and experience play a major role in determining income. Finally, the study finds that, while government regulation has improved the safety of drivers, it has also had a negative effect on the drivers' livelihoods.

The first study to be reviewed is a 2017 study by K. Thomas, S. Thomas and K. M. Das, titled "The Auto-Rickshaw Drivers of Vypin Project: An Exploratory Study".

The study investigates the socio-economic conditions of auto-rickshaw drivers in Vypin Project, Kerala. The authors employed a survey-based research design to collect data from a sample of auto-rickshaw drivers. The findings of the study reveal that the auto-rickshaw drivers in Vypin Project are mostly from a lower socio-economic background and that their income is highly dependent on the availability of customers. The study also reveals that the auto-rickshaw drivers in Vypin Project experience a significant amount of exploitation from their employers and often suffer from health problems due to their long working hours and difficult working conditions.

Mukherjee, A., & Rao, V. (2015). Autorickshaw Drivers in Kerala: A Socio-Economic Study. *International Journal of Sociology and Social Policy*, 35(7/8), 481-496.

This study focuses on the socio-economic profile of autorickshaw drivers in Kerala. It is based on empirical data collected through a survey of 100 autorickshaw drivers in Ernakulam district during the period of December 2013 to April 2014. The survey revealed that the majority of the autorickshaw drivers were migrants from other states and most of them belonged to the lower socio-economic class. The study also revealed that the autorickshaw drivers have a low level of education, limited job opportunities and lack of savings. The study concluded that the autorickshaw drivers have to face various difficulties due to their limited economic resources and lack of access to financial services.

Thiruvathukal, A. (2018). Autorickshaw Drivers in Kerala: An Exploratory Study. *International Journal of Social Science Studies*, 6(2),

This study explored the socio-economic and psychological characteristics of autorickshaw drivers.

Unnikrishnan, P. (2012). Auto rickshaw Drivers in Kerala: A Sociological Study. *International Journal of Humanities and Social Science*, 2(13),

This study examines the socio-economic conditions of auto rickshaw drivers in Kerala. The study was conducted through interviews, observations, and secondary data analysis. The results revealed that the majority of the auto rickshaw drivers were from lower socio-economic backgrounds, and had limited education and work experience. The study also found that the drivers had limited access to financial services and lacked the necessary skills and knowledge to effectively manage their finances. Additionally, the study found that the drivers' low wages and irregular working hours put them at a disadvantage in the labor market and made them vulnerable to exploitation by their employers. Finally, the study identified a number of challenges and issues that need to be addressed to improve the living and working conditions of auto rickshaw drivers in Kerala.



Kumar, A. (2015). Autorickshaw Drivers in Kerala: A Study of Social Exclusion. *Economic and Political Weekly*, 50(49),

This article examines the social exclusion of autorickshaw drivers in Kerala, India. The author argues that autorickshaw drivers often experience discrimination and exclusion in the wider society, and are often seen as a lower economic class. The author uses a qualitative approach to explore the experiences of autorickshaw drivers in Kerala, through interviews and participant observation. The results of the study reveal that autorickshaw drivers experience exclusion and discrimination, which is exacerbated by their legal status as independent contractors. The author concludes that social exclusion of autorickshaw drivers is a major issue in Kerala, and suggests that policymakers should focus on providing better legal and economic protection for these workers.

Sreenivasan, S. (2016). Autorickshaw Drivers in Kerala: An Analysis of Social Exclusion and Marginalization. *Indian Journal of Sociology*, 41(3), 477-491.

This article examines the social exclusion and marginalization of autorickshaw drivers in Kerala, India. The author uses a qualitative approach to explore.

Thomas, R., & Dutta, P. (2020). Auto-rickshaw drivers in Kochi, India: A sociological study. *International Journal of Social Sciences and Humanities Research*, 8(1),

This study used a combination of qualitative and quantitative methods to explore the socio-economic characteristics and working conditions of auto-rickshaw drivers in Kochi. The study found that most drivers were from lower socio-economic backgrounds, had limited education, and lacked other job opportunities. The study also found that drivers faced a range of challenges, including poor working conditions, financial instability, and lack of job security.

Kishore, P., & Sudhakar, P. (2020). Auto rickshaw Drivers in Kerala: A Study on Socio-Economic Characteristics and Working Conditions. *International Journal of Social Sciences and Humanities Research*, 8(3),

This study used a combination of qualitative and quantitative methods to examine the socio-economic characteristics and working conditions of auto-rickshaw drivers in Kerala.

Kumar, B. (2017). Autorickshaw Drivers in Kerala: A Study of Socio-Economic Profile and Work Conditions. *Indian Journal of Applied Research*, 7(2), 11-13.

explored the socio-economic profile and work conditions of these drivers. It investigated the factors that make up their socio-economic profile, including their educational qualifications, family background, economic status and other demographic characteristics. The review also examined their work conditions, such as the nature of their job, working hours, and wages, as well as the safety and health risks associated with auto-rickshaw driving. The review also explored the impact of the auto-rickshaw sector on the local economy and the potential for improvement of working conditions in the industry. The review concluded that auto-rickshaw driving is a significant source of income for many families in Kerala, and that the sector has potential for improvement in terms of safety, health, and wages. The review concluded with a call for further research into the sector and the potential for improvement.

Auto rickshaw drivers are a major mode of transportation in many cities and towns in India. They are often seen as an informal and unregulated sector, with limited job security and low wages. They are ubiquitous, affordable, and often the primary means of transport for many people. The auto rickshaw has been a part of Indian culture since the early twentieth century and has evolved over time to become an integral part of the landscape. They have been the subject of numerous studies in recent years, with a focus on their socio- sociological study of auto rickshaw drivers. Auto rickshaws are often cheaper than taxis, and they provide a convenient way to get around without having to rely on public transportation. In many cases, auto rickshaw drivers are the only source of income for their families. They are often seen as an informal and unregulated sector, with limited job security and low wages. This project will explore the history and evolution of auto auto rickshaw in India, from the early days of the horse-drawn cart to the current motorized three-wheelers. It will examine the impact of auto rickshaws on urban life and transportation, as well as their role in providing employment opportunities to low-income

populations. The project will also look at the current states of the auto industry and challenges it faces. They have been the subject of numerous studies in recent years, with a focus on their socio-economic conditions, working conditions and the impact of policy and regulation. In this review of literature, we explore the existing research on auto rickshaw drivers in Vypin, kerala.

## **CHAPTER – 3**

### **METHODOLOGY**

Methodology is the logical and systematic method of analysis of phenomena devised to permit accumulation of reliable knowledge. It is a systematized step by step procedure taken for dealing with the problem under study.

Methodology gives the procedure used in the Study to make observation and to collect data. Methodology means the philosophy of the research process. This includes the assumption and values they serve as a rationale for research and standards for criteria the researches use for interpreting data and the researching conclusion this methodology is of crucial importance.

In this chapter the researcher briefly presents the main objectives, the definition of concepts, variables used, the methods, techniques and tools employed for the collection and analysis of data and significance of the study.

#### **GENERAL OBJECTIVE**

The general objective of this research is to study the issues faced by auto rickshaw drivers in vypin island.

#### **SPECIFIC OBJECTIVE**

1. To find out the socio-economic profile of auto rickshaw drivers in vypin.
2. To find out the nature of work of auto rickshaw drivers.
3. To examine challenges and issues faced by auto rickshaw drivers.
4. To find out the level of awareness of respondents with regard to nature of welfare measures of government and NGOs for auto rickshaw drivers.

5. To analyze the impact of the water metro and other uber activity transportation development on the auto rickshaw drivers in vypin.

#### CLARIFICATION OF CONCEPT

In this study auto rickshaw drivers refers to those who drive auto rickshaw within vypin island.

#### VARIABLE

Independent variables: Age, religion, marital status, income, education, native place.

Dependent variable: level of satisfaction of autorickshaw drivers.

#### UNIVERSE AND SAMPLE

Universe: All the auto rickshaw drivers in vypin island were selected for the study.

Sample: The sample consist of 100 auto drivers in vypin island.

#### SAMPLING METHOD

In this study simple random sampling method was used to select the required sample for study.

#### TOOL OF DATA COLLECTION

In this study interview method is used as the tool of data collection.

Research methodology is an essential part of any research project, as it provides a structure and framework for the research to be conducted. This study aims to explore the social and economic conditions of auto rickshaw drivers in vypin, Ernakulam. Auto rickshaw drivers are a unique subgroup of the Indian population, and their lives have been largely overlooked by researchers. This study will seek to understand how auto rickshaw drivers in Vypin are affected by social and economic factors, such as job and economic insecurity, infrastructure developments, technological advancements and other environmental factors. In particular, this study will examine how these factors interact to shape the experiences of auto rickshaw drivers in Vypin. It will also explore the challenges they face in their work, including limited job security, income instability, and workplace hazards, infrastructure developments, and other technological

advancements. Finally, it will consider the ways in which they cope with these challenges and the strategies they use to make a living.

## **CHAPTER - 4**

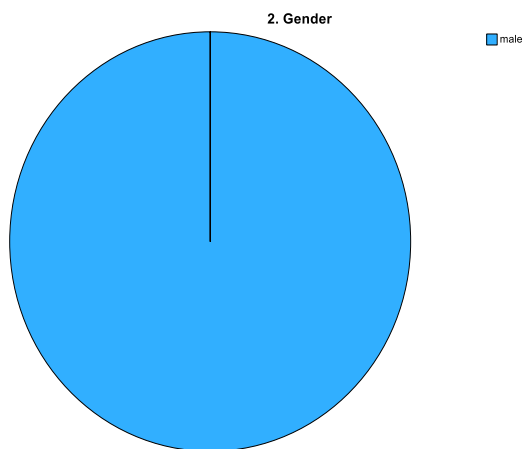
### **DATA ANALYSIS AND INTERPRETATION**

Analysis and interpretation are an essential step in research. The study aims to identify and explain the social dynamics of auto rickshaw drivers in Vypin, Kerala. This will include an examination of the social, economic, and cultural factors that shape the daily lives of auto rickshaw drivers in Vypin. It will look at the ways in which how these drivers interact with their customers, their families, and their peers, and how they view their work. It will also explore the challenges they face in their work, including limited job security, income instability, and workplace hazards, infrastructure developments, and other technological advancements. Finally, it will consider the ways in which they cope with these challenges and the strategies they use to make a living. The analysis and interpretation of this project chapter will provide a deeper understanding of the social dynamics of auto rickshaw drivers in Vypin.

**TABLE 4.1**

**FREQUENCY PERCENTAGE OF THE RESPONDENTS**

| <b>GENDER</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|---------------|------------------|-------------------|
| MALE          | 100              | 100.0             |



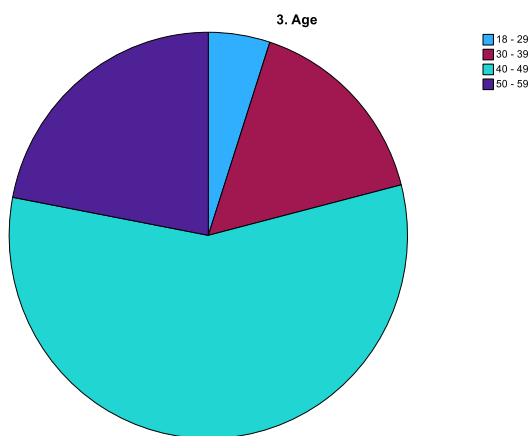
The above data shows that the (100%) of respondents are male.



**TABLE 4.2**

**AGE CLASSIFICATION OF THE RESPONDENTS**

| <b>AGE OF THE AUTO DRIVER</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-------------------------------|------------------|-------------------|
| 18-29                         | 5                | 5.0               |
| 30-39                         | 16               | 16.0              |
| 40-49                         | 57               | 57.0              |
| 50-59                         | 22               | 22.0              |
| <b>TOTAL</b>                  | <b>100</b>       | <b>100.0</b>      |

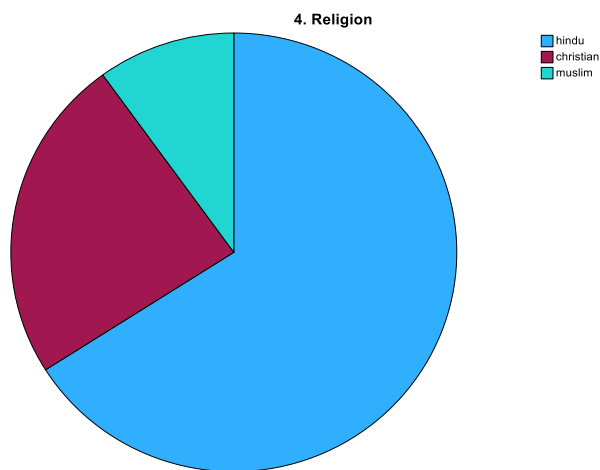


From the above figure 4.2, the age category that has the highest percentage of respondents is 40-49 with (57%), following by 50-59 with (22%), 30-39 with (16%), 18- 29 with (5%). This indicates that the most of the respondents are middle adulthood.

**TABLE 4.3**

**RELIGION OF THE RESPONDENTS**

| RELIGION     | FREQUENCY  | PERCENTAGE   |
|--------------|------------|--------------|
| HINDU        | 66         | 66.0         |
| CHRISTIAN    | 24         | 24.0         |
| MUSLIM       | 10         | 10.0         |
| <b>TOTAL</b> | <b>100</b> | <b>100.0</b> |

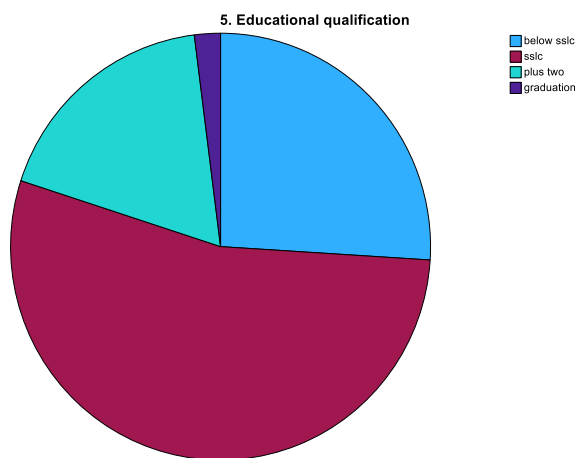


From the figure 4.3 (66%) are Hindu respondents, (24%) are Christians and (10%) are Muslims.

**TABLE 4.4**

**EDUCATIONAL QUALIFICATION OF THE RESPONDENTS**

| <b>EDUCATION</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|------------------|------------------|-------------------|
| BELOW SSLC       | 26               | 26.0              |
| SSLC             | 54               | 54.0              |
| PLUS TWO         | 18               | 18.0              |
| GRADUATION       | 2                | 2.0               |
| <b>TOTAL</b>     | <b>100</b>       | <b>100.0</b>      |

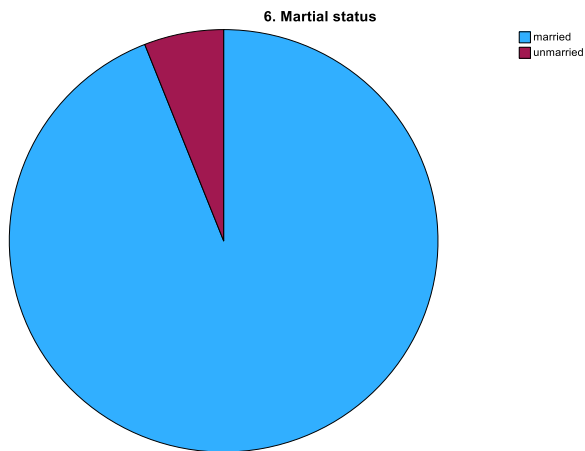


The above figure 4.4 shows that (54%) of the respondents are SSLC, (26%) are below SSLC,(18%) are plus two, and (2%) are graduate.

**TABLE 4.5**

**MARITAL STATUS OF THE RESPONDENTS**

| <b>MARITAL STATUS</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-----------------------|------------------|-------------------|
| MARRIED               | 94               | 94.0              |
| UNMARRIED             | 6                | 6.0               |
| <b>TOTAL</b>          | 100              | 100.0             |



The above figure (4.5) shows that the majority of the respondents (94%) are married.

**TABLE 4.6**

**BASED ON MEMBERSHIP IN UNION OF THE RESPONDENTS**

| <b>ARE YOU A MEMBER OF A TRADE UNION</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|------------------------------------------|------------------|-------------------|
| YES                                      | 98               | 98.0              |
| NO                                       | 2                | 2.0               |
| <b>TOTAL</b>                             | <b>100</b>       | <b>100.0</b>      |



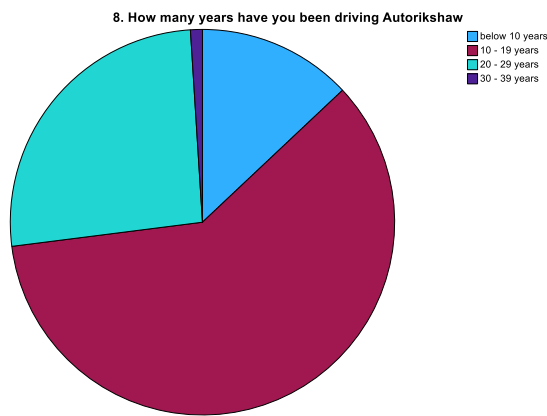
The above table illustrates the membership that the auto drivers have (98%) of the auto drivers have union membership and (2%) of the auto drivers do not have membership. This suggests that trade unionism is highly influential and has a strong presence in the workplace and also it offer a

variety of services and benefits, including legal assistance, healthcare and pensions. Trade union can empower workers to better advocate for their rights and interests.

**TABLE 4.7**

**BASED ON WORK EXPERIENCE OF THE RESPONDENTS**

| <b>WORK EXPERIENCE</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|------------------------|------------------|-------------------|
| BELOW 10 YEARS         | 13               | 13.0              |
| 10-19 YEARS            | 60               | 60.0              |
| 20-29 YEARS            | 26               | 26.0              |
| 30-39 YEARS            | 1                | 1.0               |
| <b>TOTAL</b>           | 100              | 100.0             |



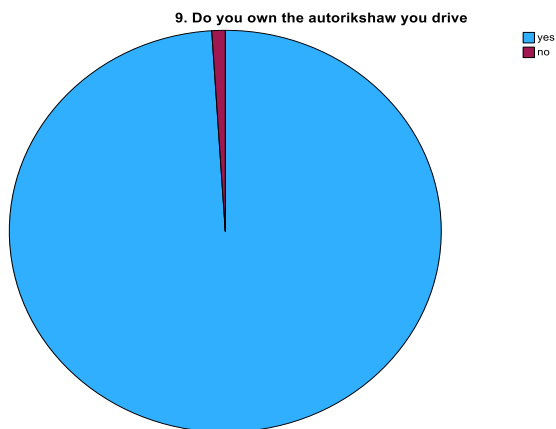
The above table 4.7 shows (60%) of auto drivers have 10–19-year work experience, (26%) of auto drivers have 20–29-year work experience,

(13%) of auto drivers have below 10-year work experience and (1%) of auto drivers have 30–39-year work experience.

**TABLE 4.8**

**BASED ON AUTO OWNERSHIP OF THE RESPONDENTS**

| <b>DO YOU OWN THE AUTO RICKSHAW YOU DRIVE</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-----------------------------------------------|------------------|-------------------|
| YES                                           | 99               | 99.0              |
| NO                                            | 1                | 1.0               |
| <b>TOTAL</b>                                  | <b>100</b>       | <b>100.0</b>      |

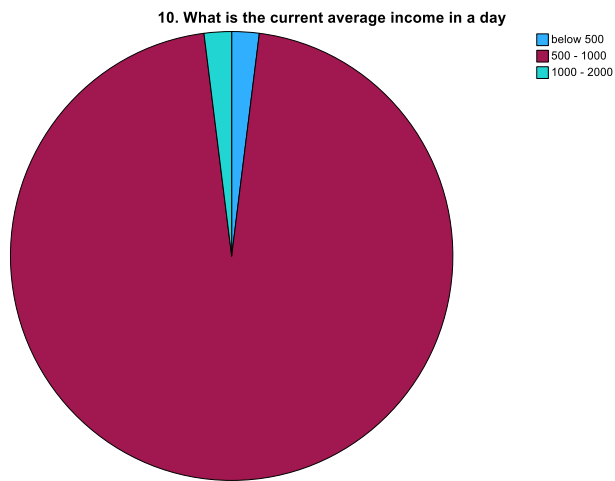


From the above table show that (99%) of respondents have their own auto rickshaw. They can able to purchase an auto rickshaw or apply for a loan to purchase one.

TABLE 4.9

CURRENT AVERAGE INCOME OF THE RESPONDENTS

| WHAT IS THE CURRENT AVERAGE INCOME IN A DAY | FREQUENCY | PERCENTAGE |
|---------------------------------------------|-----------|------------|
| BELOW 500                                   | 2         | 2.0        |
| 500-1000                                    | 96        | 96.0       |
| 1000- 2000                                  | 2         | 2.0        |
| TOTAL                                       | 100       | 100.0      |



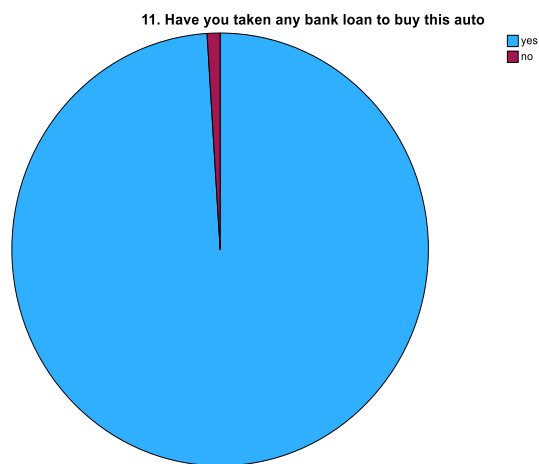


The study shows that the (96%) of the respondents were earning 500-1000 in a day. (2%) of respondents were earning both below 500 and 1000- 2000 in a day. It shows that the respondent's income is not permanent one. It may differ according to the taken by the driver or on the customer frequency.

**TABLE 4.10**

**BASED ON LOANS OF THE RESPONDENTS**

| <b>HAVE YOU TAKEN ANY BANK LOAN TO BUY THIS AUTO</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|------------------------------------------------------|------------------|-------------------|
| YES                                                  | 99               | 99.0              |
| NO                                                   | 1                | 1.0               |
| <b>TOTAL</b>                                         | 100              | 100.0             |



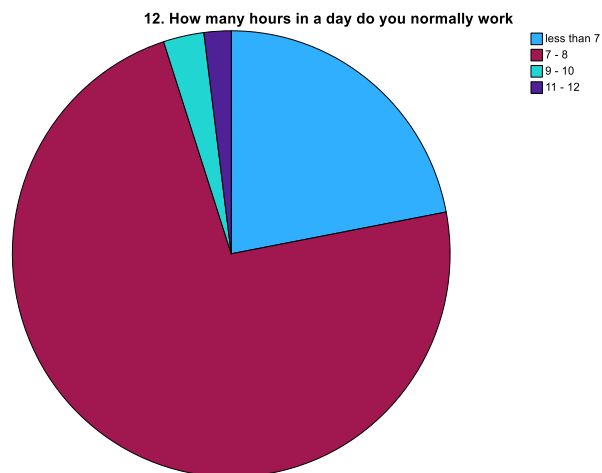
From the above table 4.10 shows that (99%) of the respondents taken loans for buy auto rickshaw and still they are following the interest of the loans. Only (1%) of the respondents did

not taken any loans for buy auto rickshaw. It indicating that they are likely facing financial constraints and are in need of additional funds to purchase the vehicle. This could be due to a lack of savings or other financial resources, or could be indicative of a larger problem with access to capital in the region.

**TABLE 4.11**

**BASED ON WORKING HOURS OF THE RESPONDENTS**

| <b>HOW MANY HOURS IN A DAY DO YOU NORMALLY WORK</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-----------------------------------------------------|------------------|-------------------|
| LESS THAN 7                                         | 22               | 22.0              |
| 7-8                                                 | 73               | 73.0              |
| 9-10                                                | 3                | 3.0               |
| 11-12                                               | 2                | 2.0               |
| <b>TOTAL</b>                                        | 100              | 100.0             |



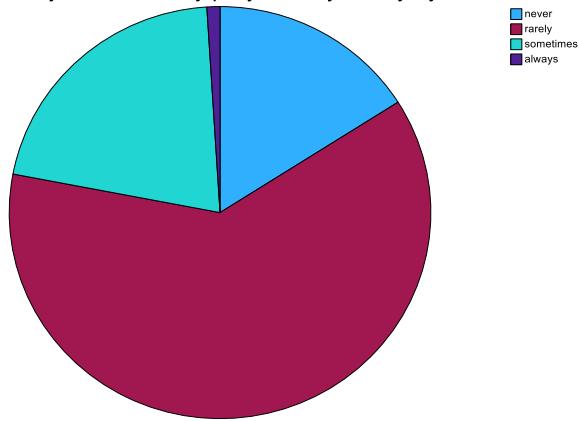
From the above table 4.11, show that the majority of the respondents work 7-8 hours (73%) in a day, (22%) respondents belong to less than 7 hours in a day, (3%) of the respondents work 9-10 hours in a day and (2%) of the respondents works 11-12 hours in a day.

**TABLE 4.12**

**MISS OUT ANY QUALITY TIME OF THE RESPONDENTS**

| <b>DO YOU EVER MISS OUT ANY QUALITY TIME WITH YOUR FAMILY BECAUSE OF WORK</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-------------------------------------------------------------------------------|------------------|-------------------|
| NEVER                                                                         | 16               | 16.0              |
| RARELY                                                                        | 62               | 62.0              |
| SOMETIMES                                                                     | 21               | 21.0              |
| ALWAYS                                                                        | 1                | 1.0               |
| <b>TOTAL</b>                                                                  | 100              | 100.0             |

13. Do you ever miss out any quality time with your family or your friends because of work

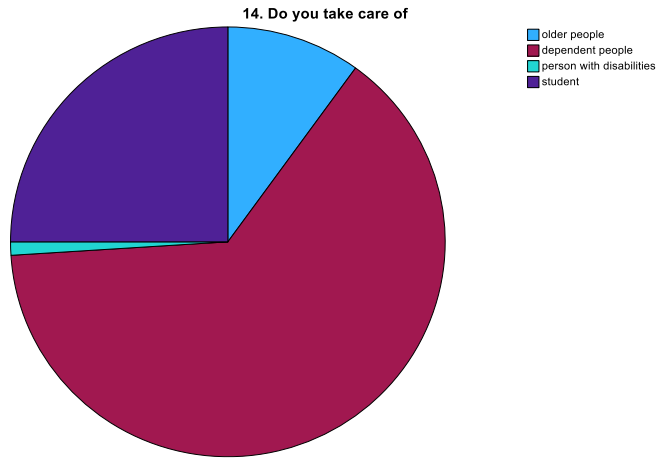


From the above figure 4.12, it is found that the majority of the respondents (62%) rarely miss out their quality time with their family or friends.

**TABLE 4.13**

**BASED ON CARETAKING OF THE RESPONDENTS**

| DO YOU CARE OF           | FREQUENCY | PERCENTAGE |
|--------------------------|-----------|------------|
| OLDER PEOPLE             | 10        | 10.0       |
| DEPENDENT PEOPLE         | 64        | 64.0       |
| PERSON WITH DISABILITIES | 1         | 1.0        |
| STUDENT                  | 25        | 25.0       |
| <b>TOTAL</b>             | 100       | 100.0      |

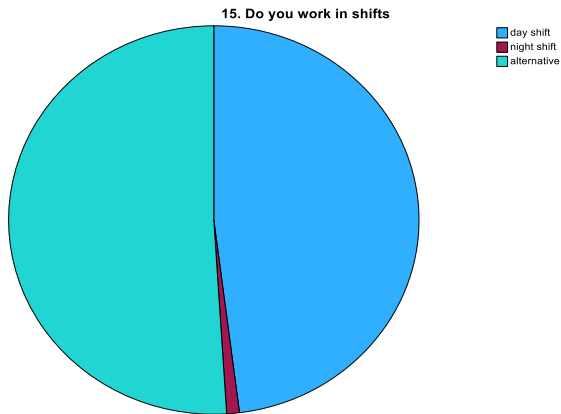


From the above figure 4.13, it is found that the majority of the participants (64%) take care of dependent people, (25%) of the respondents take care of students that means they get school routes, and (10%) of the respondents take care of older people and finally (1%) shows person with disabilities.

**Table 4.14**

**WORK SHIFTS OF THE RESPONDENTS**

| <b>DO YOU WORK IN SHIFTS</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|------------------------------|------------------|-------------------|
| DAY SHIFT                    | 48               | 48.0              |
| NIGHT SHIFT                  | 1                | 1.0               |
| ALTERNATIVE                  | 51               | 51.0              |
| <b>TOTAL</b>                 | 100              | 100.0             |



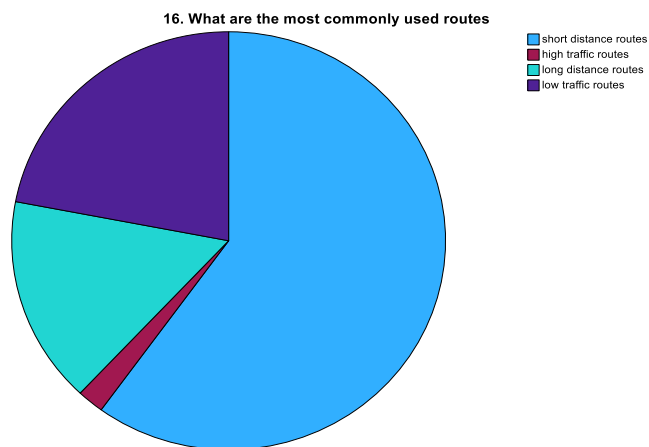
From the above figure 4.14, it is found that the majority of the participants (51%) alternatively work in shifts and (48%) of the respondents belong to day shift and only (1%) work in night shift.

**TABLE 4.15**

**BASED ON ROUTES OF THE RESPONDENTS**

| WHAT ARE THE MOST COMMONLY USED ROUTES | FREQUENCY | PERCENTAGE |
|----------------------------------------|-----------|------------|
| SHORT DISTANCE ROUTES                  | 60        | 60.0       |
| HIGH TRAFFIC ROUTES                    | 2         | 2.0        |
| LONG DISTANCE                          | 16        | 16.0       |

|                    |            |              |
|--------------------|------------|--------------|
| ROUTES             |            |              |
| LOW TRAFFIC ROUTES | 22         | 22.0         |
| <b>TOTAL</b>       | <b>100</b> | <b>100.0</b> |



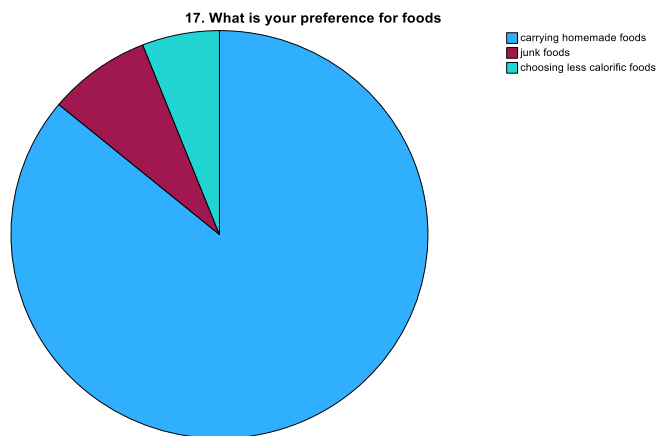
From the above figure 4.15, it is found that the majority of the participants (60%) most commonly used short distance routes.

**TABLE 4.16**

**FOOD PREFERENCE OF THE RSPONDENTS**

| WHAT IS YOUR POREFERENCE FOR FOODS | FREQUENCY | PERCENTAGE |
|------------------------------------|-----------|------------|
| CARRYING HOMEMADE FOODS            | 86        | 86.0       |

|                               |     |       |
|-------------------------------|-----|-------|
| JUNK FOODS                    | 8   | 8.0   |
| CHOOSING LESS CALORIFIC FOODS | 6   | 6.0   |
| <b>TOTAL</b>                  | 100 | 100.0 |



From the above figure 4.16, it's found that the majority of the respondents (86%) preferring carrying homemade foods.

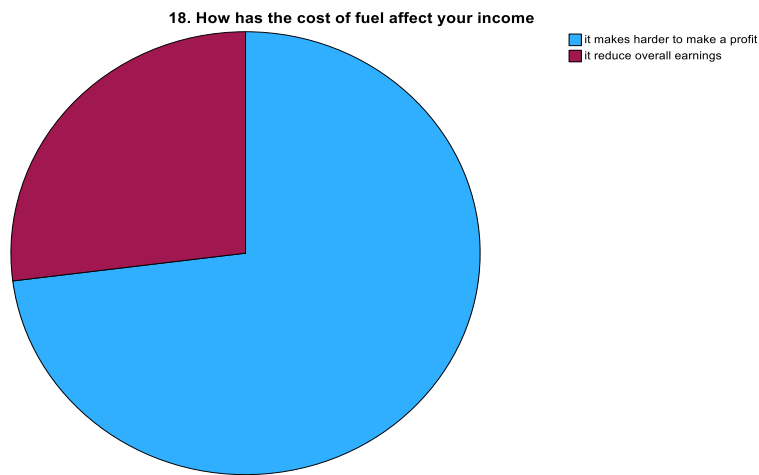
**TABLE 4.17**

**BASED ON COST OF INCOME AFFECTED THE RESPONDENTS**

| HOW HAS THE COST OF FUEL AFFECT YOUR INCOME | FREQUENCY | PERCENTAGE |
|---------------------------------------------|-----------|------------|
| IT MAKES HARDER TO MAKE A PROFIT            | 73        | 73.0       |



|                            |     |       |
|----------------------------|-----|-------|
| IT REDUCE OVERALL EARNINGS | 27  | 27.0  |
| <b>TOTAL</b>               | 100 | 100.0 |



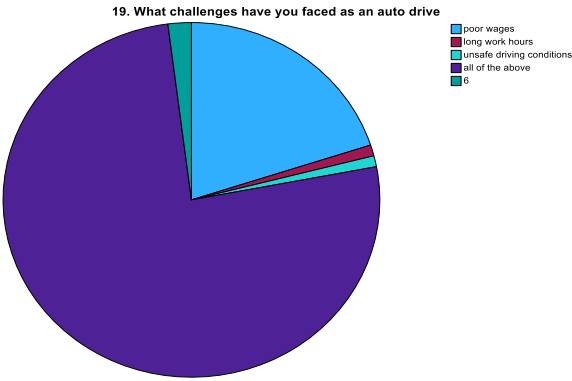
The figure depicts that around (73%) of the respondents reported increased cost of fuel as the main problem they face since it makes harder to earn profit.

**TABLE 4.18**

**CHALLENGES OF THE RESPONDENTS**

| WHAT CHALLENGES HAVE YOU FACED AS AN AUTO DRIVER | FREQUENCY | PERCENTAGE |
|--------------------------------------------------|-----------|------------|
| POOR WAGES                                       | 20        | 20.0       |
| LONG WORKING                                     | 1         | 1.0        |

|                           |            |              |
|---------------------------|------------|--------------|
| HOURS                     |            |              |
| UNSAFE DRIVING CONDITIONS | 1          | 1.0          |
| ALL OF THE ABOVE          | 76         | 76.0         |
| NONE                      | 2          | 2.0          |
| <b>TOTAL</b>              | <b>100</b> | <b>100.0</b> |



From the above figure 4.18, it is found that the majority of the respondents (76%) are facing poor wages, long working hours, unsafe driving conditions as an auto driver.

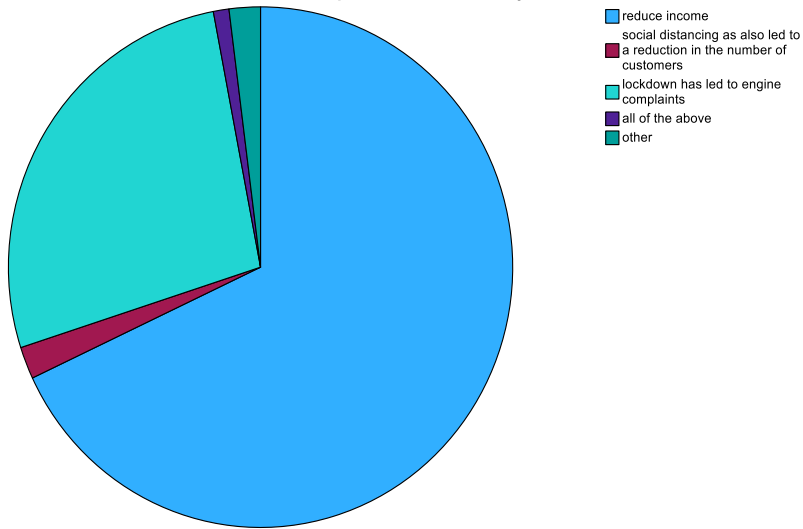
**TABLE 4.19**

**BASED ON COVID-19 PANDEMIC AFFECTED THE RESPONDENTS WORK**

| HOW HAS THE COVID-19 PANDEMIC AFFECTED IN YOUR WORK | FREQUENCY | PERCENTAGE |
|-----------------------------------------------------|-----------|------------|
|                                                     |           |            |

|                                                                         |     |       |
|-------------------------------------------------------------------------|-----|-------|
| REDUCE INCOME                                                           | 68  | 68.0  |
| SOCIAL DISTANCING AS ALSO LED TO A REDUCTION IN THE NUMBER OF CUSTOMERS | 2   | 2.0   |
| LOCKDOWN HAS LED TO ENGINE COMPLAINTS                                   | 27  | 27.0  |
| ALL OF THE ABOVE                                                        | 1   | 1.0   |
| OTHER                                                                   | 2   | 2.0   |
| <b>TOTAL</b>                                                            | 100 | 100.0 |

20. How has the Covid pandemic affected in your work

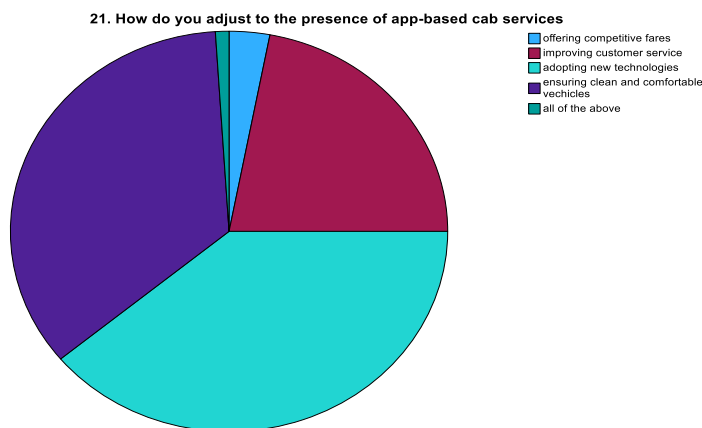


From the above figure 4.19, it is found that the majority of the respondent's (68%) income is reduced during covid-19 pandemic and (27%) of the respondent's lockdown has led to engine complaints, (2%) of the respondent's response that the social distancing as also led to a reduction in the number of customers and some choose other option and (1%) of the respondents belong all of the above

**TABLE 4.20**

**BASED ON ADJUSTMENT OF THE RESPONDENTS ON WORK**

| <b>HOW DO YOU ADJUST TO THE PRESENCE OF APP-BASED CAB SERVICES</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|--------------------------------------------------------------------|------------------|-------------------|
| OFFERING COMPETITIVE FARES                                         | 3                | 3.0               |
| IMPROVING CUSTOMER SERVICE                                         | 22               | 22.0              |
| ADOPTING NEW TECHNOLOGIES                                          | 39               | 39.0              |
| ENSURING CLEAN AND COMFORTABLE VECHICLES                           | 35               | 35.0              |
| ALL OF THE ABOVE                                                   | 1                | 1.0               |
| <b>TOTAL</b>                                                       | <b>100</b>       | <b>100.0</b>      |



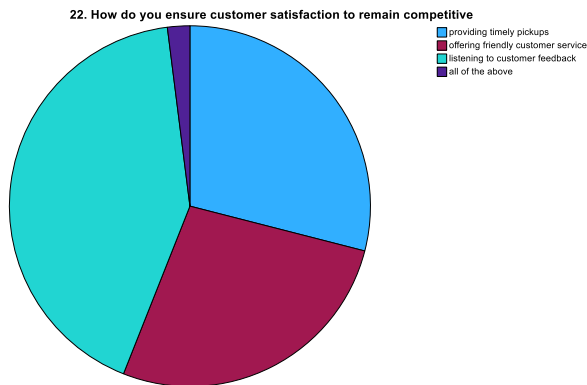
From the above figure 4.20, it is found that the majority of the respondents (39%) are adopting

new technologies.

**TABLE 4.21**

**CUSTOMER SATISFACTION OF THE RESPONDENTS**

| HOW DO YOU ENSURE CUSTOMER SATISFACTION TO REMAIN COMPETITIVE | FREQUENCY  | PERCENTAGE   |
|---------------------------------------------------------------|------------|--------------|
| PROVIDING TIMELY PICKUPS                                      | 29         | 29.0         |
| OFFERING FRIENDLY CUSTOMER SERVICE                            | 27         | 27.0         |
| LISTENING TO CUSTOMER FEEDBACK                                | 42         | 42.0         |
| ALL OF THE ABOVE                                              | 2          | 2.0          |
| <b>TOTAL</b>                                                  | <b>100</b> | <b>100.0</b> |



From the above figure 4.21, it is found that the majority of the respondents (42%) are ensure

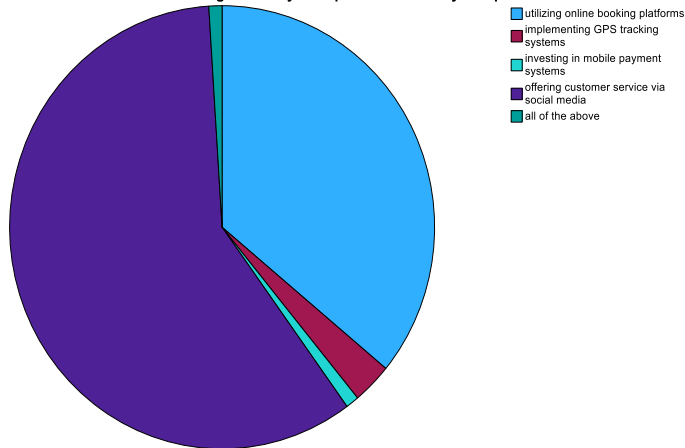
customer satisfaction through listening customer feedback.

**TABLE 4.22**

**TECHNOLOGIES IMPLEMENTED OF THE RESPONDENTS**

| <b>WHAT TECHNOLOGIES<br/>HAVE YOU<br/>IMPLEMENTED TO<br/>STAY COMPETITIVE</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-------------------------------------------------------------------------------|------------------|-------------------|
| UTILIZING ONLINE<br>BOOKING PLATFORMS                                         | 36               | 36.0              |
| IMPLEMENTING GPS<br>TRACKING SYSTEMS                                          | 3                | 3.0               |
| INVESTING IN MOBILE<br>PAYMENT SYSTEMS                                        | 1                | 1.0               |
| OFFERING CUSTOMER                                                             | 59               | 59.0              |
| ALL OF THE ABOVE                                                              | 1                | 1.0               |
| <b>TOTAL</b>                                                                  | 100              | 100.0             |

23. What technologies have you implemented to stay competitive



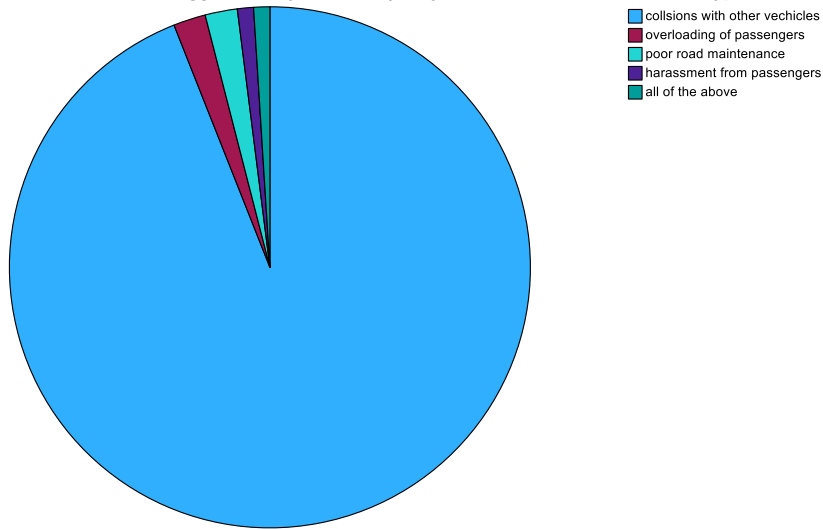
From the above figure 4.22, it is found that the majority of the respondents (59%) are implemented customer service via social media to stay competitive.



**TABLE 4.23****BASED ON RISK OF THE RESPONDENTS**

| <b>WHAT ARE THE BIGGEST RISKS YOU FACE IN YOUR JOB AS AN AUTO RICKSHAW DRIVER IN VYPIN</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|--------------------------------------------------------------------------------------------|------------------|-------------------|
| COLLISIONS WITH OTHER VEHICLES                                                             | 94               | 94.0              |
| OVERLOADING OF PASSENGERS                                                                  | 2                | 2.0               |
| POOR ROAD MAINTENANCE                                                                      | 2                | 2.0               |
| HARRASMENT FROM PASSENGERS                                                                 | 1                | 1.0               |
| ALL OF THE ABOVE                                                                           | 1                | 1.0               |
| <b>TOTAL</b>                                                                               | <b>100</b>       | <b>100.0</b>      |

24. What are the biggest risks you face in your job as an autorikshaw driver in vypin

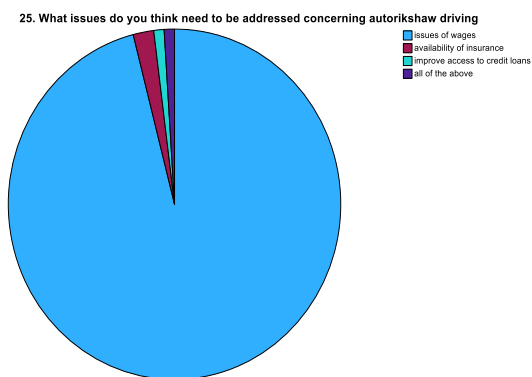


From the above figure 4.23, it is found that the majority of the respondents (94%) are facing biggest risk is collisions with other vehicles in vypin.

**TABLE 4.24**

**ISSUES OF THE RESPONDENTS**

| <b>WHAT ISSUES DO YOU THINK NEED TO BE ADDRESSED CONCERNING AUTO RICKSHAW DRIVING</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|---------------------------------------------------------------------------------------|------------------|-------------------|
| ISSUES OF WAGES                                                                       | 96               | 96.0              |
| AVAILABILITY OF INSURANCE                                                             | 2                | 2.0               |
| IMPROVE ACCESS TO CREDIT LOANS                                                        | 1                | 1.0               |
| ALL OF THE ABOVE                                                                      | 1                | 1.0               |
| <b>TOTAL</b>                                                                          | <b>100</b>       | <b>100.0</b>      |



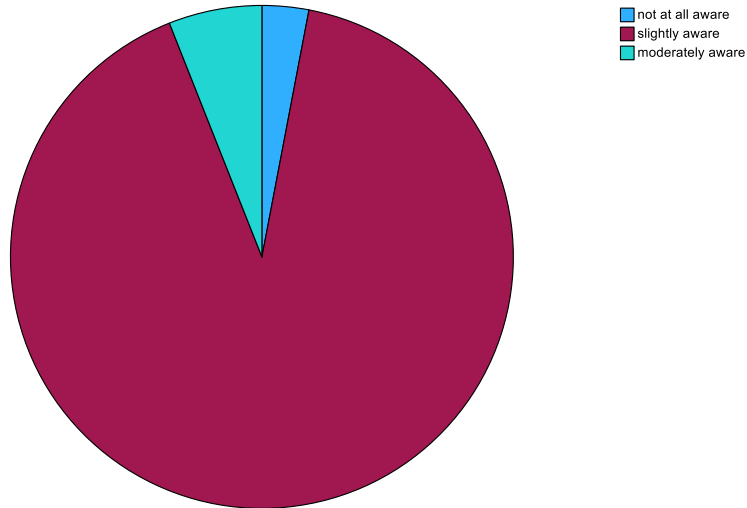
From the above figure 4.24, it is found that the majority of the respondents (96%) are needs to be addressed issues of wages.

**TABLE 4.25**

**AWARE OF THE WELFARE MEASURES OF THE RESPONDENTS**

| <b>TO WHAT EXTENT ARE YOU AWARE OF THE WELFARE MEASURES PROVIDED BY THE GOVERNMENT AND NGO'S FOR AUTO RICKSHAW DRIVERS IN VYPIN</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------|
| NOT AT ALL AWARE                                                                                                                    | 3                | 3.0               |
| SLIGHTLY AWARE                                                                                                                      | 91               | 91.0              |
| MODERATELY AWARE                                                                                                                    | 6                | 6.0               |
| <b>TOTAL</b>                                                                                                                        | 100              | 100.0             |

26. To what extent are you aware of the welfare measures provided by the government and NGOs for autorikshaw drivers in vypin

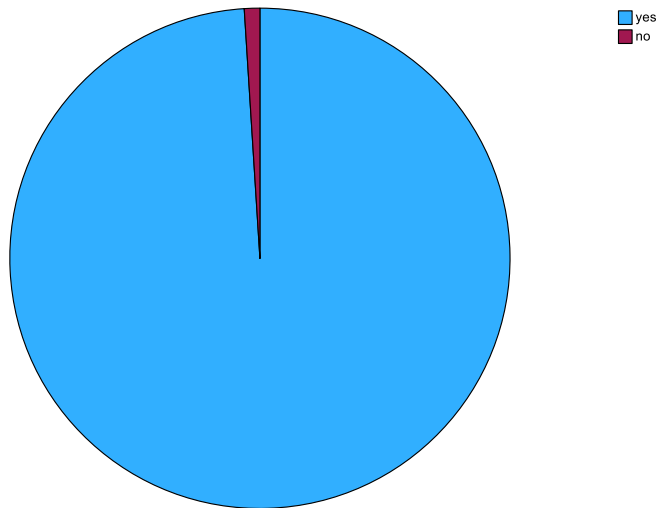


From the above figure 4.25, it is found that the majority of the respondents (91%) are slightly aware about the welfare measures provided by the government and NGOs for auto rickshaw drivers in Vypin.

**TABLE 4.26****BASED ON INSURANCE POLICIES OF THE RESPONDENTS**

| <b>DO YOU KNOW<br/>OF ANY<br/>INSURANCE<br/>POLICIES,<br/>PENSION PLANS<br/>OR HEALTH<br/>CARE SCHEME<br/>AVAILABLE FOR<br/>AUTO RICKSHAW<br/>DRIVERS</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------|
| YES                                                                                                                                                       | 99               | 99.0              |
| NO                                                                                                                                                        | 1                | 1.0               |
| TOTAL                                                                                                                                                     | 100              | 100.0             |

27. Do you know of any insurance policies, pension plans or health care schemes available for autorikshaw drivers

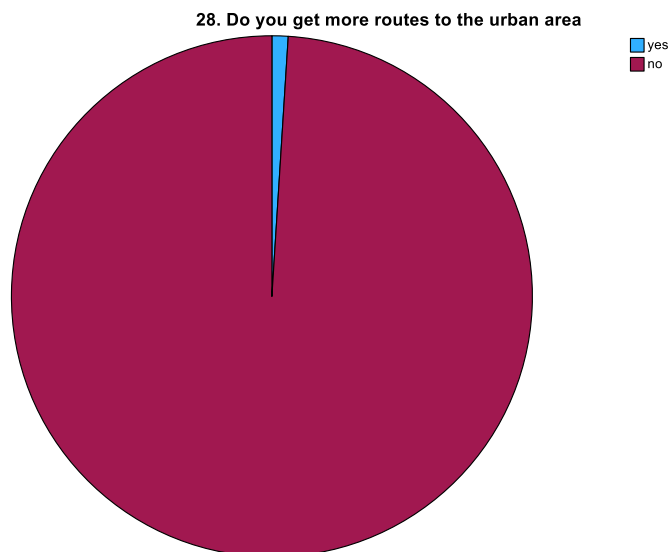


From the above figure 4.26, it is found that the majority of the respondents (99%) are aware about the availability of insurance policies, pensions and other health care schemes for auto rickshaw drivers in vypin.

**TABLE 4.27**

**BASED ON GETS URBAN ROUTES OF THE RESPONDENTS**

| <b>DO YOU GET MORE ROUTES TO THE URBAN AREA</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-------------------------------------------------|------------------|-------------------|
| YES                                             | 1                | 1.0               |
| NO                                              | 99               | 99.0              |
| <b>TOTAL</b>                                    | 100              | 100.0             |



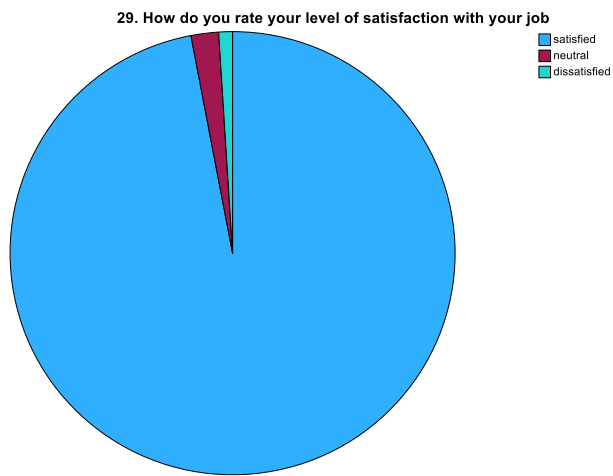
From the above figure 4.28, it is found that the majority of the respondents (99%) are didn't get routes to the urban area.

**TABLE 4.28**

**LEVEL OF SATISFACTION OF THE RESPONDENTS**

| HOW DO YOU LEVEL OF SATISFACTION WITH YOUR JOB | FREQUENCY | PERCENTAGE |
|------------------------------------------------|-----------|------------|
| SATISFIED                                      | 97        | 97.0       |
| NEUTRAL                                        | 2         | 2.0        |
| DISSATISFIED                                   | 1         | 1.0        |
| <b>TOTAL</b>                                   | 100       | 100.0      |



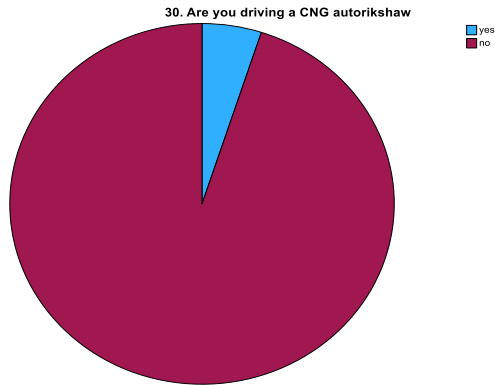


From the above figure 4.28, it is found that the majority of the respondents (97%) are satisfied with their job.

**TABLE 4.29**

**CNG STATUS OF THE RESPONDENTS**

| ARE YOU DRIVING A CNG AUTO RICKSHAW | FREQUENCY | PERCENTAGE |
|-------------------------------------|-----------|------------|
| YES                                 | 5         | 5.0        |
| NO                                  | 95        | 95.0       |
| <b>TOTAL</b>                        | 100       | 100.0      |



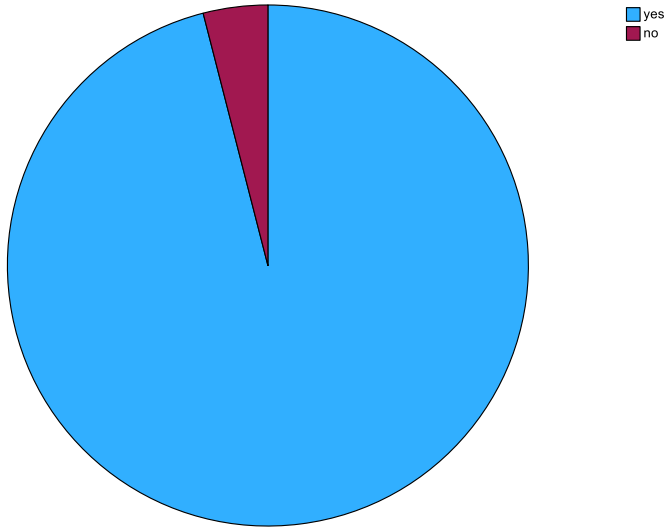
From the above figure 4.29, it is found that the majority of the respondent's (95%) didn't use CNG. Only (5%) of the respondents use CNG. Almost less than one year the respondents use CNG. The primary reason for the preferring CNG is cost of fuel. It is sustainable approach. Almost once in a week they refill the CNG.

**TABLE 4.30**

**BASED ON THE AGREEMENT WITH THE LAUNCH OF THE WATER METRO OF THE RESPONDENTS**

| <b>DO YOU AGREE WITH THE LAUNCH OF THE WATER METRO IN VYPIN ISLAND</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|------------------------------------------------------------------------|------------------|-------------------|
| YES                                                                    | 96               | 96.0              |
| NO                                                                     | 4                | 4.0               |
| <b>TOTAL</b>                                                           | 100              | 100.0             |

35. Do you agree with the launch of the water metro in vypin island



From the above figure 4.30, it is found that the majority of the respondents (96%) are agrees with the launch of the water metro in vypin.

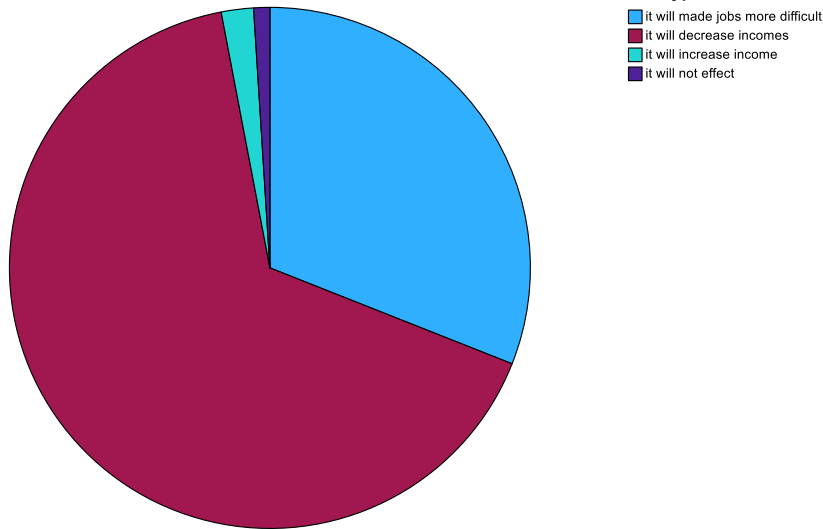
**TABLE 4.31**

**LAUNCH OF THE WATER METRO AFFECTED OF THE RESPONDENTS**

| <b>HOW WILL THE LAUNCH OF THE WATER METRO AFFECT THE AUTO RICKSHAW DRIVERS IN VYPIN</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|-----------------------------------------------------------------------------------------|------------------|-------------------|
| IT WILL MADE JOBS MORE DIFFICULT                                                        | 31               | 31.0              |
| IT WILL DECREASE                                                                        | 66               | 66.0              |

|                         |     |       |
|-------------------------|-----|-------|
| INCOMES                 |     |       |
| IT WILL INCREASE INCOME | 2   | 2.0   |
| IT WILL NOT EFFECT      | 1   | 1.0   |
| <b>TOTAL</b>            | 100 | 100.0 |

36. How will the launch of the water metro affect the autorikshaw drivers in vypin island



From the above figure 4.31, shows that the launch of the water metro will reduce the income of the respondents.

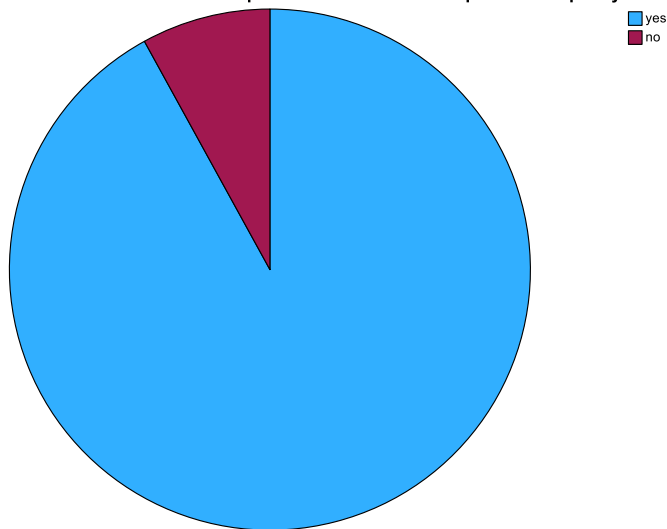
**TABLE 4.32**

**IMPROVEMENT IN QUALITY OF TRANSPORTATION IN VYPIN ACCORDANCE WITH RESPONDENTS**

| DO YOU THINK UBER AND OTHER | FREQUENCY | PERCENTAGE |
|-----------------------------|-----------|------------|
|                             |           |            |

|                                                                                      |     |       |
|--------------------------------------------------------------------------------------|-----|-------|
| <b>TRANSPORTATION FACILITIES HAS IMPROVED THE QUALITY OF TRANSPORTATION IN VYPIN</b> |     |       |
| YES                                                                                  | 92  | 92.0  |
| NO                                                                                   | 8   | 8.0   |
| <b>TOTAL</b>                                                                         | 100 | 100.0 |

37. Do you think uber and other transportation facilities has improved the quality of transportation in vypin



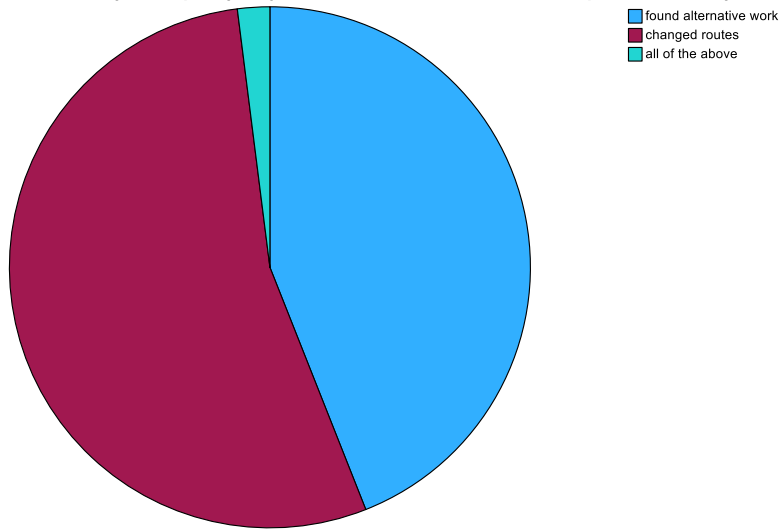
From the above figure 4.32, it is found that the majority of the respondents (92%) are say yes to the uber and other transportation facilities has improved the quality of transportation in vypin.

**TABLE 4.33**

**WORK ADAPTATION OF THE RESPONDENTS**

| <b>HOW YOU ADAPTED<br/>YOUR JOB TO THE<br/>INCREASED USE OF<br/>BUS<br/>TRANSPORTATION<br/>TO CITY</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|--------------------------------------------------------------------------------------------------------|------------------|-------------------|
| FOUND<br>ALTERNATIVE WORK                                                                              | 44               | 44.0              |
| CHANGED ROUTES                                                                                         | 54               | 54.0              |
| ALL OF THE ABOVE                                                                                       | 2                | 2.0               |
| <b>TOTAL</b>                                                                                           | 100              | 100.0             |

38. How you adapted your job to the increased use of bus transportation to city



From the above figure 4.33, it is found that the majority of the respondent's (54%) changed their routes.

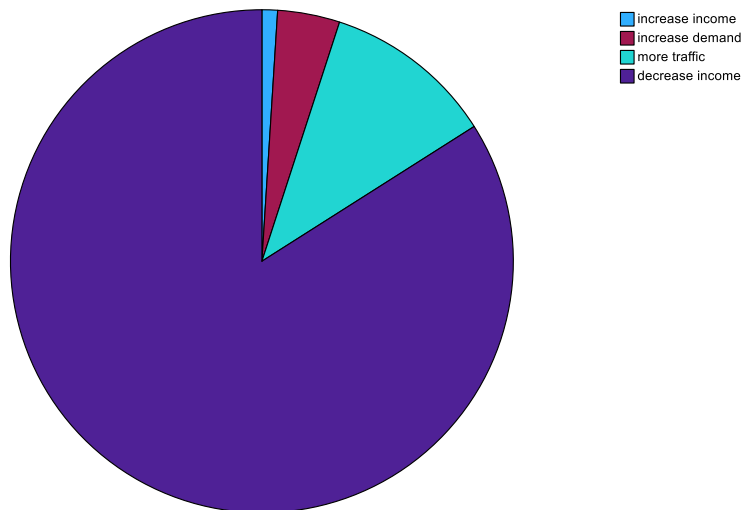
**TABLE 4.34**

**BASED ON CITY CONNECTED GOSHREE BRIDGE AFFECTED THE MOBILITY OF THE RESPONDENTS**

| HOW DOES THE INTRODUCTION OF THE CITY CONNECTING GOSHREE BRIDGE | FREQUENCY | PERCENTAGE |
|-----------------------------------------------------------------|-----------|------------|
|                                                                 |           |            |

| <b>TRANSPORTATION SYSTEM AFFECT THE MOBILITY OF AUTO RICKSHAW DRIVERS</b> |     |       |
|---------------------------------------------------------------------------|-----|-------|
| INCREASE INCOME                                                           | 1   | 1.0   |
| INCREASE DEMAND                                                           | 4   | 4.0   |
| MORE TRAFFIC                                                              | 11  | 11.0  |
| DECREASE INCOME                                                           | 84  | 84.0  |
| <b>TOTAL</b>                                                              | 100 | 100.0 |

39. How does the introduction of the city connecting gosree bridge transportation system affect the mobility of autorikshaw drivers



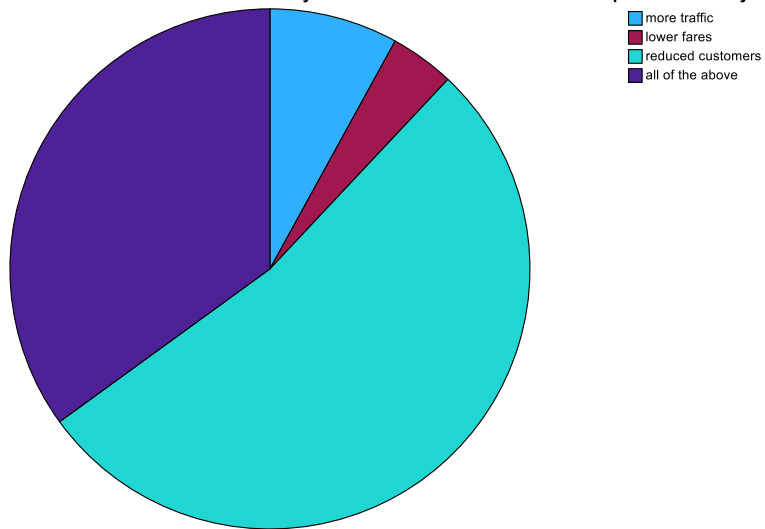
From the above figure 4.34, it is found that the majority of the respondents (84%) says that the connection between the city bridge led decrease income.



**TABLE 4.35****BASED ON DIFFICULTIES FACED BY THE RESPONDENTS**

| <b>WHAT KIND OF DIFFICULTIES ARE YOU FACE TO INCREASED BUS TRANSPORTATION TO CITY</b> | <b>FREQUENCY</b> | <b>PERCENTAGE</b> |
|---------------------------------------------------------------------------------------|------------------|-------------------|
| MORE TRAFFIC                                                                          | 8                | 8.0               |
| LOWER FARES                                                                           | 4                | 4.0               |
| REDUCED CUSTOMERS                                                                     | 53               | 53.0              |
| ALL OF THE ABOVE                                                                      | 35               | 35.0              |
| <b>TOTAL</b>                                                                          | <b>100</b>       | <b>100.0</b>      |

40. What kind of difficulties are you face due to increased bus transportation to city



From the above figure 4.35, most of the respondents (53%) reduced customers due to increased bus transportation to the city.

## CHAPTER – 5

### FINDINGS AND CONCLUSION

Auto rickshaw drivers in India have different life style. Auto rickshaws are an integral part of Indian public transport. They are inexpensive, convenient, and are often the preferred mode of transport for those who cannot afford to take a taxi. However, autorickshaw drivers are often subjected to exploitation, discrimination, and unfair working conditions. They work on daily basis and earn enough money to spend with their family. Rickshaw drivers with their humble behavior and hard work, earn money by taking the passengers to their destination. The project will consider how the auto rickshaw can be improved and adapted to meet the needs of modern cities.

The findings of this study revealed that most of the auto rickshaw drivers in Vypin are male, ranging in age from 40-49 years old. They are largely from lower socio-economic backgrounds and have limited education. Most of the respondents native place is vypin. The majority of the auto rickshaw drivers have been working in the field for at 10-19 years, with some having worked for up to 10 years. They usually work for 7-8 hours a day, and most of them earn an average of Rs. 500-1000 per day. The study revealed that the auto rickshaw drivers are generally satisfied but their income comparatively less than other work. Because the level of customer decreased day by day. More population depending own private transportations. They feel that it is a insecure job. Always most of the respondents found alternative works. The income of the auto rickshaw drivers is not permanent. It may differ according to the customer frequency. This data study shows that the majority of respondents have a large financial commitment to the purchase of an autorikshaw and are willing to take on a loan in order to cover the cost. This indicates that the respondents have a strong need for the vehicle and are willing to take on the financial risk associated with taking out a loan.

Membership of trade unions was generally higher in factories with higher levels of worker protection and better working conditions. Trade unions were seen as a valuable source of support and protection for workers in the surveyed factories. It were often the main source of information

and advice for workers, particularly around labour rights and workplace safety. The data collected from the survey regarding the influence of trade unionism shows that 98% of the respondents belong to a trade union. This indicates that trade unions have a strong influence in the lives of the respondents. Trade unions offer a variety of services and benefits, including collective bargaining and representation, legal assistance, and other benefits such as healthcare and pensions. They also provide a forum for workers to discuss and address issues related to their work environment and wages. This suggests that the presence of a trade union can empower workers to better advocate for their rights and interests. Moreover, it also implies that trade unions can help foster a sense of community and solidarity among workers, which can help promote better working conditions and wages.

The pandemic caused a sharp decline in demand for auto-rickshaw services, resulting in a drastic reduction in their income. The auto-rickshaw drivers of Vypin were significantly affected by the economic downturn and the consequent lockdown measures. Many of the drivers had to take up other menial jobs in order to make ends meet, such as working as daily laborers, selling vegetables, working as security guards, and so on.

The auto-rickshaw drivers were also affected by the closure of their regular customers, who were mostly tourists. This resulted in a further reduction in their income. The drivers were also exposed to the risk of infection due to the lack of adequate safety protocols in place. The lack of insurance cover and financial aid from the government further worsened the situation.

The auto-rickshaw drivers of Vypin also faced numerous psychological and emotional challenges due to the pandemic. The economic downturn, the fear of infection, and the loss of social contacts due to the lockdown measures caused a lot of stress and anxiety amongst the drivers. And, The cost of fuel can have a big impact on the findings of the research. Fuel costs directly affect the amount of money drivers can earn, how much they have to charge their customers to make a profit, and their overall job satisfaction. If fuel costs are high, drivers may have to charge more for their services, potentially leading to fewer customers and lower job satisfaction. Furthermore, the increased costs may lead to drivers having to work longer hours to make the same amount of money, thus increasing their job-related stress. If fuel costs are low,

however, drivers may have more customers, higher job satisfaction, and potentially higher levels of earnings.

The primary focus of the research should be to understand how auto rickshaw drivers are adapting to the presence of app-based cab services. Questions should be focused on how the auto rickshaw drivers perceive the competition, how they are responding to it, and what strategies they are using to remain competitive. The research should also look at the economic impact of app-based cab services on auto rickshaw drivers, and what changes they have had to make to their business models in order to remain successful. Finally, the research should also consider the social implications of app-based cab services, such as the increased sense of insecurity among auto rickshaw drivers and the impact of the changing job market on their livelihoods. The findings and conclusion should provide a comprehensive overview of the social, economic, and psychological implications of app-based cab services on auto rickshaw drivers in Vypin.

The aware of the welfare measures provided by the government and NGOs for auto rickshaw drivers in Vypin. However, based on the results and conclusions of the project, it is likely that such welfare measures exist. The findings of this sociological study of auto rickshaw drivers in Vypin suggest that the majority of the drivers are aware of some of the welfare measures available to them, such as medical insurance and retirement benefits. However, there is a lack of knowledge regarding other important welfare measures, such as subsidies and financial aid. Some of the conclusions of the project may include evidence of the need for better welfare measures for auto rickshaw drivers, such as increased access to health care, better wages, and improved working conditions.

Autorickshaw drivers in Vypin have seen a decrease in the number of CNG gas auto-rickshaws due to the high cost of fuel and maintenance. In study, the respondents view that, the launch of the Water Metro in Vypin will made both positive and negative effects on the income of the auto rickshaw drivers in the area. On one hand, the bridge has increased the speed and convenience of transport, leading to more customers for the auto rickshaw drivers. On the other hand, the presence of the private and other transporatation development has made it more difficult for the auto rickshaw drivers to find customers, as the private and other online service has become the more popular and preferred mode of transport. Therefore, it had a positive or negative effect on the income of the auto rickshaw drivers in Vypin.

In conclusion, it can be seen that the vypin auto rickshaw drivers face a difficulty in their working environment due to lack of competition among other transportation facilities, especially the development of the infrastructure in the vypin. Through my study I find that the number of auto rickshaw drivers decreasing day by day due to the decrease the customers, because the people choose another way of transportation to travel. The main difficulty that the increased bus transportation to city findings and conclusion in the project is the competition that autorickshaw drivers have to face. With the introduction of the Goshree bridge, the number of bus services has increased significantly, providing more affordable and convenient transportation to city dwellers. This has resulted in a decrease in demand for autorickshaw services, as people opt for the cheaper and more efficient bus services. As a result, autorickshaw drivers have to compete for fewer customers and their income has been reduced. Additionally, the longer distance that buses can travel means that they can pick up customers from further away, meaning that autorickshaw drivers have to travel further to get customers. This has also resulted in an increase in their costs, as they have to pay for petrol and other running costs.

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[http://https://en.m.wikipedia.org/wiki/Goshree\\_bridges](http://https://en.m.wikipedia.org/wiki/Goshree_bridges)



## **APPENDIX**

1. Name?

2. Gender?

> Male

> Female

3. Age?

> 18-29

> 29-39

> 39-49

> 49-59

> 59 above

4. Religion?

> Hindu

> Christian

> Muslim

> other

5. Educational qualification

> below SSLC

> Plus Two

> Graduation

> Other

6. Marital status

> married

> unmarried

7. Are you a member of a trade union?

> Yes

> No

8. How many years have you been driving Auto rickshaw?

> less than 10

> 10-25

> 25-50

> Above

9. Do you own the auto rickshaw you drive?

> yes

> No

10. What is the current average income in a day?

> less than 500

> 1000-2000

> Above

11. Have you taken any bank loan to buy this auto?

> yes

> No

12. How many hours in a day do you normally work?

> 7-8

> 8-9

> 9-10

> more than 10

13. Do you ever miss out any quality time with your family or your friends because of work?

> Never

> Rarely

> Sometimes

> Often

> Always

14. Do you take care of?

> Older people

> Dependent people

> person with disabilities

> Students

> None

15. Do you work in shifts?

> Day shift

> Night shift

> Alternative

16. What are the most commonly used routes?

> Short distance routes

> High traffic routes

> Long distance routes

> Low traffic routes

17. What is your preference for foods?

> Carrying homemade foods

> Junk food

> Choosing less calorific food

> others

18. How has the cost of fuel affect your income?

> It makes harder to make a profit

> It makes more difficult to find customers

> It reduces overall earnings

> All of the above

> Others

19. What challenges have you faced as an auto driver?

> poor wages

> long work hours

> unsafe driving conditions

> unreliable customers

> Rate of fuel

> All of the above

20. How has the pandemic affected in your work?

> Reduce income

> Travel restrictions have led to a drop in demand for auto rickshaw services

> Social distancing has also led to a reduction in the number of customers

> Lockdown has led to engine complaints.

> All of the above

21. How do you adjust to the presence of app-based cab services?

> Offering competitive fares

> Improving customer service

> Adopting new technologies

> Ensuring clean and comfortable vehicles

> All of the above

22. How do you ensure customer satisfaction to remain competitive?

> Providing timely pickups

> Offering friendly customer service

> Offering competitive fares

> Listening to customer feedback

> All of the above

23. What technologies have you implemented to stay competitive?

> Utilizing online booking platforms

> Implementing GPS tracking systems

> Investing in mobile payment systems

> Offering customer service via social media

> All of the above

24. What are the biggest risks you face in your job as an auto rickshaw driver in vypin

> Collisions with other vehicles

> Overloading of passengers

> Poor road maintenance

> Harassment from passengers

> All of the above

25. What issues do you think need to be addressed concerning auto rickshaw driving?

> Issues of wages

> Job security

> Availability of insurance

> Improve legal protection

> improve access to credit loans

> Develop Government scheme's

> All of the above

26. To what extent are you aware of the welfare measures provided by the government and NGOs for auto rickshaw drivers in vypin?

> Not at all aware

> Slightly aware

> Moderately aware

> Fully aware

27. Do you know of any insurance policies, pension plans or health care schemes available for auto rickshaw drivers?

> yes

> No

28. Do you get more routes to the urban area?

> Rarely

> yes

> No

29. How do you rate your level of satisfaction with your job?

> very satisfied

> satisfied

> neutral

> dissatisfied

30. Are you driving a CNG auto rickshaw?

> yes

> no

31. If yes, how many years?

> less than 1 year

> 2 - 4 years

> 4 - 6 years

> Above 6 years

32. What are the primary reasons for you preferring CNG?

> cost of fuel

> pollution

> availability

> others

33. Do you find CNG more reliable compared to other fuels?

> yes

> No

34. How frequently do you have to refill CNG?

> once in a week

> once in 2 weeks

> once in a month

> rarely

35. Do you agree with the launch of the water metro in vypin island?

> yes

> no



36. How will the launch of the water metro affect the auto rickshaw drivers in vypin island?

- > it will made jobs more difficult
- > it will decrease incomes
- > it will increase income
- > it will not effect

37. Do you think uber and other transportation facilities has improved the quality of transportation in vypin?

- > yes
- > no
- > rarely

38. How you adapted your job to the increased use of bus transportation to city?

- > Found alternative work
- > changed routes
- > increased fares
- > All of the above
- > others

39. How does the introduction of the city connecting Goshree bridge transportation system affect the mobility of auto rickshaw drivers?

- > increase income
- > increase demand
- > more traffic
- > decrease income

> others

40. What kind of difficulties are you face due to increased bus transportation to city?

> more traffic

> lower fares

> reduced customers

> All of the above

> others