

PROJECT JAANKARI

Objective

To understand the threat posed by the E-Rickshaw drivers to the Autorickshaw drivers.

Methodology

We conducted a primary survey. Our sample size was 76. We developed the questionnaire through discussion among group members, and collected responses by self-administering it. The scope of our study was limited to North campus area of Delhi University.

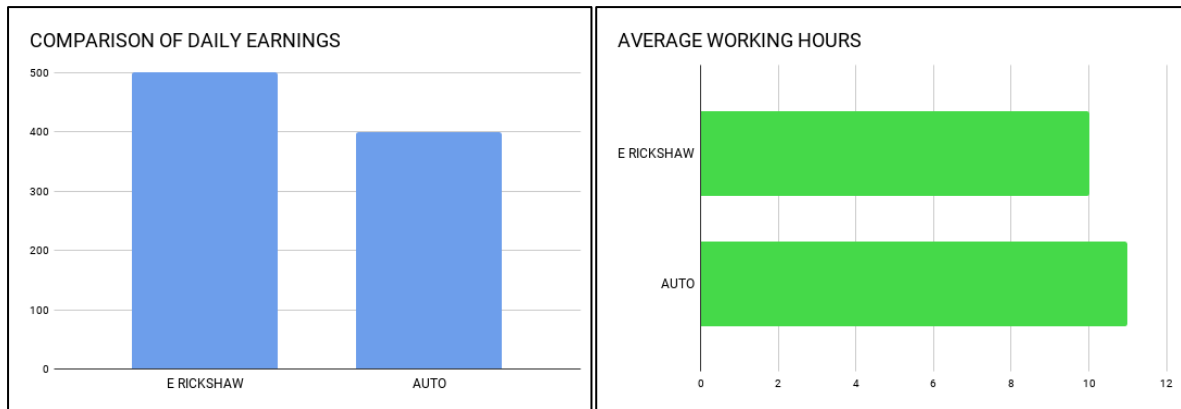
Findings

Profile of Respondents (n=76)	
Age (in years)	
18-30	17 (22%)
31-50	50 (66%)
51+	9 (12%)
Gender	
Male	76 (100%)
Female	Nil
Others	Nil
Ownership	
Yes	36 (47%)
No	40 (53%)

More than 66% short distance service providers are aged between 30-50. All our respondents were males, and less than 50% are owners of the vehicles they drive.

Observations

1. Most of the drivers did not have any union. Even if the union is existent, the drivers do not want to be a part of it as there are politics involved.
2. It was a paradoxical situation that despite earning less than e-rickshaw drivers, the auto drivers did not want to shift change the type of vehicle they are driving.
3. Most of the drivers were clueless regarding any government schemes that were implemented for their betterment.
4. No one was willing to take efforts so as to shift their occupation in the short run.
5. Most of the vehicles have been insured either by the drivers themselves or by the owners.
6. *Hafta* (illegal extortion) is paid to the police by all the drivers except auto drivers.
7. With an average working time of around 8-10 hours, they earn approximately ₹400-700 on a daily basis.
8. Due to stiff competition being prevalent in this sector, the drivers believe that government should frame a law for the benefit of these service providers.



9. Despite working for more hours, the Auto driver earns lesser than the E-rickshaw driver. On an average, the latter works for 10 hours and earns around ₹500 in a day, while the former earns around ₹400 after working for 12 hours. This infographic clearly shows how E-rickshaw drivers are posing a threat to the Auto drivers.

Analysis:

Through the survey, we understood that there is a need to have a more organised system for all these drivers as there is cut-throat competition. The areas where each of these vehicles can operate should be clearly demarcated. To ensure safety of the passengers, proper training should be given to the drivers. Despite earning lesser than the E-rickshaw drivers, the Auto drivers do not want to take the plunge to shift as for them, Auto is their status symbol. They do not prefer to operate in the campus area as they believe that the E-rickshaw has already established its market in that area.

Limitation:

Due to time constraints and feasibility issues, the sample size was small and the area covered was limited.