

**YANGON UNIVERSITY OF ECONOMICS  
MASTER OF DEVELOPMENT STUDIES PROGRAMME**

**THE ECONOMIC SITUATION OF  
TRISHAW-DRIVERS  
(Case Study – Hlaing Township)**

**SAI NOAN  
MDevS -2 (12<sup>nd</sup> BATCH)**

**MAY, 2018**

**YANGON UNIVERSITY OF ECONOMICS**  
**DEPARTMENT OF ECONOMICS**  
**MASTER OF DEVELOPMENT STUDIES PROGRAMME**

**THE ECONOMIC SITUATION OF**  
**TRISHAW-DRIVERS**  
**(Case Study – Hlaing Township)**

A thesis submitted in partial fulfillment of the requirement for the Degree of  
Master of Development Studies (MDevS)

**Supervised by:**

Dr. Ni lar Myint Htoo  
Professor  
Department of Economics  
Yangon University of Economics

**Submitted by:**

Sai Noan  
Roll No. 2  
MDevS (12<sup>nd</sup> Batch)

**May, 2018**

**YANGON UNIVERSITY OF ECONOMICS**  
**MASTER OF DEVELOPMENT STUDIES PROGRAMME**

This is to certify that this thesis entitled “**THE ECONOMIC SITUATION OF TRISHAW-DRIVERS**”, submitted as a partial fulfillment towards the requirements for the degree of Master of Development Studies has been accepted by the Board of Examiners.

**Board of Examiners**

1. Professor Dr. Tun Aung  
Pro-Rector  
Yangon University of Economics (Chief Examiner)
2. Daw Aye Aye Myint  
Professor and Head of Department of Economics (Retd)  
Director of Central Bank of Myanmar (Examiner)
3. Professor Dr. Thida Kyu  
Professor and Head  
Department of Economics  
Yangon University of Economics (Examiner)
4. Professor Dr. Le Le Wai  
Department of Business and Economics  
National Management Degree College (Examiner)
5. Dr.Naw Htee Mue Loe Htoo  
Associate Professor  
Department of Economics  
Yangon University of Economics (Examiner)
6. Daw Aye Sandar Win  
Lecturer  
Department of Economics  
Yangon University of Economics (Examiner)

**May, 2018**

## **ABSTRACT**

Developing countries of informal sector are constitutes an important area of the economy. The people who work in informal sectors (trishaw drivers) are less skill, living both in urban and rural area and their income or employment generations are low statement of earnings. They are the most vulnerable segment worker among the migrated rural poor people who leave there village home for a better income. The general objective of this study is to know about the economic statement of trishaw drivers in Yangon (Hlaing District). This study is based on primary data collected through the field survey and direct questionnaire to the respondents in Hlaing district. The overall analysis of the study reveals that the trishaw drivers are low earning statement of informal sector society. They are also unaware about the governmental scheme launched for low earning statement and their accessibility in basic amenities and infrastructural facilities is also very weak. Government needs to support for trishaw drivers of informal sector in education, health care and job opportunities because their economic situation are low and live standard are poor. Government need to support to be strong for the foundation informal sector (trishaw drivers) some kind of microfinance, loan, free education for people who work in informal sector, free health care and by creating job opportunities. The informal transportation sector in Myanmar's megalopolis is one of the most important economic activities in which the urban poverty is concentrated and the government has to support priorities implement with plan for informal sector of socio-economics of urban low earning communities. The government has to planning for informal sector of their working conditions, living conditions, Health aspect and Social Security and Welfare provisions. Informal sector of urban poor communities (trishaw drivers) were not fair enough their financial conditions on the living and housing. Majority of them were not able to get their ends through their daily earning.

## **ACKNOWLEDGEMENTS**

First and foremost, I would like to acknowledge Professor Dr. U Tun Aung, Pro-Rector of the Yangon University of Economics, for his permission for my selection of the research topic as a partial fulfillment towards the Degree of Master of Development Studies. I wish to extend deeply thanks to Professor Dr.Thida Kyu Programme Director, Master of Development Studies Programme and Professor/Head of Department of Economics for encouragement and inspiring advices. I also would like to express my indebtedness to my supervisor Professor Dr.Ni lar Myint Htoo, Professor of Department of Economics, Yangon University of Economics, for providing me continuous support and guideline to perform this research work and to prepare this concerted dissertation and for encouragement and inspiring advices to complete this research paper.

I would like to thank all of examiners for supervising thesis and their inspiring advice to prepare and to fill in writing this thesis. At last I want to thank my University and my batch mate and my colleague who help me more to get finish this thesis.

I am indebted to my mother for continuous encouragements, cooperation and mental and physical support.

# TABLE OF CONTENTS

	<b>Page</b>
Abstract	i
Acknowledgement	ii
Table of Contents	iii
List of Tables	v
List of Figures	vi
List of Appendix	vii
List of Abbreviations	viii
<b>Chapter I    Introduction</b>	<b>1</b>
1.1    Rationale of the Study	1
1.2    Objective of the Study	3
1.3    Method of Study	3
1.4    Scope and Limitation of the Study	4
1.5    Organization of the Study	4
<b>Chapter II    Literature Reviews</b>	<b>5</b>
2.1    Economic Growth and Economic Development of Informal Sector	6
2.2    Basic characteristics of trishaw pullers	6
2.3    Support the scope of three impacts for informal sector	7

<b>Chapter III</b>	<b>History of Trishaw and Trishaw puller's in Yangon</b>	<b>10</b>
	3.1 History of Trishaw and Trishaw Driver's in Hlaing Township	10
	3.2 Profile of Hlaing Township	11
	3.3 Location of Hlaing Township	12
	3.4 Demographic information of Hlaing Township	13
	3.5 Household of Hlaing Township	14
	3.6 Population of Hlaing Township	14
	3.7 The population growth rate and gender ratio	15
<b>Chapter IV</b>	<b>Data Analysis and Finding</b>	<b>18</b>
	4.1 Sample Surveys	19
	4.2 Socio-Economic Background	22
	4.3 Housing and consumer durables	22
	4.4 Profile of the Trishaw Puller's of Age and education	22
	4.5 Age and Martial Status	23
	4.6 Daily Working Hours and Weekly Engagement	28
	4.7 Earnings	30
	4.8 Change of Ability to provide Children or Dependents	33
	Education Sector	
	4.9 Condition of Debt	35
	4.10 Risk of Accident	35
	4.11 Weather/Season Good for Trishaw Driving	36
	4.12 Challenges Faced by Trishaw Drivers	38
	4.13 Case study for Selected trishaw driver	39
<b>Chapter V</b>	<b>Conclusion</b>	<b>44</b>
	5.1 Finding	44
	5.2 Suggestion	46

## LIST OF TABLES

<b>Table No.</b>	<b>Title</b>	<b>Page</b>
Table 3.1	Area of Hlaing Township	13
Table 3.2	Demographic information of Hlaing Township	13
Table 3.3	Household of Hlaing Township	14
Table 3.4	Population of Hlaing Township	14
Table 3.5	The population growth rate and gender ratio	15
Table 3.6	Costs of registration process	16
Table 4.1	Research Frameworks	18
Table 4.2	Distribution of Places of Interview and Number of trishaw Drivers Interviewed at these Places in Hlaing Township, Yangon	21
Table 4.3	Marital Status of the Trishaw Driver in Hlaing	21 Township
Table 4.4	Age distribution of Hlaing Trishaw Driver	22
Table 4.5	Age and Marital Status	23
Table 4.6	Education Status of Trishaw Pullers	24
Table 4.7	Age Vs Education Cross tabulation	25
Table 4.8	Age Vs Number of Children	23
Table 4.9	Descriptive Statistics of Number of Children	26
Table 4.10	Number of Dependent Family On Trishaw Puller	26
Table 4.11	Percentage Distribution of Socio-Economic	27



## Causes of Trishaw Pulling in Hlaing Township,

### Yangon

Table 4.12	Rent of Trishaw and Own of Rickshaw	28
Table 4.13	Working Hours of the Trishaw Pullers	29
Table 4.14	Weekly Engagement of the Trishaw pullers	30
Table 4.15	Total Daily Income of the Trishaw Pullers	30
Table 4.16	Daily Income Net profit	31
Table 4.17	Ability to eat 3 times in a day before and after Working	32
Table 4.18	Clothing's of Trishaw Drivers and His Family	32
Table 4.19	Ability Support for Child Education	33
Table 4.20	Condition of Debt	34
Table 4.21	Preferred Passengers of Trishaws Pullers	35
Table 4.22	Weather/Season Good for Trishaw Pulling	36

## LIST OF FIGURES

<b>Figure No.</b>	<b>Title</b>	<b>Page</b>
2.1	Support the scope of three impacts for informal sector	7
2.2	Analytical Framework of the study	8
3.1	Location of Hlaing Township	12
4.1	Age distribution of Hlaing Trishaw Puller	23
4.2	Total Daily Incomes of the Rickshaw Pullers	31
4.3	Weather/ Season Good for Rickshaw Pulling	37

## **LIST OF APPENDIX**

- A. Total amount of Trishaw in Yangon Township and District (2017)
- B. References
- C. Questionnaires

## **List of Abbreviations**

Yangon City Development Committee

YCDC

# CHAPTER I

## INTRODUCTION

### 1.1 Rationale of the Study

The informal sector activities of developing countries have been the main issues of any economy across the world. Informal sector of human resources are more crowd in most of the developing countries and under developing countries and their work force can effect on economic activities, where individuals and small groups of people and families are engaged in the work largely unsupported by the welfare legislation. One of the informal sectors is Trishaw transportation sector consists of small scale, mostly at a low level of community and technology and activities of self-employed with lowest incomes by struggling with to survival their daily life. In this sector consisting of skilled, semi-skilled and unskilled persons representing the illiterate, traditionally oppressed, vulnerable, economically poor and socially exploited migrating from rural areas to cities in search of comparatively better income opportunities and a chance to have better living conditions.

Low earning statement of informal sector in Myanmar is a main problem within earning less than one dollar a day. Mega Cities support opportunities for many, specially the poor who are attached by the prospect of a better livelihood. Informal sector of human resources of their occupation are causes low wages, hard physical labor, compulsion and low level of education (illiteracy) relative to their hard labor. However, informal sector of poor people are largely ignored in the government policies and trishaw drivers are not an exception. And the rural and urban poor workers are working in the informal sector does not have any social security and have many risks and denied opportunities to lead a creative life and enjoy a decent standard of living, freedom dignity and self-respect. As a government, they do not have strictly implemented and adequately encompassing the problems.

For the developing countries of the mega city is increasingly traffic congestion, irregular electric supply, high rate of air pollution, drainage of downtown, unplanned construction, excessively high land prices, urban governance which results in growing problems of rule and

regulation of law and order. Based on the urbanization and urban poverty the characteristics of developing countries do not have a comprehensive policy for the result there are major gaps in services and infrastructure ranging from irregular supply on electric to inadequate land and housing option and major traffic congestion. With the rapidly growing population and consequent vehicle increment, the problem is worsening day by day. This outrageous problem has affected the country's overall socio-economic activities on a large scale. As a result people who work in informal sector are particularly affected as they do not have the resources to find alternatives for meeting their basic needs and focuses on day-to-day problems for physical needs and not on long term plan. Among these informal sectors activities trishaw driving is also include in transportation sector and the people who migrated to urban earn their livelihood by driving trishaw are called the trishaw driver or trishaw puller. Trishaw drivers or trishaw pullers are engaged in transportation activities for getting their means of livelihood.

Trishaw drivers or trishaw pullers are disadvantageous section of the people either in waiting for the passengers or commodities or in driving the trishaws to carry the passengers and the commodities from one place to another from early morning to late evening or in whole night by peddling for miles, often carry heavier loads than their physical capacities because they are not in position to earn the needed amount of money to fulfill their basic needs of life. The informal transportation sector in Myanmar's megalopolis is one of the most important economic activities in which the urban poverty is concentrated and the government has to support priorities implement with plan for informal sector of socio-economics of urban low earning communities. The government has to planning for informal sector of their working conditions, living conditions, Health aspect and Social Security and Welfare provisions. Informal sector of urban poor communities (trishaw pullers) were not fair enough their financial conditions on the living and housing. Majority of them were not able to get their ends through their daily earning.

The purpose of the study is the statement of trishaw driver, the single trishaw driver in Yangon City, as a family strategy to access the economic opportunity is analyzed in detail. One major argument is that the trishaw drivers in informal sector had complete information regarding the prospect in the destination, and had superior income rather than unemployment and underemployment as argued by many studies. They spend most part of their income to maintain a meager urban living in slums and squatters yet, manage to save money to send back to the

family in rural areas. They have firm intention to move back to origin since they invest their saving in homestead and educating children to get rid of the agricultural labor entity.

## **1.2 Objective of the Study**

General objective of this study is to analyze the income and expenditure of Trishaw puller in Yangon (Hlaing Township) and to obtain a pure observation on several form of the condition of the rickshaw driver of Hlaing Township. Specifically, the study will examine the following:

- To analyze the overall economic situation of Trishaw Drivers (including migrated) in Hlaing Township.
- To find out the basic needs and challenges of trishaw drivers

## **1.3 Method of Study**

The method of the study was used in thesis is mainly a descriptive method of research employing both primary and secondary sources of information. Sources of data by using mostly qualitative data and collected both of primary and secondary sources of information. Study location: There are several areas in Yangon with a high concentration of manual transport workers.

This study has been conducted on Hlaing Township for collection of data from the Trishaw drivers. Firstly survey as a pilot study 50 trishaw and Total of 170 random samples of trishaw drivers from 47 gates interviewed with structured questionnaire. Sampling and sample size. The data in fact is 130 samples of trishaw drivers. Before the main survey, a pilot study visit to the selected study areas was conducted to have an idea about the concentration of trishaw pullers' population and their characteristics. It also helped to certain the way for improving the ultimate study samples. Trishaw stratified sample was drawn at random from different points of the city, ensuring the inclusion of all age groups. Selected trishaw pullers were interviewed using a more detailed structured questionnaire and were compensated for the time. The sub-sample of former trishaw pullers (i.e. trishaw pullers at some stage of their life but now engaged in another activity) were drawn from poor neighbor hoods of Haling on the basis of information provided by other individuals including trishaw puller. They were interviewed with a shorter version of

the questionnaire containing selected questions. Although both groups represent the sample population, this thesis has primarily concentrated on current trishaw pullers, and evidence from the survey of former trishaw pullers are brought in only when necessary to substantiate a point about trishaw pullers or the trishaw pulling occupation.

Required information for literature reviews has to be collected mainly from secondary sources.

#### **1.4 Scope and Limitations of the Study**

This study focused on relationship between trishaw's income and expenditure. The focus area of study is Hlaing Town ship in Yangon Region from which is selected for primary data collection. The data collected period was started from 2017 May to Jan 2018. The data collection was based on having the license trishaw driver.

Mostly qualitative in this paper and the situations of trishaw driver in data collecting and sample size does not represent the whole general livelihood of them and to analyze their income and expenditure and saving.

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

This thesis included five chapters. Chapter I is introduction; in which rational, the objectives, the method and the scope of the study are described. Chapter II is literature reviews about informal sector of trishaw pullers. Chapter III, socioeconomic background of Haling Township is described, Chapter IV is data analysis. The findings and suggestions are presented in Chapter V, which are the conclusions of this thesis.



## CHAPTER II

### LITERATURE REVIEW

#### 2.1 Economic Growth and Economic Development of Informal Sector

This study of the theory background, it is necessary to take into account the basic consideration of economic activities of informal employment and economic growth and economic development of informal sector. Therefore, the concept of economic activities of informal sector (trishaw pullers) is identified in this Chapter. Moreover, the evolution and changes of informal sectors life of (trishaw pullers).

Economics studies the many activities undertaken in relation to wealth. It scopes is wide and deep; informal sector of economic activities and social system which are formulated by their basic need in ground society in developing country.

\*Lord Robbins (1898) gave the following definition which has gained wide acceptance:

\*“Economics is the science which studies human behavior as a relationship between ends and scarce means which have alternative uses.” The definition states that economics is a science based on the observation of the activities of human being and these activities arises when persons wish to attain certain ends and have to choose appropriate resources and methods. But for the developing countries the engine of economic activities in informal sectors are huge and one third of nation economy are run in economy cycle.

There are a few studies on informal sector and trishaw driver and most of them were descriptive. There are around over twenty thousand people employed as trishaw drivers across Yangon, with divide four district area. The population of trishaw drivers in four district area of Yangon is (25,229 trishaws), it is 0.3% of the total population of Yangon (around 7 Million people). Informal sectors of income and expenditure is relative with various socio-economic characteristics and it effect on nutrition, food security, housing, migration, education, labor market and health. Income and expenditure statistics may serve as a basis for the description and analysis of a wide range of economic, social and other development issues. It can assets the

level, structure and trends of economics well-being of households and individuals in terms of the distribution of income and consumption expenditure across households and individuals for various population subgroups of interest of study. It also determines the baskets of goods and services as well as to obtain weights and other useful information for the compilation of consumer price indices, cost of living indices, of comparative costliness, and to compile the sequence of accounts for the household sector, to check the quality of estimates produced from other source, and to reconcile national account estimates with micro-level data. Trishaw pulling is not a profitable job, but the income of the trishaw drivers are a little better than other activities of the urban informal economy such vendor, cobble, domestic worker etc.

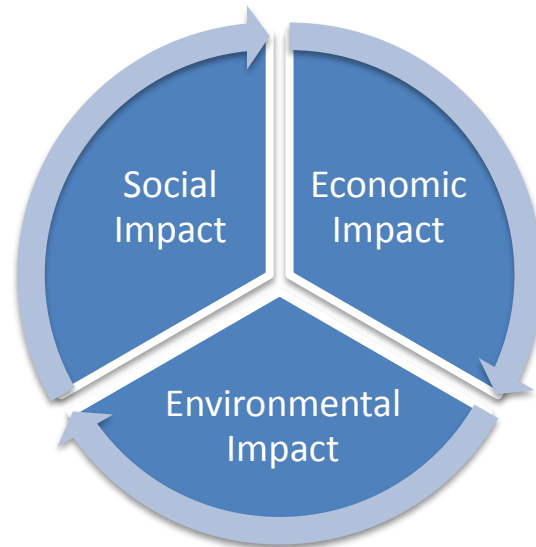
## **2.2 Basic characteristics of Trishaw Drivers**

The basic characteristics of the sample trishaw pullers are presented in several subsections, such as, age and length of time in occupation, residential background and present living arrangement, occupational background, and demographic background including the background of their living children.

Migration is included nearly all of the society of informal sectors in urbanization area. Most of employment are work in different informal sectors for survival in mega city of developing countries, they leave their villages or original town for different reason especially to get more living standard and to change their living life. Migration of informal sector in mega city as Yangon is more crowded, some of them are decided to stay in this city for good because their earning of daily income more than when they stay in village. All of rickshaws pullers are migrate from different region to mega city because of social impacts and economic on migrants, it often involves longer working hours, poor living and working conditions, social isolation and poor access to basic amenities.

## 2.3 Support the scope of three impacts for informal sector

Figure – 2.1 Support the scope of three impacts for informal sector.



Source: Survey

### **Social Impact**

- Provides Better Health care service for trishaw pullers
- To get better Law and order to the society
- Support a positive work environment

### **Economic Impact**

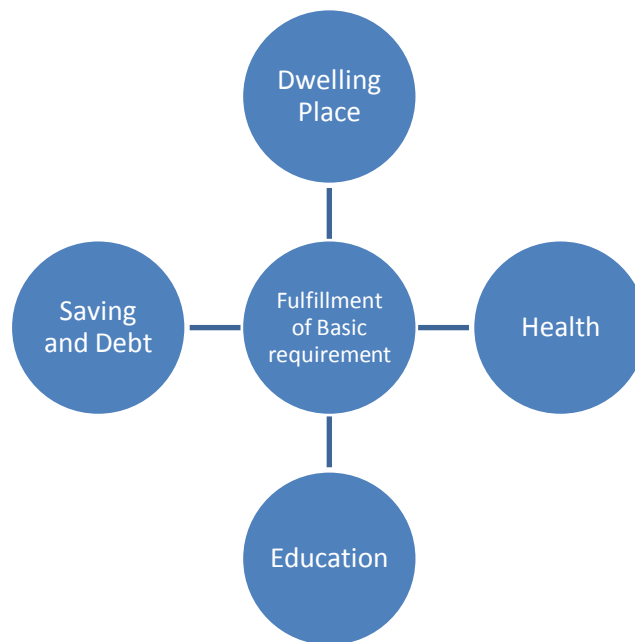
- Enables trishaw pullers to own their trishaw
- Increases their income levels and better livelihood
- Support a financial resources
- Creates jobs for Youths of their family generation
- Join delivery service door to door by using their work forces

## Environment Impact

- Decrease fossil fuel
- Increases the use of environmentally friendly cooking fuel

These three facts can improve trishaw pullers community development by cooperation of government and non-government organization and trishaw pullers. The unions can work individually to organize a certain areas trishaw-pullers and assist for maintaining wages. The union can provide adequate health and education access to the trishaw-pullers. In fact, the government should establish night-schools for the rickshaw-pullers so they will have chance to study. The organization also needs to think about the families of the trishaw-pullers to have enough facilities. Further, there should be training for trishaw-pullers. They should be skillful in different parts so they can switch their job in case of crisis.

**Figure 2.2 Analytical Framework of the study**



Source: Survey 2017-2018

As a figure 2.1, the study was based on fulfillment of basic requirement of dwelling place, health, education, saving and debt. The situation of dwelling place of trishaw driver and the health situation and government support on health care of informal sector and the situation of education of trishaw driver and how they support on their children education and income and debt saving on their economics situation. The basic need of trishaw on their daily activity and what is the barrier of trishaw drivers and their family situation of income and expenditure.

## CHAPTER III

### History of Trishaw and Trishaw Driver's in Hlaing Township (Yangon)

#### 3.1 History of Rickshaw and Trishaw Driver's in Yangon

Before twenty century characteristic of the rickshaw was a two-wheeled cart, pulled by people. The driver or puller holds a rod in each hand and pulls the Rickshaw and it can have one or two riders and only two people can ride at one time. Rickshaws have good impact for clean environment and a positive role in modern transport system. A rickshaw is a human power tricycle, it differs from its originality and it has three wheel rickshaws (bicycle rickshaw or trishaw). But publicly in Yangon this bicycle rickshaw is called simply as (Size-Gar). As far we know that rickshaw was first seen in Myanmar in Yangon in the year 1970s. Some sources say that rickshaw came from Japan as a origin word 'ricksha/riska/rickshaw' and finally Japanese word "Jinrikisha". In Japanese language 'Jin' means human, 'riki' means power or force and 'sha' means Vehicle, all the combine means human powered vehicle. It only was a two-wheeled cart, pulled by human. The form of rickshaw is two rods attached to the sides of the cart that extend to the front by pulling in front holds a rod in each hand and pulls that. It can carry only one or two people. But after the century of changing to a few decade Myanmar's rickshaw was modified to three wheels combination between a rickshaw and a bicycle. This vehicle has three wheels with one wheel in front of the driver and two wheels on the back side supporting the passengers. The form of three wheeled cart comprised a door less, chair like body mounted on springs with a collapsible hood. It is better than the human pulled rickshaw because of more the speed than of the hand pulled rickshaw.

Most Trishaw pullers don't own their own Trishaws and the owner themselves have very little reason to improve their vehicles because they are already making good profits. Most of the trishaw pullers are migrants initiated their urban career in this sector. Trishaws or non-motorized vehicles are widely used for short distance in Yangon city. Common guess there are around 26445 Trishaws with registration license in municipal areas of Yangon in 2012-2013 to 2015-2016. And the price of rickshaws with a registration license is 700000 Ks to 800000 Ks but without license is only between 100000 Ks to 200000 Ks, call Black-Trishaw (Black Bike or Black-Bee). Most Trishaw pullers don't own Trishaw so the hire to the own 1000 Ks per day, it

is without license if with the license 1200 Ks per day. Their income is not normal but maximum is 6000 Ks sometimes they were get only 2000 Ks. Their earnings are variable and work under harsh conditions, by pulling Trishaws despite extreme heat, cold or intense rain. The Trishaw puller's earnings are not only low value, but also fluctuate wildly. In the rainy season, their income is less than other season because of rain and most passengers do not ride it. The average Trishaw puller charged for single passenger carry normally 600 Ks for 'short' distance, for 'medium' distances around 1000ks, for 'long' distances 1300 Ks. Most of the Trishaw without license are catch by the municipal of YCDC take that vehicle and penalty 15000 Ks for who break the rule of transportation. The Trishaw sector does not get enough licenses in informal sector most migrant people drive with lack of license non-motorized vehicles (Trishaw). There is no support from government to that sector as micro-finance and other. Most kind of Trishaw pullers are transfer from rural areas as migrants to urban areas. Most Trishaw pullers belonged to the age group of 24-45 years maximum while the minimum numbers is under 50-55 years. The main of the youth society who belong to lower class do even have the basic need (food, house and cloth) and more than 50 years are also indulged in this profession and it difficult to feed their family when at this age they should rest and spend time with their loved ones.

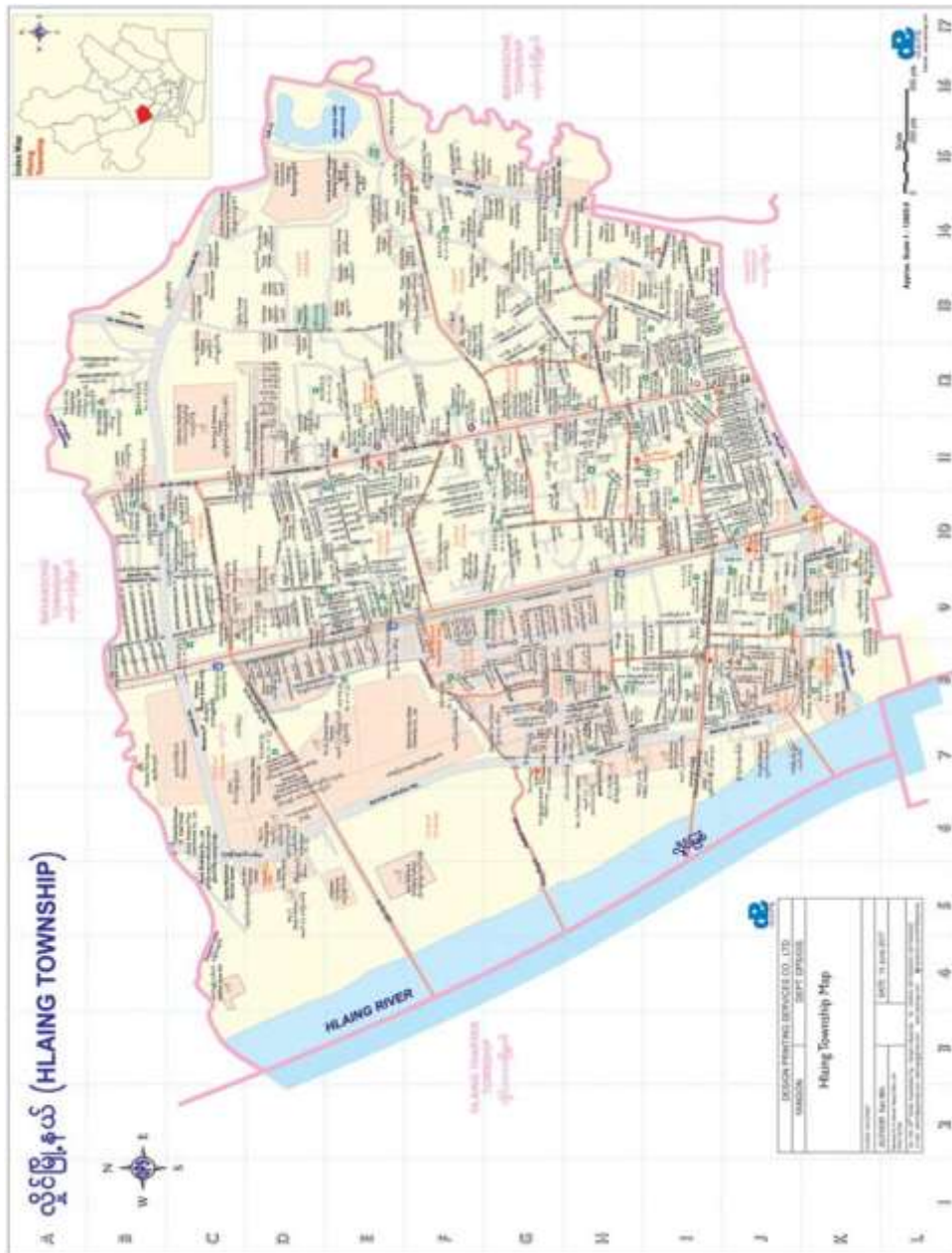
### **3.2 Profile of Hlaing Township**

Before as a Hlaing Township, it include in Kamayut Township. After 10.4.1974 the name of the Township was registration as Hlaing, it comprises with 16 wards and shares borders with Mayangon township and Thamaing Creek in the north, Mayangon township and Inya Lake in the east, Kamayut Township in the south and Hlaingthaya Township in the west. In 2000, the township's population was estimated to be about 125,000. It has 32 primary schools, eight middle schools and four high schools.

### 3.3 Location of Hlaing Township

Hlaing Township is located in Western-Yangon district in Yangon. The coordinate of township is located by Latitude 16 degree, 49.5 minutes 16 degree, 51. 5 minutes east longitude and 96 degree 6 is situated 96 minutes to 8 minutes.

Figure-3.1 Location of Hlaing Township



Source- YCDC



**Table 3.1 Area of Hlaing Township**

No	Township	Area of Square mile
1	Hlaing	5.29

Source-YCDC

In suburbs north of Mayangone History, creek Mayangone the east and the Inya Lake, Andyoustillhere the west and south lies surround the Hlaing River (Hlaing) Mayangone 0.83 miles Hlaing Hlaing River (calm) and 1.31-mile territory with neighboring townships.

**3.4 Demographic information of Hlaing Township****Table 3.2 Demographic information of Hlaing Township (Source-YCDC)**

No.	Ethnic	Number of people	Total population	Percent
1	Kachin	198	124344	0.15%
2	Kayan	45	124344	0.03%
3	Kayin	2542	124344	2.04%
4	Chin	864	124344	0.69%
5	Mon	982	124344	0.78%
6	Burmese	104392	124344	83.95%
7	Rakhin	2647	124344	2.12%
8	Shan	974	124344	0.78%
9	Shan	1145	124344	0.92%
<b>Total</b>		113789	124344	91.51%

Source-YCDC

All of ethnic are live in Hlaing Township, the more population of living in this district is Burmese ethnic (84%). Most of them are migrate from their original township because of their economic status of income are low earning.

### 3.5 Household of Hlaing Township

**Table 3.3 Household of Hlaing Township**

<b>Number of house</b>	<b>household</b>	<b>Wards</b>
14098	26851	16

Source:YCDC

### 3.6 Population of Hlaing Township

**Table 3.4 Population of Hlaing Township**

<b>Over 18 years</b>			<b>Under 18 years</b>			<b>Total</b>		
<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>	<b>Male</b>	<b>Female</b>	<b>Total</b>
43287	51274	94561	14937	14846	29783	58224	66121	124344

Source:YCDC

As a Table 3.4, Over 18 years of adult population is more crowd than under 18 years in Hlaing Township, the table shown the age of working group are more than under 18 years populations.

### 3.7 The population growth rate and gender ratio

The population growth rate of Hlaing Township in 2014 and the gender ratio is as follows;

**Table 3.5 The population growth rate and gender ratio**

No	Population in 2016	Population in 2017	Increasing population	Rate of population	Male	Female	Gender ratio
1	125682	127894	2212	0.5%	49554	78340	1:1.4

Source: YCDC

No	Population	Number of birth	Number of deaths	Migrant (IN)	Migrant (OUT)	Population in 2017
1	125889	2945	952	136	124	127894

Source: YCDC

The population of Hlaing Township is 127894 in 2017; among them the people who work in informal sector is one third of this population. The population of trishaw pullers are around 25000 in Yangon among them, the populations of trishaw pullers are around 1600 in Hlaing Township, by making transportation sector near market, train station, bus station and near school. Most of the trishaw pullers are carry passenger and other are delivery other material to somewhere. On the other hand the lacks of license pulling trishaw people are nearly 10000 in Yangon.

Yangon City Development Committee (YCDC) makes control and record the process of license and registration of the trishaw puller. Under the Yangon City Development Committee, the slow transport department is mainly responsible and control and registrar the trishaw pullers and others (trishaw, rickshaw, bicycle and auto-bike.). Yangon City Development Committee take a responsible and accountability the process of legitimation and make a policy for trishaw.

The following statement of taxation are according with Trishaw

1. For Trishaw, all of their income to collect with only registration receipt of money booking
2. Only employee has to sale registration form and collect money
3. Do not claim other feed only under the following statements are Taxation, penalty and registration form

**Table 3.6 Costs of registration process**

No	Statement	MM Kyats
1	Registration of Renewal Cycle Trishaw	1000
2	Registration of Renewal trishaw	500
3	Change the License name of Trishaw	1000
4	Change the Body of Rickshaw	1000
5	Penalty of changing the body of Trishaw without permission	10000
6	Charges of expire Renewal Trishaw	500
7	Without registration by changing name of Trishaw After selling Trishaw among 60 day	1500
8	Penalty for losing license	1000
9	Charges about Trishaw registration form	200
10	Renewal book of license	100
11	Penalty of separate license (for two Trishaw one license)	500
12	Penalty Damage of Trishaw number or new serial number of rickshaw	500
13	Taxation registration of moving one township to another	2000
14	Penalty of lighting sticker	1000
15	Penalty of lack license	5000
Total		25800

Source: YCDC

#### Disciplines of Trishaw

- 1) Owner of Trishaw does not allow to drive lack of license driver of Trishaw
- 2) Must have Driver license of Trishaw

- 3) Driver of Trishaw do not insult passenger and do not drink alcohol and drug
- 4) Do not block the road to get traffic
- 5) Be courteous on passenger
- 6) Need to be fair paid for passenger and no more charges for trip
- 7) don't transport overweight on Trishaw
- 8) don't drive opposite direction, on platform, barrier area or zone and don't stop on platform, barrier gate
- 9) have to have standard of Trishaw cycle (bell, forward and backward lighting, brake )
- 10) the license will be eliminate if without registration 3 years to renewable license
- 11) only two passengers can transport on Trishaw cycle
- 12) the weight is allow only 114.1 kilogram (70 Patedar)
- 13) if the one who break the law or disciplinary the action will take with penalty

The total amount of Trishaw in 2017 when the Yangon City Development Committee (YCDC) took hand-over from domestic custom department. But the total amount of destroy and arrest for lack of license is per annually is more than 4000 rickshaw on the recorded YCDC, 2017 was more than 10000 Trishaw. All the arrest of Trishaw was destroy by sending to steel industry. The penalty of lacking license for Trishaw is taking Trishaw and fine 30000 MMK to 40000MMK. Most of Trishaw pullers are desired to increase more by expansion of more amount of Trishaw license.

## **CHAPTER IV**

## **DATA ANALYSIS**

### **4.1 Sample Surveys**

The study is based on the perceptions of the trishaw drivers. They are very busy and do not have enough time to respond to the questionnaire but they are managed by offering tea at tea stall in the trishaw gate. Respondents were selected with variety in their age level and tenure of Trishaw driving in Hlaing Township. While talking with them it is found that most of them asking about what he will get after giving his information. It was very hard job to make them understand that information's will be used for research. Some of them charged money for their time.

Primary data collecting from a fraction of individual trishaw puller by interviewing and filling questionnaires, the sample is small or large part of the population and it is assumed to represent the whole population of trishaw pullers. Care is taken in choosing the sample so that it can represent the whole population. It is impossible to meet every trishaw pullers and interview with their family and elicit information and data from them by collecting random. A sampling unit is the basic unit to which a particular sampling procedure is applied. A sampling frame represented in some order form is the list of sampling units from which the sample is selected. Selection and sampling procedure was to take from 47 gate of trishaw by simple random sampling method. Questionnaire design was directed to reveal the income and expenditure and wealth of a peasant family, health and educational status of trishaw puller and their social obligation, work expenditures, health care cost, expenditure for their children education, loan.

### **Table 4.1 Research Frameworks**

Objective	Information Needed	Data Collection Method
The impact of working condition on Trishaw Driver's socio-economic status	<ul style="list-style-type: none"> <li>• House hold condition</li> <li>• Working Condition</li> <li>• Daily routine work</li> <li>• Income</li> <li>• Expenses</li> <li>• Power in the household</li> <li>• saving</li> </ul>	Qualitative Quantitative
The effects of working condition on Trishaw Driver's social life and their role	<ul style="list-style-type: none"> <li>• Power in the community</li> <li>• Work Condition</li> <li>• Position in the work</li> <li>• Support of Government</li> </ul>	Qualitative Quantitative
How the work influences on well-being	<ul style="list-style-type: none"> <li>• Work routine</li> <li>• Occupational health and safety</li> <li>• Physical and Psychological well-being</li> </ul>	Qualitative Quantitative

Source: Survey

## 4.2 Socio-Economic Background

As expected from the age profile, most of the sample trishaw pullers are married (87%). Only about 11% are unmarried and only 2% are widowed or divorced. In general, the Trishaw pullers have come from very poor origins both in terms of household human capital assets and physical capital assets. In both these respects, trishaw pullers belong to one of the most deprived social categories. They are mostly uneducated (40%) or semi-educated, having never completed primary level education 30% and did not complete secondary education (30%). From the data mostly of their aging and education level of time frame were happened in around 1988s, the country situation way horrible and broke down of their education career. It is interesting to note that the Trishaw pullers who have joined the occupation relatively recently (over the last five years) have come from relatively higher educational backgrounds than those who have been pulling trishaw for 15 years or more, representing two socially distinct waves of migrants. Two-thirds of recent trishaw pullers are uneducated or semi educated, compared to

83% among older generation of pullers. As many as 62% of the trishaw pullers reported having no cultivable land at all, and another 22% reported having less than 50 decimals – the standard cut-off point in Myanmar for defining functional landlessness. Housing status also suggests a poor economic background for the trishaw pullers. Almost none of the pullers own a house in Hlaing Township while 17% do not own a house even in their home village. Again, the information on landholding and house ownership also indicates that the younger trishaw pullers, or those who joined the occupation in recent years, have come from relatively better-off backgrounds than their older counterparts.

Pure landlessness (with no cultivable land at all) among them represents only 44%, against 75% for those who joined the occupation more than 15 years ago. Among the recent pullers, 20% have more than 100 decimals of land, compared to 2% of the older generation. All recent trishaw drivers own a house in the village, while only two-thirds of the older generations do. This phenomenon of younger people from relatively better socio-economic backgrounds migrating to cities and undertaking trishaw driving as an economic activity may reflect the growing problem of unemployment among rural youths. Of married trishaw drivers, 19% have economically active wives. More than half of these wives work in garment factories, and about one-third work as maidservants. A small proportion is engaged in other activities, such as, in embroidery work, as hospital cleaners, etc.

**Table 4.2 Distribution of Places of Interview and Number of Trishaw Pullers Interviewed at these Places in Hlaing Township, Yangon**



No.	Place Of interview	No. Trishaw Pullers Interviewed
1	Near Railway station	19
2	Near City Mart	15
3	Around Hlaing Yadanar Market	13
4	Around Hlaing Big Market	19
5	Around Thiri Migalar Market	15
6	Near Oak Gin Market	10
7	Near MICT park	17
8	Near Kindergarten of Hlaing 1 and 2	11
9	Near High School and Secondary School	11
<b>Total</b>		<b>130</b>
Sample Size		130

Source: Survey 2017-2018

**Table 4.3 Marital Status of the Trishaw pullers in Hlaing Township**

Status	Percentage
Single	20
Married	75
Widow	5

Source: Survey

#### **4.3 Housing and consumer durables**

Prior to migration to the Hlaing Township, most of the trishaw pullers (58%) worked as casual day laborers, with largest proportion employed in the agricultural sector. Interestingly,

although most trishaw pullers do not own a house in the Hlaing Township District not all live in rented accommodation. Almost all the trishaw pullers (93%) who live in Hlaing Township District with family live in one-room house, with an average of 4 persons living in that one room. The quality of trishaw pullers' houses is very poor and rent of feed is high for them.

#### 4.4 Profile of the Trishaw Puller's of Age and education

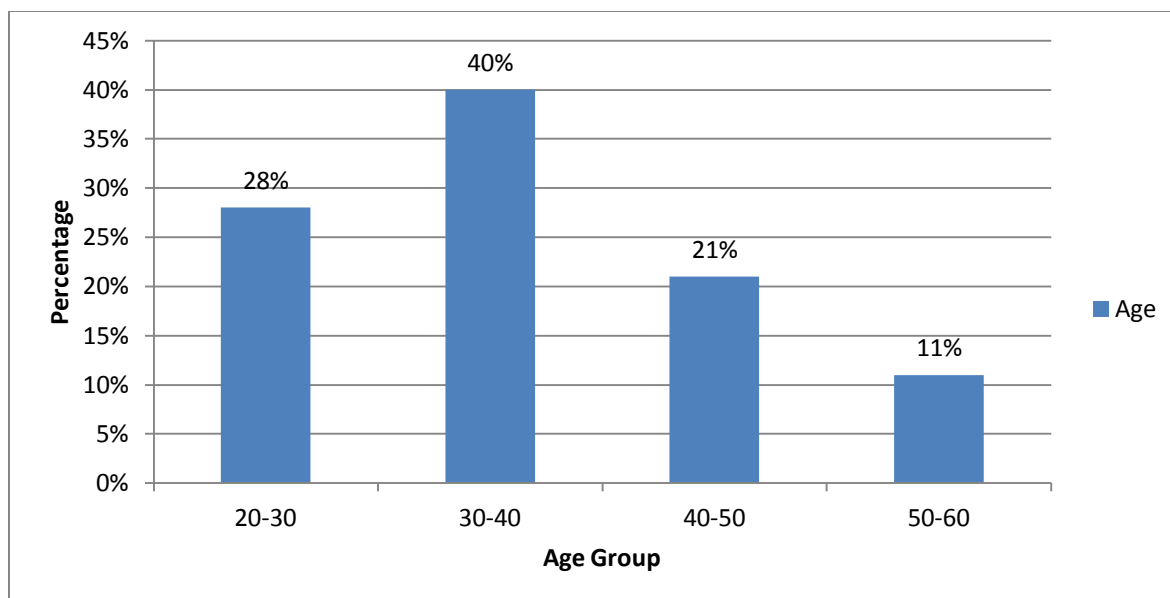
It was very difficult to find out trishaw puller age and education, when interviewed a trishaw puller in the street and gate they was giving their opinion about their education and age. Some of them are highly education level and most of them are low level of education but the data found from the study. It seems that a good number of trishaw pullers cannot change their profession because they have no other choice at their ending age. Other age levels percentages are collaborate with the former findings (Table4.4). Even in this age level newly joined as trishaw pullers was more than one third of total respondents.

**Table 4.4 Age distribution of Hlaing Township Trishaw Puller**

Age	Percentage
20-30	28%
30-40	40%
40-50	21%
50-60	11%
Total	100%
Sample Size	130

Source: Survey

**Figure 4.1 Age distribution of Hlaing Township Trishaw Driver**



Source: Survey

**Table 4.5 Age and Marital Status**

No	Age	Marital Status		Total
		Married	Unmarried	
1	20-30	10	9	19
2	30-40	41	9	50
3	40-50	38	7	45
4	50-60	9	7	16
Total		98	32	130

Source: Survey

#### 4.5 Age and Marital Status

As a Table 4.5, the difference of marital status are depend on their economic statement of their family, unmarried trishaw-drivers are more earning than married. But as a survey most unmarried trishaw-drivers have big family. The more married trishaw-drivers of age are between 30 to 50 years old. Each of married trishaw-drivers has children.

**Table 4.6 Education Status of Trishaw Pullers**

Education	Frequency	Percent
-----------	-----------	---------

1	Uneducated	8	6
2	Primary	60	46
3	Secondary	35	27
4	High School	24	19
5	Graduated	3	2
Total		130	100
Sample Size		130	

Source: Survey

According to (Table – 4.6), generally mostly of the percentage of education level of trishaw puller are literate but their education career was stopped at primary because the analyzing of ageing and education was happened in 1960s-1980s. Most of the trishaw drivers ageing are around 35-45 years. That moment was happened civil wars or the situation of country does not good enough development at every sector especially at rural. It implies their education level of rural and migrated was poor. But on the table some of their education level was high because of job opportunities can't crate to them. And they didn't get vocational education on their life. Relative with their education level are connect with their livelihood and economic status of their family. Uneducated trishaw pullers are low standard of livelihood than the one who educated primary school finished.

According to the survey, there have three trishaw-drivers are graduated but they are driving trishaw because they are unemployed and have big family but each of three trishaw-drivers are possess their own trishaws.

**Table 4.7 Age Vs Education Cross tabulation**

No.	Age	Education	Total
-----	-----	-----------	-------

		Uneducated	Primary	Secondary	High School	Graduated	
1	20-30	0	3	15	10	0	28
2	30-40	2	20	10	12	3	47
3	40-50	3	27	7	2	0	39
4	50-60	3	10	3	0	0	16
Total		8	60	35	24	3	130
Sample Size		130					

Source: Survey

**Table 4.8 Age Vs Number of Children**

No.	Age of Trishaw Drivers	Children		Total
		Male	Female	
1	20-30	9	5	14
2	30-40	28	23	51
3	40-50	26	20	46
4	50-60	10	11	21
Total		73	59	132
Sample Size		130		

Source: Survey

### Age Vs Number of Children

People who work in informal sector of their children have lack of nutrition and other development facilities are weak in their family and they do not have good health care. Some of them are have child mortality because of lack nutrition and other infancy of health.

**Table 4.9 Descriptive Statistics of Number of Children**

	Minimum	Maximum	Mean	Standard Deviation

Number of Children	0	5	2.28	1.325
--------------------	---	---	------	-------

Source: Survey

**Table 4.10 Number of Dependent Family On Trishaw Driver**

No	Age of Trishaw Driver	Dependent				Total
		None	Up to 3 person	4-6 person	7+	
1	Under 15	0	24	15	0	39
2	15-20	0	1	1	0	2
3	20-30	0	0	0	0	
4	30-40	0	0	0	0	
5	40-50	0	0	0	0	
6	50-60	0	40	0	0	40
7	60+	0	6	0	0	6
Total		0	71	16	0	88

Source: Survey

**Number of Dependent Family on trishaw Driver**

Dependent family on trishaw driver is there have no income. As a table (4.10) most family are more dependent on trishaw income and most family are other job for support family income.

**Table 4.11 Causes for being Trishaw Driver in Hlaing Township, Yangon**

No	Cause	Percentage
1	Unemployment	33.4

2	Unskilled	12.7
3	Low Income	10.42
4	Large Size of Family	7.8
5	Illiteracy	9.37
6	Family disintegration	2.59
4	Migration	22.01
8	Orphanage	1.71
Total		100
Sample Size		130

Source: Survey

There are various reasons behind joining/doing any activity. The main consideration of all the people while joining any profession is to achieve minimum income to fulfill the daily needs and then comes the other needs for security, pleasure and self-actualization. There are various push and pull factors which contributes as reasons behind joining any profession or work. The data in the present section revealed that there were various push factors like poverty, unemployment, wage difference at native place, no skills for other work etc, as reasons for joining rickshaw pulling. Along with this, there were many pull factors like full time job, working time of own convenience, easy entry, no/less investment, productive job etc., which has attracted to choose this work as a source of their economic situation. As a Table (4.11), the percentage of Unemployment are (33%) in Hlaing Township, they do not get good opportunities of job and they worked as a trishaw driver. Most of the migration people (22%) in Hlaing Township, who transfer from village to mega city to get better income. Some of migrate people in Hlaing Township work as trishaw driver are unskilled labor.

**Table 4.12 Rent of Trishaw and Own of Trishaw**

No	Rent of Trishaw (Ks)	Frequency	Percent
1	1300	66	51
2	1500	43	33

3	2000	19	14
Total		127	
No	<b>Own of Trishaw</b>	3	2
Total		130	100
Sample Size		130	

Source: Survey

As a table, the rent of trishaw was depending on place of gate and own who have more or less trishaw. But the generally under 1300 kyats is more rent and rent of trishaw driver relevant for them but government does not have participate in the rent system. The owner of trishaw who drive by themselves are more income than rent with more working hours.

#### **4.6 Daily Working Hours and Weekly Engagement**

Another aspect which was explored in relation to daily earnings was to know about the time period in which their daily earnings were the maximum. In morning the people go to their workplaces while in evenings they return. So these two times of the day are very useful to them to earn the maximum. Besides this, many persons have to board buses and trains to go to distant places in the early morning hours and also after finishing their business or jobs in the evening. Trishaw pullers opined that these factors make these hours more productive than the afternoons. Some of them were of the view that night hours and late night hours are better because at that time, a few trishaws are available due to which they can ask for extra money. During nights they can earn some amount with much less physical labor and also less traffic on the roads. For earning, these pullers have to work continuously for hours and hours braving scorching heat, facing cold winters and other unpleasant weather conditions just to earn few more bucks needed for survival. The 40% of trishaw pullers are work less than six hours because they stop working after earning his targeted amount. Some of the trishaw puller's working hours are seven to eight hours because they have contact passenger their earning is more stable then less working hours of trishaw puller. Working hours of between nine to ten hours rickshaw pullers (18%) are working with other delivery service so that they get good earning and more support for their family.



Working hours are more than ten hours have different situation as they said their sleep time are over at trishaw gate because of the don't have home, others is drunk, some are finding good earning to get more passenger and other delivery service. As a question about the number of days in a week 94% of reported that they work every day. The most frequent answer was to take time off for rest, followed by sickness. Prevailing health problems were cough, body pain, fever, different chronic diseases among the trishaw pullers, the informal sectors people are going to the one who give free treatment for health service private clinics for health for diagnosis and they used medical stores or poor.

**Table 4.13 Working Hours of the trishaw Pullers**

No	Working Hours	Frequency	Percent
1	<6 Hours	53	41
2	7-8 Hours	42	32
3	9-10 Hours	24	18
4	>10 Hours	11	9
Total		130	100
Sample Size		130	

Source: Survey

**Table 4.14 Weekly Engagement of the trishaw pullers**

No	Works in a week	Frequency	Percent
----	-----------------	-----------	---------

1	5 days	2	2
2	6 days	5	4
3	All 7 days	123	94
Total		130	100
Sample Size		130	

Source: Survey

#### 4.7 Earnings

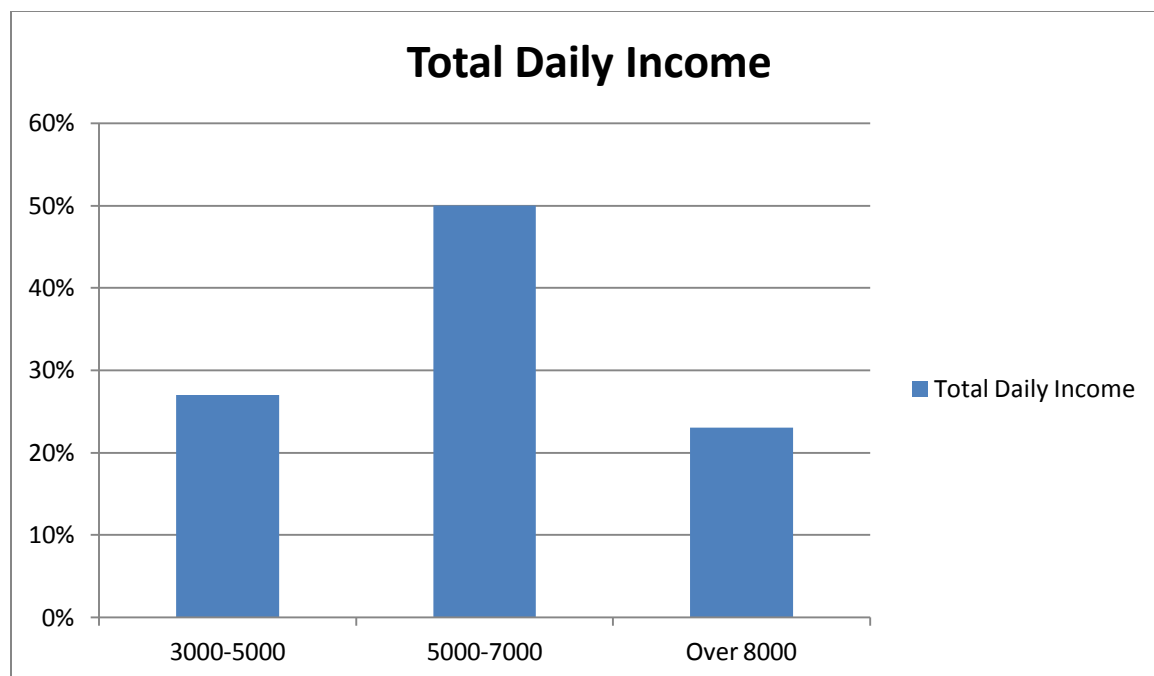
The first estimate is based on the information provided by the trishaw drivers about their daily net earnings. Based on the information by collecting on the Trishaw drivers' fare earning, rent payment, and other expenditures, the earnings from fare minus the actually-paid rent and the actually-paid other incidental expenditures. Among the three type of trishaw drivers (resident Trishaw drivers owning a trishaw, resident trishaw drivers hiring a trishaw, and migrant Trishaw drivers), the income fluctuation is the highest among the first type of trishaw drivers. Trishaw-hiring drivers, regardless of migrants or residents, pay a flat fee for the rental while trishaw owner-drivers do not have to pay the rental but have to pay for the maintenance of their trishaws from time to time. The trishaw drivers are thus exposed to substantial daily income fluctuations. The ownership of a trishaw does not stabilize their income flow. It is of great interest to investigate how the trishaw drivers cope with such income fluctuations.

**Table 4.15 Total Daily Income of the Trishaw Pullers**

No	Daily Income	Frequency	Percent
1	3000-5000	35	27
2	5000-7000	65	50
3	Over 8000	30	23
Total		130	100
Sample Size		130	

Source: Survey

**Figure 4.2 Total Daily Incomes of the Trishaw Drivers**



Source: Survey

**Table 4.16 Daily Net income**

No	Daily Income after expenditure	Frequency	Percent
1	3000-4000	43	33
2	5000-7000	67	52
3	7000-8000	13	10
4	Over 8000	7	5
Total		130	100
Sample Size		130	

Source: Survey

**Table 4.17 Ability to eat 3 times in a day before and after working**

No		Frequency	Percent
1	No Change	43	33
2	Before No After Yes	32	25
3	Before Yes After NO	14	11
4	Before Good Now Less	41	31
Total		130	100
Sample Size		130	

Source: Survey

As a table 4.17, the relevant of ability to eat 3 times in a day, 32 percent of trishaw drivers and their families are get good situation of their nutrition before work as a trishaw drivers and their whole family use their work force to get good income. 41 percent of trishaw drivers were not good enough because most trishaw driver are addicted in alcohol and their family scope are large and their family member do not work to get other income.

**Table 4.18 Expenditure on Clothing of Trishaw Drivers and His Family**

No		Frequency	Percent
1	No Change	74	57
2	Before Less After More	41	32
3	Before More After Less	15	11
Total		130	100
Sample Size		130	

Source: Survey

As a table 4.18, 57 percent of expenditure on clothing of trishaw drivers and his family are do not change situation, their priority was to get full daily nutrition 3 times per day and good income to make a saving. The good situation of expenditure on clothing, 41 percent of trishaw driver and his family are relevant income and the whole families are work to get more income.

#### **4.8 Change of Ability to provide Children or Dependents Education Sector**

The most important requirements for the future generations' development are Education. Most informal sector of people ability depends on their earning and also will to educate their dependents and children. After the changing of Education system for primary schooling

education feed are free for child, their send their children to school more than previous years but most of the children does not get to high school because of education feed is so high for informal sector of family environments. Some of their children educations are finished at secondary school and entering in working society of various informal sectors to support their family income. Some of them are did not go to university even passed the high school level.

**Table 4.19 Ability Support for Child Education**

No		Frequency	Percent
1	No Change	72	55
2	Before No After Yes	58	45
Total		130	100
Sample Size		130	

Source: Survey

#### **4.9 Condition of Debt**

Mostly of trishaw drivers do not have saving of cash money and if any need for money they borrow from the owner of Trishaw pullers or form other unauthorized lenders in high interest rate. In this study 2% of respondent found have no debt, 26% is does change in condition of their debt, 49 % are less debt after driving as trishaw puller because they are good at saving and working time is more than others.

The family have other works ( in garments sector, at market, etc.) and depend on location of rickshaw gate is more earning eg.( near market, school, bus gate) , 23% are more debt after driving as rickshaw puller because their family size is large and working time is less than others and family are dependent and trishaw gate of location is not good earning for trishaw drivers.

**Table 4.20 Condition of Debt**

No		Frequency	Percent
1	Has no Debt	3	2
2	Before Yes After No	0	0
3	Before More After Less	64	49
4	Before Less After More	29	23
5	No Change	34	26
Total		130	100
Sample Size		130	

Source: Survey

**Table 4.21 Preferred Passengers of Trishaws drivers**

No	Type of Passengers	Frequency	Percent
1	School Students and Guardians	47	36
2	Office Going Passenger	30	23
3	Old Women	28	22
4	Other	25	19
Total		130	100
Sample Size		130	

Source: Survey

There are no changes at preferred passengers of trishaw drivers because as a table all of the types of passengers are always customer on their trishaw drivers. Trishaw drivers are giving them as a service of customer safety, on time, accountability. Most of the school children and teachers as permanent passengers is that the timings for going to school/ college and coming back to home is fixed and trishaw pullers finds it easy to pick and drop these passengers according to their schedule timings on regular basis. Some of the passengers are order to give a service of door to door because they trust to their trishaw-drivers. The availability of fixed clientele in any activity helps the workers to understand their daily income and thus helps in planning there day to day affairs and expenditure. But when it comes to the workers in unorganized sector e.g. rickshaw pullers the aspect of regular passengers/ customers is not available to all of them. Having permanent passengers make sure that the earnings will not fall beyond that level and what the rickshaw puller earns apart from this in the day is their additional

earnings. With this view the analysis has been carried out to procure the information from the respondents about having regular passenger or not.

#### **4.10 Risk of Accident**

Just as any other vehicle, Trishaws are quite prone to accidents, on these aspects (60.7 percent) Trishaw pullers suggested that there were a lot of accident risks involved in this job. According to trishaw pullers driving a rickshaw needed extra care and precaution as lot of balance has to be maintained as a trishaw is a three wheeled vehicle. If the trishaw is not properly balanced than it tends to move to one side and cause accidents. Secondly, the heavy traffic and fast speed of other vehicles a great danger for these people. Thirdly, on steep turns the danger of overturning of trishaw is also involved. This way, this three wheeled vehicle is very prone to safety hazards.

#### **4.11 Weather/ Season Good for Trishaw Pulling**

As weather plays an important role with regard to the earnings of the workers involved in employment activities that are essentially has to be carried out in the open such as trishaw pulling, it was attempted to know from the respondents about the type of weather congenial for their work output. Keeping in view the general weather conditions in and around Hlaing

Township, analysis has been done for the three major seasons in this area namely the winter, summer and rainy season.

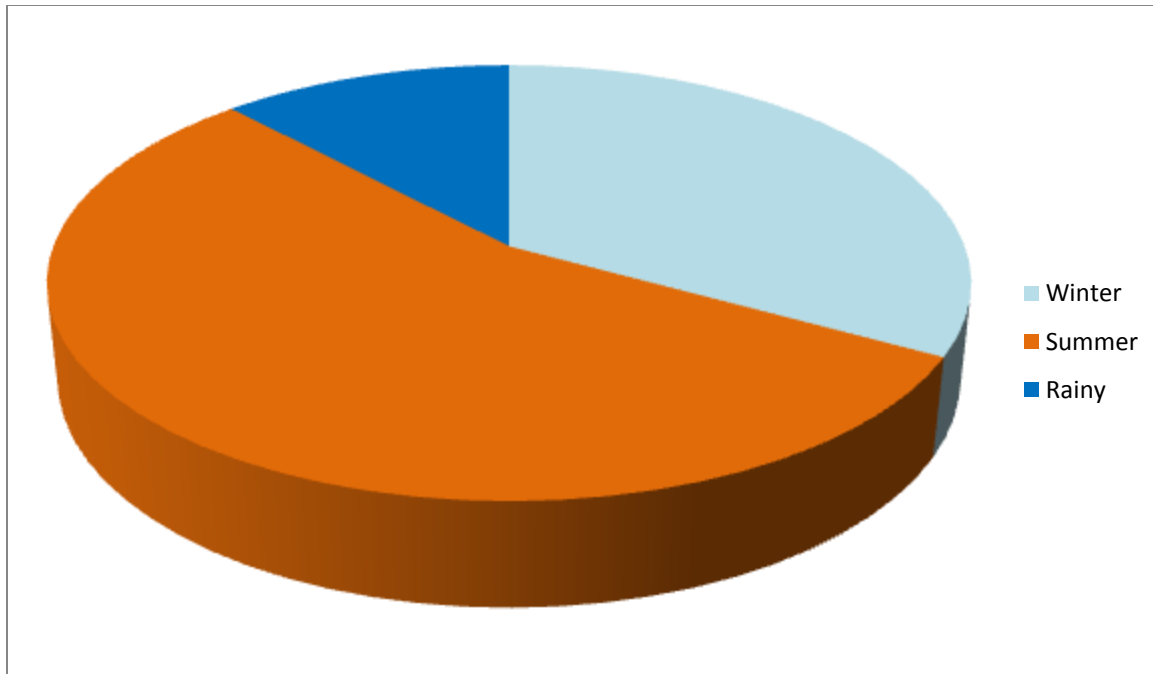
**Table 4.22 Weather/ Season Good for Trishaw Pulling**

No	Weather/Season	Number Trishaw choosing on weather	Percent
1	Winter	43	33
2	Summer	72	55
3	Rainy	15	12
Total		130	100

Source: Survey

**Figure 4.3 Weather/ Season Good for Trishaw Pulling**





Source: Survey

The information revealed that the summer season remained as favorite for maximum work (55 percent) respondents. This was mainly because in the summers the days are longer which gives trishaw drivers more time for plying trishaw. Besides this, in the summers the days are clear, warmer and their work output increases and there is less likelihood of getting infections etc. Summers are also beneficial for the trishaw drivers because during this season the drivers don't required any extra money for purchasing additional warm clothes. From the passengers perspective it was also observed that due to high temperature and scorching heat the passengers preferred hiring trishaw than walking on foot for their commuting.

As regards the winter season (33 percent) respondents preferred winter season for working. According to their opinion the winters are better because during lower temperatures they don't sweat and can work for longer hours. For 12 percent of respondent's rainy season was stated to be a better season for trishaw pulling because during rains people preferred hiring trishaw to avoid getting drenched.

#### **4.12 Challenges Faced by Trishaw Drivers**

Traditionally, trishaw drivers do not own the trishaws, most drivers are unable to afford the cost of a new trishaw because the cost of trishaw is higher between 800000 Kyats to 1300000 Kyats and among them some of trishaw drivers are instead pay a daily rental fee to a rickshaw owner for use of the vehicle. But high daily fees require drivers to spend the majority of their income on rent, making it almost impossible to save enough money to every own a trishaw. Some trishaw drivers are unable to earn enough money to lift themselves and their families out of low earning income and instead continue to work long hours in poor living condition throughout the cities.

Government have negligence the widespread informal sectors (Trishaw drivers), because lack policy work increase the plight of the trishaw drivers and political instability and no planning for informal sectors (microfinances without interest). The increasing cost of daily commodities also cause financial crisis for trishaw drivers. The price of commodities is increasing but the daily income of trishaw-driving is not increasing compare to commodities. The government has weak responsibilities for them in regard health, economy and education. Mostly trishaw drivers are desire to get from government loan with interest (microfinance), trishaw gate of space to be feasibility place because some of the places are disappear the one who corruption with authority man taken the place of trishaw for living, increasing the amount of license.

### **Case Studies for the selected trishaw drivers**

Respondent for the case studies are selected to know about the wellbeing and challenges face by the pullers to have any positive change in their life. While selecting persons the tenure of rickshaw pulling is given preference as before that is tenure of pulling Trishaw for less than five years, 5-10 years, 10-15 years and more than 15 years. As Qualitative face to face interview amount are 170 trishaw pullers among them only 6 trishaw drivers are more interesting.

(i) Ko Aung Than Naing

Aung Than Naing is a 35-40 years old trishaw-puller, who is very optimistic about his job. It has been over 10 years he has been driving trishaw in Yangon. He came to Yangon city at the age of 15-16 years. He is from a very poor family and fifth among six of the siblings in his family. His father is a street-vender and his mother is a house-wife. Ko Aung grew up in an extreme poverty because it was hard for his father to earn sufficient money for the large family. Therefore, from the very early age Ko Aung started to work.

Ko Aung earns 6000/7000 Kyat per day and his income is differs from month to month, He states it is not his own trishaw and he has rented it from a trishaw-garage. Some people have their own trishaw but most of the trishaw-puller rent trishaw from trishaw garage. Ko Aung believe his income is enough and he is totally happy with it. He feels happy when he sends some money back home in every month. His family is also very happy with his income. In his village there is a crisis of jobs but Ko Aung finds him lucky to be a trishaw-puller. His can easily survive within this income. He thinks trishaw is better for small Street and path but it is not good for the main road. Bus, taxi and other transport is good for main and big road. Though, he is happy with his job but he wants to change his occupation.

(ii) Ko Kyaw Hlaing Oo

Ko Kyaw is a 40 years old trishaw driver. His daily earning is 6000-10000. He is born in Pago and driving trishaw from the age of 20-21. Since he is illiterate and does not know what else to do and does not have any capital for own business, he started to trishaw-pulling. He does not like trishaw-pulling and will change the job if he finds any other way of living.

He has 2 sons and 1 daughter. His wife is a house-wife. His parents are also living with him. Ko Kyaw is not very happy with his job and thinks it is not a good way of livelihood. Though his earning is mostly well for maintain in his family (3 times meals) there is no respect in this way of living. He mentions about few of the disadvantages of his occupation. First of all, trishaw-pulling is a tiring and depends on manual labor. It needs a heavy hard-work to continue this job which is not good for health. Further, the social stigma regarding trishaw-puller makes his life miserable. There is no honor of them in anywhere in the society. No one is ready to accept them in the society. His relatives even don't bother to contact with him. Though trishaw-pullers don't have to pay any tax to the government but traffic police ask for money each month. They even beat the trishaw-pullers without any reason.

(iii) Ko Nay Myint San

Ko Nay is a 42 years migrated trishaw driver in Yangon. He is a fisher man and took trishaw pulling as a seasonal job. Every year during the fish birthing season fishing is officially forbidden in his village. Therefore he needs to find another work to survive. As trishaw pulling does not need require any capital or previous training he found this occupation is the best option to earn money in off season of fishing. He has been pulling rickshaw seasonally since he was young. At the city he lives in the city with other migrated people who come to seek temporary job. Compare to fishing he gets more money by pulling trishaw but he things fishing gives him more better social status than pulling trishaw. Therefore, he does not tell his villagers what he does in the city. He is afraid of losing his family reputation.

Ko Nay is not literate; he never goes to school as he started fishing in his very early age. First time, while pulling trishaw puller he faces problems to memorize name of different places because he cannot read any signboard or traffic notice bored. However, after coming to the city he understood the value of education. Now he has three school going sons in village home but he does not want them to be fisher man or rickshaw puller. He wants them to be educated; he wants

them to be official employer not day laborer. He wishes a better life for them but he does not know whether he will be able to continue their education or not. Ko Nay does not have any other dream in life except educating his sons.

(iv) U Tun Mya

U Mya has born in Yanang chaung, He is 55-58 years old and has been driving trishaw from 1982 in Yangon. He has earning of 8000-6000 Kyats per day. He is illiterate and does not know any other means of livelihood. Since rickshaw-pulling is one of the easiest ways of living and it does not require any skill so he entered in this occupation. Indeed, there was no enough job opportunity in his village so he came to city and find trishaw-pulling as a suitable job for him. U Mya has to face to many problems because of his illiteracy and passengers even annoyed by it.

U Mya is a father of 5 sons and 2 daughters. He has no idea about family planning and happy with his family members since he has 5 sons in his family. He wants his sons to get enough education and become doctor or engineer. He does not want them to enter rickshaw-pulling since it is a very hard working job. Since, he is illiterate and does not know how to read and write, he wants his children to become educated. His elder daughter is already married to a trishaw-puller and elder son is studying in class 6. He is bit worried about his third son who does not want to study. U Nay is happy for his family since they all are having meals for three times. Few grooms especially their families rejected his daughter because of U Nay's occupation. People in his village have negative idea about trishaw-pulling and thought it is a low status job. Some of his relatives even neglect him and his family due to his job.

U Mya believes trishaw driving is hard work. He can't drive like before since he is no stronger like young age. He thinks the worst problem with trishaw-pulling is there is no saving in this occupation, he use his income in every month and can't save anything for future prospers. He is bit worried about this issue since he is getting older and don't want what is going to happen to his family. Other than this he is quite happy with this job. It is a very independent job and he works according to his will. He can easily have a break if he wants and no one is going to ask for it.

(v) U Than Myint Maung

Ko Than Myint Maung was the eldest trishaw puller among the interviewees. He has been pulling trishaw since his young age. Ko Myint's father was a farmer. He used to farming with his father and other brothers at his early age. As Ko Myint has 7 siblings including him, his father's land was not enough to generate income for all his brothers household. Besides, he did not know any other work except farming. As his family owned land was not enough for his big family, he always had to suffer in poverty. His education level also very poor, even if he wanted to be educated, at the time of his childhood school was far away from his home. Moreover, his family never inspired him for education. He did not have none of this, education, skills, money involve with any other occupation.

On the other hand, drought came to their village as a curse, his family could not grew crops and they had little food and money to run the household. At this situation he fled to the city to seek a job. After searching for several days no one did not give him a job in the city because he did not had any other work skills, except farming. However, from that time he started pulling trihaw for several years. At the middle of his age he had an accident and injured badly. Then his wife and other relatives forced him to leave the work. After that, he started running a tea stall on the roadside. His tea stall now runner by his two sons. He did not want his son's to be a trishaw puller like him. He is concerned of their health risks. Therefore he gave his tea stall to his sons. However, his both of sons have their own family so they cannot provide enough financial support to him and his wife. In this situation, again he has started pulling trishaw since last year. According to Abdul Malik's long experience of rickshaw pulling, expect physical hardship and social stigma trishaw pulling is a very suitable profession for all those people who does not have enough education and other work skills.

(vi) U Kyaw Shwe

He could not learn his study when he was Grade-Six because his father does not have the ability to bear cost his education. Then he started working with his father in construction work manual laborer. He came to Yangon in the year 1994 for good opportunity and more earn by pulling trishaw and it do not need any capital to start earning all he need is the power to pull it.

But the expenditure of urban is more expensive than village. He does not want to continue pulling trishaw because his physical problem, he cannot work for long time, when I worked as a construction worker. In the winter season he suffers more. He pulls rickshaw in the day time only and work all seven days of the week but he cannot work for longtime at a time. He takes rest and pulls trishaw for 2 hours. He always carry some medicine with him in his pocket, doctor has suggest him to use inhaler but he cannot effort that.

## CHAPTER V

### Conclusion

#### 5.1 Finding

The informal sector of people, Trishaw Driver's income or employment generation and their livelihood have to up-grade providing by government support with systematic way from Hlaing Township. It also renders a very useful service to the community and playing important roles like door to door service of carbon free transport, only transport for short distance with a minimum rent. Trishaw-pullers are more helpful for middle-class families and poor people have a way for transportation. Government should take initiatives to improve the Trishaw-pullers lives and informal sectors people by planning helping the Trishaw-pullers to organize their income and loan without interest and manage their livelihood more effectively. Not only the government but also the whole society should participate together to improve the lives of Trishaw-pullers and their social welfare. The interview and survey findings reflect that Trishaw pulling helps the poor force to get rid from the low earning statement. The occupation needs difficult hardship and based on manual work. It may help to overcome the unemployment crisis and to find a way out of low earning statement for informal sectors. The government can help the society of trishaw-drivers families to organize their income and manage this sector of livelihood more effectively. The cooperation between the government and other Non-governments Organizations would be more effective in terms of developing the environment of Trishaw-drivers. The unions can work individually to organize a certain areas trishaw-pullers and assist for maintaining wages. The union can provide adequate health and education access to the Trishaw-drivers.

Trishaw pullers are contributing significantly to our society with safety. From the analysis, findings and case studies it is clear that by Trishaw pulling (informal sectors) it is possible to survive in the challenging world but change and development in life is very hard job. Most of cases where there is support from other income like family's income and their living condition were not change because they rented house like slums because most of the trishaw pullers originally came from very poor rural backgrounds. Most of the trishaw pullers who had



source of fixed income as contract for carrying school children were in better condition than who have not. There was weak of government commitments toward this community equally responsible for informal sectors.

The cooperation between the government and other Non-Government Organization would be more effective in terms of developing the condition of trishaw-pullers. Workers in the unorganized sector are characterized by low level of unionization and lack of social security and welfare provisions. Almost all of these workers in this sector remain unprotected by the various labor welfare and social security legislations. The situation is not very different as regards the welfare provisions as well. There are number of social security and welfare provisions which directly or indirectly govern the informal sector workers. As these pullers are always on the move in city road amid other vehicles are not provided with accident cover for the pullers and also lacks insurance facilities for vehicle in course of any damage and loss occurred to the trishaws. A great majority of them had suggested that there were various accidental risks involved in this job and the working conditions were not satisfactory. The lack of proper parking place many times creates traffic problems during rush hours.

The study underlines the need for a comprehensive policy of welfare of these teeming millions as they provide easy and cheap transport option to the people besides contributing towards environmental conservations and protection. There should be an organized rickshaw-pullers union in every part of the country.

As a survey, most of the trishaw pullers are low income and their working time is more than other worker. Their trishaw gate had been destroyed because of corruption of land for construction. They don't get full education and health care support from government. Trishaw driver get accident from traffic and most district area of road system are not having for trishaw driver. There have no safety for trishaw driver in their working environment. Their life insurance is not safety for trishaw driver's education, health and income situation. The government needs to support for trishaw driver and informal sector of working group. There have more than 10000s without license of back trishaw in Yangon area because of no more allow more than 25000s license of trishaw in Yangon.

## 5.2 Suggestion

Basically, Government need to support to be strong for the foundation informal sector some kind of microfinance, loan, free education for people who work in informal sector, free health care and by creating job opportunities. For the trishaw pullers, to get good opportunities make the way of door to door service job creation and give loan without interest to improve their livelihood and support some vocational training and make the trishaw more upgrade to attract tourism by visit rounding down town and supporting service of trishaw pullers need to be safety in their working environment. According to education, give a opportunities night school for them and give vocational training to improve their career. To reduction their works force physical trishaw or manual trishaw supporting by changing solar trishaw or battery trishaw for them. To change the trishaw community, a newly designed trishaw payable through a minimal daily installment, making with insurance, uniform, licenses with ID photo.

The informal transportation sector in Myanmar's megalopolis is one of the most important economic activities in which the urban low earning society is concentrated and the government has to support priorities implement with plan for informal sector of socio-economics of urban low earning communities. The government has to planning for informal sector of their working conditions, living conditions, Health aspect and Social Security and Welfare provisions. Informal sector of urban poor communities (trishaw pullers) were not fair enough their financial conditions on the living and housing. Majority of them were not able to get their ends through their daily earning.



## References Books

- Besley, Timothy and Burgess, Robin (2003). "Halving Global Poverty." *Journal of Economic Perspectives*, 17(3), pp.3-22.
- Datt, Gaurav and Martin Ravallion (2002). "Is India's Economic Growth Leaving the Poor Behind?" *Journal of Economic Perspectives*, 16(3), pp.89-108.
- Datt, G. and M. Ravallion (1998). "Why Have Some Indian States Done Better than Others at Reducing Rural Poverty?" *Economica* 65, pp.17-38.
- Dercon, Stefan ed. (2005). *Insurance against Poverty*, Oxford University Press.
- Dollar, D. and A. Kraay, A. (2002). "Growth is Good for the Poor." *Journal of Economic Growth*, 7, pp.195-225.
- Fafchamps, Marcel (2003). *Rural Poverty, Risk and Development*, Edward Elgar.
- Gallagher, Rob (1992). *The Rickshaws of Bangladesh*. Dhaka: The University Press Limited.
- Mitra, Siddhartha (2002). "Lessons in Regulating the Informal Sector: The Case of Rickshaw Pullers' Sector in Delhi," *Indian Journal of Labour Economics*, 45(2), pp.387-94.
- Informal Employment of Bangladesh, Country Report 2010, Asian Development Bank (ADB) and Bangladesh Bureau of Statistics (BBS), Published in 2012.
- Bari, M. and Effroysman, D. (2004). 'Knowledge-based Transport Planning and More Rickshaw Bans in Dhaka City', *Road for People, Working for Better Bangladesh Trust*, Dhaka, Bangladesh.

Begum, S and Sen, B. (2005). 'Pulling Rickshaws in the City of Dhaka: A Way Out of Poverty?', Environment and Urbanization, vol.17, no.2, pp. 11-25.

Gallagher, R. (1992). The Rickshaws of Bangladesh, University Press Ltd., Dhaka.

Hoque M.M. et al (2005). 'Urban Transport Issues and Improvement Options in Bangladesh', Proceedings of Canadian Transport Research Forum (CTRF) Conference.

Hummel, K. (2008). 'The Rickshaw as an Endangered Species', The Bengal Gaze.

Available from: <http://www.popmatters.com/pm/archive/contributor/122/>[30 July, 2008].

Institute for Transportation and Development Policy 2005, 'World Bank Says Dhaka.

O'Donoghue, T. and Punch, K. (2003), "Qualitative Educational Research in Action: Doing and Reflecting," London: Routledge Falmer.

## References Website

1. <https://www.google.com/search?client=opera&q=rickshaw+thesis+of+bangladesh&sourceid=opera&ie=UTF-8&oe=UTF-8>
2. <http://dspace.bracu.ac.bd:8080/xmlui/bitstream/handle/10361/3504/12172016.pdf;sequence=1>
3. <http://discovery.ucl.ac.uk/1416500/1/Hasan%20MMU.2013.pdf>
4. [http://www.duet.ac.bd/DUET\\_Old\\_Website/ce/template/IICSD2015/Transportation%20Engineering/TE-038.pdf](http://www.duet.ac.bd/DUET_Old_Website/ce/template/IICSD2015/Transportation%20Engineering/TE-038.pdf)
5. <http://teacher.buet.ac.bd/cfc/publications/0504049%20-%20thesis%20on%20rickshaw%20modeling%20framework.pdf>
6. <https://thesis.eur.nl/pub/13171>
7. <https://pdfs.semanticscholar.org/489c/abee46bc5265e2535d58fe3dc81eb0d6ead9.pdf>
8. [https://www.google.com/search?client=opera&hs=xQ0&ei=Pnn9WoKYL8Sb8QX7i5KACw&q=rickshaw+thesis+&oq=rickshaw+thesis+&gs\\_l=psy-ab.3...6888.11744.0.12406.14.13.0.0.0.0.0.0.0....0...1c.1.64.psy-ab..14.0.0....0.HEfQ6ee9Fvo#](https://www.google.com/search?client=opera&hs=xQ0&ei=Pnn9WoKYL8Sb8QX7i5KACw&q=rickshaw+thesis+&oq=rickshaw+thesis+&gs_l=psy-ab.3...6888.11744.0.12406.14.13.0.0.0.0.0.0.0....0...1c.1.64.psy-ab..14.0.0....0.HEfQ6ee9Fvo#)
9. <https://www.google.com/search?client=opera&q=life+of+a+ricksaw+puller+in+bangladesh&sa=X&ved=0ahUKEwjCk-b144zbAhUEEbWkHf1gD24Q1QIIIQEoAA&biw=1014&bih=492#>

**Appendix. Total amount of Trishaw in Yangon Township and District (2017)**

No.	Township	Trishaw		Total of registration Trishaw
		For passenger Trishaw	For transport Trishaw	
1	Department of Management and (4) district office	709	-	709
2	<b>Eastern District</b>			
	New Tsp. of Dagon (Southern)	1840	10	1850
	New Tsp. of Dagon (Northern)	1400	2	1402
	New Tsp. of Dagon (Eastern)	292	-	292
	New Tsp. of Dagon (port)	452	-	-
	South Okkalarpa	1221	29	1250
	North Okkalarpa	1827	68	1895
	Tingangyun	767	17	784
	<b>Total</b>	<b>7800</b>	<b>126</b>	<b>7926</b>
	3	<b>Western District</b>		
Kyeemyindaing		558	320	878
Kyauktada		479	48	527
San Chaung		-	-	
Dagon		-	80	80
Bapaedun		-	-	
Bahan		-	-	
Latar		-	-	
Lanmataw		277	1	278
Ahlon		93	149	242

	<b>Total</b>	<b>1407</b>	<b>598</b>	<b>2005</b>
4	<b>Southern District</b>			
	Sate/Toe	908	74	
	Tamwe	234	4	
	Dala	790	25	815
	DawPon	319	5	324
	PazunTaung	524	25	549
	Mingalarhtaung Nyut	241	6	247
	Bodataung	1311	20	1331
	Yankin	-	-	-
	Takata	-	-	-
	<b>Total</b>	<b>4327</b>	<b>159</b>	<b>4645</b>
5	<b>Northern District</b>			
	Kamayut	246	29	275
	Mayangone	430	726	1156
	Mingalardon	443	6	449
	Shwepyithar	1302	5	1307
	Hlaing	1470	149	1619
	Hlaingtharyar	1414	132	1546
	Insein	1682	323	2005
	<b>Total</b>	<b>6987</b>	<b>1370</b>	<b>8357</b>
	<b>Total</b>	<b>21230</b>	<b>2253</b>	<b>23642</b>

Source: YCDC

### Questionnaire of the Research:

Age:

(a) 20-24 (b) 25-29

(c) 30-34

(d) 35-39

(e) 40 and above

Education Level:



Type of work:

(a) Regular (b) Part time (c) Seasonal

1. Which district you came from?

.....

2. Duration of stay in Yangon:

Less than 1 year (b)1-2 years (c) 3-4 years (d) 5 years and more

3. Why did you come to Yangon?

.....

4. What was your job before coming to Yangon?

.....

5. What was your first job in Yangon?

.....

6. Why do you choose rickshaw driving as an occupation?

.....

7. For how long you are driving rickshaw (Years)?

Less than 1 year (b) 1-2 years (c) 3-4 years (d) 5 or more

8. How many days work in a week?

(a)2 days (b) 3-4 days (c) 5-6 days (d)7 days

9. Types of ownership-

(a) Own rickshaw (b) Rented

10. How much rent of Rickshaw

11. How much does it cost one Rickshaw?

12. Working hours in a day?

(a) 3-4 hrs (b) 5-6 hrs (c) 7-8 hrs (d) Others

13. Daily income?

(a) 2000 (b) 3000-4000 (c) 5000-6000 (d) 6000 or more

14. Daily expense of personal expenditure

500-1000 1500-2000 2000 or more

15. Behavior of the rickshaw owner (1) Very bad (5) Very good

16. Behavior of the passengers?

17. Behavior of the police?

18. Rickshaw has License

Yes No

19. How much does it charge for license?

20. How much did you give if u have penalty  
10000-20000    20000-30000    30000-40000
20. Do u have house  
Yes or No
21. Monthly Rent of the Room  
20000-30000    30000-40000    40000-50000    50000 or more
22. Family Dependent over income  
3 persons          4 persons          5 persons          6 persons
24. Wife's occupation
25. Do you have any old dependent persons?  
Yes No  
If Yes, how many  
1          2          3
26. Children Number  
1          2          3          4          5
27. How many of the following members of your family age 15 or over, do you have?  
If under 15  
1          2          3          4  
If Over 15  
1          2          3          4
28. Children Education School  
Yes    No  
If yes, which grade?
29. Expenditure of Health monthly  
10000-20000    20000-30000    30000 or more
30. Family's Monthly income
31. Monthly Expenditure of Household  
Under 50000    50000-60000    60000 or more
32. Family's monthly Savings
33. Any Family debt

- |  | Yes     | No      |           |
|--|---------|---------|-----------|
| 34. Visit to Village?                                  |         |         |           |
| 1 time   | 2 times | 3 times | 4 or more |
| 35. The relationship among the other rickshaw drivers? |         |         |           |

(မေးခွန်းများသည် မိမိ၏သူသေတနာ စာတမ်းပြုလုပ်ရန်အတွက်သာ  
ကောက်ခံခြင်းဖြစ်သည်)

၁)အသက်- ၂၀-၂၄ ၂၅-၂၉ ၃၀-၃၄ ၃၅-၃၉ ၄၀-အထက်

၂)ပညာအရည်အချင်း-

၃)အလုပ်အမျိုးအစား အချိန်ပိုင်း( ) အချိန်ပြည့် ( )

၄) ဇာတိ-

၅) ရန်ကုန်တွင် နေထိုင်သော အချိန်ကာလ

၁ နှစ်အတွင်း( ) ၂ နှစ်မှ ၅ နှစ်( ) ၃နှစ် နှင့် အထက်

၆) ယခင်အလုပ်လုပ်ကိုင်ခဲ့သော မြို့

၇) ဆိုက်ကားနင်းခဲ့သော သက်တမ်း

၂နှစ် အောက်( ) ၂နှစ်မှ၅ နှစ် အတွင်း( ) ၅နှစ် နှင့် အထက် ( )

၈) တစ်ပတ်တွင် ဆိုက်ကားနင်းသော ရက်

၂ရက်( ) ၃-၄ရက်( ) ၅-၆ရက်( ) ၇ရက် ( )

၉) ဆိုက်ကား အပိုင် ( ) အငှား ( )

၁၀) ဆိုက်ကားပိုင်ရှင် နှင့် ဆက်ဆံရေး

ကောင်း( )ပုံမှန် ( ) မကောင်း( )

၁၁) ဆိုက်ကား ဌားရမ်းခ ( )

၁၂) ဆိုက်ကား တစ်စီးတန်ဖိုး ( )

၁၃) ဆိုက်ကား နင်းသည့် အလုပ်ချိန်

၃-၄ နာရီ( )၅-၆နာရီ( ) ၇-၈နာရီ( )

၁၄) ဆိုက်ကား လိုင်စင်

ရှိ ( ) မရှိ ( )

လိုင်စင် ၏ ကုန်ကျစရိတ်-

၁၅) ဆိုက်ကား လိုင်စင် အမျိုးအစား

၁၆) နေ့စဉ် ဝင်ငွေ

၁၀၀၀( ) ၂၀၀၀-၄၀၀၀( ) ၄၀၀၀-၆၀၀၀( ) ၆၀၀၀နှင့်အထက်

၁၇) ကိုယ်ပိုင်အသေးသုံး ကုန်ကျစရိတ် (ကွမ်း-ဆေးလိပ်)

၅၀၀-၁၀၀၀( ) ၁၅၀၀-၂၀၀၀ ( ) ၂၀၀၀ နှင့် အထက် ( )

၁၈) ခရီးသည် နှင့် ဆက်ဆံရေး

ကောင်း ( ) ပုံမှန် ( ) မကောင်း( )

၁၉) စည်ပင် ၊ ရဲ နှင့် ဆက်ဆံရေး

ကောင်း ( ) ပုံမှန် ( ) မကောင်း( )

၂၀) အနေးယာဉ် လမ်းစဉ်ကမ်း ဖောက်ဖျက် မှု ရှိ ( ) မရှိ ( )

ဒဏ်ငွေ - 20000-30000 ( ) 30000-40000 ( ) 40000-50000 ( )

၂၁) ကိုယ်ပိုင်အိမ် ( ) အိမ်ဌာန ( )

၂၂) မိသားစု တွင် မှီခိုသည့် လူဦးရေ

၂ယောက်( ) ၃ယောက် ( ) ၄ယောက်( ) ၅ယောက်( )

၂၃) အိမ်ထောင်ဖက် အမျိုးသမီး ၏ အလုပ်အကိုင်

၂၄) သားသမီး ရှိလျှင်

၁ယောက်( ) ၂ယောက်( ) ၃ယောက်( )

၄ယောက်နှင့်အထက်

၂၅) သားသမီး၏ အတန်းပညာရေး

၂၆) သားသမီး ၏ ပညာရေး ကုန်ကျစရိတ်

၂၇) လစဉ် မိသားစု ကျန်းမာရေး၏ ကုန်ကျစရိတ်

၁သောင်းမှ၂သောင်း( ) ၂သောင်းမှ၃သောင်း( ) ၃သောင်းနှင့်အထက်( )

၂၈) လစဉ် အိမ်ထောင်စု ၏ ကုန်ကျစရိတ်

၂၉) မိသားစု ၏ လစဉ်ဝင်ငွေ

၃၀) လစဉ် အိမ်ထောင်စု ၏ စုဆောင်းငွေ

၃၁) အိမ်ထောင်စု တွင် ကြွေးမြီး ရှိ မရှိ

၃၂) ဇာတိမွေးရပ်မြေ သို့ ပြန်သော အရေအတွက်

၃၃) ဆိုက်ကား မောင်းသည့် တွေ့ကြုံရသော အခက်အခဲ များ