

**RICKSHAW PULLING AND CHANGE IN LIFE:
A CASE OF UTTARA IN DHAKA CITY**

ABDULLAH AL BAKI

Student ID No: 12172016

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ABDULLAH AL BAKI

Student ID No: 12172016

Approved as to style and content by

Dr. Nasiruddin Ahmed

Supervisor
&
Professor



Institute of Governance Studies

BRAC University, Dhaka

March, 2013

DECLARATION

In accordance with the requirements of the degree of Master in Governance and Development in the Institute of Governance Studies, I present the following dissertation entitled '*Rickshaw pulling and change in life: A case of Uttara in Dhaka city*'. This work was performed under the supervision of Dr. Nasiruddin Ahmed.

I hereby declare that the work submitted in this dissertation is own and based on the results found by survey. Materials of work found by other researcher are mentioned by reference. It is hereby declared that this dissertation or any part of it has not been submitted elsewhere for the award of any degree or diploma

02 March, 2013

Abdullah Al Baki

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ABSTRACT

Informal sector constitutes an important area of the economy of any developing country; it is the sector for the less skilled or unskilled people, living both in urban and rural areas. Rickshaws are the means of income or employment generation for the poor people of Bangladesh. This paper is based on a study drawing on information from the rickshaw pullers of Uttara in Dhaka city. They are the most vulnerable segment workers among the migrated rural poor people who leave their village home for a better income. The general objective of this study is to know about the rickshaw pullers and the change in the rickshaw puller's life in Dhaka city.

Both qualitative as well as quantitative methods have been used to carry out the research. Qualitative data is collected through interviewing rickshaw pullers (50). With the informal sector employment rickshaw pullers are fighting against poverty and trying to uplift their life. In this report the change in their livelihood pattern is explored on the basis of fulfillment of their basic requirements. It also analyzes the factors that influence the overall wellbeing of their families. The study was based on the perceptions of the respondents about their change in the life style with the focus on the fulfillment of basic needs.

Three ideas constitute the central message of this study. Firstly, a large number of the illiterate and unskilled people get employed and generate income by pulling rickshaws which helps them to live from hand to mouth. Their dependents and family members are also benefited in this way. Secondly, the findings of the study show that by pulling rickshaw it is possible to survive in the challenging world but change in life style is very hard. In most cases, it is possible to bring change in life style if there is income support from other members of their family like wife's income or income from village agriculture sector or others are available. Thirdly, there is positive change in food taking frequency, ability to bear the cost of the children's schooling cost but no change was found in their Medicare. In the transport sector of Bangladesh, if separate lane for rickshaws can be arranged beside all the main roads of Dhaka city, society will be relieved of traffic congestion and with the use of solar rechargeable auto rickshaw it can be a large sector for carbon trade for us. The Government can provide low cost medical facility for the rickshaw pullers.

LIST OF ACRONYMS

| | |
|------|---------------------------------------|
| RP | Rickshaw Pullers |
| HIES | Household Income & Expenditure Survey |
| EPZ | Export Processing Zone |
| ILO | International Labour Organization |
| NGO | Non Government Organization |

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Rickshaw Pulling and Change in Life

A Case of Uttara in Dhaka City

Chapter One: Introduction

1.1. Background

The informal sector consists of “small scale, self employed activities, mostly at a low level of organization and technology with the primary objective of generating employment and incomes”. These activities are usually conducted without proper recognition from the authorities and escape the attention of the administrative machinery responsible for enforcing laws and regulations (According to the ILO, 1998). In 2003, the International Conference of Labour Statisticians adopted guidelines to expand the definition to include informal employment. Under the new definition, the informal economy is seen as comprised of all forms of “informal employment” – that is, employment without formal contracts (i.e., covered by labour legislation), worker benefits or social protection – both inside and outside informal enterprises (Chan, 2005:23). In terms of the occupational hardship, the workers of the informal sector face all kinds of hardships in their daily life. Low wage, limited occupational mobility, no job insurance, no pensions or medical support for the benefit of the workers. They are the most vulnerable segment of the working society. For a better living, most of the informal sector worker wishes to go abroad for a better life, and a good number of them wishes to start their own business (Alam, 2012). The informal sector accounted for more than 40% of the total gross value added (GVA) of Bangladesh in 2010, with the highest contributions in agriculture, fishery, trade, and industries where capitalization is relatively lower. Informal employment was estimated at about 88.5% of the total number of jobs in the labour market (Country Report, 2010). In the countries context, a large portion of employment is generated by the informal sector, and it has been increasing over the years. Rickshaw pulling is one of the major informal sectors in Bangladesh.

Bangladesh the most densely populated nation faces some of the greatest challenges of developing countries in the world but it is on the right way of development. With the natural disasters and high social and economic iniquities Bangladesh is growing its economy while some of the developed countries are facing economic crisis. According to Bangladesh Bureau of Statistics’ (BBS) Household Income & Expenditure Survey (HIES)

2010, based on Cost of Basic Needs (CBN) method about 17.60% rural households live below the lower poverty line. As a result the rural poor people migrate to urban areas in search of better life, better job opportunities and better social services. Informal sector is the only way for them to survive in the urban and city areas. Among them rickshaw pulling absorbs a significant amount of migrated people, the rest mostly find job in different other informal sectors such as petty retail trade, transport, manufacturing, construction and domestic services.

It is documented in some research that in Dhaka's labour market rickshaw pulling has a prominent role in transport sector. When Salway et al. (2003) were doing their survey among urban poor households in 1997, they observed that more than 30 percent of all males were engaged in this sector, and this was the largest single labour market. By 2005, this share has substantially decreased, but even today unofficial data indicate that there are more than 500,000 rickshaw pullers (JICA 2010). Dhaka is well-known as the city of rickshaw in the world and the rickshaw has become as a part of traditional Bangladeshi culture. In Bangladesh we cannot think of a city life without rickshaw as a transport for short distance journey. Rickshaw is the only low cost transport system which is environment friendly and carbon-free, but it is slower than any mechanical transport.

The government and the labour rights do not affect the informal sectors; as a result the workers also do not get much deserved facilities. If we compare to the wages earned in these sector to others, these are quite substantial. At the same time, costs of subsistence are also substantially higher, particularly food. In addition, health is often quite a considerable limiting factor, as full performance cannot be done in times of physical weakness. In addition to these occasional difficulties, life cycles are also a strong limitation, and wages usually decrease along with (older) age. Similarly, medical expenses are higher for rickshaw pullers, as they need to maintain their health (Akhter and Graner 2012). From this context of rickshaw pulling as occupation I got motivated to take this issue with a view to collecting data to examine the change of rickshaw pullers' livelihood patterns and the mode of fulfilling the basic needs.

1.2. History of Rickshaw and Rickshaw Pullers' in Bangladesh

The word “ricksha/riska/rickshaw” originates from the Japanese word “jinrikisha”. In Japanese language “jin” means human, “riki” means power or force and “sha” means vehicle. So, literally “jinrikisha” means human powered vehicle. Long before when rickshaw was first introduced it was a two-wheeled cart, pulled by people. There were two rods attached to the sides of the cart that extend to the front. The driver or puller holds a rod in each hand and pulls the rickshaw. Rickshaws can have one or two riders. Only two people can ride at one time. Mostly men pull the rickshaws through the crowded streets. This type of rickshaws were seen in the beginning in Japan and spread out other south-east Asian countries like China, Singapore, Hongkong, Philippine, Malaysia, Indonesia, Vietnam, Thailand, India. Still now these types of rickshaws are seen in the roads of Kolkata (Calcutta) in India.

In Bangladesh rickshaw differs from its originality. Bangladesh has adopted three wheeled rickshaw. In fact, the Bangladeshi rickshaws we can call bicycle rickshaw or trishaw. But publicly in Bangladesh this bicycle rickshaw is called simply as rickshaw. This vehicle looks like a combination between a rickshaw and a bicycle. Instead of pulling the vehicle, the driver pedals in this vehicle. It has three wheels with one wheel in front of the driver and two wheels on the back side supporting the passengers. It's a light three wheeled cart comprising a door less, chair like body mounted on springs with a collapsible hood. The hood consists of a frame of four bamboo strips with steel fittings and bollards over which an oil skin cover is stretched. It is made of wood, fabric, metal and plastic. It is handmade by the artists and craftsmen. Although it is a hard job to drive a bicycle rickshaw but much easier and better than the human pulled rickshaw.

There is a story that how the two wheeled hand pulled rickshaw transformed to a bicycle rickshaw. This transformation happened not in Japan but in China. An American lady named Miss Betty Gordon of Louisville, Kentucky, was in Peking, China who got this idea. In fact the hand pulled rickshaw was slow and tearful job to pull. She tied a hand pulled rickshaw behind a cycle to get more speed with less wear and tear on the rickshaw puller. The idea went great with the Chinese and they started to shape this combination in a better way. As it was easier to drive like this bicycle rickshaw and offered twice or more the speed than of the hand pulled rickshaw.

So far we know that rickshaw was first seen in Bangladesh in Chittagong in the year 1919. Not from India but from Myanmar (the then Burma) rickshaw reached in Chittagong in Bangladesh. More interestingly, rickshaw did not spread out to Dhaka and other cities of Bangladesh from Chittagong. Rickshaws were seen in the streets of Dhaka around the year 1938. Dhaka got rickshaw from Kolkata (Calcutta). We get different information when rickshaw was first introduced in Dhaka city and other parts of Bangladesh. Some sources say that rickshaw came before Dhaka city in Narayangonj and Netrokona (now it's a district, before it was a part of Mymensing district). The European jute exporters living in Narayangonj and Netrokona had first imported cycle rickshaws from Kolkata in 1930 for their personal use. From another source we come to know that in the year 1936 or 1937, two people from Mowlovibazar, Dhaka imported two rickshaws for the first time. They imported them from the French Colony Chandan Nagor in West Bengal. Both were cycle rickshaws. Each cost 180 rupees that time. According to writer Satten Sen, these two men were the path finder to operate rickshaws in Dhaka city. From Rob Gallagher's book "The Rickshaws of Bangladesh" published in 1992 from UPL publication, Dhaka; states that a Bengali zaminder and a Marwari business man imported for the first time six rickshaws in the year 1938. Some sources say that the zaminder lived in Sutrapur, Dhaka and Marwari business man lived in Wari, Dhaka. Besides these cycle rickshaws in the beginning of operating in Dhaka, seven two wheel human pulled rickshaws were also imported and started to pull in the streets of Dhaka. People were shameful to ride these rickshaws and avoided these human pulled rickshaws. For the lack of public interest to use these rickshaws, gradually they disappeared and bicycle rickshaws became popular.

Colourful decoration of the rickshaws started after 1950's in Bangladesh. Some sources say that rickshaw license started to issue in Dhaka in the year 1944 and in Chittagong 1947. Now Dhaka South and North City Corporation have the authority to issue new rickshaw license but they have made it stop not to issue any more rickshaw license since 1987. There are no accurate figures or statics of rickshaws that operates in the streets of Dhaka. Common guess there are around 700,000- 800,000 rickshaws are operating in Dhaka city now in the year 2013. Some statics on the number of rickshaw in Dhaka city in different years are accommodated from different sources also supports the above number. In the year 1941, Dhaka city had only 37 rickshaws and 181 rickshaws in the end of the year 1947. This information we get from historian Nazir Ahamed's book "Dhakar Itihas"

(History of Dhaka). According to another Dhaka historian Dr. Sharif Uddin Ahamed, there were 4025 rickshaws in the streets of Dhaka in the year 1962.

When rickshaw was first introduced in Bangladesh in 1919 and afterwards still today the rickshaw design has changed almost nothing. They have got their present look by around the 1950's. Since then, the design, technology and operation of rickshaws in Bangladesh have showed little change. Most rickshaw drivers don't own their own rickshaws and the owners themselves have very little reason to improve their vehicles because they are already making good profits. Due to the vicious cycle of poverty, the smaller owners, the misteris (those who build or make a rickshaw) and rickshaw drivers who (are directly involved in the system, have the possibility to improve their vehicles but don't have the ability to do it) may clearly like to improve their vehicles do not have the ability to do it. This reason we cannot set to the country's engineer and scientists. They just ignore and neglect to develop any advancement of the rickshaws. Due to lack of interests that development not happened in long time.

Now a day there is a new type of rickshaw available in Bangladesh, it is made by adding a motor in the same rickshaw. We know it as 'Auto'; it has battery in it which is rechargeable by electricity. Once fully charged it can drive the rickshaw for four hours. Still now in Bangladesh as a profession of rickshaw driving is considered very low status job. Very a few passengers behave with respect to a rickshaw driver. In bangla people call a rickshaw driver as 'ricshawala'. We don't think how these rickshaw drivers rolling our rural economy and keeping the environment carbon free in some degrees. Rickshaw has become a symbol of Bangladesh and especially for its design and arts. Most sophisticated rickshaw is the Auto that can be charged by the natural solar power. But the costs of installment in solar rechargeable auto rickshaw is very high, on an average it's market prize is Tk. 95,000 while electric rechargeable auto is Tk. 65,000 and the normal new rickshaw costs only Tk. 25,000.

1.3. Research Objectives and Questions

The objectives of this study are:

- To study the overall economic status of migrated rickshaw pullers living conditions in Dhaka, their income and savings; and
- To study the ability to fulfill their basic needs (before and after entering this informal sector) and identify the change in livelihood pattern of rickshaw pullers.

This study is to know about the change of the rickshaw pullers in their economic conditions and livelihood patterns by the informal sector employment. In one sentence the issue is,

- “Can rickshaw pulling help a man to bring change in his life?”

1.4. Significance and Scope of the study

Rickshaw pullers are the poorest of the poor in the various informal sector workers in the urban economy, not only in Bangladesh but throughout the developing world. Their contribution as a collective body of labour to the economy of Bangladesh is worth mentionable. Rickshaw pulling sector is also one of the largest source of employment, employing millions of people. Besides a huge number of rickshaw pullers, various mistries (repairmen), owners, body-makers, shop keepers selling cycle parts and offering quick hand pumping facilities, tea stall owners and many others are involved in the rickshaw sector. Estimating their number is even more difficult than estimating the numbers or rickshaws or their contribution to the economy. This study tries to empirically examine the economic condition of the rickshaw pullers in Dhaka city. The scope of the study is to identify and analyze various factors which are related to the wellbeing and changes in the life of migrated rickshaw pullers. This study will enable in assessing their current economic condition and comparative analysis with the former economic conditions.

More specifically, the study will address the following issue:

- Rural-urban migration and change in livelihood pattern: the basic needs of a rickshaw puller are the factors that can influence the overall wellbeing of their family. With the informal sector employment they are fighting against poverty and trying to uplift there their life.

1.5. Limitations of the study

- First of all, it was hard to find free time of the rickshaw-puller since they are always busy with their work.
- **(Small sample size is a concern)** It was hard to convince rickshaw-pullers for interview because they were concern about their social status and didn't want to expose it.

- While interviewing them some of the sensitive issues such as their family life **were asked** in a very indirect way to avoid embarrassing situation. Also conducting survey was time consuming. It took long time to gather information.
- Some of the rickshaw-pullers asked for money for talking, but some of them found in the tea-stalls where rickshaw-pullers come and eat. In the tea-stall and mobile tea seller sitting under big tree I talk with them by offering tea.
- Time and resources constraints always pain the researchers. Limited time and resources have been allotted for the completion of this study also.
- Sample size and limited questionnaire was another limitation of the study. In some open ended questionnaire was mostly unanswered by the respondent, they commonly answered that they are illiterate and do not have any knowledge.
- Lastly, the study was based on the perceptions of the respondent about their change in the life style and fulfillment of the basic needs. Though the observation while taking information and sample selections was strongly take in account to get the real information's.

1.6. Structure of the Paper

The paper is divided into five chapters. In Chapter-**Two**, literature review and the conceptual framework will be discussed. Chapter-**Three** will describe the methodology of the study. Here in briefly the research design, study area, questionnaire will be mentioned and data collection and analysis process will be discussed. In Chapter-**Four** collected data will be analyzed and findings will be accommodated. Last chapter will be the conclusions. The complete statistical tables can be found in the Annex.

Chapter Two: Literature Review and Analytical Framework

2.1. Literature Review

There are a few studies on informal sector and rickshaw pullers and most of them were descriptive. Wiperman and Sowula (2007) cited in their study “The Rationalization of Non-Motorized Public Transport in Bangladesh” that there are around two million people employed as rickshaw pullers across Bangladesh and around 14% of the total Bangladeshi population relies indirectly on rickshaw pulling for their livelihoods (family of rickshaw-pullers, manufacturers, garage owners, painters, repair men) and in Dhaka alone, 20% of the population relies on pulling or indirectly, which amounts to about 2.5 million people (Wiperman & Sowula 2007), Hoque, Khondaker & Alam (2005). Rahman, Mamun Muntasir and D'Este, Glen and Bunker, Jonathan M. (2008), cited in their study titled “Problems and prospects of non-motorized public transport integration in developing cities” that, rickshaws have a key socio-economic role to play in Dhaka. They are the preferred travel mode by vulnerable social groups - women, children and the elderly – due to their safety, security and comfort perspective. In addition, they provide an alternative to the high user cost for taxis and auto rickshaws, and to the poor operating characteristics of motorized public transport. Rickshaws continue to be crucial for the transport system of Dhaka, particularly when considering short trips as primary trip types in Dhaka; a modal preference for rickshaws by significant social groups (women and office goers) improved sense of security, comfort and reliability; reduced road occupancy compared to private automobiles (Bari, and Effroysman, 2004); huge workforce involvement; and a growing role as a freight carrier. Research by Ali & Islam (2007) estimated that 6% of Bangladesh’s GDP can be accounted for by rickshaw pulling. In Dhaka alone, around \$300,000 is estimated to transfer between rickshaw pullers and passengers per day (Gallagher 1992; Ali & Islam study 2005).

Sharifa Begum and Binayak Sen suggested in their study titled “Pulling rickshaws in the city of Dhaka: A way out of poverty” that an analysis of the dynamic effects of labour intensity is crucial to understand the actual pro-pooriness of a growth process and in designing a better policy environment for the poor. Rickshaws contribute substantially to the employment sector of Bangladesh especially in Dhaka city. It is estimated that there are around two million rickshaw pullers across Bangladesh (Ali & Islam 2007) and that around 14% of the Bangladeshi population relies indirectly on rickshaw pulling for their

livelihoods (their families, manufacturers, garage owners, painters, repair men) (Wipperman & Sowula 2007). As the current phase of globalization and liberalization accelerate the pace of development of peasants and landless agricultural laborers the number of rickshaw pullers is increasing. Large-scale displacement of people from the habitats, closure of factories and retrenchment of workers and casualization and insecurity of employment has made rickshaw riding an option that assures a relatively stable subsistence income without demands of skill. For most of the able-bodied, rickshaw pulling is an instant source of employment, a job which require little technical know-how and virtually no investment. (AK Kom, 2002).

But none of the above mentioned papers tried to examine the change in the livelihood patterns of rickshaw pullers in Bangladesh. In this perspective, the present study may claim to have some extent of novelty in discussing related to rickshaw pulling in the context of change in their life and economic condition in Bangladesh.

2.2. Analytical Framework of the study

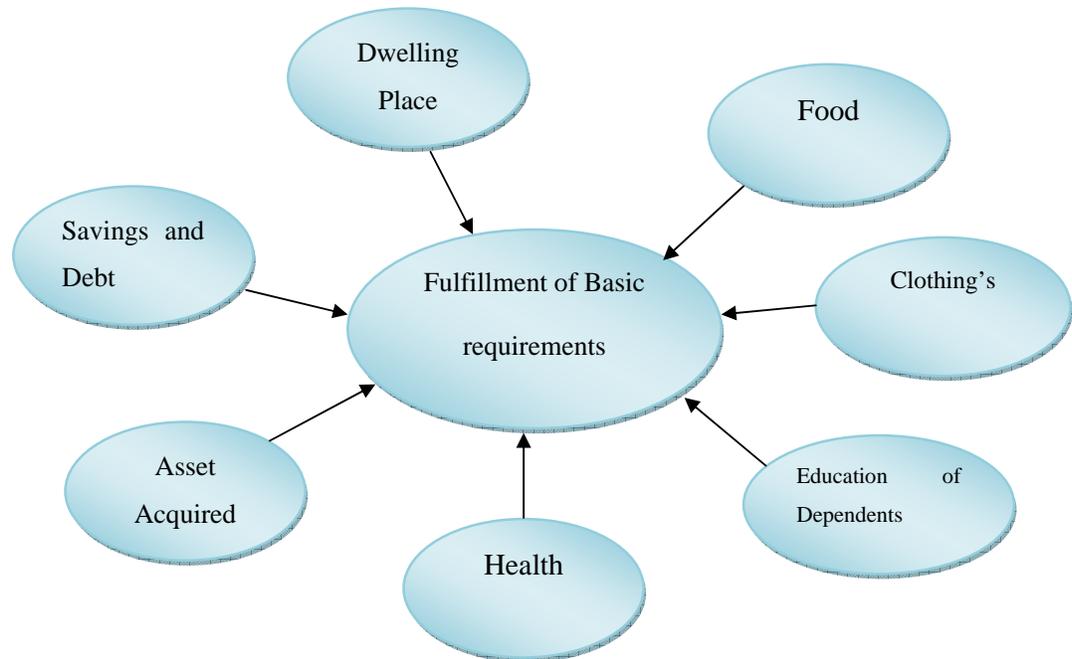


Fig. 2.1: Analytical Framework of the study.

In this paper the change in the rickshaw pullers life is searched through the change in their fulfillment of the basic needs. The questionnaire was made to take the information's from the respondent rickshaw pullers recent earning, food taking frequency, clothing, dwelling arrangements, capacity of child education and ability of getting medicare after getting in to the rickshaw pulling informal sector and lastly the savings and condition of debt. As well as the former positions of those basic needs fulfillment before coming to this sector. Rickshaw pullers perception on their livelihood and change in life style is the basis of the study.

Chapter Three

3. Research Methodology

3.1. Introduction

This chapter presents an overview of methodology and procedures applied in this study. It describes the process that was employed to collect and analyze data in order to explore and show the ability of fulfill the basic need of the migrated poor rickshaw pullers.

3.2. Research Methods

Both qualitative as well as quantitative method has been used to carry out the research. Qualitative data is collected through interviewing rickshaw pullers. Quantitative data, on the other hand, has been obtained through questionnaires. In this context, the number of respondents has been fixed 50. The perceptions of the respondents are the ingredients of the study.

3.2.1. Selecting Study Area

The prime focus of this study is to assess the extent of change in livelihood patterns. Therefore, the unit of analysis is a rickshaw puller. Uttara model town in Dhaka city have been selected to collect primary data in this regard. Uttara is surrounded by three Union Parishad (UP) of Tejgaon development circle; they are Dakhinkhan, Uttarkhan and Horirampur. The general assumption is that there exists diversity in respect of educational status and economic condition among the rickshaw pullers.

3.2.2. Technique of Data Collection

Data were collected during January 2013. Both primary and secondary methods of data collection have been used. The selection of respondent was on random sampling system, but they are stratified in between their rickshaw pulling tenure. For example the levels was selected as the tenure is below five years (< 5 Y), five to ten years (5-10Y), ten to fifteen years (10-15) and lastly more than fifteen years (>15 Y) to explain the variations of the life style and find out the changes (if any) in their lives.

3.2.3. Questionnaire Survey

Data have been collected through questionnaire from 50 rickshaw pullers. For this reason one questionnaire developed for interviewing them. Later on the questionnaires have been tested as a pre survey in the study area, and after some correction it was finalized. The questions were both open and close ended. Some parts of it were designed to get opinions and comments on specific issues. Close ended questions were used to save time and open ended questions to get in-depth knowledge and insight; as well as personal experiences and observations.

3.2.4. Case Study

While taking the questionnaire serve five rickshaw pullers are selected for case study to study their life elaborately after entering in informal sector as a rickshaw puller. For the case study the observation and individual interview was taken, some of them found very interested to share their life story very cordially but a few of them fell very shy to share.

3.2.5. Secondary Data

To give good insight about the research topic, secondary data has been gathered through content analysis. It is used for the reanalysis of previously collected and analyzed data. Secondary data is collected from journal articles, published books, government documents, policy papers, manuals, internet documents etc. The books and published documents relevant to the study were collected from various sources like from Dhaka University and Institute of Governance Study's library, BPATC library, Bangladesh Civil Service Administration Academy library, JICA, World Bank and different national dailies.

3.3. Data Processing and Analysis

The collected data was accumulated, categorized and analyzed keeping in mind the objectives of the study. The analysis of quantitative data of the stated sources was done with the help of statistical tools like Statistical Package for Social Science (SPSS), MS

Excel etc. and interpretations of data are likely to be based on statistical generalization. The qualitative information is presented in a narrative or tabulated form. Moreover, in some cases, charts and tabular presentation have also been used to present the findings of the data in a graphic manner. In fact, Quantitative method was used to generalize and identify prevalence from the data provided by the informants. Qualitative method was used to explain the significant phenomenon, causalities, social realities and experiences. In this study data has been collected by questionnaire survey. Interview method has been followed also. The combination of both methods therefore, helps to collect reliable and valid data. The researcher uses qualitative and quantitative method for collecting data. Combination of both methods that mentioned as logic of triangulation by O'Donoghue and Punch (2003) is considered as one of the best methods in validation of data. Case Study was taken by offering the compensation of the rickshaw puller's time with money. In case of content analysis, principle of authenticity and objectivity has been maintained. So data are credible and reliable as much as possible.

Chapter Four: Data Analysis and Findings

The study is based on the perceptions of the rickshaw pullers. They are very busy and do not have enough time to respond to the questionnaire but they are managed by offering tea at tea stall and rode side mobile tea seller under big tree. Respondents were selected with variety in their age level and tenure of rickshaw pulling in Dhaka. While talking with them it is found that most of them asking about what he will get after giving his information. It was very hard job to make them understand that information's will be used for research. Some of them charged money for their time.

4.1. Profile of the Rickshaw Pullers and their families

It was very difficult to find out rickshaw pullers age, whenever interviewed a puller in the street, a crowd would gather to see what is going on. Most of the time the several people was giving their opinion about his age. Most of the old rickshaw pullers do not sure about their age they are commonly saying that on the time of liberation war (1971) their age was such or he was small etc. People of all ages from 10 years old to 70 years old work at rickshaw pulling. A boy was found looking very small but pulling an Auto (Battery attached rickshaw), his age will not be more than 12 years. When he was asked the reason, he answered that his father was resting and he used to take a ride of it and earn some money.

The data found from the study that there is a massive change in the number of pullers in the age of 50-60 years level. With respect of former study on rickshaw pullers the number of that level was not more than 4%. Mostly age, illness, accident, physically unsustainable/ weakness and earn higher income are the reasons of abandoning rickshaw pulling job by former rickshaw pullers (Begum and Sen, 2004). It seems that a good number of rickshaw pullers cannot change their profession because they have no other choice at their ending age. Other age levels percentages are collaborate with the former findings (Table 4.1). Even in this age level newly joined as rickshaw pullers was more than one third of total respondents.

4.1.1. Marital Status, Education and Family Size

Most of the rickshaw pullers are married (90 percent). Before 20 years of age most of them are unmarried (Annex: Table 4.2). One rickshaw puller Mr. Shoriful (Age 32 years) was found unmarried while taking data, some of his RP friends of the same village home had support him about the truth. Generally rickshaw pullers are come from very poor origins, both human and physical capital. Near about 100 percent of their family profession was related to agriculture and rest of the young rickshaw puller's father was a rickshaw puller. Table 4.3 shows the socioeconomic status of their educational level. Study data was all taken from the migrated rickshaw pullers among them approximately 80% are uneducated and went to school but forget everything they learned, while only 10% of them went up to class five that is our primary level, 3% up to secondary level and lastly only 4% of them mostly young rickshaw pullers are SSC pass. It implies that RP are mostly from lower stratum of our rural areas and migrated to Dhaka.

The highest numbers of dependent persons on them are 7 (12%) and most of them have 3 to 5 dependents (78%) on them including their wife and children. In the survey data it is found that most of the migrated rickshaw pullers of Dhaka city in their 20's had one or two children. The highest number of children is 5 and the mean is more than 2. Substantial number of long -duration rickshaw pullers have been living in Dhaka city for long periods, while recent rickshaw pullers tend to be recent migrant to the city, and are likely to have made this move in search of a better livelihood (Begum and Sen, 2004). The number of dependent and children of the sample rickshaw pullers are given in the table 4.4 and 4.5 (Annex).

4.1.2. Dwelling Place of Rickshaw Puller

Migrated rickshaw pullers are firstly come alone and stay in the rickshaw garages in Dhaka, most of the cases after some years they take their family from villages to Dhaka and stay in rented houses or slums. In this study data 56% of them stay in the garage which is free, 15% in rented houses and only 7% found live in the slums. The majority of the rickshaw pullers (90%) are works whole year in Dhaka city, while only (10%) of them are seasonal migrants from rural areas. But in those 90% there is a large number of RP who pulls rickshaw more than nine months in the year, they come to Dhaka work for 15

days to 2-3 months and go back to village-home and come back again within 7-10 days. It is evident that both permanent and seasonal migrant rickshaw pullers have come from rural areas to Dhaka City. The majority has been engaged in this profession due to the lack of any regular employment and it is easier to adopt this profession especially for men who are illiterate, unskilled and lacking capital. Moreover, regular flows of income, neighbors' influence are the other factors that are usually considered for choosing this profession. Thus, the theoretical Harris Todaro Model has been found to be operating in Bangladesh. Due to overwhelming population growth, extreme poverty and push factors like river bank erosion, flood, drought etc in the rural areas, a large number of people are migrating from rural areas to Dhaka city in search for better income, better job opportunities and better social services (pull factors). In this way, after migration substantial number of people starts rickshaw pulling as their means of living (Momtaz S.N. 2009 et al).

New rickshaw pullers in Dhaka city come with any relative, friend or rickshaw pullers from same locations. In Uttara most of the garages has people from one or two locality. The reason behind it is starting working in this sector needs one guarantor or identifier. Now a day the rickshaw owners keep the original voter ID cards before giving rent of a rickshaw to a newly migrated person. The rickshaw garage is the place where a newly comer RP can stay free of cost, though the there is no bed or chowki ready they have to use their own bedding to stay there. They use to sleep on the floor, most of the garages are made of bamboo divider in four sides and roof is of tin. Some of the garages in Uttara have a wooden floor 2-3 feet high from the field. A very few of the dwelling place is in the first floor, they use the ground floor as the place of keeping the rickshaw.

4.1.3. Reason for Entering Rickshaw Pulling Sector

Most common reasons for entering this informal sector of pulling rickshaw are, firstly no need of capital. Most of the informal sectors in Bangladesh require a basic amount of capital to start any income generating work. Rickshaw Pullers are from extreme poverty level, they use to live on inadequate daily income. In this situation household's usually not able to maintain savings. On the other hand, it is very hard for these people to get loans from bank or other organizations. Therefore, overall according to the rickshaw puller, absence of capital is one of the most important reasons to choose this occupation. Secondly lack of education as a reason of choosing this occupation. They think if they had enough education opportunities then they would have find better job. Rickshaw pullers

think if they had any kind of skills of other works then they would not be rickshaw pullers. They think that it is a job that only needs physical strength. Compare to other informal sectors' work in Dhaka city, rickshaw pulling is the opportunity to earn more money. Rickshaw pullers can easily earn more than 8000 Tk. in a month.

All the migrated rickshaw pullers identified rickshaw pulling as the most suitable for part time and seasonal job. Migrated people come to Dhaka city for working in short run, so usually they do not have enough time on searching work or get start their own business. People can start pulling rickshaw also leave the job whenever they want. Job opportunity in the rural areas also another reason of choosing this occupation. In the village, people who do not have enough land to grow food, or earn daily livings come to the city for work. Many rickshaw pullers mentions that they like their job because in this sector they do not have any direct higher authority. So they can enjoy the freedom of work. Lastly they come to the city from rural areas, but after coming here they did not able to find a job very quickly so they choose to pull rickshaw until they get other better work.

4.2. Earnings of the rickshaw pullers

4.2.1. The System of Working as Rickshaw Pullers

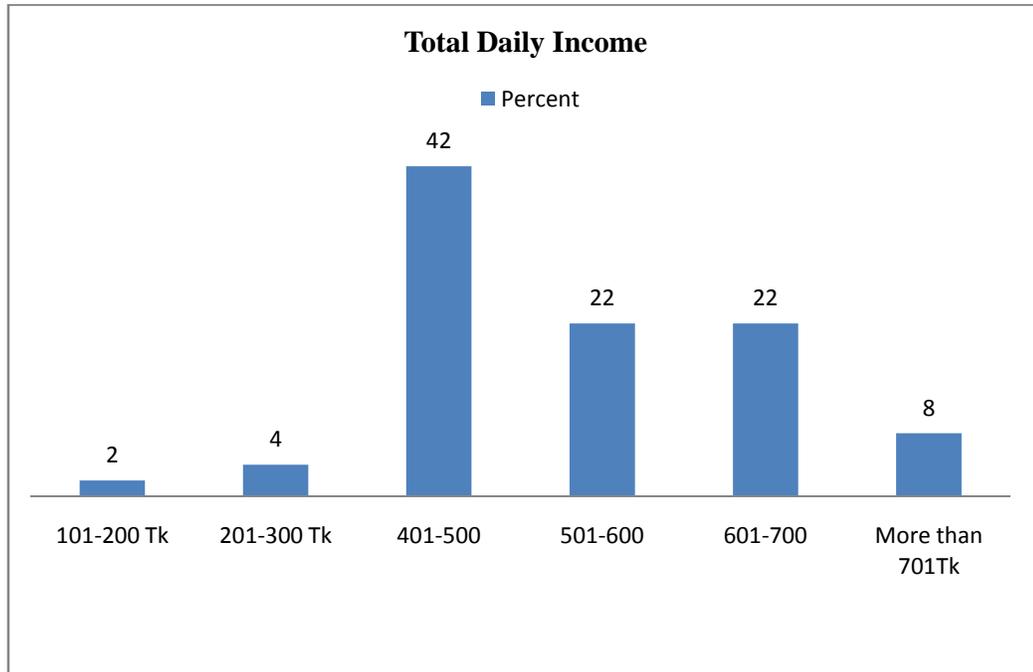
Normally, rickshaw pullers hire their rickshaws from the owner-contractors on a daily basis by paying fixed, predetermined charges. In our sample, all of the rental contracts were fixed on a daily basis. Table 4.7 shows the distribution of the daily rental fee paid by the sample rickshaw pullers. The first level is less than Tk.70 per day and the other levels are Tk. 70-80, less than or equal Tk. 90 per day. There is another level of Tk. 350-400 per day for the auto-rickshaw. Some of the respondents add that if any rickshaw puller works for seven days consecutively he will get one rent free day from the owner, they are very happy about their weekly free rent day and try to take the benefit. The first level corresponds to the rental for the old variety of rickshaws while that of Tk. 100 corresponds to the rental for the new type. The rickshaw pullers mostly use the old type rickshaws, possibly because lower rental rates were charged by the contractors for these. Also the new types are not easily available for rent. Other rentals observed were half day working of all levels and the rent is just the half. Most of the rickshaw pullers (44%) of Uttara gives Tk. 90-100 as rent. (Details table 4.7 in annex)

4.2.2. Daily Working Hours and Weekly Engagement

A large number of the respondent rickshaw pullers (40%) work more than ten hours. In the annex table 4.8 the levels of working hours are given. There are some interesting observations like an old man of age near 50 years pulls his own rickshaw only to earn Tk. 150 everyday, he stops working after earning his targeted amount and go home to cook food for himself and his garments worker wife and daughter. Another one is a boy of 17 years he stops working after earning Tk. 500 (Case Study # 1). Tables 4.8 and 4.9 show information on the number of hours worked in a day and the number of days worked in a week in the survey. Judging from these numbers, the trade of rickshaw pulling seems to involve hard work. The average hour of work during a normal day is 10.08 hours. 40% of the sample rickshaw pullers work for 10 hours or more. To a question about the number of days in a week 86% reported that they work every day. The most frequent answer was to take time off for rest, followed by sickness. Thus, the non-working days for these rickshaw pullers are not always spent on leisure. It is also noteworthy that the rickshaw pullers earn and work more during the harsh months of summer when the people prefer to use rickshaws as transport rather than sweat it out walking.

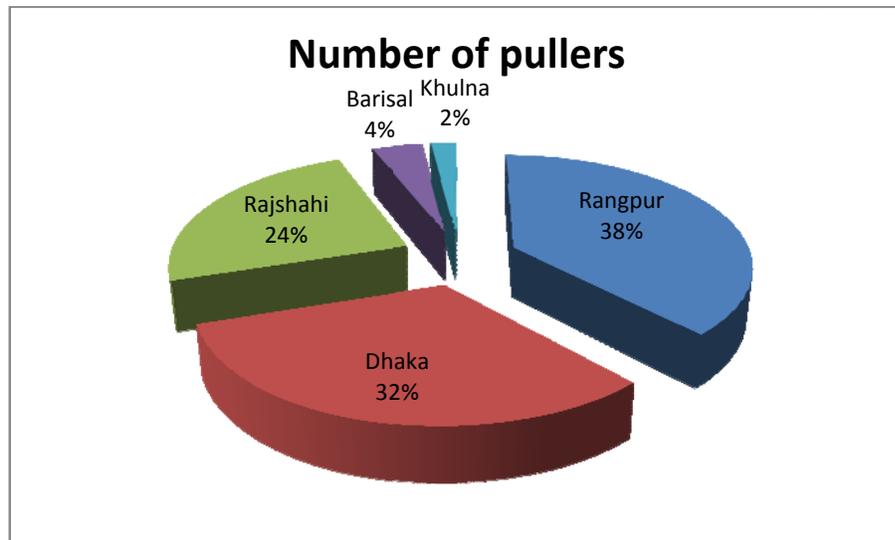
4.2.3. Gross Daily Earning of the Rickshaw Pullers

In the result rickshaw pullers earnings varied considerably throughout the year even in a month. Most of the respondent rickshaw pullers in their interview mention that the earning in the first week of the month is more than any week of the month, in Wednesday earning is less because in this day all the markets of Uttara remain closed as their weekly holy day. The highest earnings occurred just before the Eid festival in year. The rickshaw pullers of Uttara have a different time of more income in the time of World Iztema (A second highest gathering of muslims by the bank of Turag river in Tongi near to Uttara). Earning of the half day worker is different than others, in this study full day pullers are selected while interviewing. In Table 4.9 the distribution of daily earning is shown in annex. 42% of the respondents have reported their daily incomes level is Tk.401-500, and 22% of have indicated that their daily incomes range between Tk.501-600 same percent found in level Tk.601-700. Only 4% of the sample rickshaw pullers earn more than Tk.701 per day. The lowest income found only Tk.150 and the highest was Tk.950 per day.



Graph 4.1

Most of the migrated rickshaw pullers were formerly was farmer or agriculture labour. 60% of the respondent's previous income was up to Tk.100 only, 34% of them mentioned that their previous income level was Tk.101-100 (see details in table 4.10). As the answer of an open ended question on what work they like other than this profession, most of the rickshaw pullers reply that "wage labour", Working as a rickshaw puller or a wage labourer seems to be a choice between similar jobs. A few respondents failed to give us concrete answers: they replied "no idea", "any work" or wants to go back to farming. On the other hand, some respondents listed jobs associated with higher ranks, such as "open shop," "driving," and "service." Comparatively the income is minimum two or three time higher than the previous income and for some newly joined rickshaw pullers earning is too higher their expectations. One young puller told that Tk.500 per day that is Tk.15000 per month is like salary of government job (see case study #1). Daily income after all expenditure, 44% the sample RPs is Tk.201-300, 24% is Tk.301-400 and only 12% of them manage to keep more than Tk.501 (Table-4.11).



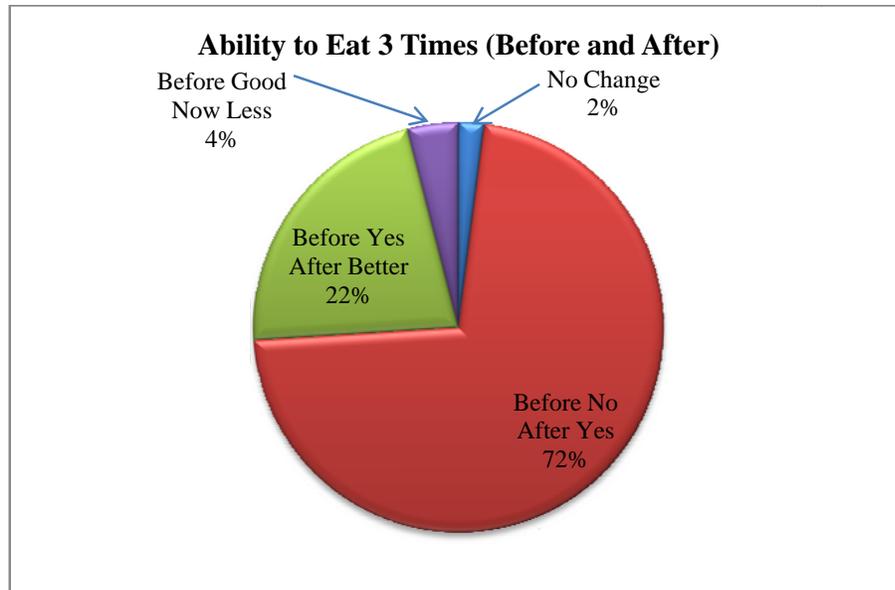
Graph 4.2

Income changes as the life of a puller's life progresses. Firstly when the puller is young and unmarried, there is less pressure for earning (see case study #1). Second stage starts after marriage now the demands may not be too high. But the third stage is the hardest of all. Now he has minimum 5-6 dependents by the time and he has to work hard and needs more money. Finally, in the fourth stage, the burden eases again. Now the children are older (or married, in the case of girls), and the puller may have only his wife and himself to support. Rickshaw Pullers at their 30's worked hardest, while those in their teens and 50's worked least (Gallagher, 1992). Monthly income of the rickshaw pullers are vary with their needs, most of the pullers are from Rangpur division (38%) and they usually work for 10-30 days in Uttara and go back home and comes again within 7-15 days. They work 8-9 months in a year and rest of the time they work as agriculture labour or do farming. As the graph below gives us a finding of the location of the pullers migrates to Dhaka now a day.

4.3. Change in feeding frequency of the RPs

Rickshaw pulling is very hard job that requires strong body strength to pull the weight of 1 or 2 person along with the weight of the rickshaw. Most of reasons for migration to rural from the villages are related to poverty. They leave their village home firstly to ensure the basic need of food. Secondly, there is not enough scope of work for the whole year in the villages. New migrated poor person starts rickshaw pulling with a view to survive and earn a lot of money but the most important requirement is to eat minimum 3 time for him and

also making sure of arrange food for their dependents. Some of the respondents are from a good former economic condition or from a good other job that is why some findings have the level of no change in the frequency of food taking, but most of them have positive change in the frequency of taking food.



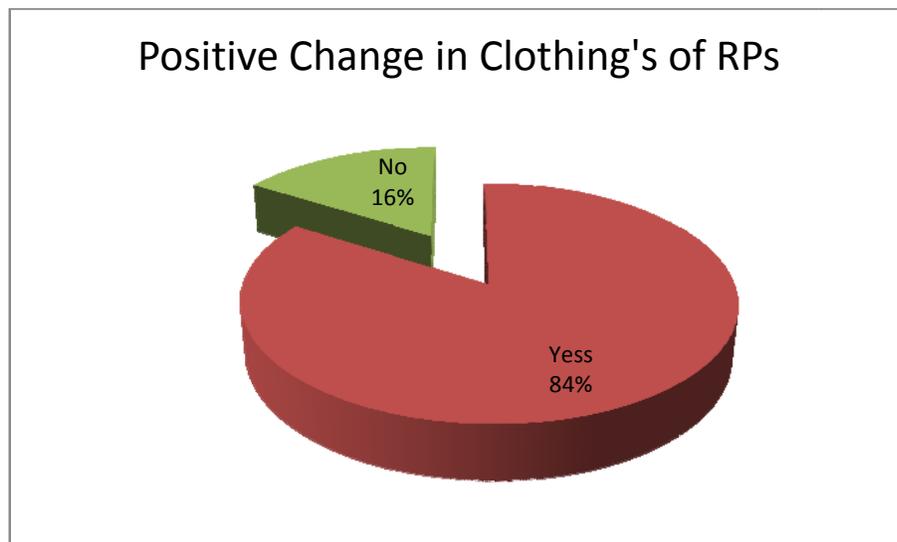
Graph 4.3

In this study 72% of the respondents said that they could not eat three times in a day before entering to this informal sector, while 22% of all respondent having better food than they were eating before. Only 4% of them are eating less good than before. One of the respondents formerly was a Baby-taxi driver and lost his job when the two stock three wheelers were banned from Dhaka city (Table 4.12).

4.4. Change in Clothing's of the Rickshaw Pullers

From the perspective of Bangladesh, urban people of the villages' are poor and their economic conditions are vulnerable. In the clothing's they do not have enough scope of buying more than the burning needs. In most of the cases one person have only good Panjabi for their formal use and rest of them are very old and not remarkable. This question was a bit embracing for asking about the change of the patters of clothes they use for them and also for their dependents and also very hesitating while giving answers by the respondents. It was not possible to find out the reliability of the answers they have given. But observation of the dress they were wearing while interviewing was compared with their answers. But finding are quite interesting. 56% of the respondents said that now after

entering in this sector they are using more clothes before and 28% said they are clothing is better than before. Only 16% have found no change in their life (Table 4.13).

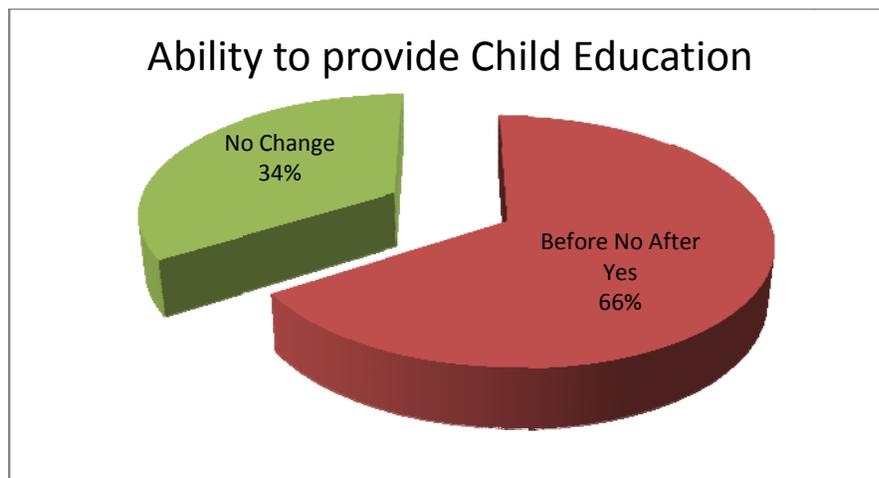


Graph 4.4

If we add those two positive changes in the rickshaw pullers life the total is 84% have some change change patterns of life and only 16% have no change by rickshaw pulling.

4.5. Change of Ability to Provide Childs or Dependents Education

Education is one of the most important requirements for the future generations' development. The rickshaw pullers ability depends on their income and also will to educate their dependents and children. From the perceptions of the respondents following graph is found.



Graph 4.5

Here in the question was on ability of before and after the entering in the field of rickshaw pulling. 66% of the respondent gets ability to send their children to school and bear the cost of the papers, pencils, pens, school dress and Tiffin expenditure (Table 4.14). Most of the rickshaw pullers are very happy that the primary schooling for all boys and girls are free and female student of higher secondary level gets stipend. They think that government should give stipend to poor students in primary schools and ensure the quality of the primary education.

4.6. Condition of Debt and Savings of the Rickshaw Pullers

The poor people who enter in the rickshaw pulling sector normally has no saving of cash money. So in any need of money they have to borrow from the owner of the rickshaw pullers or from the unauthorized lenders in high interest rate. A large number of them start life of rickshaw puller to repay their debt. In this study 34% of respondent found have no debt, 26% has repaid some of their former debt and only 18% have repaid all their debt. In the table 4.15 and 4.16 the state of debt and ability to save money in before and after position of the respondent is given. Only 22% of the respondents able to save money, among them most of their wife are engage in domestic work or employed in garments sector.

4.7. Change in Other Factors

Now a day cell phone in Bangladesh is selling like hot cakes, and expenditure of getting and using is low cost. As a result the number of people is user of cell phone user is very high. In the study we found 56% of the rickshaw pullers using cell phone. Most of them cannot remember their cell number. 62% of the respondents' wife is in village and only 38% is in Dhaka. Although 80% of the respondent found uneducated but only 10% cannot write their name. 24% of them prefer school students most of them have no choice (Table 4.17). The most important questions to know the perceptions of the rickshaw pullers is "Do you think that one can change life by rickshaw pulling?" the study findings is 62% of the respondent said that it is not possible to change life by rickshaw pulling but survive through the informal sector is possible. They are living more better life before. Most of them uttered the same line in Bengali it is "Kheye beche thaka jai" that means that it is possible to live by rickshaw pulling and it is not bad. Another important finding is there is no change in the health related subjects in this survey. So there is no change in having medicate facility of the rickshaw pullers before and after entering the rickshaw pulling.

4.8. Case Studies

Respondent for the case studies are selected to know about the wellbeing and challenges face by the pullers to have any positive change in their life. While selecting persons the tenure of rickshaw pulling is given preference as before that is tenure of pulling rickshaw for less than five years, 5-10 years, 10-15 years and more than 15 years. Here in this study four cases were given and discussed.

4.8.1. Case Study #1

Mr Shaheen son of Mr Shahjahan a grocery shop owner of Lalmohon in Vola district is of only 17 years old. He went to school and read till class six in Lalmohon. But he could not continued his study because his father do not have the ability to bear cost his education and also he need help of him in his shop. Then he starts working with his father in his grocery shop. He came to Dhaka before one year with one of his cousin who is a private university student without informing his family. In Dhaka he starts doing odd jobs for eight university students who live together in a rented flat in Uttara. After six months working in Dhaka as a mail servant and cook he came to know about the high earning of the auto-rickshaw. Then he asked his cousin to buy a auto-rickshaw for him, he agreed and they buy a auto with help of a rickshaw garage owner and made it fit for working in Uttara with necessary license from Dhakhin Khan UP. It costs Tk.67,000. Then Mr. Shaheen managed another boy from his village for doing his work in that flat and starts pulling rickshaw every day. Within four month he managed to pay back all the money back to his cousin invested for the auto. In these four months he has work for more than 12 hours every day. He has to pay only Tk.1500 per month for keeping the rickshaw in a garage and charging bill.

Now he work only for Tk.500 every day. He comes out for pulling rickshaw at 9 or 10 am and pull rickshaw to fulfill his target. He save Tk.10,000 every month and sent it to his father. He watches cable TV channels in his cousin's room in his laser time. He adds that he needs only Tk.500 per day because 15,000 per month is quite a good amount of salary as a government service. He also tries to earn his daily expenses every day. When he will marry then he will start more earning. He thinks that it is very easy to survive in Dhaka city, earning as rickshaw puller is a independent job. It is possible to do have positive change in life by pulling rickshaw. Now he is thinking of renting his own room in that flat as his cousin.

4.8.2. Case Study #2

Mr. Haradahan Chandra Kamboly, son of Mr. Solacharan Kamboly a man of Tangail district was born in the year 1986. He has three brothers and one sister. He is the second son of his parents. In the Mirzapur Upazila he went to school and read up to class six, now he can read newspaper but he could not get chance to read. In his early age (13) he starts working with his father in his business of Pan-Shupari (betel leaf and nut). He heard from people that it is possible to earn more money by pulling rickshaw and it does not need any capital to start earning all he needs is the power to pull it. He has started pulling rickshaw in the Mirzapur town; there he has to pay rent of Tk.30 per day and starts earning Tk.250-300 everyday. There he worked for not less than two years. Then he heard about Bypail (A busy bus stand of national highway near Savar EPZ) where he can earn more money. He came with one of his friends and starts pulling rickshaw in Bypail. They rent a room to stay there and work there for three months. They used to cook for themselves. On the way earning more came to Uttara and now they are staying in a garage. He pulls the rickshaw for whole day and can earn Tk. 700-800 every day but in the first 10 days of the month he can earn Tk. 800-1,000. He was very happy when he earned Tk. 1600 in a day in the time of Iztema. On an average he can earn Tk. 700 every day and after all day's expenditure he can manage to save Tk. 500. He has to pay Tk. 100 as the rent of rickshaw and Tk. 85 for vatbill (payment for fooding in the garage). Most of the garages have a system of having three times food in a fixed rate of Tk. 80-100. In that garage situated in Uttara sector no 12 the morning breakfast is boiled rice, vorta and dal. There are provisions of egg in the morning but the pullers have to pay extra money. In a week fish is common for lunch in 5-6 days and beef or chicken only once. He always sends his earned money to his village where his father has rebuilt their old house with the money he sent in the last three years.

He comes to Uttara with a target of Tk. 5,000 or Tk. 10,000, to fulfill his target he has to work for 10 or 20 days. . On the point of average income he argued that those who give the information that they earn only Tk. 500 every day and after daily expenditure they can manage to earn only Tk. 300-350; they must have any bad habit or chronic illness, on the part of bad habit he was firstly hesitating but after some moment he added that those bad habits are playing juwa (gambling), having various MADOK and wasting money by going to restricted places. Some of the rickshaw pullers have married more than one. They keep no relation with the village home. He does not want to continue pulling rickshaw because

nobody gives minimum honour to RP even the young passengers behave badly with them and want to beat them if they commit any small mistake. There are many other reasons like it is a hard job, problem regarding police, staying away from the family, as he is new in this sector he suffer from body and leg pain. He want to save some money for starting a new business of his own. All he requires is the capital of Tk. 50,000 only to start his own business of pan-shupari of his own like his father.

4.8.3. Case Study #3

Mr Riaz Uddin son of Mr Afaz Uddin, is a rickshaw puller from Panchagar district works for the Padma garage of Uttara sector no 09. He is now 43 years old and suffering from chronic asthma from since his boyhood. He has been pulling rickshaw since 1991 that is near about 22 years. In his early age he worked as a yearly agriculture labour with a farmer family of Panchagar. There he was paid only Tk.3600 per year. For his physical problem of asthma he cannot work for long time. In the winter season he suffers more. He came to Dhaka in the year 1991 and start pulling rickshaw in Khathalbagan in Dhaka. He is married, his wife and 3 daughters lives at a village Panpata in Atoyari police station. At the time of starting pulling rickshaw the rent was only Tk..40 per day.

He pulls rickshaw in the day time only and work all seven days of the week but he cannot work for longtime at a time. He takes rest and pull rickshaw for 2 hours. He always carry some medicine with him in his pocket, doctor has suggest him to use inhaler but he cannot effort that. His target of daily earning is minimum Tk.300-400 only, he has to pay taka 100 as cost of food and Tk.100 as the rent of rickshaw. He took Tk.20,000 loan from Grameen bank in two installments and has to repay Tk.530 every week. He sold his 0.05 acre agricultural land to meet the expenditure of his daughter's marriage. He has to pay Tk.15,000 cash to bridegroom as dowry at that time. Rickshaw pulling is the independent sector where there is opportunity for working with own will.

4.8.4. Case Study #4

Mr Monsur, lost his father and mother in his early age. One of his relative has taken care of him up to age 08 years and keeps his assets for him as his guardian in Thakurgao district. When he was 12 years old he came to Dhaka with a rickshaw puller of his village. He trained him to pull rickshaw. As he was very small he started pulling rickshaw half day. After eight day working he went back to his village. Then starts working as a yearly

house worker in a farmer's house, there he was given only Tk. 500 per year. He came back Dhaka after three or four years pull rickshaw for three years. He also worked as labour of rice mill where paddy is processed and achieved the skill. Now in the season of peddy he went back to villege and process paddy as home business with the help of his wife. The has constructed his own house in the village with the income of the rickshaw, it costs Tk.45,000. He has 3 children among them thwo boys are 10 and 8 years and a girl of 1 year old. His children go to school.

One day (8 years ago) he got shock of electricity and fell down from a tree while cutting branch of a big tree. He becomes bound to take debt of Tk. 70,000 on a high interest of Tk. 100/ thousands every year for the medical cost. Now he is repaying those money. Every year he buy 2or three calf with the borrowing money from micro credit lending NGO Asha and take care of those for years and sell those in the time of Eid. They use the bhushi of paddy they got while processing paddy to rice and it saves heir cost. Every year he can repay TK. 10,000-15,000 from the cattle business. With the money of rickshaw pulling he manages the daily family expenses and interest of the debt. Now it is not possible for him to arrange 3 time food for himself and his family without pulling rickshaw. He thinks that by renting rickshaw pulling nobody can change or develop in his life, if own rickshaw and expenditure of family and the market price is low than it is possible to make some positive change in life. He suggest that the government should control the price of essential products specially rice.

Chapter Five: Recommendation and Conclusion

Rickshaws are the means of income or employment generation for the poor migrated people of Bangladesh. It also renders a very useful service to the community and playing important roles like door to door service of carbon free transport, only transport for short distance with a minimum rent; it is also totally free from air and sound pollution. Rickshaw pullers are contributing significantly to our society and our economy. The rickshaw pullers are not only beneficiary from the rickshaw all the others like repairmen, manufacturer, owner, painter, repair shop owner, garage owner and small food shop owner are benefits from rickshaw a lot. However, some adverse effects are also noticeable such as traffic congestion due to slow (Rickshaw) and fast moving vehicles plying on the same roads.

From the analysis, findings and case studies it is clear that by rickshaw pulling it is possible to survive in the challenging world but having change and development in life is very hard job. Most of cases where there is support from other income like wife's income or income from village agriculture sector or others are available. Moreover the cost of living is going rapidly very high then the income level increases, so it remains challenges every time. There is some positive change in the food intake of food of the rickshaw pullers and their dependents in the quality and also in the frequency of food taking. Living condition was not change because they live in the slums, rented house like slums or remain as before in the villages. There are some positive change in repaying debt and savings of some of the rickshaw pullers.

In the transport sector of Bangladesh, if separate lane for rickshaws can be arranged beside all the main roads of Dhaka city, society will be relieved of traffic congestion and with the use of solar rechargeable auto rickshaw it can be a large sector for carbon trade for us. The Government can provide low cost medical facility for the rickshaw pullers in the city area.

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Annex

Annex A: Tables

Table 4.1: Age distribution of Dhaka Rickshaw pullers

| | | Rob Gallagher (1992) | | | Survey Data | |
|--------------------|------|----------------------|-------|-------|-------------|-----|
| < 20 | 19% | 10-14 | 1.5% | 14% | < 20 | 8% |
| | | 15-19 | 12.5% | | | |
| 20-30 | 54% | 20-24 | 18% | 41% | 20-30 | 28% |
| | | 15-29 | 23% | | | |
| 30-40 | 18% | 30-34 | 17% | 30% | 30-40 | 32% |
| | | 35-39 | 13% | | | |
| 40-50 | 7% | 40-44 | 7% | 10.5% | 40-50 | 16% |
| | | 45-49 | 3.5% | | | |
| 50-60 | 1.5% | 50-54 | 3% | 3.5% | 50-60 | 22% |
| | | 55-60 | 0.5% | | | |
| 60 > | 0.5% | 60 > | 1% | 1% | 60 > | 2% |
| Total | 100% | | 100% | | 100% | |
| Sample size | 1007 | | 200 | | 50 | |

Table 4.2: Age Vs Marital Status

| Age (years) | | Marital Status | | Total |
|---------------|--------------|----------------|-----------|-------|
| Levels of Age | | Married | Unmarried | |
| | 15-20 | 0 | 4 | 4 |
| | 21-30 | 10 | 0 | 10 |
| | 31-40 | 15 | 1 | 16 |
| | 41-50 | 8 | 0 | 8 |
| | 50-60 | 11 | 0 | 11 |
| | 60+ | 1 | 0 | 1 |
| | Total | 45 | 5 | 50 |

Table 4.3: Education

| Educational Status | | Frequency | Percent |
|----------------------|------------|-----------|---------|
| Levels of Educations | Uneducated | 40 | 80.0 |
| | Primary | 5 | 10.0 |
| | Secondary | 3 | 6.0 |
| | SSC | 2 | 4.0 |
| | Total | 50 | 100.0 |

Table 4.3.1: Age Vs Education Cross tabulation

| | | Education | | | | Total |
|-------|-------|------------|---------|-----------|-----|-------|
| | | Uneducated | Primary | Secondary | SSC | |
| Age | 15-20 | 2 | 1 | 0 | 1 | 4 |
| | 21-30 | 7 | 1 | 1 | 1 | 10 |
| | 31-40 | 13 | 2 | 1 | 0 | 16 |
| | 41-50 | 7 | 0 | 1 | 0 | 8 |
| | 50-60 | 10 | 1 | 0 | 0 | 11 |
| | 60+ | 1 | 0 | 0 | 0 | 1 |
| Total | | 40 | 5 | 3 | 2 | 50 |

Table 4.5: Age Vs Number of Children Cross tabulation

| Age | | Number of Children | | | | | | Total |
|------------|-------|--------------------|---|----|----|---|---|-------|
| Age levels | 15-20 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | 21-30 | 1 | 4 | 4 | 1 | 0 | 0 | 10 |
| | 31-40 | 1 | 1 | 5 | 7 | 1 | 1 | 16 |
| | 41-50 | 0 | 1 | 3 | 4 | 0 | 0 | 8 |
| | 50-60 | 0 | 2 | 0 | 4 | 4 | 1 | 11 |
| | 60+ | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | | 6 | 8 | 12 | 16 | 6 | 2 | 50 |

Table 4.5.1: Descriptive Statistics of number of children

| | Minimum | Maximum | Mean | Std. Deviation |
|--------------------|---------|---------|------|----------------|
| Number of Children | 0 | 5 | 2.28 | 1.325 |

Table 4.6: Age Vs Number of Dependent Cross tabulation

| Age | | Dependent | | | | Total |
|------------|-------|-----------|----------------|------------|-----------|-------|
| | | 0 | up to 3 person | 4-6 person | 7+ person | |
| Age levels | 15-20 | 1 | 0 | 2 | 1 | 4 |
| | 21-30 | 0 | 2 | 6 | 2 | 10 |
| | 31-40 | 0 | 0 | 15 | 1 | 16 |
| | 41-50 | 0 | 1 | 6 | 1 | 8 |
| | 50-60 | 0 | 1 | 9 | 1 | 11 |
| | 60+ | 0 | 0 | 1 | 0 | 1 |
| Total | | 1 | 4 | 39 | 6 | 50 |

Table 4.7: Rent of Rickshaw

| Rent of Rickshaw | | Frequency | Percent |
|------------------|-------------------|-----------|---------|
| Rent levels | Own Rickshaw | 9 | 18.0 |
| | <70 Tk. | 6 | 12.0 |
| | 70-80 Tk. | 11 | 22.0 |
| | >=90 Tk. | 22 | 44.0 |
| | 350-400 Tk.(Auto) | 2 | 4.0 |
| | Total | 50 | 100.0 |

Table 4.8: Working Hours of the rickshaw pullers

| Working Hours | | Frequency | Percent |
|---------------|------------|-----------|---------|
| Levels | <=6 Hours | 2 | 4.0 |
| | 7-8 Hours | 13 | 26.0 |
| | 9-10 Hours | 15 | 30.0 |
| | >10 Hours | 20 | 40.0 |
| | Total | 50 | 100.0 |

Table 4.9: Weekly Engagement of the rickshaw pullers

| Works in a week | Frequency | Percent |
|-----------------|-----------|---------|
| 5 days | 1 | 2.0 |
| 6 days | 6 | 12.0 |
| All 7 days | 43 | 86.0 |
| Total | 50 | 100.0 |

Table 4.9: Total Daily Income of the rickshaw pullers

| Daily Income | Frequency | Percent |
|------------------|-----------|---------|
| 101-200 Tk. | 1 | 2.0 |
| 201-300 Tk. | 2 | 4.0 |
| 401-500 | 21 | 42.0 |
| 501-600 | 11 | 22.0 |
| 601-700 | 11 | 22.0 |
| More than 701Tk. | 4 | 8.0 |
| Total | 50 | 100.0 |

Table 4.10: Previous Income of the rickshaw pullers

| Previous Income | Frequency | Percent |
|-------------------|-----------|---------|
| Starts life in RP | 1 | 2.0 |
| Up to 100Tk. | 30 | 60.0 |
| 101-200 Tk. | 17 | 34.0 |
| 201-300 Tk. | 1 | 2.0 |
| More than 300Tk. | 1 | 2.0 |
| Total | 50 | 100.0 |

Table 4.11: Daily Income after expenditure

| Daily Income | Frequency | Percent |
|--------------|-----------|---------|
| Up to 100Tk. | 1 | 2.0 |
| 101-200 Tk. | 2 | 4.0 |
| 201-300 Tk. | 22 | 44.0 |
| 301-400 Tk. | 12 | 24.0 |
| 401-500 Tk. | 7 | 14.0 |
| 501+ Tk. | 6 | 12.0 |
| Total | 50 | 100.0 |

Table 4.12: Ability to eat 3 times in a day before and after entering this sector

| | Frequency | Percent |
|-------------------------|-----------|---------|
| No Change | 1 | 2.0 |
| Before No After Yes | 36 | 72.0 |
| Before Yes After Better | 11 | 22.0 |
| Before Good Now Less | 2 | 4.0 |
| Total | 50 | 100.0 |

Table 4.13: Clothing's of Rickshaw Pullers and his family

| | Frequency | Percent |
|-------------------------|-----------|--------------|
| No Change | 8 | 16.0 |
| Before Less After More | 28 | 56.0 |
| More better than before | 14 | 28.0 |
| Total | 50 | 100.0 |

Table 4.14: Ability for child education

| | Frequency | Percent |
|---------------------|-----------|--------------|
| No Change | 17 | 34.0 |
| Before No After Yes | 33 | 66.0 |
| Total | 50 | 100.0 |

Table 4.15: Condition of Debt (If Any)

| | Frequency | Percent |
|------------------------|-----------|--------------|
| Has no debt | 17 | 34.0 |
| Before Yes After No | 9 | 18.0 |
| Before More After Less | 13 | 26.0 |
| Before less After more | 2 | 4.0 |
| No Change | 9 | 18.0 |
| Total | 50 | 100.0 |

Table 4.16: Ability to save money of Rickshaw Pullers

| | Frequency | Percent |
|----------------------|-----------|--------------|
| No | 38 | 76.0 |
| Before No, After Yes | 12 | 24.0 |
| Total | 50 | 100.0 |

Table 4.17: Preferred Passengers of Rickshaw Pullers

| | Frequency | Percent |
|-------------------------------|-----------|---------|
| All passengers | 31 | 62.0 |
| School Students and Guardians | 12 | 24.0 |
| Office Going Passengers | 3 | 6.0 |
| Others | 4 | 8.0 |

| | | |
|--------------|----|-------|
| Total | 50 | 100.0 |
|--------------|----|-------|

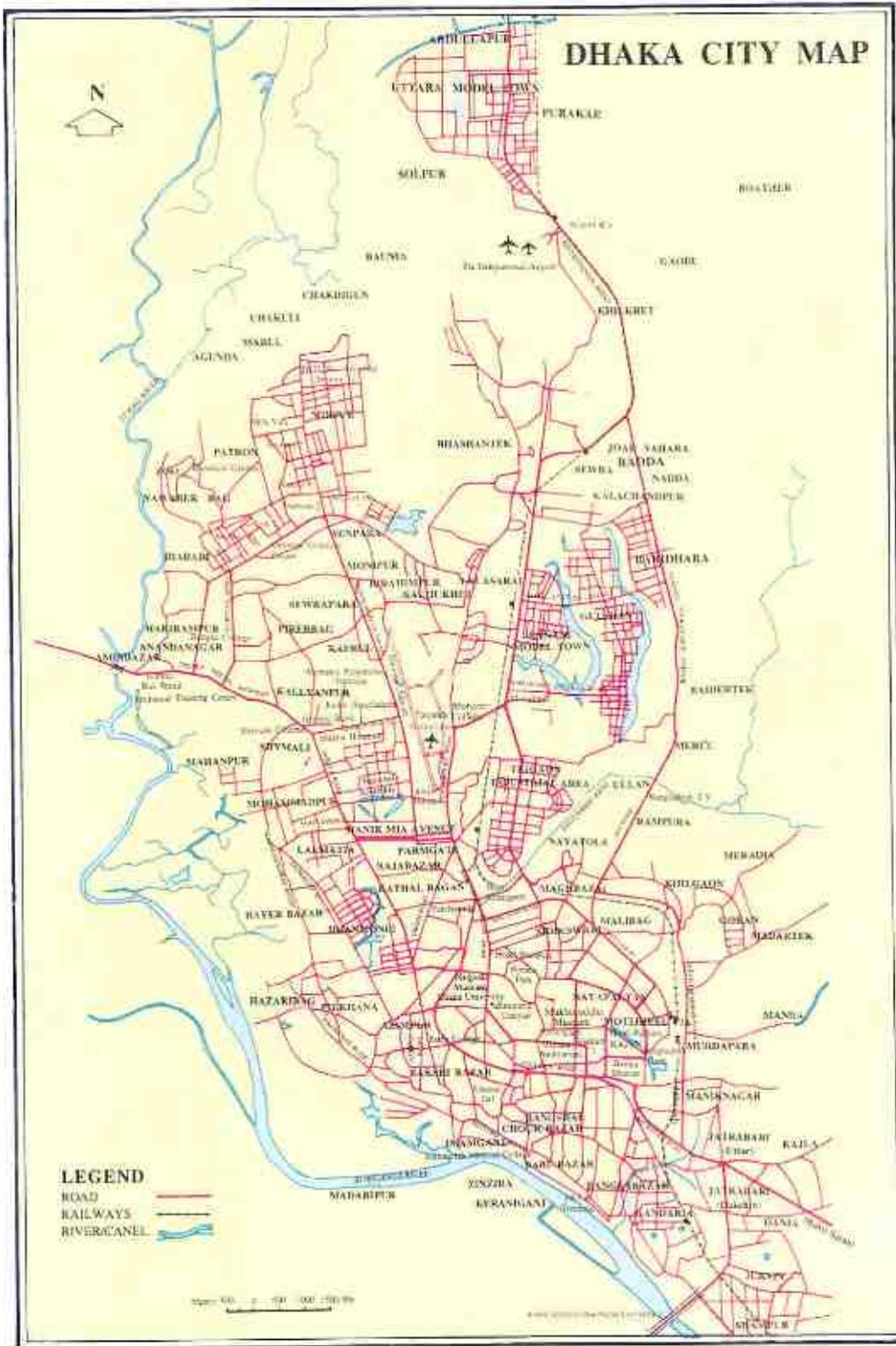
Table 4.18: Have a Cell phone

| | Frequency | Percent |
|--------------|------------------|----------------|
| No | 22 | 44.0 |
| Yes | 28 | 56.0 |
| Total | 50 | 100.0 |

Table 4.19: Wife with in Dhaka

| | Frequency | Percent |
|------------------------|------------------|----------------|
| Wife in Village | 31 | 62.0 |
| Wife in Dhaka | 19 | 38.0 |
| Total | 50 | 100.0 |

Annex B: Map of Study Area





Questionnaire

Institute of Governance Studies, BRAC University.
MA in Governance and Development Programme 2012-13.

Batch-4

1. Bio-data:

| | |
|---|--|
| Name : | |
| Address (Mob. no.): | |
| Dwelling place: | 1. Garage, 2. Slum, 3. Rented house |
| Rent: | Tk |
| Birth date or Age: | Religion : |
| Education: | |
| Marital Status | 1. Married, 2. Unmarried, 3.Divorced, 4. Widowed |
| Dependents (No.): | No. of wives : |
| How do you rate your health? (tick the answer) | Very good..... / Good/ Fair..... / Bad..... / Very bad..... |
| Children (with age) | (M) (F) |
| Wife's economic activity: | 1. Garments, 2. House worker, 3.Not any, 4... |
| Wife's income | |
| Migrated | Native |
| Home district | Upazila/ PS(Thana) |
| Original occupation | |
| For how many years you are pulling Rickshaw? | |
| Before coming to this field you were engaged in | |
| Income if any engagement | |
| Family Profession | |
| Any part time job (apart from Rickshaw) | |
| Reason for entering rickshaw pulling occupation | |

2. Your diet includes: [√]

| | | |
|--|---------------|---------|
| Vegetable | Wheat | Egg |
| Dal | Rice | Milk |
| Fruits | Others | Sweets |
| How many times you take meal(s) in a day? (tick the answer) | 1 / 2 / 3 / 4 | |
| How many times you take non-veg. in a week? | Mutton | Chicken |
| | Beef | Fish |

3. Diseases: [√]

| Disease | | Disease | | Disease | |
|---------------------|--|-------------|--|-----------|--|
| TB | | Jaundice | | Cancer | |
| AIDS | | Typhoid | | Polio | |
| Skin | | Chicken pox | | Dengue | |
| Diarrhea/ dysentery | | Asthma | | Body pain | |
| Gastroenteric | | | | | |

4. Characteristics of Rickshaw Pulling:

| | |
|--|---------------------------|
| Nature of engagement | 1. Day, 2. Night |
| Weekly engagement: (1-7) | Hours in a day: (1-24) |
| Ownership of rickshaw: | 1. Own 2. Rented |
| If the rickshaw is rented, what is the rent (Daily)? | |
| How much do you earn on an average (Daily)? | |
| Do you have any training? Y/N | |
| If yes, By whom?..... 1. RP's friend/ relative, 2. RO's agent, 3. | |
| Nature of engagement: 1. Whole year, 2. Seasonal, 3. Occasional, 4. | |

If seasonal in which months you come? 1. Boishakh(Apr+May), 2. Joishtha(May+Jun),

.....

.....

.....

.....

.....

If occasional why you come?

5. Indicators before and after rickshaw pulling:

| Indicator | Rickshaw Pulling | |
|---------------------------------|------------------|-------|
| | Before | After |
| Able to eat three times a day | | |
| Clothing's | | |
| Visit Doctor | | |
| Education of children's | | |
| Any debt | | |
| Able to generate surplus income | | |
| Has acquired any asset | | |

6. Do you think that rickshaw pulling can change/ progress in life? Y /N

(a) If no why?

.....

.....

(b) If yes, what progress have you done?

.....

.....

7. What type of passenger you like most? (Why?)

.....

8. How you pass your free time? Or enjoy / entertainment?

.....

9. Do you have any suggestion for your betterment of life?

.....

**10. Do you have or acquired? [√]
(With the savings of rickshaw pulling income)**

| Particulars | Ans | Particulars | Ans | Particulars | Ans |
|------------------------------|-----|----------------------------|-----|-------------------------------------|-----|
| Land | | Refrigerator | | Ability to write your name | |
| Own house in village | | TV | | Wife with you | |
| Own Rickshaw | | CD/DVD player | | Children with you | |
| Own house in Dhaka | | Bed/chowki | | Children going to school | |
| Any debt | | Chair | | Children pulling rickshaw | |
| Bathroom for bath | | Bank Account | | Friends other than Rickshaw Pullers | |
| Electricity | | Watch | | Ability to watch time | |
| Toilet | | Insurance policy (Bima) | | Any skill | |
| Water connection | | Post office saving Account | | Any holiday | |
| Cooking gas / Kerosene Stove | | Birth certificate | | Any vacation | |
| Access to drinking water | | Voter ID | | Ability to read newspaper | |
| Cycle | | Mobile | | Dream to become rich | |