

CHAPTER - IISOCIAL PROFILE OF THE DRIVERSINTRODUCTION :

Efficient goods and passenger transport service is necessary for economic and social development. Maharashtra State Road Transport Corporation is doing this work for last four decades. M.S.R.T. C. had a lion's share in providing efficient passenger service with a fleet of 10000 buses. The M.S.R.T.C. is providing short and long route passenger services and satisfying the needs of passengers in Urban, Rural, backward and also in Advasi areas. Road passenger transport by mechanised road vehicles happened to be a blessing for rural population. It is the only mode of travel available in bad weather. Passenger transportation by M.S.R.T.C. buses is the most important means in the district on account of legal monopoly conferred on the corporation. While making good transportation system, this undertaking keeps the main objective of 'passenger's service.'

The nationalisation of passenger transport service in Maharashtra started from June 1948. First it was started on Pune Ahmednagar route with the help of 35 buses. The erstwhile government of Bombay nationalised road passenger service in the state in 1949 and entrusted the entire management to the then



Bombay State Road Transport Corporation (Maharashtra State Road Transport Corporation since 1st May 1960).

The number of buses, passengers, and scope of operation of M.S.R.T.C. have been gradually increasing for last four decades with increasing size of population so M.S.R.T.C. is considered as one of the biggest and important transport corporations not only in Maharashtra and India but in the world also.

Today more than 56 lakh passengers are travelling daily by the M.S.R.T.C. buses and there is around 20 crores increase in passengers per year. Now-a-days 80% population of rural area are using the bus services from their villages. 93% bus service is available upto 3 kilometers distance. The responsibility of city bus service in major cities like New Bombay, Thana, Nagpur, Aurangabad, Nasik, Sangli, Miraj is given to the corporation.

In Nagpur it is with the MSRTC and Corporation
 Today one family out of hundred is dependent upon M.S.R.T.C. passenger transport system and the bus stations at various places had created so many other job opportunities. In this way a lot of families are indirectly dependent upon M.S.R.T.C.

Central, State and local governments together get 26% of total income of corporation. In the year 1987-88 the income

was about Rs. 500 crores. Out of this, Rs. 150 crore goes as a tax to the government.

There has been normally a 7 to 8% increase in the passenger transport per year. To fulfill this need the need for buses will increase significantly. This in turn also will increase the demand for drivers, conductors, mechanics and other non technical and supervisory staff.

At present the corporation is facing a crisis because on the one hand, the prices of diesel, tyres, tubes, spare parts, chasis are increasing; the salary of employees, tax burden of central, State and local governments are increasing and on the other hand, it is becoming very difficult to increase the bus fares because of political and social pressure groups. It is necessary to solve the financial difficulties otherwise the objectives will not be fulfilled in a specific period.

Industrilisation as also trade in rural and urban areas are growing with increasing population. It had created new expectations from transport service, but roads are very rough and narrow. On the other hand, the vehicles like scooter, Rickshaw, cycles are increasing on the road so in last ten years, the running speed of ordinary bus has decreased.

There is negligible development in the quality of roads. The ratio of rough roads is constant during last 15 to 20 years. So there is only seasonal transport system on so many routes. However, the objective of the M.S.R.T.C. is to ply a bus to every place connected with a road.

Today position (structure) of M.S.R.T.C. is Central Office four regional offices, 29 divisional offices, more than 200 depots, 3 central workshops, 8 tyre retreading factories and training schools. This system will be insufficient in next 8 to 10 years as the number of buses is increasing. It will not be possible to handle this increased work from one central office.

Drivers constitute the most vital part of the employees of M.S.R.T.C. for safe, efficient and economical working of the passenger transport. It is therefore, clear that the socio-economic conditions of drivers must be kept satisfactory to ensure their full comittment to their job and strict observance of discipline, regularity and constant caution in driving. It is on this background, that we conducted a socio-economic survey of the S.T. drivers to assess the situation and identify their problems.

We give below our findings from this survey. We first deal with the social features of the drivers under study.

TABLE NO. 2.1

<u>CLASSIFICATION BY AGE GROUP</u>		
<u>Age groups</u> <u>(in years)</u>	<u>No. of drivers</u>	<u>Percentage</u>
20 to 30	08	10.52
31 to 40	22	28.94
41 to 50	33	43.42
51 to 58	13	17.10
Total	76	99.98

Table No. 2.1 gives age wise classification of drivers. In the Sangli depot, 43.42% drivers belong to age group between 41 to 50 years. It shows that a large proportion of drivers are experienced and mature.

The proportion of drivers in the age group between 20 to 30 years is very small i.e. only 10.52%. This indicates that in the recent past, the recruitment of drivers must have been significantly decreased. *31 to 40 are also mature*

The age group between 20 to 40 can be considered as young. The ratio of young drivers is 39.47%.

Only 17.10% drivers are above 51 years. It shows that 17.10% drivers are near about retirement.

All the drivers in the sample were found to be married.

TABLE NO.2.2CLASSIFICATION BY NATIVE PLACE OF THE DRIVERS

Distance of Native Place from Depot. (K.M.)	Total	Percentage
Local	11	14.47
5 to 10	12	15.78 X
11 to 20	08	10.52 X 26.30
21 to 30	12	15.78 X
31 to 40	05	06.57 X 34.1
41 to 50	09	11.84 X
51 to 60	04	05.26 X
61 to 70	01	01.31 X+
71 to 80	04	05.26 X 25%
Above 80	10	13.15 X
Total	76	99.94

Table No. 2.2 gives classification of drivers by the distance of their native place from the depot in which they work.

It is seen that:

- a) 14.47% of drivers are local.
- b) Another 26.30% of drivers belong to villages around Sangli within a distance of 20 kilometers.
- c) 34.19% of the drivers belong to villages which are at a distance of more than 20 kilometers and less than 50 kilometers from Sangli.
- d) About 25% of drivers belong to places more than 50 kilometers from Sangli.

TABLE NO. 2.3CLASSIFICATION BY FATHER'S OCCUPATION

Father's Occupation	No. of Drivers	Percentage
Agriculture	34	44.73
Agricultural labour	03	03.94
Military man	03	03.94
Government servant	07	09.21
Private servant	06	07.89
Own business	18	23.68
No any work	05	06.57
Total	76	99.96

Data in Table No. 2.3 shows that, almost 50% drivers come from agricultural background. It indicates that large proportion of drivers come from villages.

Fathers of 23.68% drivers have their own business other than agriculture. Fathers of 9.21% of drivers belong to government service. Fathers of 7.89% drivers were working as private servants.

Fathers of only 3.94% drivers are ex-service men.

TABLE NO. 2.4CLASSIFICATION BY LEVEL OF EDUCATION

<u>Level of Education</u>	<u>No. of Drivers</u>	<u>Percentage</u>
Upto 4th Std.	12	15.78
5th to 7th Std.	41	53.94
8th to 10th Std.	22	28.94
Higher Secondary	01	01.31
College	00	00.00
Post Graduate	00	00.00
Total	76	99.97

Table No. 2.4 gives classification of drivers by level of education. It is clear that all the drivers are literate. Similarly, it is also evident that more than 50% of driver have only primary education. The proportion of drivers with secondary education is around 30% only one driver has higher secondary education. There are no drivers with collegiate education.

What is the
minimum
of a driver's
(TV std.)
Conclusion. not needed.

TABLE NO. 2.5
CLASSIFICATION BY RELIGION

Religion	Total	Percentage
Hindu	52	68.42
Muslim	16	21.05
Jain	08	10.52
Christian	00.	00.00
Total	76	99.99

Data in Table No. 2.5 shows that, a large proportion of drivers i.e. 68.42% belong to Hindu religion.

Muslim community accounts for 21.05% of the sample drivers.

Only 10.52% of drivers are from Jain community.

TABLE NO. 2.6CLASSIFICATION BY CASTE

<u>Caste</u>	<u>Total</u>	<u>Percentage</u>
<u>HINDU</u>		
a) Maratha	25	32.89
b) Wadar	01(VJ/NT)	01.31
c) Lingayat	06	07.89
d) Cobbler	01(SC)	01.31
e) Weavers	01	01.31
f) Dawari	01(VJ/NT)	01.31
g) Mahars	05(SC)	06.57
h) Brahmin	02	02.63
i) Shepards	02	02.63
j) Mang	01(SC)	01.31
k) Tailors	03	03.94
l) Fisherman	02	01.31
m) Ironsmith	02	02.63
n) Wangari	01	01.31
<u>JAIN</u>		
a) Chaturth	07	09.21
b) Pancham	01	01.31
<u>MUSLIM</u>	16	21.05
<u>CHRISTIAN</u>	00	00.00
<u>Total</u>	<u>76</u>	<u>99.92</u>

The data in Table No. 2.6 shows that, 32.89% of drivers belong to Maratha caste. The second largest proportion of drivers (21.05%) belongs to Muslims. The third share (9.21%) is accounted for by the Jain community. It is also important to note that 7.89% drivers come from Lingayat community.

The Table also shows that the proportion of backward class drivers is very low. It is clear that majority of drivers are Hindus.

TABLE NO.2.7

COMPOSITION OF BACKWARD CLASS DRIVERS

<u>Sub Caste</u>	<u>Total</u>	<u>Percentage</u>
Scheduled caste	07	09.21
Scheduled Tribes	01	01.31
Nomadic Tribes	02	02.63
Denotified Tribes	00	00.00
Total	10	13.15

As pointed out earlier, the proportion of backward class drivers is very low i.e. 13.15%. The composition of B.C. drivers is given in Table No. 2.7. Here, we see that scheduled caste drivers constitute about 9.21% of the sample drivers.

TABLE NO.2.8CLASSIFICATION BY TYPE OF FAMILY

<u>Type of Family</u>	<u>Total</u>	<u>Percentage</u>
Joint	15	19.73
Seperated	61	80.26
<u>Total</u>	<u>76</u>	<u>99.99</u>

It is seen from Table No. 2.8 that, a large proportion of drivers i.e. 80.26% belong to nucleus or separated family system.

Only 19.73% drivers belong to joint family. This perhaps shows either the tendency of drivers for separate family or the compulsion of the occupation for such type of family.

It is also important to note that 85.52% of the drivers are head of their families.

TABLE NO.2.9CLASSIFICATION BY SIZE OF FAMILY

Size of family	Total	Percentage		
3	02	02.63	X	
4	11	14.47	X	45%
5	21	27.63	X	
6	15	19.73	X	
7	10	13.15	X	43.4%
8	08	10.52	X	
9	02	02.63	X	
10	04	05.26	X	
11	00	00.00	X	
12	01	01.31	X	
13	00	00.00	X	
14	00	00.00	X	12%
15	01	01.31	X	
16	01	01.31	X	
Total	76	99.95		

Data in Table No.2.9 shows that 27.63% drivers have small families with 5 or less members. It shows perhaps the impact of government's family welfare programme.

43.4% of the drivers have family size of 6 to 8 members.
Where as 45% drivers have families with 3 to 5 members.

The overall average size of the family is 6.31 members.
The sex ratio of the population of drivers families is 897.
The average dependency ratio of the drivers families is 5.31.

TABLE NO.2.10

EDUCATION OF DRIVERS CHILDREN

<u>Level of Education</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>Percentage</u>
Illiterate	03	01	04	01.96
K.G.	03	00	03	01.47
Yet not admitted	10	07	17	08.33
Primary (1 to 4th)	32	27	59	28.92
Secondary (5 to 10th)	66	39	105	51.47
Higher Secondary	07	04	11	05.39
Graduate	01	01	03	01.47
Post Graduate	00	00	00	00.00
B.E. (Mechanical)	01	00	01	00.49
Veternary course	01	00	01	00.49
Total	125	79	204	99.99

Data in Table No. 2.10 shows that, (51.47%) majority of the children are reading in Secondary School(5th to 10 Std.). The Second largest proportion (28.92%) is of the children in primary school(1 to 4th Std.).

8.33% of children are yet to be admitted in schools because they are 5 years of age.

Only 5.39% children are taking higher education only 1.48% children are in collages. The proportion of illiterate children is very negligible.

It is also important to note that proportion of school going male children is higher than that of female children. Children taking specialized education (engineering , veterinary etc.) is very low.

FAMILY PLANNING :

71.05% of sample drivers have undergone the family planning operation. Remaining drivers are unwilling to undertake family planning surgery. Remaining drivers have not adopted any method of family planning.

TABLE NO.2.11

CLASSIFICATION BY REASONS FOR NOT UNDERTAKING FAMILY PLANNING SURGERY

<u>Reasons</u>	<u>Total</u>	<u>Percentage</u>
Other methods of family planning are used	02	02.63
All daughters	01	01.31
More son's wanted	09	11.84
All Sons	01	01.31
No desire	03	03.94
Natural stoppage	01	01.31
Just married	03	03.94
About to adopt	01	01.31
No children	01	01.31
Undertaken family planning surgery	54	71.05
<u>Total</u>	<u>76</u>	<u>99.95</u>

Only 3 drivers showed their unwillingness to undertake family planning surgery. The reasons given by them are mainly related to medical risk.

Above table shows that, 71.05% drivers have undergone family planning surgery.

Secondly, 11.84% drivers have not undertaken family planning surgery because they want more sons.

Thirdly, 3.94% drivers are just married.

3.94% drivers are not willing to undertake family planning operation. It is important to note that proportion of drivers adopting family planning surgery is significantly high.

It is more significant that all these family planning surgeries are of the tubectomy type. The major reason for this choice is said to be convenience of surgery which can be completed immediately in the post delivery period.

TABLE NO.2.12

CLASSIFICATION BY THE NUMBER OF CHILDREN AFTER WHICH FAMILY

PLANNING WAS UNDERTAKEN

<u>Number of children</u>	<u>Total</u>	<u>Percentage</u>
2	05	06.57
3	27	35.52
4	12	15.78
5	08	10.52
6	02	02.63
Surgery not undertaken	21	27.63
No Children	01	01.31
Total	76	99.96

Above table shows that, 35.52% of drivers adopted the family planning surgery after 3 children.

15.78% drivers adopted the surgery after 4 children. 10.52% drivers after 5 children. Only 6.57% drivers adopted the surgery after 2 children. This data indicates that even now the adoption of family planning surgery is not accepted before 2 children.

TABLE NO.2.13

CLASSIFICATION OF FAMILY PLANNING SURGERY BY THE NUMBER OF SONS

AFTER WHICH SURGERY WAS UNDERTAKEN

<u>No.of Sons</u>	<u>Total</u>	<u>Percentage</u>	
0	01	01.31	
1	17	22.36	
2	20	26.31	X
3	14	18.42	X 47.36%
4	02	02.63	X
Surgery not undertaken	21	27.63	
No childrens	01	01.31	
<u>Total</u>	<u>76</u>	<u>99.97</u>	

It is seen from Table No. 2.13 that, most of the drivers adopted family planning surgery only after they had 2 or more sons 47.36%.

APPENDIXPRESENT POSITION OF MAHARASHTRA STATE ROAD TRANSPORT CORPORATION(M.S.R.T.C.) i.e. ON MARCH 31, 1988.

1.	Divisional workshops	29
2	Total Number of Travelling routes	15428
3	Total length of travelling routes (in Kilometers)	1000152
4	Total Number of buses	13669
5	Transport per day(in lakh kilometers)	30.43
6	Total number of passenger's Transport per day (in lakh)	56.12
7	Number of employees	100266
8	Capital expenditure(Rs. in lakh)	44660
9	Long distance services(more than 250 kilometers)	876
10	Night services	346
11	Service to the traveller	
	a. Number of bus stations	460
	b. Number of pick-up sheds	3107
12	<u>BENEFITS TO EMPLOYEES</u>	
	a. Staff Institutes	5
	b. Labour welfare centres	21
	c. Number of Dispensaries	154
	d. Staff quarters	3818

Reference : Diary of Maharashtra State Road Transport Corporation

(M.S.R.T.C.) 1989.