

Social and Health Status of Auto-Rickshaw Drivers of Kalaburagi City

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Informal sector contributes to the world economy significantly in terms of employment, production of goods and services. With urban growth there is a marked increase in the population in this sector consisting of skilled, semiskilled and unskilled persons representing the illiterates, traditionally oppressed, vulnerable, and economically poor and socially exploited migrating from rural areas to cities in search of comparatively better income opportunities and a chance to have better living conditions.

Most cities offer auto rickshaw service, although cycle rickshaw are also common and even hand-pulled rickshaw exist in certain areas such as Kolakotta. In 2013 in Ranchi, the government launched an alternative rickshaw called the pink rickshaw to protect women against sexual assaults and rapes. Auto rickshaws are used in cities and towns for short distances; they are less suited to long distances because they are slow and the carriages are open to air pollution. Auto rickshaws (often called "autos") provide cheap and efficient transportation. Modern auto rickshaws run on compressed natural gas (CNG) and liquefied petroleum gas (LPG) due to government regulations and are environmentally friendly compared to full-sized cars. It is also not uncommon in many parts of Indian metropolitan areas to see primary school children crammed into auto rickshaws, transporting them between home and school, equivalent to the

'school run' performed by many parents in the West using their own cars. To augment speedy movement of traffic, auto rickshaws are not allowed in the southern part of Mumbai.

As a parallel transportation facility, auto-rickshaw transportation plays an important role in the city life. Auto rickshaw requires less road spaces compared to taxis. Auto run 25km/ liter petrol, while taxis will run only 12/km petrol, so auto-rickshaws reduce 50% of fuel consumption and pollution. Auto rickshaw industry provides great number of job opportunity to the unemployed people in India. Majority of the population in the country earn their livelihood by working in the informal sector. The informal sector activities have been the backbone of any economy across the globe.

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exploited migrating from rural areas to cities in search of comparatively better income opportunities and a chance to have better living conditions. The hope for better tomorrow makes these people work for days and nights without any restrictions on working hours and rest hours without adequate holidays and proper working conditions. The informal sector refers to those economic activities, where individuals and small groups of people and families are engaged in the work largely unprotected by the welfare legislation.

The occupation in this sector is marked by social traditional compulsions, poverty, illiteracy, helplessness deprivation and so on. The major problems of informal sector in urban areas related to housing, safe working conditions, sufficient welfare provisions, adequate social security and decent health. The governmental initiatives and policies are still not strictly implemented and adequately encompassing the problems of the huge chunk of these workers viz the street vendors, construction workers, agriculture workers, auto rickshaw drivers and domestic servants. The overall conditions of workers in the informal sector remain very miserable. With globalization, they

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Table-1 – Age of the respondents

Particulars	Number of respondents	Percentage
18-25	4	16
26-35	7	28
36-45	6	24
46 And above	8	32
Total	25	100

Table-2 – Education status of the respondents

Particulars	Number of respondents	percentage
Primary	6	24
Secondary	8	32
Higher	11	44
Total	25	100

Table-3 – Domicile details of the respondents

Particulars	Number of respondents	percentage
Living in slum area	5	20
Rented house	12	48
Own, constructed through government support	3	12
Own pucca house	5	20
Total	25	100

Table-4 – Work experience

Experience (Years)	Number of respondents	percentage
1-5	3	12
6-10	11	44
11-15	5	20
16 and above	6	24
Total	25	100

Table-5 Common Health Problems faced

Health Issues	Number of respondents	percentage
Back Pain and Eye sight defect	5	24
Piles	3	12
Stress	8	32
Heart disease	3	12
Respiratory problem	6	24
Total	25	100

Source; Field Study

are sliding down the ladder of development and have fallen victims to be machination and manipulation. They are subjected to a chain of ruthless exploitation by malfunctioning and dysfunctional middlemen

Kalburagi city

Gulbarga, officially known as Kalaburagi, is a city in the Indian state of Karnataka. It is the administrative headquarters of Gulbarga district and is the largest city in the Hyderabad-Karnataka (officially known as Kalyana-Karnataka) region of North Karnataka. Kalaburagi lies along the main rail line from Mumbai (Bombay) to Chennai (Madras) and is a centre of the cotton trade, with ginning and pressing factories and spinning and weaving mills. It also has flour and oil mills and paint factories. The majority of the population in the surrounding area is engaged in agriculture. The chief crops are millet, pulses, cotton, and linseed. Pop. (2001) 422,569; (2011) 533,587.

Objectives

- To assess socio-economic status of auto drivers in Kalburagi city
- To assess the health status of the auto drivers in the Kalaburagi city
- To assess the major problems faced by the auto drivers in Kalaburagi city

Research Methodology

With the structured questionnaires the data has been collected through the observation. The data collected from the auto drivers in the Kalaburagi city. The study is based on the primary data.

Primary data was collected with help of the questionnaires, from auto drivers. The total number 25 samples have been selected at random.

Table-6 Remedies for stress

Remedies	Number of respondents	percentage
Taking off from work	5	20
Family get together	2	8
Smoking and / or consuming alcohol	14	56
Others	4	16
Total	25	100

Source: Field Study

Statistical techniques are used for analysis of data.

As could be observed from Table-1, of the 25 respondents, 84% are aged 36 years and above while 16% are aged 18-25 years.

Data from the Table-2 provides the information about the educational status of the auto drivers in the kalaburagi city. It is clear from the table that as many as 44% of the respondents have studied beyond secondary school. This indicates that over 40% of the respondents are fairly well educated.

As is clear from Table-3, only of the 25 respondents own and live in a pucca house, while 3 (of 25 respondents) live in their own house constructed with government support. As many as 48% (12 respondents) stated to live in rented house and other 20% stated to be residing in slum areas.

As would be observed from Table-4, as many as 44% of the respondents have been driving auto for a period ranging from 6-10 years, and 24% have been driving auto for over 16 years.

Table-5 presents the health issues of the respondents. Respiratory problems (24%) and back ache and defective eye sight (24%) are the main issues related to health

mentioned by the respondents. Stress is mentioned as health problem by 32% of the respondents, followed by heart problems and piles (12% each).

To the query on the ways to distress, over 50% (56%) stated smoking and consuming alcohol as the remedy perceived and practiced to distress; only 8% (2 respondents) stated participating in family get together as a remedy for relieving stress while 20% stated taking off from work for few days as a remedy.

Conclusion

This study of auto drivers revealed that the drivers face many health problems due to the nature of their work. Most of the drivers who responded to the survey said they lead hard life with little or no savings. They stated that their future is uncertain. The study revealed that the auto drivers who responded feel that they are not respected in the locality.

So based on these findings the researcher concludes with the note that the social and health issues need to be addressed immediately to solve their issues to lead a better and happy life. The drivers in the city are facing many more problems which need to be addressed by the city municipality and welfare societies in the city.

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Top Ten Economies in the world

This list is based on IMF's World Economic Outlook Database (October 2019). Nominal GDP of 10 economies adds up to 66% of world's GDP; Countries ranked 11-20 account for 13.3% of world's GDP and rest 173 countries account for 21.2% of world's GDP.

Country	Nominal GDP (\$trillion)	GDP (PPP) \$trillion
USA	21.44	21.44
China	14.4	27.3
Japan	5.75	5.75
Germany	3.86	4.44
India	2.94	10.5
UK	2.13	3.04
France	2.71	2.96
Italy	1.91	2.40
Brazil	1.85	3.37
Canada	1.73	1.84

GDP-PPP= GDP based on Purchasing Power Parity

Source- www.investopedia.com