

Migrant Workers In Mumbai : A Case of Iransport Sector



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Migration from one area to another in search of improved livelihood is a key feature of human history. While some regions and sectors fall behind in their capacity to support people, others move ahead and people migrate to access these emerging opportunities. Migration has become a universal phenomenon in modern times. India is undergoing thorough and complete alterations in demographic patterns as streams of people migrate to regions which offer better opportunities than their homes. Much of this movement is from rural areas to the urban, with large cities and mega cities tempting people with the assurance of better lives. Urbanisation is rapidly increasing. Maharashtra comes into the second category after Tamilnadu. 42.4% of its population living in urban areas. While migration is rapidly taking place it is causing lots of problems because the civic amenities and services are limited. The mere chance that urbanization with bottomless living conditions, inferior sanitation, suffocating transport system, inadequate health, education and other social infrastructure and law & order problems are rapidly growing. The increasing concentration of population in cities, that too in large cities has been the striking features of India's urbanization during the last century (Bhagat 2004). The regional variation in the distribution of urban population are significant. A large proportion is concentration in six most developed states, namely Maharashtra, Gujrat, Tamilnadu, Karnataka, Punjab and West Bengal, accounting for about half of the country's urban population. In 2001 Cencus, these cities reported a percentage of urban population much above the national average of 27.78 whereas the less developed report significantly low figures (Madhavi 2009).

Migration from rural to urban or backward to advance region affects the lives of people in numerous significant ways. It places in danger their physical guarantee and impacts on their quality of life and potential for physical and emotional growth. Family and community life may be injured or may ruin. Opportunity for cultural activity may be limited and

their individuality as a people may be put at risk. Displaced people suffer loss of privacy, limitations on their capacity or ability to work and restriction on their access to basic health and education services. They do not enjoy full civil and political rights, including the right to participate fully and equally in public life, and may be particularly vulnerable to gross human rights violations, including fortune, disappearances, extrajudicial killings and gender based violence (Hazra 2009).

All theories of migration concede that when the region of origin lacks the opportunities, migration takes place. The increase in migration takes place due to regional differences in the population pressure on land, inequality of infrastructure, industrial development, etc. There is substantial decline in employment elasticity. Normally in native places they have agricultural land but due course of time the employment elasticity drops down to near zero. Jobless growth and regional absence of opportunity have collectively spurred migration. To improve opportunities and life styles also youth migrate from rural to urban areas. Often migration is caused by rural poverty and urban opportunity of getting work. Migration of young youth from U.P., Bihar and Rajasthan to other states for the attraction of job is due to pull factor. The disturbing characteristic of economic growth in India say the rapid growth of territory sector absorbs the labour displaced from agriculture at low levels of earnings. The poor growth of manufacturing sector in native states forces youth to migrate from their places. Because the industrial growth is poor it causes various kinds of inequalities such as inter-personal, inter-group, inter-sectoral and inter-regional. It forces youth to run away and survive anywhere in any condition. As agriculture is the prime source of occupation. They don't find other jobs in the villages. Increasing pressure on the limited resources compels them to look for other alternative income. Young semi-educated youth have no interest in agricultural activities and they migrate. In the cities they work as grocery shop workers, news paper seller,

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auto, taxi driving, restaurant and canteen workers, domestic workers, etc. Bad family conditions due to indebtedness forces the youth to migrate. Large number of children and increasing needs of food, health & education expenditure and an aspiration for better life leads to migration. The present research attempt was mastermind with the following objectives : * To develop a profile of migrant auto-rickshaw workers in Mumbai * The impact of internal migration on workers living conditions. * Do migrant themselves benefit when they move to cities with high unemployment rates. * How remittances and other financial resources can be mobilized from migrants for the benefit of the communities of origin? * To analyse the socio-economic conditions of the migrant auto-rickshaw workers of Mumbai. * To offer suitable suggestions for improving the social status of the auto-rickshaw workers in Mumbai.

LITERATURE REVIEW

Awanish Kumar (2009) studied “A class analysis of the Bihari Menace” focused that migrants from Bihar are accused of taking over urban areas and jobs most recently in Mumbai. Bose (2009) studied Socio-economic condition of workers of the work industry in Virudhnagar district. Chelladurai A.(2009) focused the rural to urban migration and the urbanization are associated with a vertical shift in the labour force from the agricultural sector to the urbanized industrial sector. Gupta S.K. (2009) mentioned that migration is a positive phenomenon and if regulated and managed properly can reap benefits for both, the sending and receiving regions. Employment is one of the main reason for migration. H.Anupama (2009) studied displacement as an emerging concern which takes place due to development policies and development projects. Lusome (2006) studied internal migration as an important factor in social and economic development and socio-economic changes have greatly affected the mobility of the population. Mishra L.D.(1998) focused on organizing the organized sector its myth, reality & possibility. Mincer J.(1978) ‘Family Migration Decision’, *Journal of Political Economy* 86; 749-773. Nair and Narain (1985) studied Internal migration in India; demographic and policy issues aspect. Prasad (1997) studied Urban Dynamics and socio-economic issues of the Mumbai Metropolis.

Premi (1990) defined migration the change in residence which can take place either permanent or semi-permanent or temporary basis. Raju Saraswati, Banerjee A(2009) focused on the Changing work profile of Migrant Women.

RESEARCH DESIGN & METHODOLOGY

The present study was based on primary and secondary data. The primary data were collected from auto-rickshaw workers of different parts of Mumbai by using questionnaire. The sample size for this survey was 200 auto-rickshaw drivers out of that only 160 samples were found suitable to study. The views were conducted in the month of July to September 2009. The auto-rickshaw drivers were interviewed outside petrol pumps, railway station, domestic airport, cinema halls and in auto-rickshaw unions office. The secondary data and information were obtained from the various reports, journal, magazines, books and internet sources.

LIMITATIONS & FUTURE SCOPE OF THE STUDY

The current study only examined socio-economic aspect of auto workers using few parameter. It would be useful to use other measures like in-depth study of their good habits, physical status, condition of health and sanitation, etc. Secondly, the study is based on limited workers due to time constraints. A similar study with larger samples covering wide zones might yield different experience and results. The study only exploratory in nature provides direction for future research. One could empirically test if recognition of such placements provide different results. Also it needs to be confirmed if the new perceptions were due to novelty of placements, kind of sample or due to any other reason. A future study comparing taxi-auto-truck drivers can be conducted to have holistic view of unorganized transport sector in Mumbai.

IMPLICATIONS

There are various issues concerning auto-workers in Mumbai that have serious implications. In terms of absolute numbers there are more than one lakh auto workers in Mumbai. Among them approximately 95% are migrants. If we consider their families and dependents then this number would be much larger. If this section does not enjoy a decent standard of living and are trapped in a vicious circle of poverty and unsettlement then development would have a little meaning for the society. Since Mumbai has high absorption capacity the migrant working as auto workers are utilized well which would otherwise be wasted. Any supportive step towards this sector should be seen towards capacity utilization and raising productivity at the macro-level. There is need to take a long term view on the issue of helping the auto-rickshaw operators. By providing them healthy work surroundings there would be a significant addition to

the aggregate demand of goods and services for mass consumption. Their families status will go up. Once the significant amount of money starts reaching their native places that would help in upgrading the level of economic activity. The most important subject of debate is the question of increasing efficiency and improvement in life style of these auto operators. It is well accepted fact that efficiency of such labours is not low in comparison to other unorganized workers. But there are mainly other related problems. Often they are trapped in the vicious circle of insecurity, unhealthy living conditions and other reasons. The crucial issue is how to improve their living conditions which will reflect in the productivity and efficiency. Focusing closely on the problems of auto-rickshaw workers like other unorganized sector workers need attention. They suffer from all major aspects of employment such as the improper terms and conditions of employment, lack of job security, earnings, non availability of social security and medical benefits. This put them in a very disadvantageous position. The question arises how to help them? The nature of auto-rickshaw workers situation is heterogeneous and there can be a single solution to the whole sector. By ensuring minimum fare, use of meter and accordingly charging fare ensures minimum wages which can be an important way in attaining stable income. Further they require a decent place to stay, credit facilities and insurance. The role of auto workers union is important in this regard. The most important factor about migrant auto workers is that how do they get their driving training? Their native areas are so vulnerable that they migrate from their places with minimum education and without training.

FINDINGS OF THE STUDY

AGE OF THE WORKERS :

The age of the workers shows the experience and skill they have acquired.

Table (1) Age of the Auto-workers :

Age of the Auto-workers	Respondent	Percentage
21-25	18	11%
25-29	31	19%
30-34	20	13%
35-39	19	12%
40-44	34	21%
45-49	25	16%
50-54	10	6%
55-59	-	-
60-64	3	2%
Total	160	100%

It could be seen from table 1 that 34 (21%) workers are between the age group of 40-44 years. 31 (19%) workers are in the ages between 25-29. 25(16%) are in

the ages between 45-49, 20 (13%) workers are in the ages between 30-34 and 13 (8%) workers are in the age above 50-64. 18 (11%) workers in this study comes under the ages between 21-25. It shows the fact that since they are migrated mainly from the northern states as soon as they become adult and eligible to driving they enter in auto-rickshaw profession.

CLASSIFICATION ON THE BASIS OF SOCIAL GROUPS :

To know the reasons for migration it was tried to know their social group. As there are various social groups available. A broad category of these groups can be classified into major categories namely forward, backward and schedule tribe, etc.

Table(2) Classification on the basis of social groups

Classification on the basis of Social groups	Respondent	Percentage
Forward	55	34%
Backward	65	41%
Scheduled Tribe	40	25%
Total	160	100%

It could be observed from table 2 that 41% (65) workers are from backward category, 34% (55) of the workers from forward community and 25% (40) workers belong to scheduled tribe.

LEVEL OF EDUCATION OF THE WORKERS :

The level of education plays very important role in the socio-economic status of an individual. It also shows the states' status of education. If the level of education is poor the job opportunities are scare which forces labours to migrate. To know the level of workers' education the data were collected and tabulated as follows :

Table (3) Level of Education

Level of Education	Respondent	Percentage
Illiterate	5	3%
Primary	30	19%
Secondary	72	45%
Higher Secondary	27	17%
Graduation	26	16%
Total	160	100%

It is inferred from table 3 that the educational status of the autoworkers is not very satisfactory. 3% workers have no formal education at all. 19% of workers have only primary education. 45% workers have secondary education, 17% workers have completed higher secondary education. 16% workers have done graduation but since the quality of education they have received is poor and no other jobs availability they have no option except to enter in this profession.

NUMBER OF CHILDREN IN THE FAMILY OF THE WORKERS : Demographic aspect is considered to be one among the important factors. The size of the

family is very crucial factor to know the status of the family. It also shows various other aspects like malnutrition in the family, poor quality of education, ignorance about family planning devices and certain diseases at the later stages. To find out the size of family of the employees, data were collected and tabulated as follows:-

Table (4) No. of children in the family of the workers

No. of children in the family	Respondent	Percentage
No child	27	17%
One	22	14%
Two	36	23%
Three	38	24%
Four	25	16%
Five	11	7%
Six	1	1%
Total	160	100%

It is inferred from table that 47% of workers have children between three to five. 23% workers have two children and 14% workers have only one child so far. 17% workers who have no child may be unmarried. To the extreme it could observe one case of six children in a family.

MONTHLY INCOME OF THE WORKER:

Workers are paid as per meter readings. Table 5 represents the monthly income of the employees.

Table (5) Monthly income of the worker

Monthly income	Respondent	Percentage
Less than Rs.5000	99	62%
Rs.5001-7000	42	26%
Rs.7001-9000	11	7%
Rs.9001-11000	8	5%
Total	160	100%

It is evident from the table that 99 (62%) workers earn monthly income less than Rs.5000. 42(26%) workers earn income between Rs.5001-7000 per month and 11 (7%) workers earn Rs.7001-9000 per month and only 8 (5%) earn Rs.9001-11000 per month. This is evident that in city like Mumbai less than Rs.5000 is insufficient to have a nominal cost of living.

NUMBER OF PEOPLE EARNING IN THE FAMILY:

Since the total earning of the workers family is one of the prime factor in defining socio-economic status. Data were obtained and tabulated as below. A fact was revealed that majority of the workers don't prefer their wives to work. Various factors are responsible for this. One their wives are not educated enough to find decent work for them. Two conservative upbringing don't allow them to go out and work.

Table (6) Number of people earning in the family

No. of people earning in the family	Respondent	Percentage
One	107	67%
Two	27	17%
Three	26	16%
Total	160	100%

NATURE OF PLACE TO STAY :

It is deduced from table that 67% of workers have only one earning member in the family, 17% of workers have two persons earning in the family and 16% workers have three persons earning in the family. The place of living is an important factor to signify the status of workers. It also open up other factors such as sanitation, availability of drinking water facilities, etc. The data were collected and tabulated to focus on the place of living.

Table (7) Nature of Place to stay

Nature of Place to stay	Respondent	Percentage
Chawl	45	28%
Slum	113	71%
Roadside	0	0%
Flat	2	1%
Total	160	100%

It is understood from the table that 113 (71%) respondent workers stays in slum. 45(28%) respondent workers stays in chawls and only 2(1%) stays in flats.

NATURE OF THE HOUSE AT THEIR NATIVE PLACE:

What ultimately forces labours to migrate from their place of origin also depends on shelter they have. An information was tried to obtain about nature of houses at their native place.

Table (8) Nature of the house at their native place

Nature of the house at their native place	Respondent	Percentage
Thatched House	95	59%
Tiled	15	9%
Roof concrete	50	31%
Total	160	100%

It could be seen from the table that 59% workers have thatched house. 31% workers have roof concrete house and only 9% have tiled houses. Due to their highly migratory character sometimes workers leave their family back to native place and migrate alone for work. Data obtained for this purpose and shown below:

WORKERS LIVING WITH FAMILY OR ALONE:

Table (9) Workers living with family or alone

Workers living with family or alone	Respondent	Percentage
Yes	99	62%
No	61	38%
Total	160	100%

It could be seen from table 10 that 99(62%) workers stay with their family and 61(38%) workers don't stay with their families. To minimize cost of stay in city like Mumbai, workers often share the place. The following table shows the status of people sharing their place of stay.

NUMBER OF PEOPLE IN THE FAMILY :

Table (10) Number of people in the family

Number of people in the family	Respondent	Percentage
One	20	20%
Two	31	31%
Three	26	26%
Four	17	17%
Five	4	4%
Six	1	1%
No response	0	0%
Total	99	100%

An overview was taken to know the family members of the workers. It is clear from the table that 20(20%) workers stay single. 31(30%) workers has two people in the family. 26(26%) workers has three people in the family. 17(17%) has four people in the family. 4(4%) workers has five people in the family. 1(1%) worker has six people in the family. 1(2%) workers has eight people in the family. 4(7%) workers has seven people in the family.

WORKER'S SHARING PLACE OF STAY :

Table (11) Worker's sharing place of stay

Worker's sharing place of stay	Respondent	Percentage
Four	10	16%
Five	9	15%
Six	10	16%
Seven	4	7%
Eight	1	2%
Total	61	100%
Seven	4	7%
Eight	1	2%
Total	61	100%

Sharing chawl or slum indicates various socio-economic factors. 1 They stay together to share loneliness, 2. They have no option except this way to share monetary burden and 3. They share community toilet and bathrooms which causes various sanitation and hygiene related problems. Workers migrate to earn better and share accommodation. It is deduced from the table that 13(21%) workers live three together, 10(16%) workers four and six live together 9(15%) workers two live together, 5(8%) workers stay single and in case of 1(2%) eight workers stay together.

STATUS OF ELECTRICITY IN THE WORKER'S HOUSE:

In order to analyze whether the respondents houses are equipped with electricity, data were collected and tabulated as below. Table (12) Electricity status in the worker's house

Electricity status in the worker's house	Respondent	Percentage
Yes	155	97%
No	5	3%
Total	160	100%

OPTIONS OTHER THAN ELECTRICITY :

Table (13) Options other than electricity

Options other than electricity	Respondent	Percentage
Candle/lamp	5	3%

It could be seen from table 12 that electricity is available in 155 (97%) workers houses. Only 5 (3%) workers have no electricity and they use candle or kerosene lamp.(Table 13)

ENERGY SOURCES USED BY WORKERS FOR COOKING FOOD :

Cooking food is another basic requirement. Also it opens up the fact of having certain documents with them such as ration card, gas cylinder, etc. In order to find out the mode of cooking food data were collected and tabulated as follows :

Table (14) Energy sources used by workers for cooking food

Energy sources used for cooking food	Respondent	Percentage
Gas stove	65	41%
Kerosene Oil	95	59%
Total	160	100%

It is deduced from table 14 that 65(41%) auto workers has gas stove to cook food and 95(59%) workers use kerosene oil stoves for cooking food. It leaves various questions among us such as unhealthy living conditions. Workers have very small places to stay where release of carbon and other gases by use of kerosene stoves badly affect their health.

THE AVERAGE EXPENDITURE OF THE FAMILY PER MONTH :

Workers spend their monthly income for different expenditures. In the socio-economic analysis focus on monthly expenditure is important factor. It focuses on various aspects of living standards. Monthly expenditure is related to income also. Following table presents the expenditure of the respondent family per month.

SUGGESTIONS

From the above findings of the study the following constructive and practical suggestions have been recommended for improving the socio-economic conditions of auto-workers of Mumbai. There are no

authorized auto stands. As workers operate round the clock they need some facilities such as auto-parking zones where they can park autos without fear of police. They need some time to relax and proper food subsidized canteens availability can help them in living healthy life style. They work in unhealthy conditions and suffer from life style diseases such as high blood pressure, tuberculosis, stress related diseases, respiratory problems, etc. With the efforts of Union and NGO's they should be provided some basic facilities such as provision of co-operative stores, subsidized rationing, etc.

A health check up is must. Time to time free health check up is provided. It can improve their work efficiency. Some informal gathering need to be organized where issues about HIV awareness, sexually transmitted diseases, tuberculosis, depression, etc. can be discussed, During school admission times, if they can be provided some assistance for paying school fees, uniforms, book and other material it can encourage them to send their children for studies. Workers need a sympathetic outlook towards life. They should not be neglected as they work as lifeblood of the city. If their transport is not available for a day the city almost stops working.

CONCLUSION

The socio-economic status of the auto-rickshaw workers of Mumbai has been analyzed. It is understood that majority of workers belongs to weaker section with a primary and secondary level of education. Due to high unemployment in their native towns they have come to the city and driving auto-rickshaws. Majority of them represents backward category. It shows their weaker social status too. It is also noted that the earnings are also low and their total expenses are more than earnings. The majority of workers do not have sanitation facilities in their houses. They hardly meet their income sufficient because they send a part of money to their native places which results poor savings and nothing is left for unforeseen contingencies. Generally they have larger family to support. All workers have come here to livelihood. Majority of them have taken loan in the long run. Larger number of workers wish to go back to their original place. After considering the above factors, the socio-economic conditions of the taxi workers are not very encouraging and suitable. There is need from government side to evaluate the prevailing human resources thoroughly. A particular aspect concerned to employees welfare like working conditions and socio-economic standard requires focus.

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