

**A SOCIOLOGICAL STUDY ON THE SOCIO-ECONOMIC
PROBLEMS FACED BY PRIVATE BUS DRIVERS IN
THRISSUR**



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ST. TERESA'S COLLEGE (AUTONOMOUS), ERNAKULAM
MARCH 2023**

**A SOCIOLOGICAL STUDY ON THE SOCIO-ECONOMIC
PROBLEMS FACED BY PRIVATE BUS DRIVERS IN
THRISSUR**

**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**

By

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Under the Supervision of

Dr.DORA DOMINIC

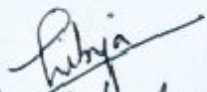
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MARCH 2023

CERTIFICATE

I certify that the thesis entitled "**A SOCIOLOGICAL STUDY ON THE SOCIO-ECONOMIC PROBLEMS FACED BY PRIVATE BUS DRIVERS IN THRISSUR**" is a record of bonafide research work carried out by **MANEESHA K.**, under my guidance and supervision. The thesis is worth submitting in fulfilment of the requirements for the award of the degree of Master of Arts in Sociology.



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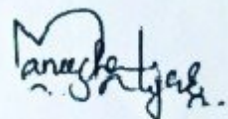
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DECLARATION

I, MANEESHA K hereby declare that the thesis entitled "A SOCIOLOGICAL STUDY ON THE SOCIO-ECONOMIC PROBLEMS FACED BY PRIVATE BUS DRIVERS IN THRISSUR" is a bonafide record of independent research work carried out by me under the supervision and guidance of DORA DOMINIC. I further declare that this thesis has not been previously submitted for the award of any degree, diploma, as associateship or other similar title.



MANEESHA K

Place

Date

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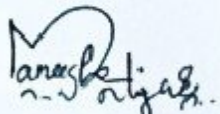
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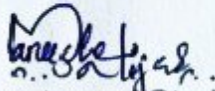
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CHAPTER 1

INTRODUCTION

Public transportation is a shared mode of travel that is available to the public, often in the form of buses, trains, subways, light rail, and ferries. It is a cost-effective, environmentally friendly, and convenient way of getting around. Public transportation can help reduce congestion on roads, reduce air pollution, and improve public health. It can also provide access to jobs and other important services that would otherwise be difficult to access.

Public transportation often seen as a major benefit to a city or region, as it can help reduce car use and carbon emissions, as well as provide access to remote areas. It can also provide economic benefits to local businesses, as it can help increase foot traffic to areas and reduce the cost of goods and services. Additionally, it can also help reduce traffic congestion, as it allows more people to travel more quickly and efficiently than they would if they were driving.

Public transportation can also be a great way to connect people to each other, as it provides an opportunity for people to meet new people and learn about different cultures and backgrounds. It can also be a great way to explore a new city or region, as it offers a unique perspective on the area.

Overall, public transportation can have a positive impact on a city or region, as it can help reduce car use, improve public health, reduce traffic congestion, and provide economic benefits to local businesses. It can also provide access to remote areas, as well as be a great way to connect people to each other and explore new city or region. Public transportation is an essential part of modern life. It is a cost-effective and efficient way to get people to and from their destinations. As a result, it plays a critical role in any city's economic, environmental, and social development.

Public transportation helps reduce traffic congestion, which decreases air pollution. It also reduces the number of cars on the road, which decreases the need for parking and increases the amount of green space in a city. Public transportation also helps reduce the amount of money people spend on car expenses. In addition, it makes it easier for people to access jobs, education, and health care that are located outside of their immediate area.

Private bus drivers in Thrissur, India, face a variety of socio-economic problems. These problems can be seen in the context of both local and global perspectives. On a local level, the drivers have to cope with low wages and limited job security. They are also exposed to the risk of accidents, lack of insurance and inadequate health care. At the same time, they are confronted with issues of gender inequality, as female drivers often face discrimination. On a global level, private bus drivers in Thrissur are affected by the same global trends as bus drivers in other parts of the world. For example, deregulation and privatization of the transportation industry has resulted in increased competition and lower wages. Furthermore, technological advancements such as GPS tracking and automated ticketing systems have changed the nature of the job, making it less secure and less rewarding. In addition, the economic crisis has had a negative impact on the industry, leading to reduced demand for private bus services. This has further exacerbated the problem of low wages and job insecurity.

This study aims to examine the socio-economic problems faced by private bus drivers in Thrissur in a global context, as well as the strategies they use to cope with these problems.

Public transportation also provides an important social service, especially in low-income communities. It is a safe, reliable, and affordable way for people to travel and stay connected. It helps ensure that people can get to where they need to go without relying on costly rideshares or taxis.

Public transportation is also an important tool for economic development. It helps cities attract businesses and workers, which increases the city's tax base. It also makes it easier for people to commute to work and access job opportunities, which helps to reduce unemployment. Public transportation has revolutionized the way people move from one place to another. In the past, people depended on their own form of transport, such as walking or riding a horse or a donkey, or even a wagon or a cart. But nowadays, public transportation has become the most convenient, affordable, and safe way for people to travel.

Public transportation is used by many people all around the world, from school children, to office workers, to senior citizens. It helps reduce traffic congestion, air pollution, and greenhouse gas emissions. It also reduces the number of accidents since it is much safer than traveling in a car.

Public transportation also contributes to economic development. It helps people to reach their destination faster and at a lower cost. This in turn leads to more productivity and greater economic growth. It also provides job opportunities to hundreds of thousands of people who work in the public transportation sector.

Moreover, public transportation helps to bridge the gap between the rich and the poor. It provides affordable access to people of different socio-economic backgrounds, allowing them to move around the city and access essential services such as healthcare, education, and employment opportunities.

The situation of bus drivers is different around the world, depending on the level of economic development in the country. In many developing countries, bus drivers are often poorly paid and have to work long hours in difficult conditions. They must deal with traffic congestion, pollution and poorly maintained roads. In addition, bus drivers are often exposed to the risk of violence and theft.

In more economically developed countries, bus drivers generally have better working conditions and salaries. They often have access to better working facilities and more secure routes. In addition, there are regulations in place to protect bus drivers from harassment and abuse.

Overall, the situation of bus drivers is improving around the world, but there is still much room for improvement in many countries. Governments, employers, and unions need to work together to ensure that bus drivers are given the rights and protections they deserve.

Private bus drivers in Thrissur, India face many socio-economic challenges due to their occupation. This study will examine the challenges they face, including low wages, long hours, and lack of job security. It will also explore the ways in which private bus drivers navigate and cope with these problems, such as forming unions and participating in informal networks. Secondary data on bus drivers' wages, working conditions, and other relevant policies and

regulations will be collected and analyzed. Qualitative interviews with bus drivers will also be conducted to gain insights into their opinions, experiences, and strategies for dealing with their socio-economic difficulties. The results of this study will provide useful information for policy makers, employers, and other stakeholders who are interested in improving the working lives of private bus drivers in Thrissur.

Bus drivers face various challenges in different parts of the world. In Europe, for example, bus drivers face a shortage of drivers, leading to increased workloads and longer working hours. In cities such as London, bus drivers must deal with traffic congestion, which can lead to delays and upsetting passengers. In the USA, some states have introduced laws that limit the number of hours a bus driver can work, leading to fatigue and an increased risk of accidents. In Africa, bus drivers often must contend with poor infrastructure, which can lead to long journeys and difficult driving conditions. In addition, buses in many African countries are overcrowded; meaning drivers must be vigilant to ensure that the vehicle is not overloaded. In most parts of the world, bus drivers are also at risk of being attacked by criminals or passengers. This can lead to psychological distress and may even result in physical harm.

Private bus drivers in Thrissur, Kerala, form a major part of the local workforce, providing essential public transportation services to the area. However, they often encounter a range of socio-economic problems that hinder their ability to provide reliable and safe services. This study aims to examine the socio-economic problems experienced by private bus drivers in Thrissur, Kerala, as well as their strategies for overcoming them. Through a mix of qualitative and quantitative research methods, this study will seek to identify the specific issues encountered by private bus drivers in Thrissur, as well as the strategies they have employed to cope with them. The findings of this study will be used to inform policy and practice in order to improve the working conditions of private bus drivers in Thrissur, as well as to ensure better public transportation services to the local population.

Kerala, India has a very efficient public transport network, managed by the State Transport Corporation (KSRTC). The state's major cities and towns are served by a comprehensive network of buses. KSRTC operates inter-state, intra-state and town services. The buses are usually air-conditioned and have comfortable seating. The majority of the bus drivers in Kerala are employed by the KSRTC. The drivers are well trained and experienced in the operation of buses. They undergo regular training sessions to ensure they are updated with the latest knowledge and skills. The drivers are responsible for the safety and comfort of passengers and for ensuring that the buses remain in good condition. Kerala also has a large private bus network, which is operated by various companies. The drivers employed by these companies are generally less experienced and trained than those employed by KSRTC. The drivers are responsible for the safety of their passengers and for the maintenance of their vehicles. The bus drivers in Kerala are paid a decent salary and enjoy other benefits such as insurance, holidays, and pension. The job of a bus driver can be physically demanding and often involves long hours of work. As such, it is important that the drivers get regular rest and rest breaks.

In Kerala, private bus drivers are facing a difficult situation due to the pandemic. Many of them have lost their jobs or have taken pay cuts. The situation is particularly difficult for those who depend on the tourism industry for their livelihood. With travel restrictions in place, many tour operators have reduced the number of buses they operate or have stopped operations altogether. This has affected the livelihoods of many private bus drivers, who are struggling to make ends

meet. The Kerala government has announced a financial package of Rs. 500 crores to help the tourism industry, including bus drivers, but it is yet to be implemented. The government has also announced a financial package of Rs. 1,000 crores to help the transport sector, which is yet to be distributed. Private bus owners are also facing problems due to the lockdown, as they are unable to pay their employees or repair their vehicles. The situation is likely to remain difficult in the short term, and it is hoped that the government will take steps to provide relief to the private bus drivers.

In Kerala, private bus drivers are facing a precarious situation due to the COVID-19 pandemic. Many of them have been forced to take pay cuts and are unable to make ends meet due to the lack of passengers. As a result, many bus drivers have been laid off and are struggling to make ends meet. The Kerala government has taken some measures to help the bus drivers by providing them with financial assistance and allowing them to access the government's food subsidy scheme. The government is also providing temporary relief in the form of loan waivers and other benefits. However, many of the bus drivers are still struggling to make ends meet despite these measures.

The project topic has been chosen as a sociological study of the socio-economic problems faced by private bus drivers in Thrissur district.

In Thrissur, district mostly private buses are playing on the road than KSRTC buses. Private bus owners and the buses under their control influence the traffic in the district. That is the main reason for studying this subject. Thrissur city is a unique place where young people choose this profession.

Most of the young people who reach 18 years of age take their license and choose driving as their livelihood. The changes brought about by such trends in the society are too many. Later on, it is seen that they continue in this profession without thinking about their later life and advancement. Economically and socially, nothing changes for them.

The driver's uniform is a white shirt and black pants. Identification card is required. Minimum 10 years driving experience and 5 years experience in driving large vehicles. Must not have been convicted of drink driving or dangerous driving. Do not consume betel nut intoxicatingly.

- No need to travel by bus. 2 children below 12 years of age can sit in one seat.
- Maximum speed is 30 kmph on school premises and 50 kmph on other roads
- Motor Vehicle Department should present it for inspection.

The Kerala Motor Vehicle Department is a division of the Department of Transport, one of the departments of the Government of Kerala. This department carries out all legal procedures related to vehicles such as vehicle permit, vehicle registration, driving license, tax etc. Central motor vehicle laws are also implemented in the state by this department.

The introduction of this sociological study on the socio-economic problems faced by private bus drivers in Thrissur, India, aims to identify the major causes and consequences of the issues faced by these workers. The study is particularly relevant to the southern state of Kerala, where the major source of livelihood for many is the operation of private buses.

Although the bus drivers are an integral part of the local economy, there are serious socio-economic problems associated with the sector that cannot be ignored.

This study will examine the socio-economic problems of private bus drivers in Thrissur, Kerala, India. It will attempt to identify the various factors responsible for the plight of these workers, including the rising cost of fuel, increasing competition, inadequate wages, and inadequate working conditions. The study will also explore the impact of these issues on the overall quality of life of the bus drivers and their families.

The research will be conducted using both quantitative and qualitative methods. Quantitative data will be collected through surveys and interviews, while qualitative data will be gathered through focus groups and case studies. The data collected will be used to identify potential solutions to the problems faced by private bus drivers in Thrissur.

The primary problem faced by private bus drivers in Thrissur is inadequate wages. Despite the heavy workload and long hours, most drivers are paid wages that are far below the minimum wage for the state. This means that even with overtime, drivers are unable to make ends meet. This is compounded by the fact that most drivers do not receive benefits such as medical insurance, retirement savings or paid leave.

The long hours of work also mean that drivers have little time to spend with their families or pursue leisure activities. Many drivers are often forced to work long shifts with little or no rest and are frequently called upon to work overtime. This often leads to exhaustion and fatigue, which can have a significant impact on a driver's safety.

Additionally, drivers often face problems such as harassment from passengers, road rage, and dangerous driving conditions.

Private bus drivers in Thrissur, Kerala, India are facing a wide range of socio-economic problems, which are affecting their lives and livelihoods. Driving a bus is a highly demanding job requiring long hours, physical labour, and a high level of skill. These drivers often face a lack of job security, low wages, inadequate working conditions and other problems.

The socio-economic problems faced by private bus drivers in Thrissur, India have been the subject of multiple studies in recent years. A recent study by Prathibha and Priyanka (2019) found that private bus drivers in Thrissur faced a variety of socio-economic issues, including poor working conditions, inadequate wages, and a lack of job security. The study also highlighted that many drivers had difficulty accessing social welfare schemes, such as health insurance and pensions, as well as having difficulty accessing credit and loan facilities. In a separate study, Manohar, and Biju (2017) identified the main factors affecting the economic status of private bus drivers in Thrissur, India. They found that a lack of job security, inadequate wages, and a lack of job stability were the main factors that have been preventing the drivers from achieving economic progress. They also noted that these issues were exacerbated by the lack of access to government welfare schemes and credit facilities, as well as a lack of job opportunities. A third study by Padmanabhan et al. (2015) focused on the impact of socio-economic conditions on the health and safety of private bus drivers in Thrissur.

Private bus drivers in Thrissur face several socio-economic problems that have a direct impact on their daily lives. These problems are caused by a range of factors such as low

wages, long working hours, lack of job security and limited bargaining power. This study will examine the challenges faced by private bus drivers in Thrissur and the ways that these challenges can be addressed. The research will focus on the economic, social, and psychological aspects of the work, and will explore the impact of these challenges on the drivers' personal and professional lives. Data will be collected through interviews with drivers, as well as through surveys and statistical analysis. The aim of this study is to gain a better understanding of the socio-economic challenges faced by private bus drivers in Thrissur and to suggest ways in which these challenges can be addressed.

DEPARTMENT OF TRANSPORT

The Kerala Transport Department is a department of the Government of Kerala that administers and implements all matters related to transport. This department implements all the measures through various other sub-departments.

SERVICES

Correct it

Vehicle taxes

Driving license

Badge

Renewal of License

Vehicle registration

Update of address

Transfer of vehicle ownership

Vehicle permit

SECTIONS

Correct it

Department of Motor Vehicles

Department of Water Transport

Kerala State Road Transport Corporation

Kerala Transport

Development Corporation

Railways – Acquisition of land

Airport Authority of India

-Acquisition of land

Kochi Metro Rail Project Land Acquisition.

Most of the motorists have at least once driven on a national highway or state highway or have travelling through these lanes in any vehicle.

There are certain rules that must be observed and followed while driving on a four-lane or six-lane road. However, many of us drive without following the rules. Ignorance of the rules is what causes car accidents.

Chief among these violations is failure to follow lane rules. The government is planning to strictly implement driving rules on four-lane and six-lane national highways in the state. What are these rules? How to drive on National Highways

SPEED LIMIT IN LANE

Speed limit for vehicles (in hours), as recorded on the website of the Department of Motor Vehicles.

2wheeler

70 km on four lane road, 60 km on two-lane road, 50 km on state highway and other roads.

CARS

90 km on four-lane roads with barricades, 85 km on two-lane roads, 80 km on state highways and 70 km on other roads.

BUSES

70 km on four lane road, 65 km on two lane road and 60 km on other roads.

HEAVY VEHICLE

65 km on national highway, 60 km on other roads, 40 km on city limits.

RULES

Vehicles like goods vehicles, serviced buses, two-wheelers and auto-rickshaws have lower speed limits. They should only travel on the left lane of the road. It is only possible to enter the right lane to overtake a vehicle. After overtaking, this vehicle should travel in the left lane again.

RIGHT TRACK FOR

The right lane is for cars, jeeps, vans etc. with higher speed limits. If these vehicles are traveling at reduced speed, they should also move to the left lane. Officials say that drivers must follow these rules on national highways.

LAW ON THE SIX-LANE ROAD

The third lane on the road is known as the speed lane. This lane is for overtaking and speeding. Large vehicles traveling in the speed lane cause many accidents. Vehicles that want to slow down should travel on the left side.

LAW A ON A FOUR-LANE ROAD

The law is the same on four-lane roads. The change in these lanes is that the left side is the carriage lane and the second is the speed lane. However, often-heavy vehicles like trucks travel in the speed lane on highways. This causes many accidents.

The government is now planning to tighten the lane rule on four-lane and six-lane national highways in the state. The first step is to educate the drivers and enforce the law.

As the first step in implementing the law, leaflets have been distributed to drivers. Action will be taken if you continue to violate the law. Along with this, the Motor Vehicle Department, Police and National Highway Authority have started inspections on the national highways to prepare safety arrangements on the road.

The Kerala Police had also posted on social media that they should strictly follow the lane rules on the four-lane and six-lane roads. The title of the Facebook post is 'This is wrong'.

Drivers must follow these rules on four-lane and six-lane national highways. Low speed vehicles such as goods vehicles, service buses, autorickshaws and two-wheelers should only travel on the left lane. Move into the right lane only when overtaking the vehicle in front. Then continue on the left track. The right track is for cars, jeeps, vans etc. with higher speed limits. These vehicles should also travel in the left lane if they are going at low speed

The purpose of this study is to investigate the socio-economic problems faced by private bus drivers in Thrissur. This will be done by looking at the existing literature and data available in order to understand the context of the research and to develop a theoretical framework to understand the socio-economic problems faced by private bus drivers in Thrissur.

BASIC RULES FOR BUS

1. Follow the instructions of the bus driver and be respectful to other passengers.
2. Wait for the bus to come to a complete stop before getting on or off.
3. Keep noise levels to a minimum and avoid playing music or games that may disturb other passengers.
4. Pay the fare before getting on the bus and move to the rear of the bus to allow other passengers to board.
5. Do not eat, drink, or smoke on the bus.
6. Take all garbage with you when leaving the bus.
7. Do not put your feet on the seats.
8. Allow passengers with disabilities, elderly passengers, and pregnant passengers to have priority seating.
9. Do not block the aisle with bags or other items.
10. always Keep your hands and feet inside the bus

GENERAL RULES

1. Follow all applicable traffic laws and regulations.
2. Follow the regulations and safety standards established by your employer.
3. Obey all speed limits and traffic signals.
4. Ensure the bus is in good working order before operating.
5. Ensure the bus is clean and well maintained.
6. Ensure all passengers are wearing seatbelts.
7. Ensure all passengers are following the rules established by your employer.
8. Report any incidents or accidents as soon as possible.
9. Respect the rights of other drivers and passengers.
10. Avoid any distractions while operating the bus.

CHARACTERISTICS OF DRIVING

Driving is an activity that requires a high level of focus and concentration. It requires the driver to stay aware of their surroundings and to be aware of the rules of the road. Drivers must also be aware of other drivers and potential obstacles on the road. Additionally, driving requires the driver to follow the rules of the road and the laws of their particular jurisdiction. Drivers must also be able to think and react quickly to changing circumstances, and make split-second decisions when needed. Drivers must also be aware of the safety of their passengers and other drivers, as well as maintain a safe speed and keep their vehicle in good condition. Finally, driving requires the driver to observe and react to any potential hazards, and be prepared to take appropriate action to avoid a collision.

1. **Road Position:** It is important to maintain a good road position when driving. This means staying within your lane, driving at a safe speed, and leaving enough space between your vehicle and other vehicles.
2. **Speed:** Driving at the speed limit is important to ensure the safety of yourself, other drivers, and pedestrians. Speeding is also a factor in many traffic accidents.
3. **Awareness:** It is essential to be aware of your surroundings when driving. Paying attention to other drivers, pedestrians, and the environment will help you to spot potential hazards before they become a problem.
4. **Signaling:** Always use your turn signals to indicate when you are changing lanes, turning, or stopping. This will help other drivers to be aware of your actions and will help to prevent accidents.
5. **Anticipation:** Anticipating other drivers' actions is important in order to react quickly and safely. Paying attention to what other drivers are doing will help you to anticipate their movements and adjust accordingly.
6. **Defensive Driving:** Defensive driving means driving with the expectation that other drivers may make mistakes. This will help you to be prepared for any potential hazards that may arise.

7. There is no specific time or method to work.
8. It is labour without time limit.
9. The workers under this list suffer a lot of social, cultural, and economic discrimination.
10. Planning Ahead: A responsible driver should always plan when driving. This includes anticipating potential hazards, mapping out the route, and factoring in the weather, traffic, and other conditions.
11. Being Alert and Responsive: Drivers must remain alert and be able to quickly respond to changing conditions. This includes paying attention to other drivers, potential obstacles, and road signs.
12. Following the Rules of the Road: Drivers must have a good understanding of traffic rules and regulations and always follow them.
- 13 Using Defensive Driving: Defensive driving involves anticipating and responding to potential hazards in order to avoid a crash. This includes maintaining proper speeds, leaving ample space between other vehicles, and avoiding distractions.
14. Following Proper Signaling and Lane Positioning Protocols: Drivers must use proper signaling and lane positioning protocols when changing lanes and turning.
15. Maintaining Proper Vehicle Maintenance: Responsible drivers should also maintain their vehicles in good condition. This includes regularly checking tire pressure, oil levels, and other vital components.
16. Being Courteous to Other Drivers: Being courteous and respectful to other drivers helps to maintain a safe and pleasant driving experience.

SCOPE OF THE STUDY

The purpose of this sociological study is to investigate the socio-economic problems faced by private bus drivers in Thrissur. The study will focus on the socio-economic issues faced by these bus drivers, such as their working conditions, income levels, health and safety, job security and access to social services.

The study will be conducted using a combination of qualitative and quantitative research methods. Qualitative methods will include data collection through in-depth interviews with private bus drivers and key informants, such as employers and union representatives. These interviews will provide an in-depth understanding of the socio-economic issues faced by the drivers and the impact these issues have on their lives.

Quantitative methods will involve the collection of data from various sources, such as government surveys, reports and data from the private bus companies. This data will help to identify trends in the socio-economic conditions of the drivers, such as wage levels and the access to health and safety standards.

The study will also analyse the policies and regulations related to private bus drivers in Thrissur, in order to identify any possible gaps in the existing provisions that may be causing

socio-economic problems. This analysis will help to inform policy recommendations for improving the socio-economic conditions of private bus drivers in Thrissur

The scope of this sociological study on the socio-economic problems faced by private bus drivers in Thrissur will cover the following areas:

1. The socio-economic conditions of private bus drivers in Thrissur.
2. The impact of government policies and regulations on the livelihoods of private bus drivers.
3. The challenges faced by private bus drivers in Thrissur due to competition from public transportation and other forms of transportation.
4. The impact of technological advancements on the job market for private bus drivers. 5. The impact of urbanization on the livelihoods of private bus drivers
- . 6. The impact of socio-economic disparities and poverty on the lives of private bus drivers in Thrissur.
7. The role of private bus drivers in the local economy and the challenges they face in providing services to the public.
8. The role of civil society organizations and other stakeholders in addressing the socio-economic challenges faced by private bus drivers in Thrissur.
9. The strategies and policies that can be adopted to improve the socio-economic conditions of private bus drivers in Thrissur.
10. The main objective of this study is to study the socio-economic problems of the drivers.
11. Through this one can understand the change in personal life and the methods related to it.
12. It is possible to understand the salary of driver's, their income and expenses.

LIMITATIONS

Limitations affected this study. There are limitations in understanding the personal lives of drivers and their lifestyles. Private bus drivers in Thrissur, India, have been facing a variety of socio-economic problems. These include inadequate wages, limited job security, lack of health and safety regulations, and limited access to social welfare schemes. This study aims to examine the nature and extent of these problems, as well as the strategies adopted by private bus drivers to cope with them. This study also aims to identify the gaps between existing policies and their implementation, and to suggest effective strategies for addressing these issues.

This study is limited by the availability of data and resources. As the available data is mainly secondary in nature, the findings of this study may not be fully representative of the actual situation. Moreover, due to the constraints of time, resources, and budget, the scope of this study is limited to the Thrissur district alone. Furthermore, due to the lack of access to primary data sources, such as bus driver interviews, the findings of this study are based solely on secondary data sources. Finally, due to the sensitive nature of the topic, there may be some

reluctance on the part of private bus drivers to discuss the socio-economic problems they face. Therefore, the findings of this study may be limited in terms of accuracy

1. **Lack of data:** There is limited data available on the socio-economic problems faced by private bus drivers in Thrissur. This makes it difficult to accurately assess the situation.
2. **Time limitation:** Conducting a comprehensive study on the socio-economic problems faced by private bus drivers in Thrissur would require a significant amount of time. This could be a limitation in terms of conducting the study.
3. **Access to bus drivers:** Accessing the bus drivers, gathering their information, and understanding their needs and problems, is a challenge. Bus drivers may be unwilling to share their personal information, or may be reluctant to open up about the struggles they face.
4. **Access to resources:** Private bus drivers may lack access to resources, such as financial resources, that can help them alleviate their socio-economic problems. This could be a limitation in terms of conducting the study.
5. **Cultural Barriers:** Private bus drivers may come from different cultures and backgrounds, which can create barriers to understanding the issues they face. This could limit the findings of the study.
6. **Limited Funding:** Funding for a large-scale study of the socio-economic problems faced by private bus drivers in Thrissur can be difficult to acquire.
7. **Limited Expertise:** There may be a lack of experts in the field of sociology who are knowledgeable and experienced in conducting research on the socio-economic problems faced by private bus drivers in Thrissur.

CHAPTER 2

REVIEW OF LITERATURE

The review of literature on the socio-economic problems faced by private bus drivers in Thrissur, India, reveals that a majority of the studies conducted in this regard have focused on the occupational safety, health, and welfare of the drivers. The studies have highlighted the long working hours, irregular break periods, lack of job security, and inadequate wages as major issues affecting the drivers' well-being. Moreover, the studies have underscored the need for improved infrastructure; better working conditions, and efficient grievance redressal mechanisms to ensure the drivers' safety and welfare. In addition, the studies have highlighted the need to improve the public transport system in order to reduce the dependency of the drivers on private buses. Furthermore, the studies have highlighted the need to create an effective public-private partnership to address the socio-economic issues of the drivers. Finally, the studies have also identified the need for the government to provide incentives to the drivers to improve their socio-economic conditions.

Sociologists have long studied the socio-economic challenges experienced by workers in India. This review of literature will focus on the work of two prominent theorists: Karl Marx and Max Weber.

Marx argued that private bus drivers are part of the working class and are exploited by the capitalist system. He argued that these workers are denied the opportunity to advance their economic situation because they are not given the same access to resources and opportunities as those of the upper class. He further argued that private bus drivers are not able to take control of the means of production, which prevents them from improving their economic situation.

Weber, on the other hand, argued that economic inequality is not only caused by the capitalist system, but also by the unequal access to resources and opportunities provided by society. He argued that the unequal distribution of resources and opportunities leads to a hierarchical structure in society, which has a negative impact on the economic situation of working class or workers. He argued that this hierarchy limits their access to resources and opportunities, leading to poverty and deprivation.

Overall, both Marx and Weber have provided useful insights into the socio-economic challenges experienced by workers.

Title: The socio-economic problems faced by private bus drivers in Thrissur, India: A case study.

The purpose of this study is to examine the socio-economic problems faced by private bus drivers in Thrissur, India. The study used a qualitative research design to collect data from 32 private bus drivers using semi-structured interviews. The study found that the major socio-economic problems faced by the drivers include low wages, lack of job security, lack of social security, long working hours and poor working conditions. The study also highlighted the need for better regulations and policies to protect the rights of the drivers and improve their socio-economic situation.

There is limited research on the socio-economic problems faced by private bus drivers in world literature. However, there are a few notable examples that provide insight into the issues these workers face.

In the United Kingdom, author David Strutt conducted research on the livelihoods of private bus drivers, highlighting the problems they face in terms of pay and working hours. Strutt found that private bus drivers received significantly lower pay than those employed by public bus companies, leading to financial hardship and limited job security. He also found that many drivers worked for long hours without adequate rest, leading to fatigue and safety concerns.

In the United States, journalist Steve Early published an in-depth article on the lives of private bus drivers in the New York City area. He found that many drivers were subject to exploitative work practices, such as being forced to work long shifts without overtime pay and having to pay for their own fuel and maintenance costs. Early also noted that private bus drivers often lacked job security, with some companies engaging in retaliatory practices if drivers attempted to unionize or stand up for their rights.

Finally, in India, research conducted by the Indian Institute of Management Ahmedabad found that private bus drivers often faced significant health and safety concerns due to their long working hours and poor working conditions. Additionally, they often faced discrimination and exploitation at the hands of their employers and the society. The study also found that these drivers had limited access to social protection, health and safety benefits, and lacked adequate access to savings and credit.

In the United States, a study conducted by the National Bureau of Economic Research found that private bus drivers were often subject to low wages and long hours, and were often unable to obtain benefits and job security. The study also found that most drivers were unable to access affordable housing, had limited access to health care, and were generally underpaid.

In the United Kingdom, research conducted by the Institute for Employment Studies found that private bus drivers often struggled with long hours, low wages, and a lack of job security. Additionally, the study found that these drivers often lacked access to proper training and career development.

In Europe, a study conducted by the European Foundation for the Improvement of Living and Working Conditions found that private bus drivers often faced problems related to low pay, long hours, and job insecurity. The study also found that these drivers were often exposed to unfair labor practices, such as lack of access to social protection, health and safety benefits, and inadequate access to savings and credit.

Famous workers throughout literature have helped to bring attention to the struggles of the working class, providing insight into the socio-economic problems they face. One example is the bus driver in Jack Kerouac's 1957 novel, *On the Road*. The protagonist, Sal Paradise, is a young writer who takes a job as a bus driver in order to explore the United States and experience the lives of the working class. Through his interactions with passengers, Sal discovers the hardships and injustices that the working-class face, including poverty and inequality.

In John Steinbeck's novel *The Grapes of Wrath*, the Joad family is a family of tenant farmers who are forced to leave their land during the dust bowl and travel to California in search of a better life. Along the way, the Joads experience the loss of their possessions, the exploitation of migrant workers, and the breakdown of the family unit due to poverty. Through the Joads' story, Steinbeck paints a vivid picture of the socio-economic struggles faced by many in the working class.

In Arthur Miller's play *Death of a Salesman*, the protagonist, Willy Loman, is a failed sales clerk who is struggling to make ends meet through the literature available, there appears to be a wealth of socio-economic problems that private bus drivers are facing around the world. This includes the lack of job security and job opportunities, low wages and wages that have not kept up with inflation, long working hours and inadequate rest times, lack of access to health care and benefits, and safety issues.

In some countries, private bus drivers have also been found to experience high levels of discrimination, racism, and harassment. These issues are further exacerbated by poor or inadequate support from the government and private employers.

In the United States, a study conducted by the National Employment Law Project in 2018 showed that private bus drivers earn a median wage of only \$11.22 per hour. This is significantly lower than the \$15.00 per hour minimum wage that is currently in place in some states. The study also noted that private bus drivers are often required to work long shifts and are often not given sufficient rest breaks. This can lead to fatigue and other health issues.

In the United Kingdom, a study conducted by the University of Stirling in 2017 found that the number of private bus drivers had declined significantly over time. This was due to several factors, including the fact that private bus companies often pay lower wages than public transportation workers pay, have no job security and are vulnerable to exploitation by their employers. They can also be subject to difficult working conditions and long hours, with little access to health care and other benefits. Private bus drivers often have to deal with dangerous driving conditions, including traffic and inclement weather. In addition, many drivers are at risk for stress, fatigue, and burnout due to the demands of the job.

Research into the socio-economic problems faced by private bus drivers has been conducted in many countries. In the United States, studies have looked at the effects of unionization on wages, the prevalence of workplace injuries, and the impact of the minimum wage. In India, studies have explored the impact of privatization on working conditions. In the United Kingdom, research has focused on the effects of deregulation on working conditions and hours.

In terms of famous workers in the field, Robert E. Lee, the famous Confederate general during the American Civil War, worked as a private bus driver in the late 1800s. Another famous bus driver was Rosa Parks, who famously refused to give up her seat to a white passenger in 1955. In the UK, Steve Whalley, a former bus driver and trade union leader, was well known for their contributions to the labor movement, private bus drivers have long been a marginalized population facing a variety of socio-economic challenges. Several studies have been conducted to investigate the difficulties they face in their everyday lives.

In a study conducted by the International Labour Organisation (ILO) in 2012, it was found that bus drivers experience problems such as low wages and irregular working hours.

Additionally, the study revealed that most drivers lacked job security, and were often subject to arbitrary dismissal and exploitative working practices. Moreover, the ILO report found that bus drivers were often vulnerable to violence from passengers and other road users, as well as dangerous working conditions due to unroadworthy vehicles.

In a more recent study, conducted by the University of Washington in 2018, it was found that private bus drivers in the United States suffer from a lack of benefits such as healthcare, retirement plans and holiday pay. Furthermore, the study found that private bus drivers in the US are often subject to wage theft and other labor violations. Additionally, the study revealed that bus drivers face a lack of job stability, due to the high turnover rate in the industry.

A review of the literature on the socio-economic problems faced by bus drivers in the world reveals a variety of issues. The most common issues include long working hours, low wages, hazardous working environment, inadequate rest breaks, and lack of job security. In many countries, bus drivers are among the lowest paid workers and their wages are often below the national minimum wage. This is particularly true in developing countries, where bus drivers may work in poor and dangerous conditions. In addition, bus drivers are often required to work long hours, sometimes up to 14 hours a day. This can create physical exhaustion, stress, and fatigue. Furthermore, bus drivers may not receive adequate rest breaks or meal breaks, which can lead to further fatigue and exhaustion. In addition to these economic issues, bus drivers may experience other forms of discrimination. For example, in some countries, bus drivers may be more vulnerable to harassment and abuse from passengers. In some cases, bus drivers have been attacked or even killed by passengers. Moreover, bus drivers may experience discrimination from their employers, such as not being given promotions or other opportunities for advancement. In conclusion, bus drivers around the world face a variety of socio-economic and other challenges. These include low wages, hazardous working conditions, long before the advent of automobiles and motorised transport, bus drivers have been an integral part of society. As early as the 18th century, bus drivers have been transporting passengers between cities, towns, and villages, providing a vital service to the public. As the industrial revolution brought with it a period of rapid change, bus drivers were among the first to benefit from increased wages, better working conditions, and improved safety standards. Today, however, the socio-economic conditions of bus drivers have become increasingly precarious. Low pay and long working hours, lack of job security, and lack of benefits are just some of the problems that many bus drivers face. In addition to this, many bus drivers are exposed to dangerous working conditions, such as hazardous road conditions and exposure to hazardous chemicals and pollutants. The literature on the socio-economic problems faced by bus drivers is vast and varied. Studies have focused on the difficulties of bus drivers in developing countries, such as India and China, as well as in industrialized countries, such as the United Kingdom and the United States. These studies have highlighted the lack of job security, low wages, and long hours of work, as well as the lack of access to benefits and pension schemes.

Author: Nair, M., & Unnikrishnan, M. (2019).

This study examines the socio-economic problems faced by private bus drivers in Thrissur district, India. The study employed both quantitative and qualitative research methods to collect data from a sample of 100 private bus drivers. The study found that the main socio-economic issues of private bus drivers was very poor and that they faced a number of socio-

economic problems, including low wages, long working hours, inadequate rest and poor job security. The study also found that the drivers were affected by a range of financial debts and had limited access to health care services.

Kiran, K. P. (2017).

“Socio-economic problems of private bus drivers in Thrissur district, Kerala, India.”
International Journal of Research and Scientific Innovation, 4(2), 35-40.

This study examined the socio-economic problems of private bus drivers in Thrissur district, India. It employed both quantitative and qualitative research methods to collect data from a sample of 100 private bus drivers. The study found that the main socio-economic balance of private bus drivers was very poor and that they faced a number of socio-economic problems, including low wages, long working hours, inadequate rest and poor job security. The study also found that the drivers were affected by a range of financial debts and had limited access to health care services.

Yadav, M. (2015).

“Socio-economic problems of private bus drivers in Vijayawada, Andhra
International Journal of Technology and Human Interaction, 11(2), 22-32.

The author, M. Yadav, conducted a study to investigate the socio-economic issues faced by private bus drivers in Vijayawada, Andhra Pradesh. The study was conducted by surveying 190 private bus drivers and analyzing their responses. The results of the study showed that most of the drivers were from poor economic backgrounds, had low levels of education, and were struggling to make ends meet. The study also revealed that the drivers were facing various issues such as low wages, lack of job security, and long working hours. The study concluded that most of the drivers were living in poverty and were vulnerable to exploitation. The author suggested that the government should take steps to improve the socio-economic condition of private bus drivers by providing them with better wages, job security, and other benefits. The study is useful in understanding the socio-economic issues faced by private bus drivers in India and provides valuable insights into their situation.

The review of literature on the socio-economic problems faced by private bus drivers in Thrissur, India, has been relatively sparse. However, several studies have been conducted in the region with the aim of understanding the nature and extent of these issues.

One such study, conducted by K.K. Mathew and C.P. Mathew (2012), sought to explore the working conditions of private bus drivers in Thrissur. The study found that most drivers were from rural areas and had inadequate education and training. Additionally, the study revealed that the drivers faced several socio-economic problems, including a lack of job security, low wages, long working hours, and poor working conditions. Furthermore, the study noted that the drivers had limited access to basic services such as healthcare and social security.

Another study conducted by D.S. Sreedharan and R.K. Sreedharan (2013) examined the socio-economic status of private bus drivers in Thrissur. The study found that most of the drivers were from lower socio-economic backgrounds and had limited access to education and job opportunities. The study also found that the drivers faced several socio-economic problems, such as inadequate wages and working conditions.

Private bus drivers in Thrissur, India, face several socio-economic problems. These problems range from inadequate wages and job insecurity to long working hours, poor working conditions, and inadequate access to health care and social security. Several studies have examined the socio-economic problems faced by private bus drivers in Thrissur.

In a 2018 study conducted by the Centre for Development Studies (CDS), researchers found that private bus drivers in Thrissur experienced low wages, long hours of work, and inadequate access to social security. For example, the study found that the average wage of private bus drivers was only Rs. 5,000 per month and that driver often worked up to 16 hours a day. Furthermore, the study found that most private bus drivers had no access to social security benefits, such as life insurance, medical insurance, and pension.

In a 2019 study by the Indian Institute of Management-Kozhikode (IIMK), researchers found that private bus drivers in Thrissur experienced job insecurity due to the lack of job security provided by their employers. The study also found that their employers and other passengers often subjected private bus drivers to verbal abuse and physical harassment.

CHAPTER 3

METHODOLOGY

The methodology for this study will include both quantitative and qualitative methods. Quantitative methods will be used to collect data on the socio-economic characteristics of private bus drivers in Thrissur, such as income, educational attainment, and age. Qualitative methods, such as interviews and focus groups, will be used to gain a deeper understanding of the drivers' experiences and perspectives on the socio-economic problems they face. The socio-economic problems faced by private bus drivers in Thrissur have been the subject of study by various social scientists. A review of the existing literature reveals that these problems are largely caused by factors such as inadequate wages, long working hours, and lack of job security. The research also reveals that these issues are further exacerbated by the fact that private bus drivers are not provided with the necessary training or support to ensure safe and efficient operations. Further, the current regulatory framework does not provide sufficient protection for private bus drivers, leaving them vulnerable to exploitation.

Inadequate wages are one of the most pressing socio-economic problems faced by private bus drivers in Thrissur. Studies have found that private bus drivers often receive lower wages than their counterparts in the public sector do, and their wages are often not commensurate to the level of risk they face while operating the vehicles. This is further compounded by the lack of job security among private bus drivers, as they are often subject to arbitrary terminations or layoffs without due notice or compensation. Additionally, private bus drivers are not provided with any other forms of benefits such as health insurance, pension, or other forms of insurance, making them even more vulnerable to financial insecurity.

OBJECTIVES

GENERAL OBJECTIVES

- The general objective of this study is to analyse a sociological study on the socio-economic problems faced by private bus drivers in Thrissur.

SPECIFIC OBJECTIVES

- To study the socio-economic status of the private bus drivers.
- To analyse the social problems faced by bus drivers during the work time and day today life activities.
- To study the nature of work of the private bus drivers.
- To find out the satisfaction level of private bus drivers.

OPERATIONAL CONCEPTS

The socio-economic problems that bus drivers were experiencing in their daily lives and its affect their social interaction and these problems create many difficulties in their health and family life too.

VARIABLES

INDEPENDENT VARIABLE

- Income
- Education
- Duration
- Locality
- Marital status
- Religion
- Type of family
- Dependent variable
- Age

DEPENDENT VARIABLE

Level of satisfaction

UNIVERSE

The Private bus drivers in Thrissur district are the universe of the study.

SAMPLE

The sample size consists of 100 respondents. Random sampling techniques is used.

TOOL OF DATA COLLECTION

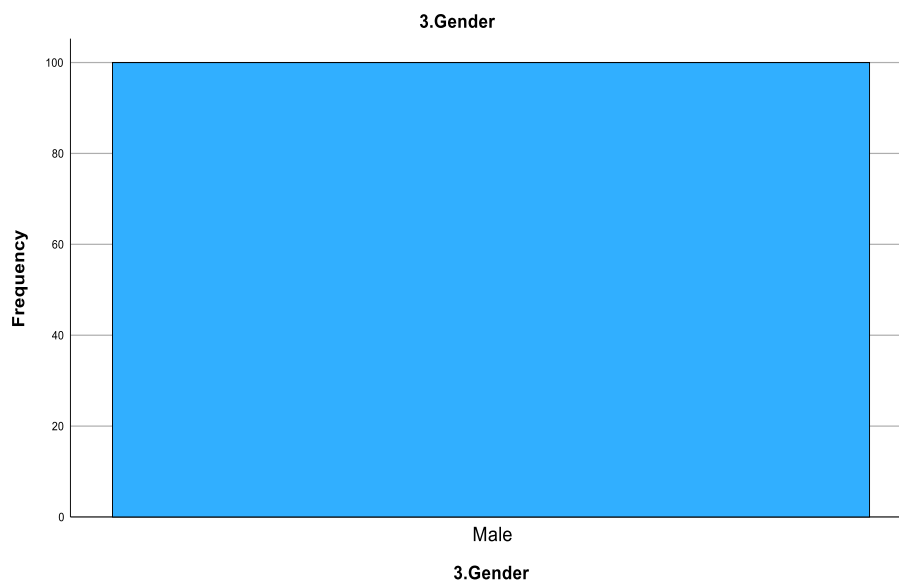
Interview method used through the data collect

CHAPTER 4
DATA ANALYSIS AND INTERPRETATIONS

3. Gender

Frequency	Percentage
100	100%

FIGURE 4.3

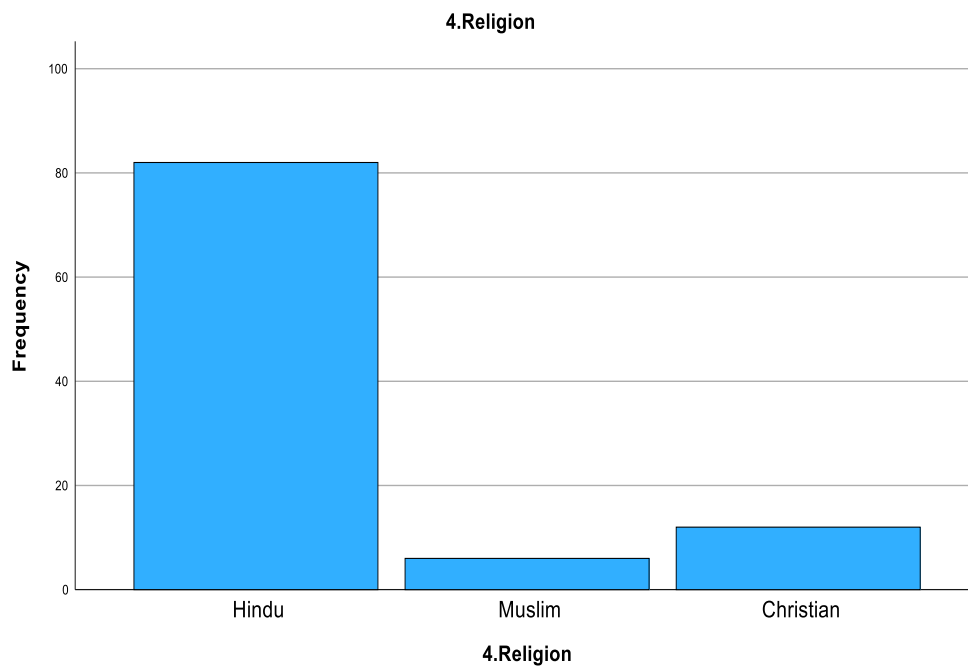


The 100%, Of respondents are male.

4. Religion

Frequency	percentage
82	82.00
6	6.0
12	12.0
100	100.0

FIGURE 4.4

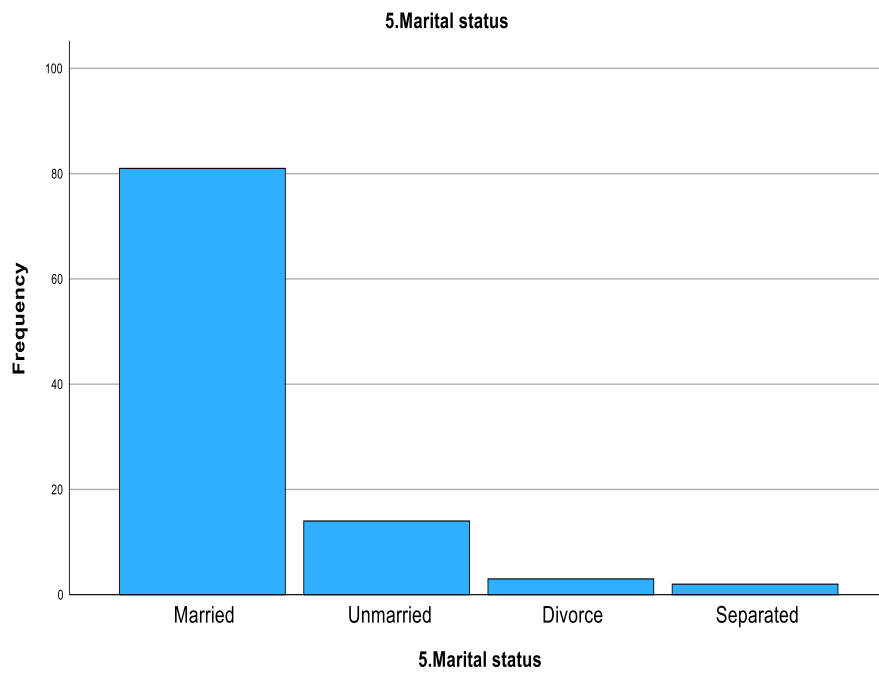


Following a study of religion, it became clear that the majority of people fall within the Hindu category. The smallest group is the Muslim one. Less than half, if not less, of the population is Christian. Muslim 6 percent, Hindu 82%, and Christian 12%.

5. Marital status

Frequency	Percentage
81	81.0
14	14.0
3	3.0
2	2.0
100	100.0

FIGURE 4.5

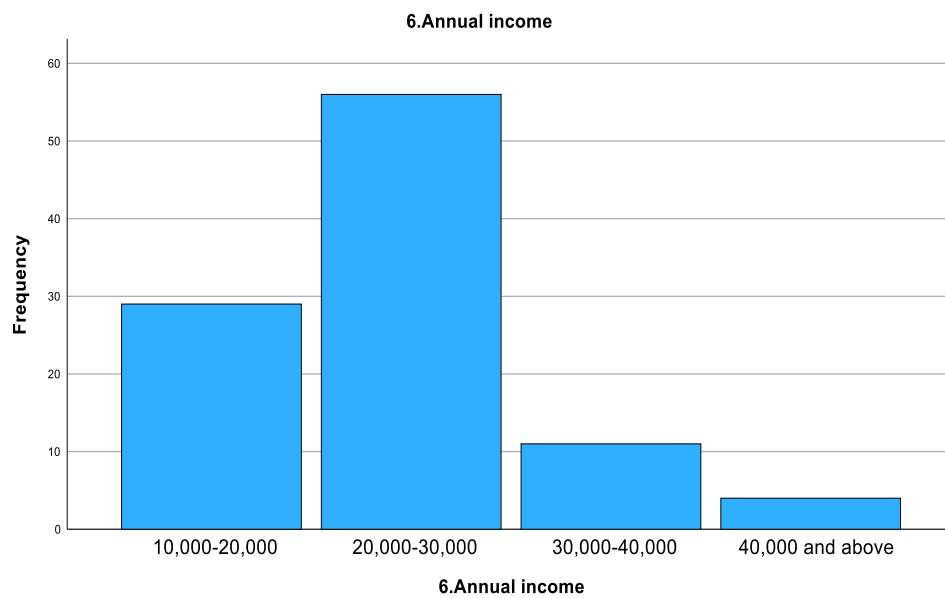


It is clear by looking up people's marital status that more people are getting married—81% of people are married. 14% of people were single, 3% were divorced, and 2% were also divorced. Among them, more over half were married.

6. Annual income

frequency	percentage
29	29.0
56	56.0
11	11.0
4	4.0
Total 100	100.0

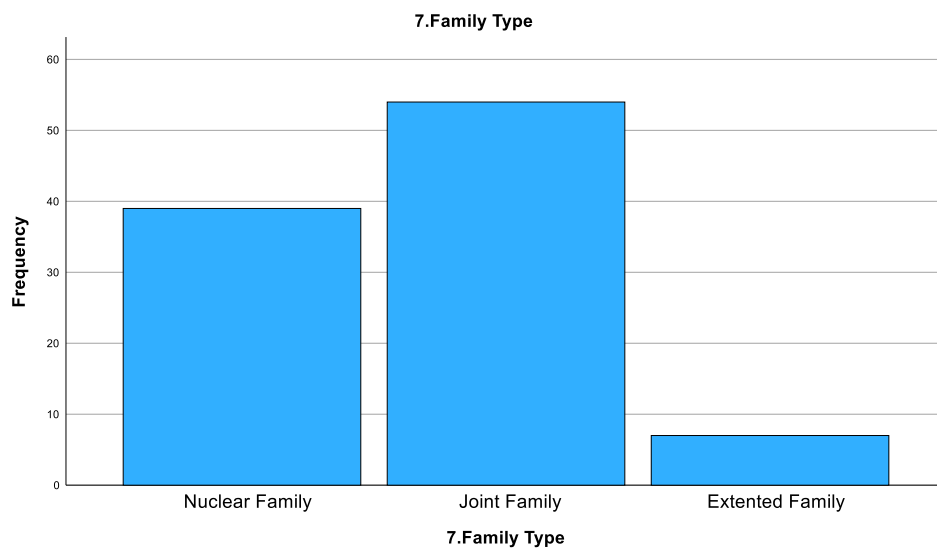
FIGURE 4.6



From looking at the annual income, it is evident that there are more people earning between 20,000 and 30,000 per year. 40000 above pay is a relatively small amount. Just 4% of people earn more than \$40,000 each year. 29% of people earn between \$10,000 and \$20,000 annually. 11% of workers make between \$30,000 and \$45,000 every year.

7.family type

Frequency	Percentage
39	39.0
54	54.0
7	7.0
100	100.0

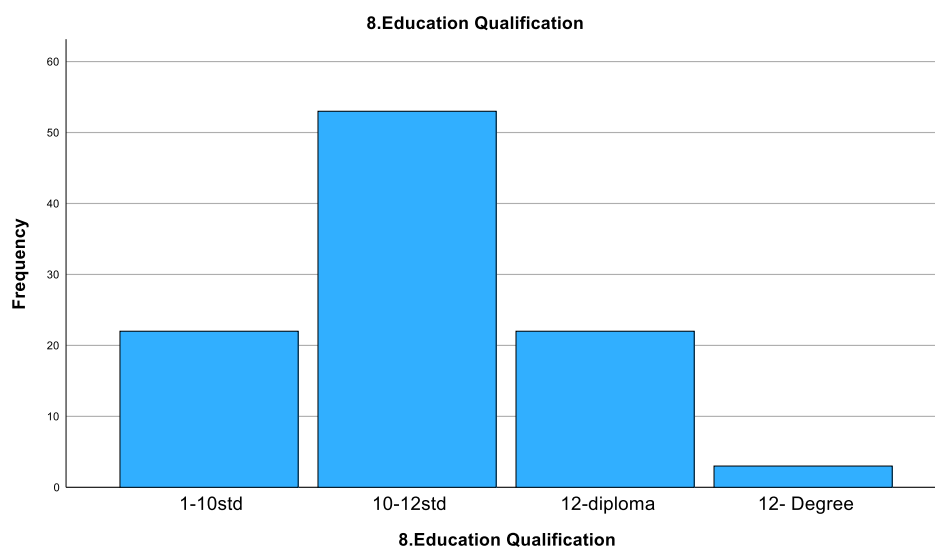
FIGURE 4.7

According to data on family types, 54% of individuals live in joint families, and 39% live in nuclear families. Just 7% of people reside far from their relatives. This indicates that most individuals live in joint families.

8.Education Qualification

Frequency	Percent
22	22.0
53	53.0
22	22.0
3	3.0
100	100.0

FIGURE 4.8

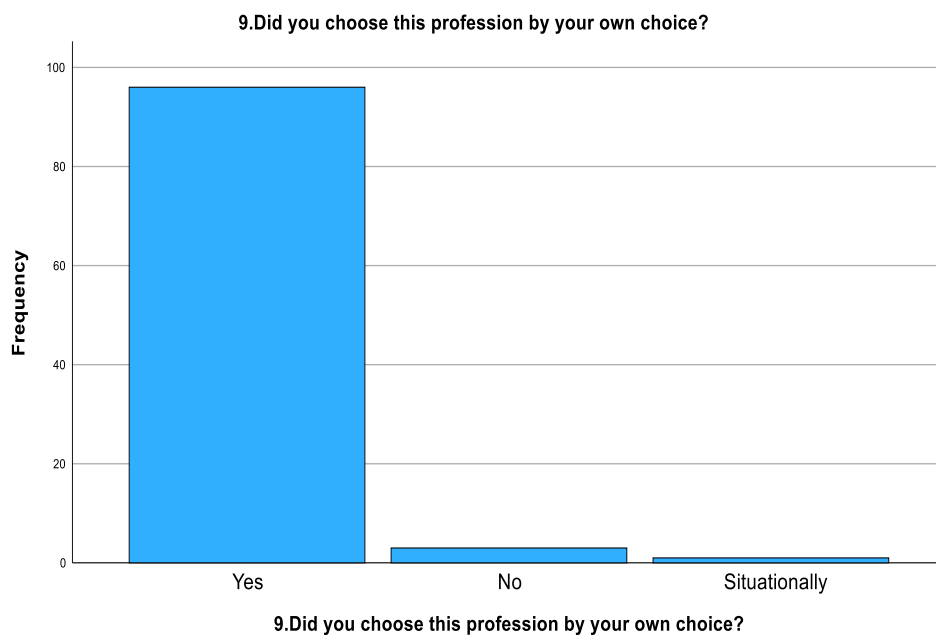


Looking at the educational background, most persons have completed grades 10 through +2. 22% of persons have completed grades 1 through 10, while 22% have completed a 12-year diploma programme. There are extremely few people who completed their education through a degree. Their percentage is under 3%.

9. Did you choose this profession by your own choice?

Frequency	Percent
96	96.0
3	3.0
1	1.0
100	100.0

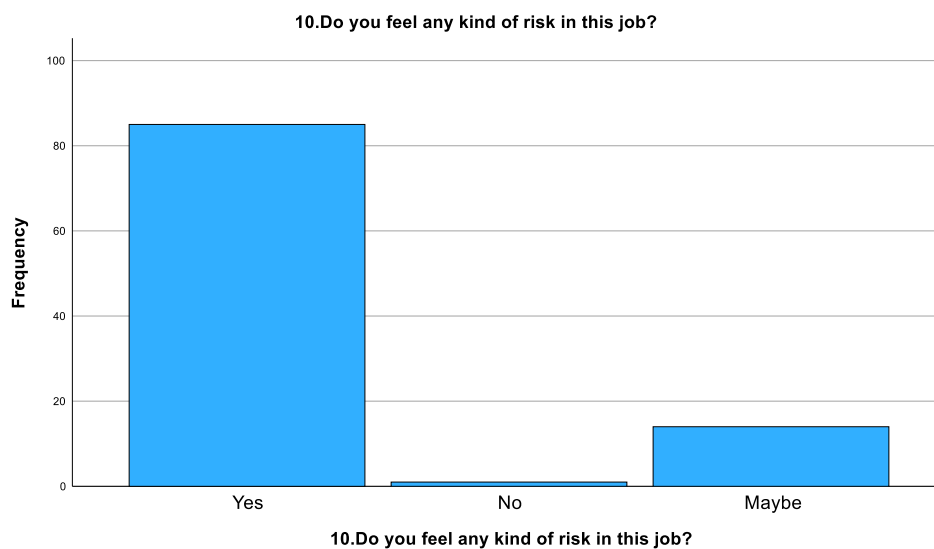
FIGURE 4.9



96% of respondents who were asked if they made this career decision on their own replied yes, indicating that they were motivated by their interest in the job rather than other factors in choosing it. Just 3% of respondents claimed that they did not consciously choose their employment. 1% of respondents claimed that their circumstances led them to pick this employment.

10.Do you feel any kind of risk in this job?

Frequency	Percent
85	85.0
1	1.0
14	14.0
100	100.0

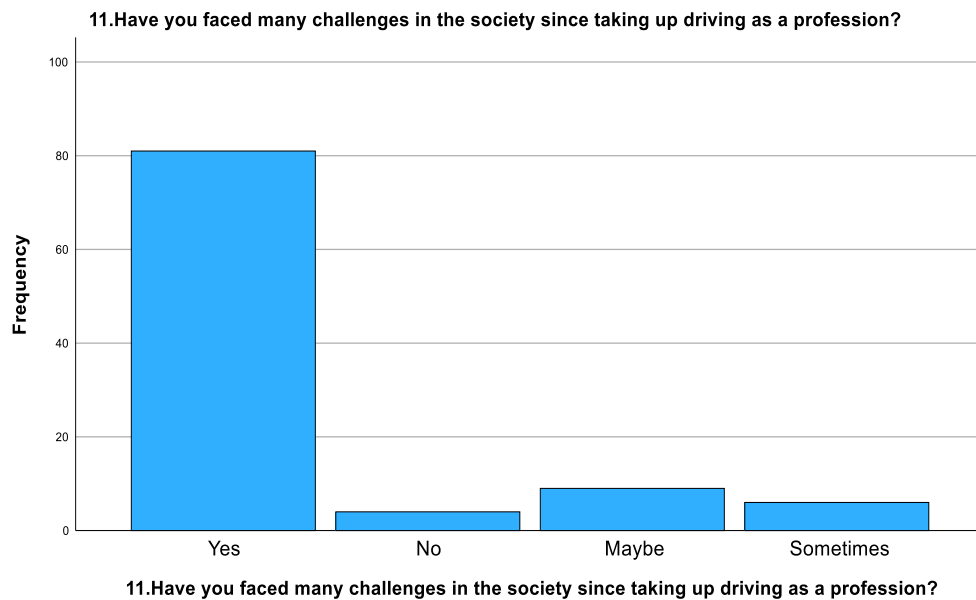
FIGURE 4.10

85% of respondents said they see risk at work in response to the question of if they encounter any form of danger. Just 1% of respondents said there is not. 14% of respondents believe there is a chance of an accident.

11. Have you faced many challenges in the society since taking up driving as a profession?

Frequency	Percent
81	81.0
4	4.0
9	9.0
6	6.0
100	100.0

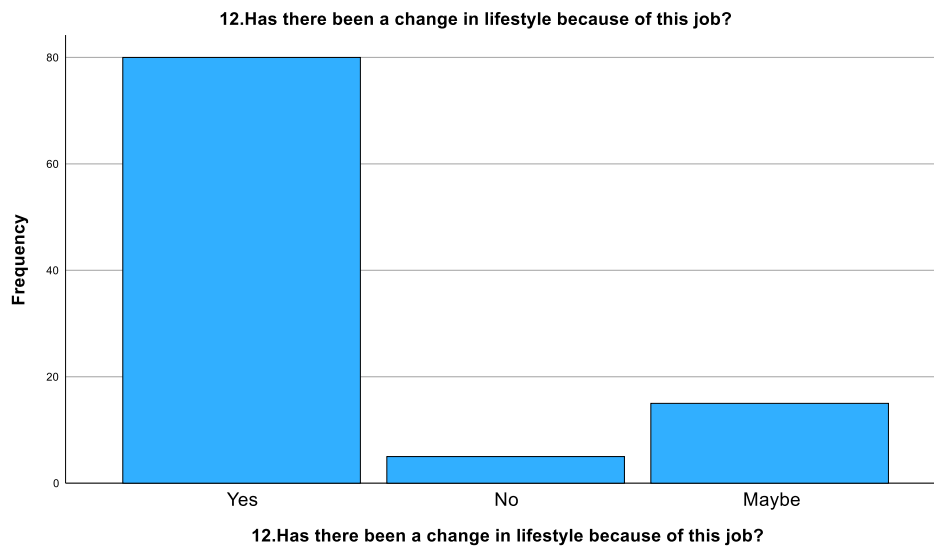
FIGURE 4.11



In response to the question of whether being a driver presents obstacles in society, 81% of respondents stated that it does, 4% said that it does not, 9% said that there is a chance, and 6% said that it does occasionally. Most individuals concur with this assertion.

12.Has there been a change in lifestyle because of this job?

Frequency	Percent
80	80.0
5	5.0
15	15.0
100	100.0

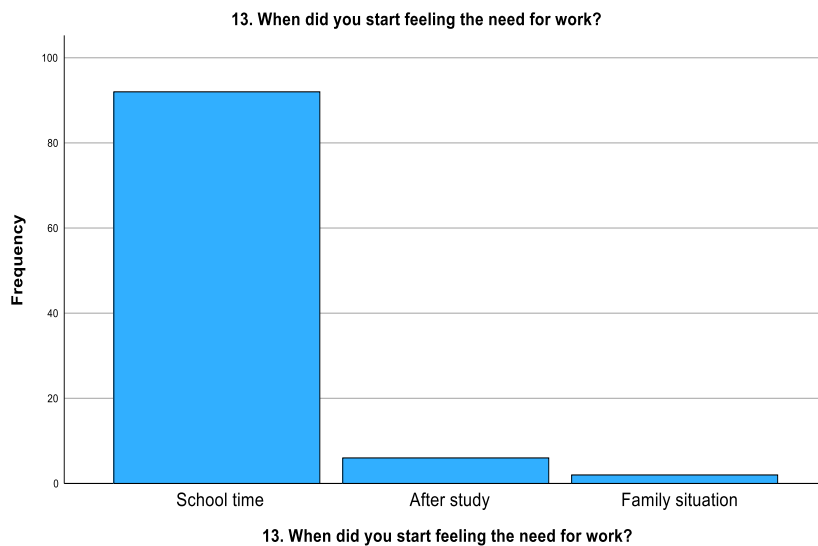
FIGURE 4.12

When asked if their lives have changed as a result of their profession, 80% of respondents said yes, 5% said no, and 15% said it's possible. Saying no makes you less and saying yes makes you greater.

13. When did you start feeling the need for work?

Frequency	Percent
92	92.0
6	6.0
2	2.0
100	100.0

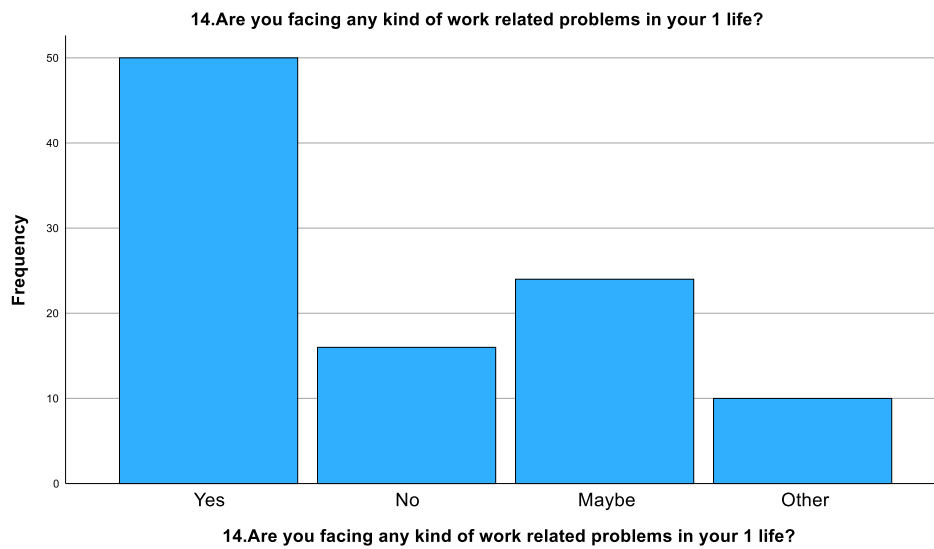
FIGURE 4.13



92% of those surveyed claimed they first understood the value of labour while they were still in school, while only 6% said they did so after they had graduated. Only 2% of people have knowledge about real-world circumstances. Most people have knowledge from their time in school. They are the ones who are aware of the circumstances.

14.Are you facing any kind of work-related problems in your 1 life?

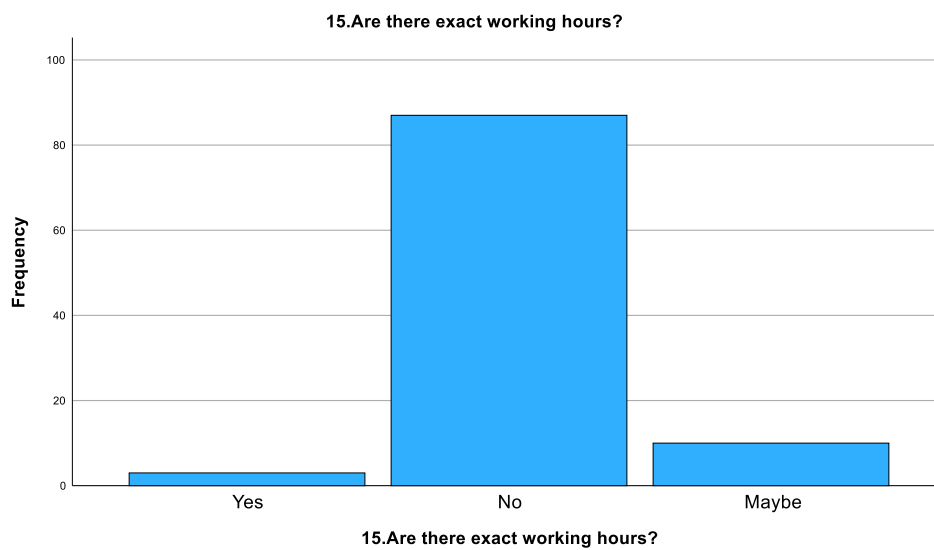
Frequency	Percent
50	50.0
16	16.0
24	24.0
10	10.0
100	100.0

FIGURE 4.14

In response to the question of whether they are experiencing any troubles at work, 50% of respondents said yes, 16% said no, and 24% said there is a chance. There are more reports of an issue.

15.Are there exact working hours?

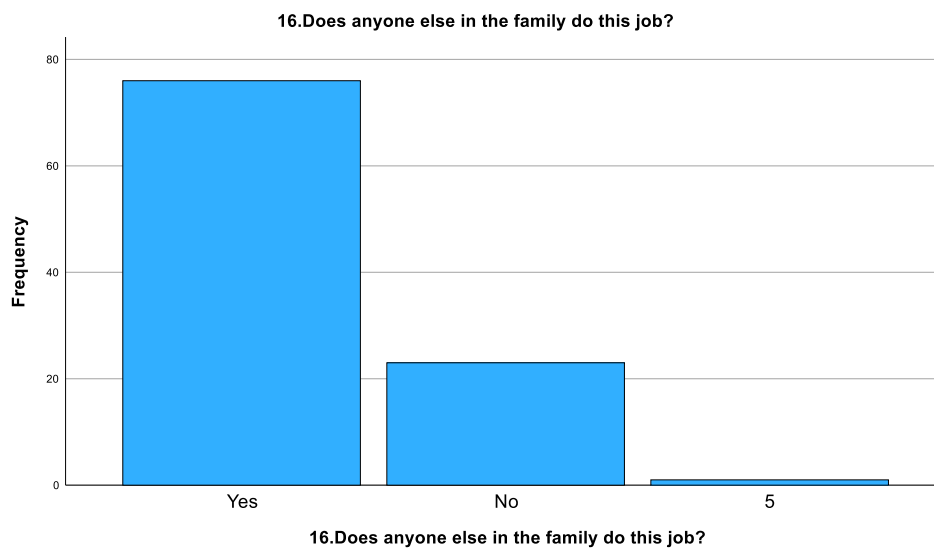
Frequency	Percent
3	3.0
87	87.0
10	10.0
100	100.0

FIGURE 4.15

Employment with set hours of operation is typically available. Yet, 87% of respondents said there are no set working hours. 10% of respondents said there is a possibility, compared to 3% who said there is.

16.Does anyone else in the family do this job?

Frequency	Percent
76	76.0
23	23.0
1	1.0
100	100.0

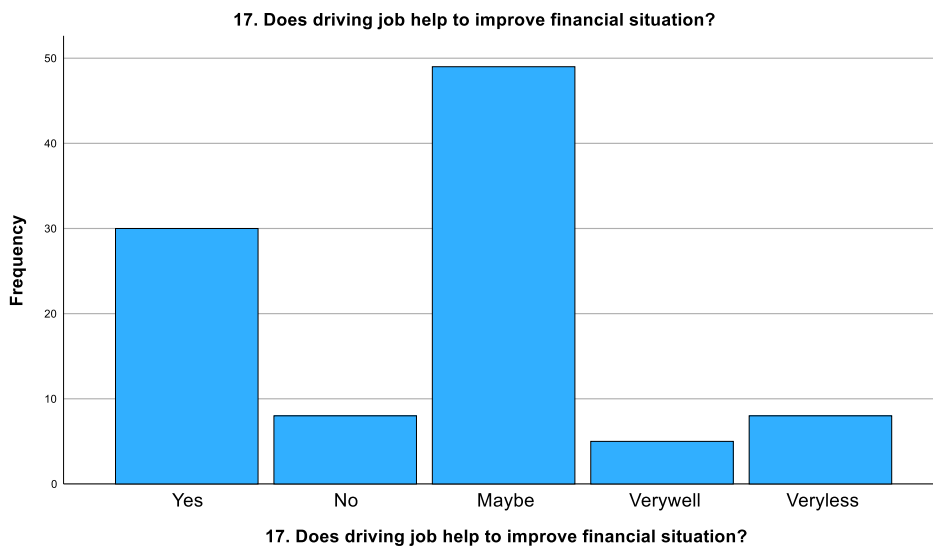
FIGURE 4.16

When asked if someone else in the family does this role, 76% of respondents indicated yes, 23% said no, and only 1% stated other. Yes, most people answer.

17. Does driving job help to improve financial situation?

Frequency	Percent
30	30.0
8	8.0
49	49.0
5	5.0
8	8.0
100	100.0

FIGURE 4.17

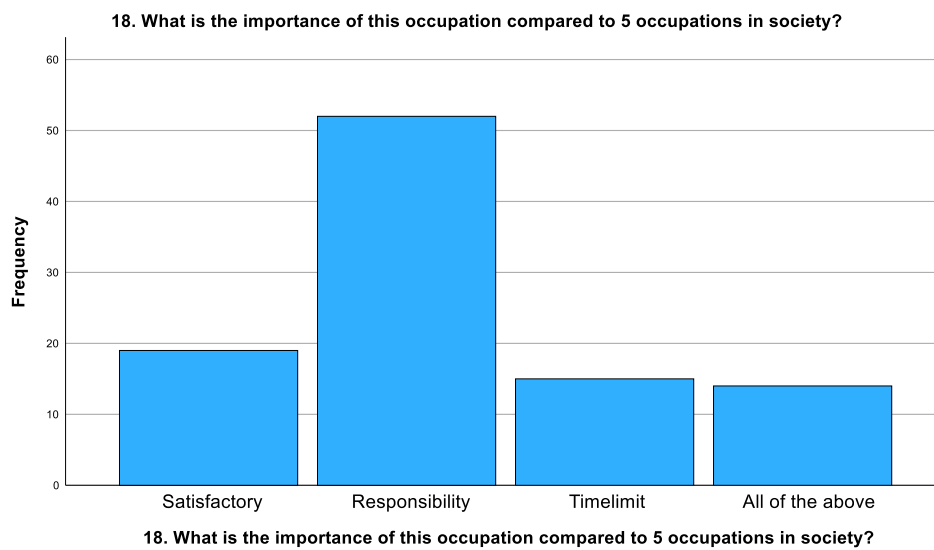


When asked if their current job improves their financial situation, 30% of respondents replied yes, 8% said no, 49% said maybe, 5% said very good, and 8% said very little.

18. What is the importance of this occupation compared to 5 occupations in society?

Frequency	Percent
19	19.0
52	52.0
15	15.0
14	14.0
100	100.0

FIGURE 4.18

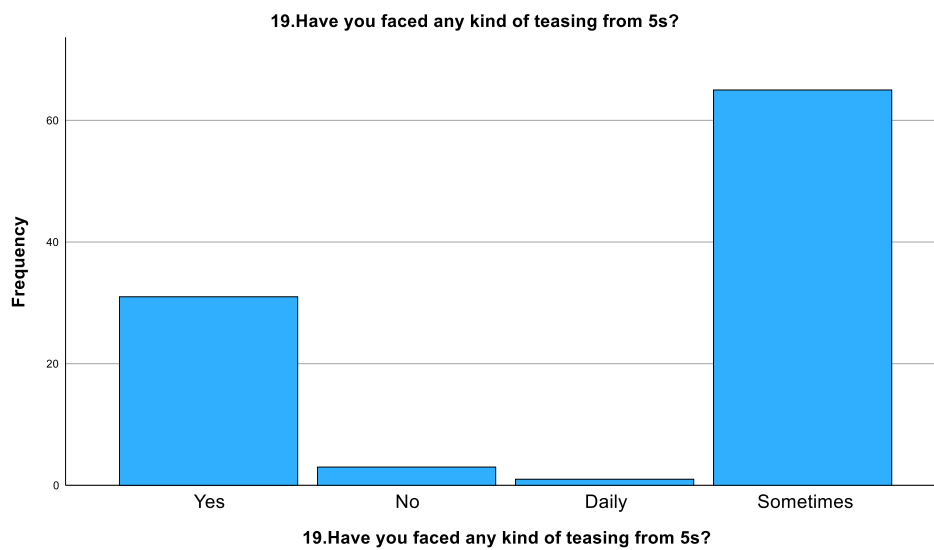


The relative importance of this work to other jobs, according to respondents chose "responsibility" as their response, followed by "satisfactory" (19%), "timelimit" (15%), and "all the above" (14%).

19. Have you faced any kind of teasing from others?

Frequency	Percent
31	31.0
3	3.0
1	1.0
65	65.0
100	100.0

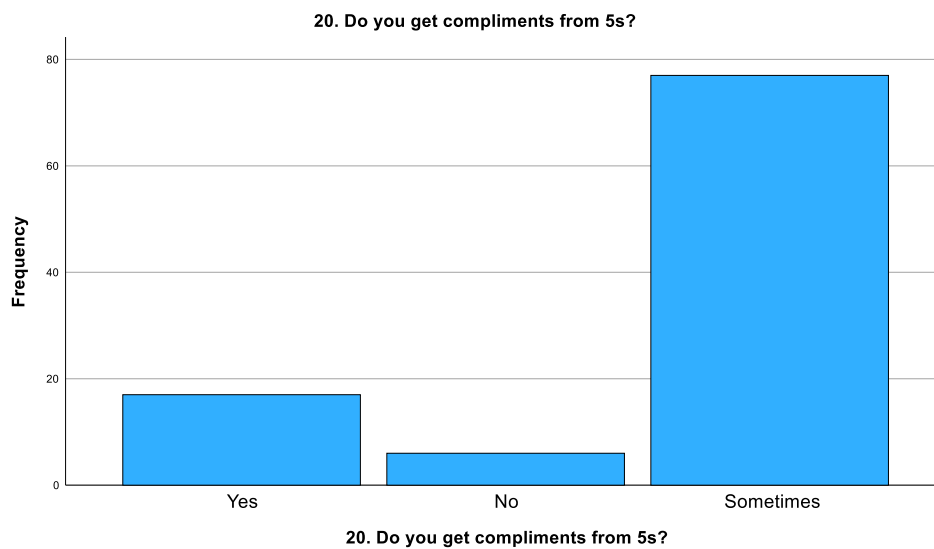
FIGURE 4.19



Whether you experience any form of mockery from others was the inquiry. 31% of respondents said they have it, 3% said no, 1% said they have it every day, and 65% said they have it occasionally. the proportion of people who said. Sometimes the answer is more.

20. Do you get compliments from others?

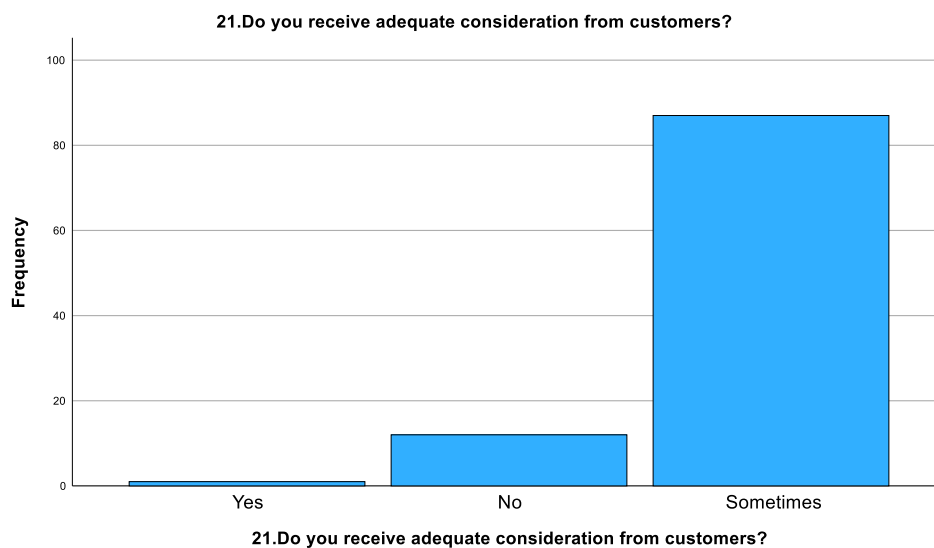
Frequency	Percent
17	17.0
6	6.0
77	77.0
100	100.0

FIGURE 4.20

More participants stated that they occasionally receive enough compliments from others. 17% replied yes, 6% said no, and 77% said occasionally.

21. Do you receive adequate consideration from customers?

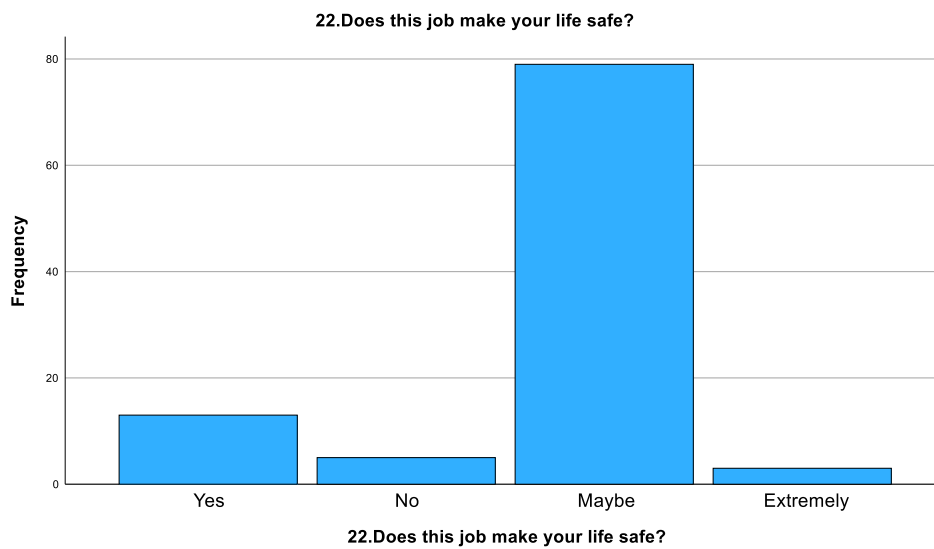
Frequency	Percent
1	1.0
12	12.0
87	87.0
100	100.0

FIGURE 4.21

The issue is whether clients treat you fairly. Just 1% and 12% of those who stated they sometimes did so in response to the survey's question.

22. Does this job make your life safe?

Frequency	Percent
13	13.0
5	5.0
79	79.0
3	3.0
100	100.0

FIGURE4.22

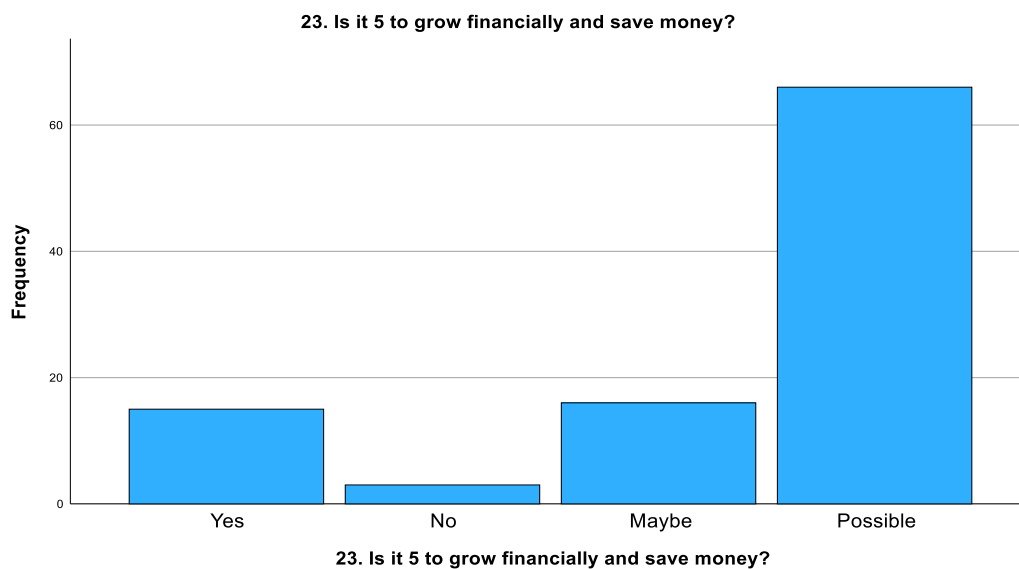
Whether this employment makes your life safe is the question at hand. 79% of respondents offer the possibility. 13% of respondents indicate that they do. 5% of people respond negatively. 3% of respondents say quiet.

23. Is it 5 to grow financially and save money?

Frequency	Percent
15	15.0
3	3.0
16	16.0
66	66.0
100	100.0

FIGURE 4.23

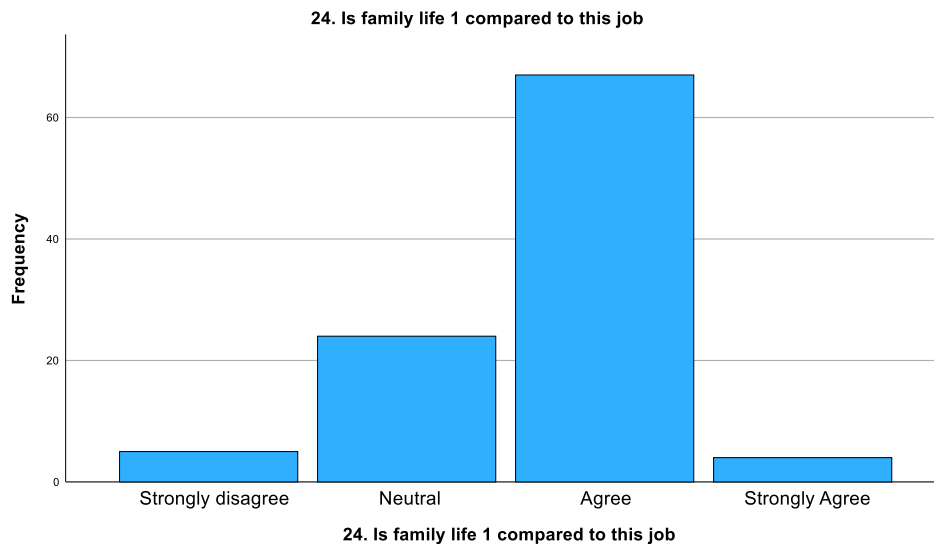
66% of respondents were asked if their employment helps them save money and grow financially. 15% of respondents said yes, 3% said no, and 16% said maybe.



24. Is family life compared to this job

Frequency	Percent
5	5.0
24	24.0
67	67.0
4	4.0
100	100.0

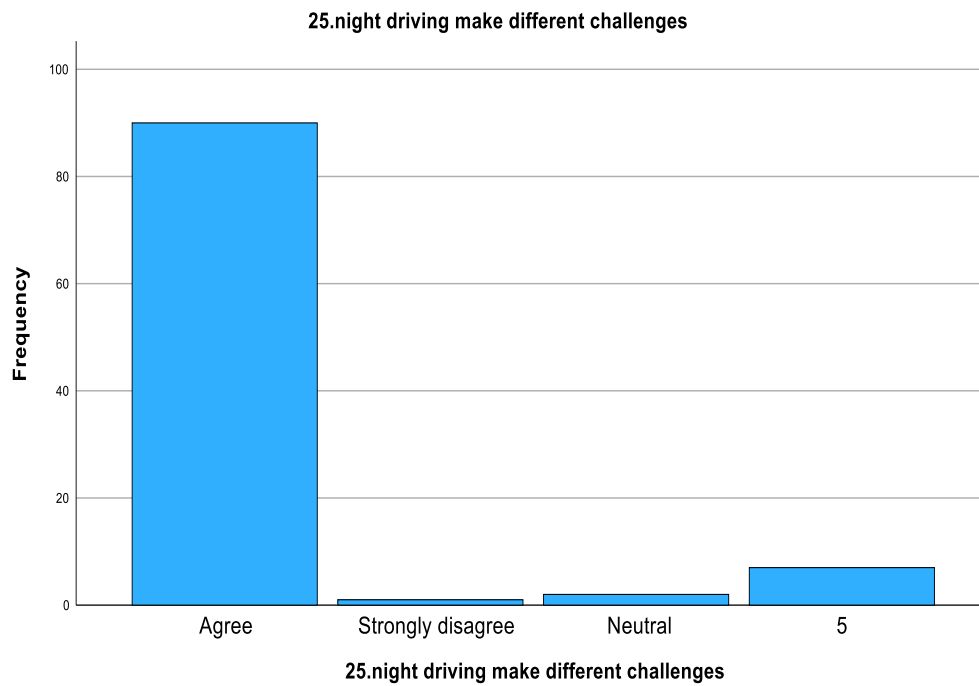
FIGURE 4.24



The answer to the question of whether this job, in comparison to others, seems to provide a challenge to society.67% concur,5% dissention,24% neutral and 4% strongly concur.

25.night driving make different challenges

Frequency	Percent
90	90.0
1	1.0
2	2.0
7	7.0
100	100.0

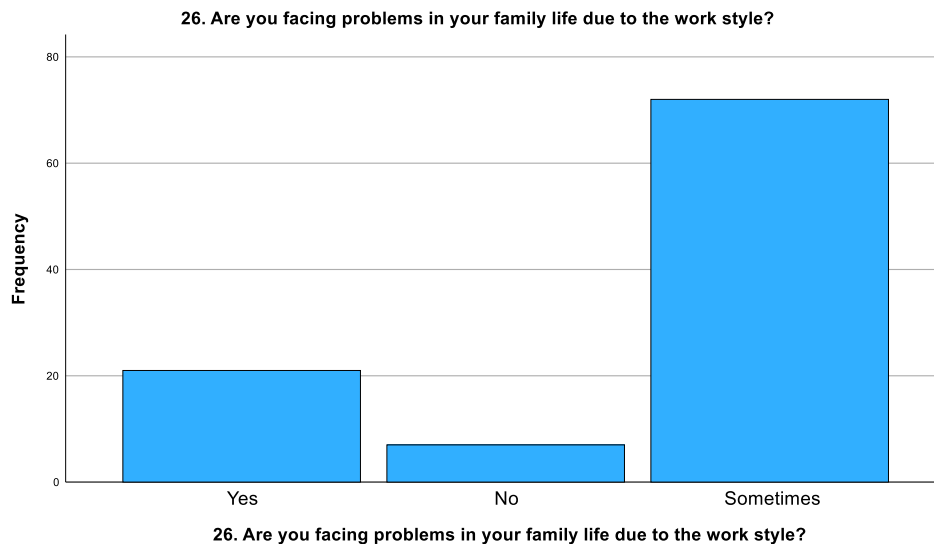
FIGURE 4.25

Night drive make different challenges, the 90% respondents are agreeing with this statement. The only person says no.2% is neutral and 7% is other.

26. Are you facing problems in your family life due to the work style?

		Frequency	Percent
Valid	Yes	21	21.0
	No	7	7.0
	Sometimes	72	72.0
	Total	100	100.0

FIGURE 4.26

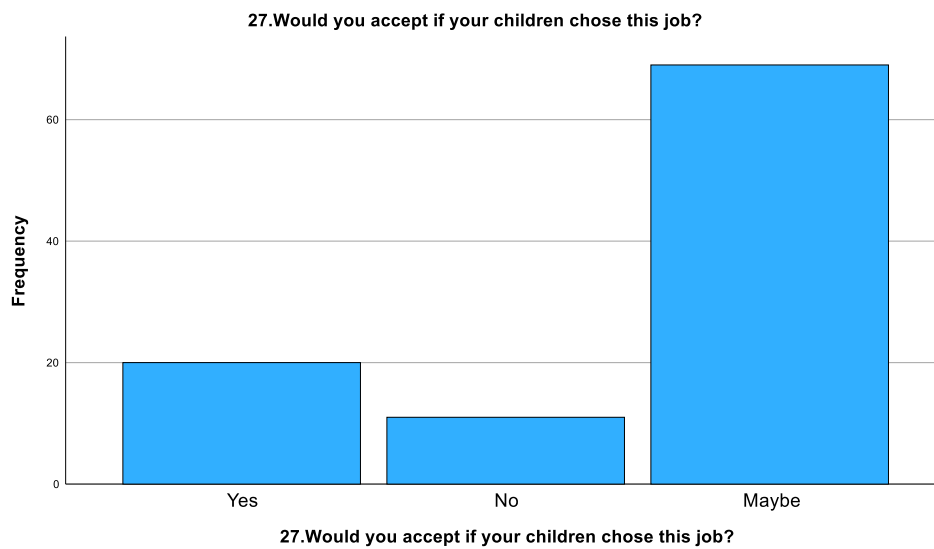


In this work styles the person chance to faced many issues in their family life.

The 72% respondents are saying that, sometime they have faced some issues related their family. In the same 7% said they have not family issues compare to this job.21% says yes.

27.Would you accept if your children chose this job?

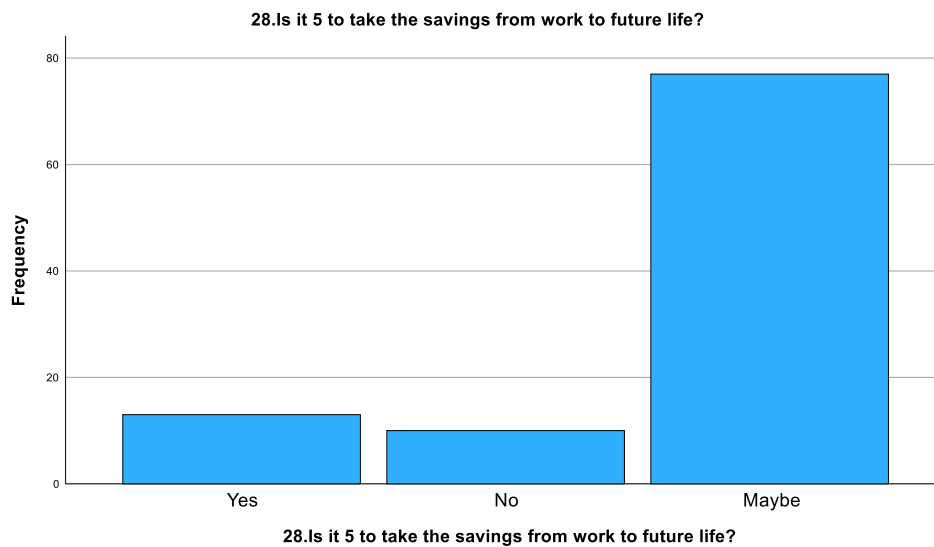
Frequency	Percent
20	20.0
11	11.0
69	69.0
100	100.0

FIGURE 4.27

69 % of people said that they may be allow their children to choose this job.11%of the people say no.20% agree with this statement.

28.. Is it possible to take the savings from work to future life?

Frequency	Percent
13	13.0
10	10.0
77	77.0
100	100.0

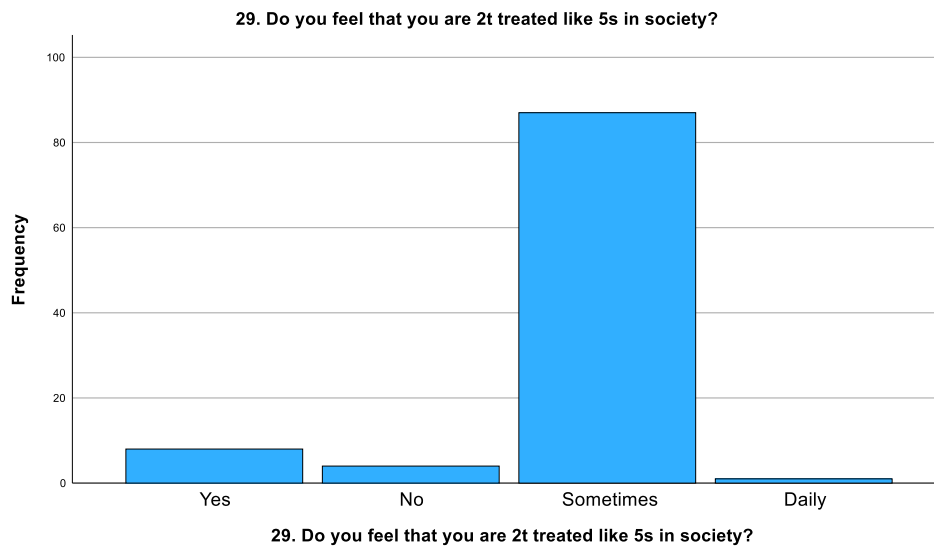
FIGURE 4.28

77% of respondents say it might be possible to save money from this job.13% say yes and 10% say no.

29. Do you feel that you are not treated like others in society?

Frequency	Percent
8	8.0
4	4.0
87	87.0
1	1.0
100	100.0

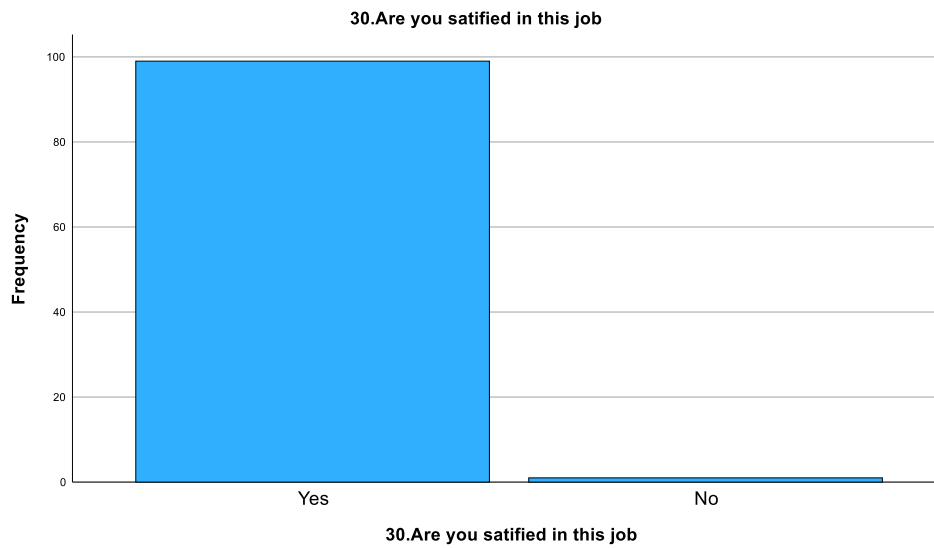
FIGURE 4.29



87 % of the people answered the question whether sometimes they get recognition in the society like others.8% answered yes,4% answered no,1% answered daily.

30.. Are you satisfied in this job

Frequency	Percent
99	99.0
1	1.0
100	100.0

FIGURE 4.30

The 99% of individuals are satisfied in this job.

CHAPTER 5

FINDINGS AND CONCLUSION

Among the 100 respondents the 100%, Of respondents are male. Following a study of religion, it became clear that most people fall within the Hindu category. The smallest group is the Muslim one. Less than half, if not less, of the population is Christian. Muslim 6 percent, Hindu 82%, and Christian 12%. It is clear by looking up people's marital status that more people are getting married—81% of people are married. 14% of people were single, 3% were divorced, and 2% were also divorced. Among them, more over half were married. From looking at the annual income, it is evident that there are more people earning between 20,000 and 30,000 per year. 40000 above pay is a relatively small amount. Just 4% of people earn more than \$40,000 each year. 29% of people earn between \$10,000 and \$20,000 annually. 11% of workers make between \$30,000 and \$45,000 every year. According to data on family types, 54% of individuals live in joint families, and 39% live in nuclear families. Just 7% of people reside far from their relatives. This indicates that most individuals live in joint families. Looking at the educational background, most persons have completed grades 10 through +2. 22% of persons have completed grades 1 through 10, while 22% have completed a 12-year diploma programme. There are extremely few people who completed their education through a degree. Their percentage is under 3%. 96% of respondents who were asked if they made this career decision on their own replied yes, indicating that they were motivated by their interest in the job rather than other factors in choosing it. Just 3% of respondents claimed that they did not consciously choose their employment. 1% of respondents claimed that their circumstances led them to pick this employment. 85% of respondents said they see risk at work in response to the question of if they encounter any form of danger. Just 1% of respondents said there is not. 14% of respondents believe there is a chance of an accident. In response to the question of whether being a driver presents obstacles in society, 81% of respondents stated that it does, 4% said that it does not, 9% said that there is a chance, and 6% said that it does occasionally. Most individuals concur with this assertion. When asked if their lives have changed as a result of their profession, 80% of respondents said yes, 5% said no, and 15% said it's possible. Saying no makes you less and saying yes makes you greater. 92% of those surveyed claimed they first understood the value of labour while they were still in school, while only 6% said they did so after they had graduated. Only 2% of people have knowledge about real-world circumstances. Most people have knowledge from their time in school. They are the ones who are aware of the circumstances. In response to the question of whether they are experiencing any troubles at work, 50% of respondents said yes, 16% said no, and 24% said there is a chance. There are more reports of an issue. Employment with set hours of operation is typically available. Yet, 87% of respondents said there are no set working hours. 10% of respondents said there is a possibility, compared to 3% who said there is. When asked if someone else in the family does this role, 76% of respondents indicated yes, 23% said no, and only 1% stated other. Yes, most people answer. When asked if their current job improves their financial situation, 30% of respondents replied yes, 8% said no, 49% said maybe, 5% said very good, and 8% said very little. The relative importance of this work to other jobs, according to respondents chose "responsibility" as their response, followed by "satisfactory" (19%), "time limit" (15%), and "all the above" (14%). Whether you experience any form of mockery from others was the inquiry. 31% of respondents said they have it, 3% said no, 1% said they have it every day, and

65% said they have it occasionally. the proportion of people who said. Sometimes the answer is more. More participants stated that they occasionally receive enough compliments from others. 17% replied yes, 6% said no, and 77% said occasionally. The issue is whether clients treat you fairly. Just 1% and 12% of those who stated they sometimes did so in response to the survey's question. Whether this employment makes your life safe is the question at hand. 79% of respondents offer the possibility. 13% of respondents indicate that they do. 5% of people respond negatively. 3% of respondents say quiet. 66% of respondents were asked if their employment helps them save money and grow financially. 15% of respondents said yes, 3% said no, and 16% said maybe.

The answer to the question of whether this job, in comparison to others, seems to provide a challenge to society.67%concur,5% dissention,24% neutral and 4% strongly concur. Night drive make different challenges, the 90% respondents are agreeing with this statement. The only person says no.2% is neutral and 7% is other. In this work styles the person chance to faced many issues in their family life. The 72% respondents are saying that, sometime they have faced some issues related their family. In the same 7% said they have not family issues compare to this job.21% says yes. 69 % of people said that they may be allow their children to choose this job.11%of the people say no.20% agree with this statement. 77% of respondents say it might be possible to save money from this job.13% say yes and 10% say no. 87 % of the people answered the question whether sometimes they get recognition in the society like others.8% answered yes,4% answered no,1% answered daily. Finally The 99% of individuals are satisfied in this job.

CONCLUSION

Detailed report on the socio-economic problems faced by private bus drivers in Thrissur, a sociological study should be conducted. The study should include an in-depth analysis of the socio-economic environment of Thrissur and the issues faced by private bus drivers. The study should begin with an overview of the background and context of the private bus industry in Thrissur. This should be followed by an analysis of the economic and social impacts of the industry on the local economy and population.

The study should collect primary data from the private bus drivers in the area. This should include an examination of the working conditions, wages, and benefits, as well as the attitudes and concerns of the drivers. The study should also collect data on the socio-economic conditions of the community in which the drivers live and work. This includes data on income levels, employment opportunities, and housing conditions.

The study should also analyze the existing policies and regulations governing the industry and their impact on the drivers' socio-economic conditions. This should include an evaluation of the effectiveness of the policies and their impact on the drivers' working and living conditions. The study should also analyze the impact of government policies and initiatives on the industry and its workers.

The study was conducted using both qualitative and quantitative methods in order to give a complete overview of the problems faced. The primary research methods employed consisted of structured interviews, focus group discussions, and questionnaires.

The study found that the majority of private bus drivers in Thrissur are male, and the majority of them are under the age of 40. The average salary for a private bus driver in Thrissur is around

Rs. 20000-30000 per month, with a few earning up to Rs. 40000. The study found that the majority of private bus drivers in Thrissur have a high school education or have not completed schooling at all.

The study revealed that the major socio-economic problems faced by private bus drivers in Thrissur include limited job opportunities and prospects, low wages, and a lack of job security. Private bus drivers also face a number of health risks due to long working hours. The study found that the majority of private bus drivers in Thrissur are unable to access financial services such as loans, insurance, and pensions due to their insecure status.

The study also revealed that many of the drivers are facing financial difficulties due to the high cost of fuel, vehicle maintenance, and vehicle insurance. Furthermore, the drivers are facing difficulties in covering the costs of their daily needs due to the low wages they receive. The drivers also have to bear the burden of high fines and penalties imposed by the police in case of any violation of traffic rules.

The findings of this sociological study on the socio-economic problems faced by private bus drivers in Thrissur are presented below.

1. Lack of job security:

The main socio-economic problem faced by private bus drivers in Thrissur is the lack of job security. Most drivers are hired on a temporary basis and can be dismissed at any time without prior notice. This means that the drivers have no guarantee of a steady income, making it difficult for them to plan for the future.

2. Poor wages:

Private bus drivers in Thrissur are often paid low wages, which are not enough to make ends meet. This leads to financial insecurity and further exacerbates their socio-economic problems.

3. Lack of access to social security:

Private bus drivers in Thrissur often do not have access to important social security benefits such as health insurance or retirement benefits. This means that they are often unable to access the medical care they need or save for retirement.

4. Poor working conditions:

Private bus drivers in Thrissur often work long hours with little rest, and often in dangerous or uncomfortable conditions. This not only affects their physical health, but can also lead to mental stress and exhaustion.

5. Unsafe working conditions

Private bus drivers in Thrissur often face unsafe working conditions, due to lack of appropriate safety measures and regulations. Many drivers are forced to drive on roads with inadequate infrastructure and no safety measures in place. Drivers are also exposed to high levels of air pollution and noise pollution due to the heavy traffic and lack of sufficient traffic regulations. This can lead to long term health problems, including fatigue, stress, and other medical conditions.

6. Low wages

Private bus drivers in Thrissur are often paid very low wages, which makes it difficult for them to make ends meet. This is due to lower demand for bus services, lack of government regulations, and competition from other modes of transportation. This can lead to financial insecurity, leading to high levels of stress and anxiety.

7. Long working hours

Due to the high demand for bus services, private bus drivers in Thrissur often have to work long hours. This can lead to fatigue and burnout, leading to poor performance and potential safety risks. This can also lead to stress and fatigue related health problems, including insomnia and depression.

Overall, the study concluded that private bus drivers in Thrissur are facing a number of socio-economic problems which are adversely affecting their quality of life. It is therefore recommended that the government and other relevant stakeholders should take necessary steps to address these issues and improve the working conditions of the private bus drivers.

This is an important and timely study that can provide valuable insights into the socio-economic problems faced by private bus drivers in Thrissur. In particular, this study can help to identify the key challenges that private bus drivers face and the potential solutions to those challenges.

The research methodology for this study could include a mix of qualitative and quantitative methods. Qualitative methods could include in-depth interviews and focus groups with drivers, and field observations of drivers' working conditions. Quantitative methods could include surveys of drivers to measure their level of satisfaction, as well as a meta-analysis of existing studies on the topic. The results of this study could then be analyzed and discussed in detail, with a focus on identifying key challenges and potential solutions. It will also analyse the policies and regulations pertaining to the private bus sector in Thrissur. The study will provide a comprehensive understanding of the current situation of private bus drivers in Thrissur, and will offer recommendations for improvements.

Overall, this study has the potential to provide valuable insights into the socio-economic challenges faced by private bus drivers in Thrissur and could help to inform decision-making on the matter. It is therefore recommended that this study be undertaken at the earliest.

CHAPTER 6
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CHAPTER 6

APPENDIX

**A SOCIOLOGICAL STUDY ON THE SOCIO-ECONOMIC ISSUES FACED BY
PRIVATE BUS DRIVERS IN THRISSUR**

Required*

Section B

1) Name*

2) Age

3) Gender*

4) Religion

Hindu

Muslim

Christian

5) Marital status *

Married

Unmarried

Divorced

Widow

Separated

6) Annual Income *

10000-20000

20000-30000

30000-40000

40000 above

7) Family type *

Nuclear Family

Joint family

Extended Family

Orphan

8) Education qualification *

1-10

10- +2

+2- Diploma

+2-Degree

Degree Above

9) Did you choose this profession by your own choice? *

Yes

NO

10) Do you feel any kind of risk in this job? *

Yes

No

Maybe

Daily

11) Have you faced many challenges in the society since taking up driving as a profession? *

Yes

No

Maybe

Sometimes

Daily

12) Has there been a change in lifestyle because of this job?*

Yes

No

Maybe

13) When did you start feeling the need for work? *

School Time

After Studies

Family Situation

Other

14) Are you facing any kind of work related problems in your marriage? *

Yes

No

Maybe

Other

15) Are you there exact working time? *

Yes

No

Maybe

Daily

No chance

16) Does anyone else in the family do this job? *

Yes

No

Other

17) Does driving job helps to improve financial situation? *

Yes

No

Maybe

Very well

Very less

18) What is the importance of this job compared to other jobs in society? *

Satisfactory

Responsibility

Time limit

All the above

19) What is the importance of this job compared to other jobs in society? *

Yes

No

Sometimes

Daily

20) What is the importance of this job compared to other jobs in society? *

Yes

No

No chance

Sometimes

Other

21) Do you receive adequate consideration from customers? *

Yes

No

Sometimes

Daily

Other

22) Does this job make your life safe? *

Yes

No

Maybe

Extremely

23) Is it possible to grow financially and safe money? *

Yes

No

Maybe

Not possible

Possible

Other

Other

24) Is family life satisfactory compared to this job? *

Agree

Disagree

Strongly agree

Strongly disagree

Neutral

25) Night drive make different challenges *

Agree

Disagree

Strongly agree

Strongly disagree

Neutral

26) Are you facing problems in your family life due to the work style? *

Yes

No

Sometimes

Other

27) Would you accept if your children chose this job? *

Yes

No

Maybe

Other

28) Is it possible to take the savings from work to future life? *

Yes

No

Maybe

No chance

29) Do you feel that you are not treated like others in society? *

Yes

No

Sometimes

Daily

30) Are you satisfied in this job? *

Yes

No