

# CHAPTER-I

## INTRODUCTION

### 1.1 Background of the Study

In recent year, all UN conferences and conventions have emphasized women's empowerment and mainstreaming. The International Conference on Population and Development (ICPD, Cario, 1994), the Social Development Summit (Copenhagen, 1994) and the Fourth World Conference on Women (Beijing, 1995) in particular, reviewed advancement made by women in the last two to three decades, discussed the current situation and analyzed the problems in depth. With the dawning of realization that so far women have not been able to reap equal benefits from social and economic advancement, new far-reaching commitments have been made by UN member-nations for "mainstreaming" women in the development process, eliminating all discriminatory laws and practices against them, and taking appropriate measures for empowering them (United Nation, 1995) .

Gender inequality has been a subject of much concern in recent decades. The world community has acquired a great deal of knowledge about the situation of women worldwide and gained valuable insights into the process of development from a gender perspective. Women are becoming conscious of their own situation and are active in brining about gender perspective changes in the existing discriminatory social, cultural, economic and political structures. The demand for gender equality has pervaded all spheres of life, including the design and content of development strategies, policies and programs.

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 tradition view of general public about women's activities (United Nation, 1995).

The main approach taken by the Government of Nepal for women's development has been the creation of several women's sections of cells within various ministries and launching the activities directed to women. Although such activates have been moderately successful, it is perceived as a separate issue rather than an integral part of national policy and programmes. However, the government of Nepal has acceded to the "1997 United Nations Convention on Elimination of all forms of discrimination against women" on 17<sup>th</sup> December 1990. With proper implementation and better monitoring of the convention via large number of Government and Non- Government organizations it has been accepted as a bright future of women in Nepal.

Although the participation of women is gradually increased in the process of development, there are several social, cultural and economic, attitudinal practices which are directly or indirectly hindering the full participation of women in development. In this respect, several Government and Non-Government agencies are involved but these efforts to date have been made in an isolated and scattered manner. These efforts need to be coordinated, pooled and planned in order to provide a cumulative impact and also to learn from each other's experiences. This kind of approach could avoid duplication of efforts and resources. A lead agency, probably the focal point of Women Development, to undertake these responsibilities, need to be indentified and strengthen it in terms of resources and in terms of manpower (Acharya, 2000).

Comparatively a larger proportion of women are engaged in agricultural sectors than in any other industry. In industries other than agriculture the

proportionate share of men is much higher than that of women. Women in Nepal generally work for longer hours compare to men and rural women devote much longer than urban women.

The Government of Nepal has fixed the minimum wages and salaries in the industrial and/or organized sector without any gender discrimination but in practice such discriminations are noticed. Discrimination in unorganized sectors is more prominent ( Acharya, 2000).

In the International Conference on Population and Development (ICPD) meet, 1994 the Nepalese Government committed itself to improving the status of women as a social goal in its own right, as also as precondition for reducing fertility. In Beijing, Nepal's country paper featured the following strategy for enhancing women's status (Country Report Beijing, 1995).

In Nepal women are rarely seen driving public transportation vehicles in the past days, besides few exceptional cases. We have heard of few women who had driven auto riksha, taxi, buses etc. but the ladies who tried their hand on driving could not take it professionally. Driving public transportation vehicle has not been taken as a probable profession for ladies and not many women had got into it. But now the scenario is different, the electric vehicle driving is seen as the first step towards driving profession for women. The women who got into it now view microbus/taxi or even night bus driving as the probable future choice.

Sumitra Dangol was the first woman to enter this profession. She acquired license on 2054/06/15 B.S. and got into this profession. In 2055/11/07 B.S. she started a training school "Manakamana Driving Institute for Women" in Putalisadak, with a view to encouraging other women to come into this profession. 14 ladies of the first lot were trained

without any training fees by the Sumitra's Driving Institute. First lot was started by Sumitra Dangol in 2054 now 75 women approximately are there. According to this institute, the number of license holder women has reached 561 by the end of 2009. Sumitra, the first woman in tempo driving profession, is still giving continuity to this profession and she is also giving training of tempo driving in her training institute i.e. "Manakamana Driving Institute for Women."<sup>1</sup>

## **1.2 Statement of the Problem**

Women's population comprises of 50.1percent of the total population of our country (CBS, 2001). Compared to male members of the society females are less advanced and far behind in the development process of the society and of themselves. This is due to inadequacy of education, awareness and also due to poverty. Most of the women are still unable to come out from their household boundary and thus unproductive economically.

Women make substantial contributions to uphold Nepal's economy. The Status of Women Study completed in early 1980s established that women and girls together contribute more than 53 percent of the household income in rural households of Nepal. Several studies in subsequent years reconfirmed that women's labour contributions to Nepalese agriculture is substantial and at least equal to that of men yet only 48.1 percent of rural women as compared to 69.8 percent of men, are reported economically active (CBS, 2001). This indicates that a large proportion of women's labour devoted to making out a living for their families still goes unreported and unrecognized (Acharya, 2001).

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<sup>1</sup> Personal Communication with the concerned person of Manakamana Driving Institute for Women in Putali Sadak.

The review of the last few years shows that there have been some changes in the attitudes of women and the society, they are now moving towards of bolder attitude and gradually entering into challenging professions like airhostess, pilot, driving, journalism, engineering and medical field etc. Further more women as also seen actively participating in sports actives and the achievement and fame brought in by them in the marshal art events is the honour for our country.

Women are now seen entering into the field, which require physical strength also. Electric vehicle driving is also one of such professions which demands certain degree of physical power. Nowadays, women are frequently seen driving electric vehicle in the different routes in Kathmandu.

In this context this study has focused to answer the following research questions:

1. What are the socio-economic backgrounds of the women who are involved in electric vehicle driving in Kathmandu Valley?
2. What are the opportunities of this profession?
3. What kind of challenges have they faced in this profession?
4. What kind of relationship exists with co-workers and passengers?

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

The general objective of the study is to identify the causes or the hindrances on the way of progress of women and to trace out the social support for them.

The specific objectives of this study are:

1. To assess the socio-economic conditions of the lady tempo drivers.

2. To explore the interrelationship of the ladies with employer, co-workers and the passengers.
3. To describe positive and negative aspect of the tempo driving profession for women.

#### **1.4 Significance of the Study**

This study is focused on suitability of electric vehicle (safa tempo) driving profession for ladies. This study will make an attempt to analyze present day situation for ladies in this profession. The outcome of the study will figure out some practical solutions for the overall betterment of the ladies in the electric vehicle driving , which might be helpful for those who are interested to conduct research in this field in future and for teachers, students, policy makers and social workers.

#### **1.5 Organization of the Study**

The dissertation is divided into five chapters. The first chapter includes background, statement of the problem, objectives of the study, importance of the study, and summary of the organization of the study. In the second chapter, review of literature is included. The third chapter describes the methodology and limitation of the study.

Data analysis and discussion are presented in chapter four while the summary of the study and conclusion are dealt in chapter five.

## **CHAPTER-II**

### **LITERATURE REVIEW**

This chapter deals with the literatures reviewed during the study. A country requires proper planning and utilization of human resources for its economic and social development. To achieve the goals of development all the potentiality of human resources both of men and women should be properly integrated. Integrating women in gainful employment is an essential element of development for reducing gender inequality.

Development requires adequate mobilization of its human resources. Human resources refer to the skill, knowledge and capabilities of the people in the advancement of the production of goods and services.

Elimination of poverty and fulfillment of basic needs is the main aim of all the development plans and programmes in Nepal. Incorporating women in the all spheres of development work is the must to attain this goal.

Equality of right as declared by United Nations is not easy to attain. Even though law provides equality provision, it may not be possible to attain it due to various practical constraints. An economically dependent people can not expect a sense of equality with them with whom he or she is dependent. Economic self reliance is an essential factor for attaining equality of right. Therefore women are to be given opportunity to come across direct access of income in order to attain equal right or to eliminate gender inequality.

The low rate of female participation in economic activities in our country is well illustrated by the very low proportion of females in the

professional field. According to the census of 2001 the participation of male in agriculture is 54.9 percent whereas female participation is 45.1 percent, in service participation of male as 74.9 percent and female participation respectively. In sales it was 77.4 and 26.6 of the participation of male and female respectively. In professional training it was 84.9 and 15.1 percent of the male and female participation respectively (Singh, 2002).

The male/female participation in economic activities by occupation indicates a very wide gap by more than 50 percent in all other occupations except in agriculture (Singh, 2002).

Women's entry into employment is essential for becoming economically self reliant. But it does not mean that every woman enter into employment for the purpose of becoming self reliant. Women may take employment with various motives e.g. gross economic need, economic independence, use of knowledge and skill, to mix into the external environment etc but in developing country like Nepal, where majority of the people are poor or below the poverty line, the main motive for an employment will be the economic factor.

Unemployment and underemployment in developing countries like Nepal has been a major issue impending national economy. Unemployment and underemployment of women is even more than that of men.

In government administration also a wide gap between the participation of male and female is prominent. Female gazetted officers in special class rank is only 2.2 percent, in first class rank it is 3.9, in second class it is 3.6 and in third class it is 5.5 percent. Female officers in non-gazetted first class rank is 10 percent, in second class rank it is 12.2 percent, in third class officer it is 32.5 percent, in fourth class officer it is



3.7 percent and the highest percentage is that of typist i.e. 33.23 percent, 6.3 percent of women are in the post of peon. In higher rank participation of women is least compared to men (Lok Sewa Ayog , 2003).

Literacy and educational qualifications are vital indicators of women's social status. These are crucial factors for not only availing employment opportunities created in the process of modernization but also for communication with outside world. An educated wife and mother naturally hold better communication with her male counterpart in the family and command greater than one without education (Singh, 2002).

According to the census 2001, only about 34.9 percent of the Nepalese women could read and write. Comparable figures showed men's literacy rate as 62.7 percent. In spite of significant gains in female literacy rates from mere 25 percent in 1991 to 34.9 percent in 2001, women lag far behind men in literacy and educational level (Acharya, 2001). The proportion of female literacy rate is half of that of men and the proportion women with higher education is minimal, which attributes in the least proportion women with higher education is minimal, which attributes in the least participation of women in different sectors with education as their prerequisite like production/manufacturing, sales, service, and technical fields.

The entry of women into new field could be taken as an opening to a new horizon for women. Thus should be supported or encouraged wholeheartedly.

The United Nations in its declaration for Plan of Action states, "Women are a minority group numerically. Women constitute half the total population of the world. By limiting women's participation in

development, societies deprive themselves of the full talents of half their members" (UN, Equal Rights for Women-A Call for Action, 1975).

Although a woman may strive to reach the top of her profession, there is less shame for her in failure or in having only moderate success than there is for a man women may therefore be less prone than men to the career syndrome, with its almost total devotion to the workplace, often to the exclusion of outside interest. Finally, the female role allows women more emotional freedom than men. Women are permitted to express their doubts and vulnerabilities, they have more outlets for their tension and anxiety; and they have fewer inhibitions about seeking intimacy with others (Alfred, 1989).

Women and men still participate in development on unequal terms, with women gaining fewer advantages and bearing more of the disadvantages. The need is as great now as it has ever been for action to correct these biases and to bring change in the structure which underlines them.

There is no difference in the intrinsic natures of a new born baby girl and boy. It is not that a girl is passive and a boy active from the moment of birth. It is during the process of their up brining that they definite restrictions code imposed on the girls activities. From the very beginning, the qualities of shame, fear, passivity and dependence on others are instilled in girl. The natural human qualities of being active, courageous, curious, conscious, self-reliant independent and spirited are completely destroyed. The mind and mental make up of the girl is prepared according to what the society expects of her before she has even grown into her youth, in order to prepare ideal women as prescribed by society's norm (Subedi, 1993).

It is by and large "the socialization process that is responsible for the mental sets, the emotional dispositions and the prevalent behavior of women" vatsyayana's description, however presents the daily life of the male as a round of pleasures and but that of his wife as a " round of duties". Time changed but the disparity between male and female modes of life did not change. A very large part of Hindu society maintains the age old. Separations between the masculine round of pleasures and feminine round of duties even exist today." The heaven that leads men to hell" - Shakespeare. Hence, both are drink from those lips/and strike at that heart with the first." In view of remarks and observation like these, we can fully agree with Basham's conclusion that the ancient Hindu attitude to women" wail, in fact, ambivalent. She was at once a goddess and a slave, a saint and a strumpet" (Sharma, 1995).

Although all gender stratification system generally for men, there are varying degree of male dominance, or patriarchy, from one culture to another and or time period to another. At one extreme are societies in which women's power is minimal and limited to a few domestic matters: indeed, women may be confined to the household. At the other there is a continuum of patriarchy which puts in non family institutional spheres. There is only scattered evidence of societies in which women as a category have had greater social power than men a held in for long periods (Joshi, 2001).

## **2.1 The Arrival of Safa Tempo (Electric Vehicle) in Nepal**

The operation of electric vehicle was started in Nepal from Mangsir 2053 B.S. There are five main distributor of electric vehicle registered in Nepal viz, Nevi, Evco, Green Electric Vehicle, Green Valley, Bagmati Electric.

According to Mr. Bishnu Dhital, Executive Secretary Clean Locomotive Entrepreneurs Association of Nepal- CLEAN (Nepal Safe Tempo Sangh) there are approximately 575 units' electric vehicles playing in Kathmandu Valley. The total figure is 600 (approx.) units plying all over the country.

Safa tempo has been brought in as an alternative to *Birkam* tempo, which used to become 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 *Birkam* tempo for day to day work. Through it was being used by maximum number of people the bad effect from the smoke produced by them and the suffocation in breathing was not undermined.

## **CHAPTER-III**

### **METHODOLOGY**

This chapter discusses the methodology adopted for the study. A survey of 25 women in electric driving profession has been carried out in this study. The study is based basically on primary data collected through semi structured interview. This chapter elaborates on the sampling procedure, techniques of data collection and types of data collected.

#### **3.1 Study Area**

This study was conducted in Kathmandu Valley because the women who are involved in electric vehicle driving profession are mainly found in Kathmandu.

#### **3.2 Research Design**

The present research design is both descriptive and analytical. The purpose of this study is to know the socio-economic status of the women in the profession of electric vehicle driving and explore the opportunities and challenges in this profession.

#### **3.3 Sources and Nature of Data**

Data used in this study is of two types: primary and secondary. The primary data have been collected by the researcher personally, conducting field survey whereas secondary data have been derived from various published and unpublished books, reports, articles and so on. Similarly, both the quantitative and qualitative data have been collected and used.

### **3.4 Sampling Procedure**

At present, the total figure of the women in this profession is 75 persons approximately according to Eclectic Vehicle Association of Nepal.

To meet the objectives of the study accidental sampling techniques has been adopted. A total of 25 women were selected for the study.

Data is collected by dissertant herself mostly in the morning time when the respondents were on the queue at Sundhara, waiting for turn to start trip. Some respondents were interviewed at the charging station too.

### **3.5 Techniques of Data Collection**

This research has been conducted by adopting various methods for data collection..

#### **3.5.1 Semi-Structured Interview**

Semi-structured interview were conducted with the lady of electric vehicle drivers. Family background, education, income, working condition, opportunities and challenges were the main issues covered during the interview.

#### **3.5.2 Observation**

In this study observation has been done. The working conditions, physical appearance of the lady drivers, behavior of the staffs in charging stations, and co-workers etc have helped in making judgment on the information provided by the respondents.

### **3.6 Data Analysis and Presentation**

Data collected by various methods has been analyzed through mainly two processes- numerical and analytical. Basically, preliminary statistical method has been used to analyze data in this study. Data have been analyzed through tabling and employing statistical devices like percentage, average etc.

### **37 Limitations of the Study**

The Limitations of the study are as follows:

1. The study covers the data only 25 respondents out of total 75. Thus, the sample size is relatively small.
2. To meet the objectives of the study mainly accidental sampling techniques is adopted.

## **CHAPTER-IV**

### **DATA ANALYSIS AND DISCUSSION**

This chapter analyzes and discusses the data and presents the findings of the study on the basis of the collected data and the direction indicated by the study.

#### **4.1 Socio-Economic Profile of the Respondents**

The respondents having involved in Electric Vehicle Driving Profession (EVDP) in Kathmandu valley are from different socio-economic background. According to Electric Vehicle Association Nepal (EVAN), so far, 75 women are involved in this profession as a key occupation for their livelihood. Generally, women are seen to be limited within the territory of domesticity without having any access to income, wealth and employment. However, the involvement of women in electric vehicle driving profession indicates their quantum leap to achieve social and economical space in the society thereby being self-employed.

##### **4.1.1 Caste\ Ethnic 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 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 are not as strict as it used to be in the past but it still has some effects in the present society. If we take an example of caste/ethnic groups Brahmin, Newar, Chhetri and Gurang/Magar, the tradition and culture varies in vast measures which



certainly affect anyone in selecting the career for oneself. The details of the caste/ethnic composition of the respondents are given in table no. 1.

Table no. 1  
Caste/ Ethnic Composition of the Respondents

S.N.	Caste/Ethnic Group	Number	Percentage
1.	Tamang	6	24
2.	Brahmin	5	20
3.	Newar	5	20
4.	Chhettri	3	12
5.	Gurung	2	8
6.	Magar	2	8
7.	Majhi	2	8
	Total	25	100

*Source: Field Survey, 2009*

Table no. 1 shows that 24 percent of the respondents are Tamang. Maximum number of women is Tamang. The proportion of 20 percent each of Brahmin and 20 percent were Newars. The majority of the population in Kathmandu Valley is Newar who are the indigenous people of Kathmandu valley. Therefore in most of the sectors the involvement of Newar people is found in greater number in Kathmandu Valley.

But the finding is that the number of Brahmin women involved in this profession is as equal to Newar. Despite their socially prescribed profession Brahmins are changing regarding women and their works. Next are Gurung, Magar, and Majhi which is 8 percent each.

#### 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 get out for work till 25 years of age. The finding regarding the age composition is presented in table no 2.

Table no. 2

Age Structure of the Respondents

S.N.	Age- Group	Number	Percentage
1.	16-20	5	20
2.	21-25	7	28
3.	26-30	8	32
4.	31-35	3	12
5.	35-40	2	8
	Total	25	100

*Source: Field Survey, 2009*

Table no. 2 shows that 32 percent of the respondents are 26 to 30 years of age. Similarly, 28 percent of the respondents are 21 to 25 years of age. This shows a good amount of younger women's involvement in this profession. 12 percent and 8 percent of the respondents are between 31-35 and 35-40 years of age respectively.

#### 4.1.3 Marital Status of the Respondents

Women are bound to live under the guardianship of their fathers, brothers, husbands or the male members in the family. Any woman's

decision for choosing her profession or career is directly affected by her guardian's will or attitude. Many women leave or change their job/profession after marriage and many get into job after marriage. The marital status of the respondents is mentioned in table no. 3.

Table no. 3

Marital Status of the Respondents

S.N.	Marital Status	Number	Percentage
1.	Married	11	44
2.	Single	9	36
3.	Divorced	3	12
4.	Widowed	2	8
	Total	25	100

*Source: Field Survey, 2009*

Table no. 3 presents the marital statuswise distribution of the respondents. The maximum number of people i.e. 44 percent is married, 36 percent are single, 12 percent and 8 percent are divorcee, and widow respectively. This above figure shows that this profession is taken by the women of various marital statuses. The percentage of participation of the divorced and widow is least while married and single women's participation is found more in this profession i.e. 44 and 36 percent. This implies that the parents or husband's families are not being barred on the way to their profession.

**4.1.4 Family Size Distribution of the Respondents**

If there are many members in the family it needs more people's effect to support them. In such case everyone in the family tries to bring in income as per their capacity. So, it is presumed that the bigger family size puts

more responsibility on any individual. Table no. 4 shows the family size of the respondents.

Table no. 4  
Family Size of the Respondents

S.N.	Family Size	Number	Percentage
1.	1-3	8	32
2.	4-6	11	44
3.	7-9	5	20
4.	10-12	1	4
	Total	25	100

*Source: Field Survey, 2009*

As shown in table no. 4 the family sizewise, 44 percent of the respondents are from medium sized family i.e. 4-6, 32 percent are from very small sized family ie.1-3, 20 percent are from big family. Only 4 percent are from very big family. The findings prove that the bigger family size is not the factor that pushes one towards her\his profession.

#### **4.1.5 Family Support of the Respondents**

Attitude of the family directly effects the profession and career of anyone. So far the women are concerned family support is a prime concern. In fact, most of the women can not dare to go against their family. The amount of support received by the respondents by their family regarding their profession is as given in table no. 5.

Table no. 5

## Family Support of the Respondents

S.N.	Family Support	Number	Percentage
1.	Very Supportive	16	64
2.	Dislike this profession	5	20
3.	Not happy but don't oppose very strongly	2	8
4.	Indifferent	12	8
	Total	25	100

*Source: Field Survey, 2009*

As it is seen in table no. 5 that 64percent of the respondent's families are very supportive regarding the job they have chosen and they are happy about it. 20 percent of the respondent's families are not happy with the profession they have chosen and do not want them to continue in it due to the constant and continuous strees caused by the profession. 8 percent of the respondents' families are though not happy but don't oppose that strongly against their decision to adopt this profession. 8 percent families are indifferent and they don't care whatever they do. This suggests a remarkable degree of positive attitude to the families of respondents towards their profession, and also that the people are being receptive toward new profession.

#### **4.1.6 Inter-Relationship of the Respondents with the Owner of the Vehicle**

Good relationship between the employer and employee can be attributed as a factor that held's the people to remain in it and also inspire other people to get into it. Out of 25 respondent, 5 i.e. 20 percent had their own vehicle and rest i.e. 80percent were working as employee. The classification of the type of relationship is given in table no. 6.

Table no. 6

## Inter-Relationship of the Respondents with the owner of vehicles

S.N.	Inter-Relationship	Number	Percentage
1.	Good	0	0
2.	Okay	11	55
3.	Bad	0	0
4.	Indifferent	9	45
	Total	20	100

*Source: Field Survey, 2009*

Here the situation of the respondents has been categorized as good, okay, bad and indifferent to analyze the inter-relationship of the respondents with owner of vehicles. If the relationship is very cordial like that a sociological presumption, it is described as good. If the concern is only limited to the vehicle owner-employee relationship and has no problem between each other it is categorized as okay and if it is not cordial or found some bitterness in the relationship it is categorized as bad. If it is either good or bad and has no concern with each other it is categorized as indifferent.

As shown in table no. 6 the inter-relationship of the respondents with the owner of vehicle is okay of 55 percent of the respondents. And the rest 45 percent of them are not directly in touch with employer as the transaction and dealing is basically done through charging station. Many of them are found to be unknown regarding the name of the actual owner of the vehicle. None of the respondents who are in touch with the employer has reported to have bad relationship with them which can be taken as a good aspect.

#### 4.1.7 Behavior of the Passenger towards Lady Drivers

Behavior of general people/passenger in the society towards women in this profession could be motivating factor if positive and de-motivating if negative.

Especially women in our society are perceived as submissive and docile, who can hardly dare to go against the traditional values in the society. The behavior of passenger towards lady drivers as experienced by them is given in table no. 7.

Table no. 7

Behavior of the Passenger towards Lady Drivers

S.N.	Behavior of Passenger	Number	Percentage
1.	Good	17	68
2.	Okay	6	24
3.	Bad	0	0
4.	Indifferent	2	8
	Total	25	100

*Source: Field Survey, 2009*

Here, the behavior of the passenger towards respondents has been categorized as good, okay, bad and indifferent. If the behavior is respectful it is described as good. If there is disrespectful behavior by passenger and have no problem from their side it is categorized as okay and if the behavior is disrespectful toward respondents it is categorized as bad. If it is neither good nor bad and has no concern with each other it is categorized as indifferent.

Table no. 7 shows the behavior of the passenger towards lady drivers as experienced by the respondents themselves. 68 percent of the respondents have experienced good behavior from the passengers while 12 percent

said to have experienced okay of behavior from the passenger. 8 percent for indifferent and 12 percent said that some passenger behaves in a good way and some in an indifferent way. Nobody has claimed to have experienced bad behavior from the passenger.

Passenger could be from any sphere of society regardless of their age, sex, caste, religion and profession. So, the behavior of the passenger could be generalized as the behavior of the society as a whole. In this regard, the findings suggest a positive attitude of the society towards female drivers.

#### **4.1.8 Relationship of the Respondents with Male Companion**

Majority of the people in this profession are male. In fact the proportion of female is less than 10 percent as they say. The mass population of male co-workers and their behavior certainly affects the working atmosphere for women in this profession directly or indirectly. The relationship of the female drivers with male companion is given in the table no. 8.

Table no. 8

Relationship of Respondents with male Companion

S.N.	Relationship with male Companion	Number	Percentage
1.	Good	5	20
2.	Okay	15	60
3.	Bad	0	0
4.	Indifferent	5	20
	Total	25	100

*Source: Field Survey, 2009*

Here, the situation of the respondents has been categorized as good, okay, bad and indifferent to analyze the relationship. If the relationship is very cordial like that in the own family it is described as good. If there has no problem between male and female drivers but it is limited to the



professional relationship only, it is categorized as okay and if it is not cordial or found some bitterness in the relationship it is categorized as bad. If it is neither good nor bad and has no concern with each other it is categorized as indifferent.

As table no. 8 shows 60 percent of the respondents reported to have okay or average kind of relationship with their male companions. 20 percent said there is good relation with their male companions. And the next 20percent respondents said indifferent relations. They were treated like others. The findings indicate that the relationship of the respondents with the male companions in this profession is on an average good.

#### **4.1.9 Inter-Relationship among Lady Drivers Themselves**

Relationship among lady drivers themselves is one of the important factors to look to have a meaningful insight of the state of women in this profession. How a woman treats another woman in this profession or how a new-comer will be welcomed by the fellow companion is important factor to know the understanding about this profession. This will also be significant in knowing the views/opinions of women about other fellow women. The type of inter-relationship is as classified in table no. 9.

Table no. 9

Inter-relationship among Lady Drivers Themselves

S.N.	Inter-Relationship	Number	Percentage
1.	Good	7	28
2.	Okay	11	44
3.	Bad	5	20
4.	Indifferent	2	8
	Total	25	100

*Source: Field Survey, 2009*

Here, the inter-relationship among the respondents has been categorized as good, okay, bad and indifferent to analyze the relationship. If the interrelationship is very cordial like that among own sisters it is categorized as a good. if there is only professional concern among them and have no problem between each other it is categorized as okay and if it is not cordial or found some bitterness in the relationship it is categorized as bad. If it is neither good nor bad and has no concern with each other it is categorized as okay and if it is not cordial or found some bitterness in the inter-relationship it is categorized as bad. If it is neither good nor bad and has no concern with each other it is categorized as indifferent.

Table no. 9 shows the inter-relationship among lady drivers in this profession. 44 percent of the respondents reported to have average relationship whereas 28 percent have god relationship among lady drivers. 20 percent of the respondents have bad relationship among themselves. 8 percent do not have any concern with other lady drivers.

#### **4.1.10 Overall Satisfaction with this Profession of the Respondents**

Job satisfaction is a prime thing in any kind of profession for anyone to continue with it. By satisfaction, here intends to mean overall satisfaction regarding money, working atmosphere, working hours and anything related to it. In order to know the overall job satisfaction level of the respondents the dissertant has used numerical tools. Table no. 10 presents the findings as mentioned below.

Table no. 10

Overall Satisfaction with this Profession of the Respondents

S.N.	Overall Satisfaction Level	Number	Percentage
1.	Below 50percent	2	8
2.	50percent	0	0
3.	60percent	4	16
4.	70percent	3	12
5.	80percent	6	24
6.	90percent	10	40
7.	100percent	0	0
	Total	25	100

*Source: Field Survey, 2009*

The overall job satisfaction of the respondents as shown in table no. 10. The satisfaction level below 50 percent is only of the 8 percent of the respondents. The satisfaction level is 60 percent of the 16 percent of the respondents, 70 percent of the 12 percent of the respondents, 80 percent of the 24 percent respondents and 90 percent of the 40 percent of the respondents.

#### **4.1.11 Harassment/Misbehavior by Male Co-workers to the Lady**

##### **Drivers**

The measure of harassment/misbehavior if done by anyone these lady drivers must be brought out and analyzed in a specific manner in order to give exact picture of this profession. The finding regarding such behavior is presented in table no. 11.

Table no. 11

## Harassment/Misbehavior by male co-workers to the Lady Drivers

S.N.	Harassment/Misbehavior by Male Co-worker	Number	Percentage
1.	None	22	88
2.	Sexual Harassment	3	12
	Total	25	100

*Source: Field Survey, 2009*

As table no. 11 shows 88 percent of the respondents have not experienced any kind of harassment/misbehavior from the male co-workers. 12 percent have experienced sexual harassment by them. They were verbally assaulted by male drivers, which can be treated as an exceptional case that could occur anywhere in this profession.

#### **4.1.12 Harassment/Misbehavior by Employer to the Respondents**

As found during this study that there is no direct contact between employer and the lady drivers for the possibility of misbehavior is also least. But it is relevant to know about the experience of those who are in touch with them. The finding regarding such behavior is presented in table no. 12

Table no. 12

## Harassment/Misbehavior by Male Employers to the respondents

S.N.	Harassment/Misbehavior by Male Co-worker	Number	Percentage
1.	None	16	80
2.	Scolding	4	20
3.	Beating	0	0
4.	Sexual Harassment	0	0
	Total	20	100

*Source: Field Survey, 2009*

Table no. 12 shows that 80 percent of the respondents have not experienced any kind of harassment/misbehavior from the employer. Only 20 percent experienced minor scolding from the employer. This shows that the ill-treatment by the employer for the ladies in this profession but not so high in figure.

## **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 the traditional view of general public about women's activities. Besides this, the everyday tasks of family life in rural areas throughout the country involve women in labor 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 the direct economic development of the country.

Women specific activities like water and fuel collection, 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 share of such activities is not being computed in terms of its value.

### **4.2.1 Monthly Salary of the Respondents**

Monthly income/wages is an important aspect to look into for any individual to get into any profession and for any outsider to analyze the especially of any profession. The monthly salary scale of the respondents is given in table no. 13.

Table no. 13

## Monthly Salary of the Respondents

S.N.	Monthly Salary \ Income of the Respondents (in Rs.)	Number	Percentage
1.	2000.00 to 2500.00	2	10
2.	2500.00 to 3000.00	0	0
3.	3000.00 to 3500.00	0	0
4.	3500.00 to 4000.00	16	80
5.	Above 4000	2	10
	Total	20	100

*Source: Field Survey, 2009*

The monthly salary wise distribution is shown in table no. 13. Most of respondents' salary is fixed at Rs. 40000.00. As shown in the above table 80 of the respondent's salary range per month is Rs. 3500.00-4000.00. Respondents who are given 2000.00-2500.00 are given some percentage from the total earning. 10 percent of respondents' salary range above 4000.00. Therefore, comparatively the salary level can be considered satisfactory. Those women who had their own vehicle mentioned that their net income ranges from Rs.6, 000 to 8,000 per month.

#### **4.2.2 Earning Family Head in the Respondent's Family**

All the lady drivers live in the family and in a patriarchal society like ours; women generally live under a male member in the family, who is perceived as a family head. This family could have father, husband, brother, mother or any other senior member. This family head possess significant power in senior member in the family. So, it would be relevant to understand the decision making in the family. So, it would be relevant

to understand economic support he could provide to the family of the lady drivers. The earning family head in the respondent's family is as given in table no. 14.

Table no. 14

Earning Family Head in the Respondent's Family

S.N.	Earning Family Head	Number	Percentage
1.	Yes	16	64
2.	No	9	36
	Total	25	100

*Source: Field Survey, 2009*

As table no. 14 shows 64 percent of the respondents have earning family head whereas 36 percent of the respondent's family heads are not earning. It shows that the more of the respondent's have earning family head, who must have some impact on the respondent's decision making. If one has a non-earning person as a family head then he/she should be more liable to take financial responsibility. But the above finding suggests that all the respondents have taken up this profession while having a family-head who could provide financial support to profession while having a family-head who could provide financial support to profession while having a family-head who could provide financial support to the family. This implies that the reason for adopting this profession is not the acute financial problem in the family though not well-off financially.

#### **4.2.3 Income by other Member in the Family of the Respondents**

Individual with the economically sound background especially girls do not enter in such profession, which requires much time and some degree of physical labor to. It is the economic factor that compels or pushes a lady to inter the profession like driving, which is not a profession for

women. People who require economic support more or a strong economic source joins a challenging profession like this. People who has earning family members or they have sufficient income by other members in the family they don't try too hard to get income. More details are given in the table no. 15.

Table no. 15

Income by Other Member in the Family of the Respondents

S.N.	Other Earning Member in the Family	Number	Percentage
1.	None	4	16
2.	One person	15	60
3.	Two person	4	16
4.	Three person	1	4
5.	Above Four	1	4
	Total	25	100

*Source: Field Survey, 2009*

Table no. 15 shows that only 4 percent of the respondents have three persons and four persons each as the earning family members at home. 16 percent of the respondents have 2 persons other to support their family. 16 percent of them have no one in the family to earn and support the family financially except for the respondent herself. 60 percent of the respondents have 1 person to earn a living beside respondents. The figure presented above is excluding the respondents as earning member. This finding presented above is excluding the respondents have other earning member (s) in the family. Only less than 20 percent of the respondents in this profession are the only person to earn bread for their family.

#### **4.2.4 Expenditure of the Respondent's Salary Per Month**

The expenditure of the respondent is basically studied in order to know the expenditure pattern or which of the purposes what proportion of



money is being spent. This also gives us the idea the reason for them to work. The expenditure pattern of the respondents is as given in the table no. 16.

Table no. 16  
Expenditure of the Respondent's Salary Per Month

S.N.	For Family (in Percent)	Number	For Herself	Number	Percentage
1.	Less than 10	1	More than 90	1	4
2.	10 to 20	0	80 to 90	0	0
3.	20 to 30	1	70 to 80	1	4
4.	30 to 40	1	60 to 70	1	4
5.	40 to 50	0	50 to 60	0	0
6.	50 to 60	1	40 to 50	1	4
7.	60 to 70	0	30 to 40	0	0
8.	70 to 80	5	20 to 30	5	20
9.	80 to 90	0	10 to 20	0	0
10.	More than 90	16	Less than 10	16	64
	Total	25		25	100

*Source: - Field Survey, 2009*

Table no. 16 shows the mode of expenditure of the respondents which is basically for either family or the respondents themselves. 64 percent of the respondents spend 90 percent and more of their earnings for the family. 20 percent of the respondents spend 70-80 percent of their earning for the family. 4 percent of the respondents spend more than 90percent for themselves, 4 percent 70-80 and 60-70 each for themselves, 4 percent 70-80 and 60-70 each for themselves and rest for the family. 4 percent of the respondents spend 50 to 60 for the family and on themselves. This shows that the majority of the respondents' earning is for supporting the family economically.

#### 4.2.5 Punctuality in Giving Salary to the Respondents

In many places the wages are not given to the workers on time or as assured before. Workers are seen exploited by employer in such manner frequently. People work for whole month or for particular period of time thinking that if they will get paid for at the end, but if they are not given the due salary/wages on the due time it will be a disaster for them. So, if there is the certainty about the salary/wages will be given on time as promised before it will affect the credibility of the worker in a positive way. The punctuality in giving salary to assure the worker can give a positive result. The punctuality in giving salary to the respondents is as mentioned in the table no. 17.

Table no. 17

Punctuality in Giving Salary to the Respondents

S.N.	Punctuality in Giving Salary	Number	Percentage
1.	Always on due time	13	65
2.	Sometime delayed	5	25
3.	New comer (2 weeks)	2	10
	Total	20	100

*Source: Field Survey, 2009*

Table no. 17 shows how timely the salary is given to the respondents. Salary is given on the monthly basis and as shown above though it is sometimes delayed mostly given on due time. 65 percent of the respondents reported that the salary is given on due time, 25 percent reported it is sometimes delayed and 10 percent of them are yet to receive their first salary because they had not completed a month at work when the survey was conducted during the data collection.

#### 4.2.6 Respondents' Satisfaction with the Present Salary

Compared to the wages/salary given in other profession, the income drawn by this profession is unsatisfactory. As the finding shown in the table no. 13 the average salary range in this profession is Rs. 4000/- per month, which is a sufficient amount any women can draw with the type of educational qualification as required in this profession. The respondents' level of satisfaction with the present salary is shown in table no. 18.

Table no. 18

##### Respondents' Satisfaction with the Present Salary

S.N.	Satisfaction Level	Number	Percentage
1.	Satisfied	13	65
2.	Average	5	25
3.	Not satisfied	2	10
	Total	20	100

*Source: Field Survey, 2009*

As the table no. 18 shows the most of the respondents are satisfied with their salary level. 65 percent of the respondents are satisfied with the salary amount drawn by them. 25 percent said it is neither high nor dissatisfactory. Only 10 percent are not satisfied with their salary range.

#### 4.2.7 Family Influence on the Decision Making of the Respondents

The decision making power is still limited to a hand-full of education women of advance urban society. In a patriarchal social like ours women are heavily influenced by the family and society in decision making of women.

Table No 19

## Family Influence on the Decision Making of the Respondents

S.N.	Family Influence on Decision	Number	Percentage
1.	Family and oneself	17	68
2.	More rely upon family	4	16
3.	More rely upon oneself	4	16
	Total	25	100

*Source: Field Survey, 2009*

As table no. 19 shows that the family influence on decision making of the respondents is 68 percent and the decision making depends upon oneself is also 16 percent. But the majority of the respondents made decision along with the family. This implies that the family influence is quite prominent in decision making of the respondents as only 16 percent could make decision by themselves.

### 4.3 Educational Aspect

On the basis of periodic national plan policies, Nepal has made a considerable effort to expand primary school education. But substantial male-female disparities exist. Although there is no legal barrier to equal access to education, boys are given preference over girls in formal education continued to be low compared to that of males.

#### 4.3.1 Education Level of the Respondents

Literacy is perhaps the most important single means for attaining social and economic development. In common interpretation those who can read and write are considered literate. The education level of the respondents is as given in the table no. 20.

Table no. 20

## Education Level of the Respondents

S.N.	Level	Number	Percentage
1.	Illiterate	4	16
2	Just Read and Write	5	20
3	Primary(class 5passed)	4	16
4	Secondary (class 10passed)	11	44
5	Master Level	1	4
	Total	25	100

*Source: Field Survey, 2009*

In the table no 20, the education level of the respondents has been shown in which 16 percent are illiterate, 20 percent of the respondents are literate but never enrolled in school. 16 percent of them studied up to primary level and 44 percent could reach up to r secondary level passed. Only 4 percent of the respondents have completed master's level successfully. Thus, in general the education level of the respondents can be considered below satisfactory level. The only respondent who could complete master level was Sumitra Dangal, who also happens to be the first lady to come into this profession.

#### **4.3.2 Reason for Discontinuing Study**

There could be several reasons for people to drop their study. In the poor country like ours financial problem is seen as the main hindrance on the way of education more details is as given in table no. 21.

Table no. 21  
Reason for Discontinuing Study

S.N.	Reason for Discontinue Study	Number	Percentage
1.	Never Enrolled in School	7	28
2.	Financial Problem	5	20
3.	Had to work at home or elsewhere	5	20
4.	Failed several times	4	16
5.	No self interest	2	8
6.	Due to unavailability of schools in the area	1	4
7.	Completed (M.A.)	1	4
	Total	25	100

*Source: Field Survey, 2009*

The main reason behind dropping out from the school is poor economic condition. This has been the reason for most of the 36 percent illiterate women who could never go to school. 12 percent of the lady drivers left the school due to work load at home. As there are not sufficient number of schools in many of the villages in Nepal for higher education 8 percent of the them had to stop their studies after primary level due to unavailability of school in that particular area. 8 percent were found to have dropped out form school due to lack of self interest, 13 percent of them had left studies because they could not do well or failed several times, these were mostly those who could not pass test or SLC exams. Only 4 percent could complete master's level successfully.

#### **4.4 Training**

One can not enter this profession without learning driving skills in formal or informal way it is going to risk the life of the driver as well as others in

the case of vehicle accident. Therefore to avoid such risks nobody is advised to drive vehicle on road. As per the new regulation the drivers must have acquired training form the authorized training school to get the driving license.

#### **4.4.1 Training (formal/informal) Acquired by the Respondents**

As there are several training schools for learning driving skill. Many of the respondents have learned driving from training school, which is regarded as formal training. And several of them learned driving from friends informally as well, which is regarded as informal training. This is discussed in detail in the table no. 22.

Table no. 22

Training (formal/informal) Acquired by the Respondents

S.N.	Training	Number	Percentage
1.	Formal	17	68
2.	Informal	8	32
	Total	25	100

*Source: Field Survey, 2009*

As the table no. 22 shows that 68 percent of the respondents have gone through formal training from driving school. 32 percent respondents have learned from their friends & relatives.

#### **4.4.2 Training Duration of the Respondents**

The duration of training period depends varies from person to person depending upon the capabilities of the respondents. Not all the people are equally receptive to learn anything under similar cir circumstances. The details given in table no. 23

Table no. 23

## Training (formal/informal) Acquired by the Respondents

S.N.	Duration	Number	Percentage
1.	Less than a month	7	28
2.	1 months	9	36
3.	2 months	5	20
4.	3 months	4	16
	Total	25	100

Source: Field Survey, 2009

As the table no. 23 shows generally 1 month time is taken by most of the respondent to learn driving Electric Vehicle. 36 percent have completed their training within 1 month. 28 percent have learnt it in less than 1 month. 20 percent took 2 months and 16 percent took 3 months time to complete the training. Therefore it can be concluded that the training duration in general is 1-2 months.

#### 4.4.3 Training Cost/Expenses Borne by the Respondents

During the study it is found that the training schools charges Rs. 4000/- to 6000/- The training cost charged by the driving schools is assumed as little high for the respondents, which is discussed in the table no 23.

Table no. 24

## Training Cost/Expenses Borne by the Respondents

S.N.	Training Cost/ Expenses	Number	Percentage
1.	1000-2000	2	8
2.	2001-3000	3	12
3.	3001-4000	3	12
4.	4001-5000	6	24
5.	5001-6000	3	12
6.	More than 6000	0	0
7.	No expenses (informal training)	8	32
	Total	25	100

Source: Field Survey, 2009



The training cost spent by the ladies to get driving training is 5000/- of 24 percent of them. 12 percent have spent around 6000/- for training 12 percent each spend around 3000/- and 4000/-. 8 percent of them spent 1000-2000. And 32 percent acquired training without any training fees form relatives/friends.

#### **4.4.4 Involvement of Duration of the Respondents in this Profession**

Since the operation of Electric Vehicle itself does not have a long history in Nepal, the involvement of women in this profession was also not long ago, which is shown in table no. 25.

Table no. 25

Involvement Duration of the Respondents in this Profession

S.N.	Time Duration	Number	Percentage
1.	Less than 3 months	2	8
2.	3-6 months	3	12
3.	6-12 months	3	12
4.	12-18 months	6	24
5.	18-24 months	3	12
6.	24-30 months	0	0
7.	30-36 months	8	32
	Total	25	100

*Source: Field Survey, 2009*

Table no. 24 shows the involvement duration of the respondents in this profession. 8 percent of the respondents are found to be involved in this profession for less than three months only. Similarly, 12 percent of the respondents are found to be involved 3-6 months, 6-12 months respectively. In the same way, 24 percent of the respondents are found to be involved in this profession for 12 – 18 months. Another 12 percent of

the respondents are found to be involved in this profession for 18- 24 months. Similarly, 32 percent of the respondents are found to be involved in this profession for 3 -36 months which is the longest involvement duration.

#### **4.4. 5 Involvement of the Respondent in Other Jobs(s) Prior to this Profession**

Many people have come t this profession from other job due to various reasons. People change their job for better job prospects. Better pay scale, good working condition in general could be the pull factor for anyone to attract towards it. The previous job of the respondents is as given in the table no. 26.

Table no. 26

Involvement of the Respondent in Other Jobs(s) Prior to this Profession

S.N.	Previous Job	Number	Percentage
1.	Garment/ soap/biscuit factory	5	20
2.	Tailoring shop	5	20
3.	Family business	4	16
4.	Hotel/restaurant	3	12
5.	Kubet	2	8
6.	Domestic servant	2	8
7.	Primary school teacher	1	4
8.	None	3	12
	Total	25	100

*Source: Field Survey, 2009*

As the table no. 26 shows majority of respondents have come to this profession from factories (garment, soap, and biscuit) and tailoring shop 20/20 percent each. 16 percent were engaged in family business which was mostly seen as the business of grocery shop. 12 percent were

employed in hotel/restaurant. 8 percent had worked in Arabian country (as a house maid or cook). 4 percent worked as primary school teacher. 8 percent worked as domestic servant. 8 percent were not involved in any job prior to this. This shows that people from different types of jobs have been attracted towards this profession. there must be some lucrative points such as better salary level and better working in this profession for people to leave whatever they were doing and adopt this profession.

#### 4.4.6 Willingness to Continue in This Profession

If people view the job as the promising one of if they see good future in it people will be willing to continue with it. Otherwise they will look for other alternatives. The willingness of the respondents to continue in this profession is as given in the table no. 27.

Table no. 27

Willingness of the Respondents to continue in this Profession

S.N.	Previous Job	Number	Percentage
1.	Yes	14	56
2.	Not sure	7	28
3.	Family business	4	16
	Total	25	100

*Source: Field Survey, 2009*

As the table no. 27 shows 56 percent of the respondents were willing to continue with this profession, only 16 percent were unwilling to continue it in future. 28 percent of them were not sure about the future step. This implies that the future prospect is viewed as a reliable one by most of the respondents.

#### 4.4.7 Alternative Choice to this Profession of the Respondents

Alternative choice as viewed by the women in this profession will be an important aspect to study. As most of the women have been involved in various job prior to this they have some ideas about the jobs other than this. The alternative choice as viewed by them is as given in the table no. 28.

Table no. 28

Alternative Choice to this Profession of the Respondents

S.N.	Previous Job	Number	Percentage
1.	Tax/microbus driving	9	36
2.	Tailoring	3	12
3.	Grocery shop	2	8
4.	Beauty Parlor	2	8
5.	Not Known	9	36
	Total	25	100

*Source: Field Survey, 2009*

Table no. 28 shows the probable alternative as viewed by the respondents. 36 percent of the respondents said tax/microbus driving could be the best alternative option to this profession. 12 percent said tailoring, 8 percent said grocery shop and 8 percent said beauty parlor could be the alternative choice they would go for if necessary. Tailoring and grocery shop were pointed by those who were in those profession prior to this. 36 percent of the respondents said they don't have any idea about it. Thus driving itself is viewed by most of the respondents as the probable alternative by most of the respondents.

#### **4.5 Prose and Cons of Tempo Driving Profession for Women**

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

Meanwhile, inadequacy of proper training facility for the drivers and irregularity in charging training fees by various driving schools have been observed as the problem confronted by many of the respondents. And working throughout a week has been seen as a bit problematic for women in this profession.

There are rare cases of road accidents by the vehicles driven by women, this fact is true not only for electric vehicles but for all the vehicles like cars, motorcycles, scooter etc. Comparatively violation of traffic rules is also seen very less by women drivers than men. We all agree the fact that women are subtle and gentler and they are less aggressive than men. So, they are more restricted in following the rules.

Traffic officers also agree that except few cases like stopping the vehicle in no parking zone there is hardly any case of road accident by women electric vehicle driver.

Why they have chosen electric vehicle but not taxi, minibus, bus microbus etc? One of the reasons for them for choosing electric vehicle is that these vehicles move in certain fixed routes and they are not bound to go to the places other than this route as in the taxi where the driver is supposed to go to any place a passenger asks to reach, which is not a safe thing for women.

Secondly, driving this vehicle is safer for women because vehicles carry several passengers, even if someone tries to misbehave with the lady driver others will be there for their help.

Electric vehicle is of reach arrival and its operation is also not so complicated technically. These are ungeared vehicles; there is function of brake and accelerator only, no function of gear. This makes the operation and control of the vehicle easier for women.

Electric vehicle driving is though safer; the provision of a seat for passenger with driver does create some problem for them. Sometimes the passenger who takes seat with the driver tries to misbehave with them by sitting closing to them or talking nonsense with them. These kinds of misbehavior are done mostly by adults or elderly people than youngsters and also by the drunken persons.

In general, the main obstacles confronted by the people in this profession as a whole, observed during this study by the dissertant are the tough competition given by the microbus, NGO's recent regulation of concession for students, and also the present condition of Nepal where the Chakka Jam (vehicle strike) and Nepal *Bandh* (all Nepal strike) has become a frequent phenomena.

The arrival of microbus in valley gave tough competition to electric vehicle. Microbus is comparatively comfortable and sophisticated than electric vehicle, which easily attracted passengers towards it.

There are now around 6000 unit of microbuses of various manufacturing companies i.e. *Nissan, Toyota, Mitshubishi, Isuzu, Mazda, Suzuki* and Chinese plying in Kathmandu valley according to Mr. Kedar Shrestha, Sr. Sales Manager, United Traders Syndicate (Toyota Motors). The large

number of minibuses which were pushed in shortly after the arrival of electric vehicles has the following points as observed by the dissertant during this study that puts it in the superior position to the electric vehicle:

1. Comfortable and sophisticated finishing of microbus is one of the attracting points of these vehicles. The appearance of microbus is far ore sophisticated than electric vehicle and it also gives the comfort of van or taxi.
2. It runs faster than electric vehicle on roads. These vehicles have geared mechanism and the greater cubic capacity and horse power give them greater power.
3. Minibuses came in Kathmandu in large volume around 600 nos. of various companies. The operation of microbus as first started on 2000 AD. Various companies' minibuses came forth at around same time.
4. The fare of microbus is Rs. 10.00 to Rs. 15.00 depending upon route, which is equal to that of electric vehicle. This is also one of the reasons that people prefer microbus.

The business of electric vehicle has been cut down by the arrival of microbus. The business share enjoyed by electric vehicle has been reduced to 50percent of even less. Secondly, they are facing a problem created by the government's recent regulation regarding concession for student.

Thousands of people who commute daily using public transportation service were left stuck for at least four days when transport entrepreneurs kept their buses, minibuses and tempos off the streets. The entrepreneurs took the decision to stay off the road after the CPN (ML) sister

organization - ANNFSU demanded that students be provided fifty percent discount on fare.

The chaos in the public transportation service came to an end temporarily after the government and the transport entrepreneurs reached an agreement regarding the students' demand for 50 percent student discount on all bus fares, the immediate reason for this week's transport strike. They settled for 45 percent discount on transportation fare for students.

The regulation for student concession is in fact, a good decision but it has brought some complication for the drivers to recognize who is the actual student and who is not? It is not very difficult to deceive the less educated driver for part of cunning people. As far as the *safa tempo* is concerned, the earning is collected trip-wise from the drivers & how the concession given to the student would be calculated and settled is still not confirmed. In this case drivers will be the main group who will be in loss.



## CHAPTER-V

### SUMMARY AND CONCLUSION

#### 5.1 Summary

Nepal recognizes the importance of women's role in economic development. Even though women are considered vital and productive workers, their access to productive resources have remained limited. So far, the formal economy is concerned women are far behind men. Women's actual labor force participation continues to be under reported because much of the work women do in the subsistence farming and household works are not classified as being economic.

This study has main objective of probing into the pros and cons of this profession for the women. Its specific objectives were to asses the socio-economic condition of the women in this profession, to find out the motivating factor for the women to adopt this profession, to comprehend the feasibility and the scope of this profession for women. And also to explore the attitude and perception of the society as well as the people involved in this profession.

The basic operation area of electric vehicle is Kathmandu Valley. The operation of electric vehicle was first started in *Mangsir* 2056. There are around 775 units' electric vehicles playing all over Nepal of which mere than 650 units play in Kathmandu Valley only. These vehicles are driven by women in Kathmandu Valley only till date.

The number of ladies in electric driving profession is around 75 till date. The data presented in this study has been collected by the dissertant herself by conducting interviews with structured questionnaire during the

period of December 2009 and the collected data has been analyzed using simple statistical tools.

Among 25 lady drives maximum percentage of the women were *Tamang* which was 24 percent. A remarkable percentage of Brahmin women are found involved in the profession i.e. 20 percent which is equal to that of *Newar*. Women form *Chhetri* caste were 12 percent and the rest were other caste/ethnic group.

60 percent of the women were between the age group of 21-30, which is the mean age for work. Adolescents from 16-20 have also found involved in this profession in good volume i.e. 20 percent which is equal to that of the age group between 31-40.

Majority of women involved in this profession are married i.e. 44 percent of them; 36 percent of them were unmarried living with their parents. The percentage of divorcees and widows are least, 12 and 8 percent respectively. This reveals that this profession is not adopted only by those who leads individual life or those who are not answerable to the family but 80 percent women in this profession have families either parental or husband's.

The family support to the lady drivers was also very encouraging; 64 percent respondents' families were very supportive and encouraging 20 percent's do not like that much but they are not strictly against their profession. Only 8 percent families dislike this profession and wanted them to quit. And the rest 8 percent's families were not concerted about whatever they do, however, the co-relation for the lady drivers with employer, male companion, passenger and among lady drivers themselves. It is found that most of the drivers were not in touch with the actual owner of the vehicle. The vehicle is kept in charging stations and

all the transactions and business was done through the staffs in charging station. 56 percent of the women replied that they have no such concern with the owner, some of them who were in touch with the owner reported to have okay kind of relationship with the owner. The behavior of the passenger/general people was also found good towards lady drivers. None of the lady drivers reported to have experienced bad behavior from them. 80 percent of them have found receiving good behavior from them. 8 percent of the lady drivers said that the passenger were indifferent towards them .12 percent said some behaves in a good manner and some in indifferent. Similar kind of response came regarding the co-relation with the male companion. As far as the relationship among lady driver is concerned 20 percent of the respondents were found to have bad relationship with the other lady drivers 72 percent had good relationship and 8 percent of them had no concern with each other. The harassment/misbehavior by the employer of any kind was not experienced by 84 percent of the respondents. 16 percent of the ladies have been scolded by the owner/employer regarding their work. Similarly, 88 percent of the lady drivers have not experienced any kind of harassment/m misbehavior from their male companion. But 12 percent of them have experienced sexual harassment from male drivers most of which was in the form of verbal assault and the use of obscene words.

The monthly salary was generally fixed at Rs. 4000/- per month for drivers (both male and female). But if they were unable to get the trip as it is supposed to do depending on the condition of the battery the deficit amount is deducted in the driver's salary, and if they could manage to do more trip than what they were supposed to then the extra money goes to their pocket. Salary was given in the due time. It is found during the study that 72 percent for the respondents were satisfied with the salary level.

Only 8 percent were dissatisfied with the salary level and 22 percent had the average satisfaction level.

16 percent of the lady drivers were found illiterate 20 percent literate but not enrolled in school. 16 percent studied up to class 5.44 percent went up to higher secondary behind dropping the study is financial, poor economic condition has been the reason for most of the 36 percent illiterate women who could never go to school. 12 percent of lady drivers left the school due to work load at home. as there are not sufficient number of schools in many of the villages in Nepal for higher education 8 percent of the them had to stop their studies after primary level due to unavailability of school in that particular area. 8 percent were found to have dropped out form school due to lack of self interest, 12 percent of the them had left studies because they could not do well or failed several times, these were mostly those who could not pass test ors SLC exams. Only 4 percent could complete masters' level successfully.

Forum training from driving school has been acquired by 68 percent of the lady drivers whereas 32 percent of them learned driving from friends. However plenty of them who paid the fees to the training schools were not trained properly and had to learn from friends afterwards. Most of them were taught to drive the vehicle on open ground but not one road. 36 percent of them learned to drive vehicle within 1 month time 36 percent of them learned to drive vehicle within 1 month time. 36 percent 2-3 months and the rest 28 percent claimed to have learned it in less than 1 month time.

The training fees spent by the ladies to get driving training is 5000/- of 24 percent of them. 12 percent have spent around 6000/- for training, 12 percent each spend around 3000/- and 4000/- 8 percent of them spent

1000-2000. And 32 percent acquired training without any training fees from relatives of friends.

People who could not get proper training from training school even after paying so much felt cheated by the training schools. 20 percent of the women used to work in factories like garment, soap or biscuit prior to this profession. 20 percent used to stitch cloths in tailoring shop. 16 percent used to help their family members in the family business like grocery shop, 12 percent were employed in hotel or restaurant. 8 percent worked in Arabian Country (Kubet) as housemaid and cook. 12 percent were not involved in any profession prior to this.

Majority of women wanted to continue in this profession. 56 percent showed their willingness to remain in this provision. 28 percent were uncertain about giving continuity to this profession while 16 percent were unwilling to continue this profession in future.

If they were to change their profession/job as an alternative choice most women have preferred was taxi/microbus driving which was preferred by 36 percent of them. 36 percent were unaware about what could be the best alternative choice. 12 percent preferred tailoring. 8 percent each preferred grocery shop and beauty parlor.

Thus, on the light of the findings from this study conclusion derived was encouraging for women as well as for the society. So far, few recommendations have been suggested for the further growth of women on this profession.

## **5.2 Conclusion**

Involvement of several caste and ethnic groups has been found in this profession. The findings of this research revealed that 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.

No gender discrimination is found regarding their salary/wages by employer. They received good behavior from passenger, society as well as others who are in the same profession. Family support towards them regarding their professional career is also remarkable. Most of them have entered this profession with the consent of their family, least no of women lead individual life found in this profession.

The income by this profession is better compared to other profession which seemed to be the prime pull factor for these ladies to get into it. Most of them were satisfied with the earning they drew from this profession. Generally the earning of lady drivers was to supply the economic condition of the family.

Training schools even after charging high fees did not give proper training to them. The feeling of being cheated by training schools found common among most of the ladies. Majority of women are willing to remain in this profession or they want to go further for microbus/taxi driving.

In the context of situation of electric vehicle (Safa Tempo) business as a whole, the impediments/obstacles faced by women in this profession is the common problem of the all the people in this profession regardless of their gender.

Market share divided by the arrival of other means of transport e.g. Microbus, riots and strikes have been the main problem faced by people in this profession.

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**Women in Electric Vehicle (Safe Tempo) Driving Profession**  
**Case Study of Lady Drivers of Kathmandu Valley**

**Questionnaire Form**

**1. Personal Details**

Name:

Age:

Permanent Address:

Present Address:

Caste/Ethnicity:

Marital Status : Single /Married/Divorced/Widow

**2. Family Background**

Number of Persons of Family: \_\_\_\_\_

Father/Husband: \_\_\_\_\_ (earning/not earning)

If earning Father/Husband's Occupation: \_\_\_\_\_

If earning, what percentage of it is spent for the family :

- a. Almost 100percent
- b. Around half of it.
- c. Less than 50percent
- d. Doesn't give it to the family.

Number earning members in the family: \_\_\_\_\_

Is it spent for the family? If yes how much?

- a. Almost 100percent
- b. Around half of it.
- c. Less than 50percent
- d. Doesn't give it to the family.

Number of people in the family.

Below 18 yrs.

18 to 60 yrs.

60 yrs. and above

### 3. Educational Level

Literate/Illiterate :

If literate, studied at home or went to school. \_\_\_\_\_

If went to school upto which standard. \_\_\_\_\_

If went to school upto which standard: \_\_\_\_\_

Reasons for dropping school:

- a. Financial problem
- b. Family matters
- c. Due to work load
- d. Others (specific) \_\_\_\_\_

If other member in the family are literate.

	<u>Relation</u>	<u>Education</u>
a.	_____	_____
b.	_____	_____
c.	_____	_____
d.	_____	_____

### 4. Training

Did you have any training?

- a. Formal
- b. Informal

If formal, where (name of the training institute) \_\_\_\_\_

Training duration: \_\_\_\_\_

Training: \_\_\_\_\_

## 5. Working Condition

For how long you have been in this profession? \_\_\_\_\_

Working Status; (Part time/Full time)? \_\_\_\_\_

Working hours: \_\_\_\_\_

Did you work before? Yes/No.

If yes where and Yes/No.

If yes where and when?

	<u>Place</u>	<u>Date</u>
a.	_____	_____
b.	_____	_____
c.	_____	_____

Reason for leaving there:

a. \_\_\_\_\_

b. \_\_\_\_\_

c. \_\_\_\_\_

Relation with the present employer

a. Treats you very well.

b. Treats you very okay.

c. Treats you bad.

d. Indifferent.

Relation with the male co-workers.

a. Treats you very well.

b. Treats you very okay.

c. Treats you bad.

d. Indifferent.

Co-relation among lady drivers themselves.

- a. Very good.
- b. Good.
- c. Average
- d. Bad.

Have you ever been misbehaved by your employer? if yes, in what manner ? (specify)

- a. Scolds or threatens to fire from work. \_\_\_\_\_
- b. Beating. \_\_\_\_\_
- c. Sexual harassment. \_\_\_\_\_
- d. Other. \_\_\_\_\_

How often does he/she do this?

- a. Almost always.
- b. Once or twice a month.
- c. Once or twice in six months.
- d. Once in a while.

Have you ever been misbehaved/ harassed by male co-worker? If yes, in what manner?

(Specify)

- a. Beating \_\_\_\_\_
- b. Sexual harassment \_\_\_\_\_
- c. Other kind of harassment \_\_\_\_\_

How often do you experience this?

- a. Almost always.
- b. Once or twice a month.
- c. Once or twice in six months.
- d. Once in a while.

How do general people treat you while you are on duty?

- a. In a respectful way.
- b. They feel odd seeing a lady as a driver.
- c. Badly.
- d. Indifferently.

## **6. Earnings**

Wage payment pattern

- a. Daily
- b. Weekly
- c. Fortnightly
- d. Monthly
- e. By-monthly

Pay scale: \_\_\_\_\_

- a. Beating \_\_\_\_\_

Is the salary given in the due time?

- a. Always Given on time.
- b. Sometime Delayed.
- c. Never given on time.

Are you happy with the present earning ?                      Yes/No.

If no what do you think would be the reasonable salary for you? \_\_\_\_\_

Have you spoken with your employer about your dissatisfaction with the present salary ? Yes/No.

If yes, what is his/her reaction?

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What percentage of your salary is spent for the following:

(Specify, in what way)

- a. For the family : \_\_\_\_\_
- b. For yourself: \_\_\_\_\_

**7. Your family's support & their attitude towards you**

- a. Very supportive & appreciate what you are doing.
- b. They don't like your profession and ask you to quite.
- c. They don't care about whatever you are doing.
- d. They are not happy but can not do anything about it.

**8. Your planning for future**

Are you happy with present work? Yes/ No.

If no, would you like to leave this profession? Yes/ No.

If yes, what do you want to do next?

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How do you rank your satisfaction from 1 to 10?