

**A RESEARCH REPORT ON RICKSHAW PULLERS, THE UNORGANISED
TRANSPORT SECTOR OF JAIPUR, FOR ENHANCING QUALITY OF LIFE OF
RICKSHAW-PULLERS (BY DEEPAK SAXENA) ****

1. CONCEPT NOTE

The pink city of Jaipur has more shades than pink, in its socio-cultural setup, the occupational map and psycho-graphic profile. There are more cycle rickshaws on the city roads than camels for which the state is famous. Rickshaw is considered as a convenient, safe and cheap mode of local commutation and is more popular amongst women and college going girls. A rickshaw ride is considered as better method of transportation for short distances varying between 500 meters to 7-8 kms as it offers site seeing as well as pleasure of basic bargaining instinct. The plight of the rickshaw pullers though, is no reason to feel pink about. Most rps are not the owners and hire rickshaws on daily basis on rent. After a physically exhausting, disparaging and arduous day of rickshaw pulling, unable to afford shelters, many Rickshaw pullers sleep in the awning or shelters of shops, under the rickshaws, on the pavement or in the temporary pooled rented barely constructed kiosks. They are undernourished, weak and suffer from all profession specific/ borne diseases like Tuberculosis, Respiratory-disorders, Arthritis and so on.

This particular study was aimed at gaining an insight into the present status, lifestyle, problems and felt concerns of rickshaw pullers in Jaipur City. A content analysis of the laws and by-laws, rules and regulations and practices of the Municipal Corporation that affect the rickshaw pullers was also done. Social & economic profile of the Rickshaw pullers and their hopes & aspirations were also studied. It is hoped that present study would lead to solution of some of the problems affecting rickshaw pullers in Jaipur city.

2. RESEARCH OUTLAY

2.1 RESEARCH OBJECTIVE:

To analyze the problems, lifestyles and present status of rickshaw pullers in the city of Jaipur, a random sample of 100 r'pullers was taken and personal interviews were done on a structured questionnaire. (4 Researchers of IIHMR did the fieldwork)

2.2 DATA TYPE

Qualitative and quantitative data both from primary and secondary sources was collected to optimize attainment of research objectives.

2.3 RESEARCH ANALYSIS:

The findings of the field research are analyzed and are expected to form the guidelines/ starting point, for action plan of betterment of lives of Rickshaw pullers.

3. RESEARCH DESIGN

3.1 RESEARCH TYPE

1. **EXPLORATORY:** the problems, issues, and possibilities were explored to work our strategies. Finding solution to the problems affecting them in order to enhance quality of their life

3.2 LEVELS OF RESEARCH STUDY

The research study was conducted in three stages:

STAGE I: Collection of information from the Municipal corporation, rickshaw unions, and rickshaw associations, regarding

1. Number of rickshaws plying on Jaipur roads
2. Density
3. License system if any, including fees and formalities
4. Mode/ criteria of issuing license
5. Control over number of rickshaws on the roads

*** Support received from IIHMR for field research is gratefully acknowledged*

6. Security/ standard specifications related to physical make of rickshaws
7. Specific problems and concerns
8. Other related dimensions

STAGE II: Primary data from rickshaw pullers regarding

1. Their problems
2. Age, family size & Lifestyle
3. Educational & health status and health insurance
4. Assets & Shelters
5. Modus operandi of hiring/ leasing
6. Whether Rickshaw is rented or own – problems & perspective
7. Design of rickshaws especially in view of new rickshaws launched
8. Earnings, expenditure and savings
9. Hopes & Aspirations
10. Views regarding self
11. Interaction pattern
12. Access to Mass- media

Primary data from rickshaw owners regarding

1. Ownership pattern
2. Hire/lease arrangement
3. Maintenance
4. Accountability/ security
5. Other extended benefits
6. Costing and profitability

STAGE III: A review of existing laws and by-laws was done to understand legal environment affecting Rickshaw pullers.

1. Law related to license & ownership
2. Law related to replacement/ scrap
3. Supreme Court order about stoppage of Rickshaw Pulling

3.3 DATA COLLECTION METHODS

The data for the first stage was collected through

1. Personal discussion with the concern authorities of Municipal Corporation, Owners of Rickshaw unions and knowledgeable individuals.
2. Secondary data, policies, circulars and printed material available on the subject

The data for the second stage was collected through

1. Using an interview schedule (made in English, administered in Hindi by the researcher)
2. Discussion

The data for the third stage

The copies of laws were collected from the proper authorities and same were reviewed. A brief summary of stipulations is contained in the report. *It is to be further analyzed by a panel of experts. If required a focus group interview shall be conducted by the experts of eminence in the field of law to elaborate the repercussions and fall out of the proposed and existing laws.*

3.4 SAMPLING & SAMPLE SIZE

Sample size consisted of 100 Rickshaw pullers selected at random for collecting information. Some Rickshaw owners were also interviewed.

Sampling for rickshaw owners: Initially judgmental sampling was resorted to wherein owners having greater ownership were decided to be chosen to cover wider sample with in limitations of time and other resources. Snow ball sampling, where in references were followed from the rickshaw owners was then followed.

4.FINDINGS AND ANALYSIS

4.1 GENERAL BACKGROUND

- 4.1.1 The pedal rickshaws were first observed in Rajasthan in 1951-52. Though the legal approval by state Government came in 1959, when there were total 947 rickshaws on roads. The Jaipur Cycle Rickshaw Owners Association claims that there are 50,000 rickshaws and 3,00,000 rickshaw pullers in Rajasthan and that in Jaipur about 18,000- 20,000 rickshaws. About 15 owners own about 10500 rickshaws. Another 235 people own 10000 rickshaws. One owner has 7000 rickshaws and another has 2000 rickshaws. These are Rickshaw kings of Jaipur. Daily rent varies from Rs 15 to Rs. 17 for old Rickshaws and Rs. 20 for new Rickshaws
- 4.1.2 The walled city of Jaipur covering Ramganj, Johari bazar, Chandpole etc.is the most densely rickshaw populated areas having as much as 50% concentration of the total rickshaw population. Bus Stand (Sindhi Camp) and Railway Station has the next big share of 30% and remaining 20% are distributed almost evenly in other parts of city with little larger than equated share in VKIA and Malviya Nagar.
- 4.1.3 When the legal approval was granted to the rickshaw pulling profession in 1959, a system of issuing passes was adopted that regulated the number of rickshaws on the roads. Licenses were issued to rickshaw owners fulfilling certain stipulated conditions for the same. Till then mostly those who owned Rickshaw also pulled it. Organized ownership was developed only subsequently. In 1971 further issuance of passes was stopped on the plea that it was dehumanized for a person to pull another person.
- 4.1.4 Despite the non-issue of passes the rickshaw business flourished in the city with more assembled rickshaws joining the fleet and the separator of ownership and Rickshaw pulling. In 1975, a scheme was introduced for providing loans to Rickshaw Pullers for owning rickshaws.
- 4.1.5 No measure to control the ever growing either number of rickshaws or disparity between owners and pullers could be affected successfully by the Municipal Corporation.
- 4.1.6 Meanwhile Rickshaw owners joined hands to protect their interests and to defend charges of exploitation of rickshaw pullers etc. levied against them. They formed *The Jaipur Cycle Rickshaw Owners Association (regd), Jaipur*, likewise, rickshaw pullers also formed their unions, these are Lal Jhanda Cycle Rickshaw union (CPI-M), Pink City Cycle Rickshaw assoc., Jaipur. The owners Association represented the owners case, logically highlighting the risks of owning a rickshaw, the botherations and maintenance associated with maintaining rickshaws, inability or ill affordability of rickshaw pullers to own a rickshaw and interdependency of pullers and owners and their concern towards both members of trade. They highlighted in detail the unemployment problem of the state and rickshaw pulling as an answer to the problem of finding bread and butter families of rickshaw pullers.
- 4.1.7 There have been several unsuccessful attempts of the state government to streamline the profession and the system continues as much as the only answer to this multidimensional problem.
- 4.1.8 Though the licensing system lays down specifications regarding the puller and load to be pulled, there are followed more in breach than in compliance.
- 4.1.9 Rickshaw maintenance, breakdown & maintenance cost are borne by Rickshaw owners. During the hiring time minor repairs if any are borne by Rickshaw puller. Cost of tube tyre replacement, axle repairs, accident repairs are borne by rickshaw owner.

4.1.10 Rickshaw Cost & Insurance Cover

- Except for the largest fleet owner of 7000 rickshaws who has covered the rickshaws under the Insurance scheme by LIC and GOR, No other owner has insured their rickshaws.
- The rickshaws are all assembled and cost something between 3300/- to 5000/- depending on quality and accessories.
- The bigger owners have an earning of Rs. 15 to 17 per day per Rickshaw. Whereas the smaller owner having 30-40 rickshaws earn Rs. 10 to 12 per day per Rickshaw.
- The Pink City Cycle Rickshaw Union have ITDP recommended new rickshaws

4.2 Legal Environment

- First ever law related to rickshaws was formed in 1959. From 1959 till 1971 rickshaw passes were issued in the name of rickshaw owners
- In 1971 the passes were stopped on the plea that one person pulling other person is inhuman. To control exploitation of pullers, on the guarantee of National Rickshaw labor union, SBBJ offered loans from 24 December 75 till 17 April 1976 to 161 rickshaw pullers. As per the terms and conditions of the bank the loan had to be repaid in 18 months period thru EMI. But as per records till 12. 12. 1980 only 23 R'pullers had paid back the loan.
- In 1978 the State Government on the grounds of safety and human health, security, comfort and upliftment of rickshaw pullers made a by-law that banned renting the rickshaws and stipulated one rickshaw -one puller. Under this provision only that rickshaw puller could have a pass that had his own rickshaw and only he could ply his rickshaw.
- On 31 March 1983 rickshaw pulling was banned
- The 1978 law has been re-instated by the Rajasthan Municipal Corporation Bye Law 2003 that stipulates banning rickshaws by 2005. The salient features of the by-law issued by Local Self Government vide order no. Rules/lsg/01-3905-48 dated 19 04 03 for rickshaw pulling published in Rajasthan Gazette (24 March 2003) are:
 - Clause -3 No body will ply rickshaw within the municipal corporation limit of city after 31 .03. 2005
 - Clause-9 License will be up to 31.03.2005 (*Detailed copy enclosed as annexure 1 & 2*) **Since copy is not very clear I am not enclosing it**

4.3 ANALYSIS & FINDINGS

4.31 AGE DISTRIBUTION OF RICKSHAW PULLERS

The average age of Rickshaw-Puller derived from the sample was 29.32 Years. The range in which the age was distributed was as low as 15 years and as high as 66 years. Though very few members in the extreme classes were found, but it is a matter of concern that teenage children (6 % cases) below the lawfully permitted age of work and ageing people were involved in the strenuous task of Rickshaw pulling. **(Table 2)**

4.32 SHELTER & STAY IN JAIPUR

Only 8.5% of rickshaw pullers have their own houses. A majority (about 63%) share rented accommodation @ Rs150-250/- per person per month depending on size of the room and number of inmates. Nearly 28.5 % Rickshaw-Pullers have no place or shelter to spend night and irrespective of the season spend nights in/under rickshaws, awnings of shops or footpath/ railway station. **(Table 3)**

More than 75% Rickshaw-Pullers are staying in Jaipur for more than 5 years with about 20 % being residents of Jaipur for more than 20 years or since birth. **(Table 4)**

32% of Rickshaw-Pullers have their families residing with them in Jaipur. Other's families are in villages. **(Table 5)**

4.33

FAMILY SIZE

On an average the respondents have five members in home with about 61 % falling in the family size group of 4-8. 11% have more than 8 persons in the family. (Table 6)

4.34

EDUCATIONAL STATUS

Most of the Rickshaw pullers are illiterate. About 34% of them are educated with most up to standard seven, a few are class ten fail and two third never had any formal education.

A few have educated brother/ sister/ wife. Some of these family members are even twelfth pass or graduates.

30% of respondents are educating their children out of whom further 30% are educating only the male children. Other 70 % do not discriminate between boys & girls for putting them to school. (Table 7 & 8)

4.35

WORKING STATUS

55% of respondents are the only working members of their family. 32% have one more earning hand. Thus about 87% Rickshaw-Puller households are maintained by only one or two working members.

10 % families have 3 or 4 working members and remaining three percent have as many as five or six working members. (Table 9)

4.36

INCOME

The average earning of a Rickshaw-Pullers is Rs. 3000/- per month. The range income is Rs. 1500-Rs. 6000/- pm. one rickshaw puller claimed an unnatural figure of Rs. 13,000.

42% families of Rickshaw-Pullers are in the income group of Rs.3000-Rs. 3500/-.

22% Rickshaw-Pullers are below the monthly income level of Rs. 3000/- pm while monthly income of about 36 % are above income Rs. 3500/-.

About 16% families have additional agro proceeds mostly in kinds like vegetables and grains

Except one or two, whose families depend upon agriculture back at village, almost all rickshaw pullers, families of those are not staying in Jaipur send approximately one third to half of their earnings back home eatables, grains etc. (Table 10)

4.37

INDEBTEDNESS

45% of Rickshaw pullers are under debt obligations that range from Rs. 3000/- to as much as one lakh.

Maximum debtors (20%) are under obligation of Rs. 40K-50K. About 50 % are under less than Rs.40 K loan. About 30% are above Rs.50 K loan obligation, out of which as much as 5% are under Rs. 1,00,000/- loan

52% debtors are paying interest @ 2-3% per month on the loan amount. A few also claimed to have taken loan on 5%, 6%, and 10% monthly interest rate.

Out of the debtors maximum 35% persons have taken loan for marriage purpose. In 13% cases it was for medical treatment and equal number for making household expenditure. Other less common reasons include

payment of previous loans, house construction/ repair, well, land or vehicle and festival, agriculture or funeral.

34% respondents took loan for education of their children/ brother & sister. 41% of them have taken loan for purchase of property and 43% have taken it for purchase & improvement of land. **(Table11)**

Respondents replied in affirmation that Rickshaw-Pulling has reduced their debt burden, as they were able to repay the loans that they have taken. (Table 11 & 12)

4.38 EXPENDITURE PATTERN

A rickshaw puller spends a mean of Rs. 44/- on meals per day. The range of expenditure on meals varies between Rs. 10 (5%) to Rs. 70 (5%). About 7 % take meals at home.

Only 12 % admitted spending Rs. 10/- to 25/- on liquor. The results of liquor consumption are to be viewed under the consideration of it being a socially ego-sensitive question.

71 % of respondents spend Rs. 5 to Rs. 25 on gutka or other such tobacco based products. The modal expenditure in this category was between Rs. 5/- to Rs. 15/-

There was a major (76%) non-response error on monthly expenses incurred on illness. The reasons can be attributed to unavailability of records, failure to recall, lack of health awareness, high tolerance or an attitude of hiding health problems. **(Table13)**

4.39 Health Related Expenditure

The meager 25% who replied to this question indicated at a range of less than Rs. 100- to Rs. 5-600/- pm. The mode was less than 100/- (58%).

About 6 of the respondents admitted having major one time expenditure to the tune of 10,000 to 14000 on major disease treatment, accident, surgery or prolonged illness. **(Table14)**

26 respondents replied to the question of amount of medical expenses per month. They said they spend Rs. 50 to Rs. 500/-, depending on ailment, on medical treatment. A few mentioned about major expenses to the tune of Rs. 1000-Rs. 3000 once in a while for major problems.

23% said they are able to meet the medical expenses from their earnings. Remaining 77% expressed their inability to meet out the same

24% admitted borrowing money for treatment. 76 % claimed they do not borrow money for medical concerns.

4.40 SAVINGS

On an average the Rickshaw-Pullers save Rs. 1500/- per month. The savings range from as little as Rs. 300 to as much as Rs. 3500/-. About 50 % of the respondents lie in the savings group of Rs. 1000/- to Rs. 2500/-. *Rickshaw pullers interpreted the money that they send to their families as savings, thus some of those whose families are staying in Jaipur with them answered their savings as nil. Two rickshaw pullers are into pulling rickshaws for only 6 and 10 days respectively, so they did not answer the question, as it was not applicable. (Table15)*

- 4.41 STAY IN PROFESSION**
 Most (about 80%) Rickshaw-Pullers are in this profession of pulling rickshaw for more than 2 years now. As many as 35 % are in this profession for more than 10 years.
- More than 95 % respondents pull rickshaw for 9-12 months a year.
- More than 67% pull it for 25-30 days a month. 24 % for 20-25 days and remaining about 9 % for 15-20 days a month. **(Table16)**
- 4.42 SATISFACTION LEVEL**
 59 % are not satisfied with their profession. 41 % are satisfied with most being so because there is nothing else they can do. **(Table17)**
- 4.43 JOB PREFERENCE**
 41 % of them wish to acquire some skill or dream of some other profession which includes auto driving, carpenter/cycle repair/mechanic/electrician, own shop, any other profession (8% each), agriculture (4%), and labor, salesman's job, chowkidari etc. (1%). **(Table 18 & 19)**
- 51 % chose the profession of Rickshaw-Pulling because they did not have any other skill. 43% commented pulling rickshaw as the only means of livelihood and rest opted to clear debts of past or earlier business.
- 4.44 HIRING OF RICKSHAW**
 On being asked about rickshaw taking procedure 95 % of those who take it on said that they take rickshaw on Guarantee of either self or 'somebody-known'. There is no bondage or security or money deposited for the purpose. On mutual trust and understanding the owners give rickshaws for use. Other 5% did not/could not answer.
- Out of the 100 respondents 11 owned their rickshaws. Other 89 were hiring/ taking on rent from owners.
- 4.45 CORRUPTION**
 Only four respondents admitted to bribes/ money that they have to give. One pays Rs. 400 pm, other 300 to RPF, third said to police but did not reveal the amount. And a fourth said Rs. 60 per month.
- 4.46 SELF-OWNERSHIP**
 Out of the 11 owning rickshaws it was found out that they have purchased the rickshaws in the range of Rs. 3100/- to 4500/-. One owner had purchased it second hand for Rs. 2250/-. Two could not / did not answer about the price and two have purchased it long back (about 30 years back) @ Rs. 300-500/- per rickshaw.
- On being asked about whether they would like to OWN a rickshaw, only 42 out of 89 (47 %) wished in affirmative. **Other 47 (53%) do not want to own a rickshaw.**
- They claimed spending between Rs. 150 –400 per month on maintenance (Rs. 50-70 minor and rest damages).
 None admitted to pay any parking charges.
- 4.47 RICKSHAW RENT**
 The rent for rickshaws varies from Rs. 15 to Rs. 20 with about equal number (47%) paying the lower and upper range. a few 5% responded in Rs. 16/17 a day. The new rickshaws are available on rent @ Rs. 20/- per day. The older ones, for Rs. 15-20/- per day, depending on the condition and the age of rickshaw **(Table 22)**

Only 32 out of 89 Rickshaw-Pullers responded to the question of spending money on rickshaw that was in range of Rs. 30/- to Rs. 90 and above per month. Out of the responses a little less than 90 % responded spending between Rs. 50-90 per month. Only two respondents said about paying Rs. 90 and Rs. 150 for parking rickshaw per month. (Table 23)

4.48 RICKSHAW DESIGN

75 % of rickshaw pullers ride an old model rickshaw. The other 25% ride the new model.

82% of those riding an old model are satisfied with their rickshaws. 80% of those riding new are satisfied. Only two respondents suggested that measures for light pulling should be incorporated and that rickshaw should be stronger.

Comparison of Old & New Rickshaws

Old rickshaws	New Rickshaws
Un foldable	Could be fold.
Expensive to maintain	If a part is worn or torn immediate attention and treatment there and then thus easier to maintain
More prone to accidents	More stable, less prone to accident
No separate seat for kids	A small seat for kids
Luggage to be place at leg-space/ foot platform	Bigger space for luggage and a net at the back to ensure safety of luggage
Heavy in weight	Light in weight
It is flat in shape	It is in fish shape, which enables the air pressure and airflow in the right direction thus making the pulling of rickshaw easier.
Made up of Wood & Iron	Made of hollow pipes so makes it easier to pull and hub contains ball bearing
Hood can be folded	There are drawbacks too. E.g. Hood is non folding
Cheaper	About a thousand rupees expensive than the traditional rickshaw.

4.49 INSURANCE

About 85% respondents have NO knowledge about Insurance policy. out of the aware 15%, only 5 % are subscribers to the policy. More than 72% wish to become policyholder. One aware respondent discontinued for unavailability of funds (ill-affordability). One earlier policyholder wished not to take a policy for reasons of managing funds. (Table no. 26, 27, 28) POLICY ATTACHED AS ANNEX NO 3

4.50 HOPES & ASPIRATIONS

On being asked about their dreams 62 respondents categorically mentioned an attainable dream. The dreams varied from having own business, Kirana shop, Juice-Shop (36%) to driving an Automated vehicle (9%), vocation oriented (mechanic, electrician, carpenter) jobs (6%) and agriculture or labor (4%). (Table 29)

27 % said “nothing” and 10% wished to continue rickshaw pulling. ONE respondent wished for HIGHER STUDIES.

4.51 HEALTH STATUS

Health status of rickshaw pullers is perceived by them to be generally satisfactory though there is probability of lack of awareness and high level of tolerance thus less reflection of problems.

Though on further probing 35% respondents talked about their diseases. Out of these about 17 % have had major surgeries. 31 % suffer from respiratory diseases like asthma/ breathing problem etc. 6% from liver related problem and other about 40 % from minor ailments

57% respondents say they don't seek any treatment and just rest at home when sick. 31.25% go to Government hospitals and others to private hospital or chemist. 2.5 % visit neem-hakim (Quacks).

26 respondents replied to the question of amount of medical expenses per month. They said they spend Rs. 50 to Rs. 500/-, depending on ailment, on medical treatment. A few mentioned about major expenses to the tune of Rs. 1000-Rs. 3000 once in a while for major problems.

23% said they are able to meet the medical expenses from their earnings. Remaining 77% expressed their inability to meet out the same

24% admitted borrowing money for treatment. 76 % claimed they do not borrow money for medical concerns. (Table 30, 31 & 32)

4.52 LEISURE TIME

About 70% rickshaw pullers spend their spare time in chatting. the next most (about 21 %) indulged in spare time activity was sleeping. about 5% claimed that there was no spare time. other (1%) each were involved in praying/ namaz, drinking, roaming around. ONE respondent replied that he studies during spare time. (Table 33)

4.53 MEDIA ACCESS

21% respondents have access to newspapers. 22% to radio/transistors and about 19 % to television. 16 % admitted going to cinema. (Table 34)

4.54 COPYING WITH CRISIS

When in trouble they approach neighbors (13%), friends and peer group (13%), owners (3 %), family/ relatives (60 %), or village baniya/sahukar (4%). 6% said they never required any help. (Table 35)

4.55 SUGGESTIONS MADE BY RESPONDENTS

Respondents made some suggestions for improving their life, these include,

- Awareness about LIC scheme should be spread among Rickshaw pullers
- BPL cards for rickshaw pullers should be issued
- Rickshaw stand problem should be sorted
- Rickshaw stands lack cleanliness and some thing should be done to improve sanitation
- There should be no penalty on Rickshaw pullers by Police & Municipal Authorities
- Those who pull rickshaws should give assistance for owning Rickshaw

6 CONCERNS FOR POLICY MAKERS

In the view of above findings following issues need to be considered

1. People do Rickshaw pulling because they do not have better employment opportunity due to absence of any other marketable skill. The decision of the Supreme Court to stop plying rickshaws because it is dehumanizing for a human being to pull another human being is likely to hit rickshaw puller in their belly. Their right to life would be jeopardized. This matter needs to be agitated in the Supreme Court again.
2. Most of Rickshaw pullers are not interested in becoming rickshaw owners primarily because of heavy expenditure incurred on short term and long term maintenance and parking problems.
3. 53% of them do not wish to own a rickshaw because they do not want to make rickshaw pulling their life long profession but rather want to quit pulling rickshaws and do something more respectable. Though many of them are unable to fulfill this ambition.
4. Accommodation/ stay is one of the immediate concerns as their present habitats are unhealthy & unhygienic.
5. Alternate vocational training and profession opportunities need to be explored to rehabilitate those who wish to do better in life
6. Health checkup camps need to be held. They should be benefited through Janshree Insurance scheme.
7. Technological improvements are needed in the Rickshaw manufacture.
8. Encouraging rickshaw owners to moderate the possession pattern and invest sale proceed of present rickshaws into alternate business opportunities even upgraded modes of transportation could be a possible intervention
9. Encouraging replacement of older model rickshaws by new patterned rickshaw to ensure better lifestyle and reduce strain on pullers.
10. Segregating rickshaws for carrying loads and passengers and educating rickshaw pullers on ill effects of carrying more than capable loads could be explored.
11. Educating both rickshaw pullers and owners about importance of life insurance policies and mobilizing them to opt for one.
12. Introduction of **Solar Battery Driven Rickshaws** on a pilot basis to begin with, which would certainly be less taxing on rickshaw pullers.

ANNEXURE 1 (Tables 1 to 35)

Table 1 - GEOGRAPHICAL DISPERSION OF SAMPLE:

NO.	PLACE	NO. OF RESP.	PERCENTAGE
1.	Ramgunj	16	16
2.	Station to Ajmerigate	76	76
3.	Gopalbari	8	8
	TOTAL	100	100

Table 2 - AGE DISTRIBUTION OF RESPONDENTS:

NO	AGE GROUP (in years)	NO. OF RESPONDENTS	PERCENTAGE
1.	Less than 18 (15-18)	6	6
2.	18-25	26	26
3.	25-30	15	15
4.	30-35	18	18
5.	35-40	8	8
6.	40-45	10	10
7.	45-50	10	10
8.	50-55	2	2
9.	55-60	2	2
10	Above 60 (Maximum 66)	3	3
	TOTAL	100	100

Table 3 - SHELTER AT NIGHT

NO.	SHELTER	NO. OF RESP.	%AGE BASE TOTAL 95
1.	Own House	8	8.42
2.	Rented Accommodation	60 (mostly shared)	63.16
3.	Rickshaw/Awnings/Footpath/Platform	27	28.42
4.	<i>No Response</i>	5	
	TOTAL	100	100

Table 4 Length of stay in Jaipur

NO.	PERIOD (in years) Lower limit included, upper limit not included	NO. OF RESP.	PERCENTAGE
1.	Less than 6 months	5	5
2.	6 months –2 years	10	10
3.	2 – 5	19	19
4.	5-10	21	21
5.	10-15	14	14
6.	15-20	11	11
7.	20 years and above including since birth	20	20
	TOTAL	100	100

Table 5 - Residential status

NO.	FAMILY RESIDENCE	NO. OF RESP.	PERCENTAGE
1.	Family residing at Jaipur with R' puller	32	32
2.	In Villages	68	68
	TOTAL	100	100

Table 6 - FAMILY SIZE OF RICKSHAW PULLERS

NO.	NO. OF MEMBERS	NO. OF RESPONDENTS	PERCENTAGE
1.	Less than 4	28	28
2.	4-6	37	37
3.	6-8	24	24
4.	8-10	8	8
5.	More than 10	3	3
	TOTAL	100	100

Table 7 EDUCATIONAL STATUS

NO.	EDUCATION LEVEL	NO. OF RESPONDENTS	PERCENTAGE
1.	Educated (mostly till class 7 or 10 fail)	34	34
2.	Not educated	66	66
	Total	100	100

Table 8 EDUCATION OF FAMILY MEMBERS:

NO.	EDUCATION LEVEL	NO. OF RESPONDENTS	PERCENTAGE
1.	Educating Children (about 30% of these are educating only sons)	29	29
2.	Not educating children	71	71
	TOTAL	100	100

Table 9 - EMPLOYMENT STATUS OF WORKING MEMBERS IN THE FAMILY

NO.	NO. OF WORKING MEMBERS	NO. OF RESPONDENTS	PERCENTAGE
1.	One	55	55
2.	Two	32	32
3.	Three	5	5
4.	Four	5	5
5.	Five	2	2
6.	Six	1	1
	Total	100	100

Table 10 - MONTHLY INCOME OF RICKSHAW PULLERS

S. No.	INCOME (in rupees)	NO. OF RESPONDENTS	PERCENTAGE
1.	Less than 1500	2	2
2.	1500-2000	8	8
3.	2000-2500	8	8
4.	2500-3000	9	9
5.	3000-3500	51	51
6.	3500-4000	7	7
7.	4000-4500	5	5
8.	4500-5000	6	6
9.	5000-6000*	3	3
10.	6000 and above	1 (unnaturally high (13000))	1
	Total	100	100

Table 11 - CAUSES OF INDEBTEDNESS OF RICKSHAW PULLERS

NO.	HEAD	NO. OF RESP.	PERCENTAGE
1.	Previous loans of fore fathers	3	6.67
2.	House repair/ construction	2	4.44
3.	Agriculture	3	6.67
4.	Funeral	1	2.22
5.	Marriage	16	35.56
6.	Treatment of self/family	6	13.33
7.	Household expenses	6	13.33
8.	Festival	3	6.67
9.	Well/ land	2	4.44
10.	Vehicle	3	6.67
	Total	45	100

Table 12 - INDEBTEDNESS

NO.	LOAN (in rupees)	NO. OF RESPONDENTS	PERCENTAGE
1.	Less than 10 K	4	7.27
2.	10K-20K	10	18.18
3.	20K-30K	9	16.36
4.	30K-40K	5	9.09
5.	40K-50K	11	20
6.	50K-60K	7	12.73
7.	60K-70K	4	7.27
8.	70 K –80K	2	3.64
9.	1,00, 000	3	5.45
	TOTAL	55	100

Table 13 - EXPENDITURE PATTERN

NO.	EXPENSE (in rupees)	NO. OF RESPONDENTS		
		MEALS	LIQUOR	GUTKHA
1	Less than 5			5
2	5-15	6	9	57
3	15-25	13	3	9
4	25-35	20		
5	35-45	22		
6	45-55	19		
7	55-65	3		
8	65-75	6		
9	75-95			
10	95-105	2		
11	At home	7		
	NO RESPONSE	2		
	TOTAL	100	12	71

Table 14 - HEALTH RELATED EXPENDITURE

NO.	EXPENDITURE	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 24
1.	Less than 100	14	58.33
2.	100-200	2	8.33
3.	200-300	2	8.33
4.	300-400	1	4.17
5	400-500	1	4.17
6	500-600	4	16.67
7.	NO RESPONSE	76	
	TOTAL	100	100

Table 15 - MONTHLY SAVINGS BY RICKSHAW PULLERS

NO.	SAVINGS (in rupees)	NO. OF RESPONDENTS	PERCENTAGE
1.	Not applicable or no savings	26	26
2.	Less than 500	1	1
3.	500-1000	10	10
4.	1000-1500	17	17
5.	1500-2000	17	17
6.	2000-2500	15	15
7.	2500-3000	6	6
8.	3000 –3500	8	8
	TOTAL	100	100

Table 16 - STAY IN PROFESSION

NO.	NO. OF YEARS	NO. OF RESPONDENTS	PERCENTAGE
1	Less than 6 months	7	7
2	6 months-2 years	14	14
3	2-5	21	21
4	5-10	24	24
5	10 and above	34	34
	TOTAL	100	100

Table 17 - SATISFACTION WITH THIS JOB OF RICKSHAW PULLING

NO.	SATISFACTION LEVEL	NO. OF RESPONDENTS	PERCENTAGE
1.	Satisfied	41	41
2.	Not satisfied	59	59
	TOTAL	100	100

Table 18 - ALTERNATE SKILLS WISHED FOR

NO.	SKILL/PROFESSION	NO. OF RESPONDENTS	PERCENTAGE
1	Gems and Jewellery	1	2.44
2	Chowkidar	1	2.44
3	Auto driving	8	19.51
4	Fruit merchant	1	2.44
5	Carpenter/cycle repair/ mechanic/electrician	7	17.07
6	Agriculture	4	9.76
7	Halwai/scrap shop/ juice shop/ dhaba/grocery shop/ tea shop/ shoe repairing /business	8	19.51
8	Any other professional work	8	19.51
9	Salesman	1	2.44
10	Labor	2	4.88
	TOTAL	41	100

Table 19 - REASONS FOR PULLING RICKSHAW

NO.	REASON	NO. OF RESPONDENTS	PERCENTAGE
1	No other option/skill	51	51
2	Livelihood/ earn money	43	43
3	Loss in earlier business/ to clear debt	5	5
4	Family doesn't want him to drive	1	1
	TOTAL	100	100

Table 20 - RICKSHAW PULLING – MONTHLY DURATION

NO.	DURATION (no. of months in a year) Upper limit included, lower limit excluded)	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 86
1	Less than 3 months	0	
2	3-6	1	1.16
3	6-9	2	2.33
4	9-12	83	96.51
5	<i>No response</i>	<i>14</i>	
	TOTAL	100	100

Table 21 – RICKSHAW PULLING - DAILY DURATION

NO.	DURATION (no. of days in a month) (Lower limits included, upper limits excluded)	NO. OF RESP.	PERCENTAGE BASE TOTAL 80
1	Less than 10 days	0	
2	10-15	0	
3	15-20	7	8.75
4	20-25	19	23.75
5	25-30	54	67.5
6.	<i>No Response</i>	<i>20</i>	
	TOTAL	100	100

Two of the respondents were in the trade only for 6 days to 2 weeks. Their responses were not considered.

Table 22 – RICKSHAW RENT

NO.	RENT	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 89
1	15	41	46.07
2	16	4	4.49
3	17	1	1.12
4	18	0	
5	19	0	
6	20	43	48.31
	Total	89	100

Table 23 - EXPENSES SPENT PER MONTH ON HIRED RICKSHAW REPAIRS BY R'PULLERS

NO.	EXPENSES	NO. OF RESPONDENTS	% AGE BASE TOTAL 32
1	Less than 10	0	
2	10-30	0	
3	30-50	2	6.25
4	50-70	2	6.25
5	70-90	19	59.38
6	90 and above	9	28.12
	<i>Non response</i>	<i>57</i>	
	TOTAL	89	100

Table 24 – RICKSHAW TYPES

NO.	TYPE OF RICKSHAW	NO. OF RESPONDENTS	PERCENTAGE
1	Old model	73	73
2	New model	25	25
	<i>No response</i>	<i>2</i>	<i>2</i>
	TOTAL	100	100

Table 25 - SATISFACTION WITH RICKSHAW MODEL

RICKSHAW MODEL	SATISFACTION	NO. OF RESPONDENTS	PERCENTAGE
OLD 73	Satisfied	60	82.19
	Dissatisfied	13	17.81
NEW 25	Satisfied	20	80
	Dissatisfied	05	20

Table 26 - KNOWLEDGE ABOUT INSURANCE POLICY

NO.	KNOWLEDGE	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 97
1.	Know	15	15.46
2	Do not know	82	84.54
3	NO RESPONSE	03	
4	TOTAL	100	100

Table 27 - WHETHER SUBSCRIBE TO A POLICY

NO.	SUBSCRIPTION PATTERN	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 97
1.	Subscriber	05	5.15
2	Do not Subscribe	92	94.85
3	NO RESPONSE	03	
4	TOTAL	100	100

Table 28 - WHETHER WISH TO TAKE A POLICY

NO.	ASPIRATION LEVEL	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 97
1.	Aspire to take a policy	70	72.16
2	Do not wish to be a Subscriber	27	27.84
3	NO RESPONSE	03	
4	TOTAL	100	100

Table 29 - FUTURE DREAMS

NO.	DREAM	NO. OF RESP.	PERCENT AGE
1	Agriculture	4	4
2	More money	3	3
3	Own work like Catering, Juice- shop, Kirana shop, anything better etc	36	36
4	Labor	4	4
5	Drive an automated vehicle	9	9
6	Mechanic, electrician or carpenter	6	6
7	Higher studies	1	1
8.	Continue rickshaw pulling	10	10
9.	Nothing	27	27
	TOTAL	100	100

Table 30 - RESPONSE ABOUT HEALTH STATUS

NO.	HEALTH STATUS	NO. OF RESPONDENTS	PERCENTAGE BASE TOTAL 95
1	OK	88	92.63
2	NOT OK /BAD	7	7.37
3	NO RESPONSE	5	
	TOTAL	100	100

Table 31 - DISEASE DISTRIBUTION OF RICKSHAW PULLERS

NO	DISEASE	NO. OF RESP.	%AGE BASE TOTAL 35
1	Liver related	2	5.71
2	Respiratory (Asthma / Breathing problem)	11	31.43
3	Tuberculosis (TB)	1	2.86
4	Major surgery	6	17.14
5.	Kala pani	1	2.86
6.	Minor ailments	14	40
	TOTAL	35	100

Table 32 - TYPE/CATEGORY OF HEALTHCARE ESTABLISHMENT APPROACHED WHEN SICK

NO	HEALTH CARE ESTABLISHMENT	NO. OF RESP.	%AGE BASE TOTAL 80
1.	Government Hospital	25	31.25
2	Private hospital	3	3.75
3	Chemist/ Medical Shop	4	5
4	No where	46	57.5
5	Neem hakim	2	2.5
	<i>No response</i>	20	
	Total	100	100

Table 33 - LEISURE ACTIVITY

NO	SPARE-TIME ACT	NO. OF RESP.	%AGE BASE TOTAL 89
1	Chat	62	69.66
2	Sleep	19	21.35
3	Study	1	1.12
4	Drink	1	1.12
5	Roam around	1	1.12
6	Namaz/prayer	1	1.12
7	No spare time	4	4.49
	<i>No response</i>	11	
	TOTAL	100	100

Table 34 - ACCESS TO MASS MEDIA

No	MASS MEDIA	ACCESSIBILITY		RESPONDENTS	PERCENTAGE HAVING ACCESS
		YES	NO		
1	News paper	21	79	100	21
2	Radio/ Transistor	22	78	100	22
3	Television	19	81	100	19
4	Cinema	16	84	100	16

Table 35 - SUPPORT SYSTEM

NO	SUPPORT FROM	NO. OF RESP.	%AGE BASE TOTAL 98
1.	Family/ relatives	58	59.18
2	Neighbors	13	13.27
3	Friends	6	6.12
4	Peer group	7	7.14
5	Village baniya/sahukar	4	4.08
6	Rickshaw owners	3	3.06
7	Government	1	1.02
8	Not required	6	6.12
9.	NO RESPONSE	2	