

**Socio- Economic Status of Safa Tempo Female Driver:
A Case Study of Kathmandu Valley**

A Thesis

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RECOMMENDATION LETTER

This thesis report entitled **“Socio-Economic Status of Safa Tempo Female Driver: A Case Study of Kathmandu Valley”** has been prepared by Miss **Nirmala Panthi** under my guidance and supervision.

I hereby recommended this thesis for examination by the thesis committee as a partial fulfillment of the requirement for the degree of **MASTERS OF ARTS IN RURAL DEVELOPMENT**.

.....

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APPROVAL LETTER

We certify that this thesis entitled “**Socio-Economic Status of Safa Tempo Female Driver: A Case Study of Kathmandu Valley**” submitted by Miss Nirmala Panthi to Department of Rural Development, University Campus, Faculty of Humanities and Social Science, Tribhuvan University, in partial fulfillment of requirement for the Degree of MASTERS of ARTS IN RURAL DEVELOPMENT has been found satisfactory in scope and quality. Therefore we approve this thesis as a part of the above stated degree.

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The present study is a report submitted to the Central Department of Rural Development, faculty of Humanities and Social Sciences, Tribhuvan University. It focuses mainly on the socio-economic status of safa tempo female drivers.

First and foremost I would like to express my sincere gratitude and gratefulness to my respected supervisor Mr. Suman Baskota for his valuable inspiration/guidance. This is because of his creative suggestions and supervision, this thesis report has been successfully appeared in this form.

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ABSTRACT

Women play a multiple role in Nepali society. They not only play the reproductive role of a caregiver of the past, present and future generations, they also contribute to the overall income of the household in cash and kind. In the context of a modern and developing Nepal, they have also been taking the lead to development activities to the community in addition to upholding their traditional, religious and cultural roles in the larger society.

Nepalese women's political, economic and social status has generally improved in the past few decades, resulting in better educational and employment opportunities. They often face domestic violence and harassment with no legal resources, as paternalism and gender discrimination is deeply entrenched in society. The women face double burdens at home as well as at other working place. This is due to the continuing dominance of the patriarchal value system which originates from the culture that always considers women inferior to men.

The research work entitled "The Status of Safa Tempo Female Driver" has been done in Kathmandu Valley with the purpose of examining the fact and realities of women tempo driver working in the different tempo routes of Kathmandu valley and to asses to socio-economic conditions brought about by the driving profession.

The research methodology of the study is precisely based on descriptive and exploratory methods and accidental sampling technique has been adopted. For the above methods, survey questionnaire schedule has been designed to conduct research.

The research shows that majority of women are enthusiastic in continuing the driving profession. The majority of the women are from Buddhist religion (47.5%). It is explored that 50% are Single and 15% divorced women drive the tempo. As for the education, 15% women are illiterate while the others in this profession are literate (formal and informal education). The family occupation of the drivers is agriculture (80%). Rest proportion family supported the profession in different degree. Truly, the reason of turning into tempo drivers is economic. Theirs monthly income comes to be about Rs. 7090.90. 40 % respondents make expenses on family well being and 60% make saving too.

By this profession, women have emerged economically active and have found encouragement for self- dependence and face challenges equal to men.

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Abbreviations/Acronyms

CBS	: Central Bureau of Statistics
CDRD	: Central Department of Rural Development
CEDAW	: Convention on the elimination of all forms of Discrimination against women.
GEFONT	: General Federation of Nepalese Trade Unions
EVAN	: Electric Vehicle Association of Nepal
HDR	: Human Development Report
HMG	: His Majesty's Government
ILO	: International Labour Organization
NWC	: National Women's Commission
TUCL	: Tribhuvan University Central Library
UN	: United Nations
UNDP	: United Nations Development Program
WID	: Women in Development
WTD	: Women Tempo Driver
GDP	: Gross Domestic Product
NAC	: Nepal Air Service Corporation

CHAPTER- 1

INTRODUCTION

1.1 Background of the Study

The situation of Nepalese women is relatively backward as compared to that of men. This backwardness can be attributed to the society that restricts women to household chores. Child bearing and rearing and nothing more than that. It is the society that has different sets of roles to both men and women which are also known as gender roles. Women of today are as advanced as men. They are struggling to stand with men on equal footing and for equal opportunity and rights. Therefore women's identity cannot be calculated by who she is but is known by the defined role she plays in the society. If women are provided an opportunity to play role models in every range and sector of the state, such as through government leadership, their equality and all round development was possible.

Patriarchy is the major source of women's oppression and patriarchal framework of the society must be changed in order to attain an ideal society where both men and women enjoy equal status, it is a well known fact that women, especially those living in remote villages, are leading vulnerable lives since they are being deprived of even the basic rights including citizenship rights. In a patriarchal society like that of ours men are expected to do all productive work and earn a living whereas women are restricted to the four walls and expected to fulfill all the household duties.

Bennet (1991) the famous anthropologist attribute the backwardness of women to the patriarchal framework of society and is very right in doing so and until and unless it is reduced, women's status cannot be in par with that of men. Citizenship right is one of the basic rights of human beings. When women are struggling for citizenship, we cannot think of any other rights.

It is a well-known fact that Nepalese women devote their lives to household tasks whereas men have liberty to experience outside world.

According to Deuba (2005) women play a multiple role in Nepalese society. They not only play the reproductive role of a caregiver of the past, present and future generations, they also contribute to the overall income of the household in cash and kind. In the context of a modern and developing Nepal, they have also been taking the lead to development activities to the community in addition to upholding their traditional, religious and cultural roles in the larger society.

According to the Human Development Report (2004), women work harder and for more hours than men. However their work is less obvious hence their contribution is de-emphasized and undervalued. Women are active agent of development and they can play substantial role in increasing the national income of the country. However, women's contribution to national economy has not been accounted because household chores are not valued since they do not have control over family property and other resources.

Gender role is dynamic and it changes with time. Today is the 21st century and the gender roles are undergoing drastic changes. Women who were once oppressed by the society have now managed to break the four walls and confront the outside world. Women can now be seen doing work, which previously remained as the male domain. They are now in a position to handle any kind of challenging work. In the contemporary world, women have increasingly started participating in fields other than household chores such as politics, business and industries. Skilled works such as craft making, women entrepreneurship development is gaining momentum especially in the urban sector. Traditionally, women enterprises were confined in running small hotels, restaurants and limited skill works such as knitting and weaving, but now women have gradually joined the open markets competing with males on their domains, including the transportation sector. This progress can be attributed to open market economy and globalization.

Women comprised 50 percent (11,587,501 of 23,151,423) of Nepal's total population in 2001 (CBS, 2001). Nepalese women's political, economic and social status has generally improved in the past few decades, resulting in better educational and employment opportunities. Female literacy rate rose from 9.2 to 34.6 percent between 1981 and 2001. The marriage age of

girls rose from 17.2 in 1981 to 19.5 in 2001. Their economic activity rate rose from 45.5 in 1991 to 55.3 in 2001 (CBS, 2003). Gender and development experts believe that if more women could find paid jobs, they would be able to escape patriarchal control and gain greater access to education, fertility control, and equal rights to citizenship. Actually women's labour force participation is an important determinant of their economic position in society, and should therefore be examined.

Though women's participation is increasing every year in the employment sector however, significant participation and contribution is yet to be achieved. According to the Nepal Human Development Report (2004) only 18.75 percent women are in professional jobs and 12.71 percent are in administrative jobs. There are only 8.55 percent of women in public services, 10.85 percent in foreign employment whereas 60.5 percent of women are in agriculture sector, mostly as unpaid labourers.

Along with the gradual development of modern Nepal, the formal participation of women in the realm of labour is gaining ground day by day. Women's increasing access to education, extension of service sector, development of social awareness and changes in traditional belief of people are the positive factors, contributing to women's development of economic condition and rising poverty are the negative factors contributing to it. Whatever the reason is, the truth is that as compare to past two decades, women's participation in the outside world has increased considerably.

Women as safa tempo drivers, seen in Kathmandu these days, are the best instances that can prove these facts. Safa tempos are operated by Nepal Yatayat Swatantra Majdoor Sangathan, a labour union established in 2036 B.S. that started in Kathmandu. Besides safa tempo the institution also operates Nepal Yatayat (local bus) Kantipur Yatayat and Micro Bus Services. But it was only after 2055 B.S. that the operation of safa tempo started in Kathmandu. There is hardly any place in Kathmandu where safa tempo services are not operated these days. The number of women safa tempo drivers is increasing day by day.

The routes where the institutions operate tempo services. They are as follows:

1. Ratnapark to Kadaghari
2. Ratnapark to Chabahil
3. Ratnapark to New Baneshwor
4. Ratnapark to Lagankhel
5. Ratnapark to Chhauni
6. Ratnapark to Balaju
7. Ratnapark to Kalanki
8. Ratnapark to Golfutar
9. Ratnapark to Chakrapath
10. Ratnapark to Sunakothi
11. Ratnapark to Tinchule, Mahankal
12. Ratnapark to Anamnagar
13. Shankamul to Jorpati

However the study found that women mostly drive safa tempo in following routes:

1. Ratnapark to Tinchule, Mahankal
2. Ratnapark to Anamnagar
3. Ratnapark to Lagankhel
4. Ratnapark to Sunakothi
5. Ratnapark to Golfutar
6. Ratnapark to Kalanki
7. Ratnapark to Jorpati

Women drivers opine that driving profession is the best profession they could ever opt for. They had never imagined that they would be able to do something that falls under the male domain. They say that their improvement in their socio-economic status can be attributed to Nepal Yatayat Swatantra Majdoor Sangathan, Bagmati Anchal.

1.2 Statement of the problem

Safa tempos have made transportation very convenient and cheap since it charges nominal amount from the passengers. Now we can travel miles for just a few rupee and refrain ourselves from unaffordable taxis in Kathmandu. This service has made our lives easier and we can now move about from place to place conveniently in nominal rates. In my opinion, the amount that the safa tempos charge from us is nothing or very less in comparison to the service they provide to us.

Women are now found in huge numbers as safa tempo drivers. However, they have has a tough time fighting with the society and coming forth. Breaking through the rules set by patriarchal society is not easy but they have successfully done it though it was not as easy as they thought it would be. Women say that it was more difficult to fight with the social problems than with the economic ones. This is because economic problems meant fighting with the discriminatory rules set by the society. Women drivers say that initially they were subjected to sarcasm, mockery and even frequent rebukes by their parents, relatives and even husbands, who were against the idea of women being a public vehicle driver. Some parents did not want their daughters to become drivers thinking that the job may not be safe for women and may require dealing with malicious passengers. However, without caring for the harsh consequences, the women courageously opted for the job of driving safa tempo. Women say that fighting with the social problems was indeed difficult. Women manage with great difficulty to pay rent, pay their children's educational charges and fulfill other basic requirements with the salary.

Women drivers complain that they have to encounter lots of traffic problems. They often have to deal with fussy passengers who force them to stop the vehicle in the restricted area. The passenger should have empathy for them and should understand that they have to encounter with various traffic problems if the traffic police on duty catches them stopping the vehicle in the restricted area. The traffic police often confiscate their license and make them pay heavy fines.

Women are responsible for fulfilling household duties such as cooking, cleaning and taking care of children as well. After completing their work in the evening at around seven, women drivers rush for their homes to play the role of a mother or a wife. In spite of the fact that they become exhausted after a tiring schedule they have to get busy with the household chores. It

requires a lot of strength to play the dual role. The work becomes more difficult in winter when it gets cold and dark early. Moreover, they have to wake up early in the morning to leave for work. Work without any rest might even hamper their health.

Women are confident enough to drive taxis and even buses but only a few women drive micro vans now-a-days. No such initiative has been undertaken by the concerned authorities so far.

Another major problem associated with women drivers is that they are not insured though the vehicles are. All of them demand that their lives be insured for the security of their children and families.

Security should be provided to the women tempo drivers. Unless they are provided security, they will not be compensated when they are unable to work during Nepal Banda.

The hardworking and diligent women safa tempo drivers and the problems associated with them are not given much consideration by the government. The problems associated with the female tempo drivers should be given a due consideration.

The research focuses on the socio-economic status of women safa tempo drivers in Kathmandu valley. Further, this study focuses on the following questions:

1. What is the socio-economic status of women driver?
2. What factors led them to become drivers?
3. What are their economic contributions in household level?
4. What kind of constraints do they face as drivers?
5. What socio- economic changes do they perceive after becoming drivers?

The question mentioned above are the most relevant issues associated with the female tempo drivers. The investigation on those issues will provide a insightful and long-term solution of the problems associated with the female tempo drivers.

1.3 Objectives of the Study

1.3.1 Specific objective

The specific objective of the study is to gather information to find out the socio-economic status of women safa tempo drivers in Kathmandu. By collecting information and analyzing them properly, appropriate measures could be taken to solve their problems and improve their condition.

1.3.2 General Objective

General objective of the study are as follows:

1. To find out the socio-economic status of women safa tempo drivers
2. To find out the factors that led them to become safa tempo drivers.
3. To analyze the contribution, job constraints and changes in women safa tempo drivers.
4. To know about the sustainability of the profession.

1.4 Rationale of the study

Patriarchy is an overarching ideology which pervades all aspects of social existence. Women's subordination is all around-economic, social, religious, cultural, political and ideological aspect. Each of which reinforces the other one. Women are forced to limit themselves within the household while men are forced to earn the living.

Gradually women are changing their position from household chores to the developmental activities. The entry of women in job, labour force, education and the decision making activities are recent phenomena.

Women's involvement in driving tempo is new phenomena in Nepal. Driving profession was considered to be concerned with men only. The change in this perception by the arrival of women into the driving profession is appreciable. This, we hope, will certainly bring socio-economic empowerments for attaining the equal position in the society. Women have their responsibility from child bearing to the management of household and partially in the economic activities too. The problem has further increased in the past few years, after the gradual industrialization and rapid urbanization. Industrial, trade and services are gaining momentum slowly but they are in infant stage. The reason for unequal participation of men and women into these sectors has to be comprehended. A careful study about the participation of women in

driving profession has become essential by providing suggestion and advice to the concerned authority.

1.5 Limitation of the Study

The limitations of the study are as follows:

The study covers the data of only 40 respondents out of total 400. The study based mainly on questionnaire. So the correctness and accuracy of the study depends on the quality of response from the respondents.

The researcher fetched the respondents only when the lady drivers were on the queue waiting for their turn to come.

The study was mainly carried out in a small pocket, Sundhara, (in front of NAC building). This is the gateway center of all tempos. The study may not represent the general socio-economic condition of all women drivers across the country.

1.6 Organization of the study

The study consists of five chapters. They are as follows:

1. The first chapter consists of the background of the study. In addition to that it also consists of the statement of the problem, objective of the study, rationale of the study, limitation and organization of the study.
2. Literature review is undertaken in the second chapter.
3. In the third chapter discussions are made regarding the research methodology and research techniques employed during the study.
4. In the fourth chapter, analysis of the collected information is undertaken in addition to the introduction of the Safa Tempo (Electric Vehicle) in Nepal. Beside that social profile of the women tempo driver is highlighted and description about the economic aspects of women tempo drivers and pros and cons of tempo driving profession is presented.
5. The fifth chapter is the last chapter and it consists of summary of the study, conclusion and suggestions.

CHAPTER 2

REVIEW OF LITERATURE

2.1 Introduction

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 the two. Women all over the world constitute more than 50% of the world population. Consequently, 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 the same unless some initiatives are undertaken to improve their condition. In this chapter an attempt has been made to review studies that show disparities between men and women.

2.2 Various Studies

2.2.1 General Status of Women

According to the census report, 2058, women comprise 50% of the total population of Nepal. According to Bennet (1991) patriarchy prevails in most of the country's castes and ethnic groups. 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.

According to Hart (1981) Asian women concentrate more on their ascribed reproductive roles and responsibilities and they are more household oriented and are concerned exclusively with household tasks.

Acharya (1979) argue that there is 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 (1981) argue that it holds very true also in case of Nepal. Nepalese women are found to be giving first priority to the household task 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.

The status of women is important factor affection the socio-economic development of a country. The long term socio- economic development of a country cannot be fully realized if women, who usually constitute 50 percent of the population, enjoy a subordinate position to men and their talents remain unutilized and underutilized (Population Monograph of Nepal, 1987).

Generally, in Nepal, women bear triple work responsibility, which includes reproduction, household work and employment. The work burden of women in Nepal (16 hours) is much higher than the global average (HDR, 2004).

2.2.2 Yatayatko Kshetrama Mahila

According to Pandey (2000) stepping 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 regulations that make women subordinate to men. They do not care even if people bother them and tell them to quit the job.

2.2.3 Women in Driver Seat

Limbu says that Kathmandu may soon become famous not only for its electric tempos, but also for the women who drive them. She has interviewed the first women tempo driver of Nepal, Sumitra Dangal and in her interview she has explained that all women engaged in this profession share a common goal to make tempo driving an acceptable and paying profession.

2.2.4 Struggle for getting driving training

Rai (2057) comments that the young women safa tempo drivers represent the new breed of Nepalese women who have taken a step towards being unconventional and have decided to follow the route off the beaten track. Her article deals with various problems faced by the women while applying for a license. She explains how the women tempo drivers had to struggle for getting driving training from various institutions and issue for license.

2.2.5 Rate of Increase in Women Driver

Annual report (2067) reveals that driving safa tempo has become one of the ideal professions for poor and backward Nepalese women. The number of women drivers is increasing day-by day and has now gone up to 400 out of 11700 safa tempo drivers comprising both men and women. The rate of increase in women driver is 2.5% more than that of men. If this rate remains steady, the number of female drivers will overtake the number of male drivers in near future. Women prefer to drive safa tempo initially and then switch on to other vehicles later on. This is because it is easy to learn safa tempo driving. Nepalese women have got an opportunity to drive other heavy vehicles.

2.2.6 Violence against women

Neupane (2062) reveals that the relationship between the women drivers and the authorities of the institution is harmonious and they work together in proper coordination. The authorities have solved more than 50% of their problems. Poor and deprived Nepalese women are strongly suggested to join Nepal Yatayat Swantantra Majdoor Sangathan, Bagmati Anchal. The job of driving safa tempo is the most ideal for such women. Women having extremely deplorable condition are provided with free driving classes. Mahila Majdoor Bibhag continues to help them take necessary action against the culprit and help women who are the victims of all kinds of violence.

2.2.7 Majority of Road Accident

Nepal Magazine (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 road accidents that occurred from the year 2059 onwards is 515. The number of

people killed in those accidents is 40 whereas the rest managed to survive. The article further reveals that majority of road accident were caused by men drivers. According to the information provided by the valley police office, so far only 4 road accidents have been reported for which women drives are responsible. This proves that men drivers are mainly responsible for the road accidents as compared to women drivers.

2.2.8 Area of employment

Shrestha (1983) shows that majority of men are working where higher educational qualification, higher level responsibility and mechanical or supervisory skill are needed and it is thought that unskilled jobs are from women. Women are specially found employed in chemical, knitting and cotton industries where male female ration is 2:1. Food and confectionary, Nepali handicrafts furniture's come next where women are employed. Distilleries, electricity, mechanical engineering and jute industries have majority of men and poultry, soap, plastic, packing and press have very limited participation of women. It is also found that 28.17% employers thought the expansion would be more if women were employed.

2.2.9 Economic Status

On the economic side, women's participation in formally defined labour force has increased substantially between 1981 and 2001. Many of the definitional problems in the economic activity rates are also being taken care of slowly. As per the census 2001, women constitute more than 43 percent of the labour force, 48 percent in agriculture and 34 percent in the non-agricultural sector. However, here women are concentrated at low paying and less productive, low capital intensive jobs (NLFS, 1990). Most of the labour regulations are side-tracked by employing women at piece rates (GDS/FES. 1997; GFONT, 2003). Overall, women earn about 4/5th of what men earn in garniture, but 3/4th outside of agriculture as daily wages (NLSS, 1995/96).

2.2.10 Women's attitude Towards Work

Shirley (1988) mentions that women's attitudes towards work in the British context are many and varied. The old stereotypes are clearly inappropriate and this is not just because women have changed overtime their attitudes towards work are totally or even mostly distinct

has been dismissed. He stated that a few or a single characterization of attitudes as 'traditional' is inadequate to capture the range of attitudes that were exhibited by women and the attitude exhibited by women included, a strong sense of independence, pride in one's work, negative feelings about being home, and positive feelings towards paid work.

2.2.11 Training for women driver

Sherchan (2010) says that DANIDA funds were made available for training of drivers and technicians for the EV'S industry, for operating 4 batteries charging stations in Lalitpur and for procurement of 48 EV'S by the private sector. Almost half of the drivers of the safa tempos are female drivers trained under the Danish program. The institute called Gipt Corner Institute also gibes the training to the women who are economically not strong.

CHAPTER 3

RESEARCH METHODOLOGY

It attempts to analyze the status of women (socio-economic approach) working as women tempo driver. A survey of 40 women in driving profession has been carried out in this study. The study is based basically on primary data collected through structured and non- structured questionnaires. This chapter elaborates on research design, approaches, site selection, sampling procedure, sources of data, and limitations of the study.

To carry out this study the researcher went to tempo station at sundhara and other mini-stations to collect relevant data.

3.1 Research Design

The basic purpose of the study has been to access the socio-economic characteristics and its result. So to reach into various aspects of women-tempo driver descriptive as well as explorative research design have been adopted. Going through descriptively and analytically in the different social, economic, educational background, the study has attempted to portrait the abruptly occurring incidents on women, the causes and consequences that have been forcing women to drive tempo have been attempted to explore and unleash.

This study focused specially on working condition of women, socio-economic status and causes responsible to drive the tempo. The study is exploratory cum descriptive in nature. Qualitative and quantitative nature of data has been collected to reach the different aspects of tempo driving as mentioned in the objectives.

3.2 Rationale of Site Selection

The Central Development Region dominated by Kathmandu Valley is most developed and significant from every stand point. Communication and transportation infrastructures have been largely extended up to the outer periphery of the valley.

Except in some places, tempos run in Kathmandu Valley as a means of transportation to carry people from one place to another. Large number of women have been employed (employed or self employed) in tempo driving profession in Kathmandu valley as compared to other urban cities of the country. The reason for this is rural urban migration and a gradual momentum towards modernization.

Women tempo driving is a visible nature of work which every traveler can see while traveling by tempo.

Specifically Sundhara, Kathmandu, was selected for the study as it was the main parking area for all routes which come to Sundhara from different places.

3.3 Nature and Source of Data

In any research work data collection is considered prominent and foremost plan of work, without which any study cannot be properly completed.

This study has used qualitative, quantitative as well as primary and secondary data. The primary data have been collected by the researcher personally, conducting field survey where as secondary data have been collected from the relevant available materials such as books, journal, projects reports, and articles and so on.

3.4 Universe and Sample

For this research work, the universe of the study has been all the women tempo driver who ultimately come to Sundhara tempo station from different routes.

The authority of Electric Vehicles Association of Nepal (EVAN) states that 400 women tempo drivers have been employed or self- employed in driving profession. Taking 400 women as universe of the study only 40 respondents (women tempo drivers) have been taken as sample

units in the study. To meet the objectives of the study, accidental sampling technique has been adopted.

Data were collected by the researcher when the respondents were on the queue at Sundhara, waiting for their turn to start the trip. Moreover, some of the respondents were interviewed at the charging station.

3.5 Data Collection method

Different data collection techniques and tools were applied to enumerate detailed and reliable information.

3.5.1 Interview Schedule

Interviews with the lady drivers were conducted as per the survey questionnaire. The interview schedule has been designed to conduct research with women tempo driver for collection of primary information. For the interview, structured and semi-structured questions which included open ended and close ended questions have been asked.

3.5.2 Observation

Besides interview schedule, information is collected from participant as well as non-participant observing the working conditions, facial responses, behavior of staff in charging stations and co-workers towards female tempo drivers.

3.6 Data Analysis and Presentation

The data collected through various techniques and tools during the survey has been analyzed in the subsequent chapter using both descriptive and statistical methods of analysis. The collected data have processed, classified according to their nature and presented by employing simple statistical tools (percentage, tabulation, average, diagram). At the same time the presented data has been interpreted and findings and conclusions were drawn.

For calculating the average monthly income by the female driver, a median formula has been used. Thus:

$$\text{Median (M}_d) = \frac{L + \frac{N}{2} - c.f.}{f} \times i$$

Where,

L= Lower limit of the median class

N= Total population

c.f. = Cumulative frequency preceding the median class

f = frequency of Median class

i= Height of median class

Similarly for pie- chart, the following procedure was followed:

$$\text{For the angle at center (pie-chart)} = \frac{360}{\text{total magnitude}} \times \text{value of that item}$$

CHAPTER 4

DATA ANALYSIS AND INTERPRETATION

4.Safa Tempo (Electric Vehicle) in Nepal

The operation of electric vehicle was started in Nepal from Mangsir 2055. There are five main distributors of electric vehicles registered in Nepal viz. Nevi, Evco, Green Electric Vehicle, Green Valley and Bagmati.

Safa tempos have been brought in as an alternative to Bikram tempos, which used to be one of the prominent means of transportation amongst people of Kathmandu valley, regardless of the poisonous smoke it produced and the pollution it caused people had no better, cheaper and easier option than to use Bikram tempo for day to day work. Though it was being used by maximum number of people the bad effect from the smoke produced by them and the suffocation in breathing led to placement of them from the valley. The attempt of phasing out of Bikram tempo from Kathmandu was successful after several agitations from various sectors. A visible change in the environment has been seen after those Bikram tempos were phased out from Kathmandu Valley. The amount of black smoke has been reduced and the pollution level is also controlled to some extent by this step by the then government.

4.1 Social Profile of the Respondents

Society is dynamic and its existence could only be conceptualized in his/her surroundings. The existence of certain set codes is found in any society, which guides or restricts its people to act accordingly and remain inside the boundary. With the pace of development societal codes are seen gradually changing according to the needs of new generation but these can never be wiped out totally. They will remain with the society until it exists though in modified form.

4.1.1 Caste and Ethnicity Composition of the Respondents

Caste and ethnicity plays a vital role in shaping out characteristics of any individual thus affecting the career he/she chooses. The caste system was formulated in order to maintain division of work in society. This system specifies a particular kind of work to be performed by a particular caste group.

In the present time these societal codes are not as strict as it used to be in the past but it still has some effects in the present society. The details of the caste/ethnicity/ composition of the respondents is given in table no. 1.

Table 1 : Caste/Ethnicity Composition of the Respondents

Caste / Ethnicity	Number	Percentage
Lama/Tamang/Rai/ Sherpa (Buddhist)	19	47.5
Brahmin	8	20
Kshetri	8	20
Magar	2	5
Newar	3	7.5
TOTAL	40	100

Source: Field Survey, 2011

The above table no. 1 shows that 47.5 percent of the respondents are lama. Large number of women from this religion could be due to more generous culture than to others. Brahmin and Kshetri are equal in number that is 20 percent, 5 percent are Magar and 7.5 percent Newar are as tempo drivers. The most surprising facts is Brahmin women who are considered the most conservative of the entire caste groups constitute a high proportions of female tempo driver.

4.1.2 Age Structure of the Respondents

Age factor is also one of the major determinants for the kind of profession one chooses. Moreover when it comes for women to get into any profession it is different than that for men. Generally girls are not seen coming out of the household boundary in the early age. Boys are

thought to be grown up after the age of 15/16 whereas girls are still perceived immature to go out for work till 25 years of age.

Table 2 : Age structure of the Respondents

Age Group	Number	Percentage
16-19	-	-
20-24	16	40
25-29	13	32.5
30-34	7	17.5
35-39	4	10
40<	-	-
TOTAL	40	100

Source: Field Survey, 2011

As revealed by the above table no. 2, none of the women of age between 16-19, participated in this profession. The maximum number of women of age 20-24 are 40 percent. Next 32.5 percent are of the age group between 25-29. Similarly, 17.5 percent and 10 percent tempo driver are from the age group between 30-34 and 35-39 respectively; and none above 40 were found.

4.1.3 Marital Status of the Respondents

Women are bound to live under the guardianship of their father, brother, husband or the male member in the family. Any women's decision of choosing her profession or career is directly affected by her guardian's will or attitude. The marital status of the respondents is as presented in the table below:

Table 3: Marital Status of the Respondents

Marital Status	Number	Percentage
Single	20	50
Married	10	25

Divorced (separated)	6	15
Unmarried	4	10
TOTAL	40	100

Source: Field Survey 2011

The above table presents the marital status wise distribution of the respondents. The maximum numbers of women, 50 percent are single, 25 percent are married, 15 percent are divorced and 10 percent are unmarried woman. The data reveal that the most enthusiastic participation as a female tempo driver is of single women as they are free to make their decisions themselves. Married women have less participation as they have to look after the family and to manage household chores. Moreover they need agreement from their husband, unmarried woman are also least in number because they don't bear the responsibility as after the marriage. The divorced women have least percentage as the rate of divorced women is little in Nepal.

4.1.4 Family Size Distribution of the Respondents

If there are many people in the family it needs more people's effort to support them. In such cases everyone in the family try to bring in income as per their capacity. So, it is presumed that bigger family structure of the respondents.

Table 4: Family Size Distribution by the Respondents

Family Structure	Number	Percentage
1-3	4	10
4-6	17	42.5
7-9	16	40
9<	3	7.5
TOTAL	40	100

Source: Field Survey 2011

As shown in above table, 10 percent of the respondent is from small size family. 42.5 percent are from middle size family, which constitutes the largest proportion of the female tempo drivers. It is 4 times greater than small size family. The family which has 7 members or greater is

categorize as the large family and has 40 percent of the total respondents. From the study, it becomes clear that larger proportion of tempo drivers is from middle and large size family (which are almost equal). The findings prove that the bigger family size is not the factor that pushes one towards this profession which is contrary to the general belief.

4.1.5 Education Status of the Respondents

Education makes the people human. Regardless of the education, no country, no people, can progress. It is vital for the country/government to make its people educate so that country can speed up development. Following table revealed the education status of the respondents.

Table 5: Education Status of the Respondents

Education Status	Number	Percentage
Illiterate	6	15
Literate(informal)	18	45
1-5 level	4	10
6-8 level	3	7.5
9-10 level	3	7.5
SLC passed	4	10
PCL and above	2	5
TOTAL	40	100

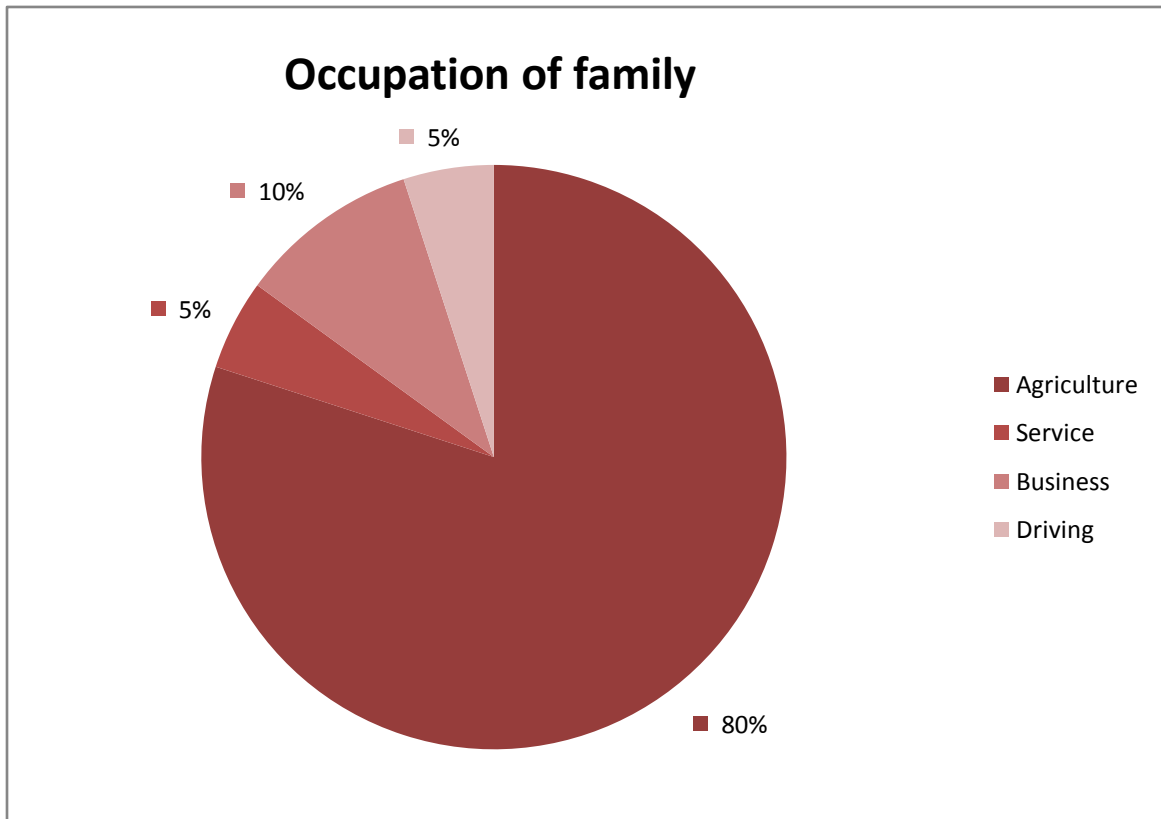
Source: Field Survey 2011

The data in table no. 5 shows that 15 percent of illiterate women are working as tempo driver and the informally literate women constitute 45 percent. Rest, the formally literate constitutes around 40 percent of the total women tempo drivers. Illiterate women are found 15 percent against 85 percent of literate women. Among the literate 10 percent have completed primary and lower secondary level, and 7.5 percent have completed higher secondary level.

4.1.6 Family Occupation of the Respondent

In Our context, agriculture has been the main occupation. There days agriculture work has slowly been dropped out by the agricultural workers who have been living subsistence life in agricultulre.

Figure 1: Pie-chart showing family occupation of the respondents



Source: Field Survey 2011

Figure 1 clearly illustrates that family occupation of the respondents are divided in two parts, one is agriculture and another is non agriculture (service, business, driving) 80 percent of total respondent's came from agricultural family, which is the predominant percent of female tempo drivers. Rest, 20 percent of the respondents were from non agricultural family. Among them 5 percent were from the family with driving profession. In this non agricultural group the highest percentage of female tempo drivers are from business family.

4.1.7 Family/Society Support for the Respondents towards Work/ Profession

Attitude of the family directly affects the profession and career of anyone. So far the women are concerned family support is of prime concern. In fact, most of the women cannot dare to go against their family. The amount of support received by the respondents by their family/society regarding their profession is given in table no. 6

Table 6 : Family/Society Support for the Respondents

Supportive degree	Family		Society	
	Count	Percentage	Count	Percentage
Best (very supportive)	25	62.5	12	30
Satisfactory (supportive)	13	32.5	24	60
Bad (disagree)	2	5	2	5
Non (indifferent)	-	-	2	5
TOTAL	40	100	40	100

Source: Field Survey 2011

The data in table 6 shows 62.5 percent female tempo driver family's best support them while the 32.5 percent were just supportive. Only 5 percent of the family was unsupportive and disagreed with the profession of tempo driver. From the social perspective only one quarter of the society was best supportive to the female tempo drivers. 5 percent disagreed with the profession and 5 percent were indifferent. More than two quarters respondents expressed that they get satisfactory support from the society. This implies that female tempo drivers are not facing huge obstacles from the society and family as well.

4.1.8 Misbehaving/Harassment Agents to the Female Drivers

Women have always suffered. They have been tortured, victimized and discriminated in every step of life and every time. Profession of the women also determines the degree of harassment.

Table 7: Misbehaving/ Harassment Agents of the Female Drivers

Agents	Number	Percentage
--------	--------	------------

Traffic	20	50
Passengers	10	25
Both (traffic & Passengers)	6	15
Male driver	1	2.5
Owner of the tempo	1	2.5
Others	2	5
TOTAL	40	100

Source: Field Survey, 2011

The table no.7 shows that harassment to female tempo drivers is mostly from traffic police. Majority of the respondents (50%) expressed disapproval with the behavior of traffic police towards them. Less than 5 percent of male drivers harass them. 2.5 percent of owners misbehave with the respondents which is relatively insignificant percent. They face harassment from 15 percentages of both traffic and passengers agent. The study found that traffic police is the great misbehaving agent which may be due to the traffic police's high handedness and inclination towards bribe.

4.1.9 Reason of Turning into tempo Driver

In order to know the factor which caused women to turn into tempo driver, they were asked to mention the positive or negative factor which caused them to turn into driving profession. Responses are shown in table 8.

Table 8: Reason of turning into tempo driver

Response	Cause	Number	Percentage
+ve	Economic	40	100
	Opportunity to learn new skill	16	40
	Development of self-dependence	16	40
	More income	8	20

-ve	Previously jobless	26	65
	Less income in previous work	10	25
	Compulsion to find new source	4	10
	Displaced	-	-
Total		40	-

Source: Field Survey, 2011

Table No. 8 shows that the total number of respondents attracted towards this profession were to solve economic need (problems). Among the majority respondents, the additional reason that turned them to be female tempo driver was the previous joblessness. 65 percent of the respondents agreed the cause as joblessness. 40 percent each turned to be tempo driver to be self dependent and to learn new skill. 20 percent adopted this profession to earn more income and 10 percent choose this profession due to the compulsion to find new source of income. None of the respondents turned to be tempo driver because of displacement. The study found that all the respondents turned as tempo drivers to solve the economic hardship.

4.1.10 Involvement of the Respondents in Other Jobs Prior to this Profession

Similarly people change their job for better job/employment prospects. Women also join this profession from other job due to the prospect of better job and other reason as well. The pull factors could be the better earning and good working condition in general. The previous job of the respondents is shown in the table no. 9.

Table 9: Previous jobs of the Respondents

S.NO.	Previous job		Number	Percentage
1	Jobs	Agricultural workers	16	40
2	Non- Agricultural	Stitching and weaving	7	17.5
3		Garments	7	17.5
4		Non	8	20
		Others	2	5
Total			40	100

Source: Field Survey, 2011

The result of the table no. 9 indicates that a significant number (65%) of the respondents were jobless previously i.e. they were engaged in agricultural works which was non-economic for them. From the table it shows that 40 percent respondent had agricultural works (non-economic), 60 percent respondents were previously engaged in non-agricultural jobs/works.

4.1.11 Possession of House, Land and Tempo by Respondents

The respondents were asked whether they have their own house or not. In our context, having own house is regarded as good status in the society. The possession of house, land and tempo shown in the table below:

Table 10: Possession of House, Land and Tempo by respondents

Sources/assets	Condition			
	Have Own		Does not have	
	Number	Percentage	Number	Percentage
House	40	100	-	-
Agricultural Land	36	90	4	10
Vehicle(tempo)	10	25	30	75
Total	40	100	-	-

Source: Field Survey, 2011

It is nice that every respondent i.e. 100 percent have their house of own either of parents or husband, as above table no. 10 shows this. This also is the determinant factors which certify the status of Nepalese. Most of them have land beside house i.e. 90 percent and only 10 percent does not have land for agricultural purposes. As regards the ownership of tempo, 25 percent respondents drive their own tempo and earn better than others because they need not pay any rent of the tempo and salary to drivers. However, 75 percent ladies drive tempo in rent and ultimately earn less than with those who have tempo of their own.

4.1.12 Access and Control over Resources (Land, House, Vehicle) of the Respondents

Resources, generally, in Nepal are controlled and owned, and is dominated by patriarchs. Very few women control their assets and resources, thus they are lagging behind. Authority over the resources by the respondents is given in the following table.

Table 11: Access and Control over Resources (Land, House, Vehicle) by the Respondents

Controlling person	Number	Percent
Head of the family	25	62.5
Husband	9	22.5
Respondent herself	6	15
TOTAL	40	100

Source: Field Survey, 2011

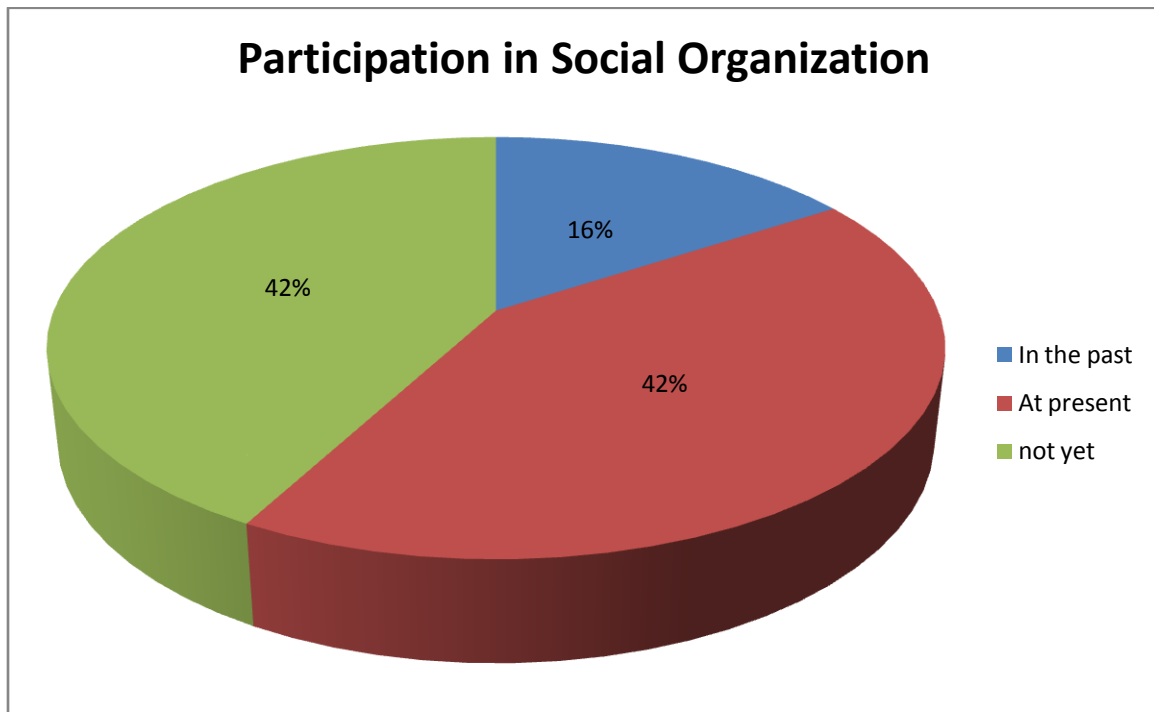
From the table no. 11 it is observed that 62.5 percent head of the family control the resources. As known, the head of the family remain mainly male in our society. Together the head of the family and husband make 85 percent according to the respondent. Very few i.e. 15 percent respondents controls and own the resources and use in own choice.

4.1.13 Participation in Social Organization

To fulfill the particular goals and objective, people together form organization, work together and hence reach close to the aim. Participation of women into the organizations makes the smooth running of any organization. But very little participation of women into

organization defines their poor status as well. The following figure illustrates the involvement.

Figure 2: Pie- chart Showing Participation in social Organization



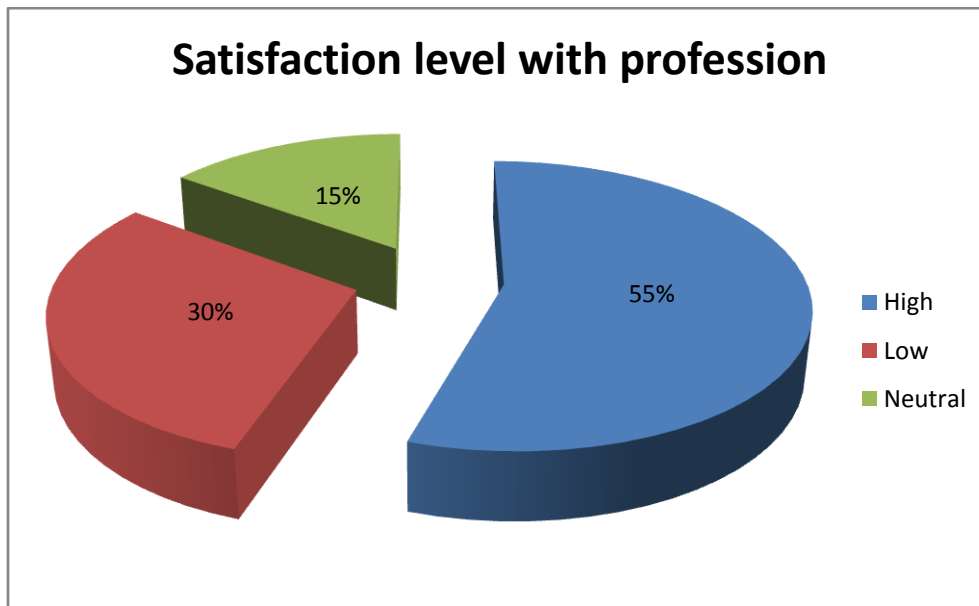
Source: Field Survery, 2011

A gloomy picture is shown in the figure no. 2 about the participation of women lady drivers into any organization. About 40 percent respondents have not yet entered into any social organization. At present 40 percent respondents have their active participation and 15 percent were in the past. This shows that the female tempo drivers don't have enthusiastic participation in social organization.

4.1.14 Overall Satisfaction with the profession

Satisfaction is the way to heaven. But by human nature no one gets satisfied with what he/she does for himself/herself or others. Frequency of the satisfaction for the women is larger if she gets any income source by herself. The following figure illustrates the satisfaction status of female drivers.

Figure 3: Pie chart showing satisfaction with this profession



Source: Field Survey, 2011

Not surprisingly, 55 percent lady drivers have high level of satisfaction with their profession because they are of the opinion that it is better to have one bird in hand than two birds in bush. Further, above table indicates that 30 percent lady drivers have low level of satisfaction; the reason could be that they earn less, traffic burden and other mental tension arising because of indirect causes. 15 percent of the respondents are indifferent (neutral) towards the feeling of satisfaction.

4.1.15 Motivational (Inspiration) Factor which turn into Tempo Driver

To find out the inspiration factor, lady drivers were asked whom they were motivated by and become lady drivers, the responses are recorded in the table no. 12.

Table 12: Inspiring factor in turning tempo driver

Inspiring factor	Number	Percentage
Own	13	32.5
Friends	13	32.5
Relatives	6	15
Husband	5	12.5
Family	3	7.5
TOTAL	40	100

Source: Field survey, 2011.

The above table reveals that lady drivers were equally inspired by own-self and friends i.e. 32.5 percent. Those who came by own-self, there could be little cause of demonstration effect. 22.5 percent respondents were inspired, and motivated by relatives while 12.5 percent and 7.5 percent respondent got inspiration and support from the husband and family respectively.

4.2 Economic Aspect

In general, women have less access to income, wealth and modern avenues of employment. This is partially due to their limited access to education and information and partially due to traditional view of general public about women's activities. Besides these, the everyday tasks of family life in rural areas throughout the country involve women in labour intensive farm work and time consuming domestic chores to provide fuel, water and food for their children and other household members. Very little time is left for activities with potentially higher economic returns, or to contribute to direct economic development of the country (Singh, 1995).

Women specific activities like to fetch water and fuel , kitchen gardening, child care and small manufacturing inside is not included in formal economy though they contribute a big share in the household income. The shares of such activities are not being computed in terms of its value in the national income accounts because of valuation problems.

4.2.1 Monthly income of the Respondents

Monthly income (wage) is an important aspect to look into for any individual to get into any profession and for any outsider to analyze the specialty of any profession. The monthly income scale of the respondents is given in the table no. 13.

Table 13: Monthly income of the respondents

Monthly Income(Rs.)	Frequency (f)	c.f.
4000-6000	9	9
6000-8000	15	14
8000-10000	11	35
10000-12000	5	40
TOTAL	40	

Source
: Field
Survey
, 2011

A
bove
table

shows that around 22.5 percent of the respondents earn Rs. 5000 on average, more than 37.5 percent earn 7000 in average, around 27.5 percent earn 9000 on average and less than 12.5 percent earn 11,000 in average.

The median is:

$$N/2 = 20, L = 6,000, f = 11, i = 2000, c.f. = 14$$

$$\text{Median } (M_d) = L + \frac{\frac{N}{2} - c.f.}{f} \times i$$

$$\therefore M_d = 6000 + \frac{20 - 14}{11} \times 2000$$

$$= 6000 + 1090.90$$

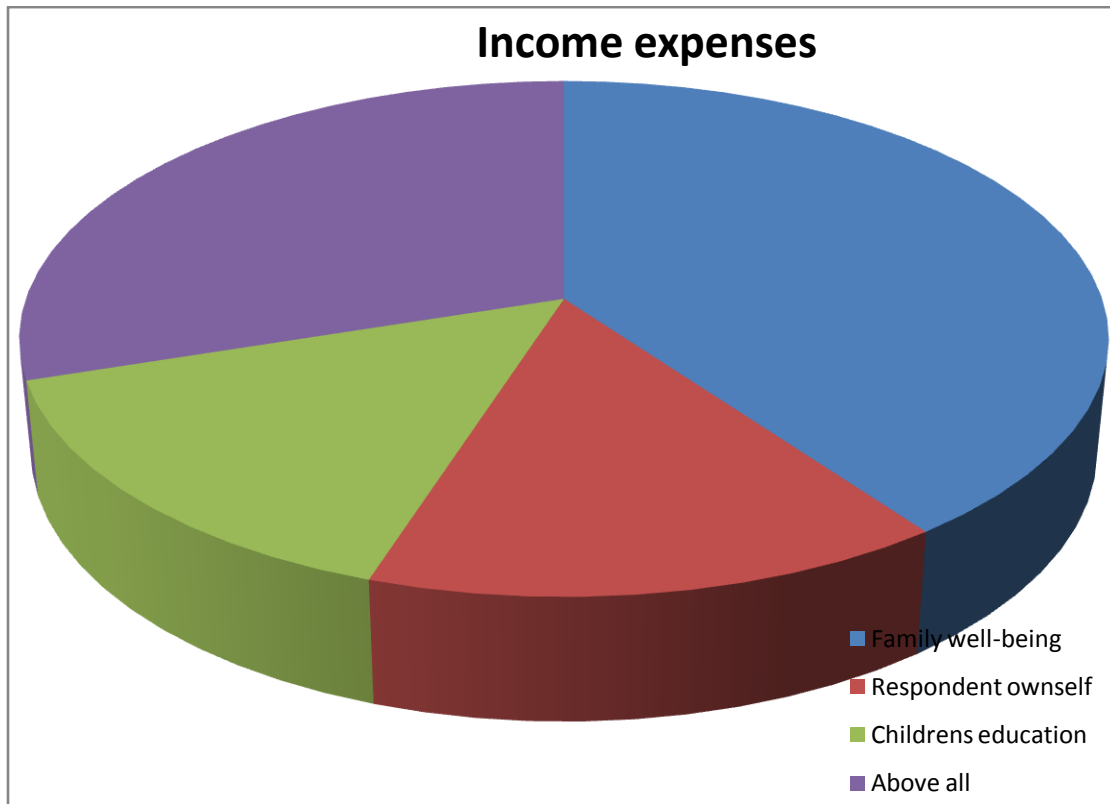
$$= 7090.90$$

∴ The average monthly income (earning) of the female tempo driver is Rs. 7090.90.

4.2.2 Income, Expenses and Purpose of the Respondents

The expenditure of the respondent is basically studied in order to know the expenditure pattern or for which of the purpose money is being spent. This also gives us the idea about the reason for them to work. The expenditure purposes of the respondents is given in the figure no. 4.

Figure 4: Pie Chart of income expenses purpose by the respondents



Source: Field Survey, 2011

Here, in the above figure no.4 most of the income expenditure have been found spent in the family well being (food, rent, medical and other necessities) the proportion for this is 40 percent. Expenditure for the respondent own self and children on education ranks equal that is 15 percent. Overall 30 percent respondents have given more importance to education. The study found that majority of the respondent spends their income for family well being.

4.2.3 Income saving by the respondents

To know whether the respondents save their income or not, a question was asked. Generally women make saving from their income. The following table illustrates the facts.

Table 14: Income saving by the respondents

Income saving	Number	Percentage
Saving	24	60
Not saving	16	40
Total	40	100

Source: Field Survey, 2011

Income saving is the most sensitive part. We Nepalese have little propensity to save. We make more expenses than earning which ultimately leads to poor status. Here, table shows that greater number of women saves from their income. The proportion for this is 60 percent. More than one-third of the respondents do not make their saving. The reason behind this may be that they have larger family and less income.

4.2.4 Satisfaction with the Present Income by Respondents

The income satisfaction reveals that many women drivers are satisfied with what they earn. As the income increases, the demand for other necessities also increases. Compared to the income earned in other profession, the income earned in this profession is not unsatisfactory. The respondent's satisfaction is shown in the table below:

Table 15: Satisfaction with the present income by respondents

Income satisfaction	Number	Percentage
Satisfied	27	67.5
Not satisfied	13	32.5
Total	40	100

Source: Field Survey, 2011

From the table 14 and 15 it is observed that those who make saving also satisfy with the income they earn. In the above table, 67.5 percent respondents got satisfied with their monthly income. A larger number of respondents got satisfied with their monthly income. A small number of respondent i.e. 32.5 percent do not satisfied with the present income.

4.2.5 Control over the Respondent's Income

Our general trend is that for the household purposes expenditure is done by senior member of the family. But this culture has been slowly changing. Females are also actively participating on family expenditure and taking authority over their own income.

Table 16: Control over the respondent's income

Income authority	Number	Percent
Respondents herself	26	65
Husband	9	22.5
Parents	5	12.5
Total	40	100

Source: Field Survey, 2011

The table 16 shows that 65 percent respondents have their own authority over their income while 35 percent respondent's income is controlled by others. The study found that majority of the tempo female drivers have own authority over their income. 22.5 percent respondents own have their husband's authority and 12.5 percent have their parent's authority over their income. It becomes irony when the income earned by someone does not have authority over and is controlled by somebody else.

4.3 Pros and Cons of Tempo Driving Profession

As observed by the researcher during the study, there are no such problems for the drivers as being female in particular. Impediments/obstacles faced by women in this profession are the common problem of all the people regardless of their gender.

4.3.1 Impact brought by the tempo driving profession in women

Certainly any work has its pros and cons which everyone has to face while at work. The impact faced by lady drivers has been presented in the following.

Table 17: Impact (+ve/-ve) brought by this profession

Effect	Impact	Number	Percent
+ve	Women have become more economically active	37	92.5
	Economically self-dependence	37	92.5
	They are able to face any difficult situation	28	70
-ve	Mental tension	30	72.5
	Less time for the care of children	16	40
	Impact on marital life	8	20

Source: Field Survey, 2011

Above table no. 17, apparently shows that most of the respondents i.e. 92.5 percent are more economically active. This is because they have their own income opportunity and do not need to depend on other for economic problems. Income generating activities have made 92.5 percent respondents economically self-dependence. This large self-dependency could be theirs

authority over income. After adopting the profession of tempo driver, 92.5 percent of respondent's became economically active. Adversely, this profession has resulted more mental tension for 72.5 percent respondents. 40 percent respondent reported that they have very less time spent for their children resulting negative impact on their career. The respondents have to work from dawn to dusk and few respondents (20%) reported negative impact upon their marital life. The one reason could be misunderstanding between the life partners.

4.3.2 Problem Faced by Lady Drivers

Problems are almost common to all lady drivers. Many people don't take this profession as good nature of work and they hate the word 'drivers'. This fact is illustrated in the following table:

Table 18: Problems faced by respondents while at work

Problems	Number	Percentage
Traffic (police)	27	67.5
Passenger's misbehavior	22	52.5
Traffic jam, less income more tension	18	42.5
Pollution	11	27.5
Suddenly meeting road, accident	3	7.5

Source: Field Survey, 2011

The problems specified in the table no.18 are faced by the respondent while at work. Here, each respondent were asked to report two main problems faced by them while at work. Most of the respondent reported traffic problem viz., unwanted scolding even if there is no error, taking license forcefully saying that they disobeyed the traffic rules etc. This proportion comes to be 67.5 percent while 52.5 percent respondents have been enduring passenger's misbehavior. Roads in Kathmandu are full of vehicles causing traffic jam. This results in less rotation (trip) by the tempos, ultimately leading to less income and more tension. This is about 42.5 percent. Pollution due to vehicles is tremendous in Kathmandu. Since the safa tempo uses electric power

and hence does not emit vehicular pollution. This might be the reason that only 27.5 percent respondent reported the pollution problem. Very few respondents i.e. 7.5 percent have problem with the road irregularities and simple nature of accidents.

4.3.3 Qualitative analysis

There are rare cases of road accidents by the women drivers. This fact is true not only for electric vehicles. But true for all the vehicles like cars, motorcycle, scooter etc. driven by women. Comparatively violation of traffic rules is also seen very less by women drivers than men.

A question was asked to the respondents that why have they chosen electric vehicle but not taxi, minibus, bus, microbus etc.? The respondents have given the answers as follows:

Firstly, these vehicles play a certain fixed routes and they are not bound to go to the places other than this route as the taxis.

Secondly, the vehicle structurally seems, simple, light and small in size. This makes vehicles run easily in narrow roads of Kathmandu valley.

Thirdly, safa tempo, consumes electric battery which makes easier to drive the tempo than by other fuel such as gas, petrol etc. and does not emit pollution.

Fourthly, it is very safe and comfortable to drive.

Electric vehicle is of recent arrival and its operation is also not so complicated technically. These are vehicles without gear; this makes the operation and control of the vehicle easier for women.

The main obstacle confronted by the tempo drivers are they do not get enough passengers because of the tough competition in the transportation sector and the tempo drivers incur loss due to phenomenon like strike and vandalism.

We all agree with the fact that women are subtle and gentler and they are less aggressive than men and hence have met very few accidents of simple nature.

The cons it has is that women have very limited time for entertainment otherwise not. From morning to till evening 7-8 pm they are busy with work from one station to another and

hence become fully tired. It has been noted that they don't have free time except during vehicle strike, All Nepal strike, or other unnecessary activities by reactionist.

The researcher asked whether the respondent bear responsibility equal to male, the answer for all was positive. This shows that they dare to tackle situation boldly not lesser than men. The study found that all the lady drivers are efficient and capable in external and household work simultaneously.

A very positive opinion of the respondent is that women can stand equal to male, they should come out of household chores, depend economically on oneself, and women can tackle the social taboos regarding women and need to fight for their own freedom and right.

CHAPTER 5

SUMMARY, CONCLUSION AND RECOMMENDATION

5.1 Summary

Women play a significant role in economic development of Nepal. Even though women are considered so vital and productive workers, their access to productive resources is limited. So far the conspicuous economic contribution is concerned, women are far behind men. Women's actual labour force participation is continued to be under reported because much of the work women do is in subsistence farming and household works which are not classified as economic one.

This main objective of this study was to assess the socio-economic condition of the women in this profession its other objectives are to find pros and cons of this profession for the women, to explore the factors that are responsible to turn the women for being tempo drivers and to find the major problems encountered by those women tempo drivers. And also to explore the attitude of the society as well as family towards their job.

The basic operation area of electric vehicle is Kathmandu valley. The operation of electric vehicle was first started in Mangshir 2055. Many of these vehicles are driven by women in Kathmandu valley. The number of ladies in electric vehicle driving profession is about 400 till date. The data presented in this study has been collected by the researcher herself by conduction interviews with structure and non-structured questionnaire during the period of March-May, 2011. And the collected data has been analyzed using simple statistical tools.

Among 40 lady drivers Buddhist women participation is almost half of the total. A remarkable percentage of Brahmin women are found involved in this profession i.e. 20 percent equal to Chhetri (20%).

72.5 percent of the women were between the age group of 20-29, which is the mean age for work. Teenagers were not found during the research period.

Majority of women involved in this profession are unmarried. The proportion for this is almost 60 percent. This indicates ascending status of the marriage.

Of the total, 15 percent lady drivers were found illiterate and 45 percent had no formal schooling. Very small proportion i.e. 10 percent studied upto class 5, while the very least 7.5 percent could reach up to class ten. Only 10 percent women could pass SLC and 5 percent completed PCL. This unsatisfactory status of education was due to their poor economic condition, some failed several times in the same class, some had work load at home and some had no interest in the study.

Not surprisingly, 85 percent respondents have agriculture as main occupation while the rest have non-agriculture occupation namely services, business and driving, and 85 percent have no other secondary occupation in their family.

More than 95 percent of the women tempo drivers' family supported them, while 5 percent of tempo driver's family disagreed with their decision to be tempo driver. The society was very supportive towards female tempo drivers.

During the study period much of the respondent almost 50 percent reported harassment by the traffic. Passengers were 25 percent; 15 percent was for both traffic and passengers. 2.5 percent lady drivers said to have harassed by the male drivers.

The main reason of turning into lady drivers is economic. About 80 percent turn into this profession because of the opportunity they got to learn new skill and development of self-dependence. 20 percent found this profession of more income source than in the previous works.

About 100 percent had their home but only 10 percent do not have access to land. 25 percent respondents are found to have their own tempos. Very few respondent i.e. 15 percent women drivers control the assets viz. land, house and vehicle.

About 40 percent respondents have participation in social organization, 7 percent had in the past and 40 percent have participation in present days. 51 percent have not participated yet. Very large percent i.e. 55 percent of respondents are satisfied with their employment. 12.5 percent were inspired from husband and family to join the profession and rests were inspired from friends and relatives.

The monthly income ranges from Rs. 4000 to above Rs. 12000. More of the respondents earn in between Rs. 5000 to Rs. 7000. However, 12.5 percent respondents earn above Rs. 11000. This difference is due to:

1. Some respondent have their own tempo
2. They have separate route
3. Make fewer trips
4. Time is consumed in battery charging station
5. Daily jam of vehicles and periodic strike
6. Competition with micro and mini-micro buses
7. People's preference.

Mostly, 40 percent respondents make expenses on family well being and 15 percent for her. Out of total respondents, 15 percent respondents spend on children education. The rest is 30 percent respondents spend their income for family, respondent own self and education of children.

Though, they have more expenses, they make some saving too. 60 percent respondents make saving and 67.5 percent have income satisfaction. The respondent who make saving have authority over their income and 35 percent respondents income is controlled their husbands and parents.

By this profession, women have emerged economically active and have found encouragement for self-dependence and face any challenges. On the other side, they have borne mental tension because of impact on marital life, less time allocation for children due to daily work. It can be summarized that few women wanted to have alternative choice in taxi or microbus.

None the less, every work has problem and burden in it. 67.5 percent respondent have traffic problem, much of the i.e. 52.5 percent have been misbehaved by passengers. Pollution is less to them since they drive Safa Tempo.

Thus, on the light of the findings from this study conclusion is encouraging for women as well as for the society. Since every lady drivers welcome other women participation and challenge the men.

5.2 Conclusion

The findings of this research revealed that the social status of the women tempo driver is respectable. Nearly all the society and family members are supportive to their profession. By this profession they are being able to make their own social status in the society. It is also analyzed that their economic status is also improved. They have authority over their assets, control over their income and they could spent their income and they could spent their income for various purposes like family well-being, children's education, own purpose etc. These finding shows that they have increased their socio-economic status through their profession. Generally the women did not have to face any such impediments or obstacles as being female in particular or on the ground of their gender. In this case study of women tempo drivers, the researcher couldn't find the gender bias. Rather, the study found the participation of women from various castes and ethnic groups.

The income of women involved in this profession is relatively better compared to the income of women involvement in other profession who are equally qualified, which seems to be prime pull factor for ladies to chose this profession. Most of them are satisfied with the earning they draw from this profession. Generally, the earning of the female drivers supplements the basic need of the family. This adds the meaning to the status of women since they are the producer and caregiver.

In the present context, obstacles faced by women in this profession are harassment by traffic police and passengers, mental tension, more hardship, pollution and day to day work and no leisure. Majority of women are willing to remain in this profession because of the economic benefit. Their daily life schedule and life style is also totally changed after being tempo driver.

Market overtaken by the arrival of other means of transportation e.g. microbus, minibus etc. has been the main problem faced by women in this profession. Riots and strike are the main problems of this profession. Which are the threats to sustainability of this profession?

To sum up, the status of women has geared up slightly compared to the previous position after adopting this profession. They have developed new career and have experienced the meaning of struggle life. They have borne in mind, the responsibility equal to male. Their conductive nature towards family, society and nation is admirable and they have been contributing conspicuously in Nepalese economy.

5.3 Recommendation

Women's participation in economic activity is beginning in our country. The household chores done by women and their contribution in agriculture are not rated as the economic activity and thus remain unreported.

Industrialization and urbanization in the country has attracted people towards town for work. Gradually the ratio of women in search for work is also found increasing in town. Better job prospects due to urbanization and industrialization in town is the main reason behind mass migration from village to town.

Limited access to education and economic resources has resulted into poor economic productivity. Men and women are still not treated equal by our society. The job option for women is lesser than that for men. Though gender bias in the society is not as prominent as in the past decades but it is still prevalent which is hindering efficiency of the women. Women should visualize themselves as integral part of economy. The socio-cultural tradition that regards men as breadwinner and women as homemaker should be wiped out.

Regarding the profession of electric vehicle driving for women following recommendations are suggested:

- To generate more employment training opportunity should be provided to women.
- Considering the financial condition of those who are unable to pay the fee for driving training should be facilitated charging them minimum by the concerned ministry/department.
- The health hazards faced by women tempo drivers due to pollution should be neutralized by providing medical facility.

- Traffic police and passengers should be made aware against harassment toward women tempo drivers.
- An environment should be created so that everyone respects the status of women tempo driver.
- Promote policies to address women's practical, productive and economic needs.
- Promote policies to address women's practical, productive and economic needs.
- Offer a bundle of services that are need-based and which enable women's access in proved entrepreneurial and technical skills and self confidence.
- Ensure institutional representation of women in decision making.

APPENDICES

Structured Questionnaire for socio-economic study of Safa Tempo Women Drivers
in Kathmandu Valley

A. General Information

S.NO.	Questions	Reply
A.1	Name of the respondent	
A.2	Address	
A.3	Caste	
A.4	Age	
A.5	Education	
A.6	Year of coming to Kathmandu	
A.7	Reason of coming Kathmandu	

B. Marital Status

S.NO.	Status	
B.1	Single	
B.2	Married	
B.3	Unmarried	
B.4	Divorced	

C. Family Description

S.NO.	Relationship with the respondent	Sex	Age	Education	Occupation	Institution	Monthly Income
C.1							
C.2							
C.3							
C.4							
C.5							
C.6							
C.7							

D. Monthly Family Income:

S.No.	Monthly family income(Rs)	
D.1	4000-6000	
D.2	6000-8000	
D.3	8000-10000	
D.4	10000-12000	

E. Institution where the children are studying

S.NO.	Name of the Institution	Government	Boarding

F. Occupation Related Questions:

F.1 What was your occupation before you started working as a safe tempo driver?

.....

F.2 When did you join Nepal Yatayat Swatantra Majdoor Sangathan, Bagmati Anchal?

.....

F.3 What was the reason of joining Nepal Yatayat Swatantra Majdoor Sangathan?

.....

F.4 From where did you get the training for driving safe tempo?

.....

F.5 Do you own the safe tempo that you drive?

Yes

No

F.6 Do you wish to purchase the safe tempo that you drive in case you are provided with the loan at reasonable rate of interest?

Yes

No

F.7 Is your opinion given due consideration in your institution?

Yes

No

F.8 What kind of relationship do you share with the authorities in the Nepal Yatayat Swatantra Majdoor Sangarthan?

1. Good

2. Normal

3. Bad

F.9 How long do you work in a day?

.....

F.10 How much do you earn per month?

.....

F.11 Is your income sufficient to meet the monthly household expenses?

Yes

No

F.12 If not how do you manage your expenses?

1. Loan

2. Others (please specify)

F. 13 What amount of your income do you spend on the following?

S.No.	Expenditure items	Rs. Per month
1.	Food grains and other edible items	
2	Rent	
3	Education	
4	Health	
5	Loan repayment (if any)	
6	Sending money home	
7	Others (specify)	

F.14 Are you satisfied with your job?

Yes

No

F.15 Will you drive any other vehicle if given the opportunity?

Yes

No

F.16 What do you wish to drive beside safa Tempo?

1. Taxi

2. Bus

3. Truck

4. Others

F.17 What is the supportive degree of Family towards the occupation ?

1. Best

2. Satisfactory

3. Bad

4. None

F.18 What is the supportive degree of Society towards the occupation?

1. Best

2. Satisfactory

3. Bad

4. None

G. Constraint Related Questions:

G.1 Does anybody in your family have any objections regarding your job as a safa tempo driver?

Yes

No

G.2 How easy or difficult is it to drive a safa tempo?

1. Easy

2. Normal

3. Difficult

G.3 Who takes care of your children when you leave home for work?

.....

G.4 How often do you have to deal with traffic problems?

1. Very Often

2. Seldom

G.5 Have you ever deal with any kind of unpleasant incident or have you ever had cases of traffic police or passengers misbehaving with you?

Yes

No

G.6 If yes, what action did you take?

.....

G.7 Do bandas and strikes influence your schedule?

Yes

No

G.8 What do you do during Bandas?

.....

G.9 Does your proprietor give you the compensation in your salary when you are not able to drive or work during Bandas?

Yes

No

H. Question related to Socio-economic changes

H.1 How was your economic condition before you started working as safa tempo driver?

1. Good

2. Normal

3. Bad

H.2 Do you posses the following assets? (Could tick multiple option)

1. House

2. Agricultural Land

3. Tempo

H.3 Who have the access and control over the Resources (Land,house,vehicle) ?

1. Head of family

2. Husband

3. Own

H.3 Do you think your economic condition has improved after you joined this ?

Yes

No

H.4 If yes, to what level do you perceive that your economic condition has improved than before?

1. Great Improvement 2. Marginal Improvement 3. No Change

H.5 Has your monthly expenses increased or decreased after you started the driving profession?

1. Increased 2. Decreased

H.6 What kind of changes do you find in yourself?

.....

H.7 What kind of changes do you find in your children?

.....

H.8 Do you recommend other women to become safa tempo drivers?

Yes

No



Photo1: Researcher asking questions to respondents



Photo 2: The hand that steer the wheel



Photo 3: A woman about to leave the station (Sundhara)