

AUTO DRIVERS OF MANGALORE CITY

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ABSTRACT

Auto-rickshaws play an important role in urban transport in India. : India is experiencing a massive urbanization and an unprecedented growth in transport system. The Government has successfully intervened to decongest the traffic through infrastructure development. However, road fatalities, air pollution and frequent congestions are a common sight in many metros of India. Adding to the chaos is the muddled ecosystem of auto-rickshaws. The informal economies of auto-rickshaws are just not a social-economic problem but also a serious ecological concern. Some of the social-firms have ventured in to bring an eco-balance in the system. This study concentrates on the current socio-economic condition of auto-rickshaw drivers, the prospects and problems encountered by the stakeholders and the role of social organizations in transforming the lives, at large, in Mangalore. Over 50 auto-drivers were surveyed to understand their economic and lifestyle stature, expectations, problems and need for reforms. Despite this role, auto-rickshaws and their drivers face considerable criticism from the public, the media and policy makers. There is a contentious public debate about the perceived faults of auto-rickshaws and their drivers, and the policies to address these issues in Indian cities. Our objective is to provide balance and nuance to this debate, and to enable the perspective of drivers to be more effectively considered, along with that of auto-rickshaw users and the wider travelling public, in policy-making. To this end, we critically discuss the criticism and underlying perceptions; highlight the niche role of auto-rickshaws in urban transport; and present an investigation of the realities and economics of auto-rickshaw ownership and operation. The actual congestion, safety and air pollution impacts of auto-rickshaws are at strong variance with the criticisms and perceptions on the part of the public, media and policy makers. The realities of auto-rickshaw operation are extremely challenging, and unlikely to place the driver and his family above the

poverty line, which may drive some of the actions, such as not going by the meter. Finally, we critically assess policy recommendations to address the issues related to auto-rickshaws and their drivers, and offer our own suggestions regarding open permit systems, improved access to formal sector credit, a timetable for regular fare revision and the phasing out of auto-rickshaws with two-stroke engines. .

Auto drivers are exposed to a number of health problems as a direct result of the posture adopted in driving. A diet high in fats and carbohydrates and low in fresh fruit, salads and fiber will add to the level of poor health. Auto rickshaw drivers are not properly concern their health due to bushy schedule on their work. The driving posture also causes problems for the digestive system and the incidence of smoking and drinking can also create health problems of auto drivers. Thus study aims to describe the socio economic status and occupational health problems of the auto rickshaw drivers in the study area

KEYWORDS: URBANISATION, DRIVER, AUTO-RICKSHAW.

OBJECTIVES:

1. To analyze socio and economic status of auto drivers in Mangalore city.
2. To identify the problems faced by auto drivers in Mangalore city.
3. To find out the solution for the problems faced by auto drivers.

METHODOLOGY AND DATA SOURCES:

The study design is descriptive and analytical in nature. This study has utilized primary and secondary data. The information about auto drivers in Mangalore city on the flow has been collected from sample auto drivers in the study area. This study is based on data collected from randomly selected 50 auto drivers in Mangalore city of Dakshina Kannada District, Karnataka state. Simple tabular form and percentage techniques are used to present the study findings. Secondary sources include published books, journal articles, magazines and Internet sources.

INTRODUCTION:

Urbanization is on the rise throughout the world, and there is no better example of this than India. Thirty percent of the population in India lives in cities, This number increasing rapidly due to economic migration from rural areas. This migration places stress on urban infrastructure that is constantly catching up with this rapid growth. In particular, urban transportation is in high demand as new residents need ways to get to jobs, often living far away where housing is more affordable. , Auto rickshaws are a common means of public transportation in many countries in the world. It is a motorized version of the traditional pulled rickshaw or cycle rickshaw. Autos are a preferred mode of transportation for short distances in Mangalore . Auto-rickshaws provide door-to-door service and act as a feeder mode to public transit. Auto-rickshaws serve an integral transport role to residents of Mangalore, there are still problems with the current system, from the perspective of passengers, drivers, and the government . The goal of this study is to better understand the role of auto-rickshaws in Mangalore's transport system and the distinct challenges and opportunities that the sector presents in promoting a sustainable transport system for Mangalore. This study of auto-rickshaws assumes that both sustainable urban transport and sustainable livelihoods are desirable in the future of Indian cities, in particular Mangalore. Sustainable urban transport aims to reduce reliance on automobiles and their corresponding problems of traffic congestion, air pollution and road fatalities in favor of alternate forms of transport .

. The Motor Vehicle Act 1988, classifies auto-rickshaws as 'contract carriage'. According to Sec 66 (1) the owners of the vehicle should hold a permit issued by Regional or State Transport Authorities or any authorized authorities permitting the use of the registered vehicle. The cost of obtaining the permit to drive auto-rickshaw (henceforth referred as autos) is less than Rs.500/- and one permit per person could be obtained by any licensed auto-drivers over the prescribed age. However, in reality obtaining a permit is a highly corruptive and a confusing process. The cost of obtaining permit through agents is between Rs.70, 000 and Rs.1, 00,000. The issuance of permits is a menace created by Government orders and its frequent revisions. This informal sector is plagued with several socio-economic problems. The study is designed for a candid cover of socioeconomic and lifestyle problems of auto-drivers and does not attempt to prod upon the unresolved policies and the pitfalls of the Government system, in detail.

Auto-rickshaws, the most popular Para-transit mode of transport in Mangalore has a vivid cases of credit commends and criticisms. We aim to answer some of the following questions: How is the auto-rickshaw industry in Mangalore part of a sustainable urban transport system? How can auto rickshaws provide comparable mobility to that of a private vehicle? How do auto-rickshaws benefit residents and drivers? What are areas for improvement from the driver, user and environmental perspectives?

Auto-rickshaws, being an informal sector, with no control and accountability is despised by Government and Public for their uncongenial behavior. Moreover, the massive transformation to create Intelligent Transport system and Town planning in Mangalore has further secluded auto-rickshaw from being beneficiary of being a formal sector.

Auto-rickshaws in Mangalore city of India, play a significant role in providing the last mile connectivity to a greater fraction of population. This sector is plagued with several problems like financing of auto rickshaws, policies and corruption in providing permits, setting acceptable fares, parking problems, overcharging, misconduct and many more. Though autos are indispensable mode for urban mobility, its ecosystem, unorganized and independently-run, is a muddle. In this sector, unlike the registered-company-owned fleet system of taxi, the drivers are responsible for all legal entanglements. This complicates the management and regulation of autos. Auto drivers are exposed to a number of health problems as a direct result of the posture adopted in driving. A diet high in fats and carbohydrates and low in fresh fruit, salads and fiber will add to the level of poor health. Auto rickshaw drivers are not properly concern their health due to bushy schedule on their work. The driving posture also causes problems for the digestive system and the incidence of smoking and drinking can also create health problems of auto drivers.

The auto and share-auto drivers spend most of their time during working hours in roadway and/or in bus stands while the taxi drivers park their cars to wait for passengers mainly in taxi/bus stands or stops. Therefore, these drivers are at high risk to be affected by some risk factors. The majorities of drivers remain unaware of the health effects of noise and polluted air this is the main causes of the occupational hazards of auto and other drivers. Auto drivers have a

lifestyle that is not conducive to good health. In addition to their exposure to noise and air pollution the job does not provide the same opportunities for social contact as many other jobs, and shift work, unsocial hours etc can disrupt both home life and social activity. Sitting in the driving position exerts considerable forces on the spine and can cause a number of problems with the musculoskeletal system in particular back pains, headaches, stress, and general stiffness. The driving posture also causes problems for the digestive system. The incidence of smoking and drinking can also create health problems and most surveys of the health of drivers that form the pollution.

The original auto rickshaw ran on dirty petrol and two-stroke engines, which led to a host of major health risks. Vehicular pollution increased risks for lung cancer and asthma, which a major public health issue across India's cities. Looking forward, there have been multiple attempts to create an e-rickshaw that runs on battery power. Battery-powered e-rickshaws could help solve the problem of growing emissions within India. They do not provide a perfect, solution, however. E-rickshaws are much more expensive for their owners than those that run on natural gas. In addition, e-rickshaws are not subject to government regulation. Because e-rickshaws are not under the jurisdiction of the Motor Vehicles act, drivers cannot be fined or even required to be licensed.[7] Battery powered rickshaws have a long way to go. Although they're rising in popularity, there is simply not enough infrastructure or regulation in place to make them as ubiquitous as their natural gas counterparts.

Thus study aims to describe the socio economic status and occupational health problems of the auto rickshaw drivers in the study area .

SOCIO ECONOMIC BACKGROUND

1 SOCIO- ECONOMIC STATUS

Socio-Economic factors like age, sex, education and caste or religion greatly influence the structure of flower market so all these factors are considered.

TABLE-1

AGE			
SL.NO	Classification	Frequency	Percentage
1	18-20	06	12
2	21 to 30	08	16
3	31 to 40	21	42
3	41 to 50	10	20
	51 and above	05	10

SOURCE: PRIMARY DATA

It is clear from the Table No.1 that 12 percent of the respondents belong to the age group 18 to 20 years and 16 percent are in the age group of 21 to 30. Whereas 42 percent respondents belong to the age group of 31 to 40 and 20 percent are in the age group of 41 to 50. and and 10 percent are in the age group of 50 and above.

SOURCE: PRIMARY DATA

TABLE-2

CASTE / RELIGION			
SL.NO	Caste/Religion	Frequency	Percentage
1	OBC	21	42
2	Christians	08	16
3	Muslims	12	24
4	SC/ST	03	06
5	Upper Caste	06	12
TOTAL		50	100

SOURCE: PRIMARY DATA

India is known for its diversity, Indians follow a variety of castes, creeds and religion. From the study it is found that 42 percent respondents are OBC, 16 percent belong to Christians, 24 percent respondents belong to Muslims, 06 percent belong to SC/ST and the remaining 12 percent respondents are upper caste people. This reveals that all religion and caste people are engaged in driving of autos. It is evident from the analysis that caste is not a barrier for driver occupation.

TABLE-3

EDUCATION			
1	Illiterate	08	16
2	Primary	30	55
3	SSLC	10	20
4	PUC	02	04
5	Higher	00	05
TOTAL		50	100

SOURCE: PRIMARY DATA

Education is an important factor that influences the social status of drivers. Therefore the educational level of the respondents is also considered for the study. The data reveals that the 16 percent respondents are illiterate, 55 percent have completed primary education, 20 percent acquired SSLC level education and 04 percent respondents completed PUC education and 05 percent have higher education. This data explicitly proves that most of the drivers are illiterate or semiliterate. Only few respondents are having good educational qualification.

TABLE -4

Sex			
1	Male	47	94
2	Female	03	06
		50	100

SOURCE: PRIMARY DATA

Sex is an important factor in driving occupation.. It is evident from the study that the female drivers have made their presence felt in this occupation. It is observed from the table that the percentage of male drivers is 94 and female drivers constitute 06. It is found that there are 47 male drivers and only 03 female drivers. It is clear from the analysis that the male drivers are more and they dominate the driving occupation in the study area.

TABLE-5

Hose ownership	Types	Frequency	Percent
1	Rented	41	82
2	Own	09	18
TOTAL		50	100

SOURCE: PRIMARY DATA

Housing facility is an important factor which determines social condition of the respondents. So this factor is considered. Table -5 reveals that majority of respondents have rented house,

House ownership is another important factor which influences the social status of the drivers hence this factor is considered. As per the table 41 respondents are living in the rented house 09 respondents are living in their own house.

TABLE-6

Table 6 Auto drivers working hours.

Sl.No.	Working Hours	Frequency	Percent
1	2 to 5	12	24
2	6 to 9	08	16
3	10 and above	30	60
	TOTAL	50	100

Table No. 6 provides the details about the working hours of the respondents. An observation of the table clarifies the point that 24 percent the respondents work 2 to 5 hours, 16 percent respondents work 6 to 9 hours and 60 percent respondents work for more than 10 hours. Hence

maximum numbers of drivers are working for more than 10 hours. However, the drivers who work less hours are engaged in other occupations to earn their livelihood.

TABLE-7
NIGHT SHIFT

SL.NO	Night shift	Frequency	Percent
1	Always	16	32
2	Some times	06	12
3	Very rarely	08	16
4	Never	20	40
	TOTAL	50	100

Table No. 7 provides the details about the respondents working during late night. The data of the table clarifies the point that 32 percent the respondents always work in the night shift, 12 percent respondents some times work in the night shift, 16 percent respondents very rarely work in the night shift and 40 percent respondents never go for work in the night shift. Hence maximum numbers of drivers are not in favour of night shift.

TABLE-8
AVERAGE KILOMETER PER DAY

SL.NO	Kilometer	Frequency	Percent
1	30-50	11	22
2	51-100	29	58
3	101-200	10	20
	TOTAL	50	100

TABLE-9

INCOME PER DAY ON A BUSY DAY

SL.NO	Income	Frequency	Percent
1	400-500	20	
2	501-900	21	
3	901- 2000	09	
	Total	50	

DAILY INCOME: Future of flower market depends on income earned by the seller hence income factor is considered. The data regarding income of the respondents is collected in terms of daily income. It is evident from Table No.8 that 28.00 percent of respondents earn in between Rs. 100 to 500, 44.00 percent earn in between Rs 500 to 1000 ,12 percent belong to the income group of Rs. 1000 to 1500 and 16 percent belong to the income category of Rs 1500 and above.

TABLE-10

INCOME PERDAY ON A DULL DAY

SL.NO	Income	Frequency	Percent
1	300-400	31	62
2	401-500	15	30
3	501-600	04	08
	TOTAL	50	100

TABLE-11

MONTHLY INCOME

SL.NO	Income	Frequency	Percent
	10000-12000	26	52
	12001-14000	19	38
	14001-20000	05	10
		50	100

TABLE-12

MONTHLY INCOME: Future of the power loom sector depends on income earned by the entrepreneur, hence income factor is considered. The data regarding income of the respondents is collected in terms of monthly income. It is evident from Table No.10 that 54 percent of respondents earn up to Rs. 10000, 16 percent earn in between Rs 10001 to 20000 where as 20 percent belong to the income group of Rs. 20001 to30000 and 04 percent belong to the income category of Rs300001 and 40000 and 06 percent respondents earn 40001 and above.

BORROWING BEHAVIOR

SL.NO	Source	Frequency	Percent
1	Banks	04	08
2	Relatives	11	22
3	Friends	35	70
	TOTAL	50	100

TABLE-13

REASONS FOR BORROWING MONEY

SL.NO	Reason	Frequency	Percent
	Daily Necessities	08	16
	School fees	22	44
	Medical	20	40
	TOTAL	50	100

Table -11 reflects about amount of the loan taken by respondents. 22 percent respondents have taken up to Rs 40000, 44 percent respondents have taken in between Rs 40001 to 75000 where as 24 percent have taken in between Rs75001 to 100000 and 10 respondents have taken Rs 100001 and above

TABLE-12NAME OF THE BANK**SOURCE: PRIMARY DATA**

Table -12 reveals the financial source of respondents. 66 percent have taken loan from Co-operative societies, 12 percent is depending on Industrial Co-operative Banks , 08 percent respondents have taken loan from Commercial Banks and remaining 14 percent respondents are depending on their friends and relatives.

TABLE-14

CONSUMER'S OPINION ABOUT AUTO DRIVRES

SL.NO	Opinion	Frequency	Percent
1	Best	27	54
2	Very good	18	36
3	Good	05	10
	TOTAL	50	100

The questions that surround e-rickshaws in India are important ones. In a developing area, how can people receive transportation that is affordable, safe and good for the environment? Is it possible to have all three? A major mistake in defining “sustainable development” is solely focusing on environmental impact. However, the definition of sustainable development has three pillars, not one. Social and economic development are equally as important as the environmental kind.

PROBLEMS AND SUGGSTIONS

- Exorbitant fare
- overloading the passengers and school children
- ruling the city roads
- speed and reckless driving

These are the problems for Mangalore people.

- Increase in petrol and diesel price
- ever increasing number of auto rickshaws
- delaying of rate fixation
- insecure working conditions
- fine amount and bribe
- borrowing money from money lenders and financiers
- Parking problem
- Pollution problem

These are the general problems for Mangalore auto drivers. This rapid change in the mode of transport emerge new social groups and naturally leads to conflict, reference group, and deprivation among them.

Health problems of auto drivers are

- Obesity
- High blood pressure
- Alcohol and drug abuse
- Stress
- Sleep disorder
- Poor eating habits
- Smoking habits
- Physical inactivity
- Head ache
- Stomach pain

SUGGESTIONS Society moves through transport to achieve modernization and urbanization, and transportation becomes an essential part of society. One cannot imagine society without transport. Transport plays an important role in every stage of human development. To improve the socioeconomic conditions of the auto rickshaw drivers, and to get a better service for commuters the following suggestions may be helpful. The auto drivers are very much supportive in transport sector, but they are much backward socially, economically and educationally. The government should give special attention to the auto rickshaw field, because from school children to old age people, most of the people use auto rickshaw frequently.

Our state government has announced separate welfare board for auto drivers and now government has adopted many schemes for auto drivers and their children. But most of the auto drivers are not aware of the government schemes, and the informed auto drivers have got very few benefits only. So the government has to make proper arrangement to bestow the benefits to all eligible auto drivers.

Benefits, scholarship and compensation amount should be increased.

It is very important for the government to fix reasonable fare, so that, unnecessary bargaining and exorbitant charge may be avoided. Now some of the auto drivers cheat the people by collecting even more than double the normal amount. The license of drivers who do not use the meter should be cancelled.

The government should restrict the permit for auto. Only one permit should be given for eligible auto drivers. Transfer of permit should be prohibited.

In cities, separate side/ lane should be allotted in main roads for the auto rickshaws. Strict condition should be adopted in wearing of ID card with page number.

Separate number should be allotted for every auto rickshaw and drivers and it should be displayed in bold letters in front of the auto rickshaw.

For auto drivers minimum educational qualification should be stipulated.

Those who are violating traffic rules like, over speeding, reckless driving, drunken driving and those without license or permit should be punished severely.

For some other violations like not wearing the uniform, resorting to no parking areas, the fine amount should be increased.

The diesel auto rickshaw has the space to accommodate five passengers and the government may give permission for five passengers.

Separate space should be allotted for auto stand at important areas.

Special training should be given to the auto drivers at every license renewal.

To improve the economic conditions of the auto rickshaw drivers, the government has to give personal loan and loan to buy auto rickshaw at nominal interest rate. It must also be useful if

there are changes in the attitude of the auto drivers, so that they can be released from the money lenders and financiers.

At every auto rickshaw and auto stand, the fare amount should be displayed.

Family insurance scheme is to be introduced for the auto drivers and their families.

Prepaid auto system has to be implemented to save the commuters from cheating.

Now in Mangalore, steps should be taken to allow more number of women auto drivers, in the interest of women passengers.

A good diet is one of the most important influences in an individual's health, one of the greatest in need of change, yet one of the most difficult to change –particularly for drivers who are forced to eat most of their meals on the road

In the light of these facts the government has to take immediate steps for the benefit of auto drivers and commuters so that most of the problems can be solved and the best situation is achieved.

Introduction of an e-rickshaw that runs on battery power. Battery-powered e-rickshaws could help solve the problem of growing emissions within India.

A diet high in fats and carbohydrates and low in fresh fruits, salads and fibres can create or add to health problems. Physical Inactivity Physical inactivity increases the risk of many physiological diseases, including heart disease, high blood pressure, osteoporosis, diabetes, and breast and colon cancer, as well as the risk of psychological illnesses such as depression, anxiety and stress. II. Occupational Health Diseases among Auto drivers Occupation and health interact with one another.

The work environment and the nature of job contribute significantly in the causation of diseases. Professional driving is associated with long hours in a single body posture, under exposure to vibration, vehicle exhaust, and noise.

Furthermore, the work is performed in an environment that demands constant vigilance. There are, however, many specific diseases for which significantly increased risks of mortality and morbidity have been reported. International Journal of Applied Research Blood pressure High blood pressure, also called hypertension, is dangerous because it makes the heart work harder to pump blood out to the body and contributes to hardening of the arteries, or atherosclerosis, to stroke, kidney disease, and to the development of heart failure. If a person has high blood pressure it means that the walls of the arteries are receiving too much pressure repeatedly - the pressure needs to be chronically elevated for a diagnosis of hypertension to be confirmed. Share-auto drivers diagnosed with sleep disorders should be temporarily disqualified until the condition is either ruled out or successfully treated. Poor Eating Habits A good diet is one of the most important influences in an individual's health, one of the greatest in need of change, yet one of the most difficult to change –particularly for drivers who are forced to eat most of their meals on the road. A diet high in fats and carbohydrates and low in fresh fruits, salads and fibres can create or add to health problems. Physical Inactivity Physical inactivity increases the risk of many physiological diseases, including heart disease, high blood pressure, osteoporosis, diabetes, and breast and colon cancer, as well as the risk of psychological illnesses such as depression, anxiety and stress. Occupational Health Diseases among Auto drivers Occupation and health interact with one another. The work environment and the nature of job contribute significantly in the causation of diseases. Professional driving is associated with long hours in a single body posture, under exposure to vibration, vehicle exhaust, and noise. Furthermore, the work is performed in an environment that demands constant vigilance. There are, however, many specific diseases for which significantly increased risks of mortality and morbidity have been reported. ~ 234 ~ International Journal of Applied Research Blood pressure High blood pressure, also called hypertension, is dangerous because it makes the heart work harder to pump blood out to the body and contributes to hardening of the arteries, or atherosclerosis, to stroke, kidney disease, and to the development of heart failure. If a person has high blood pressure it means that

the walls of the arteries are receiving too much pressure repeatedly - the pressure needs to be chronically elevated for a diagnosis of hypertension to be confirmed

CONCLUSION:

.Typical Indian auto rickshaw has three wheels, no side doors, and seats for up to four people. There are 3 million rickshaws in India alone, and most of them are marked by a distinctive yellow canopy roof with green underbodies

Much cheaper than taxis, auto rickshaws are for-hire three-wheel motor bikes with attached seats for short-range travel around the city. They can be hailed down on the streets and are very good for convenient point-to-point travel. The value proposition of auto-rickshaws is their cheap fare and are best for customers who are unwilling to use public transport and need easily accessible transport options. Fares for autos are supposed to be by the meter but due to traffic problems and rising petrol prices drivers often charge a fixed fee for travel.

Fare prices also differ depending on if it is night time, raining, or extremely hot. For example, at night the drivers charge a special night fare as they know that there is a much smaller supply of autos and more inelastic demand as people are more tired. With a good idea of the market conditions, the drivers use their understanding of the wants and needs of the customer to find the maximum product price. However, the drivers also understand that due to fact that the customer probably does not own his own car and is unwilling to call for a more expensive taxi, he can be very price sensitive. Thus, they are willing to bargain to find the best fare and use discounting and promotions to appeal to the customer.

Drivers often wait outside of places such as markets or hotels where they think that people are the most likely to need a ride. This is especially true of high traffic areas where you will see lines of yellow autos waiting for the next customer. Drivers have a clear understanding of the ways to market and distribution points. Some especially eager drivers will even walk around outside of their autos and directly approach customers. They advertise themselves well with their uniforms and distinctive bright yellow autos which also help in building a clear brand image.

To build customer loyalty and ensure repeat customers, some auto drivers are extremely friendly and will try to engage in conversation with customers along the way. At the end of the ride, they will ask for their phone numbers and for them to call them at any time if they need another ride to get around the city. This helps to ensure that they have as much sales as possible.

Fares are not the only revenue stream for auto drivers. If a customer asks an auto driver to take him somewhere to eat or to shop, the drivers will often bring him to places where they will receive a commission for whatever the customer purchases. Especially true in tourist areas, many drivers will have had prearranged agreements with shops or restaurants for taking customers to their store. By forming strategic partnerships, drivers diversify their revenue streams through mutually beneficial relationships.

The issue of inclusion of the auto-rickshaw drivers into the mainstream of the economy consists of challenges on three grounds - social, financial and political. The social aspect was highlighted in their mistreatment and their isolated inhabitation in certain community clusters during the survey. The financial aspect reflected in their limited financial integration with the formal banking institutions and prevalence of informal channels of credit and money transferring amongst the auto-rickshaw drivers. The political inclusion of the auto-rickshaw drivers was considerably achieved, at least on paper, with most of the drivers acknowledging the presence of voter ID cards and Unique Identification Cards (UIDs). However, the study revealed that the auto-rickshaw drivers were not politically aware, regarding each party's political agenda or candidates and were clearly not satisfied with the way the political parties addressed.

Mangalore is a growing city and a significant business place where Auto -rickshaw has become an important mode of transportation. Middle class and lower middle class often use to cover small distance .Auto drivers are working hard to get their livelihood. They work day and night to get income for their family. Consumer s are satisfied with the service of auto drivers as they are well behaved and charge reasonable rates. Auto drivers are proud enough as they are self-employed and not depending either on Government or nongovernmental institutions for employment opportunities.

Auto drivers are just one example of the entrepreneurial thinking of Indians. In a country where making a living is extremely difficult, people are driven to be innovative, passionate, and dedicated about the work that they do. People work with what they have and even those with very little capital make a strong effort to build a business for them. High levels of competition have inspired Indians to think critically about problems and work outside of the box to stand-out and differentiate themselves in the market

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