

# AN ANALYSIS OF SOCIO - ECONOMIC LIFE STYLE AND PROFESSIONAL SATISFACTION OF AUTORICKSHAW DRIVERS IN CHENNAI CITY

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## *Abstract*

Chennai is experiencing an unprecedented growth in transport system. Various measures have been taken by the government to modernize the transport system across the cities. But due to the problem of frequency of public transport, people mostly prefer auto rickshaws to travel quickly and conveniently to the desired destinations. In order to know the socio economic lifestyle of the auto rickshaw drivers in Chennai city, an attempt has been made in the present study. The study also concentrates on the career satisfaction of the drivers who runs around the city without any time bound. For this purpose, data were collected by using a well designed questionnaire and was circulated to 100 auto rickshaw drivers through convenient sampling technique. The collected data were then analysed with the help of statistical tools to know the socio economic lifestyle of the autorickshaw drivers in Chennai city. The results revealed major issues and backlogs in their socio economic lifestyle. The article also provides various suggestions to enhance the lifestyle of autorickshaw drivers.

**Key words:** *Socio Economic lifestyle, Career Satisfaction.*

## *Introduction*

In Chennai city, auto rickshaws are the most populous and cheapest mode of transport in providing the last mile connectivity to a greater set of population. The motor vehicle act 1988 classifies auto-rickshaws as 'contract carriage.' According to sec 66(1) the owners of the vehicle should hold a permit issued by regional or state transport authorities or any authorized authorities permitting the use of the registered vehicle.

This sector is experiencing various problems like financing of auto rickshaws, hectic traffic rules and regulations, corruption in providing permits, setting acceptable fares, parking problems, overcharging, misconduct and many more issues. This in turn affects the ecosystem of autorickshaw drivers to a greater extent. The present study is conducted to cover the socio economic background and career satisfaction of the auto rickshaw drivers in Chennai city.

## *Review of literature*

**Rajesh Ranjan**, has conducted a research on the title "A study on work life balance of auto rickshaw drivers in Mumbai." He has found that the quality of life is highest for those who are more engaged or more satisfied in family than work and is lowest for those who are engaged or more satisfied in work than family.

**M.Yesurajan and D.T.Indira** in their research work, titled, "Common work related health problems of auto rickshaw drivers in India-causes and strategies" has revealed that the auto drivers are exposed to a number of health problems as a direct result of the posture adopted in driving. They also found that the auto drivers are not properly concern their health due to busy schedule on their work. The driving posture causes

problems for the digestive system and the incidence of smoking and drinking also affects the health of the auto rickshaw drivers.

### *Need for the study*

Auto rickshaws are unorganized mode of transport. It creates lots of issues in day today life of autorickshaw drivers. They don't have a proper regulatory authority to represent their problems and struggles hard to enhance their lifestyle through this profession. Hence an attempt is carried out to address the real life style problems of auto rickshaw drivers in Chennai city.

### *Objectives of the study*

1. To address the socio economic life style problems of auto rickshaw drivers in Chennai city.
2. To assess the satisfaction level of auto rickshaw drivers in their driving profession
3. To suggest various measures to enhance the career satisfaction and life style of auto rickshaw drivers in Chennai city.

### *Hypothesis of the study*

- ❖ There is no significant relationship between demographic factors and occupational problems of autorickshaw drivers.

### *Methodology*

The study is both descriptive and analytical in nature. The primary and secondary data were utilized for the study. Samples of 100 autorickshaw drivers were selected for the study through convenient sampling technique and were surveyed through structured schedulers. Various books, Journals and websites are also referred to understand the past researches and to trace out the research gaps. The study was carried out in Chennai during December 2017 to March 2018.

### *Limitations of the study*

1. It is limited to Autorickshaw drivers in Chennai city only. Hence the results cannot be generalized.
2. Due to time constraint, the study has been conducted with limited sample size.
3. The responses from the autorickshaw drivers are subject to their individual opinion and the perception of the respondents.

### *Analysis and interpretation*

The collected data were analysed with the help of spss package. Following is the table showing frequency of the respondents on various factors.

**Table 1: Frequency of Demographic factors of the respondents.**

Particulars		No. of Respondents	Percentage
<b>Gender</b>	Male	96	96%
	Female	4	4%
	<b>Total</b>	<b>100</b>	<b>100%</b>
	26-35 Years	19	19%
	36-40 Years	14	14%

<b>Age</b>	41-45 Years	22	22%
	46-50 Years	9	9%
	Greater than 50	36	36%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Education</b>	Illiterate	29	29%
	<10th	55	55%
	HSC	7	7%
	Diploma	2	2%
	UG	4	4%
	PG	3	3%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Marital</b>	Single	14	14%
	Married	86	86%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Salary</b>	Sole	78	78%
	2 Earning members	22	22%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Job</b>	Govt job	4	4%
	Private job	89	89%
	Self owned jobs	7	7%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Ownership</b>	Own vehicle	22	22%
	Driving for rent	78	78%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Driving hours</b>	<5 Years	3	3%
	5-8 hrs	57	57%
	8-12 hrs	36	36%
	12-18 hrs	4	4%
	<b>Total</b>	<b>100</b>	<b>100%</b>
<b>Night shift</b>	Never	57	57%
	Sometimes	41	41%
	Always	2	2%
	<b>Total</b>	<b>100</b>	<b>100%</b>

Primary data

## Inference

From the above table it is understood that the study is dominated by male respondents (96%) and majority are married (86%). Many respondents age are greater than 50 years (36%). The education level of the respondents reveals that the auto drivers have studied only up to tenth standard (55%). It is also found that 78% of the respondents are the sole earners in their families. It is only a few whose families are getting two earnings through working in private companies.

Whereas ownership is concerned, it is revealed that many respondents (78%) do not have own vehicle and are driving for rent only. It is also observed that mostly (57%) the drivers are driving for 5-8 hrs a day and never drives at night shifts.

**Table 2: Frequency showing Occupational details of the respondents**

Particulars	No. of respondents	Percentage
<30kms	2	2
30-50kms	33	33

<b>Distance Km per day on busy days</b>	50-100kms	52	52
	100-120kms	13	13
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Distance Km per day on dull days</b>	<2kms	21	21
	2-5kms	47	47
	5-10kms	18	18
	10-15kms	4	4
	>15kms	10	10
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Income on busy days</b>	<Rs.500	16	16
	Rs.500-800	51	51
	Rs.800-1000	27	27
	>Rs.1000	6	6
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Income on dull days</b>	<Rs.200	84	84
	Rs.200-500	16	16
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Connected with Ola</b>	Yes	2	2
	No	98	98
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Experience</b>	<5 years	9	9
	6-10 years	13	13
	11-15 years	10	10
	16-20 years	22	22
	>20 years	46	46
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Member in Union</b>	Yes	57	57
	No	43	43
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Benefits of union</b>	Passengers helps	10	10
	Health insurance	2	2
	Police harassment	41	41
	At time of accidents	4	4
	<b>Total</b>	<b>57</b>	<b>57</b>
<b>Minimum fare</b>	Rs.30/1kms	66	66
	Rs.40/1kms	2	2
	Rs.50/3kms	1	1
	Rs.60/4kms	1	1
	Fixed rate	30	30
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Charging as per Meters</b>	Yes	37	37
	No	63	63
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Borrowing of money</b>	Yes	91	91
	No	9	9
	<b>Total</b>	<b>100</b>	<b>100</b>
<b>Coping with Stress</b>	Taking of the work	32	32
	Family get together	8	8
	Entertainment	14	14
	Smoking/ alcohol	39	39
	others	7	7

	<b>Total</b>	<b>100</b>	<b>100</b>
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Primary data

### Interpretation

The above table shows that the (52%) respondents are travelling around 50-100kms per day on busy days. During dull days they are covering only 2-5kms per day. Whereas 51% of the respondents are earning rs.500 to 800 per day and 84% of the respondents' income is only Rs.200 on dull days. 46% of the respondents are having greater 20 years of experience in auto driving. Majority of the respondents are the members of union and 41% of the respondents have the opinion that the union is helpful for supporting the drivers against police harassment.

The table reveals that the respondents are charging Rs.30 for a km and also found that the majority of the respondents are driving without using the meters. 98% of the respondents are not yet connected with Ola app. It is also found that almost 91% of the respondents are having the habit of borrowing money in order to meet out their personal and occupational expenses. In order to cope up with the stress, most of the respondents are having the habit of smoking and consuming the alcohol.

### One way Annova

**Table 3: Relationship between experience, age and income with the opinion of the respondents regarding problems faced by them in their occupation.**

One way ANOVA								
Particulars			Sum of squares	Df	Mean squares	F	Sig.	
Experience	Opinion of auto drivers on daily problems	Between groups	690.7	6	172.67	2.12	0.09	NS
		Within groups	7593.22	93	81.65			
		Total	8283.92	99				
Age	Opinion of auto drivers on daily problems	Between groups	1274.16	4	318.54	4.23	0.000	S
		Within groups	7009.76	95	75.37			
		Total	8283.92	99				
Income per day during busy days	Opinion of auto drivers on daily problems	Between groups	1860.2	3	620.07	9.07	0.000	S
		Within groups	6423.72	96	68.34			
		Total	8283.92	99				

Computed data

### Inference

The above table shows that there is significant association between age ( $p= 0.000$  less than 0.05) and income ( $p= 0.000$  less than 0.05) with the opinion of auto drivers. The mean value of auto drivers (33.6154) shows that the respondents who are having 6-10 years of experience are facing huge problems than any other group. Whereas on the age basis respondents falling under the category of 26-35 years have the highest mean score (34.2857) which shows that they experiences problems that the others in this profession. It is

also found from the analysis that the mean score (30.6863) of respondents whose income per day is around Rs. 500-800 are strongly agreeing that they face lot of problems in this profession.

### ***Major findings***

The earnings of the auto drivers are less which in turn pushes them to borrow money for running out their life. Harassment by the policemen, insecurity for personal life, lesser income, trips reduction due to ola autos, lower fares fixed by the government, inflation in petrol prices, pressure for payment of dues for autos from moneylenders, stress due to everyday payment of rent to owners, higher amount of insurance money to the government are the major problems of the respondents in this profession.

### ***Suggestions***

The problems addressed are to be resolved with the intervention of government in an organised way. It is recommended to restructure the policies and procedures for operating and smooth functioning of autos. The auto drivers are suffering a lot due to unexpected hike in petrol prices without any slab for increasing the minimum fare rate fixed by the government. This should be taken care by the government so as to protect the socio economic life of auto drivers. The intervention of app like ola uber are shaking the business of normal auto drivers. The government should intervene on this and must reframe the fares. Likewise the government can also monitor and control the harassment done by the policemen to the auto drivers.

### ***Conclusion***

To conclude, the auto driver's socio economic lifestyle is neither good nor bad. They have moderate level of satisfaction in their profession. The socio economic status of the auto drivers can be enhanced by launching new schemes by considering their safety and security by the government.

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