

**TEMPORARY RURAL URBAN MIGRATION AND ITS
IMPACTS ON RURAL HOUSEHOLDS: A STUDY ON
SELECTED RICKSHAW PULLERS IN AGARGAON AREA,
DHAKA.**

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CERTIFICATE

This is to certify that the thesis entitled “**TEMPORARY RURAL URBAN MIGRATION AND ITS IMPACTS ON RURAL HOUSEHOLDS: A STUDY ON SELECTED RICKSHAW PULLERS IN AGARGAON AREA, DHAKA**” submitted to the Department of Development and Poverty Studies, Faculty of Agribusiness Management, Sher-e-Bangla Agricultural University, Dhaka in partial fulfillment of the requirements for the degree of **MASTER OF SCIENCE in DEVELOPMENT AND POVERTY STUDIES**, embodies the result of a piece of bona fide research work carried out by **MD. MAHMUDUZZAMAN**, Registration No. **07-02566**, under my supervision and guidance. No part of the thesis has been submitted for any other degree or diploma.

I further certify that any help or source of information received during the course of this investigation has been duly acknowledged.

Dated:
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ABSTRACT

Rural-Urban migration is the most crucial component of internal migration of any country. It plays an important role in poverty reduction and economic development. In Bangladesh rural-urban migration is the most important factor for rapid urbanization. In urban centers, slum is a popular destination for poor rural-urban migrants. More than 15 million people lives in the slums of six divisional cities of Bangladesh. Megacity Dhaka, capital of Bangladesh, alone holds about 3.4 million people in 4966 slums. A significant number of slum dwellers are rickshaw pullers and residing temporarily and seasonally in Dhaka city. Present study was an effort to examine socio-economic condition of rickshaw pullers, to investigate their nature of rickshaw pulling, to explore their income and expenditure pattern and lastly to identify their problems and solutions altogether. Moreover, this study attempted to highlight the impacts of the earnings from city on the rural rickshaw pullers' household level. To fulfill the objectives, Agargaon area of Dhaka was purposively selected. Simple random sampling technique were used for collecting cross sectional data from a total of 117 rickshaw pullers with the help of pre-designed and pre-tested questionnaire. Descriptive statistics like average, percentage, etc., were followed to analyze the data and to achieve the objectives of the study. It was found from the study that all the respondents and their family have improved their food consumption level through the income from rickshaw pulling. Not only the food consumption, but also this rickshaw pulling occupation made them capable of educated their children and improved their clothing style. This study showed that the monthly average household income distribution among rickshaw pullers were significantly better than the national average rural household income. Study found that more than half of their incomes spend for food items. This will directly enhance the family calorie intake level. Savings from rickshaw pulling has also increased the ability to spend in education for their children and also in agriculture as well as acquiring land from others.

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Chapter 1: Introduction

Chapter 1

Introduction

1.1. Introduction

Bangladesh is a third world country and very densely populated. The present population of Bangladesh is 15.79 crore (BER, 2015). The Dhaka City Corporation (DCC), on September 1, 2002, banned two stroke auto rickshaws, one of the city's largest contributors to air pollution. The new space created by

the auto rickshaw ban together with recent flooding in rural areas led to an increase in the number of rickshaws captured the roads.

Bangladesh is a poor country, based on Cost of Basic Needs (HIES, 2010) 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 proportion of migrated people, the rest mostly find job in different informal sectors such as petty retail trade, transport, manufacturing, construction and domestic services.

It is documented in some research that in Dhaka's labor market rickshaw pulling has a prominent role in transport sector. 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. Mainly users of rickshaws are huge number of middle income groups, especially school going children with parents and those inhabitants residing besides narrow roads.

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. It is a hard job to drive a rickshaw but much easier and better than the human pulled rickshaw.

Historically rickshaw was first seen in Bangladesh in Chittagong in the year 1919. That rickshaw was brought from Myanmar (the then Burma). 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).

Surely on that time the rickshaw pullers number was very low. But today the number of rickshaw pullers is huge. An unofficial data indicate that there are more than 500,000 rickshaw pullers (JICA 2010). Most of those rickshaw pullers came from the rural areas of Bangladesh. Dhaka is well-known as the city of rickshaw in the world and the rickshaw has become as a part of traditional Bangladeshi culture.

Human migration is the movement of people from one place to another for the purpose of taking up permanent or semi permanent residence, usually across a political boundary. An example of "semi permanent residence" would be the seasonal movements of migrant farm laborers. People can either choose to move ("voluntary migration") or be forced to move ("involuntary migration"). Migrations have occurred throughout human history, beginning with the movements of the first human groups from their origins in East Africa to their current location in the world. Migration occurs at a variety of scales: intercontinental (between continents), intercontinental (between countries on a given continent), and interregional (with in countries). One of the most

significant migration patterns has been rural to urban migration the movement of people from the countryside to cities in search of opportunities. Self-sustaining rural farms have been severely affected by adverse environmental and economic conditions. Over the decades of the 20th century, many resourceful farmers turned to plentiful rural manufacturing jobs to supplement their dwindling farm earnings. During recent times of prolonged economic hardship, these manufacturing jobs were among the first to disappear. Farm earnings alone can't sustain many of these rural families, and they have little choice but to seek employment in more urban areas. Lack of proper skills and education lead them to find different informal jobs, petty trades and self-employed jobs. Among all, rickshaw pulling is the most lucrative self-employed job for young migrant.

1.2. Background of the Study

Bangladesh is a country of approximately 151 million people and Dhaka is a living place of 11.9 million people (BBS, 2011) with a major influx of migrant population as a land of opportunities. Every year approximately 320,000 migrants enter into Dhaka city. 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.

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. 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. 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 has become one of the major informal sectors in Bangladesh. In Bangladesh, most of the poor people especially rickshaw pullers come to Dhaka city for better income and improved family livelihood. Major share of their earnings are used in rural areas which might have positive

impacts of their family. Considering this rickshaw pulling has become as an important unskilled labor absorbing sector in Bangladesh. However, very few literatures were found on rickshaw pullers living, earnings and their contribution in their family in rural areas.

1.3. Objectives of the Study

1. To examine the socio-demographic profile of rickshaw pullers in the selected study area.
2. To grasp the nature of migration and their income and stay in the selected study area as well as in rural area.
3. To explore the expenditure pattern of rickshaw pullers and their family members in both study area and rural area.
4. To identify the problems and possible solutions.

1.4. Justification of the Study

Rickshaw pullers are the poorest among various informal sector workers in the urban economy, not only in Bangladesh but throughout the developing world. Their contribution as a collective body of labor to the economy of Bangladesh is worth mentionable. Rickshaw pulling sector is also one of the largest source of employment, absorbing millions of people. Besides a huge number of rickshaw pullers, various 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 of rickshaws or their contribution to the economy. This study tries to empirically examine the economic condition of the rickshaw pullers in Dhaka city. This study will enable in assessing their current socio-economic condition compare with the former conditions. On the other hand, this study will aid in extracting the gaps of the existing policies on urban poverty and will ask attention for the most urgent issues. Considering this fact, the study was carried out with the following specific objectives:

Chapter 2: Review of Literature

Chapter 2

Review of Literature

Afsar (2006) has reviewed existing policies related to migration in order to examine the relationship between migrations and development. In doing so, it examines: the patterns and trends of internal migration in Bangladesh, profile of the migrants, key problems faced by migrants, consequence of migration including remittances, migration and poverty, inequality. Moreover it also

investigated key policy issues, gaps, drivers of change and recommendations. This paper focuses on rural-urban migration, which involves both permanent and temporary moves in search of employment (or better employment) and livelihoods. The paper draws on findings from a thorough search of published information related to migration, both in printed form and from websites. It makes use of data sets generated by the United Nations (UN), International Labour Organization (ILO) and the Bangladesh Bureau of Statistics (BBS) on the labour force and migration. Result shows most of the migrants to urban areas are young males, but this changed significantly with the recent increase in demand for female labour in the readymade garment factories of Dhaka and other metropolitan areas. Migrants generally face physical insecurity, poor housing, and negative discrimination by officialdom and development programmes at their places of destination. Remittances to rural areas generally boost consumption. They also help to expand business in agricultural products and construction materials. Remittances also helped to generate savings, the major source of capital in the absence of institutional credit. Migration and remittances have invigorated the land tenancy market in rural areas. Research has challenged the conventional wisdom that migration transfers rural poverty to urban areas. There is ample evidence that urban immigrant households have improved their incomes since arrival. At the same time, household incomes in rural sending areas have benefited from remittances received from migrant members. Government policy has on the whole failed to address the reality of a changing rural landscape, rapid urbanization and the contribution to both by rural urban economic migration. Greater efforts on the part of government to ensure that its poverty reduction strategy (PRSP) addresses the needs of the migrants, particularly urban poor migrants who often suffer eviction, ill health and other problems associated with vulnerability.

Kumar (2006) has investigated the nature of employment opportunities available to migrants in place of destination, understanding the socio-economic and psychological impact of migration on the migration on the household members they left behind and finally recommending measures to reduce the

extreme hardships associated with migration. This study was conducted in the district of Dungarpur which is known as high rates of migration. This study covered seventeen villages in there of the five development block in the district. Findings of the study show that migration became the prime source of the livelihood for the inhabitants of tribal regions. Most of the adult males migrate to the neighboring state of Gujrat and Maharashtra in different season. The migrants find employment in diverse sector- construction, brick kiln, road side eateries, as domestic household helps and some other low paid works. Regarding remittances, it was found that most of the households use it as household expenditure and few others use this money to construction/purchase of assets like housed, farm animals, and farm implements.

Pulluri (2006) was conducted a study to grasp factors contributing to the migration process, socio-economic background of migrant families, impacts of migration on the pattern of land transfers in property relation and social mobility and finally to show how the rural power structure is influenced by migrants. The study was confined in the Karmnagar district in Andhra Pradesh, South India, where there are a considerable numbers of people who are either migrating to different parts of the country or crossing the borders. This study relied both on primary and secondary data sources. Primary data was collected from three villages of different socio-economic structures. Fifty respondents from each village were interviewed for this study. Secondary sources like government gazettes, public policies and previous studies were used for analysis. Study found that migrants and investment through their remittance acquired several material possessions. Majority of those migrants are maintaining their attachment through remittances and investing at the place of origin. This has a tremendous effect on the local power structure. Most of the migrants are interested in purchasing agricultural lands in their place of origin. Shift in ownership of lands also resulted enhancing their social status. Since rural power structure is based on the ownership of lands, this change created a new turn in the local politics of Karimnagar district in Andhra Pradesh.

Mikhail and Michael (2007) attempted to explain the role of migration and remittances in reducing poverty in Nepal between 1995 and 2003. Authors compared poverty and inequality rates with the rates calculated under counterfactual scenarios. To construct these counterfactuals they estimated the model of household consumption expenditure identifying observed and unobserved differences in the returns on household characteristics based on migration status. Using two rounds of nationally representative household survey data were used to measure the impacts on poverty reduction in Nepal of local and international migration. Findings of the research indicated that 20 percent of the poverty reduction in Nepal occurring between 1995 and 2004 can be attributed to increased levels of work-related migration and remittances sent home. Data also revealed that while the increase in abroad work migration was the leading cause of this poverty reduction, the internal migration also plays an important role in reducing the number of the poor. Findings demonstrate that strategies for economic growth and poverty reduction in Nepal should consider aspects of the dynamics of domestic and international migration.

Prasad (2000) conducted a study and tested some hypothesis of the theories regarding migration using survey data from Nepal. Author tries to establish the fact that remittances or transfer of cash or other resources made by the rural to urban migrants play an important role in rural to urban migration process in the Third World. The study shows that the level of remittances is very low in Nepal namely 4.07 percent of the income earned by the migrant remittances. Furthermore, are largely used in financing household expenses. The evidence also supports three of Poirine's hypotheses: repayment of 'implicit family loan', absence of motive of investment in property, and absence of decay are supported by this study.

Maharjan and Amina (2010) conducted a research on 'Labour Out Migration and Its Impact on Farm Families in the Mid Hills of Nepal.' This empirical and methodological research, including a half-year field study has been carried out between 2006 and 2009 and has led to a Ph.D. degree of the author. This study

evaluates the impact of migration on the farm families, particularly on farm production, household food security and the gender roles. The analysis is carried out using various econometric models. The findings show a positive impact of migration on the household food security situation. However, the impact on farm production and gender roles differed between the two study districts. Finally, the author provides a set of policy recommendations to integrate migration into the development strategies in Nepal.

Mikhail and Michael (2008) completed a research on “Work-Related Migration and Household Consumption in Nepal.” This paper attempts to explain the role of migration and remittances in reducing poverty in Nepal between 1995 and 2003. Using two rounds of nationally representative household survey data, in this study, they measure the impact on poverty in Nepal of local and international migration for work. Apply an instrumental variable approach to deal with nonrandom selection of migrants and simulate various scenarios for the different levels of work-related migration, comparing observed and counterfactual household expenditure distribution. The results show that almost 20 percent of the decline in poverty in Nepal between 1995 and 2004 can be attributed to increased work-related migration and the resulting remittances sent back home. In the absence of migration, the poverty rate in Nepal would increase from the currently observed 30.0 percent to 33.6 percent, and the mean per capita expenditure would decline from 15,000 to 14,000 NPR. Migration and remittances have a strong impact on the living conditions of households with a migrant. The poverty rate among households with a member who migrates within Nepal would be twice as high as current levels if the migrant had stayed home. Economic growth and poverty reduction in Nepal should incorporate various aspects of the migration dynamics. Results demonstrate that policies promoting both domestic migration and the export of labor-if such export were accompanied by remittances-could also have an important effect on poverty reduction in Nepal.

Taylor and Scott (2003) studies on “Migration and Incomes in Source Communities: A New Economics of Migration Perspective from China.” This

article has investigated the links among migration, remittances, and crop and self-employed incomes in rural China. Firstly, NELM model (the need to integrate the analysis of migration determinants and impacts stimulated a new genre of migration research in the 1980s and 1990s known as the new economics of labor migration (NELM). NELM models) was used explore the effects of China's migration on the households and communities that migrants leave. Secondly, it measures the various and sometimes competing effects that migration has on the households that send migrants out. To meet these objectives, we first draw from NELM theory to understand how out-migration and migrant remittances can relax or tighten market constraints on households in China's rural economy. Our econometric findings using household-farm survey data indicate that the loss of labor to migration has a negative effect on household cropping income in source areas, although it does not negatively affect crop yields. We provide evidence that the remittances sent home by migrants partially compensate for this lost-labor effect, contributing to household incomes directly and also indirectly by stimulating crop production. This finding offers evidence in support of the NELM hypothesis that remittances loosen constraints on production in the imperfect market environments characterizing rural areas in less developed countries. Taking into account the multiple effects of migration and the change in household size, we find that participating in migration at the household level increases household per capita income, for those left behind, by between 16% and 43%. Finally, a policy issue facing national leaders is whether migration will narrow or exacerbate the gap between urban and rural incomes. Result of the study indicates that migration positively affects incomes for rural households and at least does not negatively affect income growth in self-employed activities.

Ministry of Agriculture, Bhutan (2006) conducted a study on rural-urban migration in Bhutan to investigate its causes and effects, and to provide recommendations for addressing the issue. The study was based on interviews with 990 urban households and 2300 rural households selected through stratified random sampling in all 20 dzongkhags (districts). The study showed

that rural-urban migration in Bhutan largely is a result of people seeking better education opportunities or professional and skilled jobs, mainly in the government sector, rather than poor rural people seeking alternative livelihoods in the city. The most positive effect of rural-urban migration in the rural areas was reported to be the remittance received from the migrants. Accurate data were difficult to obtain due to the different types of remittances such as cash, kind and services, the study attempted to enumerate the level of cash remittances sent by the migrants. The study reveals that 54% of the migrants remit certain proportion of their income to the rural homes. In the rural areas, about 11% of the remittance is invested in education while about 5% is invested in livestock and land acquisition, and the rest for household expenses covering health, household consumption and social and cultural necessities. The major part of the remittances (33%) is used for household expenses indicating that remittances form a very important part of funding regular household expenses. This study also shows that rural-urban migration represents a major socio-economic and demographic change in Bhutan, and was largely viewed as positive in both rural and urban areas. The Government is also attempting to provide rural people with a reasonable choice between living in the countryside and in the city by creating sustainable livelihoods and appropriate social services in the rural areas. Specifically, the Ministry of Agriculture is promoting the concept of the Triple Gem, i.e. supporting rural communities through improved production, access and marketing.

Chapter 3: Methodology of the Study

Chapter 3

Methodology of the Study

3.1. Selection of 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. Agargaon area of Dhaka city was selected purposively for the collection of data. Generally, rickshaw pullers live depending on the location of owners as well as rickshaw

garage.

3.2. Sources of Data

Both primary and secondary data had been collected. Primary data had been collected by survey method with the help of pre-designed and pre-tested interview schedule. Questions had been designed to raise the basic issues on the assessment. Besides, other necessary information had been collected from various research documents and papers.

3.3. Sampling Technique

Data was collected during January, 2015. The study area was selected purposively. 8 rickshaw garages were found in this area and all of them were included under this study. Simple random sampling technique were used for collecting cross sectional data from a total of 117 rickshaw pullers with the help of pre-designed and pre-tested questionnaire. The questions included in the interview schedule were both open ended and close ended. Some parts of it were designed to get opinions and comments on specific issues.

3.4. Processing, Editing and Tabulation of Data

The data were checked and verified for the sake of consistency and completeness. Editing and coding were done before putting the data in computer. All the collected data were summarized and scrutinized carefully to eliminate all possible errors. Data were presented mostly in tabular form, because it was of simple calculation, widely used and easy to understand. Raw data were inserted in computer using the Microsoft Excel software.

3.5. Analytical Technique

Data were analyzed with a view to achieving the objectives of the study. Descriptive statistics like average, percentage, etc., were followed to analyze the data and to achieve the objectives of the study. The results have been presented in figures as well as in table form.

Chapter 4: Socio-demographic Profile of Respondent Rickshaw Pullers

Chapter 4

Socio-demographic Profile of Respondent Rickshaw Pullers

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 managed by offering tea in road side, mobile tea seller under big trees. Respondents were selected with various 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.

Socio-economic criteria include education, occupation, land holding pattern, age and marital status of the rickshaw pullers. These are the determining factor to understand the real situation of the respondents.

4.1. Land Holding

Bangladesh is an agrarian country and the majority of the people depend directly or indirectly on the agriculture for their livelihood. So, land is one of the most valuable assets in rural Bangladesh.

Table 1. Farm categories

Farm Categories	No. of Rickshaw Puller	% of Rickshaw Puller
Landless	94	80.34
Marginal	17	14.53
Small	6	5.13
Medium	0	0.00
Large	0	0.00
Total	117	100.00

Source: Field survey, 2015

Note 2: Landless farm indicates no cultivable land. Marginal farm is with 0.01 – 0.49 acres of land, small farm is with 0.50 -2.49 acres of land, medium farm is with 2.50 – 7.49 acres and large farm with 7.50 acres of land and above.

Table 1 Shows land holding of the rickshaw pullers. Data reveals that about 80% of the sampled rickshaw pullers were from landless category, 14% of them were marginal category and only 5 % of the rickshaw pullers were found small farm category. However, none of the rickshaw pullers were found medium and large farm category. This indicates that majority of the rickshaw pullers are poor in rural areas and that is the reason behind coming Dhaka for rickshaw pulling.

4.2. Level of Education

In general, the literacy rate is very low in Bangladesh. **Table-2** shows level of education among rickshaw pullers. It was observed that majority of the rickshaw pullers (56%) are illiterate followed by 37% have primary level of education and only 7% have high school level of education.

Table 2. Level of education of the rickshaw pullers

Level of Education	No. of Respondents	% of Respondents
Illiterate	65	55.56
I - V	44	37.61
V-IX	8	6.84
X-XII	0	0.00
Total	117	100.00

Source: Field survey, 2015

It indicated that literacy rate is also very low among the rickshaw pullers. So, it is very difficult for them to be engaged in skilled job in urban areas. Considering the situation, they find rickshaw pulling as their survival strategy.

4.3. Previous Occupation of the Rickshaw Pullers

Most of the rickshaw pullers were agricultural labourers and farmers. Besides, there were also construction labourers, hawkers, workers in restaurants, non-agricultural day labourer, etc., among the rickshaw pullers. The reason is that Bangladesh is an agricultural country where a large part of population earn their livelihood by working in the agricultural sector. But due to low wage, over crowding, high input cost and lesser amount of output in the agriculture sector, they are forced to earn their supplement income by rickshaw pulling.

Table 3. Previous occupation of rickshaw pullers

Previous Occupations	Frequency	Percentage
Agricultural laborer	47	40.17
Farmers	21	17.95
Hawkers	13	11.11
Workers in hotel/restaurant	9	7.69
Day laborer	10	8.55
Unemployed	17	14.53

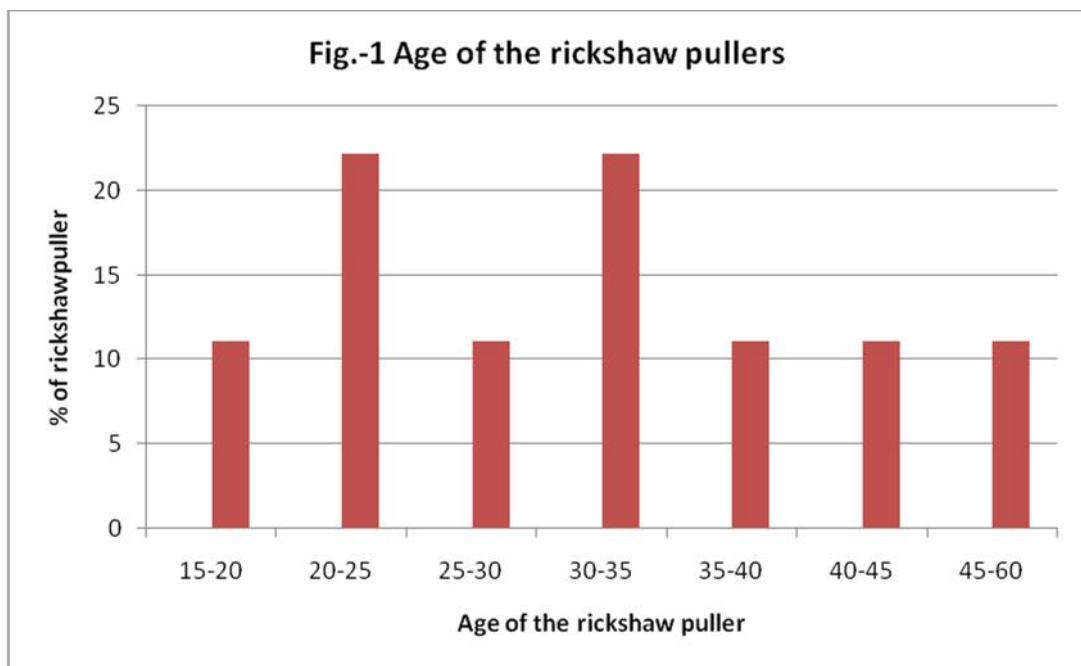
Source: Field survey, 2015

Table-3 shows that majority (40%) of the rickshaw pullers were previously engaged themselves as agricultural laborer. Another 18% were farmers, 11% were hawkers, 8% were hotel workers and 9% were day laborer. There is also a significant number (15%) of rickshaw pullers were previously unemployed.

4.4. Age of Rickshaw Pullers

Most of the rickshaw pullers in studied location were found under young or middle age group. **Fig.-1** shows the age of the rickshaw pullers. Data reveals that only 11% of the rickshaw pullers belong to the age group of 15-20 followed by 22% of them belong to age group of 20-25. Another, 11% of them are under age group of 25-30 and 22% of them are under age group of 30-35. Again 11% of the rickshaw pullers were found under age group of 35-40 followed by 11% under age group of 40 -45 and rest 11% were found under age group of 45-60.

It was found that most of the rickshaw pullers were young and middle aged people in studied area. It implies that young and middle aged people can work hard and have taken rickshaw pulling as their primary occupation.



Source: Field survey, 2015

4.5. Duration of Rickshaw Pulling

Most of the rickshaw pullers in Dhaka city are pulling their rickshaw irregularly. Sometimes they stay in Dhaka and sometimes stay with family in rural area and engaged themselves in agricultural and other familial activities.

Table-4 shows that 5% of the rickshaw pullers are engaged only 1-2 weeks in a

month. Majority of rickshaw pullers (51%) are engaged in rickshaw pulling for 2-3 weeks followed by 43% of them are engaged for 3-4 weeks.

Table 4. Monthly rickshaw pulling duration

Average monthly rickshaw pulling duration	Number of rickshaw pullers	% of rickshaw pullers
1-2 weeks	6	5.13
2-3 weeks	60	51.28
3-4 weeks	51	43.59
Total	117	100.00

Source: Field survey, 2015

Data implies that most of the rickshaw pullers in studied areas are temporary rickshaw pullers, regularly visit their families in rural areas and engaged some agricultural activities or some jobs.

4.6. Age vs Marital Status

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. **Table-5** shows that 106 rickshaw pullers were found to be married out of 117. However, only few (11) rickshaw pullers were found to be unmarried. Almost half of the total sample rickshaw pullers were included in the age group of 31-40 years.

Table 5. Marital status of rickshaw pullers

Age group(years)	Marital Status		Total
	Married	Unmarried	
15-20	5	7	12
21-30	12	4	16
31-40	50	0	50
41-50	25	0	25
51-60	14	0	14
Total	106	11	117

Source: Field survey, 2015

It indicated that most of rickshaw pullers got married after 25 years of age. They have their own family in rural areas where they send their earnings.

Chapter 5: Nature of Rickshaw Pulling

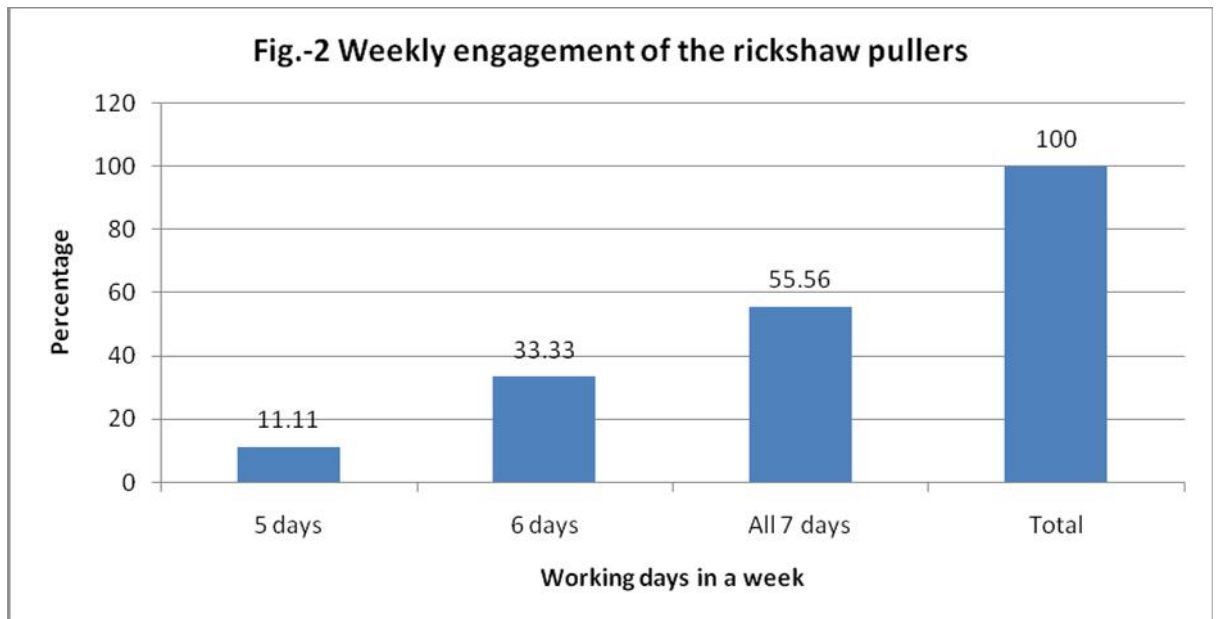
Chapter 5

Nature of Rickshaw Pulling

Migrated rickshaw pullers are came alone and stay in the rickshaw garages or neighboring low paid slums or houses in Dhaka. They consider their labor as the most valuable asset in their livelihood. There is a large number of rickshaw pullers who pulls rickshaw more than 7 months in the year, they come to Dhaka work for 20 days to 2-3 months and go back to village 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.

5.1. Weekly Engagement of the Rickshaw Pullers

Fig.-2 shows nearly 56 percent respondents pull rickshaw every day in a week followed by about 33 percent who were engaged in rickshaw pulling 6 days. The lowest about 11 percent rickshaw pullers engaged for 5 days in a week. Data indicated that majority of the rickshaw pullers are working hard for their earnings even they have very few leisure time.



Source: Field survey, 2015

5.2. Working Hours of the Rickshaw Pullers

The levels of working hours are given in the **table-6**. It was observed that a large number of the respondent 46% work 9-10 hours per day. Almost 19 percent of rickshaw pullers worked more than 10 hours daily. The lowest (12) percent of rickshaw pullers worked less or equal 6 hours a day and the rest of the respondents 23% work 7-8 hours daily.

Table 6. Working hours of the rickshaw pullers

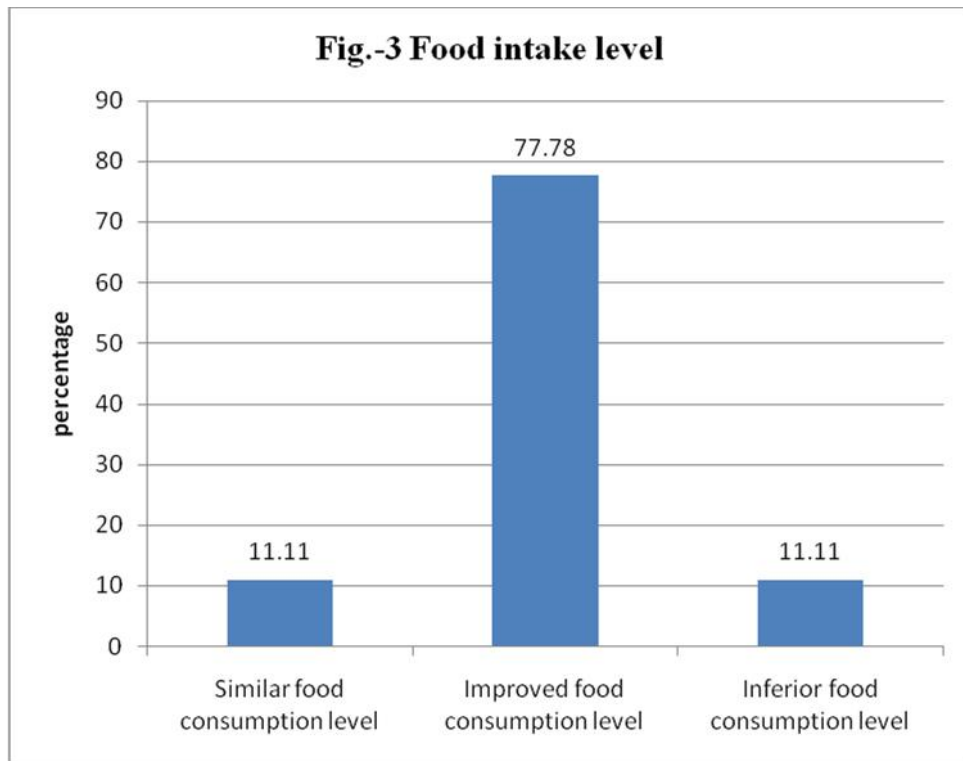
Working hours	Frequency	Percent
< = 6 hours	14	11.97
7-8 hours	27	23.08
9-10 hours	54	46.15
>10 hours	22	18.80

Source: Field survey, 2015

5.3. Food Intake Ability Before and After Entering This Sector

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. The major prominent reason for rural to urban migration is related to poverty. They leave their village 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 enough money to eat three times with their family. **Fig.-3** shows that 78 percent rickshaw pullers have improved their food consumption level through rickshaw pulling. However, very few of the respondent (11%) and another 11% told that they could not change their consumption level and inferior food consumption level after entering to this sector, respectively.

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.



Source: Field survey, 2015

5.4. Clothing and Child Education

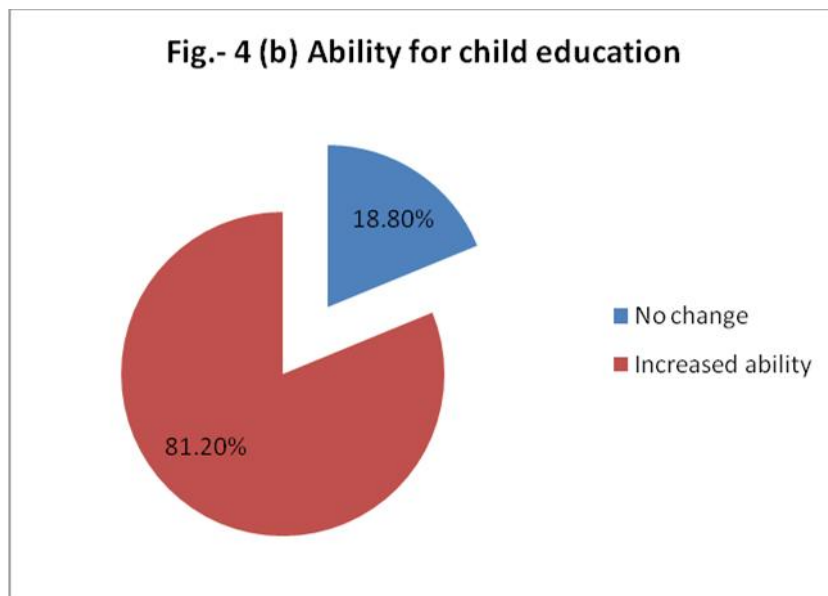
After entering to this sector rickshaw pullers can fulfill their family need well then before. By taking data from them it is crystal clear that now they are more capable in fulfilling their family demand. From the perspective of Bangladesh, rural people are poor and their economic conditions are vulnerable. 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. This question was a bit embracing for asking about the change of the patterns of clothes they use. It was also hesitating while giving answers by the respondents. It was difficult to find out the reliability of the answers they have given. But observing their dress at their living place the answers were checked well.

According to **Fig.-4 (a)** it is evident that almost 89 percent of the rickshaw pullers and their families had improved clothing after entering into this sector than before and only about 11 percent had no change in their clothing items.



Source: Field survey, 2015

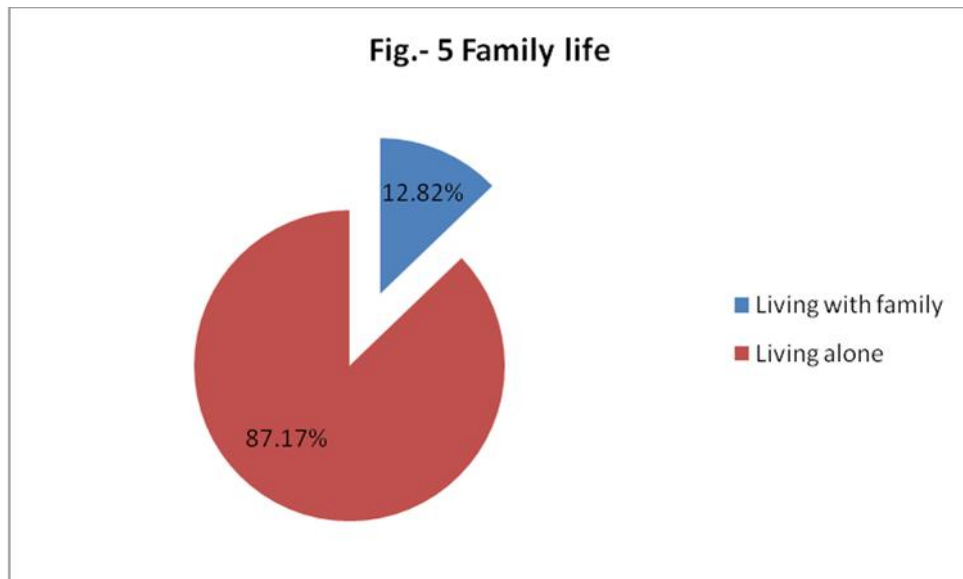
Fig.-4(b) stated that almost 81 percent rickshaw pullers have increased their ability for child education after entering into this sector whereas only about 19 percent had no change in their ability for child education.



Source: Field survey, 2015

5.5. Family Life

Most of the rickshaw pullers wife staying in the village because if they came into Dhaka and stay with their husband then they have to rent a house and in that case their expenditure will increase.



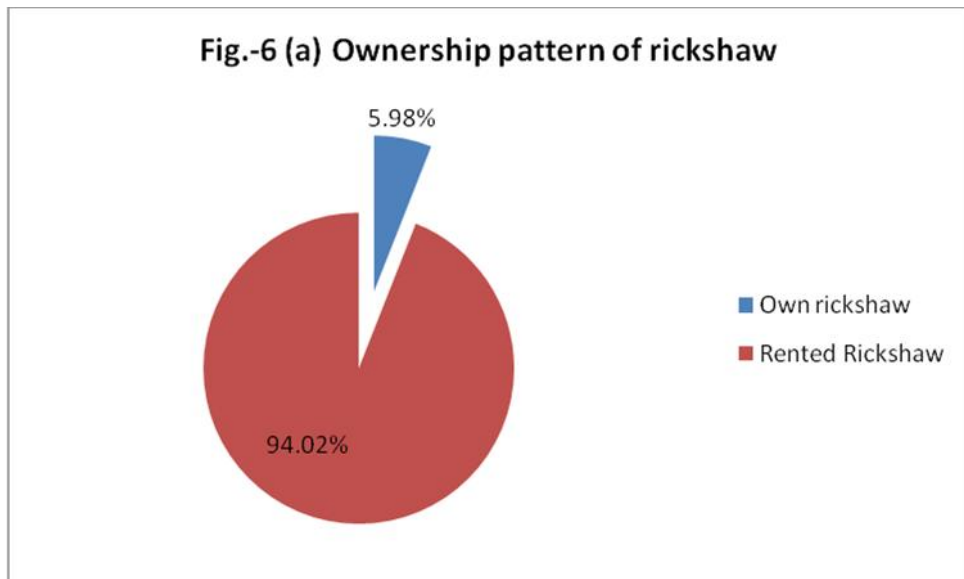
Source: Field survey, 2015

According to **Fig.-5**, about 87 percent of sampled rickshaw pullers live in Dhaka without their family whereas only 13 percent of them live with their family.

5.6. Ownership Pattern of Rickshaw

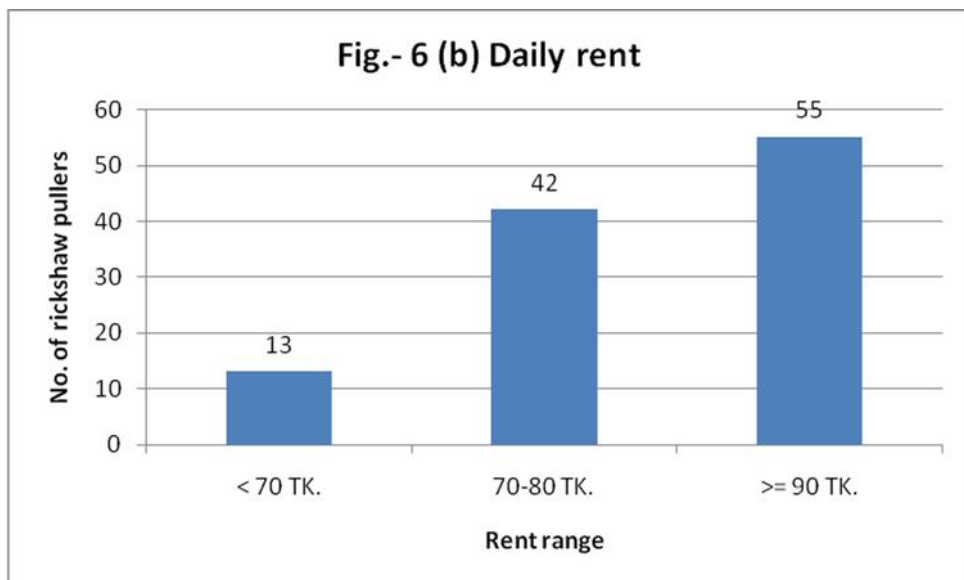
A rickshaw puller whether migrant or resident must have access to a rickshaw either rented or by their own. Generally rickshaw pullers rented in rickshaw from the owner and pay a regular rent. Lack of capital and licence (from city corporation) rickshaw pullers can not buy rickshaw by their own. consequently they depend on rickshaw Mahajons who have significant numbers of rickshaws with a garage.

Fig.-6 (a) shows that among 117 rickshaw pullers 110 (94%) rickshaw pullers rent their rickshaw from Mohajons whereas only 7 (6%) of them have own rickshaws. Normally, rickshaw pullers hire their rickshaws from the owner-contractors on a daily basis by paying fixed, predetermined charges.



Source: Field survey, 2015

Fig.-6(b) shows the distribution of the daily rent paid by the sample rickshaw pullers. It was observe that out of 110 rental rickshaw pullers 55 rickshaw pullers had to pay more than 90tk followed by 42 rickshaw pullers who paid 70tk to 80tk and rest for renting rickshaw and only 13 rickshaw pullers pay less than 70tk.



Source: Field survey, 2015

Chapter 6: Income and Expenditure

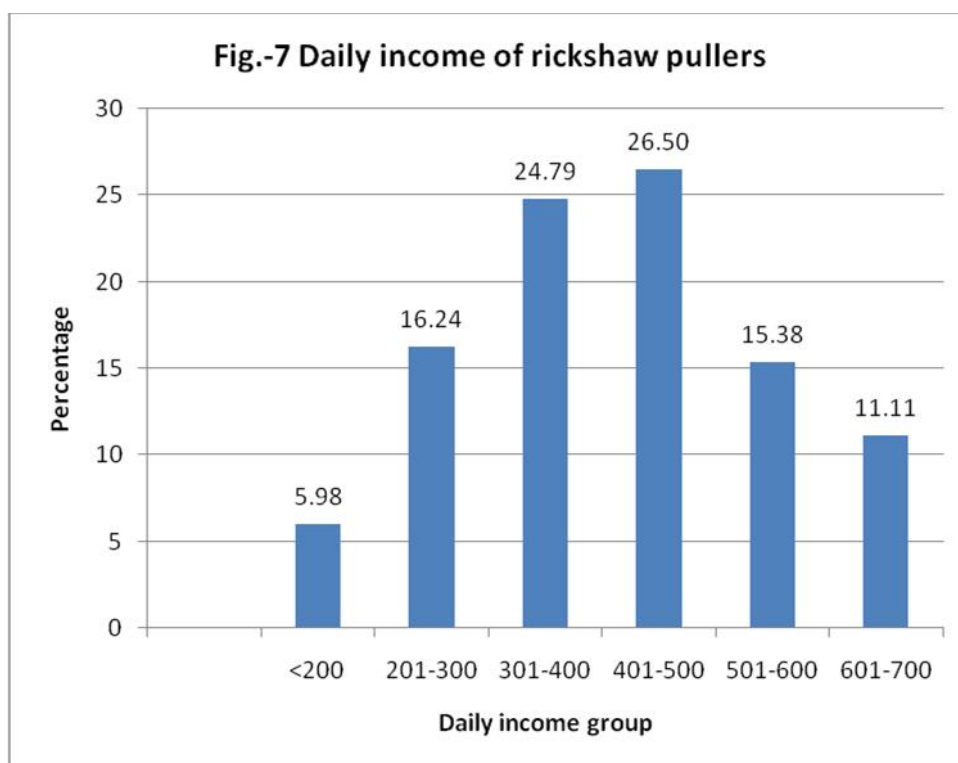
Chapter 6

Income and Expenditure

Those people are coming from rural areas to Dhaka for rickshaw pulling are generally poor. In order to meet their basic needs these people migrate to the area where they can earn more.

6.1. Daily Income of the Rickshaw Pullers

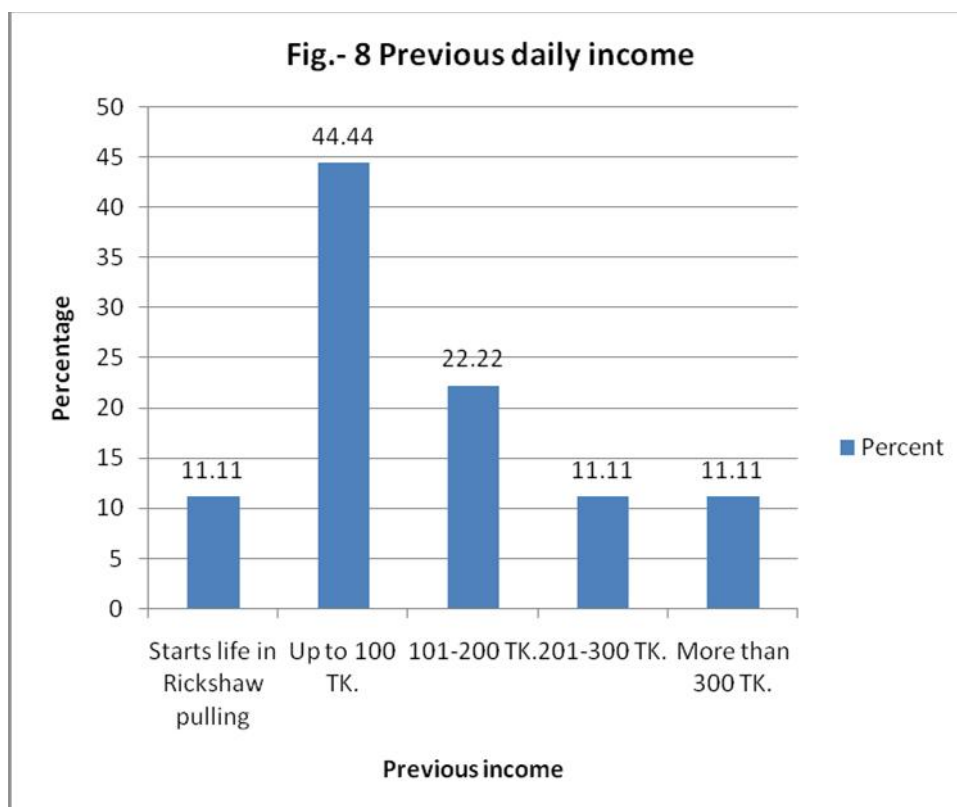
Rickshaw pullers' earnings varied considerably throughout the year, month and even in a day. **Fig.-7** shows the distribution of daily earnings. Data revealed that about 27% of the respondents have reported their daily incomes level is Tk.401-500, and 25% of them have indicated that their daily incomes range between Tk.301-400 and 15% found to have earned level Tk 501-600 and 11.11% found in the level of Tk.601-700. Whereas 16% rickshaw pullers are situated in the range of Tk between 201-300. The rest 6% earned Tk<200.



Source: Field survey, 2015

6.2. Previous Daily Income of the Rickshaw Pullers

People who are engaged in rickshaw pulling come from rural areas and more or less poor. And the data shows that rickshaw pullers previous income is very low then their earning from rickshaw pulling.

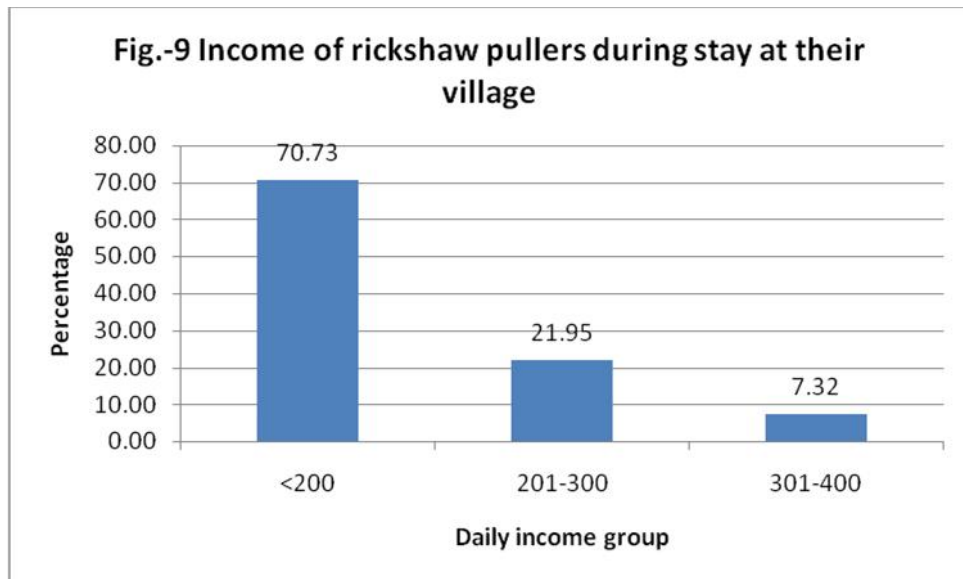


Source: Field survey, 2015

Fig.-8 shows that 11% rickshaw pullers started their livelihood by pulling rickshaw and almost 44% rickshaw pullers earned up to Tk100 daily, 22% earns Tk101-200 before pulling rickshaw. Whereas 11% rickshaw pullers earn Tk201-300 and the rest of the 11% earn more than Tk300 daily before pulling rickshaw.

6.3. Daily Income of Rickshaw Puller during Stay at Village

Rickshaw pullers spent most of the time at Dhaka, but they stay 7 to 10 days monthly with their family at the place of origin. During this time they also participate in family works. Few of them work their own land and few others work as day laborer. Data reveals that about 35% (total 41 respondents) of the rickshaw pullers work as day laborer and some other casual works. Majority of the rickshaw puller do not work outside except their own family works during their staying at village. **Fig.-9** shows daily income of rickshaw pullers as day laborers and as informal workers during their stay at village.

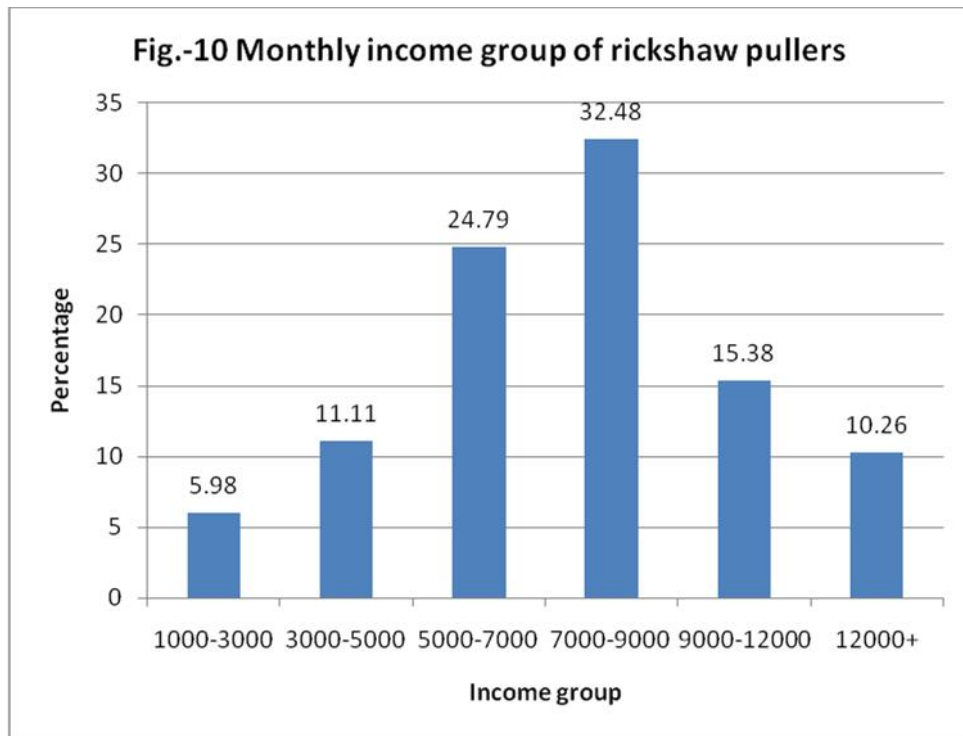


Source: Field survey, 2015

From the above figure we can see that among 41 rickshaw pullers (35% of the total respondents) 71% earn Tk<200, 22% earn Tk201-300 and only 7% earn Tk301-400 during their stay at village.

6.4. Monthly Income of the Rickshaw Pullers

Most of the rickshaw pullers in Dhaka city send their earnings to their family for necessary expenditure. **Fig.-10** shows the average income of rickshaw pullers in studied areas. It was found that only 6% of the rickshaw pullers earn Tk1000 – 3000 in an average per month followed by 11.11% earn Tk3000 - 5000. Another 25% of the respondents earn Tk5000-7000. However, most of the rickshaw pullers 32% earn Tk7000 – 9000 followed by 15 % of them earn Tk9000-12000 and 10% of the total respondents earn Tk12000 above which is the highest monthly income.

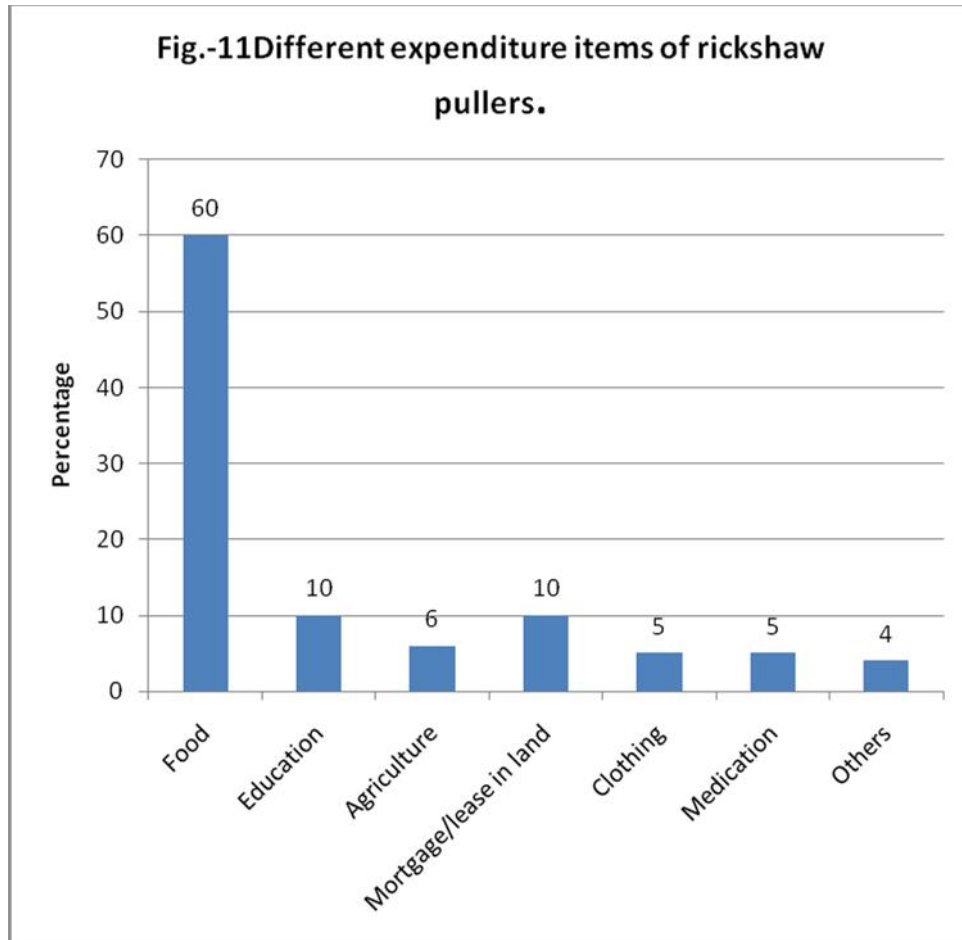


Source: Field survey, 2015

6.5. Expenditure Items of the Rickshaw Pullers

It is very common that lower income group of people spend major share of their income for family food item. This trend was also found among the rickshaw pullers in Dhaka city. **Fig.-11** shows that 60% of the monthly income is spent for food items. Another 20% of income was used for children's education and lease in or mortgage in land. Among 20% of income, education for rickshaw pullers child accounted for about 10% and the rest 10% of the income were found to be spent on lease in or mortgage in of land. Rickshaw pullers spent 6% of their expenditure in agriculture sector. Clothing and medication accounted for 5% of their expenditure on each case. They allocate rest of their expenditure on other purposes.

It indicates that rickshaw pullers in Dhaka city are much more aware about the education of their children. The reasons they have explain that as they have serviced for many educated people and realized that education is the only way to develop their family and as well this country.

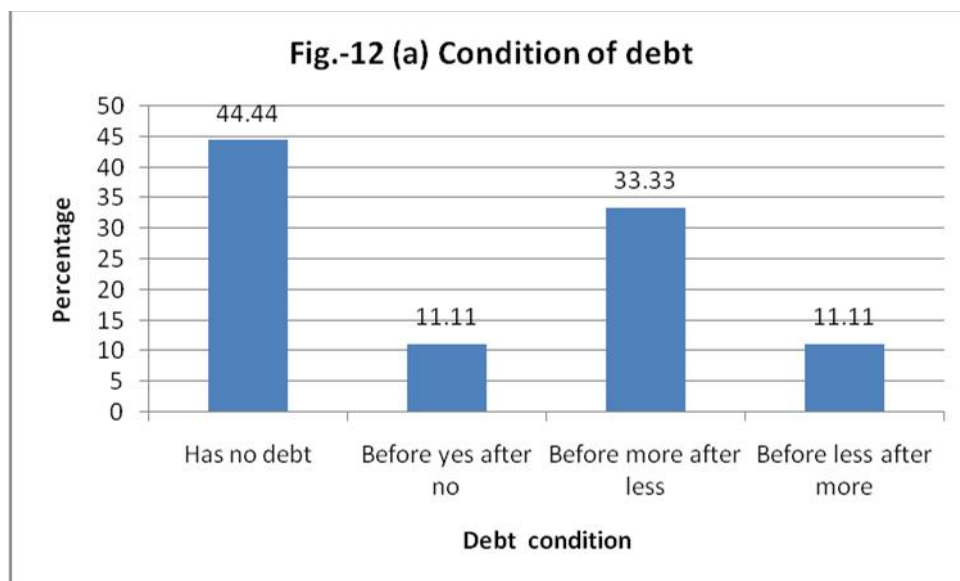


Source: Field survey, 2015

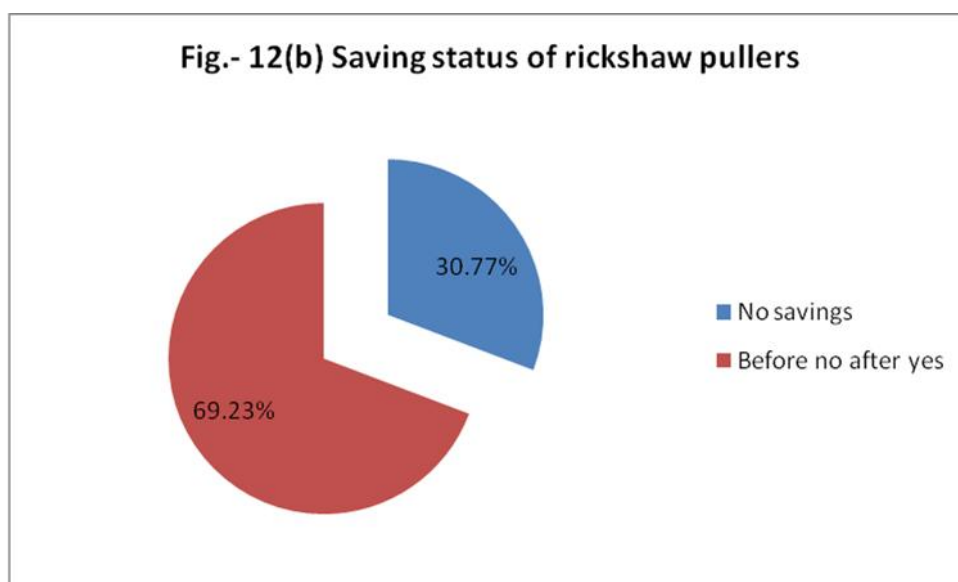
6.6. Debt and Savings Condition

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. Some of them were also found to take loan from NGOs. A large number of them start life of rickshaw puller to repay their debt. **Fig.-12(a)** shows that 44% of respondent found has no debt, 33% has repaid some of their former debt. Whereas 11% have repaid all their debt and only 11% rickshaw pullers debt condition have increased after entering this sector.

This indicates the economic condition of rickshaw pullers became better day by day due to the rickshaw pulling in Dhaka.



Source: Field survey, 2015



Source: Field survey, 2015

Fig.-12(b) shows that 69% of the respondents are able to save money whereas 31% are unable to do so. The above two graphs indicate that tendency of borrowing money has significantly reduced and capability of savings have improved after started rickshaw pulling.

6.7. National Monthly Rural Household Income Level and Income of Rickshaw Pullers

Generally average monthly rural household income is quite low in Bangladesh. Lower level of income is not only a single problem, but also the distribution of income is very uneven. These unequal income distributions severely affect the majority of the lower income group people to have their right and justice due to socio-political reason. Table -6 shows the monthly average national rural household income group and income group of rickshaw pullers. Data reveals that the monthly average household income distribution in rickshaw pullers was significantly better than the national average household income.

Table 7. Monthly national rural household income group and income group of rickshaw pullers

Income group (Tk)	National households (%)	Rickshaw pullers (%)
<1500	3.25	1.71
1,500 -2,999	11.08	4.27
3,000 – 3,999	10.81	7.69
4,000 -5,999	20.6	14.53
6,000-7,999	9.11	27.35
8,000-12,499	14.94	40.17
12,500+	30.21	4.27

Note 1: Income ranges are modified considering the purpose of study; Note 2: 1 US \$ = 76.07 Taka (Tk.)

Sources: Report of the Household Income and Expenditure Survey, 2010 and field survey, 2015

Table-7 shows that 3.25% of the national rural households fall under lowest income group of Taka <1,500 compared to 1.71% households among rickshaw pullers. Again, 11% of the national rural households fall under the income group of Taka 1,500-2,999 compared to 4% of the households among rickshaw pullers. It was also shows that about 11% of the national rural households fall under the income group of Taka 3,000–3,999 compared to 8% among rickshaw pullers. Under the income group of Taka 4,000 -5,999 there are 21% of households were found in national level compared to 15% rickshaw pullers. A significantly higher percentage of families (27%) among rickshaw pullers were found under the income group of Taka 6,000 – 7,999 compared to the national level only 9%. Similarly, 15% of the households in national level were found under the income group of Taka 8,000 – 12,499 compared to 40%

of respondent rickshaw pullers. However, a highest percentage (30%) of the households in national level were found under the highest income group of Taka 12, 500 and above compared to 4% of respondent rickshaw pullers.

Above results shows that the comparatively income level of rickshaw pullers is better than the national rural average monthly income. Not only the higher income, but also the income of the households among rickshaw pullers is much equitable than the national level. And a very significant percentage (68) of rickshaw pullers are middle and and higher middle income group.

6.8. Case Studies

To understand the life and livings of rickshaw pullers, few detailed cases were studied. The life stories of the respondents were documented so that their present and past life and living and process of gradual development can be depicted. When interviewing them almost all of them were agreed that now they can earn more money than before and presently they can fulfill their family need well. When choosing rickshaw pullers for case study the rickshaw pulling duration was considered. The studied respondents were taken only when they have been pulling at least for last 5 years.

Case Study 1

The first respondent of my case study is **Mr. Alamin**. He is 27 years old and born in Chilmari of Kurigram district. Alamin has two brothers and two sisters and among them he is the eldest. His father was a day laborer. Because of having a large family his father cannot fulfill their family need well. And Alamin's academic career cannot go further after completing class five. In the age of 15 Alamin started to work as a day laborer with his father. During this time he use to earn Tk100-120 per day. And it was only possible when he found work opportunity and most of the time he unable to find work. Then one of his cousins advised him to go Dhaka and start rickshaw pulling. By taking his cousin's advice he came into Dhaka in the age of 20.

After coming to Dhaka with the help of fellow villagers he rent a rickshaw for Tk 60 daily from a Mohajon in the Agargaon area and started rickshaw pulling.

He pulled rickshaw 10-12 hours per day and his income was above Tk450 daily. He lived in a small room with 6 people in a garage of Agargaon area at Tk500 monthly. After few months he started to save Tk 6000-7000 monthly and started to send money to his family. He also repaid most of his former debt.

Now Alamin is a married person and he has one son. At present he is thinking to go to his village after few years and want to start a stationary in his local market by his savings.

Case Study 2

Mr. jalal son of Mr. Samad is from Sirajgonj district. Mr. Jalal is about 42 years old and he is pulling rickshaw in Dhaka city since 1999. In 1995 their house and small cultivable land drowned due to soil erosion of Jamuna River. At that time Jalal was 20 years old. After drowning their house in the river bank their sorrows know no bounds. With his three sisters they have to pass some hard time. After three months Jalal came to Dhaka in searching for livelihood. Being a young boy he found rickshaw pulling as the easiest way to earn money.

So, he rent a rickshaw at Tk 40 daily by the help of one of his friend and started to pull rickshaw in the Gulistan area. He pulled rickshaw 12 hours daily and able to earn Tk 200-220. And he manages to save Tk 3500-4000 monthly and send that money to his family. Using this savings he managed to give marriage all of his sisters and bought a small land in his village and made a house on that. Now Jalal has two sons and one daughter. His eldest Daughter is in class six. Now a day's Jalal able to save TK7000-8000 daily and wanted to buy a easy bike with that money. Jalal did not want to pull rickshaw continuously because he thinks that in that sector social recognition is very low and nobody gives minimum honor to them.

Case study 3

Mr. Younus Ali son of Mr. Haider Ali is a rickshaw puller from Chandpur District. Mr. Younus Ali is 56 years old. His father was a fisherman and he was

died when Younus was only eleven years old. They had no cultivable land. He has three brothers and four sisters among them Younus is third . After his father's death his elder brother started catching fishes and Younus started to work as day laborer in the age of fourteen.

In 1981 Mr. Younus came into Dhaka for searching work. But he was illiterate. He does not know how to read and write. He has to face a lot of problems because of his illiteracy. At that time he passed his night by sleeping into the footpath. Few years he worked as hotel boy and earn TK30-35 per day and then he manage to buy a rickshaw and started pulling rickshaw. He said that he bought his rickshaw in 1986 and the price was Tk4500. At that time by pulling rickshaw he manages to earn Tk40-50 daily. In 1987 he got married. He has three sons. He wanted to make educated his sons. But they are not interested to go to school. Today one of his sons is driving rickshaw and others are running business. But they are not taking care of him. Every son is got married and they are living separately. Rickshaw driving is hard work. Now Younus Ali cannot drive rickshaw like before. Now he drives rickshaw 3-4 days in a week. He wants to take respite from his work. But come in last time in life he has to done hard work for his livelihood.

Chapter 7: Rickshaw Pullers' Problems and Solutions

Chapter 7

Rickshaw Pullers' Problems and Solutions

During rickshaw pulling the rickshaw pullers came to face different kind of problems. When asking them about their problems, most of them talked about the following problems which are given in the **Chart-1**. And the proposed solutions according to their preferences also mentioned on that table.

Chart 1. Present problems, possible solutions and future development in rickshaw pulling sector.

Nature of Problems according to their preference (1,2,3,..)	Proposed solutions according to their preferences (a, b, c
1. Lack of capital to buy rickshaw and high rent of rickshaw	a) Provision of loan without or low rate of interest. b) Mohajon may re-fix the rickshaw rent considering the reality.
2. Rude behaviors of Police and shopkeepers	a) Police may consider humanly as they are the only easy transport provider for a larger proportion of people in the city. b) Government may take necessary steps to increase public awareness regarding rickshaw pullers.
3. Problem of license	a) City corporation may provide license to only the real rickshaw pullers instead of owners.
4. Lack of accommodation and sanitation	a) Government may take step for rehabilitation of rickshaw pullers. b) Rickshaw pullers may organize themselves according to their locations and stay together and try to find their residence.
5. For further development	a) To create strong rickshaw pullers organization b) Create rickshaw pullers saving groups to buy own rickshaw c) Reduce dependency on rickshaw Mahajons and d) Create easy money transfer system so that they can send cash to their village.

Source: Field survey, 2015

Chart -1 shows present problem faced by the rickshaw pullers and their suggestions to way out of those problems. Rickshaw pullers of Agargaon of Dhaka found lack of capital and high rent of rickshaw as their major problem. Other problems were rude behaviors of police and shopkeepers, problems of getting license and lack of accommodation and sanitation. Possible solution also identified by them as provision of loan without or low rate of interest and Mohajon may re-fix the rickshaw rent considering the reality. Other solutions were Government may take necessary steps to increase public awareness regarding rickshaw pullers. City Corporation may provide license to only the real rickshaw pullers instead of owners. Rickshaw pullers may organize themselves according to their locations and stay together and find their residence.

Rickshaw pullers are not only thinking their present problem and solving them, but also suggesting for future welfare. They think wellbeing and development of rickshaw pullers can be possible by creating strong rickshaw pullers organization, rickshaw pullers' savings group and by creating easy access of cash transfer system to their village.

Chapter 8: Summary and Conclusion

Chapter 8

Summary and Conclusion

8.1. Summary

Rural-urban migration is an important component of internal migration of any country. It plays crucial role in poverty reduction and economic development. After entering the city, rickshaw pulling appears to be a relatively easy livelihood option. Most of the rickshaw pullers originally came from very poor

socio-economic background. Data revealed that almost all rickshaw pullers come from landless family with very low level of education. Under such a condition, they had no alternative jobs either in rural or urban areas. So they have taken rickshaw pulling as their survival strategy. The previous occupations of the rickshaw pullers were not much lucrative and majority of them were engaged with low paid wage laborer and some other casual job.

This study has tried to explore that rickshaw pulling is a hard job that is why majority of the young and active aged people are engaged with rickshaw pulling. It also indicated that almost all rickshaw puller spend some days as their leisure time and even in working days they do not work longer time. Moreover, almost all rickshaw puller got married after 25 years. Even they are married but very few of them living with their family in Dhaka and majority of them are temporary migrant.

It was also found that all the respondents and their family have improved their food consumption level through the income from rickshaw pulling. Not only the food consumption, but also this rickshaw pulling occupation made them capable of educated their children and improved their clothing style. Almost all the rickshaw pullers pulled rented rickshaw from Mahajons paying handsome amount of their income. This happened mainly due to complexity of getting license from City Corporation.

Present study also explored that rickshaw pulling is somewhat effective to route out of poverty. As almost all the rickshaw pullers earn much more money compared to their previous occupation as well as earning during their stay at village presently. This study showed that the monthly average household income distribution among rickshaw pullers were significantly better than the national average rural household income. It was also revealed that almost all the rickshaw pulling households fall under middle and upper middle income group. Using increased income from rickshaw pulling these families became capable of escaping from the curse of debt. Now, almost all the rickshaw pullers can save a part of their earnings.

Study found that more than half of their incomes spend for food items. This will directly enhance the family calorie intake level. Savings from rickshaw pulling has also increased the ability to spend in education for their children and also in agriculture as well as acquiring land from others.

8.2. Conclusion

Rickshaw pulling has improved the life of millions of rural poor, however still this sector has suffered a lot. Complexity of receiving license, rickshaw Mahajons domination, traffic jam, behavior of law enforcement agencies and accommodations were identified as the major problems. This situation can be improved through providing loan with low interest rate. Unnecessary complexity in receiving license might be controlled through specific government policies regarding rickshaw pullers. Moreover, strong rickshaw pullers organization can play a vital role in solving other relevant problems.

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