

## **CHAPTER - ONE**

### **Introduction**

#### **1.1. Background**

In Nepal, an overwhelming majority of women are engaged in household works. In the 21<sup>st</sup> century, by the change of time and development, the women have started thinking their career beyond domestic works. Because of literacy, rural women's feeling have been endeavored towards advancing their status. Now the causes of politics and domestic violence etc., are the main factors of migration with urbanization and modernization, there are many opportunities. Enterprising women can have various opportunities based on their qualification, interest, and skill in the urban area. Our constitution also provides equal opportunities for the men and women, and working style of the women has been changed.

In Kathmandu, with rapid urbanization and development of various mode of transportation, driving has also become an area of employment. In the past it was primarily a male dominant but youth women are also taking this occupation as one of their livelihood options

The Ministry of Women Children and Social Welfare was established in 1995 to function as an umbrella organization to empower women. One of its function is to coordinate all women related activities carried out under various government ministries and other agencies of the country. Although this ministry doesn't have programs and policies specifically spelled out for the young populations, its policies and programs include youth, especially females. This Ministry is working on the 1995 Beijing platform of action which includes girls and indolence. It is also giving top priority to the issues of girls trafficking and gender equality and equity in government sector. (CBS 2003 and Sharma, 2003)

In today's context the cost of living is very high. Additional source of income has become essential for most of the households from jobs outside the home are indeed-once the women start. If women are involved in such activities it not only subsidizes her household economy, it also improves their social status and raise household standard by living. For this reason women have started to take up jobs outside while continuing to perform their traditional household chores as housewives. The socio-economic conditions of women are changing. But the modern society has created such a situation for women that she has to play dual role of a working women and a housewife (Acharya and Benett, 1982).

Now a day's woman's livelihood strategies are different, they are not only known as housewife. In urban areas of Nepal, only some of the women are engaged in driving. Driving is still considered men's venture in Nepali society with comparatively fewer females operating vehicles. And working as a public vehicle driver is a sort of challenge. The women share a common goal- to make Tempo driving an acceptable and paying profession for women. Anita Shrestha, a mother of two children, was encouraged to join in driving by her husband.

In 2003 in Bagmati Zone alone, there are between 125 to 130 women who are registered as Professional commercial drivers, according to figure made available by the Nepal Transport Free Labor Organization. If women are train well, they can also drive bus, minibus, tractor and other heavy vehicles. Impressed by the driving skills of the women - several studies have shown that women are better drivers compared to their male counterparts. Ladies are soft hearted and don't drive roughly. So, the chances of them meeting with an accident are less. This study aims to document general information of Female Tempo Drivers that how they are working in the very difficult condition and earning their livelihoods through poor access of assets. Since no more research has been done in this field I am inspired study on FTD of Kathmandu.

## **1.2. Statement of Problem:**

Women empowerment itself is a challenge in a male dominant society. Nowadays the issue of "women empowerment" is like the 'bread and butter' for some NGOs, planner and research consultants. For a woman to come in road, drive forward on the street, is extremely difficult. It is risky and needs lot of courage.

It is new and current issue for Nepal. Women who are from poor families have limited resources for livelihood. In the working place the environment is less convenient for women drivers. They have to face harassment in working place and thus they are vulnerable.

There has been little research in women empowerment in Nepal. But there is no research in women empowerment in driving sector. There is always a negative perception about women's situation. The present study attempts to examine the women drivers situation in Katmandu in general .The basic question related to women tempo drivers are follows:

- Where are they from?
- What is the motivational factor?
- What is the perception about women's involvement in driving?
- What changes have taken place in the household economy after involvement in tempo driving?
- What are the related institutions of female tempo drivers?

## **1.3. Objectives of the Study**

The general objective of the study is to examine female tempo driver's situation in Kathmandu metropolitan. The specific objectives of the study are as follows:

- 1) To analyze the socio economic background characteristics of Female Tempo Drivers.

- ) To find out the motivational factors that made them join to works and perception of Female Tempo Drivers.
- ) To analyze the working condition and working environment of Female Tempo Drivers.
- ) To compare the household asset of Female Tempo Drivers before and after their involvement in driving.

#### **1.4. Significance of Study**

Women empowerment in driving sector is very current issue in Katmandu valley. Women who are of low-income status, and have been suffering from family violence and unemployment are engaged in this sector. It is also unsafe job for women. Therefore, the significance of this study is to understand the situation of women tempo drivers. This study immensely helps to understand social problems and their magnitude so that the social policy and programs can be developed and adapted to eradicate this social evil to the possible extent.

On the other hand, this study will also be helpful to the students, NGO/INGO, there related organizations, policy makers and other interested persons who work for the women empowerment and welfare of working women.

## CHAPTER - TWO

### Review of Literature

Review of literature is important to develop new ideas and analytical methods in research and address the research issue systematically. For this research study, following relevant studies have been reviewed.

#### 2.1 Theoretical Review

##### 2.1.1 Origins and Definition of Livelihood Approach: an Emerging Issue in Social Research

Robert Chamber is the pioneer of the approach of livelihood. He devised this approach in the mid -1980s, in order to increase the efficiency and effectiveness of international development cooperation. In the early 1990s, it was further developed by R. chamber and G. Conway. They defined it as *“livelihood comprises the capabilities, assets (including both material and social resources) and activities required for a means of living. A livelihood is sustainable when it can cope with and recover from stress and shocks and maintain or enhance its capabilities and assets both now and in the future* (Chambers, R. and Conway, G. in Sustainable rural livelihoods: Practical concepts for the 21st century, IDS Discussion Paper 296 (1992), Adopted from [www.livelihood.org](http://www.livelihood.org))

The concept of sustainability gained legitimacy through several major international forums, like the Brundland Commission 1987, and the 1992 UN conference on the environment and development. In 1997 the Department for International Development (DFID) incorporated the sustainable livelihood approach as a central element in its policy to adapt to suit its work. Sustainable livelihood approach rose to prominence in DFID from 1998. The natural resource adviser's conference a year later offered participants the chance to share their early experience of using SL approaches. This was brought together in other

organizations notably: CARE, OXFAM and UNDP, which had already been exploring SL approach, in the late 1990s. They developed their own perspectives and methodologies (Carney, 1998: 11). CARE, OXFARM and UNDP also adopted the Chambers definition as DFID. Since that time, use of SL approaches has spread far beyond these few organizations and now a days it become a guiding approach of social research. Different Institutions and development agencies define livelihood approach in different ways. Following Chambers, IDS defines “A livelihood comprises the capabilities, assets (including both material and social resources) and activities required for a means of living. A livelihood is sustainable when it can cope with and recover from stresses and shocks and maintain or enhance its capabilities and assets, while not undermining the natural resource base”. The means of living is livelihood and the definition emphasizes capabilities and assets (physical and social resources). When an individual can recover form stress and shocks that livelihood would be sustainable.

*“Livelihoods are ways of keeping oneself meaningfully occupied by using one’s endowments (human and material) to generate adequate resources to meet the requirements of the household in a sustainable manner ([www.basixindia.com](http://www.basixindia.com)).*

This definition stresses to the meaningful use of human and material assets for generating the resources to meet the household requirement.

*“Livelihoods are a multidimensional whole embracing all forces and constraints, material and non-material in nature that determines a families’ existence” (NADEL, Switzerland (Högger, 2000)).* The determining factor of family existence is livelihood, which may be material or non material.

. *“Livelihood is ‘Ghar Chalava’” (to keep the household going) (A Gujarati farmer (RLS research, Högger et al 2000)).*

All above definitions require material and human resource to make living better for a household in sustainable manner and each definition stresses the access and use of assets. The definitions discuss the material and non material assets of livelihood. The last one is short and sweet as it defines livelihood is '*Ghar Chalava*' (to keep household going). It is relevant in our context too. In our sense "*Ghar Chalaunu /Jeewan Chalaunu*" (to keep household going) may be an appropriate definition of livelihoods. In conclusion, the activities which are adopted by an individual or by a household for their living are livelihood strategy. For it traditionally, people have been adopting many ways and strategies in our society. In this milieu the present livelihood analysis approaches give a theoretical and methodological basis to the researchers.

### **2.1.2 The Sustainable Livelihoods Approaches: Different Models and Livelihood Frameworks**

The concept of livelihood and its implication have been forwarded by development agencies. Nowadays, a number of development agencies have adapted livelihood concepts and their main efforts to be begin implementation. Therefore, it has tried to review approaches, models and focus of analysis of four development agencies named; DFID, CARE, OXFARM and UNDP.

#### **DFID's Sustainable Livelihood Model**

The main goal of DFID sustainable livelihood approach is poverty reduction, economic reform, and adopting sustainable livelihood thinking to reduce poverty in sustainable manner. The SL principle intended as a guide to poverty focused development, encapsulate the essential aims of SL approaches (Carney, *ibid*: 14). Drawing on the Chambers definition as well, DFID (Britain's Department for International Development) stresses that there are many ways of applying livelihoods approaches (there is not one single approach). There are six underlying principles to all these approaches. DFID stress Poverty-focused development activity should be:

People centered holistic, dynamic, responsive and participatory, multi-level and Sustainable.

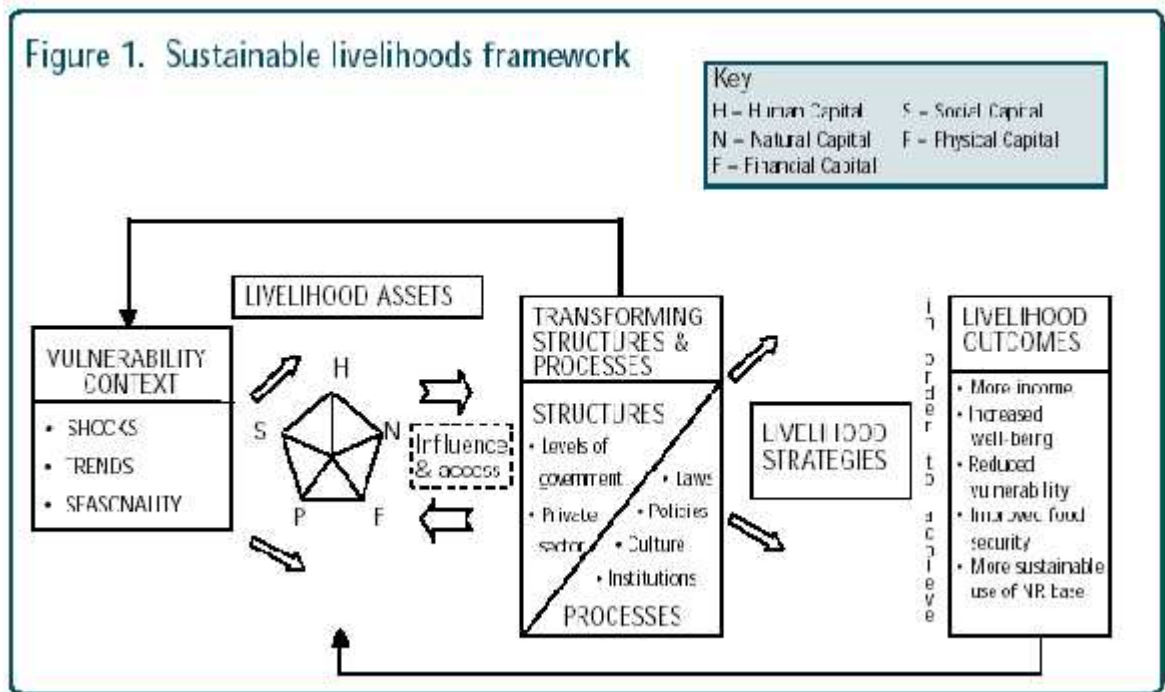
### **DFID's Sustainable Livelihood Framework**

DFID has provided a framework to foster the livelihood analysis. The livelihood framework is a tool to improve our understanding of livelihoods, particularly the livelihood of poor. The sustainable livelihood framework presents the main factor that affects people's livelihoods, and typical relationship between them. It can be used in both planning new development activities and assessing the contribution to livelihood sustainability made by existing activities (DFID, 1999: 2.1). It is expected that the framework will serve the following purpose;

- ) Defines the scope of and provide the analytical basis for livelihood analysis.
- ) Helps those concerned with supporting SRL to understand and manage the complexity of livelihoods.
- ) Become a shared point of reference for all concerned with supporting livelihoods, enabling the complementarity of contributions and the trade-offs between outcomes to be assessed.
- ) Provide the basis for development of a set of concrete intermediate objects (Carney, 1998: 6).



Fig 2.1: DFID's Sustainable Livelihood Framework



Source: <http://www.livelihood.org/dfid/framework>

The SL framework presents the main factors that affect people's livelihoods and typical relationships between them. It can be used in both planning new development activities and assessing the contribution to livelihood sustainability made by existing activities. In particular, the framework provides a checklist of important issues and sketches out the link to each other. It draws attention to care influences and processes and emphasizes the multiple interactions between the various factors which affect livelihoods. The framework is centered on people. It does not work in a linear manner and does not try to present a model of reality (DFID, 1999: 2.1)

The framework emphasizes on five different things which are associated with livelihoods analysis. They are; capital assets, vulnerability context, transforming structure and process, livelihood strategy and livelihood outcomes. There are feedback relationship between each other, mainly transforming structures and process and the vulnerability context; and livelihood outcomes and livelihood assets. DFID stresses the importance of livelihoods of capital assets and distinguishes five categories of

such assets: natural, social, physical, human and financial. It also stresses the need to maintain an 'outcome focus', thinking about how development activity impacts upon people's livelihoods, not only about immediate project outputs.

### **CARE's Livelihood Model**

CARE uses the Chambers and Conway definition of livelihoods given above. From this, it identifies three fundamental attributes of livelihoods:

- The possession of human capabilities (such as education, skills, health, psychological orientation)
- Access to tangible and intangible assets; and
- The existence of economic activities.

The interaction between these attributes defines what livelihood strategy a household will pursue. CARE's emphasis is on *household livelihood security* linked to basic needs. Its view is that a livelihoods approach can effectively incorporate a basic needs and a rights-based approach. The emphasis on rights provides an additional analytical lens, as do stakeholder and policy analysis, for example. When holistic analysis is conducted, needs and rights can thus both be incorporated as subjects for analysis. This focus on the household does not mean that the household is the only unit of analysis, nor does it mean that all CARE's interventions must take place at the household level. The various perspectives brought to livelihoods analysis contribute to the generation of a range of strategic choices that are reviewed more fully during detailed project design.

## Fig 2.2: CARE's Livelihood Model

*Source: <http://www.livelihood.org/care>*

CARE has used its livelihoods approach in both rural and urban contexts. It identifies three, not mutually exclusive, categories of livelihood activity appropriate to different points in the relief-development spectrum. These are:

Livelihood promotion; most livelihood promotion activities are longer-term development projects that increasingly involve participatory methodologies and an empowerment philosophy. (Improving the resilience of households, for example through programs of service delivering activities)

Livelihood protection; helping prevent a decline in household livelihood security, for example programs which focuses on early warning systems, cash or food for work, seeds and tools, health education, flood prevention.

Livelihood provisioning; it is the direct provision of food, water, shelter and other essential needs, most often in emergency situations.

These activity categories are non-exclusive. This means that a good livelihood promotion strategy would also have a 'protection' element, which deals with existing areas of vulnerability and helps to ensure that any improvements in livelihood security are protected from re-erosion. Likewise, the aim is that elements of 'protection' and 'promotion' are built in as early as possible to 'traditional relief' (provisioning) activities. For instance, institutions established to help with relief activities are set up in a very participatory way. Over time, capacity-building training is provided, so that the same structures can be used to plan and initiate livelihood promotion activities.

### **OXFAM's Sustainable Livelihood Model**

For OXFAM, “sustainable livelihoods” are those that allow people to cope with and recover from shocks, maintain quality of life over time, and provide the same or better opportunities for all, now and in the future. In OXFAM definition a “livelihood” refers to the capabilities, assets and strategies that people use to make a living. That is to achieve food security and income security through a variety of productive economic activities.

Of all the basic human rights protected by international law, OXFAM's livelihoods program seeks to help realize poor peoples' rights to a sustainable livelihood, including closely related rights to a safe environment, housing, clean water and sufficient food. OXFAM believe that:

1. All human beings have economic rights as part of their fundamental human rights
2. Power imbalances in markets – at all levels – are a leading contributor to the denial of economic rights – reversing such imbalances can lift millions out of poverty;

Achieving market development and greater power in markets for poor people requires organization by people themselves as well as redistribution and sound market regulation and management on the part of governments and other organizations;

3. International trade can be a powerful engine for poverty reduction, but international trade rules are currently loaded against the poor and the environment; changes in national policies are also imperative and often a pre-requisite for more equitable international trade;

4. Economies must be managed to ensure that growth is a means to economic and environmental equity for current and future generations rather than an end.

Fig. 2.3: Sustainable livelihood framework of OXFAM

*Source: <http://www.livelihood.org/Oxfam>*

As well as DFID, Oxfam's livelihoods program strategy is based on a holistic analysis of poverty and reflects in its implementation on the other principles that underlie a sustainable livelihoods approach - people-centered, responsive and participatory, multi-level, conducted in partnership and sustainable.

For greater impact and learning, Oxfam is currently focusing its livelihoods program on the Pro-poor agricultural development, focusing especially on the power of poor producers in local, national and international markets. Increasing the power of women workers, especially those working in global trading chains, to increase security and improve employment and working conditions, and improving livelihoods in the informal sector in urban areas.

### **The UNDP's Sustainable Livelihood Approach**

Within UNDP (United Nations Development Programme) the sustainable livelihoods agenda is part of the organization's overall sustainable human development (SHD) mandate that was adopted in 1995. This includes: poverty eradication, employment and sustainable livelihoods, gender, protection and regeneration of the environment, and governance. In this context, the SL approach is one way of achieving poverty reduction, though there are also other strategies being pursued within the organization (e.g. macroeconomic growth, community development, community-based natural resource management, etc.).

Figure 2.4: Sustainable livelihood framework of UNDP

As one of UNDP's five corporate mandates, sustainable livelihoods offers both a conceptual and programming framework for poverty reduction in a sustainable manner. Conceptually, *'livelihoods' denotes the means, activities, entitlements and assets by which people make a living*. Assets, are defined as: natural/biological (i.e. land, water, common-property resources, flora, fauna); social (i.e. community, family, social networks); political (i.e. participation, empowerment - sometimes included in the 'social' category); human (i.e. education, labor, health, nutrition); physical (i.e. roads, clinics, markets, schools, bridges); and economic (i.e., jobs, savings, credit). The sustainability of livelihoods becomes a function of how men and women utilize asset portfolios on both a short and long-term basis. Sustainable livelihoods are those that are:

- Able to cope with and recover from shocks and stresses (such as drought, civil war, policy failure) through adaptive and coping strategies;
- Economically effective;
- Ecologically sound, ensuring that livelihood activities do not irreversibly degrade natural resources within a given ecosystem; and
- Socially equitable, which suggests that promotion of livelihood opportunities for one group should not exclude options for other groups, either now or in the future.

Within UNDP, SL brings together the issues of poverty, governance and environment. UNDP employs an asset-based approach and stresses the need to understand adaptive and coping strategies in order to analyze use of different types of assets. Other key emphases of UNDP are:

- That the focus should be on strengths, as opposed to needs
- That macro-micro links should be taken into consideration and actively supported; and
- That sustainability is constantly assessed and supported.

Unlike the other agencies covered in this review, UNDP explicitly focuses on the importance of technology as a means to help people rise out of poverty. One of the five stages in its livelihoods approach is to conduct a participatory assessment of technological options that could help improve the productivity of assets. (Where such assessment shows that indigenous technologies are very effective, UNDP's goal would be to ensure that these are adequately understood and promoted by government or non-governmental agencies that work with local people.)

### 2.1.3 Component of Livelihood Frameworks and Focus of Analysis

Different development agencies have maintained sustainable livelihood model differently. And those agencies have constructed different framework to understand livelihood concept and make the analysis easier. In their models and frameworks, we found some aspects are presented in the same way and some aspects are different. This topic discusses about the framework and focus of the analysis, which were forwarded by different development agencies, mainly; DFID, CARE, OXFARM and UNDP.

Table: 2.1 Core livelihood component and focus of analysis

S. No.	Topic	DFID	CARE	OXFAM	UNDP
1	Context (Vulnerability)	-Shocks -Trends -Seasonality	Natural resource Infrastructure Economic, cultural and political environment	Trends, Seasonality and Shocks (in nature & environment, market and policies, war)	Shocks and stress (drought, civil war, policy failure)
2	Livelihood assets	Natural Human Social Physical	Human capital Social capital Economic capital	Natural Physical Human Social	Natural biological Social Political



		Financial		Financial	Physical Economic
3	Transforming structure and process	Level of government  Private sector,  Law, culture policies, infrastructure		At different level of government  Laws, public policies, incentives, regulation  Private sector policy & economic Institutions (market, culture)	Policy (Micro-macro, cross-sectoral)  Governance (local government, CBO's, empowerment)
4	Livelihood strategy		Production and income activities  Process and exchange activities  Consumption activities	Of social actors (household, community)  Natural resource base and or market based, diverse  Survive or sustain	Adaptive and coping  Local adaptive strategies, assets, knowledge, technology
5	Livelihood outcomes	More income  Increased well being  Reduced vulnerability  Improved food security  More sustainable use of NR base	Security of  Food  Nutrition  Health  Water  Shelter  Education  Community participation personal safety	More income  Reduced vulnerability  Improved food security  Improved social equity  Sustainability of environmental resources  Non use value of natural resource	Sustainable livelihood

## **Vulnerability Context**

Vulnerability context is that circumstances, which have a direct impact upon people's assets status and options that, are open to them in pursuit of beneficial livelihood outcome. Peoples livelihoods are the wider availability of assets is fundamentally affected critical trends as well as by shocks and seasonality (DFID, 1999: 2.2). DFID and OXFAM have same definition on vulnerability context. According to them trends, shocks and seasonality are the vulnerability context of people's livelihood. But CARE has not used the term vulnerability. Instead of vulnerability it has used livelihood context. CARE considered natural resource, infrastructure, and economic, cultural and political environment as livelihood context. UNDP has also noted shocks and stress as vulnerability context.

**Trends** are more predictable. They have a particularly important influence on rates of return to the chosen livelihood strategies. It refers population trends, resource trends, national/international trends, trends in governance and technological trends.

**Shocks** can destroy assets directly (in the case of floods, storms, civil conflicts etc.) they can also force people to abandon their home areas and dispose of assets as a part of coping strategies. Shocks include human health shocks, natural shocks, economic shocks, conflict and crops/ livestock health shocks.

**Seasonality** shifts in prices, employment opportunities and must enduring sources of hardship for poor people (DFID, 1999: 2.2) the seasonality creates the diversification of income sources. It causes peaks and trough in labor utilization on the farm and creates livelihood insecurity due to the mismatch between highly uneven farm income streams and continuous consumption requirements (Ellis, 1998:59). Migration is a main coping strategy over seasonality there exist various forms of migration, but seasonal migration is most important methods for rural livelihoods. It is typically associated with movement away in the slack season and

the return of migrant for the peak periods of labor input in the agriculture calendar. Seasonality is usually associated with rural economics. It can however, be equally problematic for poor people in urban areas. Especially, when, these people spent a large proportion of their income on foodstuffs, the prices of which may be very volatile (DFID, 1999: 2.2).

Different components of the vulnerability context effect different people in different ways. Thus natural shocks may have a more adverse effect on agriculture activities than other urban employment. Likewise changes in international commodity prices will affect those who grow process or export such commodities but have little direct effect on those who produce for or trade in the local market. Understanding the nature of vulnerability is a key step in sustainable livelihood analysis (DFID, 1999: 2.2).

### **Livelihoods Assets**

Different development agencies have defined livelihood assets in different ways. DFID and OXFAM framework identifies five core assets types; human capital, social capital, physical capital, natural capital and financial capital. But the CARE model represents only three types of assets; human capital, social capital and economic capital. And the UNDP provides five types of assets; natural biological, social, political, physical and economic. Nevertheless, the livelihood approach is concerned first and foremost with people. It seeks to gain an accurate and realistic understanding of people's strengths and how they endeavor to convert these into positive livelihood outcomes. The approach is founded on the belief that people require a range of assets to achieve positive livelihood outcomes, no single category of assets on its own is sufficient to yield all the many and varied livelihood outcomes that people seek (DFID, 1999: 2.3).

The asset pentagon, which has provided by DFID and OXFAM, lies at the core of the livelihoods framework. The shape of the pentagon can be used to show the

variation in people's access to assets. The idea is that the centre point of the pentagon where the lines meet represents zero access to assets while the outer perimeter represents maximum access to assets. On this basis the shape of pentagon is dynamic and different shaped pentagons can be drawn to analyze their access to assets for different communities or social groups.

**Human Capital** represents the skills, knowledge, ability to labor and good health that together enable people to pursue different livelihood strategies and achieve their livelihood objectives. Human capital appears in the generic framework as a livelihood asset that is as a building block or means of achieving livelihood outcomes. Its accumulation can also be an end in itself. Many people regard ill-health or lack of education as core dimensions of poverty and thus overcoming these coordination may be one of their primary livelihood objectives (DFID, 1999: 2.3.1). Human capital comprises health, education and labor, for those lacking material and productive assets. Labor power or healthy body is the core component of most survival strategies and therefore is perhaps the most important human capital asset. Human capital is required in order to make use of any of the four other types of assets. It is therefore necessary to transfer natural and physical capital into financial capital. The transformation of assets is depending on the human skill and it leads positive livelihood outcomes.

**Social Capital**, broadly defined, refers to the benefits of membership within the social network. The accessibility of additional resources through social connections enables poor people to meet everyday needs (UN .....). In the context of the sustainable livelihoods framework it is taken to mean the social resources upon which people draw in pursuit of their livelihood objectives (DFID, 1999:2.3.2). Therefore all the development agencies have same emphasis on social capital. The social capitals are networks and connectedness, membership of more formalized groups and relationship of trust, reciprocity and exchanges.

The above are all inter-related membership of groups and associations that can extent peoples access to and influence over other institutions of all the five livelihood building blocks. Social capital is the most intimately connected to transforming structure and process. The mutual trust and reciprocity lower the costs of working together. This means the social capital has a direct impact upon other types of capital;

- ) By improving the efficiency of economic relations. Social capital can help increase peoples incomes and rates of saving.
- ) Social capital can help to reduce the free rider problems associated with public goods. This means that it can be effective in improving the management of common resources and maintenances of shared infrastructure.
- ) Social networks facilitate innovation the development of knowledge and sharing of the knowledge. There is therefore a close relationship between social and human capital (DFID, 1999: 2.3.1).

In this way, the poor people can rarely afford formal insurance to protect them in the event of crises, such as natural disaster, financial crisis, health emergencies, unemployment and the like. Reciprocal social relationship provides wells of financial, social or political support from which they can draw in times of need. Thus, the study of social assets is important for livelihood analysis.

**Natural Capital** is the term used for the natural resource stock from which resource flows and services useful for livelihoods are derived. There is a wide variation in the resources that make up natural capital from intangible public goods such as the atmosphere and biodiversity to divisible assets used directly for production. Mainly, natural capital includes land, forest, marine/wild resources, water, air quality, erosion protection, Storm protection, biodiversity etc. Beside CARE, other three agencies have given emphasis to natural capital.

Clearly, natural capital is very important to those who derive all or part their livelihoods from Natural Resource based activities (farming, fishing, gathering in forest, mineral extraction). However, its importance goes away beyond this. None of us would survive without the help of key environmental services and food produced from natural capital (DFID, 1999: 2.3.3). Thus, natural capital is the bases of all capital from where, human capital utilizes and modifies to other capital and marks well-beings. Indeed, concern with natural capital itself has tended to detract attention from the more important issue of how natural capital is used in combination with other assets to sustain livelihoods. The livelihood approach tries to take a broader view to focus on people and to understand the importance of structure and process. It determines the way in which natural capital used and the value that it creates.

**Physical Capital** comprises the basic infrastructure and produce goods needed to support livelihoods. Infrastructure consists and changes the physical environment that helps people to meet their basic needs and to be more productive. Producer goods are the tools and equipment that people use to function more productively. UNDP, OXFAM, and DFID have separately discussed the physical capital in their model but CARE has included all the productive assets within the economic capital. Physical capital refers the following components, which are essential for sustainable livelihoods:

- affordable transport
- secure shelter and buildings
- adequate water supply and sanitation
- clean affordable energy and
- access to information

Many participatory poverty assessments have found that a lack of particular types of infrastructure is considered to be a core dimension of poverty. Without adequate access to services such as water and energy, human health deteriorates and long

periods are spent in non productive activities for instance, the collection of water and fuel wood. The opportunity costs associated with poor infrastructure can produce education, access to health services and income generation.

**Financial capital** denotes the financial resources that people use to achieve their livelihood objectives. However, it has been adopted to try to capture an important livelihood building block; viz. the availability of cash or equivalent that enable people to adopt different livelihood strategies. These are two main sources of financial capital; availability of stocks and regular inflows of money. DFID and OXFAM have discussed these topics clearly within financial capital in their framework. But CARE and UNDP have used the economic capital instead of financial capital.

Financial capital is probably the most versatile of the five categories of assets, because it can be converted and used for direct achievement of livelihood outcomes. However, it is also the asset that tends to be the least available to the poor. Indeed, it is because the poor lack financial capital that other types of capital are so important to them (DFID, 1999: 2.3.5)

### **Transforming Structure and Process**

Transforming structure and process within the livelihood framework are the institution, organizations, policies and legislation that shape livelihoods. They operate at all levels, from the household to an international arena, in all spheres from the most private to the most public. A policy and institutional environment supports multiple livelihood strategies and promotes equitable access to competitive market for all (DFID, 1999: 2.4). Furthermore, markets and legal restrictions have a profound influence on the extent to which one asset can be converted into another type of asset (e.g. natural capital into financial capital, human capital into physical capital etc.). All things being equal convertibility is a positive aspect which should be nurtured as it increases the options available to

people who are striving to improve their livelihoods and to withstand shocks and stresses (Carney; 1998: 9).

### **Livelihood Strategies**

Livelihood strategies are the range and combination of activities and choices that make /undertake in order to achieve their livelihood goals or the way of combining and using assets it includes productive activities, investment strategies reproductive choices and much more. The livelihood strategy is that, which households and individuals have continued and/or modified their economic and social activities in order to meet their livelihood needs. Livelihood strategies reflect creative ways of approaching environment and these strategies draw upon understanding and realization by the households of the eminent need in the local context. These strategies are normally long term responses to cope with stresses either routine or severe (Subedi, 2002: 162). Livelihood strategies change over time and there is an enormous diversity of livelihood strategies geographically, across sectors and within households. Livelihood strategies directly influence the sustainability of livelihoods.

"The more choice and flexibility that people have in their livelihood strategies, the grater their ability to withstand or adapt to the shocks and stress of the vulnerability context" (DFID, 2002).

In this way, the livelihood strategy and the choices of options of livelihood, mainly depend on the adequacy of human capital. It differs from urban to rural and rich to poor. Chamber (1999) quoted a proverb about it, "the fox has many ideas but the hedgehog one big idea" (*Sunareko saya tal Lohareko ekai tal*). That means the poor are fox, who have to diversify their livelihood strategies. Out of many sources of livelihood support and means of survival, Chamber includes seasonal migration also as a livelihood strategy. The nature of seasonal migration is rural to urban mainly for example; brick making, urban construction labor, agriculture labor,



porter and other street vending. It is not to use but many means to gain food, cash to reduce vulnerability and to improve the quality of life (Chamber, 1999: 165).

### **Livelihood Outcomes**

Livelihood outcomes are the achievements or outputs of livelihood strategies. The range of the outcome is different and it differs according to the assets. There is a close relationship in the framework – between livelihood outcomes and livelihood assets, the two being linked through livelihood strategies. DFID and OXFAM have noted that more income, increased well-being, reduced vulnerability, improved food security and more sustainable use of the natural resource base are the symbol of the livelihood outcomes. The CARE emphasizes Food Security and nutrition, health, water, shelter, education, community participation and personal safety as livelihood outcomes but the UNDP stresses sustainability as outcomes.

Present study is based on the five livelihood component; vulnerability context, livelihood assets, transforming structure and process, livelihood strategy and livelihood outcomes, and this study analyses porter's livelihood within these components.

## **2.2. Review of previous Relevant Studies**

The relevant studies that give some ideas for further studies are reviewed following are the different dimension of poor people to cope their livelihood and their livelihood strategies in modern scenarios.

### **2.2.1. Studies Related to Livelihood Strategy**

In Nepal livelihood concept is very new. So studies in livelihood strategies are limited. The studies are found in community based and some of them are based on occupational caste group. So, these studies are related to community and marginal caste groups.

Subedi and Pandey (2002), have prepared a research article on livelihood strategies of Rai communities in Arun valley: Continuity and Change, focusing on the livelihood strategies of higher caste group with socio-economic and environmental changes take place there. Sitalapati and Kakalu, two spatial locations of two different altitudinal places have for their study. They have found that in both places households have gradually reduced land under Khories using more public resources for self-consumption and transforming *Bari* (non-irrigated sloping terraces). This followed additional inputs in agriculture adoption of multiple cropping and cropping diversification strategy. On the other hand, strategies such as wage laboring, pottering, borrowing, crediting and livestock selling activities were the sequence of livelihood strategies adopted under pressure, They have concluded that a specific sequence of change has found in land utilization pattern and conversion of land in to more productive categories. The communities have also adopted several activities to fulfill their needs become food sufficiency was limited and agriculture is heavily dependent on nature.

Bhattari (2001), has focused on livelihood strategies of Rickshaw pullers (RPs) of Biratamod, Jhapa, 200 Rickshaw pullers have selected to fulfill his study. His study shows that the income of RPs range from NRs 30,000 to more than 1,00,000per annum but majority earn between NRs 45,000 to 60,000 per annum which cause their poor livelihood as urban poor. On the other hand 56%of RPs has taken Rickshaw on rent and on the other hand less than 50% are in debt of big amount and 1/3 of them have bad health. Majority of RPs are poor although they work hard and long hours, majority are reported to have deficiency of their daily needs because more than 90% households of low income group face 27% annual deficiency and most them failed to manage and utilize their income properly despite reasonable daily income.

Finally, he suggested that RPs themselves have not paid attention about their poor health condition and to manage and utilize their income, as well as local community which can play a vital role in different local activities. At last, it is found that there is no such better strategy of life among the Rickshaw Puller. They spend life just on “earn and spend” system.

Bhandari (2003) has written a thesis on International Labour Migration as Livelihood Strategy. On his study, among the labor migrants most of them employed in unskilled jobs small numbers are in skilled job. He said that despite of being the main source of earning livelihood, a large proportion of the households in Prithvinagar are unable to fulfill food requirement of their family by their own production. He found that several changes on social setting of the VDC are notable level of income has increased and that have significant economic support for the nation as well as Prithvinagar. He concludes his research by saying that structure of houses are almost changed among the emigrant’s households and changes are also found in land holding pattern standard of living and quality of food are raised. Numbers of domestic animals are reduced significantly but it is towards commercialization. Unemployment and lack of agriculture production are the most important factors for emigration associated with origin. Likewise, higher wage rate, demonstration effects and presence of friends/relatives and no need of special skill and higher education effects the other important factors associated with destination.

Timalsina (2003) has studied on Impact of Bhimdhunga-Lamidanda-Road on the Livelihood Strategies of Rural people. The main focus of this thesis is impact of road linkage on the rural people’s livelihood. In this study area, the livelihood of the people is especially in the field of agriculture. Impact of road is especially on the cash crops forming like vegetable and other horticulture which generate income to sustain the livelihood, because 83% of households having vegetable production for their major source of income in his study area. Although impacts of

road on livelihood are both negative and positive but the negative impacts are limited and are expressed by a few households along the road. Because of road linkage on his study area, the level of income has increased and peoples' exposure to the outer world has also increased. He further expressed that employment opportunities, communication facilities, increased of trade and business, improved means of transportation, increased in school enrolment, diversification in economic activities, increased in agricultural market and production have already made positive change in the socio-economic life of the households. Finally, he concluded his dissertation by saying that, there is a need to improve rural infrastructure like economic infrastructure (including physical infrastructure serving the households e.g. transport and communication), social infrastructure (includes health, education, housing and institutional services), which can help to increase productivity as reduce the poverty.

Sharma, (2004), has written a thesis on livelihood strategy of the household in marginal community of urban periphery of Kathmandu and its impact on women. Her study is based on livelihood strategies of the Putuwar communities of Ichungunarayan VDC. Over the time Putuwar has adapted to the various strategies such as selling *Ratomato* (red soil), breaking of stone etc. to earn their livelihood. Due to high illiteracy, ignorance and down trodden status they take very little interest in social events that take place in and around the society. At the present situation she found that, wage labor has emerged as their main occupation and majority of them 90% of Putuwar people are dependence on this occupation. After a long period of interaction with the non-indigenous people, such change has taken place in the traditional economic structure of Putuwars. They are now keen to sell products in the market; the interaction with outside has led them to the process of modernization of economy and occupation. Finally, her research conclude that the analysis of the way of life and livelihood strategy of Putuwar, in totality, it has been found that they have not been involvement for the better strategies of life

among Putuwar community, despite the fact that they are hard working and honest. As their life is just based on “earn and eat” system, they are not concerned for their future as well as of their children.

Dahal (2001) has studied about the changing livelihood strategy of Baramans from western Nepal, focusing that the Baramus have changed their livelihood strategies due to the collapse of *Dole* and *Bani*; their traditional occupation. He found that the immense changes have occurred in the natural, economic and socio-cultural environment of the Baramus. Development activities in the area have not provided equal opportunities to all castes and ethnic people but have further marginalized them. Some of the livelihood sources are in the process of gradual decline. Development has also supported social inequality in the new form, as those, who have access to and benefited from it and those who are further impoverished.

Consequently, the gap between the rich and the poor is increasing. He found that the fragmentation of the land of higher social people and the expanding market around the area provide the pottering opportunity. Mainly, the collapse of the traditional occupation and inadequacy of the agricultural activities have compelled the Baramus to find income earning activities like; wage laboring and pottering.

Malla (2001) attempted to *examine* child labour (*khalasi* children working in tempo and micro-bus). This study based on individual survey of 60 from tempo boy and 60 from micro-boy from Kathmandu valley. This study concludes that a very complicated and challenging task and is so entrenched in the society that it is very difficult to eradicate totally and in time *khalasi* children is one of its from and there is hardly any research or study conducted so far on this from of child labour. Unequal hierarchical socio-economic stratification in the society and illiteracy are the dominant reasons for child labor in Nepal. It was also found that most parents of *Khalasi* children were poor and were not able to provide education to their children there by sending them to school. This suggests that the importance of

education should be emphasized among parents and they should be encouraged through advocacy programmed to send their children to school. It was also found that almost all employer and *Khalasi* children themselves were not aware of labour Act and children's Act, though they heard about it.

Rai (2004) attempted to examine historically the changing livelihood strategies of occupational communities i.e. *Damai*, *Kami* as well as to sketch the present situation widely. This study is based on the household survey of 92 households from Panchakanya and Namsaling VDC of Ilam district. Among them 46 were *Damai* and 46 were *Kami* households. This study concludes that a specific change has been seen in the traditional occupation and the change emerged due to the internal as well as external causes. Industrial products, readymade and fashionable goods are the external causes which have a negative impact on the traditional occupations and further compel them to diversify. The absence of knowledge and skills about new fashions and nature of frequency are taken as internal causes which have played a vital role in the changing livelihoods of these groups.

Subedi, Subedi, Dawadi and Pandey (2007), had discussed the "Livelihood at Risk: Findings from Mid- Western Nepal." According to this document selected 24 VDCs and 3 Ex-Kamaiya Camps of 6 districts of the mid-western development region of Nepal. This document analyses the socio-demographic and cultural setting of the people of region. It also analyses the access, availability and quality of basic services. A considerable number of households have experienced worsening situations with respect to community violence, security, accessibility to basic services, self- respect, participation and decision making processes. Such a negative of these parameters raises questions regarding whether the worsening situation is 'acceptable' socially, morally and economically or not. According to their findings that livelihood status of the surveyed households is poor and is at risk.

Baskota (2005) has studied 'Pottering as Livelihood Strategy: An Example from Kathmandu Metropolitan City'. He analyzes the socioeconomic and causes of marginalization, vulnerability of occupation and the policy affect to the potter's livelihood. He concludes that potter is that group who has not access to any livelihood assets. There is risk and vulnerability in this job and the pottering is an example of poverty. So, for sustainable livelihood of potter economic development and livelihood improvement programs are needed in their place of origin.

### **2.2.2. Literature Related Wellbeing Status of Women**

Women Empowerment Nepal has discussed, through self-development and social programs, to make women participate in decision making process and improve the socioeconomic status. This organization help to grow independent, education , self-sufficient decision making women ( encouraging self-empowerment), poverty reduction by saving and credit activities and co-operatives, education by providing scholarship, skill base training, issue related for traditional harmful practices against women etc, helps to women financial and social independence

ICA Japan(2006), have discussed in the project report based on capacity building of women for empowerment and development of pre-school education in Bhaktapur, it gives to training of knitting and sewing, organic farming methods using vegetable and livestock droppings. Training also helps to saving account with a minimum deposit. According their report it helps to improve the women's skill, sustainable agriculture from saving and credit activities and decision making process.

Maiti Nepal is contributing by appreciating and honoring the women towards self-reliance. And also Maiti Nepal facilitated women tempo drivers. It also gives training for women who are related (contact) with Maiti Nepal. These training are useful for female to maintain their livelihood.

FTD issue is becoming popular in several other municipalities. For example; in Chitwan municipality, ten day training has been organized for women recruited as driver for the tempos. A provision has also been made for the women tempo driver to own the vehicle after paying back the cost price of the vehicle on installment to the municipality.

Theoretical framework i.e. 'Sustainable Livelihood Approaches' consist of analytical framework to analyze the people's way of earning livelihoods. This approach has a wider view about what are the determining factors for people to choose a particular types of livelihood strategies and in which situation it becomes sustainable. Though previous relevant studies addressed the livelihood strategy but did not stand on the strong theoretical bases of livelihood approaches.

On the other hand, literature related wellbeing status of women is concentrated with improvement of female's livelihood by different activities of organization.

Therefore, these studies related to livelihoods conclude that the way of earning livelihood is not always constant. It is a changing process and varies from space to mankind. Different types of people have involved in different types of activities. In this way the above discussed different livelihood approaches provide angle of view to understand people's livelihood strategy and provide the framework for analysis. This study does not follow a particular model; because the context is differ event in Nepal.

This study intends to fulfill the lacking aspect in all types of previous studies with the help of emerging analytical framework i.e. 'Sustainable Livelihood Approaches'. This study aims to explore that the changing livelihood strategy of female tempo driver is analyzed on the basis of above studies but in own specific context of Kathmandu valley.



## **CHAPTER – THREE**

### **Study Area and Methods of Data Collection**

For the systemic study of the above mentioned problems and to attain the objective of the present study, certain research procedures are followed. The present study has focus in the context of livelihood strategy of Female tempo drivers of Kathmandu valley. Various techniques are applied to collect the data. Qualitative information needed for the reliable result in the study.

#### **3.1. Study Area**

This study is confined to the specific section (part) of Kathmandu metropolitan. Kathmandu metropolitan city is the biggest and most populated city of Nepal. In Kathmandu valley is an overall shaped valley which is surrounded and protected by mountains on all sides and drained by the holy river Bagmati and its tributaries; Vishnumati, Manohara, Hanumante, Tukucha, Dhobikhola etc. Geographically Kathmandu valley lies between 27°27' North latitude to 27°49' North latitude and 85°10' East longitude to 85°32' East longitudes. It is located in the Central Development Region of Nepal. The district boundary adjoins with Kavrepalanchowk in the east, Dhading and Makawanpur in the west, Nuwakot and Sindhupalchok in the north and Makwanpur in the south.

Due to development and modernization, the developmental works were mainly concerned in the valley. These developments demanded labour force and attracted immigrants from other parts of the country. The population was slowly exposed to modern ways of life and this expose created more needs and demands among population. Since the means to fulfill these demands and needs were available only at Kathmandu, Nepalese from other part of the country were attracted to move to the valley. The process of the immigration to Kathmandu increased especially from 1971 and then the population of the city were reported as 106579 in 1952/54

census grew by four times to 421258 in 1991 and reached 995966 in 2001 census (Sharma, 2003). Due to increased population, thousands of transportation vehicles were created. This means create environmental pollution in Kathmandu valley. To decrease this pollution, Government emphasized the safe tempo (run by electric battery). There was shortage of electric vehicle driver, keeping this mind Institute of Environment Management decides to train women as EV driver. Now, hundred of women are running their livelihood as a tempo driver Kathmandu valley.



### **3.1.1. Selection of Study Area**

The Kathmandu valley has been considered as an appropriate study site for the study of female tempo driver. The selection of Kathmandu valley as study site is based on the following observation: First; it is the only metropolitan city of the country. Second; being capital city, the options of livelihoods are wider than in other cities of the country. So many female run their livelihood in a wide range of fields and places according to their skill, capacity and status. The third; a large number of female tempo drivers from various part of the country are in Kathmandu and no other city of Nepal is expected to have such a number of female tempo drivers. This group is the main focus of this study.

### **3.2. Methods of Data Collection**

Following tools and techniques have been adopted to collect data.

#### **3.2.1. Preliminary Field Observation**

Preliminary field observation was the first as an important tool for field work. In this study, preliminary field observation use as research technique for following purpose

- ) To prepare an inventory of Female Tempo Drivers
- ) To provide 'complementary' evidence, information; in this study to understand working conditions, interaction of female drivers.
- ) To capture 'contextual' understanding, it is used to know their behavior. It becomes useful to trace out the daily life of the female tempo driver and know other peoples' perception towards the female drivers.

In this period, it was noticed that generally, their working hours is 7am to 7 pm. With less than 1½ hours rest (7-8am in morning), they were always busy to provide lift. When they got changed the tempo's battery at charging station, at that

time they used to take the lunch at mid day. For this observation I went with them in different route as a passenger. But these types of felling were not enough for me to build good rapport (friendship) with them. However, these observations guided me to think about various alternative strategies about how to build good rapport to find the real information around my objectives in the time of interview.

### **3.2.2. Route Selection**

Spot (route) was selected by dominance number of female drivers. The following routes are selected:

- ) NAC-Chabahil
- ) NAC-Koteshwar
- ) NAC-Lagenkhel
- ) NAC-Gangabu

These four routes were selected in this survey.

### **3.2.3. Sampling procedure**

As this study is intended to investigate the Tempo driving is changing livelihood strategy of women in Kathmandu valley is the target population. But due to taking driving as a temporary job, it becomes very difficult to specify the percentage of the female tempo drivers who were selected as respondents. This survey has been conducted with 48 individuals from Sundhara Tempo Park (infront of NAC building) from four routes by selecting 12 respondents from each route. Sundhara Tempo Park is central point of each route. Purposive sampling method was used considering the heterogeneous character

### **3.2.4. Questionnaire Administration**

For individual survey questionnaire is used to collect basic information such as; age, origin of place, household size, education, caste/ethnicity, basic earning and

expenditure etc. about FTD. This survey was conducted on NAC Tempo Park at morning period. This survey has been conducted with 48 individual from four routes by selecting 12 individual from each route.

#### **3.2.4. Participant Observation**

Participant observation is one of the most important tools, which was employed during the field work period, to collect data becoming a passenger. The main routes for the participant observation were NAC-Chabil, NAC-Koteshore, NAC-Lagenkhel, and NAC - Gangabu. The participant observation had been conducted with four individuals from four routes by selecting one individual from each route. It helped to know their behavior, clothing style, fooding style working condition, physical condition, their interaction with each other, seasonal flow (office time and other) etc. It became useful to trace out the daily life of FTD and know other peoples' perception to the FTD.

#### **3.2.5. Interview**

Interview is an excellent method of data collection about ethnicity, age and sex. This study is extensively based on different types of interviews techniques. Different interviews method has been used for the purpose of information collection. In this research, I have used in-depth interview, key informat interview and focus group discussion.

##### **A) In Depth Interview**

The main aim of conducting in depth interview was to collect more qualitative information and collect information related to the personal feeling of the respondent. The in depth interview was conducted based on checklist. I conducted the in depth interview with eight FTD from different marital status and different route. I decided to meet them in Sundhara Tempo Park. Information from in-depth

interview with them about motivational factor, changes in livelihood before and after driving and perception towards driving work.

### **B) Key Informant Interview**

Key informant interview is also informal interview technique. The key informant interview is used to collect information from those people who are not study group but they are familiar or related to any aspect of the research issue.

In this study, three types of key informant interviews had been conducted. First; the interview was related to the work and wage, advantage/disadvantages to be female tempo driver (they were tempo owner at battery charging station). Second, with those people who were related to provide food and snacks. The third key informants were male tempo driver about their perception on female drivers. Fourth are male passengers about their behavior on female tempo drivers. Fifth key informant selected from traffic/ police about implementation of rule and regulation.

### **C) Focus Group Discussion**

The Focus Group Discussion is found as an appropriate way of information gathering in my field work because some of them (who are in queue in morning period), stay in group with tea and other types of snacks in the empty vehicle and near the tea shop. In this seating, one difficulty is the presence of male drivers. But I was succeed to select only female drivers and we discuss about perception to their work include relatives, passenger, traffic police) and difficulties of driving profession.

## **3.3. Analysis and Presentation**

The information was gathered from different source and methods. Therefore to manage and analyze them, the separate tools and techniques were needed. The

quantitative information was presented in tabular forms, and EXCEL computer software was used to generate table and simple statistical calculation. During the field work, information was in unstructured or textual form. It became difficult to categorize and manage the quantitative information. After tabulation and managing the information content analysis and descriptive methods and respondent's personal feeling and experience were tried to present in the box form.

### **3.4.1. Field Work as an Experience**

Fieldwork gives effective interaction between research and respondents in various nature and activities. Research attitude determines the qualities of research. The problems and experience dependents upon the research habit, attitude and politeness. It is impossible to obtain detail information unless the researcher establishes good relationship with the respondents. So, they felt comfortable and familiar to express their feelings of life.

At first, when I reached the field in Sundhara(infront of NAC building) there were many male and female driver. I start to talk and start my work with questionnaire. But I can't found true information, which I expected in questionnaire. Some female drivers were not interested to share their feelings. They were frightened by media and NGO/INGOs. Therefore they treated me as them and asked; *Tapain Kun Sanstha bata aauubhyako*( which institution are you from?). *Martain Chauthari ko manchhele hamro kasto narramro kura lakhedio* (bad reporting by reporter of Martin Chautari about us). These types of question were repeated with each FTD. But I was able to convince them by saying" I am not an interviewer from any NGO/INGO and media. I am a student and it is my examination. If you provide me real information, then I can do well". From such types of explanation, they were convinced. It was possible to obtain detail information if the researcher was able to establish good friendship with female drivers and also same sex, they could felt comfortable and safe to talk about their life and activities. During fieldwork



researcher interaction between the various nature and activities of respondents and observed various activities of respondents.

Most of the respondents made good relationship with researcher but few of them were serious and afraid join miserable condition of life.

The main difficulty was the presence of other male persons and male drivers, who were creating problem to get the fact information and their life story, within household and outside of household. Some of them were unnecessary and time consuming for me. To meet with tempo owner at the battery charging station are very hard work. To stop the unnecessary information and to filter and manage this information it was the main problem with informal technique. In interview some interviewee was nervous from their family members and some were happy to driving work as profession and few of them were not happy to this work.

I felt many difficulties during the time of data collection. It was too difficult to talk with female driver at working time; it was only observable period of researcher. This data collection period was very romantic because researcher found new information about different nature's female driver. These experiences will help this researcher to go ahead in the field and about the research methodology.

## CHAPTER- FOUR

### **Socio-economic Background characteristic of Female Tempo Drivers**

The purpose of this chapter is to provide socio-economic characteristic of female tempo drivers. Particularly it focuses on history of FTD, place of origin, age, family size, literacy status, caste/ethnicity, duration of employment etc.

#### **4.1. History of Female Tempo Driving**

Tempo driving started since 1981 when Laxmi Sharma started the tempo driving activity in Kathmandu in 1981, she is the first women driver of the country also claims to be the first all-round driver on the roads in south Asia. The second Sumitra Dangal, a master's degree student, she denoting her time in poverty elimination and women empowerment for which she already gave training to many women. And the third driver is Bishnu Lama, she engaged in driving sector for 4 years ago. Today she is driving trainer in Kathmandu Valley.

Women's driving professionally started since 2001. When the government banned the Bikram Tempo there was an increase in the demand for alternative mode of transportation and electric vehicle was one of the options. In later half of 2000 and beginning of 2001 there was a shortage of EV drivers. Keeping in this mind IEM/ESPS decided to train women as EVCO full fill this vacuum in the process of women empowerment in coordination with two driving schools, namely Samuhik Sewa and NEED. A training program ESPS/IEM put on advertisement in the daily newspaper for interested women candidates for driving electrical vehicles, along with certain minimum criteria, which were as follows:

- )Education: at least primary education completed
- )Age: 18-40 years
- )Citizen: Nepalese
- )Belonging to disadvantage group
- )Those who are from remote area
- )Unemployed

Applications were than examined, and those who fulfilled the minimum criteria were called for the written examination of 45 minutes to test for basic literacy.

Then, the selected candidates were called for the interview. The interview was mainly focused on physical and economic conditions of the candidates. . Finally all the scores were tallied and selections were done as per the final score (ESPS/DANIDA, Draft Report 2003).

#### 4.2. Place of Origin

The female tempo drivers have come from different district of Nepal. Most of them are from neighbor districts of Katmandu valley. According to the place of origin the female tempo drivers has been classified as follows. The first category is from within the valley itself, which consists of three districts Katmandu, Bhaktapur, and Lalitpur. The second category is those from surrounding districts, namely Kavre, Sindupalchok, and Chitwan etc. Third category is those who are from the other districts, like Sunsary, Bhojpur, and Gorkha etc. An overall scenario of the female tempo drivers by their place of origin is presented in the table no. 1.

Table: 4.1. Distribution of Female Tempo Drivers by Their Place of Origin

Regions	Districts	Number	Percentage
Mountain	Dolakha	2	4.2
	Sindhupalchoch	4	8.3
	Solukhumbu	2	4.2
	Gorkha	3	6.3
Hill	Kavre	5	10.4
	Nuwakot	2	4.2
	Ramechhap	2	4.2
	Makawanpur	1	2.1
	Dhading	4	8.3
	Udayapur	4	8.3
	Okhaldunga	2	4.2
Tarai	Saptari	2	4.2
	Sunsari	2	4.2
	Chitwan	3	6.3
	Dhanusha	2	4.2
	Sarlahi	2	4.2
	Sinduli	2	4.2
Kathmandu Valley	Katmandu	1	2.1
	Lalitpur	2	4.2
	Bhaktapur	1	2.1
Total		48	100

Source: Field Survey, 2004.

Female tempo drivers are from different geographical regions and districts. From where and why they come here is the main question of this research. Geographically majority of female tempo drivers have come from hilly region of the country. Then mountain follows it and we found only a little people have come from tarai and Kathmandu valley.

More FTD have come from the surrounding regions of the Kathmandu. The main reason for this are follows:

- ) Due to domestic violence (step wives, negligence, misbehavior etc.)
- ) Due to political situation
- ) Due to girls trafficking etc.
- ) Due to the poverty people want to move to look for better livelihood

They also come to the town in searching of employment opportunities to survive. So many factors are responsible to determine the destination of the migrant. The migrants chose the nearest city because they want to customize the travel time and cost. And on the other hand other hand, migrant choose the town where there is easily viable of the security and services. Therefore FTD from surrounding regions enter Kathmandu.

### **4.3. Age and Ethnic Group**

According to age and cast/ethnic group, I find that the poverty and job does not discriminate any caste. Female aged 20 over is engaged in tempo driving in Kathmandu valley.

Table: 4.2. Age Composition

Age group	Number	Percentage
20-25	14	29.2
26-30	20	41.7
31-35	9	18.8
36 and above	5	10.4
Total	48	100

Source: Field Survey, 2004

According to table 41.7 % of female tempo drivers belongs to 26-30 years of age group, followed by 29.2% belongs to 20-25 age group, 18.7% belongs to 31-35 age group and 10.4% belong to age 36 and above. So the average age of FTD is 29 years old. Similarly, if we go through the ethnic diversity of FTD, the table shows that they have come from different ethnic groups. Brahmin with 16.7% has the highest majority followed by 14.6% of Chhetri, 12.5% are Magar and Tamang, 10.4% of Newar, Tharu, Gurung, 8.3% of Rai and 4.2% of Sanyasi respectively. In the age if 26-30 is dominant, because responsibilities of child care and living status prohibits them to obtain job (driving).

Table: 4.2. Age, Caste/Ethnic Composition:

Ethnic Group	Age Group				Total	Percent
	20-25	26-30	31-35	36>		
Brahmin	3	1	3	1	8	16.7
Chhetri	4	1	1	1	7	14.6
Magar	3	2	1	-	6	12.5
Tamang	-	4	1	1	6	12.50
Rai	1	2	1	-	4	8.3
Newar	-	3	1	1	5	10.4
Tharu	-	3	1	1	5	10.4
Gurung	2	3	-	-	5	10.4
Sanyasi	1	-	-	1	2	4.2
Total	14	20	9	5	48	100.00
Percent	29.2	39.6	18.8	10.4	100	

Source: Field Survey, 2004

In this way, Brahmin/Chhetri (so called higher class), take the higher proportion. Why the so called higher groups of the society are engaged in these types of job outside the home place? And the majority age that is holding this job is 20-25. The research shows that the main cause is due to strictness of their cultural rules and they have become victims of domestic violence and terrorism. Similarly, if we go

through age group 26-30 is dominant because the marital status of widow, separated/ divorced women are dominant this is because they have the responsibility of their family members on their shoulders which pressure them to become a driver.

#### 4.4. Educational Background

Education is invisible but it is most important instrument of human capital. Skill, health and education are the wealth of human being. Every person needs education either for using natural resource in sustainable way or for searching other non-NR based livelihood strategy.

The level of education attained by FTD is an indicator of skill development. In addition opportunities for education and female activities are highly related

Table: 4.4. Educational Background

Educational Background	Number of FTD	Percent
Primary Level	20	41.7
Lower Secondary Level	13	27.1
Higher Secondary Level	11	22.9
SLC and above	4	8.3
Total	48	100.00

Source: Field Survey, 2004.

According to the table 41.7% FTD have finished primary level education, 27.0% FTD have the lower secondary level, 22.9%FTD have the higher secondary level and 8.4%FTD have completed up to SLC. No one in the group is illiterate, because basic literacy (five classes passed) is necessary to take driving training for female. Following example shows that why female driver gain poor (primary level) education.

#### Box 4.1: An example of poor educational status of widow driver

Lalita (Pseudo name, 29 years old Brahmin from Kavre) has studied up to grade 5. Her school was far from her house, it would take 1½ hours to reach the school. She had no time to study at home. She had to work at both home and farm, care to sister and brother. When she was 11, her mother died. Her father got married with other women. Her step mother always used to torture and always ask her to work. She got married at the age of fifteen. When she had 3 children she loose her husband, at that she was 24 years. Poor economic status and political instability made her to left the village. After that, she came in Kathmandu with 3 children. Her relatives told her to become a female tempo driver (opportunity for female). She contacted related office. By h her educational background she became a female tempo driver. Now, she survives in Kathmandu city in the absence of husband. Her children are gaining education in a government school

\*In the above box all the names of characters are pseudo

Table: 4.4. Educational Status by Age

Age group	Primary	%	Secondary	%	Higher	%	SLC	%	Total	%
20-25	5	35.7	3	21.4	3	21.4	3	21.4	14	29.2
26-30	7	36.8	6	31.6	5	26.3	1	5.3	19	39.6
31-35	5	50.0	3	30.0	2	20.0	-	0.0	10	20.8
36above	3	60.0	1	20.0	1	20.0	-	0.0	5	10.4
Total	20	41.7	13	27.1	11	22.9	4	8.3	48	100.0

Source: Field survey, 2004

The table shows in the age of (20-25), 10.4% have primary level's education, 6.3% have lower secondary, 6.3% have higher secondary and 6.3 % ( 3) are SLC and above. In the second age group (26-30) 14.6% are primary level, 12.5% are lower secondary levels, 10.4% are higher secondary level and 2.1 % ( 1) is SLC and above. The age group (31-35) 10.4% are primary level, 6.3% are lower secondary level, 4.2% have higher secondary levels education and there are no FTD are SLC and above in this age group. In third age group (36 and above) 6.3% have primary levels education, 2.1% have secondary, and same 2.1% are higher secondary level and there is no SLC and above.

In this way, 41.7% of the FTD has got primary level's education, among some of them are from informal education (old education) at home village but they can

read and write well. And by the tradition and superstition of the Nepalese society that the girls should not go out of home, female are unable to take up their studies. Such types of education can help them to develop the driving skill. Driving can play an important role to improve the livelihoods for these women in the absence of their husband.

Table: 4.5. Educational Status by Caste/Ethnic Group

Caste/ethnic group	Educational level									
	Primary	%	Lower secondary	%	Higher secondary	%	SLC and above	%	Total	%
Brahmin /Chhetri	5	33.3	3	20.0	4	26.7	3	20.0	15	31.3
Magar	3	50.0	1	16.7	2	33.3		0.0	6	12.5
Tamang	2	33.3	2	33.3	2	33.3		0.0	6	12.5
Rai	1	25.0	1	25.0	1	25.0	1	25.0	4	8.3
Newar	3	60.0	1	20.0	1	20.0			5	10.4
Tharu	3	60.0	1	20.0	1	20.0			5	10.4
Gurung	2	40.0	3	60.0					5	10.4
Sanyasi	1	50.0	1	50.0					2	4.2
Total	20	41.7	13	27.1	11	22.9	4	8.3	48	100.0

Source: Field survey, 2004

The table shows that, in the educational background the higher proportion is of Brahmin /Chhetri. They are comparatively in the high number then of other caste. It concludes that they were aware in education then the other caste and ethnic group. Similarly, Magar and Tamang are second grade. Newar, Tharu, Gurung are third group and Rai and Sanyasi are last group.

At last it is concluded that the highest proportion of FTD has got primary levels education. In primary level's education Brahmin/Chhetri (so called higher class in the society are comparatively aware then the other class. And also majority of same class in others educational levels include SLC levels education. According to



the, survey SLC and above number is less this is due to early marriage and poor socioeconomic status.

#### 4.5. Marital Status

Marriage is a source of companionship and over all security rather than a ritual, social and sexual obligations in Nepalese society. The survey indicates different marital status of FTD. Table no. 4 presents the marital status of female tempo drivers of study area.

Table: 4.6. Marital Status of FTD

Marital Status	Number of FTD	Percent
Married	11	22.9
Unmarried	10	20.8
Widow	12	25.0
Separated/Divorced	15	31.3
Total	48	100

Source: Field survey, 2004

According to table 4 the higher proportion 31.3% FTD are separated/ divorced and 25% are widow, 22.9% are married, and lower proportion is 20.8% are unmarried.

According to the table the separated/divorced women drivers are higher in number. A widow and separated /divorced women take the driving job for dignity and also to run the house.

Table: 4.7. Marital Status by Age

Marital status/Age	20-25	%	26-30	%	31-35	%	36 Above	%	Total	%
Married	5	45.5	5	45.5	1	9.1		0.0	11	22.9
Unmarried	8	80.0	2	20.0		0.0		0.0	10	20.8
Widow	1	8.3	5	41.7	3	25.0	3	25.0	12	25.0
Divorced/Separated		0.0	7	46.7	6	40.0	2	13.3	15	31.3
Total	14	29.2	19	39.6	10	20.8	5	10.4	48	100.0

Source: Field survey, 2004.

The table shows four categories of marital status and same categories of age group. First, who are in aged (20-25) 45.5%are married, 80%are unmarried, 8.3% are widow. In the second (26-30 years age group) 45.5%are married, 20% are unmarried, 45.5%are widow and 46.7% are divorced and separated. In third (31-35 years aged group) 9.1%married, 25%widow, 40%are divorced/separated there is no unmarried female driver. At last (36 above) there are only widow 13.3% and 25% are divorced/separated.

In this way in the first age group, unmarried female take higher proportion in driving because they get freedom before marriage. And the second and third age group divorced/separated female are in higher proportion, because they are suffering from various kinds of difficulties with out husband and all responsibilities of family are on their shoulder. And the fourth age group “widow” is comparatively higher then other marital status. Because they have lost their husbands in this age so they join to work to survive in urban area.

Table: 4.8. Marital Status by Ethnic/Caste Group

Caste / ethnic group	Marital status									
	Married	%	Unmarried	%	Widow	%	Divorced/ separated	%	Total	%
Brahmin/Chhetri	5	33.3	3	20.0	5	33.3	2	13.3	15	31.3
Magar	2	33.3	3	50.0	1	16.7		0.0	6	12.5
Tamang	1	16.7	1	16.7	2	33.3	2	33.3	6	12.5
Rai			1	25.0		0.0	3	75.0	4	8.3
Newar	1	20.0		0.0	1	20.0	3	60.0	5	10.4
Tharu	1	20.0		0.0	2	40.0	2	40.0	5	10.4
Gurung	1	20.0	1	20.0	1	20.0	2	40.0	5	10.4
Sanyasi			1	50.0		0.0	1	50.0	2	4.2
Total	11	22.9	10	20.8	12	25.0	15	31.3	48	100.0

Source: Field Survey, 2004

According to table Brahmin/Chherti take the higher proportion in married column (33.3%) and widow (33.3%). Out of the unmarried (20%), widows (13.3%) are less dominance then other marital status of same caste. In mager group 50%are

unmarried, 33.3% are married, and 16.7% are widow. Similarly, in Tamang caste 33.3% widow and 33.3% divorced/separated, 16.7% are married, 16.7% are unmarried. In Rai caste 75% are divorced/separated, 25% are unmarried. 60% Newar are divorced /separated and 20% are married and 20% are widow. Similarly, 40% Tharu are divorced /separated, 40% are widow and only 20% are married. In Gurung 40% are divorced/separated, 20% married, 20% are unmarried and 20% are widow. Sanyasi are comparatively less than other caste in population, among them 50% are unmarried and 50% are divorced /separated.

It is concluded that Brahmin/Chhetri (so called advanced group) are comparatively in front than the other classes of female in all marital categories. Out of them Brahmin/chhetri are more conscious than other caste to empowered such types of job due to modernization and urbanization. On the other hand, the number of widow and separated/divorced are comparatively high than other marital status. It is also concluded that these population above age thirty and the high frequency is covered without Brahmin and Chhetri. It seems that low caste can easily get other marriage can separated than Brahmin and Chhetri.

#### 4.6. Living Status at Working Place

The living status is an important factor of society and also important factor of any study. Thus, in order to explore the relationship of living phenomenon of FTD by different status of living the table has been presented below:

Table: 4.9. Living Status at Working Place

Kind of residence	Numbers of FTD	Percent
Own House	3	6.2
Rented room	27	56.3
Others	18	37.5
Total	48	100

Source: Field Survey, 2004.

According to the table the majority of FTD 56.3% FTD have rented rooms, 6.2% have their own house and 37.5% are others (free guest) staying with relatives and as Sukumbasi..

Table: 4.10. Accommodation Cost

Rent	Numbers	Percent
Below 1000	10	37.0
1100-1500	11	40.7
1600-2000	5	18.5
Above 2000	1	3.7
Total	27	100

Source: Field Survey, 2004.

According to table, 37%are pay rent below Rs 1000, 40.7% pay Rs1100-1500, 18.5% pay rent Rs1600-2000 and the last only 3.7% are pay above Rs 2000.The majority of female driver pay 1100-1500. According to them, rent is fixed according to the available facilities in rental room. And there are 10 respondents who pay below Rs 1000. The average rent among the surveyed person is 1500 per months. There are not sufficient facilities for living. In the above table as the rent is increasing the number of FTB is decreasing because they have to maintain their income and expenditure.

Similarly, their living family style at working place has been presented below on the table:

Table: 4.11. Room Partner of FTD

Living with	Numbers of FTD	Percent
Family	23	47.9
Sister	5	10.4
Brother	3	6.2
Friend	6	12.5
Relatives	9	18.8
Alone	2	4.2
Total	48	100

Source: Field Survey, 2004.

According to table 47.9% of FTD are living with family: with children (include widow, divorced/separated), husband (spouse) and with both. The second highest proportion is 18.8% staying with relatives, 12.5% are staying with friend, 10.4% are staying with sister, 6.2% is living with brother and the lowest proportion is 4.2% living alone in the temporary residence. Most of widows, divorced/separated female driver are living with their children. Individual has various duties and responsibilities to her family and society.

#### **4.7. Husband's Occupation**

Husband of FTD are engaged in different income generated sectors to adjust the income and expenditure. Table no.6 shows the husbands occupation of FTD.

Table: 4.12. Distribution of FTD by Their Husband's Occupation

Husband's Occupation	Number of FTD	Percentage
Driver	3	27.3
Guard	1	9.1
Labour	2	18.2
Clothes vender	1	9.1
Weaving pasmina	1	9.1
Foreign Employee	1	9.1
Unemployed	2	18.2
Total	11	100.0

Source: Field Survey, 2004

According to the above table, it is apparent that dominant occupations of FTD's (27.3%) husbands are engaged in driving sector. secondly, 18.2% are labour, 18.2% are also unemployed. And others 9.1% are Guard, clothes vender, weaving pasmina, foreign employee etc.

Most FTD;s husbands are engaged in driving sector(taxi, tempo, microbus etc).They encourage to their wives for driving sector.

Box 4.2: For example: husband encourage to wife.

Muna (changed name), aged 24 years, newly married female driver, was from Nawakot. Her husband was also a tempo driver. When they got married, he encourages muna for driving. According to Muna her husband always used to tell her to be independent. At that time Institute for Environment Management, an NGO, gave support for investment, training to female. That training became helpful to Muna for developing the driving skill. And also husband helped to learn driving. Today she can driving easily.

Indu 26years says," my husband was unemployed and also used to take drug that made me a female tempo driver. There was no money for survive in Kathmandu. My husband always threats me for money. One day I promised to work anything to earn sufficient money and take a tempo there was female driver. I say her to be a driver and she helps me."

Generally female started to tempo driving since 1981 at Kathmandu. But professionally, it started beginning of 2001. It was the strong women empowerment in driving sector. They are from different regions of Nepal called Mountain, Hill and Tarai. The dominance numbers of FTD are from Hilly region (surrounding districts of Kathmandu). In this case, the migrant choose the short distance to reach the destination because they want to customize the travel time and cost. Due to poverty, domestic violence, political situation and girls trafficking are the main causes of migration. The dominance age group is 20-30 years and the average age is 29. The dominance number of Brahmin and Chhetri are involved in this sector. Similarly, same castes are aware in educational status then the other caste. In this sector 41.7% are get primary levels education and only 4% are SLC and above. This survey shows that, 55.3% are separated/ divorced and widow women. Many of them 56.3% are taken rented rooms at working place. The average room rent is Rs1500. Their living arrangement is 47.9% are with family members and others is stay with friends, relatives and alone. Their husbands are 27.3% are driver, 18.2% are labor. However, some FTD are uneasy, there no fully support from family members and some are satisfied their work.

## CHAPTER-FIVE

### Motivational Factors and Perception of FTD

This chapter deals with the motivational factors that made them to join to driving work as well as perception on this work. It describes the reasons for leaving home, reasons for employment in driving sector, and perception.

#### 5.1. Reasons of Leaving Home

The reason for living home is the back force issue for employment forcing to FTD. Because without analyzing up to the root for the reason of leaving home of FTD, nothing can be done that has an impact on lives.

Table: 5.14 Reasons for Leaving Home

Social causes	Economic causes	Political causes	Others
Family conflict	Problem of food deficit	Village life is not secure	Depression in study
Husband's job	To earn	Maoist problems	Girls trafficking
Staying with relatives	To move out of country	Armed Conflict	
Poverty			

Source: Field Survey, 2004

There are four categories to analyze the reasons for leaving home by FTD: social causes, economic causes, political causes, and others. In social causes most of FTD are leaving home due to family conflict, husbands' job, and staying with relatives in Kathmandu.

In economic causes, foods problems at home, to earn and to go outside the country are involved.

Similarly, unsecured village life and girls trafficking and depression in study are main causes for leaving home.

Female tempo driver are suffering from different kinds of reasons at home and they came in Kathmandu.

## 5.2. Occupations before Driving

Previous activities of FTD are different. Most of the FTD used to maintain the house keeping activities. As FTD are from low economic status, they were engaged in different activities (work). Their previous different activities are follows:

Table: 5.15 Occupational Categories of FTD

Occupation	Number	Percentage
Work in hotels and restaurants	12	25.0
Street business	3	6.3
Weaving carpet, clothes	9	18.8
Labours	6	12.5
Helper in construction work	3	6.3
Tailoring work	5	10.4
Study	2	4.2
Housewives	3	6.3
Handicraft	1	2.1
Nothing	4	8.3
Total	48	100.0

Source: Field Study, 2004

FTD have come from different activities. Some of them have worked in hotels and restaurant as waiter, cleaner, guard etc. some of theme's r previous occupation is street business. Similarly, weaving (carpet, clothes), wage labour, helper in construction work, tailoring, studying and housewives are the main activities of female tempo drivers.

## 5.3. Cause of Leaving Previous Occupations

Working females have low status in Nepalese society. Similarly low-income level and low educational background made them to join to work. Why they left previous occupation?



- ) Because of verbal and sexual harassment
- ) There is no sufficient income for survive
- ) Because of relation with bad persons
- ) Because of hard work
- ) Because of dislike of hotels/ restaurant's life
- ) Because of negative perception of other persons

FTD have worked in hotels and restaurants. There was verbal and sexual harassment and relationship with bad persons, and working environment is vulnerable for female. So, they left previous occupation. Similarly, low income status and hard work their always-negative perception on work made them leave previous work.

#### **5.4. Motivational Factors**

There are various factors that motivated the female to join the driving work. On the basis of field survey, the following information is found:

- ) Few investment for driving training
- ) Poor economic condition
- ) Unemployment
- ) Conflict with family especially with husband
- ) Self income
- ) To be female driver

The above point indicates that the motivating factor is it cost low to take driving training and also training course duration is only 28 days Female, who are from poor economic condition and little education, is likely to hold low paid, low status jobs but that will rarely lead to an improvement in status.

### Box 5.3: An example of few investments is a motivational factor

Rama was a victim of domestic violence by her husband. She could not stand all that and one day she got divorced. But the women had to do something for a living and most importantly, to bring up her daughter. One day she noticed an advertisement in Kantipur daily, regarding free (500) training for women driver to be conducted by IEM/ESPS. She contacted IEM office and gets training. So she started driving tempo. Today she is a promising driver.

Source: Field Survey, 2004

According to box, domestic violence is main motivating factor for the women to be engaged in the driving sector. The above motivating factors are related to each to other. Unemployment establishes the family conflict and it spoils the economic condition of house. So, female and male are equally engaged in driving sector. Female tempo drivers are good earner and also if we see the report; they are also a good driver. So, above mentioned factors motivate them to become the tempo driver. .

### 5.5. Perception on FTD

Women in our society still have to suffer from many awful miseries of life due to adverse customs and traditions and social rituals. Even after engaging in driving for four years, females are encouraged in the driving sector. This brings a sarcastic change in the women self dependent from the economic point of view. This will help them in raising their social status in the society. But common people's negative perception on driving work has made them psychologically painful. It is an important problem for female tempo drivers.

The perception of female drivers towards their own work is good. They say "*Jasle hamilai naramro vanchha, tyo nai hamro lagi naramro ho*" (Those who tell us bad persons, are themselves bad in our eyes) According to this sentence their perception on this work is not negative.

"According to some female drivers, the perception of responsible persons (the person who are in the post to look if the rules and regulations of the road are

followed or not) towards them is not always positive. One lady reported that she had witnessed a situation where comment “*ya,randi ki chhori tan vanda majhna chhodara kina driving ma ayies.*”(You bastard why have you to drive instead of cleaning the dishes) were made to her. Such happened when she was lifting the passengers from the no aloud area.

**Box-5.4: An example of negative perception**

One day evening Maya (change name) was driving slowly in Jamal route. Her tempo was empty and she was waiting passenger. At that time a traffic police came and told (touching her) for one night. His behavior made her very uneasy. They discussed for half an hour. At last traffic police took her license and asked two hundred rupees. Maya was afraid with traffic and gave two hundred rupees to the traffic. And the traffic threw her license on the road.

Some female drivers also suffering from verbal and sexual harassment by the passenger, traffic in the working time. To reduce the police harassment and parking problems, the Nepal Transport Workers' union organized two successful one-day trade union awareness programs for some FTD in Kathmandu. It was a big spot to share their difficulties among each other. Meantime, a meeting was planned with senior police and traffic department officials to sort out issues such as police harassment and parking (<http://www.itfglobal.org/transport-international>). Thus, in any case, female tempo drivers are not necessarily perceived positively in urban area.

**5.6. Perception on the Driving Job**

During field survey, the perception of FTD to their present job has been analyzed. Most of female tempo drivers are satisfied with their work because with the earning they are getting their minimum living standard.

**Box 5.5: An example of positive perception towards work**

Nema (35years), says," I always love challenges in my life." She holds the steering wheel tight and waitsfor passengers at local Sundhara. "I want to stand on my feet, become independent as I am today. I am positive and satisfied besides many difficulties." As soon as the tempos become full, she started the engine and whiskey away.

Some of FTD are not satisfied with their job because they can't get minimum living criteria due to their health condition, responsibility of family. And few of them are searching alternative job, due to negative perception of society towards their job. They disgrace from misbehave by different kind of persons.

At last, FTD are affected by social economic, political causes. Mainly family conflict, armed conflict, food deficit, poverty are the main causes of leaving home place. Before rising in the driving sector, most of them (25%) were engaged in hotels and restaurant life, 18.8% were in carpet factory, 12% were labors, and 10% were tailoring work. Due to unsecured life, lack of money, negative perception was the main causes of leaving previous occupation.

On the other hand, low investment required is the main motivational factor to be a female driver. In terms of perception: some of them have negative perception due to adverse custom, tradition and social boundary. Misbehavior of the traffic police is the problem they always face any where in the working place. All do not have the same though, but some especially the new cops, use bad words. The truth behind this is low education. They don't know proper rules and regulations about transportation. However, passengers are positive in their occupation and in terms of rent and the male drivers are also positive. Generally, FTD are positive towards their work.

## **CHAPTER-SIX**

### **Working Condition and Working Environment**

It reflects the working condition and working environment of female tempo drivers. The purpose of this chapter is to analyze the working condition and working environment of FTD. It analyses the working hours, holidays and environment of working place, health condition, and female as a driver. Each of these is discussed below.

#### **6.1. Working Hours, Holidays and Leisure**

Generally, in an organized firm/industry or other sectors employed workers work six to eight hours per day (in Kathmandu official working hour is 9 am to 5 pm i.e. 8 hours in general). But in the case of driver, working hours is long and strenuous. In driving normally working starts around 6:00 o'clock in the morning and ends only by evening 6:00 o'clock in general, i.e. 12 hours of working time is very strenuous for female drivers.

There is no holiday and leisure in driving work, holidays means loss of their income many of them prefer not to take a holiday most of time. Female drivers need to work 30 days a month. If the driver is absent even for a day they will be the risk of losing the vehicle to another driver. During Nepal bandhas and other related strikes their salaries are deducted accordingly. There is no leisure time for meal. In general they take meal in battery changing period.

#### **6.2. Working Environment**

Working environment/condition resembles with the place where they have to perform during their working period. As this study is directly related to the mode of transportation, the working place is on the vehicle (tempo), road and the open

environment. The work itself clearly shows unhealthy environment and the hazardous place for female drivers.

The working condition is a part of overall working environment. Considering the condition, most of tempo have high risk of accident and cuts and other injuries because of rustic and coarse surface. It is also true that tempo is risky vehicle in pregnancy period of female. According to the doctor tempo is bad vehicle for pregnant women, there is high chances of abortion.

In the other hand, most of FTD have small children. In Kathmandu, there are no childcare centers for workingwomen of lower-middle income level. As a result they have to leave their children during their working hours. Women after having babies have no choice but to quit their jobs due to this reasons.

Besides the long hours and strenuous conditions, drivers also have to suffer from teasing or verbal sexual harassment. This will no doubt creates further anxiety. Most of female drivers feel that with the increase in number of women drivers in this sector, this kind of harassment will be reduced over a period of time.

### **6.3. Health Condition**

It is obvious that tempo driving needs a good health condition, both physically and mentally. Basically, tempo drivers are the wage venders. They are compelled to run as many trips as possible (normally ratio 8, 9 trips per day). So generally, the female drivers seems physically strong but suffering from caught, headache, stomachache and fever. As the female tempo drivers engage in the driving, their children becomes the victim of low health condition, education (not interested for study), sanitation etc. some of them seems smoking in working place. It results in air pollution, and the noise of vehicle causes noise pollution.

According to female driver another main problems are accidents, that fracture their hand, legs etc. There is high frequency of accident of FTD in study area due to

high presence of vehicles and narrow road. Another main cause of accident is due to lack of effective driving knowledge.

On the other hand, some of them are suffering from abortion problem. Women are physically weak in this period, so gynecologists for pregnant women band tempo in pregnancy period. Thus, their health condition is not good in various terms.

#### **6.4. Female as a Driver and Livelihood Status**

In Nepalese context, male drivers dominate the driving profession. Even today it is only in tempo where we can notice the presence of women. It is the coping strategy for female out of household chores in urban area.

Twelve hours of working period is very strenuous. There is no free time for them. In the case of inside household responsibility she becomes weak, but her earnings can support to maintain the livelihood. In the other hand, female are professionally weaker than male driver. After talking and interviewing with tempo drivers (male and female), charging station's owner (place there change the tempo's battery), traffic police and the consultants, I have noted both advantages and disadvantages of FTD.

##### **6.4.1. Advantages**

- ) Female drivers are normally more careful, drive slowly and safely as compared to the male drivers and are generally on the vehicle.
- ) Male drivers, especially the younger ones, are found to take alcohol at a time of driving especially in winters, this leads to unnecessary brawls with other drivers, police, passengers and accidents. This is not witnessed in female drivers.
- ) Most of tempo owners felt that female drivers are more sincere, especially regarding financial matters than their male counterpart.

#### 6.4.2. Disadvantages

- ) Female due to social (mainly due to family causes) are inconsistent with their timings and are irregular, which make it difficult for vehicle owners to employ them a permanent basis.
- ) Physically, female have a disadvantage especially when tempo breaks down or has a puncture on the route. It is physically more difficult for a female to push the vehicle.
- ) The charging station owners say that most of the female with license do not have practical drive on the roads due to inadequate practice.
- ) Their attitude towards work changes after getting married and having a family, as priorities of most Nepalese women tend to change due to the socio-economic realities in the country.

Thus, female driver play dual role inside and outside the household chores. Generally advantage and disadvantage denotes women are physically and traditionally weak then male driver. So they are hardly success to improve the livelihood.

Finally, there is not fixed hour for driving. It normally starts 7a.m to 7 p.m. Twelve hours of working time is very strenuous for FTD. There is no holyday and leisure time. They need to work full days a months. If the driver is absence even for a day they may face the losing the vehicle to another driver. The work itself clearly shows unhealthy environment and the hazardous place for FTD.

The driving activities needs both physically and mentally fit person. Their main problems are accidents, cough, headache, stomachache, and fever in general. But women are physically weak in pregnancy period; most of them suffer from abortion problem and uterus prolepses due to long period of vehicles vibration. On the other hand, the condition of road, air pollution, noise pollution and vibration of vehicles is the main causes of health problems.



## CHAPTER-SEVEN

### Household Livelihood Asset before and after Driving Work

This chapter deals with the livelihood before and after driving work. It describes changing livelihoods of FTD in urban area especially in Kathmandu valley. It also describes period of tempo driving, improvement in living standard, changes after tempo driving at the household level (change in economic condition, social status, feelings etc).

#### 7.1. Types of Work and Earning of FTD at Kathmandu

In the case of female drivers their works can be divided into two types, one is driving and other is domestic work. Household work is a gift of god for female in Nepalese society. So, they work in house as cooking, cleaning, care of children as well as husband and family etc. And the other is driving.

As they have two types of work in general. One concerning subject is How they adjust domestic work and driving work?

In the case of female driver, separated/divorced and widow are dominated in tempo driving job. They also have schooled and non-schooled children.

#### Box-7.6: An example of work adjustment

Sunita is 35 year's old and she is widow. She lives in Chabahil, taking a room. She has one son and two daughters. They are studying in government school. There is no helper in her room. She is a driver and also she does every household work herself. She drives 12 hours per day. After driving, she returns room with shopping. She cleans her room and after cooking, feeds her children. After eating, wash clothes and she goes to bed. Tomorrow she wakes up 5 o'clock and make meal for children and she go to driving 6 o'clock at morning. That is her daily routines normally her life since around 3 years.

ost of FTD are not keeping any helper. This shows that there is a lack of helper. In addition few female drivers take cigarette and tobacco in working place and also seem unjust activities (for Nepal) with the male drivers and others.

In driving work, their earning is equal in terms of male and female, marital status, caste and ethnic group etc, because the maximum carrying capacity of a tempo is 11 passengers. But male drivers overload to earn extra benefits. Each driver has to pay the contractor Rs. 1200 at the end of the day. On the most days, they lost about 100 rupees due to lack of exchange.

#### Box 7.7: An example of lacking exchange

Shova, 26 years (Chabahil), A passenger asks her to slowdown near the Pipalbot. When the vehicle stops he hands her a 1000 rupees note, expecting for a 10 rupees a trip. She asks him that why he does not give earlier, and later complains of a passengers who handout soiled and torn notes saying she can always pass them on.

The tempo drivers get about Rs. 4,000 as a monthly salary. None of female driver said that they had got less salary because of their sex. In the other hand, other benefits, normally a driver has to give the vehicles owners about Rs. 120 per loop (trip). On normal circumstances tempo driver makes between 6 to 9 loops a day. Anything above the fixed rate is for the drivers to keep, however if they make anything less they have to make it up from their savings or salary. In a good day a female driver can save Rs 20 per loop.

In this way, their salary is less. There is a fluctuation daily and different season. There are lots of factors which causes fluctuation in daily income (detailed has been discussed on Risks and political situation and FTD's livelihood topic). Some times, their earning is not sufficient to fulfill daily expenditure. The fluctuation of specific characteristics of particular period and earnings determine the expenditure and saving.

## 7.2. Expenditure and Saving of FTD

We have already discussed the work and earning of FTD. The variation is not found in earning but expenditure is slightly difference in terms of marital status.

Table: 7.16 Expenditure and Saving by Marital Status

Marital status	Income Sources	Expenditure Items	Saving Status	Remarks
Married	Salary + benefits + support from spouses income	Fooding, clothing, room rent, child education (boarding) , ritual works, medicine(normally private hospital)	Yes.	Stable
Unmarried	Salary + benefits	Fooding Room rent Luxurious activities, fulfill own needs, sent money in occasion, medicine in any hospital	Yes Partial	Intermittent
Widow	Salary + benefits + loan from friends and relatives(no sufficient money)	Fooding, clothing, ritual works, room rent, child education (normally government school), to care other family members, medicine(govt. hospital, medical)	No definite answer	Those who are staying in sukumbashi tole can save some amount, they do not need to pay rent
Separated / divorced	Salary + benefits + loan from friends and relatives (it is no sufficient)	Fooding, clothing, room rent, child education (govt. school), ritual work, payment of friend and relatives, medicine (govt. hospital, medical shop)	No	Who lives in sukumbashi tole is hardly maintain their livelihood.

Source: Field Survey, 2004.

\* Benefits means occasionally income without salary

The table shows that in the case of unmarried women, there is other source of income to wellbeing status and expenditure. The spending is same but quiet less then the other marital status and saving also. On married case, mostly their expenditure goes to luxurious activities and saving is not regular. But in the case of separated/divorced FTD's, there is the case of insufficient income to maintain their

livelihood. Expenditure items are same but less than marital status. Due to individual earner and high responsibility household and society, there is no sufficient money for wellbeing status in urban settings.

#### Box 7.8: The story of success

Chandan(28years old), who drives between Sundhara and Balaju, earns Rs 4000 per months. She is totally satisfied with her job."It is not necessary that only husband should earn. If we earn, it can give great help to run the family." She said. Now her days have been changed for better. Her earning has enabled to admit her son in a Boarding school of Hattigaunda. She can save little money per months.

Changing economic condition has made better livelihood. Finally, FTD's earning is sufficient in expenditure among married and living with spouses supporting from other source of income. In other marital status, they are suffering from the misbalance of earning and expenditure. There is sufficient money for their better livelihood.

. Some times passenger's behavior increase the expenditure of FTD.

#### Box 7.9: An example of increase the expenditure due to passenger

Rita 33 years, Putalisadak. When the tempo stops at a red signal, two passengers prepare to alight." Please don't get down here, or the cop will ask for my license," said Rita. She explains that she often lose up to Rs 50-100 to a traffic policeman, who blames the driver for allowing passengers to get down at traffic signals.

In this way passenger's behavior is the one kind of expenditure for FTD.

### **7.3. Period of Tempo Driving**

Tempo driving started since 1981 when Laxmi Sharma started the tempo driving activity in Kathmandu. She is the first women driver of the country and also claims to be the first all-round driver on the roads in south Asia. The second Sumitra Dangal, a master's degree student, she spends her time in poverty elimination and women empowerment for which she already have given training to

many women. And the third driver is Bishnu Lama, she has been engaging in driving sector since 4 years. Today she is driving trainer in Kathmandu Valley. Nowadays, since 2001 IEM/ESPS is spending Rs. 5,000 per person for training

#### 7.4. Household Asset Before and After Driving.

Household asset before and after driving is the main topic to be analyzed. This topic focuses on the improvement of household asset before and after driving work of FTD.

There are four categories of female's marital status married, unmarried, widow, and divorced/separated. Their household asset is bellow:

Table: 7.17 Household Assets Before and After Driving

Marital status	Before driving	After driving
Married	Literate, dependent, radio, television gas	Few awareness about women rights, driving skill, membership in different organization, progress in decision making, income and saving, telephone, furniture
Unmarried	Literate, dependent, no income, radio, stove, sleeping bed,	Aware in rights, positive in decision making, driving skill, independent,
Widow	Literate, no sufficient income, dependent (partial), poorly headed household, stove, radio, furniture (sleeping bed)	No sufficient aware about women rights, can headed household, independent, stove/gas, black/white television, driving skill
Divorced/ Separated	Literate, independent(no sufficient income)poorly headed household, stove radio, sleeping bed	Aware in women welfare, independent, driving skill, furniture, television

Source: Field Survey, 2004

FTD have different household asset. Married female driver are successful in maintaining their living standard and they also have other source of income with family members. Unmarried female drivers maintain their own needs. They have low responsibility towards their families. Widow women driver are slowly improving their living standard, there is also high dependency of children and high

responsibility of family due to lack of husband support. Separated/Divorced female driver's have assets in basic level. They are able to purchase buy only radio, TV. There is also the responsibility of her family and children. Most of the widows are generally of 20-40 years old and their children are small. So, there is no alternative income source, and their household is light changeable.

### **7.5. Decision-Making Process**

FTD are earner women. In this context, their improvement in decision-making process is positive. In married women's case, their social status is raising. So they are included in any decision making process in household level. They are also progressive in outer level due to empowerment. Some of them are in their welfare committee. It is also positive point in decision-making process in driving sector. Earnings get power to make decision with in the family and outside. They were also independent in on other's earnings.

#### **Box 7.10: An example of progress in decision making**

Indu Rai (changed name) is a 32 years old, married women tempo driver. She lives with four children and husband. Her husband is also taxi driver. She earns four thousand rupees per months. Now she made decision herself. Her husband spends his earnings in drinking smoking and playing card. Now a day he gives money for rent room and she pay other household expenditure and also children's education. According to her positive change comes in decision-making process, her earning made her strong in household level. Also it observes that she seems strict in working place in different issues.

Thus, when female are independent, self earners it pressurizes the other family members to make them involve in decision making process in household chores and society.

### **7.6. Occupational Risks**

There are different risks about FTD's occupation, which creates problem in women's livelihood. This means due to presence of risks the occupation through which they are earning and living is not secure and sustainable. The risks of female driver are very high then male driver. Therefore, living in urban area becomes

much unsaved in terms of household livelihood. In my study, I find that all FTD have the high risk. These are following headings;

- ) Personal risk: In the case of personal risk, they are naturally weak in terms of physical condition. In the case of married women driver, there is highly chance of abortion at pregnancy period and uterus prolepses due to vehicles vibration for long times and the condition of running road. Most FTD after having babies no choice rather than quieting their job. And on the other hand, they are suffering from verbal and sexual harassment at working place by passenger, male driver, traffic police and other person.
- ) Household risks: Traditionally female performs the work of house. They have to perform many roles in the family like mother, wife, and mother in law etc. Female are busy in driving from generally 7am to 7 pm. In this condition they can't give sufficient care for other family members. And other family member feels that she is not taking the tension of the house works and the quarrel starts. There is also sometimes misunderstanding with husband as well as other family members.
- ) Professional risks: FTD cannot give sufficient time to driving due to dual role. As a result, they are no regular in work due to different types of responsibility. If the driver is absent even for a day they have the risk loosing their occupation.

In the other hand, daily fluctuation (office time and other), and culture is other causes of fluctuation in their earnings. Before 'Dashain and Tihar' and customary feast and festival of Kathmandu valley, they are able to earn more without their salary. When, flow of passenger becomes high increase benefits.

Thus, it is concluded that personal risk, household risk, professional risk and seasonality are the most important factors to shape the female occupationally vulnerable.

### **7.7. Political Situation and FTD's Livelihood**

Political situation of country has increases the occupational vulnerability of FTD. Likewise, seasonality, political instability also affects the daily earning of FTD. '*Nepal bandha*' and '*Chakkajam*' is common phenomenon for people in Nepal. Such activities directly affect these drivers whose way of living is badly disturbed and earning gets fluctuated. Thus political situation of country also increases the occupational vulnerability of FTD and affects their way of living.

Generally, FTD plays dual role, inside and outside of household. In driving work, they earn Rs.4000 per months and they can earn other benefits occasionally. Their income status and expenditure items are hardly balanced. In terms of marital status, married women (there is also income support) are better then other marital status. Generally, unmarried driver seems to be less responsible with family. And incomes are found to be spending in the luxurious and seem co-residence. But widow, divorced/separated are highly responsible with family. They are individual earner in family. That means there is no sufficient money for wellbeing status. This shows that widow women are more vulnerable then married and unmarried marital status.

Professionally, female driving started since 2001. When, female are engaged in driving work, married female driver are able to improve the livelihood. But unmarried, widow, divorced/separated are seemed to be poor in household asset. However, they are strong in decision making .Occupationally, FTD are vulnerable. They are suffering from household risk, personal risk and professional risk due to weaker sex. On the other hand, political situation of country increase the occupational vulnerability. Due to *Nepal Bandha*.*Chhakjam*, *Hadtal* are disturbed driving. Empty vehicle means empty stomach, so their livelihood is highly affected by these activities.



## **CHAPTER-EIGHT**

### **Institutions**

#### **8.1. Government Organizations**

Following are the government institutions by which female tempo drivers are benefited with:

##### **8.1.1. Ministry of Population and Environment (MOPE), Government of Nepal**

Ministry of Population and Environment was established in 1994. Now environment issues are under the Ministry of Science and Technology. In EV sector MOPE has worked with close coordination with the Danish Government and has received financial assistance for the promotion of EV in Nepal.

On recommendation of MOPE, NEPAL GOVERNMENT (NG) in its annual budget has made special reference to the vehicles that run on electricity and has emphasized the need to give this sector certain preferential treatment. NEPAL GOVERNMENT (NG) has opened new registration for EV tempo. This is only for the EV not for the diesel, petrol and gas running public transportations.

##### **8.1.2. Kathmandu Valley Traffic Police (KVTP), Government of Nepal**

KVTP at Bugeee Khana conducts driving tests, both written and practical, for all vehicle drivers who run the vehicle on the streets of Kathmandu. Successful candidates are recommended to Kathmandu Valley Police (KVP) at Rani Pokhari. KVP, on basis of the recommendation from KVTP, issues driving license to the participate candidates. This driving license is valid through out the kingdom. Different types /categories of driving license are issued and EV drivers get C category, which is for Tempo and Auto Rickshaw. There is no

specific license category for EVs and even in the written tests there are no specific question related to EV. There are no separate categories or privileges for women drivers. Both KVTP and KVP fall under the Home Ministry.

### **8.1.3. Department of Transport Management (DOTM), Government of Nepal**

DOTM comes under the Ministry of Labor and Transport and is responsible for:

- ) Issuing the renewing vehicle registration numbers (blue book) for all types of vehicle.
- ) Authorizing change of ownership of all vehicles.
- ) Issuing route permits to all public transportation and its selection procedures.
- ) Fixing fares of different routes for public transportation.

Official at DOTM are very positive and has good knowledge about EV and women drivers involved in this sector. They feel that women drivers should be encouraged to drive the tempo promoted and the department is ready to assist women EV drivers in whatever way possible.

### **8.1.4. Kathmandu Metropolitan City (KMC)**

KMC has provided a parking area in front of the NAC building. KMC is helping the EV by providing the new small areas in different pockets of the city. They have a separate section to look into the environment issues of the city. KMC stresses that it is always positive to promote EV transportation service and increase women participation in the metropolis.

### **8.1.5. Lalitpure Sub Metropolitan City (LSMC)**

Unlike KMC, LSMC has not made separate parking area for the EVs but feel there is a need to do so as micro and minibuses tend to around the smaller three

wheelers. However there seems to be a genuine problem with adequate space in Lalitpur city. In the core city area LSMC is keen to allow only EVs to run but this needs coordination with other government agencies.

## **8.2. Non-Government Organizations**

Following are the non government institutions by which female tempo drivers are benefited with:

### **8.2.1. Electric Vehicle Manufactures Association of Nepal (EVMAN)**

As the name suggests this is an association of EV manufactures. The members of EVMAN are Nepal Electric Vehicle Industry (NEVI), Electric Vehicle co. Pvt. Ltd. (EVCO), Bagmati Electric Vehicle Company and Green Valley Electric Vehicle Company.

### **8.2.2. Nepal Electric vehicle charging association (NEVCA)**

It is the battery charging association. NEVCA gives facilities to women driver by establishing the different vehicles charging station in different parts of the valley.

### **8.2.3. Clean Locomotive Entrepreneur's Association of Nepal (CLEAN)**

CLEAN make the coordination between women drivers, EV owners and tempo's battery charging stations. Also CLEAN provides the training to drive electric vehicles.

### **8.2.4. Electric Vehicles Association of Nepal (EVAN)**

EVAN is the umbrella of those individuals who have those in the EV sector. So that there will be coordination and activities will be synchronize without duplications and overlapping. ESPS/IEM has played a crucial role in the

formation of EVAN and has provided financial assistance in several of its activities and programs.

But performance has been hampered by groups and division among those involved in EV sector. For most, women drivers are not one of the priorities. These entrepreneurs involved in EVAN, especially those who recommended the urgent need to train EV drivers, should make serious efforts to employ trained EV women drivers. Many prominent names involved in EVAN do not hesitate to give verbal commitment.

#### **8.2.5. Non Government (women) organizations**

To get further information on status and conditions of women involved in various professions, consultants decided to approach women organizations, such as Maiti Nepal, Saathi, and Rural Women's Development and Unity Center (RAWDUC). Representatives of organizations such as Saathi and RUWDUC is included in the selection committee and consulted. Both these organization are in direct contact with needy women that fall into the criteria. Due to their experience in this field they were helpful and aware and recommended by Saathi and Mait Nepal have limited quota to woman.

## CHAPTER-NINE

### Summary, Conclusion and Recommendation

#### 9.1 Summary of Findings

This is one of the new topics. There are very few studies that address the problem focusing on Livelihood of Female Tempo Drivers in Kathmandu valley. This study is based on the information collected from Female Tempo Drivers by formal and informal interview. This study has tried to provide new perspective on Female Tempo driver in transportation sector as changing livelihood strategy around women empowerment.

Through the survey, conducted in Kathmandu valley, the following findings are notable:

- ) Majority (60%) of Female Tempo drivers in Kathmandu valley came to driving from surrounding districts. This is because of frequent and easy access to Kathmandu valley.
- ) The dominant age group of Female tempo driver is (26-30) with 29.2%. Similarly, majority of female driver are from Brahmin followed by Chhetri, Magar, Tamang, Gurung, Tharu. And the average age is 29 year and Brahmin and Chhetri take higher proportion than the other caste and ethnic group.
- ) Only 41.7% FTD have finished primary education. None are illiterate because five class passed is necessary to get driving training and to get license. Out of the surveyed FTD Only four are successful to get education SLC and above. And their age is between 20-25 years.
- ) About marital status higher proportion 31.3% FTD are separated/ divorced, 25 % are widow and the others are married and unmarried.

- ) More than half (56.3%) of these FTD have rented rooms, and some are staying with relatives and some as a Sukumbasi. The average rent is paid by the surveyed FTD is 1500 per months.
- ) Their FTD's husband's occupations: 27.3% are driver, 18.2% are labor, unemployment is 18.2% and others are guard, clothes vender etc.
- ) Many of FTD left the home due to husband's job, family conflict, staying with relatives, poverty, food deficit, armed conflict, girls trafficking, depression in study etc.
- ) Many of FTD left the home due to husband's job, family conflict, staying with relatives, poverty, food deficit, armed conflict, girls trafficking, depression in study etc.
- ) Their previous activities are working in restaurant (25%), labors (12.5%), weaving carpet (18.8%), housewives etc. There was not suitable situation in terms of perception and income at working place so, they left previous activities and they thought driving is safe occupation for female.
- ) Few investments are needed for taking driving skill and to get license to female driver. The main motivational factors which pull the FTD to this field is low investment and other factors are conflict with family, to be a female driver, to be independence etc. is motivational factor for driving occupation.
- ) Most of FTD are suffering from negative perception around household and outside. But their perception towards work is positive; it is the one kind of solution of women self-dependent from the financial point of view.

- ) In case of working environment, it is not healthy, it is risky, hazardous and uncomfortable (pregnant women) sick period.
- ) Though there are several laws and regulations that defines the working hours, holidays and leisure period I find that there is not a single day defined as leave for the FTD. They have to take the leave from the owner and they do not get the salary of the leave day.
- ) Female as a driver, there main advantages are: they are more sincere especially regarding financial matters. And main disadvantages are irregular in timing, physically weak when Tempo breakdown on the route etc .These kind of disadvantage create vulnerability in their livelihood.
- ) Their health condition is poor due to pollution, vibration of vehicles and there is no rest period.
- ) Generally, their income is 4000 per months and they get benefit is occasions. But their income is not sufficient to fulfill their basic needs.
- ) In terms of married FTD's case, when there is other source of income they can save some amount with out of expenditure. But other marital status like unmarried (partially saving), widow and divorced/separated can't save any amount. Their income is not sufficient to survive in urban settings.
- ) In the case of household asset before driving, married women drivers already in basic level, with other persons (they have Radio only), widows are in poor economic condition; room etc. and divorced/separated have a room, Radio etc. They were no aware about their right law and regulation
- ) After driving, in the case of married female driver, they have added some house keeping things (add. gas stove, furniture, telephone etc.). Unmarried

have fulfilled their own needs, widow's household asset normally goes to television, cook in stove and divorced/separated are same as widow. There is slightly change about rights and household asset after driving.

- J FTD are involved in the decision making process. Their social, economic situation is rising. .So, they are included in any decision making process inside the home and outside the home. They are also self dependent and some of them are also able to make their children go to school
- J FTD are affected by household risks (high responsibility of family, there is no sufficient money for maintaining home, lack of understanding) and personal risk (physically weak, highly chance of abortion for married women drivers, verbal and sexual harassment at working place) and professional risk is not regularity in work. Other side, political situation increase the occupational vulnerability.
- J There are two types of institutions (Government Organizations and Non-Government Organizations) which have played vital role to organize FTD and strongly promote to women in driving field.
- J Government Organizations are Ministry Of Population and Environment (MOPE), HMG of Nepal, Kathmandu Valley Traffic Police (KVTP), HMG of Nepal, Department Of Transport Management (DOTM), HMG of Nepal, Kathmandu Metropolitan City(KMC), Lalitpur Sub Metropolitan (LSMC).
- J Non-Government Organizations are Electric Vehicle Manufacture Association of Nepal (EVMAN), Nepal Electric Vehicle Charging Association (NEVCA), Clean Locomotive Entrepreneur's Association of Nepal (CLEAN), Electric Vehicles Association of Nepal (EVAN), Non Government (women) Organizations.



## 9.2 Conclusion

Female in driving sector is the reflection of women empowerment in transportation sector due to industrialization and urbanization. In order to improve their livelihood they have taken driving as a changing livelihood strategies in urban areas. Professionally Female Tempo Driving started since 2001. They were empowered by IEM/ESPS with financial support in transportation sector. Nowadays, Tempo Driving is the changing and new challenging livelihood strategy for female in Kathmandu. Low investment, low literacy level, unemployment, conflict within the family, poverty etc. are the main motivational factor of FTD to be involved in driving.

Due to unavailability of the employment in the desired area some FTD with literacy SLC and above are also involved in this sector. Most of the FTD are literate under SLC so they're facing different problems (traffic rule and regulation and technical terminology of driving) at working place. Besides many problems their earning has support them as well as their family. Due to high responsibility of family, especially of children, they are most vulnerable in well-being status.

Most of FTD are suffering from negative perception especially household level. But their positive ness in driving has made them independent. They are also involved in decision making and personal welfare. It helps to enhance their capabilities that makes livelihood less vulnerable after driving. On the other hand, uncertain political situation and different political activities, like *Nepal bandha*, *chakka jam*, *Stack* etc. directly affects the FTD's livelihood. They are not given salary of these days. Female drivers receive no other kind of benefits or facilities and there is no job security. There is the risk losing their job even if they are absent for a day. They are also irregular in work. The working time and work is very difficult. They work 12 hours a day with no holidays or leaves. Due to household,

personal and professional risks increase the occupational vulnerability. Also it is worse for women as some amount of sexual harassment and eve teasing exists; and no affordable childcare or crèche facilities are available.

At last we can say those female drivers are self-dependent, they are involved in decision-making for issues of house and improvement in the livelihood vulnerability. It is concluded that driving is a helpful strategy to cope vulnerability in urban areas.

### **9.3. Recommendations**

Based on the findings and conclusion it is clear that, FTD need further encouragement so that, they become confident on their profession and that are able to secure their livelihood through tempo driving. In this context, the following recommendations are made:

- ) First and foremost, the salary of the tempo drivers should be increased according to the market inflation and their working hours by the tempo owners.
- ) There should be a provision of the child care centre, especially for FTD'S children, in low rate. IEM/ESPS Should seriously advocate this issue to the government.
- ) The working hour and leisure period of the FTD must be regulated by law.
- ) There must be security of their job. They must be making aware of their right and welfare. For this they should have organization, because the voice of organization is stronger than individual.
- ) The leave should be provided to the pregnant women and some financial aid like insurance of their life, provision for accident should be made.
- ) Facility such as housing and long term loan at low interest rate should be provided to buy tempo by the government to improve their living standard.
- ) The government should specify the maximum working hours. For example: the time for the driving can be made as morning shift and evening shift so that they can do their pending household works in the leisure time.

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## Appendix-1

### Individual Survey Questionnaire

Tempo No.....Route No.....

#### (Family Background)

1. Name.....Age.....Ethnicity.....
2. Address:-  
 (Permanent) District.....VDC.....  
 (Temporary).....
3. Marital Status:- Married, Unmarried, Widow, Divorced/Separated
4. Literacy Status:- Primary, Lower secondary, Higher secondary, SLC Passed and Above
5. How many members are in your family what do they do?

Relationship with Respondents	Sex	Education	Private		Government		Non Schooling	occupation	Remarks
			School	College	School	College			

6. Do you stay own house or rented house?

If rented, how much rent do you pay per months?

Room rent.....Electricity.....Water.....

7. How many rooms do you have?  
 .....

8. When did you come to Kathmandu?  
 .....

9. What were the causes of leaving home?  
.....

10. What are you doing before driving?  
.....

11. What was the motivating factor for driving?  
.....

12. Why you have decided to drive?  
.....

**(Socio-economic Condition)**

13. When did you involve in this work?

Year.....Months.....

14. How much do you earn in a day?  
.....

15. Can you earn other benefits with out monthly salary?

Yes/ No

16. What are the expenditure items?

Marital Status	Expenditure items	Saving
Married		
Unmarried		
Widow		
Divorced/Separated		

17. Household asset

Particulars	Yes	No	Before Driving	After Driving	Remarks
Radio					
Television					
Telephone					
Furniture					
Cooking Instrument					
Others					

18. Is other source of income of your household?

Yes/No

19. Is the income source enough to meet the basic needs of your household?

Yes/No

20. Is there fluctuation on daily earning?

.....

21. Which are the high earning and low earning times?

.....

22. What do you do at low earning time?

.....

**(Working Condition and Environment)**

23. Do you have to work in the home?

Yes/No

If no, who helps you?

.....

24. How much time do you spend on your household activities?

.....

25. It is easy to make an adjustment between your driving and house work?

.....

26. What kinds of difficulties do you have in adjusting yourself?

.....

27. Do you have holiday and leisure time?

.....

28. Are you suffering from any disease after driving?

.....

29. Where are you go usually in checkup?



.....  
30. Are you affiliated with any organization?

Yes/No

If yes, specify please.....

If no, what is the reason.....

31. Who makes decision in your family?

.....

32. Are you satisfied with the work?

.....

33. Do you think holding the driving work has made you more independent?

.....

34. Do you feel starting the driving work is an asset for your mental perception of your household problems?

.....

**(About Occupational Risks)**

35. What is your start and finishing time?

Start.....Finished.....

36. How many hours do you driving in a day?

.....

37. How many trips do you have per day?

.....

38. State the time / season of high pressure of passenger?

Daily time.....

Season.....

39. What types of problems faced in working place?

.....

## **Appendix-II**

### **Checklist for In-depth Interview**

1. Causes to choose this occupation
2. Behaviors of family and husband
3. Societal response to this work
4. Perception towards work
5. Investment for driving
6. Information about health condition
7. Information about husband's occupation
8. Information about their involvement before driving
9. Progress in decision making
10. Improvement of children's study after driving
11. Changes in livelihood

### **Checklist for Key Informants**

#### **A) Checklist for Battery Charging Station**

1. Advantage and disadvantage of FTD
2. Difference between male and female driver's behaviour
3. About work and wage
4. The payment behavior

#### **B) Checklist for Traffic Police**

1. Implementation of traffic rule and regulation
2. Behavior with traffic
3. about tempo parking

### **C) Checklist for Male Driver**

1. Behaviour of FTD
2. Their perception on FTD

### **Checklist for Focus Group Discussion**

1. Difficulties about driving work (physically, mentally, and morally)
2. Perception of Traffic police, Male driver and Passengers
3. Political situation and their earning
4. Information about professional risks