

CHAPTER ONE

INTRODUCTION

1.1 Background

Women constitute more than a half of the total population in Nepal. It has been recognized that women play vital role in sustaining livelihood, peacekeeping, nursing, rearing and caring of the family. However, women are not yet given due recognition in most of the societies.

Status refers to the social, cultural, economic, political situation collectively which indicates prestige, position, access, roles or contribution of any individual in society. In fact, how human lives in a society, what is their situation, economic access or social prestige, job or work, the living standard clearly indicates the social status.

Being a girl child there is gender discrimination from cradle to grave. The socialization process for a girl and a boy child is discriminatory in our society. Girl child is brought up in a protective environment by controlling mobility whereas a boy child is brought up in a manner of setting him free in mobility and for self determination. Girl child is viewed as other's property; as a social liability and protected until her marriage; as a result early marriage is common and still existing in our society.

Patriarchy is an overwhelming ideology, which pervades all aspects of social existence. Women's subordination is all round- economic, social, religious, cultural, political and ideological, each of which reinforce the other one. e.g. in old culture dominated by Hindu ideology, subordination of women to men is fortified at the primary level by transferring her inheritance rights to her final household on the one hand and making it conditional on her sexual behavior on the other. Thus her culturally created economic vulnerability is reinforced by the control of a final household over her sexuality. Her transfer to a final household is made into a cultural tradition reinforced by the religious code of conduct for married women to submerge her identity into the identity of her husband. Her goal itself changes with marriage. She becomes an integral part of the final clan and is completely excluded from the natal clan. She has no individual identity, socially, religiously, or legally and has only derived access to property and social status. (<http://www.raonline.ch/pages/np/soc/npsoc01d.html>).

Once a daughter gets married parents do not abide with any kinds of responsibility towards married daughter. After marriage there is no such guarantee that the married husband is a prosperous, intellect to take care of her and on the other hand uncertainty of her husband death creates unbearable and vulnerable situation for women in the society. Eventually women encounter social, economic, religious, and legal problems. The government law is helping in reinforcement of such traditional culture in the society. Nepal is a poor country and among them women are the poorest of the poor from all aspects socially, culturally, economically, religiously, and legally. Consequently, women are more vulnerable (Shrestha, 2004).

The male centered socialization process makes different expectations and preparation for their adulthood for a girl and a boy child. The patriarchal inheritance system, control over women sexuality and restriction over women mobility still exist in our society. Women are always accorded as subordinate position at all levels. In the economic field women have limited access to productive assets the land and property, credit and in this modern society they suppose to have limited access in obtaining knowledge and information.

When we talk about the Socio-Cultural status of Nepalese women, we need to dissect our Socio-Cultural background, religion or traditional values which are basically guided by Hindu religion. So, as 80% of the population in our country is based on Hinduism, there is a huge impact of Hindu norms & values in our society and even in our laws and orders. So, when we evaluate the Socio-Cultural and Economic situation of Nepali women based in these laws and values we find her position weak and low. Our country is also strongly guided by patrilineal lineage where we find dominating and decisive role of male member of the family.

People have accepted the inaccuracy exclusion of people based on class, caste/ ethnicity and gender in development plans and implementation. Learning development has been initiated by providing various technical and economical supports. Similarly, private and government banking sectors have been supporting women in economic development by providing micro credit to the rural and urban women (Shrestha.2006).

Today in this challenging context especially in capital city- Kathmandu many women are working as "Tempo Driver". The numbers of lady tempo drivers have been increasing day by day which is a very good example of women empowerment and self dependency. Therefore this study is also based and focused on these Auto-rickshaw pullers of the Kathmandu valley which is going to be very helpful to learn their social, cultural and economic status relative to male counterparts. The research will be carried in various parts of the valley.

The important Tempo –park in the valley is Sundhara from where it is operated to almost all parts of the city like- Lagankhel, Chabahil, Boudha, Chakra path, Chauni, Balaju, Kalanki, Golfutar, Kandaghari.etc.

1.2 Statement of the problem

As it is already mentioned above, our society is totally based on Hinduism, there is a harsh caste system and cultural values, leading to patriarchal system and finally to female suppression. There is still a huge practice of "Gender" that unwillingly is making Nepali women weak. There is different role for male and female. Similarly, when we talk about the economic status women are still backward. Among different roles of the society, women are mostly engaged in Reproductive role. In village as well as city, most of women even today are engaged mostly in household works inside the four walls. Most of the women still depend on males totally.

According to the census 2001, the ownership of female on house is 5.5%, land ownership is 10.48% whereas in animal husbandry 7.24% which is very less in comparison to male. Similarly, the fertility rate is 4.1% and the educated women are 34.6 in percentage which is

very low. Likewise, some other examples of discrimination are as follows:-

-) Discriminative law in parental property
-) Unequal payment for equal work
-) Very low access in highly paid jobs, politics, business etc
-) Discriminative gender division of labor
-) No value of the reproductive and household work etc.

There is a separate section called Mahila Majdoor Bibhag under Nepal Yatayat Swatantra Majdoor Sangathan which focuses only on the female drivers and their problems. In spite of the encouragement, safeguard and control of the department women drivers are still facing various personal and public problems. It is still hard for them to manage their lives with their insufficient salary and facilities. They are facing different problems like:-

-) problem of wage
-) underestimated though they are confident in their work
-) no job security
-) still long for the better compensation and facilities
-) lack moral support and encouragement from family and male counterparts
-) lack of consideration by the government

Therefore in the present context, the topic is quite relevant enough to investigate and research the following question:-

- 1 what is the socio-economic status of the female drives?
- 2 why do they choose this profession?
- 3 Is it their interest or are forced to do because of no other alternatives?
- 4 What is good to be a driver?
- 5 What are the problems they face?
- 6 How do they contribute in family economy?
- 7 How has the profession changed their lives?

1.3 Objective of the study

The general objective of the proposed study is to illustrate the present socio-economic study of the women Safa Tempo drivers of Kathmandu valley.

The specific objectives of the study are as follows:-

-) To find out the socio-economic condition of Female Tempo Drivers in Kathmandu valley
-) To analyze their livelihood assets
-) To find out their vulnerability status and prospects
-) Cause of women's attraction in Tempo Driving

1.4 Signification of the study

It is the harsh facts of our Nepali Society that male are the privileged one. They play the dominating role to rule and run the society and females just play the role of helpers or supporters. The fortunate ones and some clever women have really worked hard to lift themselves up but there are many ignorant and innocent women in remote areas who are still unable to free themselves from their house and their male dominated society. So, this study will really be useful and factor of their encouragement and enable them to realize their skill and goals.

If women got a chance they can change themselves from simple, tender living being to confident women challenging with all sorts of difficulty they face and the world. Only the thing is that they should get platform to prove themselves that they are no less powerful than male. Therefore, this research hopefully expects a good response from the government side as well as from stakeholders.

1.5 Limitation of the study

As each and every work has some kind of obstacles and constraints, this study is also no exceptional. Because of limited time, resources, budget, methodology and other facilities, the researcher being a student surely has constraints.

As this study is mainly based on the social and economic status of women tempo drivers, it may not be able to provide a hundred percent information about these groups of ladies. Similarly as it is not a census survey, the result will have to be generalized through sampling method which may not represent the whole female drivers.

Likewise, the study is limited to some specific areas like Sundhara and Lagankhel, the researcher, is unable to go each and every point of the valley. So in this study, the representatives and the area coverage are considered as the main limitation.

CHAPTER TWO

REVIEW OF LITERATURE

One of the early activities in the research process is the review of the research literature-the body of research information related to the research problem. After the problem has been identified, at least tentatively, information is needed about the problem so it can be put in the proper context and the research can proceed effectively with the amount of information available from a variety of sources, the review of the literature is by no means a trivial task. It is a systematic process that requires careful and perceptive reading and attention to detail. In the review of literature, the researcher attempts to determine what others have learned about similar research problems and to gather information relevant to the research problem at hand (Wiersma and Jurs, 2005). This section is into three different sections of review namely theoretical review, review related to the urban poverty and squatter and review of polices.

2.1 Theoretical Review

2.1.1 Livelihood Approach: An Emerging Area of Research

Although Brundtland commission on Environment and development was first international forum that had given the legitimacy on the concept of sustainable livelihood (SL), Robert Chamber and Gordon were first giving the composite definition of SL. The S.L. further gained legitimization in 1992 by United Nations conference on Environment and Development. The conference expanded the concept especially in the context of Agenda 21 and advocating for the achievement sustainable livelihood as a broad goal for poverty eradication (Krantz, 2001)

2.1.2 Definition and Concept of Sustainable Livelihood (SL)

It is above mentioned that Robert Chamber and Garden Conway were the first in providing the definition of livelihood. In 1992, they proposed the following composite definition of sustainable livelihood: A livelihood comprises the capabilities and asset (Store, resource claims and access) and activities required for means of living: a livelihood is sustainable which can cope with and recover from stress and shocks, maintain or enhance its capabilities and assets, and provide sustainable livelihood opportunities for the next generation, and which can contribute net benefits to other livelihood at local and global levels and in short a long term (Krantz, 2001)

The sustainable livelihood approach compromises two elements: the sustainable guiding principles and the sustainable livelihood framework (Ways, 2003). And there guiding principles are important for the sustainable livelihood approach to development as follows;

-)] Puts the people at the centre of development (People-centered).
-)] Adopts a holistic view including multiple actors and working across sectors, geographical areas and social groups.
-)] Seeks to understand the dynamic nature of livelihood and the influences up on them.

- J Tries to build on the people strength and opportunities rather than focusing on their problems and needs.
- J Emphasis the importance of macro-micro links and seeks to understand them.
- J Points out the importance of sustainability to poverty reduction.

There is no unified approach in applying SL. Concept. Depending upon the agencies it can be used as analytical framework (tool) for programme planning or as programme itself. However there are basic features common to most approaches. The first is that the focus in on the livelihood. The second is the approach that rejects the rigid standard procedure of conventional approach taking as entry point of a specific sector, such as agriculture, water or health. And finally, the SL. Approach places great emphasis on involving people both in the identification and implementation of activities where is appropriate. In many respect SL. Approach is similar with old IRDP (Krantz, 2001 and DFID 2002:2) to sum up the core concept of SL. Approach are objective, principle and analytical framework. Enhancing the sustainability of people's livelihood, with a particular focus on the livelihoods of poor men, women and households is the objectives of SL. While principle focus is on-people cantered approach, holistic concept, dynamic nature strength building, micro and macro building, How ever the core of SL. Approach is the analytical framework. This focuses attention on the assets that poor men and women use and the strategies that they employ to make a living rather then focusing on their needs, in the vein of previous development approaches such as 'basic need' (Sida 2002)

2.1.3 Sustainable Livelihood Objectives

The sustainable livelihoods approach is broad and encompassing. The main aim is to increase the sustainability of poor people's livelihoods through promoting.

- J Improved access to high-quality education, information, technologies and training and better nutrition and health.
- J More secure access to and better management of natural resources.
- J Better access to basic and facilitating infrastructure. More secure access to financial resources and
- J A policy and institutional environment that support multiple livelihood strategies and promotes equitable access to competitive markets for all (DFID: 2002: 12).

2.1.4 Sustainable Livelihoods Framework

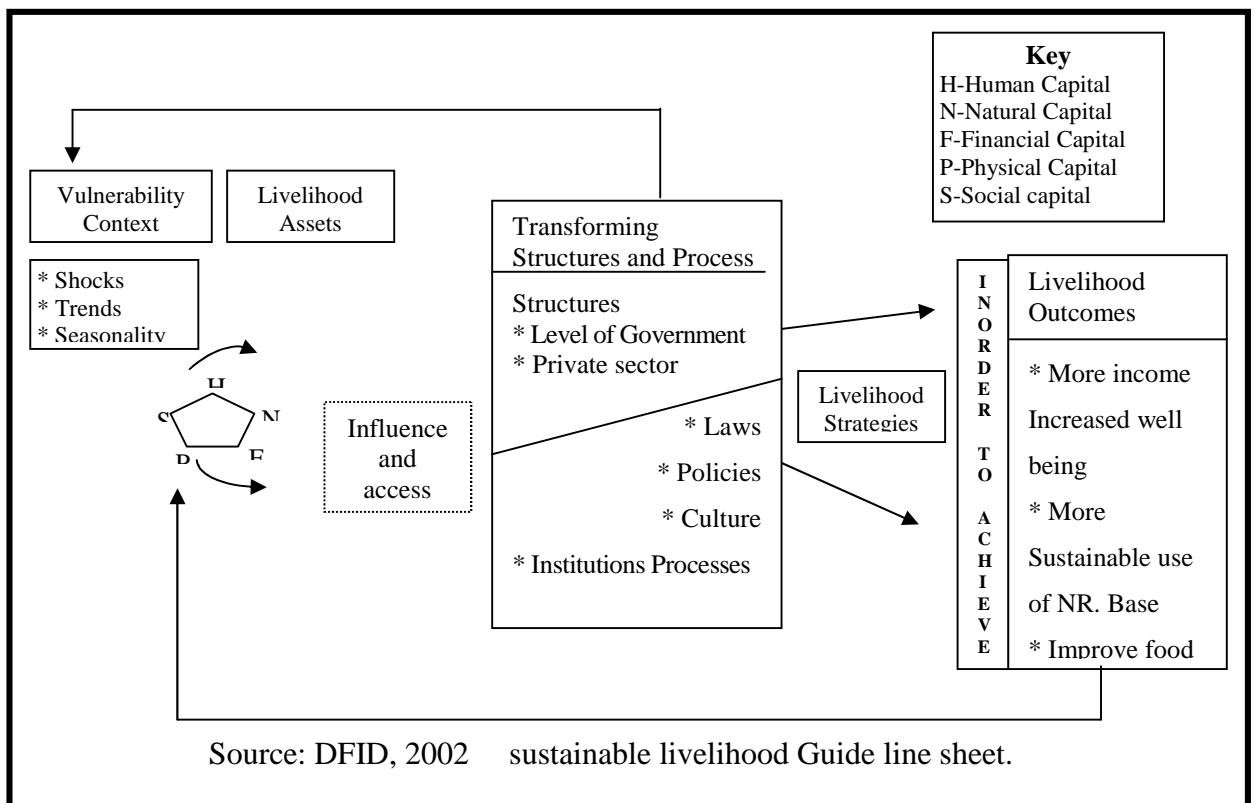
The SL framework is a way of looking at how an individual, a household or a village community behaves under specific condition or tools to improve our understanding of livelihoods particularly the livelihood of the poor. The livelihood frameworks developed by Dina Convey for DFID shows main factors affecting livelihood of people and how they are linked to each other. In the frame work different component (Vulnerability context, capital assets, transforming structure and process, livelihood strategies and livelihood outcomes) are

depicted showing their inter relationship and interaction. So these of the SL approach should be viewed as a complex process after than linear one. Focus should be given on the feed back exerting from the interaction, though the form of the framework is not intended to suggest the starting point of all livelihood analysis is vulnerability context, however it helps the concerned to identify an appropriate entry point for livelihood analysis. As with this flexibility of the starting point, we can focus on any part of framework not giving equal importance to all. But it is important to keep wider picture in mind (DFID 2002: 2.1)

In particular the framework provides the checklist of important issue and sketches and the way these link to each other draw attention to cave influence and process, and emphasize the multiple interaction between the various factors which affects the livelihoods. This framework does not try to present a model of reality. Livelihood is shaped by a multitude of different force and factors that are them selves constantly shifting. It also tries to emphasize in feed back. Important feed back in the framework is likely between:

-) Transforming structure and process and vulnerability context.
-) Livelihood outcomes and livelihood assets (DFID; 2002 : 2.1)

Figure 1: Sustainable Livelihood Framework



2.1.5 Vulnerability Context

The vulnerability context defines the specific framework condition which determent the opportunities of an individual or community. The vulnerability context affects the life of communities but communities themselves cannot influence the vulnerability context. The vulnerability context consists of long term trends (climate, national politics and economic

condition) and short term sudden shocks (Sudden price fluctuations, violence and fighting).

The vulnerability frames the external environment in which people exist. Peoples livelihood and the wider availability of assets are fundamentally affected by such context (trends, shocks and seasonality) over which they have limited or no control. Trends (i.e. demographic trends, resource trends, trend in governance) shock (i.e. human, livestock or crops health shock, natural hazard like flood or earthquake, economic shock, conflicts in the form of national and international war) and seasonality (i.e. seasonality prices product or employment opportunities) are such external factor which affect livelihood of the people through vulnerability context. But these should be viewed as an incomplete list (DFID 2002: 2.2).

All these factors effect the people's livelihood by influencing capital assets and option, people have to pursue beneficial livelihood outcome. Shock trend and seasonality should not always be considered negative they can move towards favourable direction too. For example economic indicators can move in favourable directions diseases can be eradicated and new technologies may be very valuable to poor people (DFID 2002: 2.2).

2.1.6 Livelihood Assets

A first and foremost concerning approach with people seeks to gain an accurate and realistic understanding of people's strength (assets or capital endowment) is crucial to analyze how they endeavour to convert their assets into positive livelihood outcomes. Livelihood assets lie therefore at the centre of livelihood framework. People require range of assets to achieve positive livelihood outcome. Livelihood assets lie therefore at the centre of livelihood framework. People require range of assets to achieve positive livelihood outcome. No single capital on its own is sufficient to field better livelihood outcomes that people seek. This is particularly true for poor people whose access to any given category of assets tend to be very limited. As a result they have to seek of nurturing and combining what assets they do have in innovative way to ensure survival (DFID; 2002: 2.3).

Human Capital comprises the skill, knowledge and ability to work and good health of the individual. At the household level, human capital is factor of the disposable labour force and depends on ability and the listed attributes and the age and sex of household members as well as on the household size. Human capital is crucial for gaining access to and making use of other assets Better education may increase the chance of employment and hence increase income, say financial capital.

Social Capital comprises network and connections, the membership of more formalized groups and relationships of trust, reciprocity and exchanges. These kinds of social relationship are interrelated. For example through membership in an association, people may extend their access to or influence over other institutions it is an important assets that affects the other assets and may even compensate for a lack of other types assets. Mutual trust lowers the costs of working together social capital may therefore, be a substitute for financial capital and help to increase it. These norms, system and social parameters and sanction are social

capital of human being.

Natural Capital includes all natural resources, stocks such as land, forest marine or wild resources water and air quality. It ranges from intangible public goods such as the atmosphere, to divisible assets such as trees or land. National resource stocks are the source from which production flows and they provide service such as protection against erosion or storms or waste assimilation and air quality, erosion protection, and biodiversity, come under the natural capital.

Physical Capital means the basic infrastructure and producer goods need to support livelihood” (DFID, 2002, 2.3.4 quoted in Ways 2003: 35). Among these are transport facilities, shelter and buildings supplies and sanitation and energy as well as information and communication facilities tools and equipment. Again, not only the mere existence of physical capital but also its quality, its reliability (Continuous energy supply etc) and access to it (price or other condition for use) are decisive factors.

Financial Capital It includes flow as well as stocks, contributing to consumption and production. The two main resource of financial capital are available stocks and regular inflows of money, such as cash, bank deposit, asset, jewelry and regular inflow of money, labour income, pension and remittances are the example of financial capital.

2.1.7 Transforming Structure and Process

Structure and processes determine the assess of individuals or household to their assets. Structures are formal institutions such as governmental organizations, formal laws and regulation which are present in a society or are important for social life. Processes on the other hand, are the rules of the game, which are informally applied. Processes can change or determine the access to the assets within the livelihood. The transforming structure and process represents institution, organization policies and legislation that shape the livelihood. They are of central importance as they operate all level and effectively determine access between different types of capital and returns to any livelihood strategy.

Structure can be described as the hardware (Private and public organization) that sets and implements policy and legislation delivers services, purchase trade and perform all manner of other function that affect livelihood. Structure exist both on private and public sector at various level. This is most obvious in the case of governmental organizations also operate at different levels from the multinational to the very local; it is not only the local level that is relevant to the livelihoods. Analysis should therefore be sensitive to the roles and responsibilities of the different levels of structure and seek to identity those that are of greatest, importance to livelihoods. (DFID 2002:2.4.1) complementary to structure, processes constitute software determining the way in which structure and individual operation and interact. They includes polices legislation, institution culture and power relation. This structure and process occupies central position in the framework and directly feedback to vulnerability context.

2.1.8 Livelihood Strategy

The term “livelihood strategies” denotes the range and combination of activities choices that people make undertake in order to achieve their livelihood goals. It includes productive activities, investment strategies, and reproductive choice. Recent studies have drawn attention to the enormous diversity of livelihood strategies at every level; within geographic areas, sectors, within households and overtime. It is a dynamic process in which people combine activities to meet their various needs at different time. The more choice and flexibility that people have in their livelihood strategies, the greater their ability to with stand or adapt to the shocks and stress of the vulnerability context (DFID, 2002).

The sustainable livelihood approach, by contrast, seek to develop an understanding of the factors that lie behind peoples choice of livelihood strategies and then to re-in force the positive aspects the positive aspects (factors which promote choice and flexibility) and mitigate the constraints or negative influences. The expansion of choice and value is important because it provides people with opportunities for determination and flexibility to adopt overtime. Different livelihood activities have different requirements, but the general principles is that those who are amply endowed with assets are more likely to be able to make positive livelihood choices (DFID 2001: 2.5)

2.1.9 Livelihood Outcomes

Livelihood outcomes are the achievement or out put of livelihood strategies rather than describing the objectives of people. Which help us to understand people's priorities, why they do? What they do and where the major constraints are lie. It records the actual output of current assets and strategies. At the sometime it allows one to draw conclusion about the motivation behind people's action and choices.

In the framework the tem 'outcomes' is used in preference to 'objectives' for two main reasons such as sustainability and achievement orientation. Livelihood outcomes are important because they help us to understand. The output of the current configuration of factors within the livelihood framework is first step to understanding the nature of causality. What motivates people to behave as they do; what their priorities are (as a basis for planning activities); how they are likely to respond to new opportunities; and which performance indicators should be used to access support activity. The livelihood outcomes are effective categories which may income, increase well-being, reduce vulnerability. Improved food security and more sustainable use of the natural resource base (DFID 2001: 2.6).

2.2 Studies Related to Livelihood Strategy

Bishop (1990) studied livelihood strategies and seasonal rhythms in the Nepal's Himalaya especially in Karnali Zone. The author summarized livelihood issues in three sections: the first section dealt with subsistence system model. The second section dealt with the subsistence system constrained and the last section dealt with the Karnalis fate. In the subsistence system model, he discussed the cultural ecology of Karnali zone and agricultural

outputs or production. The subsistence system constrained included cultural attitude and training, ecological balance, agriculture and livestock technology, population and health. The author has found six livelihood options which were used by the remote people such as agriculture, animal husbandry, cottage industry, exploitation of wild biota, trade and seasonal migration.

The study of Blakie and Coppard (1998) tried to evaluate the changing livelihood strategy of the people within Likhukhola watershed. In the article "Environmental Change and Livelihood Diversification; where is problem", the authors mentioned how farmers in hill of Nepal perceive and adopt environmental change (particularly dealing soil fertility) in the context of broad socio-economic change. They found that anthropogenic accelerated soil erosion was not critical problem though there was local evidence of it. It did not directly pose threat to the livelihood of the majority, but was important for poor farmers who did not have access to irrigation. According to them, livelihood diversifications and growth of agricultural income were the major features of socio-economic change in middle hill of Nepal. They further said that it was necessary to link the finding of erosion of the research with changing economic and social circumstances of farmer in order to evaluate environmental degradation that was identified. It might be worthwhile shifting the emphasis to helping farm household to develop appropriate livelihood strategies including diversification of income opportunities rather than conforming research in purely, physical aspect of environmental change.

Sudedi and Pandey (2002) studied the continuity and change of livelihood strategies of Rai communities in Arun Valley. The study found that livelihood strategies are the reflection of the complexity of man-environment relationship including local people's attempt to cope with the environment by utilizing the available resources and adopting new option over the time. This study was based on field survey in two geographical locations namely: Sitalpati in lower elevation and Makalu in higher elevation. This comparative study showed that over a time, the local people had adopted various strategies to earn their livelihood. Increasing the size of Khoriyas, transforming the non-irrigated slopping terrace into Khet followed by other strategies such as additional input in agriculture, adoption of multiple-cropping and crop diversification. Besides such strategies labouring, portering, borrowing, crediting and livestock selling were sequences of livelihood strategies adopted under the pressure.

The study of Giri (2002) tried to evaluate the changing livelihood strategy of Tharus in selected VDC's of Surkhet district. This ethnic community had been involved in number of economic activities as a secondary occupation besides agriculture. This phenomenon which we call diversification is essential to enhance livelihood security of rural people. Improvement in educational condition, health condition and skill of resource management seem extra input to enhance the sustainability of livelihood of Tharu community. However, they were not in a position to compete with other communities to earn their livelihood.

Rai (2004) attempted to examine historically the changing livelihood strategies of occupational communities (Damai and Kami) as well as to sketch the present situation. This study was based on the household survey of 92 samples from Panchakanya and Namsaling

VDC of Ilam district. This study concluded that a specific change had 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 were the external causes which had a negative impact on the traditional occupations and further compelled them to diversify. The absence of knowledge and skills about new fashions and nature were taken as internal causes which played a vital role in the changing livelihoods of these groups.

Acharya (2005) attempted to discuss the livelihood strategy of Tamang community in peri urban setting in two geographical locations namely: Bosan and Raniban. He found the livelihood strategy of Tamang community in transition. Their livelihood strategy shifted from agriculture as a primary source of livelihood to business as a non-agriculture one. The study also found that the livelihood strategies of marginal communities change over the time; the change was even more intense and speedy in the transition where assets and resources needed to pursue the livelihood outcomes under the way of modification. The evidences collected from the field suggested that, the pace of shift in Raniban was faster than in Bosan. However, gradually Tamang communities in Bosan were also in the process of shifting from agriculture based to non-agriculture based livelihood options. The household assets of this community had greatly influenced with the process of adoption of new strategy of modification of traditional occupation.

Pandey (1987) in his research paper entitled "Livelihood of landless peasants; a study of evicted resettlers" focused on the causes and consequences for becoming landless peasants and their livelihood strategy both in migrants and their place of origin. The study was based on mainly primary data collected from the field survey by using the questionnaires. He concluded that the landless peasants had been increasing with the increase in population due to the under employment, unemployment, population growth, land fragmentation and little chance or scope in extra agricultural development. Rural people had highly migrated in the plain area of Terai with the hope of acquiring land through the resettlement programme. The small portion of land provided by government for resettlement to the migrants could not support them. As a result, the land hungry peasants started to encroach the forest areas. The highest sector of employment opportunities for them was agricultural labour but its seasonal nature and the small area of farmland owned by their clients left them with limited opportunities as a result the peasants were increasing there.

2.3 Studies related to Status of Women in Nepal

Women have constituted about half of the population. The fact is society cannot progress without their moving forward along with men which has been realized right from the beginning of planned development. The concept of people towards women started to change when women were declared as an issue of development in year 1975 and the concept like WID (women in development), WAD (women and development) and finally GAD (gender and development) gave more emphasis towards women's issue.

Overall development of a country is possible only if both men and women are actively engaged in the development activities. Development is actually impossible in the absence of either of the two. Women all over the world constitute more than 50 % of the world population. Constituently, without their contribution, development is impossible. Nepal is still a developing country and it has not been able to come out of the vicious circle of poverty. Nepal is full of villages and majority of Nepalese population live in the rural areas. Rural Nepalese women's condition has always remained extremely deplorable and will continue to remain that way unless some initiatives are undertaken to improve their condition. In this chapter an attempt has been made to review various studies that show disparities between men and women.

According to the census report 2058, women comprise 50.1 % of the total population of Nepal. According to the "Status of Women in Nepal" by Lynn Bennet patriarchy prevails in most of the country's castes and ethnic group. Patriarchy is the major source of women's oppression and women are subordinate to men simply because of patriarchy. Men and women are compelled to follow the traditional division of labour set by the patriarchal society.

In the book entitled "Rural Household studies in Asia" written by Hart Gillian, it is written that Asian women concentrate more on their ascribed reproductive roles and responsibilities. There are more household oriented and are concerned exclusively with household tasks.

Similarly, the book entitled "Status of women in Nepal", written by Acharya Meena demonstrates the same opinion. She says that given the traditional division of labour, women concentrate more on their ascribed reproductive roles and responsibilities while men focus on productive income making roles.

Hart's and Acharya's statement holds very true also in case of Nepal. Nepalese women are found to be giving first priority to the household tasks rather than in other works. Overall status of women will not improve unless the traditional patriarchal society is overthrown. The traditional society demands women to engage only in reproductive tasks and underestimates it. Again it is the traditional society that encourages men to participate in income generating activities.

Krishna Bahadur Bhattachan, the author of the book "Gender and Democracy in Nepal" states that Nepalese society, a patriarchal society is built upon the edifice (structure) of male supremacy and male chauvinism. Consequently, men do all the productive work relinquishing the reproductive and domestic role to women. This means that men are supposed to work outside home whereas household work, child bearing and rearing are imposed upon women. However, this concept is regarded as biased in recent time and has continued to wither (fade) away gradually.

It is true that the concept that men are supposed to work outside home and women within house has now a day become biased. However, this holds true only in case of cities. There are

thousands of villages in Nepal where people have a concept that the right place for women is house whereas that of men is outside home. Women's status in cities is changing for better.

The article entitled "Nasametiyeeka Mahila" (excluded women) written by Vishnu Sharma, published in the daily "Rajdhani Rashtriya Dainik", it is said that majority of women are employed in the informal sector. The wage rate is low despite more working hours and poor working condition.

The dissertation entitled Socio-economic Status of women: A case study of Women in Sankhamul Area, written by Upadhyaya Durga Prasad stated that Nepalese women are not given the opportunity in the formal sector.

The human development report 2004 reveals that women nowadays have managed to break through the four walls and have started getting employed in productive work as men do. According to the HDR 2004, more than 70 % women are confined to self-employed, unpaid and low wage informal sector activities. They have a very less scope for formal job opportunities. Between 1991 and 2001, women gradually moved from agriculture into non agriculture sector from 20.1 % to 34.31 %. Although the number of women participating in the modern sector is increasing, they are employed in low skill job because of their lack of education, training as well as the discriminatory behavior shown by their employers between men and women and their limited mobility. They have also started doing small business looking for well-paid job and in this process they are increasingly migrants to cities for employment. The kinds of employment they opt for range from cottage industries such as carpet weaving, textiles to driving vehicles.

It seems that women drivers are engaged in informal sector however, it is not true. It will not be wrong to state that they are working in the formal sector. This is so because the institution is governed by certain rules and regulations and the drivers have to strictly abide by those laws.

Keshav Pandey in his article entitled "Yatayat Kshetrama Mahila" (women in transport sector) states that setting foot in transport sector is intriguing as well as challenging for Nepalese women. This trend shows that the confidence level of Nepalese women is on the rise. They have managed to come forward despite the harsh rules set forth by the patriarchal society. My personal experience with women drivers reveal the fact that they are against the discriminatory social rules and regulation that make women subordinate to male. They do not care even if people bother them and tell them to quit the job.

The article entitled "Mahilale Chalayeko Tempo Surakshit" (women drive tempo safely) published in the "Nepal" magazine in the month of Magh 2062 reveals that women drive Safa Tempos more safely and confidently than men do. According to the data presented in the article, the number of both major and minor accidents that occurred from the year 2059 onwards is 515. The number of people killed in those accidents is 40 whereas the rests managed to survive. The article further reveals that majority of road accidents were caused by

men drivers. According to the information provided by the valley police Office, so far only 1 road accidents have been reported for which women drivers are responsible. This proves that men drivers are mainly responsible for the road accidents as compared to women drivers.

CHAPTER THREE

RESEARCH METHODOLOGY

Methodology is a process of completing the study. Methods and techniques of data collection and methods of analysis have been consisted in methodology. It describes the essential and experienced view for all academic work of the study. It clarifies the concept and gives the way of the study. This is the comparative study which uses both qualitative and quantitative methods.

3.1 Nature and Sources of Data

This study uses data primarily collected from the field survey. However, information obtained from secondary sources has also been used during discussions of several issues. Secondary data or information has been derived from different books, journals, reports, website and GIS.

3.2 Method and Technique of Data Collection

Both quantitative and qualitative data have been collected this study. To collect primary information both sample survey methods has been used.

3.2.1 Sampling and the sample size

According to the latest data provided from the Electric Vehicle Association of Nepal (EVAN), there are nearly 650 Safa tempos running throughout the valleys among them there are 270 female drivers registered into the association but due to various causes, we could find approximately 225 female drivers existing in the field in various routes. So, out of 225 female drivers, 45 were selected for the study which was 20 % of the universe.

3.2.2 Household Questionnaire Survey

A questionnaire was prepared consisting 50 questions with close and open structure. The researcher herself administrated the questionnaires with the selected female tempo drivers. It took altogether 10 days to conduct the questionnaire survey from 2067/04/05 to 2067/04/15. Nine female tempo drivers from five different routes were selected by purposive sampling method. Route was selected by dominance number of female drivers.

3.2.3 Field Observation

Direct observation has been applied in order to get additional information of the activities of Tempo drivers for the study. Generally, this observation collected human behavior and information on interaction of the drivers with passengers, staff, traffic and others and their working conditions. Their interaction with other male and female drivers was also observed and it has been helpful to understand the dynamics of tempo driving in different sites of the city. For this observation I visited 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 at the time of interview.

3.2.4 Key Informant Interviews

Different important persons were the sources of special information in this survey. To derive some specific information, it was necessary to visit some key persons. Tempo owners, Charging station Manager, Traffic Police, Time keeper at the tempo stand and Male Tempo drivers are considered as key persons here. In this survey ten key persons were interviewed in different spots for specific information about the profession and the female drivers. A check list including some structured and unstructured questions were used for key informant interview.

3.2.5 Informal Interview

During field study informal interaction with a number of passengers (both male and female) was made. They were asked about Tempo driving as a profession for female informally. This technique was also helpful to provide essential information about the behavior of the lady drivers.

3.2.6 Focus Group Discussion

Focus group discussion is most essential for collection of qualitative information. Altogether two focus group discussions were carried out in this study, one in Sundhara Tempo Park Area and other in Lagankhel Tempo Park. Female drivers were organized in two groups according to the sites. Different issues associated with tempo driving were put forwarded to the group for discussion. The issues of focus group discussion have been given in appendix.

Basically young ladies were involved in this discussion as they were newcomers and were very interested and excited about it. Very few other were also involved because the older one were very frustrated and do not keep any interest in matters other than their work. They said “this is not going to help us any more, we have talked and interviewed to may like you are, but nothing had happened that could improve and change our situation”.

Not all the information during the fieldwork could be secured systematically and in such cases field notes proved helpful. The field notes were of immense help to remind later on when the subject matter was complex and the pace of flow of information was rapid. During field survey both subjective interpretation of the situations and the raw interpretation of the fact were recorded.

3.3 Method of Analysis

Collected information has been processed scientifically. Information has been analyzed with help of computer software like excel, GIS etc as well as manually. Different tables have been prepared for different socio-economic variables. Statistical calculations have been performed for quantitative information. Qualitative information has been adopted in descriptive way. To visualize information different maps, diagrams and charts have been prepared.

CHAPTER FOUR

ANALYSIS OF SOCIO-ECONOMIC CHARACTERISTICS

4.1 Physical Setting of the Study Area

The Kathmandu valley is one of the unique “Bowl-shaped” tectonic basins of the world and exists as the political, cultural, economic and financial core of Nepal. It lies in the lesser Himalayas of central Nepal. It is located between 28° 32’ 13” N to 28° 49’ 0” N latitude and 85° 11’ 31” to 84° 31’ 38” E longitude. The valley represents three administrative districts namely, Kathmandu, Lalitpur and Bhaktapur. However, it does not cover the whole areas of the three districts. In the context of Kathmandu district, out of 57 Village Development Committees (VDC), Nanglebhare VDC falls outside the valley. Similarly, in Lalitpur, out of the total 41 VDCs, 16 lie outside the valley. But, the entire 16 VDCs of Bhaktapur district are within the boundary of Kathmandu valley. Kathmandu valley therefore includes 97 of the 114 VDCs of the three districts and five municipalities. Kathmandu district has two municipalities — Kathmandu and Kirtipur. Lalitpur has one and Bhaktapur has two namely Bhaktapur and Madhyapur Thimi municipalities. Excluding the area of 17 VDCs given below, the total area of Kathmandu valley is 701.80 sq km. It is 26 km in east-west direction and 20 km wide in north-south direction (Koirala, 1998).

The valley experienced temperate types of climate. Bagmati is the main river of the valley. The valley lies within the Mahabharat Range of the lesser Himalayas of Nepal. Higher plateaus are known as “tar” and low lying alluvial plains as “dol” are the landscape types of valley. The population concentration is very high in Kathmandu as compare to other districts of the country. From economic perspectives KMC is burdened with the ever growing problems of population pressure, transportation and traffic management, urbanization induced environmental problems of pollution and solid waste management. Both husband and wife working has been on the increase, under the housing delivery systems, single family types, multiple family dwelling units, apartments and temporary dwelling units etc. coming into existence. Department of Roads has categorized the KMC road in four groups such as main excess roads, important trafficked routes, less trafficked routes and less important small lanes earth roads.

4.2 History of female tempo drivers

According to different researches, women have started running public vehicles on the streets of Kathmandu for more than a decade. According to the available resources, Ms. Laxmi Sharma was the first lady to start tempo driving holding license in Kathmandu in the year 2041 during the Panchyat period. The tempos of that time used to run with diesel and petrol and were named as Bikram Tempo. Ms. Sumitra Dandal, a master degree holder, strongly claims to be the first female tempo driver as she started the job professionally and continued for many years when safa tempo emerged after 2056 B.S. After her, Mrs. Bishnu Lama is the third known female tempo driver (ESPS/DANIDA, in Rana 2003). Mrs. Bishnu Lama, Mrs. Rachila Tamang, Mrs. Parbati Karki, Mrs. Bimala Thapa, Mrs. Kamala Lama, Mrs. Sumitra

Phuyal, Mrs. Maya Tamang, Mrs.. Manika Tamang, Mrs. Kamala Ghale are some of the names under old driver's list.

Apart from this fact, women are not limited only in tempo driving. Today, many women are seen in different parts of the valley working as bus conductors as well as micro van drivers. Among them Mrs. Makhamali Gurung is one and only women who has been qualified and carries much confidence to run a heavy vehicle but hasn't got a license yet, even though she has been longing for it from long time.

Women's involvement in tempo driving started when Bikram tempo was banned by the government since Bhadra 32,2056 in the valley. Due to the shortage of small and convenient vehicle, Safa tempos were brought as their alternatives. And as the numbers of drivers were lacking at that time, a DANIDA sponsored program placed an advertisement in the newspaper for interested women candidates for driving EV's. The minimum criteria for the candidates were such as unemployed, Nepalese citizen of disadvantaged group, at least primary education completed, aged between 18 to 40 years and probably from remote area. Those who met these criteria were called for a short written exam and the selected candidates were called for the interview which mainly focused on the personal health and economic conditions of the candidates. The final candidates were trained through different driving institutions. In this way, women professionally entered into this sector in a large scale. Today we can see the female tempo drivers exceeding 400 in number.

4.3 Socio-economic background

Nepal is famous for its economic and cultural diversity. It is a land of multi-caste/ ethnic, multi-linguistic and multi-cultural country. Being a capital city Kathmandu is an attraction for all ages and racial communities where they perform different types of socio-economic activities. The condition of women in Nepal can be seen improving gradually. Women are seemed to be independent and free mostly in the big cities like Kathmandu Valley.

The social status of women has been increased to a great extent. No any sector is left where women are not involved. Especially, there is a great participation of women in the transport sector. Women have entered to almost all the sector of transportation. They have proved themselves by becoming pilots, drivers, conductors and even helpers 'Khalashi'. The numbers of lady pilots also have been increasing day by day. When we talk about driving vehicles, the involvement of women is tremendous. Lots of women can be seen driving private cars and riding motorbikes and bicycles has become very normal. Out of 650 Safa Tempo, almost half of the population is occupied by female drivers today. The number is being rapidly increasing every day.

4.3.1 Place of origin

According to the survey, it is found that the majority of women drivers are originally from the surrounding districts of Kathmandu valley like Kavre, Ramechap, Sindhupalchowk, Dhading, Nuwakot etc. Besides, women from Makawanpur, Gorkha, and Chitwan including Eastern Region of Nepal are also seen in Great number. The number and percentage of Women Safa Tempo drivers belonging to various part of the country are shown clearly in the following table.

Table 1: Classification of FTD by Their Place of Origin

| Regions | Districts | Number | Percentage |
|------------------|----------------|--------|------------|
| Mountain | Dolakha | 1 | 2.22 |
| | Sindhupalchowk | 4 | 8.89 |
| | Solukhumbu | 3 | 6.66 |
| | Gorkha | 1 | 2.22 |
| Hill | Kavre | 7 | 15.55 |
| | Nuwakot | 3 | 6.66 |
| | Ramechhap | 4 | 8.89 |
| | Makawanpur | 4 | 8.89 |
| | Dhading | 2 | 4.45 |
| | Udayapur | 2 | 4.45 |
| | Khotang | 2 | 4.45 |
| Tarai | Morang | 2 | 4.45 |
| | Chitwan | 1 | 2.22 |
| | Dhanusha | 1 | 2.22 |
| | Sarlahi | 1 | 2.22 |
| | Sindhuli | 2 | 4.45 |
| Kathmandu Valley | Kathmandu | 2 | 4.45 |
| | Lalitpur | 2 | 4.45 |
| | Bhaktapur | 1 | 2.22 |
| Total | | 45 | 100 |

Source: Field Survey, 2010.

The above table shows that majority of women Safa Tempo drivers 15.55 % have been originated from Kavre, 8.89 % from Ramechhap, Sindhupalchowk and Makwanpur. Similarly Morang and Eastern Himalayan region constitute 4.45 %, Sindhuli, Udaypur, Dhading Sindhuli, Kathmandu, Lalitpur, and Dhading also constitute 4.45 % each and Bhaktapur, Sarlahi, Dhanusa, Gorkha, Dolakha, Chitwan constitute 2.22 % each. We can see only 11.1% of ladies if only the valley is considered. The women of the nearest districts to Kathmandu like Kavre, Sindhupalchowk, Ramechhap, Makwanpur etc are attracted and migrated to the valley as it is the nearest city where there is high chance to grab different opportunity.

This also shows that women tend to work and migrate only the place which is quite near from their place of origin. They do not want to go the farther distance as most of the ladies are from the Central development region. The respondents have to say that they came to Kathmandu because it is the nearest city from their village and it is also the safest place to live in.

4.3.2 Caste

Division of labour according to caste is very prevalent in our Nepalese society. There are certain rules and restrictions to undertake various jobs e.g. Brahmin/ Chetri are so called higher caste and are to be engaged in higher white collar jobs like government services and other lower caste have their own defined job as cobbler, Tailor, potter etc. But this study shows that women drivers are irrespective of their castes. Though majority of them belong to lower caste group. The following table reveals women belonging to all caste groups.

Table 2: Classification of FTD by Their caste/ethnicity

| S.N | Caste/Ethnic Group | Total | Percent |
|-----|--------------------|-------|---------|
| 1 | Brahmin | 7 | 15.56 |
| 2 | Chetri | 9 | 20.00 |
| 3 | Thakuri | 2 | 4.44 |
| 4 | Magar | 3 | 6.67 |
| 5 | Tamang | 8 | 17.78 |
| 6 | Rai | 4 | 8.89 |
| 7 | Newar | 5 | 11.11 |
| 8 | Tharu | 1 | 2.22 |
| 9 | Gurung | 4 | 8.89 |
| 10 | Dalit(sarki) | 2 | 4.44 |
| | Total | 45 | 100 |

Source: Field Survey, 2010

It shows that the majority of women Safa Tempo drivers belong to the indigenous group which include castes like Rai, Gurung, Tamang, Magar, Tharu and Newar constitute 55.56 %. To a large extent Brahmin and Chetri are also attracted towards this job. They take second position and constitute 35.56 %, Thakuri 4.44%. Dalit are also seen attracted towards this profession constituting 4.44%. The reason behind this is that the Indigenous group of people has enough freedom to select their job as they are open minded when it comes to choosing an occupation and dominated by females Nevertheless, Brahmin and Chetri are also attracted to select the job freely according to the data. While Dalit are very less in number since they do not feel free to consult with the authorities and still feel that their voice will not be given any consideration.

4.3.3 Age Group

The study reveals that women Safa Tempo drivers ages range from 18 to 40 which is also a lowest and highest age. Almost all age group of women are included.

Table 3: Classification of FTD on the basis of their age

| S.N | Age Group | Number | Percentage |
|-----|-----------|--------|------------|
| 1 | Below 20 | 3 | 6.66 |
| 2 | 21-25 | 10 | 22.23 |
| 3 | 26-30 | 17 | 37.77 |
| 4 | 31-35 | 11 | 24.44 |
| 5 | 36-40 | 4 | 8.89 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table demonstrates that 37.77% of women Safa Tempo drivers belong to the age group 26-30 years which is highest in number. Similarly the women of 30 and above are also large in size. Here 24.44% of the ladies belong to age group 31-35 and very few i.e. 8.89 % of them are between 36-40 and 6.66% of the drivers are of very young age that is below 20. 22.23 % of women are between 21-25 age group. The majority of drivers are between 20-30

age group as it is a mature age group and can handle any problems ahead easily according to the research.

4.3.4 Marital Status

Marriage is the basic social institution that admits men and women to family life. It is a stable relationship in which a man and women are socially permitted to have children implying the right to sexual relation. It is one of the universal institutions established by humans. In this study among the 45 ladies selected randomly include all the categories i.e. married, unmarried, separated, divorced and widowed as well. The following table demonstrates the marital status of women Safa Tempo drivers.

Table 4: Classification of FTD on the basis of their marital status

| S.N | Marital Status | Number | Percentage |
|-----|--------------------|--------|------------|
| 1 | Unmarried | 12 | 26.67 |
| 2 | Married | 26 | 57.78 |
| 3 | Divorced/Separated | 4 | 8.89 |
| 4 | Widowed | 3 | 6.67 |
| | Total | 45 | 100 |

Source: field survey 2010

This demonstrate that majority of women Safa Tempo drivers are married. They constitute 57.78 % of the total number of the women drivers. Out of them, 8.89 % women are Divorced or Separated and living with their children. Besides that, 6.67 % women drivers are widow. The unmarried women drivers constitute 26.67 % of the total number.

None of those separated have been divorced legally. This is because they are not aware enough to go to the legal procedures. Majority of the separated women do not even know that there is a provision of alimony from their spouse in case they get divorced.

4.3.5 Religion

Religion plays a vital role in selecting job but this study has proved that it is no more a bar. Anybody can select job according to their interest and choice. Nepal, being a Hindu kingdom Hindu religion has its special place anywhere within the country. The following table shows the division of drivers according to their religion.

Table 5: Classification of FTD on the basis of their religion

| S.N | Religion | Number | Percentage |
|-----|-----------|--------|------------|
| 1 | Hindu | 34 | 75.56 |
| 2 | Buddhist | 9 | 20.00 |
| 3 | Christian | 2 | 4.44 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table reveals that in this field too, most of the ladies follow Hinduism. They occupy 75.57 %, after that Buddhist occupies 20 % and Christian occupies 4.43 %. It shows that there is a strong majority of the Hindu in any field.

4.3.6 Family Size

Family is the most important factor in the society that affects the economy directly. Family is a universal elementary form of the society. As most of the ladies are found to be migrated towards the valley from other original place to earn their living, they are separated from their big family into a small nuclear family. The following table shows the size of family of women drivers.

Table 6: Classification of FTD on the basis of their family size

| S.N | Family Size | Number | Percentage |
|-----|-------------|--------|------------|
| 1 | Below 3 | 10 | 22.22 |
| 2 | 3-4 | 12 | 26.67 |
| 3 | 4-5 | 10 | 22.22 |
| 4 | Above 5 | 13 | 28.89 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table shows the fact that the size of the family has been decreasing day to day. Out of 45 women 71.11% have number of member has below 5 where number of family below 3 and 4-5 are equal in number i.e. 22.22% and family number 3-4 are of 26.67%. The rest of the 28.89% are still living in a large numbers. Slowly the joint family system is changing towards the nuclear family. This may be to be economically strong and secure. Other reason behind this is the rapid inflation.

4.3.7 Their feelings

While study, almost all the ladies openly expressed their inner feelings about their job. Without hesitation most of them expressed their happiness and pride as well though some of them are seemed to be quite confused. But the percentage of the sad and those having mixed feelings are nominal. The following table clarifies their feelings.

Table 7: Classification of FTD on the basis of their feelings

| S.N | feelings | Number | Percentage |
|-----|----------------|--------|------------|
| 1 | Enjoy/ Proud | 28 | 62.23 |
| 2 | Mixed feelings | 15 | 33.33 |
| 3 | Sad | 2 | 4.44 |
| | Total | 45 | 100 |

Source: field survey 2010

The above data proves that though they have to work very hard throughout the day 62.23% of the total enjoy their work and prefer to work in spite of just being a housewife. Due to the various reason 33.33% of women are neither very happy nor too sad to be a driver and only 4.44% of them are sad may be due to restlessness and the attitude of other about them.

4.3.8 Reaction of male drivers

As both male and females are equally engaged in this field and are competing with each other different views come from the male drivers. The following table discloses how male drivers react to the situation according to women drivers.

Table 8: Classification of FTD on the basis of reaction of male drivers

| S.N | Reactions | Number | Percentage |
|-----|----------------|--------|------------|
| 1 | Quite positive | 19 | 42.22 |
| 2 | Negative | 10 | 22.22 |
| 3 | Encourage | 11 | 24.44 |
| 4 | Don't care | 5 | 11.11 |
| | Total | 45 | 100 |

Source: field survey 2010

It's quite good to know that almost 42.22% of them say that male drivers are positive towards these ladies. Out of them, 24.44% say that they are not only positive but also encourage them about their work. At the same time, 22.22% of the ladies have to say that males still try to dominate as it is hard for them to accept the fact that females have been competing with them strongly, they are extremely negative. It is due to the old- rooted patriarchy system & thought. Out of them 11.11% of males don't bother about it.

4.3.9 Their Family Attitude

In doing any type of work, family plays a very important role, either to support or to discourage. Without the full support of family nobody is able to complete any work properly. During this study it was found that most of the ladies who are involved in this job have got quite good support from their family members. Few minds are still on the process of changing. The attitude of the family members towards this job is classified below.

Table 9: Classification of FTD on the basis of their family attitude

| S.N | Attitude | Number | Percentage |
|-----|-------------------|--------|------------|
| 1 | Feel proud | 9 | 20.00 |
| 2 | Positive | 30 | 66.66 |
| 3 | Suggest to change | 6 | 13.34 |
| | Total | 45 | 100 |

Source: field survey 2010

From the above data 20% of the families among 50 families are really proud to see their daughter, wife or sister driving Tempo confidently and give great support. Among them 66.67% are quite positive which is also not bad. Only 13.34% of people don't want their lady member to drive Tempo.

It is proved from the above table that slowly Nepalese people have been changing their minds regarding their daughters (females). The discriminative behavior towards female is decreasing day by day. Only few people are strict to the male dominated theory which will severely change in the near future.

4.3.10 Duration of Involvement in Driving:

The following table shows the number of years that the street child vendors have been involved in street vending.

Table 10: Classification on the basis of their duration of involvement in driving

| S.N | Involvement in driving (Yr) | Number | Percentage |
|-----|-----------------------------|--------|------------|
| 1 | < 1 | 5 | 11.11 |
| 2 | 1 – 3 | 13 | 28.89 |
| 3 | 4 – 6 | 15 | 33.33 |
| 4 | > 6 | 12 | 26.67 |
| | Total | 45 | 100 |

Source: field survey 2010

Table 10 shows the classification of women on the basis of their duration of involvement in driving. 33.33% of the lady drivers have been involved in driving for 4-6 years. This is followed by drivers those have been involved in driving for 1-3 years, 28.89 %. Similarly, 26.67% percent drivers have been involved in driving for more than 6 years. Only 11.11% of the total percent drivers have been in driving for less than a year.

4.3.11 Holidays

Most of the lady drivers seem to be very hard working and laborious. They enjoy their work rather than having rest as it is the only source of income for most of them. When they were asked about how often they take rest they gave various reply as mentioned below.

Table 11: Classification of FTD on the basis of the holidays they take

| S.N | Holidays | Number | Percentage |
|-----|--------------|--------|------------|
| 1 | Urgent work | 15 | 33.34 |
| 2 | Sickness | 10 | 22.22 |
| 3 | Weekly | 10 | 22.22 |
| 4 | In festivals | 10 | 22.22 |
| | Total | 45 | 100 |

Source: field survey 2010

The table demonstrates that most of them about 33.34% of them take leave only if there is urgent work, 22.22% of them take rest during their sickness, same percentage of them take break once a week in order to complete their household works and another same percentage take break only in the festivals. This shows how laborious, sincere and responsible they are towards their work and their responsibility. Everyday they run for at least 12 hrs and also have to do their household works when they are back home in the evening. They are quite restless.

4.3.12 Previous Occupation

The women Safa Tempo drivers seem to be very interested and satisfied in this job rather than their previous occupation. Most of them have gained much confidence and security in this job. Those who have left the previous job and joined this one are quite satisfied regarding their income in comparison to the previous job. Those who didn't earn before are more excited and are happy to earn their living of their own and their independency. The following table gives a description of their previous occupation and the number of unemployed ladies.

Table 12: Classification of FTD on the basis of their previous occupation

| S.N | Previous Occupation | Number | Percentage |
|-----|---------------------|--------|------------|
| 1 | Housewives | 16 | 35.56 |
| 2 | Tailoring | 5 | 11.12 |
| 3 | Handicraft | 4 | 8.89 |
| 4 | Business | 4 | 8.89 |
| 5 | Students | 4 | 8.89 |
| 6 | Pashmina factory | 4 | 8.89 |
| 7 | Farming | 2 | 4.44 |
| 8 | Peon | 2 | 4.44 |
| 9 | House maids | 2 | 4.44 |
| 10 | Sales person | 2 | 4.44 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table demonstrates that 35.56% of women were unemployed before. 11.12% of them have entered to this field from tailoring, 8.89% of each were working in Handicraft, Business, Pashmina factory and was a student before joining this profession. Similarly rest of the ladies i.e. about 4.44% of each has come from farming, peon, Housemaids and Saleswomen profession.

After entering this job their economic condition has increased a lot and is really happy. Very few of them have made up their mind to leave their job.

4.4.13 Accidents

There is a general perception that female drivers are safe drivers. Likewise in the words of traffic police and the personnel at the battery charging station, most of them do not take alcoholic beverages. The following table shows their experience with accidents.

Table 13: Classification of FTD on the basis of accident they face

| S.N | Accident | Number | Percentage |
|-----|------------|--------|------------|
| 1 | Most often | 5 | 11.11 |
| 2 | Very rare | 25 | 55.56 |
| 3 | Not still | 15 | 33.33 |
| | Total | 45 | 100 |

Source: field survey 2010

The table shows that 55.56% of women have faced only the minor accidents whereas 33.33% of women reveal the fact that they have not overcome with any types of major or minor accidents. Very less number of women, i.e. 11.11% of them only said that accidents are very common to them.

This proves that the women are really very confident and careful about driving. They have proved to be safer than male drivers. This may be another reason for many females being attracted towards this profession.

Nevertheless, women are beginning to challenge the customary practice and are entering into men's activity space, such as driving Safa Tempo as a way of earning livelihood primarily in urban areas in Nepal. Apart from earning a living, for them, driving has also become a plan of action to overcome and cope with stresses.

CHAPTER FIVE

LIVELIHOOD ASSETS OF FEMALE TEMPO DRIVERS

Assets are those resources which either an individual or household can make use of. We can categorized livelihood assets: Human (skill, knowledge, good health, etc.) , Social (Social networks, with neighbour etc), Natural (land, forest, climate, wild resources), physical (transport facilities, shelters, water supply and sanitation and energy, information and communication facilities; tools and equipments), financial (saving, income, loans, credits, etc.) following livelihood assets of Female Tempo Drivers have been described as follows.

5.1 Human Capital

Human capital represents the skill, knowledge ability to labour and good health that together enable people to persuade different livelihood strategies and achieve their livelihood objectives. In this study, in terms of human capital, age composition of economically active population, educational status, and their additional skills have been discussed.

5.1.1 Literacy and Education

Educational attainment plays pivot role in the betterment of livelihood and occupation. It enriches human capital which provides knowledge about different sectors to make people's well being. It becomes necessary to focus about the educational attainment of the Lady Drivers.

In this study it is found that education has mattered a lot to the women for selecting this job. The women are neither highly educated nor they are illiterate. It is good to know that at least all of them are able to read and write. The following table demonstrates the educational qualification.

Table 14: Classification of FTD on the basis of their education

| S.N | Education | Number | Percentage |
|-----|---------------------|--------|------------|
| 1 | Literate (at home) | 16 | 35.56 |
| 2 | Primary | 5 | 11.12 |
| 3 | Lower secondary | 14 | 31.11 |
| 4 | Secondary | 6 | 13.34 |
| 5 | Higher secondary | 4 | 8.87 |
| | Total | 45 | 100 |

Source: field survey 2010

According to the above data the majority of women seemed to get their education at their home which is 35.56 %. Almost similar percentage i.e.31.11 has done lower secondary level and 13.34 % have passed their secondary level. It is also good thing to learn that 8.89 % of drivers have passed +2 or intermediate level. This shows that even the educated girls take this job as an honorable and equivalent to other prestigious ones.

Different factors such as economy, lack of school, interest of earning, failure in previous classes, parents negligence etc were seen as the main reason for leaving school for most of the ladies.

Table 15: Classification of FTD on the basis of their discontinuity for education

| S.N | Causes | Number | Percent |
|-----|-----------------------|--------|---------|
| 1 | Poverty | 20 | 44.44 |
| 2 | Not interested | 4 | 8.89 |
| 3 | Death of parents | 9 | 20.00 |
| 4 | Failed in exam | 6 | 13.33 |
| 5 | Negligence of parents | 4 | 8.89 |
| 6 | Lack of school | 2 | 4.44 |
| | Total | 45 | 100 |

Source: field survey 2010

5.1.2 Economically Active Population

Generally, age group (15 – 59) has taken as economically active population. National economy depends upon the size of this population. If the dependency ratio is high, the economically active population is low. Economically active population is taken as the sound income that they can generate. Here, age composition of economically active population will be discussed in terms of human capital. Involvement of young and energetic people in the Tempo Driving is a sustainable livelihood.

This clearly shows that FTDs involved in driving were working eco-active age group. There is an absence of children or old population in this activity because it needs more toil and labour. Out of total FTD more than 50 percent covers by age group 20 – 30 respondents which are the sign of great toil and physical power.

5.1.3 Additional Skills

There is no need of additional skill in tempo driving. But, every occupation demands some skill which can lead the occupation to live long and fruitful. As they have to deal with number of people they must be well behaved, courteous and patience by nature. But they should be able to maintain good public relations and also must know about the traffic rules and regulation. Not only driving they also know the maintenance if the damage is simple. But, these skills are gained by the principle of 'Learning by doing'.

5.1.4 Analysis of the Health and Sanitation

As there is a popular saying “health is wealth”, this proverb is equally applicable for these lady drivers. During the investigation many questions related to health were asked to these ladies. Like, the type of water they use to drink, how their health condition remain generally, how often do they visit doctors, and do they have any knowledge about family planning?

Among the 45 respondents 24.44% of them were found to be drinking boiled water whereas 62.23% of them only filter the water.. only 13.33% of them drinks it directly without having

any treatment. Similarly, 40% of them told that they become sick very rarely. i.e. only once or twice a year, 15.55% then fall sick once in a month and 44.44% of them said that they have no experience of sickness till the date. They are absolutely fit and fine which shows that women drivers are normally healthy and continue their work smoothly. Most of them told that they haven't experienced that sickness till now hindered their work. When question was raised about their knowledge of family planning 73.33% out of 45 respondents replied that they know about it. Only 26.66% of them are aware about it. But in spite of having knowledge only 63.63% out of the women who said 'yes' have adopted various means of contraceptives. It shows that some of the ladies still are ignorant and lack awareness about it.

5.1.5 Training

Without a proper training no work is possible to carry on smoothly. It is the most essential thing. Similarly without gaining a good training, it is impossible to drive a vehicle in such a busy traffic of Kathmandu. Let's find out how long these women have taken training to drive.

Table 16: Classification of FTD on the basis of their trainings

| S.N | Time period | Number | Percentage |
|-----|-------------|--------|------------|
| 1 | 15-20 days | 9 | 20.00 |
| 2 | 30-35 days | 25 | 55.57 |
| 3 | 45-60 days | 8 | 17.77 |
| 4 | 2-3 months | 3 | 6.66 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table shows that 55.57% of these women have taken trainings for 30-35 days, 20 % of them have learnt driving Safa Tempo within 15-20 days, 17.77% have taken 45-60 days training to learn driving and only 6.66% of them have taken training for more than 2 months.

It is clear from this data that females are quite confident to drive their tempo even though short training shows that if we really wish for something, nothing matters. The main thing is to have a true and a strong desire. Women have proved themselves that they are no less confident and effective than male are. They are very good and fast learners and quite confident in driving tempo.

5.2 Social Capital

There is much debate about the term 'Social Capital'. But, it is taken as social resource upon which people draw in pursuit of their livelihood objectives. It can make a particularly important contribution to people's sense of well-being (through identity, honour and belonging, DFID, 2001). In the case of FTDs, livelihood strategies adopted by them are also needed social capital. So, it is necessary to discuss.

5.2.1 Membership in different organizations

In the study area, there were some formal organizations or institutions of female tempo drivers. Some of FTDs 28.89 % had become member of Mahila Majdoor Bibhag , 17.78% of Swarojgar Byawasayi Sangh and 13.33% of Akhil Nepal Yatayat Byawasayi Sangh and the remaining were independent, not related to any of the organization.

Table 17: Membership of F T D at different social organizations

| S.N | Organizations | Number | Percentage |
|-----|-------------------------------------|--------|------------|
| 1 | Swarojgar Byawasayi Sangh | 8 | 17.78 |
| 2 | Akhil Nepal Yatayat Byawasayi Sangh | 6 | 13.33 |
| 3 | Mahila Majdoor Bibhag | 13 | 28.89 |
| 4 | None | 18 | 40.00 |
| | Total | 45 | 100 |

Source: Field Survey, 2010

Respondents were asked the question “how have you been arrived at this tempo driving?” to gather the information about social tie of the drivers. Most of them said that their friends and relatives were doing this job and they followed it.

Table 18: Source of entry in Tempo driving

| S.N | Organizations | Number | Percentage |
|-----|-------------------|--------|------------|
| 1 | Friend /relatives | 18 | 40.00 |
| 2 | Staff/employees | 12 | 26.67 |
| 3 | Other | 15 | 33.33 |
| | Total | 45 | 100 |

Source: Field Survey, 2010

New environment is very challenging job. So, it is necessary to everyone a good support or idea about that occupation which we are going to start. To start new business we need strong social network through which we can share our common interests. In this occupation, social network plays the vital role. A person who doesn't have any money but he wants to start driving can do it if he has strong social network.

Almost all of the ladies replied that they as well as their neighbors call each other occasionally during festivals and celebrations. Their neighbors are not the local people of Kathmandu but the migrated one from different places of the country. People here from the valley do not talk to them properly and sometimes misbehave the ladies for being tempo drivers.

5.2.2 Household Decision

Whether it is male or female, they have to take decision before stepping into anything. Some decided themselves and some get support of others. The condition of household economic decision of the women Safa Tempo Drivers are shown below:

Table 19: Classification of women on the basis of their household decision

| S.N | Decision | Number | Percentage |
|-----|---------------|--------|------------|
| 1 | Self | 13 | 28.88 |
| 2 | Elder members | 3 | 6.67 |
| 3 | Husband | 4 | 8.89 |
| 4 | Both equally | 25 | 55.56 |
| | Total | 45 | 100 |

Source: field survey 2010

This table shows that 28.88% of them take self decision, 6.67% of them give elder members to take crucial decision, 8.89% of these women left these parts to their husband and 55.56% of the total numbers say that both of them play equal role to decide. It is quite good in comparison to the former time which proves women and men have respect for each other and men are slowly walking out of discriminatory role.

5.3 Natural Capital

By the nature of work, they are using the urban infrastructure, i.e., Roads of the busiest nodal or square points of city area. By driving in such places they are providing services for passengers. In return, they earn money. On the one hand, all the time of a day don't have equal potential for earning. Normally, the flow of passengers at any time determines the income generating capacity. The time when flow of people is very high, there is high potentiality of income. All the tempo drivers compete with each other in order to make more income. In this section natural capital is discussed on the following basis in terms of nature of place on which they work and the ownership of land. Only the accessible urban resources for them within working place are discussed in this study.

5.3.1 Nature of place

Two major locations (two core areas) are extremely in use as Tempo stand. These two locations are distinct from each other in terms of magnitude and level of social interaction of passengers. Average daily earnings of tempo drivers in these places show that all places do not have equal potentiality to earn more. Among the locations Sundhara Tempo Park has high potentiality to generate more income because flow of pedestrian and passenger is very high as compared to other places. During the field work, it was found that nature of place also determines the daily earning of Tempo drivers.

5.3.2 Land Ownership

Table 20: Classification of FTD on the basis of Land Ownership

| S.N | Land holding size (in ropani) | Number | Percent |
|-----|--------------------------------|--------|---------|
| 1 | Landless | 3 | 6.67 |
| 2 | Only Ghaderi | 4 | 8.89 |
| 3 | Less than 5 ropani | 7 | 15.56 |
| 4 | 5 – 10 ropani | 8 | 17.78 |
| 5 | 10 – 15 ropani | 11 | 24.44 |
| 6 | Avobe 15 ropani | 12 | 26.67 |
| | Total | 45 | 100 |

Source: Field Survey, 2010

The table reveals that out of total Female Safa Tempo Drivers, 26.67 percent were found having land size more than 15 ropani. 17.78 percent respondents having land size 5 – 10 ropani, 24.44 percent having 10 – 15 ropani and 6.67 percent respondents have no land at all. Respondents having land size below 5 ropani and Ghaderi only were found to be 15.56% and 8.89% simultaneously.

This shows that more than 50 % of the ladies have enough agricultural land, from which the family earn living. About 88.89% of ladies are from out of the valley, i.e. remote villages, therefore agriculture, keeping different animals like Cow, Buffalo, Goat, Pigs, Hen, Duck etc are the major work for their family members which matters a lot for their livelihood and is very important to support living. But as they have already left their home they get these agricultural products only sometimes whenever they visit home or if any family member visits their place.

5.4 Physical Capital

Physical capital comprises the basic infrastructure and produced goods needed to support livelihoods. Infrastructure consists of change to the physical environment that helps people to meet their basic needs and to be more productive (DFID, 2001). In this study, livelihood of FTDs is viewed in urban context. Here ownership of tempo, the modern gadgets that they use, shelter etc at origin place are discussed.

5.4.1 Ownership of Tempo

It is found by the survey that the cost of Safa Tempo is not less than 5 lakhs. Though it seems easy, to own tempo is not a very easy task. The responsibilities doesn't complete only by buying it, further it makes many expenses for repairing and maintenance, accident expenses, installment expenses etc. In spite of this fact, many women want to own their own tempo but the number of lady tempo owners is quite small as shown in the following table.

Table 21: Classification of FTD on the basis of the ownership of tempo

| S.N | Ownership | Number | Percentage |
|-----|-----------|--------|------------|
| 1 | Own tempo | 8 | 17.78 |
| 2 | Rented | 37 | 82.22 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table demonstrate that most of the women drivers, 82.22% are driving their Sahu's tempo whereas only 8 of them i.e. 17.78% only have owned their own tempo till now. This shows their weak economic condition. Somehow they manage to earn their living, owning tempo is quite a difficult task for most of them as they are unable to collect big amount of money. Most of them seem to be satisfied to work as a driver in a salary basis.

5.4.2 Facilities/ Modern Gadget

This century is the century of many scientific discoveries and age of communication and technologies. Have these lady accesses to the necessary gadget and comfort available today? Let's observe in the following table.

Table 22: Classification of FTD on the basis of the facilities they have

| S.N | Items | Number | Percentage |
|-----|------------|--------|------------|
| 1 | Television | 40 | 88.88 |
| 2 | Telephone | 5 | 11.11 |
| 3 | Mobile | 45 | 100 |
| 4 | Gas oven | 42 | 93.33 |

Source: field survey 2010

Among 45 respondents 88.8% of them have kept TV in their home, 93.33% cooked their meal in gas oven, 5% of them have land line phones at their home and sent percent of ladies carry their own mobile phones. It is quite satisfactory that all of these ladies own at least these means of communication and necessary gadgets in their home. It is very good to see the lady drivers carrying mobiles in their hands at field. At last, they are always attached with their nearest ones even though they are very busy. Mobile phone has replaced the use of landline phone as it is very cheap in comparison to the landline's expenses.

5.4.3 Shelter

Living arrangement and quality of shelter in which they were living is also a major component of physical assets. The entire respondents who had been commuting for temporary residents were living in rental home which covers more than 93 percent. During the field work, it was found that they were living on a single rental room and share the room with others.

Generally, they shared room with parents, relatives, friends and neighbors from their place of origin. Most of the roommates were involving in the same occupation but their working place may not be the same location.

5.4.4 Home type at the Place of Origin

Assets at the origin place play the vital role to run livelihood. So, it is necessary to discuss about physical property at their home place. Only their type of home at their permanent residents is going to be discussed.

Table 23: Classification of FTD on the basis of the home type they have

| S.N | Items | Number | Percentage |
|-------|----------|--------|------------|
| 1 | Cemented | 6 | 13.33 |
| 2 | Wooden | 17 | 37.78 |
| 3 | Mud | 15 | 33.33 |
| 4 | Thatched | 7 | 15.56 |
| Total | | 45 | 100 |

Source: field survey 2010

5.5 Financial Capital

Financial capital is financial resources which include available stock like saving, cash, deposit or liquid assets such as livestock or gold and regular in follow of money like pensions (DFID, 2001). It has been adopted to try to hold an important livelihood building block, namely the availability of cash or equivalent that enables people to adopt different livelihood options. Financial, as we know the most versatile among other capital.

Most of the respondents have been living on rental house at urban area. So, their saving is determined by monthly earning and expenditure. Financial capital of FTDs is discussed in terms of monthly income, monthly expenditure and monthly saving etc.

5.5.1 Income

In comparison to their hard work and the difficulties and challenges, they get very less amount of salary. Their salary ranges from 8000-10000 per month. They must have to pay at least Rs 250-300 per trip to the tempo owner. If they are able to do some more trips, they can keep some amount for them excluding the payment for Tempo owner. When their salary and the daily wages are added their total salary ranges from 8-10 thousands in average per month. The following table shows their income per month.

Table 24: Classification of FTDon the basis of their monthly income

| S.N | Income (in 000) | Number | Percentage |
|-----|-----------------|--------|------------|
| 1 | 8 or below | 2 | 4.44 |
| 2 | 8-12 | 28 | 62.22 |
| 3 | 12 or above | 15 | 33.34 |
| | Total | 45 | 100 |

Source: field survey 2010

The above table shows that there are only 4.44% of ladies who have their earning below 8 thousands. 62.24% of the total earn in between 8-12 thousands whereas 33.34% of the women earn even more than 12 thousands per month.

This shows that their monthly income is not so bad. Most of these ladies generate income in average. There are also large number of ladies who earn more than 12 thousands. Few were found to earn about 25000 per month altogether, which is quite a large amount. They are found to be doing more trips and saving some amount. Apart from this some of the women run their tempo and don't have to pay anyone. This shows the income is not so bad, but due to the increase in the market price of the whole commodities, it becomes difficult for them to balance their income and expenditure.

5.5.2 Expenditure Pattern

The income which they earn monthly or in a daily basis is spent mostly to buy the basic household goods or to pay rent and to pay their children's school fees. Most of the ladies have to look after their family by themselves. They say that the income which they generate is insufficient to fulfill even their basic needs. The following table shows their pattern of expenditure.

Table 25: Classification of women on the basis of their expenditure pattern

| S.N | Pattern | Amount (000) | Number | Percentage |
|-----|-------------------------|--------------|--------|------------|
| 1 | Basic Needs (physical) | 3-6 | 25 | 55.56 |
| | | 7-10 | 15 | 33.33 |
| | | more | 5 | 11.11 |
| 2 | Education | Below .5 | 2 | 4.44 |
| | | 1-2 | 19 | 42.22 |
| | | 3-5 | 17 | 37.78 |
| | | none | 7 | 15.56 |
| 3 | Rent | 1.5-25 | 22 | 48.89 |
| | | 2.6-5 | 20 | 44.44 |
| | | Own home | 3 | 6.67 |
| 4 | Self | .1-1 | 24 | 53.33 |
| | | 1.1-2 | 10 | 22.22 |
| | | 3-5 | 7 | 15.56 |
| | | none | 4 | 8.89 |

Source: field survey 2010

The above table demonstrates that almost 55% of these women spend till 6000 to buy food items and other needs, 33% spend between 7-10 thousand whereas 11.11% spend even more than 10 thousand to run their home.

To educate their child 42.22% of them spend rupees 1000-2000, 37.77% spend between 3-5 thousands, only 4.44% spend less than 500 as their children fee in school whereas rest of the 15.56% don't need to spend their money in education.

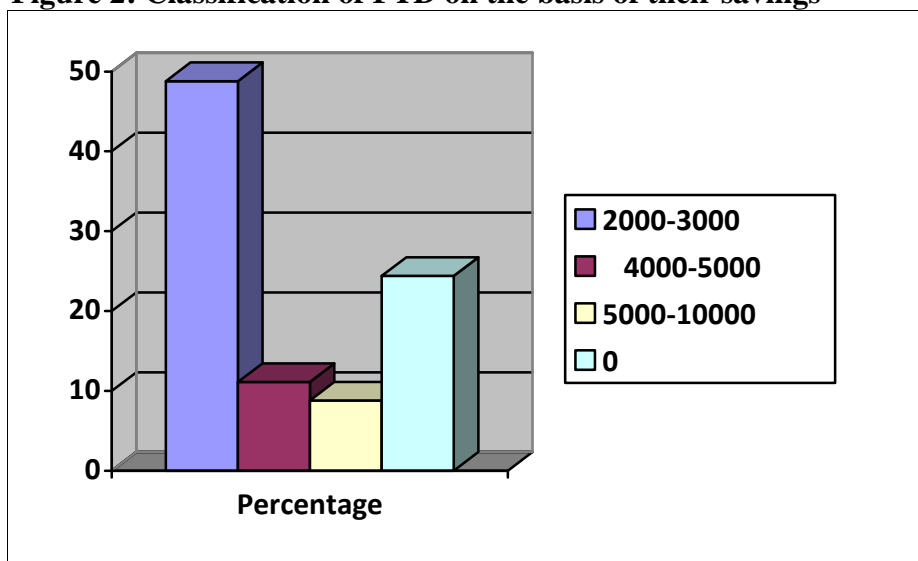
Similarly their rent payment varies from 1500-5000. Out of 45 respondent 48.89% of these ladies pay rupees 1500-2500 to their landlord, 44.44% of them pay from 2600-5000 whereas 6.67% of lady don't have to pay rent as they have their own home or have that environment that they don't have to pay.

When the lady were asked how much did they spend for their personal use, 53.33% of them told that they spend below 1000 for themselves which is only for their daily breakfast. Among them 22.22% of them spend more than 1000-2000, 15.56% of them spend between 3-5 thousand whereas 8.89% told that they never spend for themselves. This data show that they care for their family and children more than for themselves.

5.5.3 Savings

Savings some amount from the income have really become a difficult task for anybody in today's situation, these women drivers are no exception in this case. They work for whole week, whole month and whole year but can save only a little amount in a month. It is due to their insufficient ways and rise of price of household items. The following figures clarify their savings.

Figure 2: Classification of FTD on the basis of their savings



The above bar show that almost 48.8% of these women drivers are able to save 2-3 thousands of money, 17.7% of them have saved 4-5 thousands per month, very less percentage, that is

8.8% are able to save more than 5000 whereas 24.4% of them say that they can't manage to save a penny from their salary. Those who get financial support from other member of the family have been able to save for the future purpose otherwise many ladies are running their house by their salary only which is very low in comparison to the market price.

5.5.4 Economic Control

A human being is only called successful if he or she is able to balance the income with expenses or have proper control over the income. Only earning is not sufficient, it is meaningless until the individual have freedom to decide who else to spend the generated income.

When this question was asked during field work 88.8% of the respondents told that they are free to use their own money in the way they like. Only 11.11% told that the income which they earn is taken by their husband or some other elder member of the family.

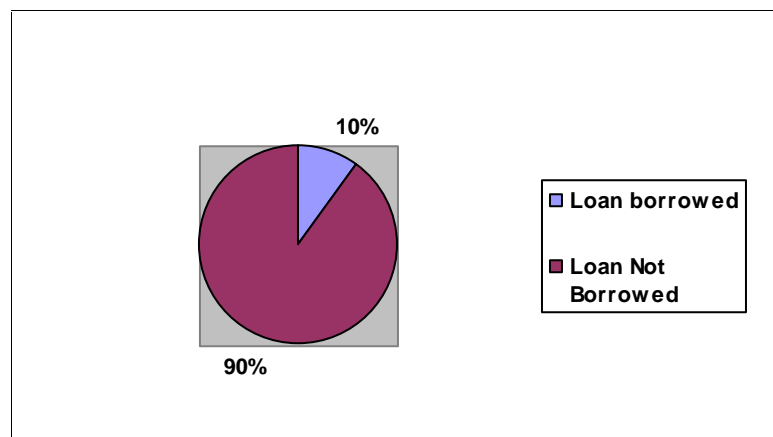
This shows most of them enjoy their earning and are leading their life in the way they like. It is must to enjoy any work otherwise it become only a slavery, not job.

5.5.5 Loans

Women Safa Tempo drivers were asked if they have taken any loans from anybody for various purposes. Majority of them say that they prefer spending less and managing their expenses with just what they get rather than by taking loans. Some of them have taken loans just for the purpose of meeting the monthly expenses, their income not being sufficient.

Some have taken loans for the purpose of wedding. Few women drivers themselves own the Safa Tempos. The women have taken loans from their respective lenders to buy the Safa Tempo and also for other purposes. Some of them have already repaid the loans whereas some are still paying. The following table gives a description about women and their loan repayment.

Figure 3: Classification of FTD on the basis of loan borrowings.



The above figure demonstrates that majority of women Safa Tempo drivers i.e. 90% prefer not to take loans and have not taken any loans whereas 10% are compelled to take loans. The following table gives a description about women and the amount of loan they have taken, the purpose of loan and the interest rate of loan.

Table 26: Classification of FTD on the basis of their purpose of loan

| S.N | Purpose | Amount | Interest | Number | Percent |
|-----|--------------------|---------------|----------|--------|---------|
| 1 | Household expenses | 7000 | 16% | 2 | 4.44 |
| 2 | To buy Tempo | 300000-400000 | 20-36% | 5 | 11.11 |
| 3 | Wedding | 15000 | 36% | 15 | 33.34 |
| 4 | No loan borrowed | - | - | 23 | 51.11 |
| | Total | | | 45 | 100 |

Source: field survey 2010

The above table demonstrates that very few women Safa Tempo drivers have taken loans from the local money lenders because they do not have to deal with any kind of procedures and unnecessary formalities. Few of them have taken loans from banks or finance companies. According to them, this is because they feel that they are not educated and are not confident enough to deal with banks and finance companies. Only 4.44% of total numbers of women drivers have taken loan to meet the household expenses. Similarly, 33.34% women have taken loan for the purpose of wedding.

CHAPTER SIX

VULNERABILITY CONTEXT AND PROSPECT

In the analyzed situation of women labors in Nepal, some women ignore that in the social, economic and political context, the traditional Nepalese society had limited encouragement for women to work jobs outside, because they are regarded to take more responsibility for their house. But now a day's women are uplifting themselves at different sectors. Women's mobility is increasing through developmental activities also. As a result, the traditional rules of women have changed and they have started to earn.

The contexts of vulnerability status and prospects represent the situation and factors which disorders the livelihood of women drivers in Kathmandu valley. Women working place should be lack of all types of negative factors but there are several types of works which affect women's health condition. More over there are some external and internal factors which produce fluctuations in their earning. Because of different causes, women drivers' livelihood is not secured and sustainable. However, women drivers are aware about their vulnerable aspect and prospects and are also ready to adopt different types of coping strategy to reduce such difficulties. But driver's problems vary from individual to individual as well as time to time.

6.1 Vulnerability

6.1.1 Limited Facilities.

The driving sector is totally a private sector. Therefore, the private entrepreneurs are primarily motivated by their own profit. The scheme to driver's welfares is not fully implemented in the sector. So that women drivers face many more problems and thus vulnerability is clear.

Table 27: Classification of FTD on the basis of Facilities Provided

| S.N | Facilities | Yes | No | Total |
|-----|--------------------------|-----|---------|-------|
| 1 | Child care | No | 45(100) | 45 |
| 2 | Medical care | No | 45(100) | 45 |
| 3 | Bonus | No | 45(100) | 45 |
| 4 | Sick – Leave/ maternity | No | 45(100) | 45 |
| 5 | Protection masks | No | 45(100) | 45 |
| 6 | Drinking water – toilets | No | 45(100) | 45 |

Source: field survey 2010

Table 28 shows that provision of child care has not been given to any of the drivers. This aspect of labor welfare seems to be indispensable in driving profession because majority of the drivers working in this field are women laborers. And most of the women drivers are found to be married and having children too. Similarly, the provision of sick-leave is also not made. It means sickness of the women driver is not given due consideration, therefore, the wage is not paid for the period in which drivers remain sick. Most of the drivers care protection mask by themselves. The most important one, provision of drinking water and

toilet facilities is also not provided but managed by the drivers themselves. Thus we find out that the driver's welfare is not adequately implemented in driving profession.

6.1.2 Vulnerability with Respects to Health

“Health is wealth” is a very famous proverb, so health is the most important aspect in our whole life without good health, no one can expect creative work. In driving the lady have to remain outside home throughout the day. They have to face different environmental condition with adverse affect everyday which affects their heath directly.

Table 28: Classification of FTD on the basis of Personals Health

| S.N | Problems | Number | Percent |
|-----|-----------------|--------|---------|
| 1 | Headache | 5 | 11.11 |
| 2 | Joint pain | 8 | 17.78 |
| 3 | Back bone pain | 7 | 15.56 |
| 4 | Coughing | 7 | 15.56 |
| 5 | Eye problem | 5 | 11.11 |
| 6 | Chest infection | 1 | 2.22 |
| 7 | Gastritis | 5 | 11.11 |
| 8 | Other | 7 | 15.56 |
| | Total | 45 | 100 |

Source: field survey 2010

Table 29 Shows that detail information of health vulnerability with women drivers. Form the sample study about 84.44% women laborers have health problem due to the causes of over work burden, dust of cloths and unhygienic condition of working place and untimely food. They had health problems such as headache backbone pain, chest infection, join pain, coughing, eye problem, gastric etc. But 15.56 percent women labors do not realize the sickness as the cause of dust congested and over work.

6.1.3 Vulnerability Associated with Political Situation

Political situation of the country is also another important /responsible factor which increases the vulnerability for women drivers. Political instability, Nepal Banda, Chakkajam and different strikes, are common phenomena for Nepali people. Such types of activities directly affect drivers as well as tempo owners. Most of the driver's way of living is based on daily earning. The different strikes create fluctuation of daily earnings of the ladies. Thus political situation increases lots of vulnerable situation for the lady drivers.

6.1.4 Vulnerability with Working Environment

In the study area it is found that there is no proper attention on improving the working environment of the driving profession. The areas where the Tempo parked are very dirty. Huge amount of the household disposed materials, wrappers of chocolates and biscuits, plastics materials are accumulated near the tempo stand and also on the way causing pollution to the environment. This directly affects the lady driver's health who stay longer period of time in the field. Not only this, the presence of large number of vehicle in the valley also promotes pollution. These dusty atmosphere and huge sound pollution also seriously hamper the health of women drivers.

6.1.5 Working Hours

Women Drivers are quite hard working. They start their day at least from 6-7 am in the morning till 8 at the evening. They say that they must work at least 6 to 8 hours a day to earn their living.

The research shows that almost 40 out of 45 i.e.88.89% of the ladies driving for 11-15 hours a day. Whereas only 5, i.e. (11.11%) of them never work for less than 10 hours a day. This shows their struggle for their existence. There is no way other than that. If they do not do so they will not be able to pay their Tempo owner their minimum charge. In fact load shedding is the factor making their work more troublesome.

6.1.6 Drivers Opinions Continue or not Continue the Job in the Future

During the fieldwork it was found that some of the ladies were very satisfied with their work and haven't thought to quit driving whereas some were not satisfied with the job and don't want to continue due to different reasons.

Table 29: Classification based on Continue or not in the Future

| S.N | Option | Number | Percent |
|-----|--------|--------|---------|
| 1 | Yes | 28 | 62.22 |
| 2 | No | 17 | 37.78 |
| | Total | 45 | 100 |

Source: field survey 2010

Table 30 shows that 62.22% of the women drivers are willing to continue the job in the future. Large numbers of women drivers are literate only. In our country it is not easy to be engaged in other better job immediately. It is quite impossible without very good education More over no alternative source is available that would provide employment to continue the job at any cost. Just 37.78 % of women labors are not willing to continue the job the future.

6.1.6 Reason for not continuing the Job

There were different reasons for the women drivers not to continue the job. The drivers had viewed differently about the reasons of discontinuity of this job in the future. 37.78 percent of the women drivers were not willing to continue the job in the future due to the reason of job insecurity, danger for health, low wage rate and hopeless future also.

Table 30: Reason for not continuing the Job in the Future

| S.N | Reason | Number | Percentage |
|-----|------------------------|--------|------------|
| 1 | Danger for health | 2 | 11.76 |
| 2 | No job security | 5 | 29.41 |
| 3 | Low income | 3 | 17.65 |
| 4 | Hopeless | 3 | 17.65 |
| 5 | Want to change vehicle | 4 | 23.53 |
| | Total | 17 | 100 |

Source: field survey 2010

Table 31 shows that out of 17, 11.76% don't want to continue the job because of danger for health, 29.41% for having no job security, 17.65% for having low wage rate and other 17.65% of them because of hopelessness. But the remaining 23.53% want to quit this tempo driving because they want to drive other four wheelers.

6.2. Prospects

This section discussed about prospects of the women who have been employed in driving. During the field work, various problems faced by women labors in the profession were reported. But there are many prospects reasons behind women's entering into the employment. Women drivers can support family economic need, use their education, knowledge, utilize the leisure time and fulfill of their desire independently.

6.2.2 Females can save the Money in the Future

Economic saving is the most important element for livelihood analysis because such types of savings support women drivers during hard times. Sometimes, such types of saving also support them for daily fooding in the time of difficulties (strike other conflict) and condition of unhealthy (sickness, ill-health) to reduce health vulnerability. Due to the variation/fluctuation of individual income their saving are not equal. But future saving of the women labors help to make them confident, independent and self respecting.

6.2.3 Entrepreneurship development

Involvement of these large numbers of female drivers can also help for entrepreneurship development which ultimately helps in country's economic development. It is a journey out of poverty and a march towards equality. It can indeed empower women and through time, fundamentally transform power relations within a society, making it a place where women can lead. It is also a matter of women empowerment.

CHAPTER SEVEN

CAUSE OF WOMENS ATTRACTION IN TEMPO DRIVING

As it is already mentioned earlier that the women 's involvement in tempo driving as an occupation started since 2056 B.S. which has been already more than a decade .It is also already mention that the number of women tempo driver inside the valley have reached nearly 250 in numbers. According to the field survey it is found that the number of lady license holder is even much more then this figure but there may be various reasons an story that only 225 ladies are the regular driver found in the field .

Female involvement in tempo driving exemplifies women's behavioral variability and the potential express at times of stress and limited choice for livelihood. A movement from home (rural) space to beyond (urban) space has stretched out their social relation and helped obtain "status" and "identity" as more independent then dependent.

There are various reason behind these women choosing tempo driving as a profession .some of the general causes cited during the research process are .

- Internal migration towards Kathmandu valley due to the decade long political instability, insurgent activities
- Difficulty for young adults in the village which large be forced individual to go to city areas with opportunity and security.
- Widow and separated women compelled to engage themselves in tempo driving in order to earn their livelihood and more importantly expressing their overall satisfaction.
- Many of them had faced sexual discrimination and harassment (verbal as well as physical) at home and in place where they worked.
- As tempo driving doesn't need a high qualification or skill, it can be learnt easily within a month or few.
- It is also lighter and simpler in comparison to other heavy vehicles and suits to women's personality and strength.
- It proved to be better than their previous occupation when compared, both income wise and in terms of hard work.
- Also due to change and demand of time, modernization, concept of gender equity and result of breaking away the traditional constraints.
- Not much investment is required if want to own and no investment required for the rented tempo.
- But hidden in all these factors is Nepalese women's zeal to be self-dependent, achieve higher status and overcome traditional belief of women as only capable of non-masculine works.

7.1 Migration

Whatever may be the cause of entry of the females in the driving sector, the main cause pointed out during the study is their migration. Due to the various reasons mentioned above,

these ladies were migrated towards the valley and found tempo driving as the easiest means of earning money and status.

This study brings out the fact that very few of these drivers are originally from the valley. Most of them belong to other districts and have entered into the valley in search of employment. The following table shows the year of their migration inside valley.

Table 31: Classification of women on the basis of their year of migration

| S.N | Year of migration | Number | Percentage |
|-----|-------------------|--------|------------|
| 1 | Before 2045 | 5 | 11.12 |
| 2 | 2045-2050 | 7 | 15.56 |
| 3 | 2051-2055 | 14 | 31.13 |
| 4 | 2056-2060 | 10 | 22.23 |
| 5 | 61 onwards | 5 | 11.12 |
| 6 | locals | 4 | 8.84 |
| | Total | 45 | 100 |

Source: field survey 2065

The above table shows that majority of women *Safa Tempo* drivers i.e. 22.23% have migrated to Kathmandu between 2056-2060. They have been displaced due to conflict during Maoist insurgency who have come to Kathmandu for shelter as well as employment. At the same time

31.13% of them entered here at 2051-2055, 15.56 % of women migrated here at 2045-2050. The percentage of migration before 2045 and 2061 onwards are 11.12% each. Only 8.84% of these ladies are locals.

Therefore, migration of large number of females between 2050-2060 B.S towards the valley and the launch of *Safa Tempos* at the same decade justifies the involvement of large number of women in this field.

7.2 Reasons of Leaving Home

Different women are from different regions and having their own social, economical and cultural background and problems as well. The reason for leaving home may be taken as the basics of their entry in this occupation, which is very necessary to earn to live and exist.

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.

Table 32: Reasons for Leaving Home

| Social causes | Economic causes | Political causes | Others |
|------------------------|------------------------|----------------------------|--|
| Family conflict | 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 | Better opportunities like education and health to their children and themselves |
| Poverty | | | Interest to live in big city |
| | | | To get rid of all kinds of villages laborious, difficult & unproductive works, esp unpaid family farm work |

Source: field survey 2010

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. Most of them are migrated also in search of better opportunities for education and health and also because of their interest to live in a big city like Kathmandu.

7.3 Because of Leaving Previous Occupations

Females were found involved in different occupation which has already been discussed in the previous chapter. Due to various reasons they were compelled to leave it and join tempo. Working females have low status in Nepalese society. Similarly low-income level and low educational background made them to join to work. The main reasons to leave the previous occupation were found as the following:

-) 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 was 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.

7.4 Motivational factor

Different ladies are attracted towards this sector due to various reasons. Most of the women, during research were found to be quite excited to be a driver. They are found to be involved in this field due to their own interest and demand of time. However, the following tables shows what motivated them to drive tempo

Table 33: Classification of women on the basis of their motivational factor

| S.N | Factor | Number | Percentage |
|-----|----------------------|--------|------------|
| 1 | Interest | 27 | 60.00 |
| 2 | Poverty | 2 | 4.44 |
| 3 | Compelled to do | 11 | 24.44 |
| 4 | To compete with male | 5 | 11.12 |
| | Total | 45 | 100 |

Source: field survey 2065

The above table indicates that huge numbers of ladies i.e.60% have entered to this sector with their own interest.24.44% of them choose this due to no other alternatives. 11.12% of them want to compete with male and only 4.44% of them have entered due to their poverty.

It clearly shows that most of the ladies have got into this field by their own interest. They have understood that it is the demand of time. They must have attracted towards tempo driving due to its good scope for ladies.

7.5 Reason for Working as a driver

During the field survey, all the women laborers have expressed that because of poor economic condition they are working in these industry. Therefore, the primary reason for seeking jobs in driving sector is the poor economic condition and other reasons also. The following table shows the reasons of the women labors to work in this field which is dominated by male. Most of all driving tempo don't need much education and investment so they were attracted for tempo driving. Above all they can have a lot of money throughout the day, though they have to pay to their tempo owner finally.

Table 34: Reasons for Seeking Employment in Tempo Driving.

| S.N | Reasons | Numbers | Percent |
|-----|-------------------------------|---------|---------|
| 1 | No other jobs for income | 8 | 17.78 |
| 2 | Use of time and skill | 6 | 13.33 |
| 3 | To help in family maintenance | 13 | 28.89 |
| 4 | For self satisfaction | 6 | 13.33 |
| 5 | Money | 9 | 20.00 |
| 6 | Other | 3 | 6.67 |
| | Total | 45 | 100 |

Source: field survey 2010

17.78% of the women labors are involved in driving because there are no option for them to earn money. Since, most of the drivers are from low education background; they have not

access to other better jobs. Moreover, no alternative source is available for them that would provide employment opportunities. Among the forty-five sample drivers, 20 % are engaged in driving for money. They say that they use large amount of money daily though they have to pay for the tempo owner. 13.33% are involved in this for self satisfaction, because it do not require any extra skills for that and no investment is required. Large amount of ladies i.e. 28.89% of them are involved in this to help in family maintenance and the other 13.33% of them are in this job to use of time and their skill. While 6.67% join this sector for other reasons.

7.6 Victims of Domestic/Social Violence

Violence against women can take for, in a patriarchal society like that of ours. Violence against women can include verbal abuse, rape, physical torture, dowry, trafficking etc. Domestic violence against women can range from verbal abuse to physical torture. An information interaction with 45 women *Safa Tempo* drivers was held during field research. It was found out that some women were the victims of domestic and social violence. The following table gives a description about women physically and mentally tortured in their families and society.

Table 35: Classification of women on the basis of the type of domestic violence

| S.N | Kind of violence | Tortured by | Number | Percent |
|-----|------------------|--------------------------|--------|---------|
| 1 | Battering | Husband/Family | 5 | 11.11 |
| 2 | Verbal abuse | Family/Passenger/Traffic | 20 | 44.44 |
| 3 | Physical torture | Husband/Family/Others | 4 | 8.89 |
| 4 | Trafficking | Others | 2 | 4.44 |
| 5 | Non | | 14 | 31.12 |
| | Total | | 45 | 100 |

Source: field survey 2010

The above tables demonstrate that out of 45 respondents 31.12% are the victims of social/domestic violence. 11.11 % are suffered by Battering, 44.44% have to face verbal abuse at home and outside. Similarly, 8.89% are physically tortured and 4.44% have been suffered by trafficking whereas 31.12% of them said that they haven't faced any kind of physical and mental torture.

During the interaction, the victims said that wife battering after drinking alcohol is the most common form of violence and they go through the same every day. Mental torture is also no less than physical torture, in fact it is worse than physical torture. Sometimes mental torture can get so grave that a person can even commit suicide. Time can heal the wound formed in the mind of a person through harsh words and abuse. Few of them said that they used to get abused in such a way that they cannot even talk about it to their friends. Some say that their husbands are unemployed and they do not even make any effort to seek employment. They are totally dependent on their wives income and they unashamedly torture their wives. In spite of the fact that the Nepalese constitution does not allow a man in polygamous marriage, lots of men are found to be doing so. Getting married to another woman in the presence of

first wife is illegal. Most of the separated women say that the reason of their separation with their husbands is also because of their indulgence in polygamy and also because of their family.

When asked if the women took any legal action against their violence they say that they did not take any action while few of them say that not being able to endure the torture they separated from their husbands and family and started living independently. During the course of study it was found out that those who were separated were the victims of mental torture. They are now happily living with their children alone whereas those victims who are physically tortured are still living a hell like life. Such a social evil is also the result of patriarchal society and women's subordinate position.

CHAPTER EIGHT

SUMMARY, CONCLUSION AND RECOMMENDATION

8.1 Summary:

This study is mainly based on the status of women drivers inside the valley under the title “Status of female *Safa Tempo* drivers in Kathmandu valley: A socio-economic study of female drivers inside the valley”. The main objective of the study is to find out the socio-economic condition of these lady drivers, their livelihood assets and vulnerability context and prospects. Not only this, has it also highlighted a various factors affecting their jobs, its positive aspects as well as the problem associated with the job. Not only it digs out their condition but also tries to find out the solution of their problems.

The reason behind selecting this topic for study is myself being a lady and very eager and excited to search more about women. Today, women are not only limited inside the four walls of the house, everywhere we hear and see the slogans of gender equity and women empowerment. And the best example of the women empowerment is the lady Tempo Drivers. So the main reason behind this specific topic was to find out the reason why large number of ladies have been attracted towards tempo driving, whether it is their interest or have chosen it as their last option.

Kathmandu valley is chosen as specific area of study because we can find the lady drivers driving the public vehicle in greater quantity only inside the valley. As it is our capital city women from east to west of Nepal have come here to test for their fortune and many of them have been succeeded as huge amount of opportunities are found here. The researcher also being the inhabitant of Kathmandu has made the research process easier.

In this study basically both primary and secondary data are use to make the study authentic and interesting. But more priority is given to primary data collection. Various methods of data collection like observation, informal interview, key informant interview and focus group discussion are undertaken. The secondary data are collected through different sources which are directly or indirectly related to women drivers.

The research went quite smoothly due to the good help and cooperation of the respondent. Most of the respondent except few of them were very helpful and excited to reply to the questions asked. Due to change in time and situation all the drivers today are not totally illiterate, at least they have got the lower secondary education and some of them have even passed SLC and reached the college. They seem to be quite understanding, frank and open minded. They can talk so well and express themselves. They not only reply to the researcher, instead they are very eager to know about the study and place various questions towards the researcher. Their experience has made them really forward only few ladies were very shy and unwilling to talk. There might be various factors which forbade them to come in front.

During the research it was found that these women have a great confidence and true spirit. They are confident enough and willing to drive taxies, micros, even buses but at the same time they are very sad as no interest and necessary initiatives have been taken from the government side. **Mrs.. Swasthani Koirala** (real name) who is the coordinator of *Mahila Majdoor Bibhag* says that government should give priority to women and appoint only ladies as Tempo drivers. She is dreaming to see all the Tempos driven by ladies. She further says, **“If I could, I would immediately work to make *Safa Tempo* a ‘*womens zone*”**.

Regarding the problem most of them said that the government should take immediate initiative to decrease the emerging problem of load shading. They are also equally suffered by traffic police as they get unnecessary harassment from them because of being female drivers. They not only blame only the police but also the uncivilized people of the valley who break the traffic rule and also make unnecessary arguments with them for the sake of few rupees in fare. Sometimes they are irritated by such passengers. Various strikes and Banda are also the important factor of their irritation.

The major findings of the study are follows:

- J Most of the tempo drivers are from the nearest surrounding districts from Kathmandu valley and from hilly region. This may be because women do not tend to go very far away from their home town, near and dear ones. Kathmandu valley is easily accessible from most part of the country and transportation facilities are available almost all the time. Females from Terai region (especially Madhesi) are almost nil because their culture and tradition do not let women to come out of house. They are bounded within the four walls.
- J Most of them have migrated to the valley in search of work, because of armed conflict in the place of origin, poverty, family conflict and tensions, trafficking.
- J Females from Indigenous group are greater in number than the others. This is because these groups of people are open minded. Females have a greater say than the male. They are not bounded by their culture.
- J More than 50% of the ladies are of age between 25-35, this shows good prospects of the profession because they can continue their job for a longer period of time. This is the age when people can dare to do whatever they want
- J 57.78% of the ladies are married and living with their family. None of those separated have been divorced legally. This is because they are not aware enough to go to the legal procedures. Majority of the separated women do not even know that there is a provision of alimony from their spouse in case they get divorced.

- J Since most of the drivers are living in an urban city and away from home, they are seem to be in a nuclear family, only with their husbands and children. Few of them live with their relatives and friends.
- J 62.23% of the ladies are proud being a tempo driver. Their family members are positive towards them. They say that they are no less responsible than the male in any way. Most of them have joined this profession because according to them they deal with huge amount of money throughout the day. In other profession they used to get only monthly salary which was very less in comparison to this profession. They are in this profession because it doesn't need any additional skills, no huge investment and not much educational qualification is required.
- J They said that due to the change in time male counterparts are very positive towards them. They are most of the time encouraged. But some ladies within the same profession misbehave with them. As they have to deal with number of males drivers as well, they are always seen with wicked eye. Most of the time they are back-bitten too regarding this matter.
- J They said that they do not have any time for themselves because they have to be in the field for more than 12 hours. They do not get any kinds of leave unless it's urgent. They even don't get time to take food sometimes and remains starving.
- J Migration of large number of females between 2050-2060 B.S towards the valley and the launch of Safa Tempos at the same decade justifies the involvement of large number of women in this field.
- J 55.56% of these ladies have occurred rare accidents and 33.33 % of them have not faced any accident yet. This is enough to prove that women are safer drivers than the males are.
- J Most of the ladies are literate. Four of them have passed +2 level. Six of them have passed secondary level and 31.11 % have completed lower secondary level and it's good to know that. The reason for not to continue their education to most of the ladies was poverty, and absence and negligence of parents was also factors to give up their study.
- J 55.56% of female answer that they with their husband equally take any of the household decision. It is quite good in comparison to the former time which proves women and men have respect for each other and men are slowly walking out of discriminatory role.

- J Majority i.e. 82.22% of the total ladies drive Sahu's tempo. Most of them are familiar with the modern gadgets that are present.
- J The average income is of quite good amount. Few of them earn about 25-30 thousands per month. Most of the sum of money they earn is expend on the basic needs and their children's education. This data show that they care for their family and children more than for themselves
- J 88.8% of them told that they have freedom to use their own money in the way they like. Only 11.11% told that the income which they earn is taken by their husband or some other elder member of the family. This show most of them enjoy their earning and are leading their life in the way they like. It is must to enjoy any work otherwise it become only a slavery, not job.
- J The job seems to be vulnerable because they do not get any extra facility other than salary and a daily wages. Political situation of the country is also a factor which makes this profession vulnerable. They suffer from different diseases as they have to stay a longer period of time outside home in severely polluted areas.

8.2 Conclusion:

Nepali women constitute more than a half of the country's population but they remain discriminated a lot and are treated as the second class citizens which is die to the continuing dominancy of the patriarchal value system, which originate from the culture that always consider women inferior to men.

In practice, however women do not enjoy equal benefits as men in the civil, political, social & economic advancement because of the discrimination institutionalized by family, society and the status. Various factors, ranging from socio-cultural, economic and religious to political and legal, have played a role in affecting the status of women.

Beyond this fact, when we see these women drivers driving Safa Tempos in the valley we are compelled to think that the situation is not really same as before. It is on the process of change. The women have started to break those traditional bars against them and have challenged this society dominated by male. Before few years, the large number of women used to come from deprived and backward community and the majority of them belong to the indigenous groups. In the former studies it was found that women from the adjoining districts of valley like- Dhading, Kavre, Sindhupalchowk, Makwanpur or Nuwakot had the majority but today this circumference has been widened. Large number of ladies from different part of the country has also joined like- Gorkha, Chitwan, Morang, Jhapa, Sarlahi, Nawalparasi up to Baglung, Gulmi etc. Women used to join as Safa Tempo drivers unwillingly or forcefully but now lots of women have entered in this sector with their own interest. They find a good scope in becoming a Safa Tempo driver. For this, they have good support of their family members. Due to large number of lady drivers they are getting good opportunities and support to learn

driving unlike the former times. Though their salary and income have not reached to the point of their expectation, they are very hopeful to have a better provision for them from government side and in case if the load shedding problem gets resolved. Beyond this, committed ladies are continuously raising their voice for their right and betterment through the organization like Nepal Yatayat Swantantra Majdoor Sangathan and especially Mahila Majdoor Bibhag.

Hence, the overall status of Nepalese women is gradually changing, though it may take few more decades. Almost all the women who were chosen as the respondents are quite positive towards their job and hopefully waiting for the better laws supporting them. They look quite independent and the level of confidence is quite high. They are able to live by themselves and most of them take the responsibility of the whole family. Most of their family don't argue or have no bad comments towards their job. In fact, they have made their children & family feel proud. Their living standards have also risen up and are also able to send their children to good schools. They by heart want to encourage and welcome other ladies in this field and also wish that the day will come soon when all Tempos will be occupied with female drivers.

To sum up, the socio-economic status of the women Safa Tempo drivers has definitely improved to a great extent and driving a tempo is appropriate for women from all the aspects. Therefore it can be said that the job of driving Safa Tempo is an ideal job for women.

8.3 Recommendations:

It has only become a decade that women have entered in this field professionally. It was difficult in the initial stage than today because such work was not considered to be good and suitable for women as women must stay out of the home throughout the day in this job. They also have to deal with all kinds of people. As the society has become quite open and there is a freedom for any individual to select a job as he/she wishes. Many women are openly attracted towards this occupation. It is also due to the change of opinion and outlook of the people.

Today, women have taken this profession openly without any hesitation and without thinking what other people say. They are only concerned about their job and continuously working hard to earn their livelihood. They bypass the bad comments and are always ready to give reply. They work vary hard, in fact, more hard then their male counterparts do. They are quite happy and satisfied with what they earn or have, but still, to make their profession more easier and to solve the various problems faced by them the following recommendations can be problems faced by them the following recommendations can be fruitful for them:-

-) opinion and outlook of people should be changed positively towards the ladies
-) provision for their job permanency should be made and basic facilities should be provided to them and their children, job security and a physical security is required

-) They should be encouraged by bringing many encouraging programs like free training, special loan programs without interest, and interaction programs for the interested and confident ladies

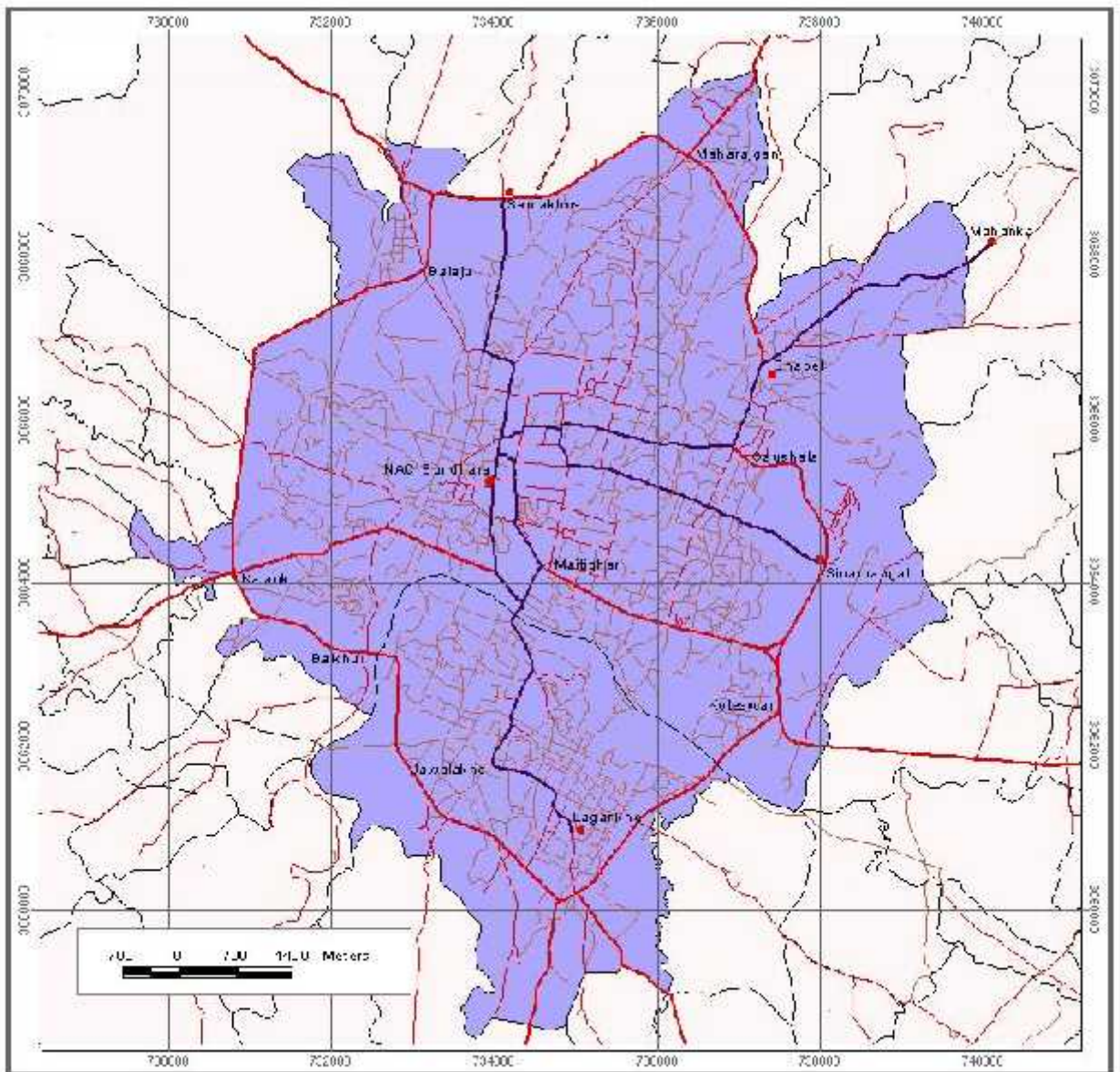
-) Special awards or rewards should be allotted for the ladies who really show their courage and bravery in various situations for their encouragement. The media like different TV channels, magazines and newspaper should approach them to disclose their actual sufferings and achievements so that they would get good moral support besides taking their interviews just for the sake of news

-) Finally Government must make certain legal provision for these ladies and their voice has to be considered and raised in the upcoming constitution of the country

ABSTRACT FINDINGS OF THE STUDY

- According to the latest field survey, Meena Dhital is the most educated lady *Safa tempo* driver at present who is in her bachelor level.
- Bimala Thapa is the oldest lady *Safa tempo* driver who is 45.
- Rabina Rana is the youngest driver of today who is only 17.
- Most of the women drivers have migrated from Kavrepalanchowk and Sindhupalchowk.
- Most of the lady drivers are found in route number 2,5 and route number 14.
- Most of them are between the age 25-35.
- Most of them are married and are supported by their husbands.
- Most of them run the tempo owned by Sahu.
- Most of them are being attracted towards Micro buses.
- Majority of them are married. Others are either unmarried, separated or widowed.
- Most of them want to continue driving *Safa tempo*.
- Most of them are getting support from their family members.
- Almost all of them agree that their economic and social status has become high after choosing this job.
- Brahmins/Chettries and Matawalies are almost equal in number.
- They say that they –often get troubled by traffic and also harassed by irritating passengers.
- Only a negligible percentage of women have the ownership of the tempo they drive.
- They also believe that their socio-economic status has definitely improved after they opted for this occupation.
- Most of them send their children to private schools.
- Most of them live in rent.
- Most of them drink filtered water.
- Most of them are healthy.
- Most of them are free and frank speakers.
- Majority of the women say that they don't have time for themselves. They must spend more than 10 hours in field. If they got a chance, they just want to do their household works and be with their children.
- Almost all of them carry mobiles.
- Most of them haven't faced any accidents till now.
- Most of these drivers know the names of prime minister rather than president.
- Most of them have taken only or nearly one month of driving training.
- Almost all of them complain about load shading and irresponsible government.
- Till now two women have already become taxi drivers.
- Till the end of this thesis the number of female Micro bus driver has reached to 4.

Map 1. Sampling Road Map of Kathmandu



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/Passengers

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

C) Checklist for Male Driver/ Time keepers at the Tempo Parks

1. Behavior 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. Living arrangements
4. Risks Difficulty and vulnerability
5. Livelihood assets
6. Reason of choosing this profession
7. Motivational factors
8. Other works besides Tempo driving

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