

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

**A STUDY ON THE SOCIO-ECONOMIC SITUATION OF
TRISHAW DRIVERS
(CASE STUDY - TAMWE TOWNSHIP)**

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MDevS - 13 (15th BATCH)**

DECEMBER, 2020

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**A STUDY ON THE SOCIO-ECONOMIC SITUATION OF
TRISHAW DRIVERS
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A Thesis submitted in partial fulfillment of the requirement for the
Degree of Master of Development Studies (M.DevS)

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YANGON UNIVERSITY OF ECONOMICS
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This is to certify that the thesis entitled “**A STUDY ON THE SOCIO-ECONOMIC SITUATION OF TRISHAW DRIVERS (CASE STUDY -TAMWE TOWNSHIP)**” submitted in partial fulfillment towards the requirement for the degree of Master of Development Studies has been accepted by the Board of Examiners.

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ABSTRACT

This thesis has attempted to study the socio-economic situation of trishaw drivers in Tamwe Township. The study intends to describe the socio-economic condition of trishaw drivers and to examine the Trishaw Drivers' benefits and challenges in their working conditions. The descriptive method is based on primary and secondary data. 87 respondents are collected by using the random sampling method. The findings of the study reveal that the socio-economic condition of Trishaw drivers is in secondary education, poor health care, lower living standard, insufficient income status, different level of ages is working in this informal sector. Trishaw Drivers began the lives of trishaw drivers to pay back their debts, lack of choice, absence of formal employment, and migration. Trishaw Drivers have a positive mind and good relationships with related people. Trishaw driving is a freelance job, being able to work with little investment and an easy way of earning more money and employment. Global epidemic conditions and advanced transport systems are as Trishaw Drivers' challenges. Therefore, the result of this study suggested that the government needs to implement a good life-saving program and microfinance loan, free civic education, a low-cost medical facility for Trishaw Drivers. Not only the government but also the social community should help to improve the trishaw's socio-economic status in the long run.

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LIST OF ABBREVIATION

YCDC - Yangon City Development Committee

CHAPTER I

INTRODUCTION

1.1 Rationale of the Study

In most developing countries, the informal sector is an important part of the economy (Tamanna, M.,2012). The less qualified people are experiencing an increasing occupational sector, living in both urban and rural areas. In the formal sector, the nature of informal jobs differs greatly. In the informal economy, employees face high levels of income and job insecurity and frequently face a dangerous or unhealthy working environment in the absence of contracts and documentation. Moreover, in the event of a person becoming sick or injured at work under those conditions, there is no access using guaranteed unemployment benefits or job injury benefits to income replacement. The informal sector activities of developing countries have been the main issues of any economy across the world. Many types of the informal sector include domestic workers, construction workers, home-based workers, street vendors, waste pickers, smallholder farmers, transportation workers, etc. Many informal economy employees are not legally recognized and protected. The informal sector consists of small, independent activities, largely at a low organizational level and technology with the primary objective of generating jobs and incomes" (Alam, 2012).

In the rural-urban movement, people are attracted to urban areas for better opportunities. Young adults prefer urban areas, who are more likely to have a probability to return on migration due to life expectancy or in search of a better life (Haan and Rogaly, 2002). Also, family strategies can involve sending young adults to the city for potentially remitting child. Low skilled individuals are more likely to search for a manual job, and highly skilled individuals come to find that human capital might get a better reward than in rural areas (Lall and Selod, 2006).

One of the informal sectors is the Trishaw transportation sector consists of a small scale, mostly at a low level of community and technology and activities of self-employed with the lowest incomes by struggling with to survival their daily life. In this sector, the educated, semi-qualified, and unskilled representing the illiterate,

conventional exploited, vulnerable, economically poor, and socially exploited migrants from rural to urban areas searching for better income and an ability to live better lives. Trishaw driving is an easy and better way for earning money for unskilled people and migrant's poor people. Unskilled people cannot easily to join the formal sector and mostly can find jobs in different forms of the informal sector. Trishaw drivers are generally migrants and come from a low educated level of the country. Trishaws have been used as a means of transportation for the social elite. Probably Trishaw driving is the only transportation system to provide one place to another place for passengers.

Trishaw driving is exclusively a male occupation and those who are illiterate, unskilled, and lack capital, choose this sort of occupation due to the prospects of a regular and higher income which was possibly not found earlier. According to Begum and Sen (2005), for additional purposes, such as lack of work in rural areas, higher wages, and/or peer control, recent entrants into trishaw driving chose this career. Lack of property (e.g., land) in rural areas, 'Push' the poor to enter into the urban informal sector whereas sometimes mutual interest amongst the 'Pull' the poor to enter into the informal economy. Also, environmental shocks push the poor to cities for livelihood (Reuveny 2007). In terms of capital (physical, economic, social, and so on and working conditions, drivers of trishaw may be at risk.

Myanmar is a country of approximately 54.46 million people (UN Data,2020) and Yangon is a living place of over 5 million people (Wikipedia) with a major influx of migrant population as job opportunities. The population involved in the informal sector is an integral part of Yangon's economy by providing much-needed labor to manufacturing, services, and other sectors like urban transport work (van driver, trishaw drivers, etc.). However, there is still no clear description of urban transport manual workers as their position is not considered an official or legal profession. In Myanmar, the most popular local transport trishaw is safe, convenient, and an affordable form of door-to-door transport. Trishaw drivers manually drive with three wheels to carry at least 3 adults weighing 160 kilos and work for at least 10 hours. For each way, Trishaw drivers cover a distance of 2-3 miles and earn 700MMK.

Besides, trishaw drivers are facing a 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 the whole night by peddling for miles, often carry heavier loads than trishaw drivers' physical capacities because trishaw drivers are not in a position to earn

the needed amount of money to fulfill trishaw drivers' basic needs of life. In the megalopolis of Myanmar, the informal transport market is one of the most important economic activities in which urban poverty is concentrated and the government must support the execution of objectives with a programme for the informal socio-economic sector of low-income urban populations. Trishaw drivers are an integral part of the informal sector. Hence, this paper is carried out to address the real socio-economic problem of trishaw drivers in Tamwe Township.

1.2 Objectives of the Study

This study aims to describe the socio-economic condition of trishaw drivers and to examine the Trishaw Drivers' benefits and challenges in trishaw drivers' working conditions.

1.3 Methods of Study

This study used a descriptive method based on primary and secondary data. The major sources of secondary data are collected from the General Administration Department, YCDC, public references, and internet websites. The primary source of data by using qualitative and quantitative data.

This study has been conducted on Tamwe Township for the collection of data from the Trishaw drivers. Firstly, survey as a pilot study 20 trishaw drivers and a total of 87 random samples of trishaw drivers from 50 gates face to face methods with a structured questionnaire and using a random sampling method. Data were calculated using SPSS software.

1.4 Scope and Limitation of the Study

This study focused on the socio-economic situation of trishaw drivers in Tamwe Township. The primary data collection was based on the respondents having the license trishaw drivers. The survey period is from February to March 2020.

1.5 Organization of the Study

The study is organized into five chapters. Chapter I is the introduction including the rationale of the study, objectives of the study, method of study and scope and limitation of the study, and organization of the study. Chapter II is the literature review which includes theories related to the informal sector and socio-economic factors. Chapter III presents an overview of the Trishaw Sector in Yangon. Chapter IV expresses a case study on the socio-economic situation of Trishaw drivers and chapter V is the conclusion which has findings and suggestions of the study.

CHAPTER II

LITERATURE REVIEW

2.1 Concepts and Nature of Informal Sector

The informal sector includes a wide variety of labor market activities combining two distinct categories. In the one hand, in an economic situation where there are limited earnings opportunities, the informal industry consists of surviving for individuals and society. The informal sector, on the other hand, is a product of entrepreneur nature, which seeks to avoid state laws.

The following can be listed for both forms of informal sector activities:

1. Coping approaches (survival activities): seasonal work, temporary employment, unpaid employment, agriculture for livelihood, numerous jobs;
2. Unofficial earning strategies (illegality in business):
 - (i) Non-official corporate operations: tax evasion; labor laws and other regulatory or administrative regulations avoided; no company registration; and
 - (ii) Underground activity: disorder, corruption - non-statutory practices.

A significant and contentious position is played by the informal economy. It provides work and decreases unemployment and underemployment, but in many situations the employment is low wage and the safety of employment is poor. A major and contentious position is played by the informal economy. It offers opportunities and lowers unemployment and underemployment, but positions are mostly low-paid and work security is limited in many situations. It provides entrepreneurial activity, but at the detriment of state regulations compliance, particularly regarding tax and labor regulations. It leads to alleviating poverty, but informal workers are always poorly paying and job stability is low. The scale of the informal labor market in countries with high incomes ranges from the approximate 4-6% to over 50% in countries with low incomes. During structural downturns, economic change and transformation times, its scale and economic value rises.

In its Kenya Mission Study, the ILO conceived the concept of the informal sector into international use in 1972, which defined informality because the way of things characterized (a) ease of access, (b) dependency on indigenous capital, (c) family ownership, (d) small-scale activities, (e) intensive labor and adaptive innovations, (f) expertise learned outside the formal industry, (g) unregulated and dynamic economies. Since that time, numerous scholars and the ILO itself have adopted several concepts. The 1999 ILO/ICFTU International Symposium on the Informal Sector suggested that jobs in the informal sector should be classified into three major groups: (a) owner-employers of micro-enterprises employing a few paying employees, with or without apprentices; (b) own-account workers operating and running a one-person business, working alone or with the help of unpaid workers, usually members of the family and apprentices; and (c) dependent, paid or unpaid workers, including micro-enterprise wage workers, unpaid workers and apprentices.

The nature of informal sector work varies considerably from that of the formal sector. Lacking contracts and paperwork, employees in the informal sector face high levels of income and employment uncertainty, and are sometimes exposed to unsafe or hazardous work conditions. Further if a worker receives ill or disabled working under such conditions, he or she has no access to income replacement by unconditional unemployment or job accident compensation. Comprehensive approaches to reducing such threats and to fostering sustainable development are needed if social security structures are to properly respond to the particular circumstances of informal sector employees and the vulnerabilities that workers face (Handayani, S. W. (Ed.),2016).

Most people have entered the informal economy because people cannot find jobs or are unable to start businesses in the formal economy. In Africa, for example, informal work accounted for nearly 80 percent of the non - agricultural sector, more than 60 percent of urban employment as well as more than 90 percent of new jobs in the last dozen years or so (J. Charmes, WIEGO,2000). A useful way to describe the condition of informal workers is in terms of seven basic securities which are labor market security, employment security, job security, work security, skill reproduction security, representation security rejected them. Where the economy is not very hefty, a job is inadequate, poverty is high, people tend to enter the informal sector to survive. In countries like Southeast Asia, East Europe, Africa, and Latin America the rate of urban informal sector employment is within 15%. In other low-income countries for example in Bangladesh, Nigeria, India, etc. the share of the urban informal sector is

51%, which is quite high and plays a considerable role in the country's economy (Kar and Marjit 2009). In terms of labor problems, informal workers face all varieties of difficulties in their everyday lived. Low wages, limited occupational mobility, no job insurance, no pensions, or medical support for the benefit of the workers are the most vulnerable segment of the working society. For a better life, most informal employees choose to go abroad to start their businesses for a better life (Alam, 2012).

The feature of informal work is the circumstances under which employees are working labor rules, health conditions, environmental risks, or the location of operations that disregard zoning laws (Castells & Portes, 1989:13). The informal sector is typically seen as an inferior alternative to the formal sector in terms of earnings, employment and safety from exploitation in relation to labor standards. For example, employees can be offered salaries below the minimum wage. All such earnings are often without legally necessary benefits, such as Social Security, Workers' Compensation or Unemployment Insurance, as there is no formal record of jobs to be filed with state and federal authorities. Job requirements for age, wages, and hours are usually disregarded in most informal arrangements. The physical structure in which employees work may also be environmentally harmful and the equipment may be out-of-code and unsafe (Özveren, E. 2005).

According to the Bangladesh Bureau of Statistics' (BBS) Household Income & Expenditure Survey (HIES) Rickshaw Pulling and Change in Life: A Case of Uttara in Dhaka City based on Cost of Basic Needs (CBN) method about 17.60% of rural households live below the lower poverty line. As a result, rural poor people migrate to urban areas in search of a better life, better job opportunities, and better social services. The informal economy is the only way for disadvantaged or transient people in urban and urban communities to live. Among the workers in the informal sector, a large number of migrants are absorbed by the trishaw driving sector, while the remainder find work in various other informal sectors, such as small-scale shopping, travel, manufacturing, construction and domestic services.

2.2 Growth of Informal Economy

The economy that is unseen, secret, shadowy, unofficial, unrecorded, imperfectly registered in the formal national accounting systems. These different terminologies show that no single definition of informal economy could serve different fields (Abumere (1989). The informal economy continues to expand, as the majority of

new jobs have been in the informal economy in recent years, especially in developed countries and transition countries. Many people have entered the informal economy because they are unable to pursue employment in the traditional economy or are unable to establish enterprises. Moreover, there is growing agreement that these activities are not declining, but continue to represent a resilient element of these economies (Charmes, J., 2000). For the poor, the less qualified urban population, an informal economy is characterized by the absence of rights and social protection. Besides, workers are engaged in the informal economy, live in widespread poverty, lack of access to basic social services, face exploitation, lack of basic safety at work, struggle every day to survive and have little or no chance of being able to do so (Alam 2012).

A livelihood includes the skills, the assets and activities essential for a way of life (stores, services, claims and access). A sustainable living environment is capable of dealing with and accessing from stress and shocks, maintaining or enhancing their capabilities & assets, and providing the next generation with sustainable livelihood opportunities and bringing net benefits to other livelihoods on a local and global level and in the short-term and long-term (Chambers, R., & Conway, G., 1992). The overall wealth of an individual, household, or group can draw on the level of difficulty and safety within the livelihood approach because these issues are linked interconnected. Asset availability is very essential in ensuring individual security directly and also improves the ability to indirectly influence the policies or programs.

The urban poor must have a livelihood, for if livelihood policies are positive, income reduction will improve vulnerability; food security for the urban poor will be guaranteed (ibid.). On the other hand, the living standards of a country inform us about the situation and activities of the households. However, information about the relations of power between and within the community is often restricted to structural factors (such as values, standards, etc.). Social emotions like a feeling of trust, hope, injustice come out through connection, including a personality, how society treats anyone, how those who behave others, affect, how people present themselves every day. Individual, state, society are embedded and dependent on their wellbeing. However, subsistence arrangements are not simply a means of achieving more resource well-being or economic stability (Dijk 2011).

The informal economy as a whole is more heterogeneous and complex than the sum of such viewpoints would suggest. Some self-employed people prefer or volunteer

to work informally to avoid registration and taxes, while others do so out of necessity or tradition. Also many self-employed would support attempts to reduce barriers to registration and associated transaction costs, particularly if there were to benefit from formalization. In addition, much of the recent rise in informal wage jobs is due to the informalization of traditional work relationships. In all such cases, it is the employers, not the staff, who have avoided compliance and taxation. Employers also tend to retain a tiny, central, permanent workforce and to hire other workers on an informal basis in order to escape payroll taxes and employer contributions to social security or pensions. In other situations, payroll taxes and social security benefits are delayed by mutual consent between the employer and the employee, as if employees decided for higher salaries instead of employer social security contributions. This may be the case when social security systems are under-managed or the terms and conditions are not transparent or well known, with the result that employers do not receive any benefits in return for contributions. In short, some informal entrepreneurs, or volunteers, prefer informal work. But informal work tends to increase during economic crises or downturns, suggesting that in addition to preference, informality is driving. The informalization of employment relations is also a part of contemporary economic growth and of the global economy. Moreover, in many developing countries, the vast majority of the population has never had a formal job and continues to engage in traditional or livelihood activities (WIGO, 2012).

2.3 Factors of Socio-Economic Status

Socio-economic situation (SES) means a person's level of income, wealth, education, and prestige (Currie, C., et al, 2001). Socio-economic status indicates the social status and economic condition of a person in a society measured by income level, education, qualification, and occupation. The livelihood of a person refers to its means for ensuring the necessities of life (food, water, shelter, and clothes). Livelihood is described as a series of life-long operation that is important to everyday life. Such actions may involve securing water, food, medicine, clothing, and shelters. The livelihood of an individual involves being able to obtain the above-mentioned needs to satisfy the fundamental needs of individuals and families (Wikipedia, 2010).

Different assets are available to local people-natural, human, financial, economic, physical, or social. Human capital is a household member, labor force, education, expertise, and skills. Physical capital involves livestock, machinery,

automobiles, homes, irrigation pumps. Natural capital is access to land, forests, water, and biodiversity. Financial capital includes savings or debt, gold or jewelry, wages, credit. Social capital: family networks, group membership, socio-political voice, and influence. Livelihood assets apply to the community resources base and various household categories. Socio-economic status is based on the livelihood condition. The socio-economic status can be measured in terms of the following factors. The socio-economic factors are (a) Education, (b) Income, (c) Wealth, (d) Health and (e) Occupation.

(a) Education

Education also plays a role in income. Income depends on the level of education. The more educated qualified person like Ph.D. holders, professionals, makes the highest monthly income while less educated persons earn less. Better economic and social status is guaranteed by higher educational standards. More education is related to higher wages, greater work prospects, and increased social participation, which together encourages healthy choices. Yet about 10 percent of people older than 24 had not graduated from high school in 2017, and an additional 32 percent of those who had graduated from high school had no degree after high school (Day, J. C., 1992). As of 2012, 14% of Americans had only basic literacy and 4% lacked even basic literacy (Organization for Economic Co-operation and Development, 2013).

Higher education levels will contribute to a stronger sense of autonomy over one's life, which is correlated with wellbeing, healthy lifestyle habits, and fewer chronic problems. Parental education is related to the wellbeing and educational achievement of children. Young children whose mothers have graduated from college are twice as likely to survive after their first birthday. Stress and reduced health early in life are associated with diminished cognitive growth, elevated tobacco and opioid use, and a greater risk of cardiovascular disease, diabetes, depression, and other disorders, common to those whose parents have lower levels of schooling (RWJF, 2011).

(b) Income

Income offers financial services that influence housing decisions, schooling, child care, food, medical care, and more. Income may come from jobs, savings, services for government aid, or retirement accounts. Income applies to wages, salaries, profits, leases, and other tax flow earned. Unemployment allowances, social security payments,

savings, gratuity, house rent payment, medical allowance, interest or dividends, royalties, and other benefits will often produce revenue (Wisdom Supreme, 6 April 2008). Income inequality is an indicator of the difference between the rich and the poor. Income inequality in our societies has an effect on how long and how well we survive and is particularly detrimental to people living in poverty. Families with low incomes rely on solving urgent needs and are not building up resources that can be passed on to future generations, thereby growing disparity. In addition, many self-employed people are welcome to minimize registration and associated trade costs, particularly if they benefit from officialization. Families with a high-income, costly income will gain resources and can concentrate on fulfilling immediate needs while being able to absorb and appreciate luxuries and weather crises (Flora, C.B., 2006).

(c) Wealth

Wealth, a collection of savings or properties, are a source of protection to quantify the potential of a family for coping with crises, sustain economic shocks, or provide a comfortable way of life. Capital represents changes between generations as well as wealth and economic accumulation. The property represents a household's sales and investments. All the predictors of wealth achievement are wages, age, marital status, family size, faith, profession, and schooling (MacArthur Research Network, 31 March 2008). In the US the wealth gap is very big, like income inequality. There is a disparity in ethnic wealth, partially due to income inequality and performance gaps created by structural segregation. According to Thomas Shapiro, disparities in investments, heritage, and inequality in the domestic industry contributed to the racial capital differential (due to unequal income rates). Shapiro says savings rise with raising taxes, but Africans cannot participate because there are considerably fewer people than Americans of European descent (whites). In addition, the inheritance rates vary drastically among African American and European descent Americans. The sum that a person inherits will establish varying starting points between two people or families, either during a lifetime or after death. These various points of departure often lead to segregation in accommodation, schooling, and jobs. A third reason for the racial wealth split is that African Americans face different discrimination such as redline and higher mortgage interest rates. These kinds of inequality are part of why African Americans eventually have different starting points and therefore fewer assets (Shapiro, T. M., 2004).

(d) Health

The subject of economic disparities and its connection with public health is also an epidemiologist's recent concern in health. Health is another socio-economic factor. This relationship indicates that not only the poor are still healthy when everyone else is good, but that the socio-economic ladder has a steady continual relationship from top to bottom, which concerns health status. Families of low-socio-economic status cannot access many of health services and because of untreated conditions, children may suffer from severe illness (Adler, Nancy E.; Boyce, Thomas; Chesney, Margaret A. 1994). The key concern of development is health. In the core values of development, health contains as basic need and need to fulfill. The basic good like food, shelter, health and protection need for the quality of life (Torado & Smith, 2015). Healthier people can make greater use of education and the required human resources can be obtained for the nation by enhancing health and education. As a core component of growth and development, the health necessity is a required prerequisite for improvements in productivity, as intrants of the overall production function health and nutrition enhance productivity and boost those who were originally poorest and least educated. Health and diet impact employment, efficiency and incomes. Human capital is vital for the growth of the economy; we cannot have maximum capital for the development of the nation without the quality of life of each citizen. Human society is largely responsible for the difference between industrialized and less developed economics.

(e) Occupation

Occupation prestige is one of the core components for assessing a person's socio-economic status. Occupational, as one component of SES, encompasses both income and attainment. The occupational status represents the educational accomplishment needed to attain the types of work and wages that vary between various workers and within the ranks of occupations. It also indicates success in credentials appropriate for the work. The status of the worker tests social role by defining career attributes, capacity and regulation of decision making, and psychological conditions at work. There was a mistake (Ganzeboom, H. B., De Graaf, P. M., & Treiman, D. J., 1992).

The census (among other organizations) classifies the professions and surveys the view from the general public. Physicians and surgeons, lawyers, chemical and biomedical engineers, academic lecturers and communication analysts are some of the

most prestigious professions. These workers, perceived to be grouped in the division of high socio-economic status, offer more demanding employment and better control over working environments, but require more skills. Food preparation staff, counter assistants, bartenders and aides, dishwashers, janitors, maids and housekeepers, car cleaners, and parking lot attendants are among the lowest-ranking employees. Less regarded occupations often have considerably lower pay, and are also more laborious, very dangerous, and less autonomous (Ambika, R., & Krishnamoorthy, K., 2019) (Scott, J., & Leonhardt, D, 2005).

As there are so many, and there are so many competitive scales, occupation is the most difficult aspect to calculate. Many measures rate jobs depending on the degree of talent involved, from unskilled to specialist to qualified manual labor, or use a composite metric using the level of education necessary and the income involved. In summary, most scholars believe that socio-economic status is better defined by wages, schooling and jobs combined, although some others feel that shifts in family composition should also be addressed. The socio-economic status affects students' cognitive abilities and academic success. Several researchers have found that socio-economic affects students' abilities (Milne, A., & Plourde, L. A., 2006).

2.4 Benefits and Challenges of Informal Workers

Operationalizing the concept of informality for the purpose of measurement is not easy, both because the two categories of the informal sector differ and because of the boundary between the informal sector and the formal sector is blurred. Second, if an informal earnings policy is applied by a non-profit small business with low quality working conditions, then the employees in that enterprise and the enterprise itself can be counted as belonging to all informal sector groups. An example of such a situation is a one-person, non-registered, low-profit street trade undertaking-which incorporates non-official and survival practices. Second, certain formal market workers or companies can be listed as informal if they are found to have inadequate work security or if their lifestyle and prospects are perceived to be unacceptable. If the street trader in the previous example reports his company, the firm and the trader themselves may be classified as belonging to the formal sector if the benefit is deemed to be above the standard of subsistence. The informal economy plays a crucial role in developed countries. The informal sector is so wide that it is difficult to provide legal protection. In addition, there are many benefits and challenges for those working in the informal

sector. Regarding the informal economy, benefits are felt in different areas of workers' livelihoods and lives. Organizing gives informal workers greater voice, visibility and validity, organizing leverages the following benefits that are Economic benefits, Social Protection Benefits and Intangible but significant benefits. In Economic benefits, workers can use their collective strength to negotiate better wages and conditions. Workers get better prices from those who buy their products. Workers pool their available capital and expand access to financial resources. In Social Protection Benefits, informal workers can access existing social protection systems. Organizations can build shared networks and strengthen service services for their members: running schools, preschool centers and health centers, and mobilizing aid in the event of hardship disasters. Organizations should create shared networks and strengthen service services for their members: running schools, preschool centers and wellness centers, and mobilizing aid during hardship crises. Organization, including through the promotion of work health and safety approaches for informal workers, can improve working conditions. In Intangible but significant benefits that enhances self-esteem among informal workers and social and personal empowerment.

As mentioned above, informal workers need and need to coordinate municipal, regional and transnational organizations at the local, regional and transnational levels to allow for additional information sharing and regional influence. Transnational networks help to promote progress in foreign policy which, in turn, can contribute to change at national level (Bonner and Carré 2013, Carré 2013). On the other hands in the informal economy, challenges faced by the informal workers. Many informal workers do not work in factories or firms, but some do. And most do not work an eight-hour work day, most work longer, less fixed hours, leaving little time at common times of day to meet and discuss issues and strategies. Furthermore, the main restriction or necessity around which employees may wish to unite may vary in terms of their employment status and the economic activity branch. Informal employment is the circumstances under which employees are employed labor regulations, health conditions, environmental risks, or location of operations that do not comply with municipal regulations (Castells & Portes, 1989:13). The informal sector is commonly seen as an inferior alternative to the formal sector in terms of income, safety and security from exploitation in relation to labour laws (Selberg, N., 2020).

In the informal economy, lockdown and other containment initiatives are a source of social unrest and transgressive activities and actions that threaten the efforts

of governments to protect the population and tackle the pandemic. Furthermore, logistical challenges within supply chains, in particular cross-border and domestic movement restrictions, can lead to disruptions in food supply, undermining informal workers' food security. Almost 1.6 billion informal economy jobs, among the most marginalized on the labor market, are greatly affected by locking and/or employed in the hardest-hit industries (Monitor, ILO ,2020).

In India, the biggest obstacle for e-rickshaws will be to follow existing conditions of traffic owing to the regularization of the maximum vehicle speed and engine power. If the main stream traffic is able to drive, the speed of the remaining traffic would be reduced, since standard vehicles have a much higher energy efficient speed. However, there was no proper law to regularize e-rickshaws operations. No limits have been imposed in most places in West Bengal in the areas and also in the number of vehicles. Thus, the local authorities police e-rickshaws with monthly toll fees depending on the municipalities where these vehicles run. But the issue remains that there are still no unions that regulate the number of such e-rickshaws, which contribute to growing numbers of e-rickshaws. This outbreak is caused mainly by state unemployment. The opening in the work market has been very minimal due to a very smaller number of manufacturing operations. The e-rickshaw has now been for many a means of income. The low investments in the procurement of an e-rickshaw and the less official formalities led most young people to find this very means of providing jobs are drivers' average age, daily average and e-average rickshaw's price (Majumdar, D., & Jash, T.,2015).

2.5 Review on Previous Studies

Sadekin, M. N., Aktar, M. A., & Pulok, M. H. (2014) analyzed the "Socio-economic Analysis of Migrated Rickshaw Pullers in Comilla, Bangladesh. "This studied aims to understand the demographic characteristics and previous occupation of the people who engaged in rickshaw pulling, to find out the causes of rickshaw puller migration, and to examine the migrant rickshaw pullers' revenue, spending status, and remitting actions. The results of this study show that most pullers from Rickshaw come from poor rural communities and are an easy way to get away from extreme poverty for rural poor people. The cycle rickshaw as an informal operation has a significant effect on their national economy and is a means of transferring money from the middle

class to the poorest. The government should take steps to improve this sector and focus on people struggling to earn a living in that sector.

Rukhsana, Asraful Alam (2013) studied "Socio-economic Analysis of Van Rickshaw Puller (Manual) In Rural Areas-A case study". This study aimed to examine the nature of the workforce engaged in rickshaw pulling in the study area, to analyze the socio-economic profile of the rickshaw pullers in the selected study area, and to highlight the problems faced by rickshaw pullers. This study found that rickshaw pullers need to deal with many issues such as unsuitable sanitation, environmental health problems, financial, economic, safety, education, and cultural issues. According to labor, the basic problems are respondents cannot get compensation. Because of hygienic eating and environmental conditions, diseases quickly spread among the poor van rickshaw puller families. The respondent's average household size is large, daily income is very small and his children cannot be trained more in economics. The respondents' monthly revenues are very low due to lack of passenger and modern vehicle development. The government educated people should alarm about challenging lives and extend hands to support.

Jabir Hasan Khan, Tarique Hassan, Shamshad (2010) studied Socio-Economic Profile of Cycle Rickshaw Pullers: A Case Study. This study aimed to explore the socio-economic features of the rickshaw puller cycle and to define the causes of rickshaw pulling. This career also took into account the negative effects on the health of rickshaw pullers, their problems, and their corrective steps. The research was based on primary data from the field survey and a questionnaire for the interviewees in Aligarh. In February and March 2010, the survey was performed. The study indicates that rickshaw pullers are one of the most poverty-stricken communities in society, who live in severe poverty but are central to the infrastructure in intra-city transport. Neither is the working environment regulated nor their social security issues are addressed. The respondents were not aware of the government's poverty alleviation programs, and their connectivity to basic services and service facilities is also very poor.

Anitha Ramachander & et al. (2015) found out towns and cities in India, auto drivers play an important role. To a very large degree, complement public transport facilities. Many people join this career with the aim of earning a respectable income for themselves and their families. But the life of auto drivers is one of the financial challenges with poor earnings and savings.

Sai Noam (2018) studied The Economic Situation of Trishaw Drivers in Hlaing Township. This research aimed at examining Trishaw Drivers' total economy and the basic needs and problems of the drivers. The analysis was carried out in the Hlaing Township. Traffic accident occurs to trishaw drivers, and most road district network areas do not have a traffic accident. In working environment, there is no protection for trishaw drivers. The policy is not coverage for the education of a trishaw driver, health, and wages. The government must support the trishaw driver and informal workgroup sector.

Walker (1981) conducted a socio-economic survey of rickshaw pullers in Nagpur Region. Nagpur has the largest number of recorded cycles – rickshaw pullers in the world. It is important, even in the present days of modernization, more against Bangalore, where the commuters do not believe 'one man pulling the other man' then the number of bike rickshaw pullers is increasing.

S. Sethuraman (Dec 2014) suggests that the informal economy of auto rickshaws is not only a socio-economic issue but a significant ecological concern. This study concentrates on the current socio-economic condition of auto- rickshaw drivers, the prospects and the problems encountered by the stakeholders and the role of social organization in transforming the lives, at large in Palani, the study concluded that the cause of stress and implicit actions, as articulated and as is apparent from the analysis, is linked to financial or economic crunch.

Rajesh Raja (2015) has researched the relationship between work-life balance and quality of life between auto-rickshaw drivers in Mumbai. The author has analyzed work-life balance elements on a time basis. The study not only offers useful insights and draws attention to the worsening conditions of the automobile haul drivers and highlights their work lives, but also a timely sign that the auto-rickshaw drivers are more fully aware of current conditions.

CHAPTER III

OVERVIEW OF TRISHAW SECTOR

3.1 Origin of Trishaw and Development of Trishaw in Yangon

Burma's trishaw style is distinct from that of other Asian countries. Trishaw from other Asian countries is a three-wheel drive with a passenger seat right behind the paddler. Burma's trishaw is a bicycle, with a passenger sidecar attached to it. Thus, the passenger seat is not behind the paddler, but on the paddler's side right behind it. The bench is narrower and more compact, so the entire trishaw is smaller, more portable, and simpler to travel. There are two seats in the passenger cabin – one in the front of the other in the rear. Thus, the two passengers are sitting back and forth. Another rider is also allowed to sit on the back seat of the bicycle. Typically, this carrier seat is used to transport items. Trishaws have been multiple sources where rickshaw comes as 'ricksha/risk/rickshaw' from Japan, and finally the Japanese term 'jinrikisha.' In Japanese, 'jin' means individual, 'riki' means power or force, and 'sha' means a car, altogether means human-powered vehicles.

Myanmar trishaw was invented by Sayar Nyo, a car repairer on the Nyaung Pin market on January 19, 1938. A major national rebellion in Burma, marked by the Burmese revolt of the 1300s, took place in Mandalay, Burma's second city. At that time the people of Mandalay were mobilized for the national business of transporting a trishaw, operated by former British-dominated electric trains with no one to travel. In the face of a failure, the British company was canceled (Lu Du Daw A Mar 1993). Most of the trishaws in Myanmar tend to be the same as the military sidecars that the carrier added to the bicycle side to carry passengers during the Second World War. So far, these trishaws are common to light vehicles for short-distance travel in towns and cities across the country. Trishaws are also very useful and important items in Yangon. Owning a trishaw is a possible dream of a trishaw driver, but it's not as easy as it is.

The most convenient and simple means of transport in Myanmar, particularly outside Yangon, are trishaws (or side-cars as they were known in Myanmar). While the main way to ride in Yangon is by bus, very few buses pass along the streets of other

major towns and cities of Burma. There is no public bus service in smaller cities in Myanmar. Trishaws are also Myanmar's most basic and important public transport. It can move through narrow streets and streets that make it the right vehicle for the cities of Myanmar. It is also very powerful and durable, a must for all. In smaller towns and villages, residents must rely on trishaws as the primary form of public transport (Myanmar Today,2009). Vehicles used by human beings and animals remain valuable in developed countries. The power of this transport lies in it. In the very least, rather than developing nations, carbon emissions could be minimized in the air. In Yangon, there are over 100,000 unlicensed trishaws. This ensures that millions depend on the trishaw for their daily income, and it is a confident organization that provides people with livelihood opportunities. The fact that the drivers of trishaw labor are primarily migrants is another relevant consideration. Living as a trishaw driver is the easiest way to get a career with the cheapest investment. One has to spend only about ten or twenty thousand as a deposit to borrow a trishaw to operate.

In Yangon, this trishaw is simply called (Size-Gar) in public. So far as we know, trishaw was first seen in the 1970s in Myanmar at Yangon. Trishaws or non-motorized vehicles are commonly used in Yangon town for a short distance. Common guess there are about 26445 Trishaws with registration license in Yangon municipal areas in 2012-2013 to 2015-2016. As in many countries, transportation comes in a variety of forms in Myanmar. Ranging From the cheap and friendly trishaw, public transit in the form of buses, taxis or luxury hire vehicles (with a driver) for those who can afford it. In modern transportation systems trishaws have a good impact on a clean environment and a positive role. As urban development advances, land use is rising. In addition to increasing road use, people are increasingly choosing ways to save time and security. Automobiles are traveling on the roads at high speeds. At the same time, slow-moving problems were restricted in anticipation of the hazards faced by trishaw drivers. As a result, some people in the country would find it difficult for families who rely on the daily income of the trishaw drivers.

Officially, 25138 licensed light vehicles are available in Yangon City. But the actual number is more which are unlicensed vehicles. The authority had issued licenses for 25138 licensed trishaws, 21143 trishaws for passenger use, 2249 trishaws for cargo use, 1746 pushcarts (YCDC, 2020). In April 2012, YCDC ceased issuing new trishaw licenses. Between 2012-2013 and 2015-2016, a total of 12,369 unlicensed trishaws

were seized by the YCDC. Unlicensed trishaw drivers had a high risk of seizing vehicles from heavy financial loss (Soe, 2016).

The vital characteristics of the sample trishaw drivers are presented in several sub-sections, e.g., income level and length of employment, residential background and current living arrangement, occupational background, and demographic backgrounds, including the background of their living children. Trishaw drivers leave villages or original cities for various reasons, mainly for more living standards and changing livelihood. Trishaw drivers are working in various informal sectors for survival in megacities in developed countries. Informal sectors have migrated to mega towns, as Yangon is busier, some of the people choose to stay in Yangon for good because of daily increase in costs more than when people stay in the native towns. Due to its economic and social impacts on migrants, all trishaw drivers are migrating from different areas into mega towns, often that included long hours, poor living and conditions, social isolation, and poor access to basic facilities.

Although trishaw drivers carry the passengers, in reality, trishaw drivers carry the lives of family members who depend on them. The trishaw business could be able to help the survival of millions of people. Trishaw drivers are officially called light vehicle laborers. But these trishaw drivers were in the time of life once in the era Myanmar Socialist Party for being renowned as proper workers. There had been some legendary events about trishaw drivers who were appointed as a senior official in the regional administrative body. But the time has passed. Light vehicle laborers are still trishaw drivers. Even though trishaw drivers work persistently regardless of harmful weather conditions and at risk of danger. Trishaw drivers do not have either proper life insurance or a labor guarantee.

Mingaladon Shwepyithar, Hlaing Thar Yar, Insein North Okkalapa, East Dagon Myothit, South Dagon Myothit, North Dagon Myothit, Port Dagon Myothit, Dala and Seikgyi Kha Naung Toh townships on the outskirts of the Yangon City Development Zone are the townships that have been operating the motorcycle since 2010. These townships are large, many of which are not accessible by bus, and the inability to travel by trishaw is one of the reasons for the rapid and wide range of motorbike rides. Besides the cost of renting a motorbike and a trishaw is the same and on short trips, the price of a motorbike is lower than a trishaw. The use of a motorbike is more than trishaw. The expansion of motorcycle carriers in the outlying townships of the Yangon metropolitan area has led to a gradual decrease in the number of slow-moving vehicles licensed by

the committee. Revenues from the committee are declining. It has expanded into the more lucrative motorcycle carriers. Trishaw drivers are changing jobs. The proliferation of motorcycles has also led to the collapse of the market for trishaw drivers.

Trishaw drivers occupy a large portion of the grassroots in Yangon. Trishaw drivers could be able to manage in protecting metropolitan areas from the greenhouse effect to some extent. Trishaw drivers are like tree growers or environmental conservationists. Trishaw drivers' profession relates to the ecosystem. Trishaw drivers could also be called modernized people because trishaw drivers operate profession in a way of recycling system without harming the environment like people who use high technology today. But still, Trishaw drivers' lives are harder than ever. The facial expression of the trishaw driver is the guarantee for tomorrow. There is no pension for them and neither is the bonus for life. But they simply love society. Sometimes social unity can be found in underdeveloped small countries without forming formal associations or unions. Such a united helpful society can be found in the surrounding of trishaw drivers.

3.2 Role of YCDC on Trishaw in Yangon City

Yangon was the capital of Myanmar from the time of the British until the 2008 constitution was approved. It is now the economic capital of Myanmar or the main economic driving city of Myanmar. Yangon City is separated into four districts and 33 townships. The four districts in the northern district, the eastern district, the southern district, and the western district. In terms of urban development characteristics, these 33 townships may be classified as the inner city, outer city, old suburbs, new towns, and countryside. The inner-city area is composed of Botahtaung, Kyauktada, Lanmadaw, Latha, Pabedan, Pazundang, and Seikkan township. The outer city area is Ahlone, Sanchaung, Kyeemyindaing, Tamwe, Hlaing Kamaryut, Bahan, Mingalartaungnyunt, Dagon, and Yankin township. South Okkalapa, North Okkalapa, Mayangone, Thingangyun, Takata, Insein, and Dawbon townships are included in the old suburb area. Hlaing Thar Yar, Shwe Pyi Thar, Dagon (East), Dagon (South), Dagon (North), Dagon (Seikkan), and Dagon (Extension) townships are new town area. The countryside area is included Dala, Seikkyikhanaungto, and Mingalardon township. According to the 2014 census the metropolitan population is 7,360,703 which include 3,516,403 males and 3,844,300 females. The city of Yangon covers a surface area of 598.75 km² (231.18 sq mi). About 12,308 people are living in the urban area of Yangon

per kilometer per square. The city borders have increased in recent years and have contributed to large population growth. Yangon has the biggest population and is very diverse in Myanmar. It is so diverse that ethnic groups have developed their networking communities. It is the ethnically most diverse city in the world. Among the most important ethnic groups are the Indians, the Burmese in southern Asia, and the Chinese. In Yangon, too, stay living Rakhine and Karen. Burman descent is the bulk of the population.

According to the Yangon City Development Committee Act 2018, the five main objectives of the Yangon City Development Committee's Policies are as follows.

- (a) To develop the capital city continuously under the leadership of the Development Affairs Committee, to improve the standard of living of the people in the city.
- (b) To fully develop the municipal tax system and to develop existing laws within the municipal boundaries.
- (c) To be as clean and orderly as the international capitals, pleasant involve people in the city to contribute to the development of a beautiful and beautiful city
- (d) To take responsibility for the development activities, accountability develop a transparent, people-centered management system
- (e) To establish responsible working groups and departments to be more effective in development activities (YCDC, Objectives of law, 2018).

3.2.1 Definition of Light Vehicle

According to the YCDC 2018 Act, the definition of the light vehicle is the slow-motion for a physical vehicle means the movement of a human or animal using a human or animal except for the motor vehicle. Transporting the goods or humans; the wheelchair or any other wheeled vehicle as trishaw etc. (YCDC, Definition of Law, 2018).

3.2.2 Permission of Trishaw Drivers

According to YCDC law, people who can issue a trishaw driving license are people above 18, people with rich eyesight, people without disabilities, non-religious workers, people without mental illness, living inside the boundaries of the city, and avoid license violation. People who cannot issue a trishaw driving license are people

under 18, people with poor eyesight, people with disabilities, religious workers, people with mental illness, living outside the boundaries of the city, and license violations.

3.2.3 Discipline of Trishaw

The Yangon City Development Committee has issued 17 rules for Trishaw Drivers to follow. Trishaw drivers need to comply with the following rules.

1. Must have a Driving License for Trishaw.
2. Don't do drinking and misbehaving.
3. Don't do traffic blockage and taking so much time during renting.
4. Do not take and carry extra money, person, and goods.
5. Do not carry the second customer without the first customer's agreement.
6. Do not carry pot with the liquid, bucket, things giving bad smell, securely unpacked meat, and oversize materials.
7. Don't do drive without lights, the stop was no bus stop, cross red signal, enter the restricted zone, and drive in the wrong lane.
8. Do not stop within crossroads, and circle crossroads, entry, and exit of roads for containers, school, hospital, bridge, and narrow road, near the bus stop and stop car, one-way roads.
9. Forward and aft lights, signal light, and reflectors must be fitted. Bell and brake must be in good condition.
10. Drive on the right side of the road as close as possible. Do not drive side to side. Load and unload must be done at the roadside. Don't drive and stop on the platform.
11. If trishaw drivers drive, use, giving rent, and keep unrecognized Trishaw, the original license must be banned.
12. Do not go for rent without sanitizing after carrying a person having infection disease and the dead body.
13. Trishaws must comply with traffic rules like cars.
14. Do not make any changes and replace Trishaw's official license. Do not cover the Trishaw number plate.
15. If Trishaw Driver hurts people because of their slackness, drunkenness, and unhealthiness, they will be punished according to the rule.
16. Do not use and make the same copy of another Trishaw License.
17. If trishaw drivers do not follow these rules, will be punished according to rule.

3.3 Rules for Trishaw and Trishaw Drivers

As the capital city, the Yangon Municipality Act of 1922 was enacted separately to govern the city and to carry out municipal activities in a systematic manner. On May 19, 1917, “The Rangoon Hackney Carriages Act” was passed to regulate the use of animal trailers, hackney carriage, vendors, rickshaws. These activities are carried out by the Ministry of Home Affairs; Police (Myanmar Police Chief's Office, handed over to the Yangon City Development Authority in 1975). The Customs Department of the Yangon City Development Authority has issued new registration licenses and levied renewal taxes on Rangoon-licensed red rickshaws that can travel throughout the city. Renewal of slow vehicles and handcrafts permitted in the township; Taxation; Discipline work was carried out by various township Development Administration Offices.

Township license trishaws are licensed with 14 color numbers, and it is difficult to enforce the rules as the townships are licensed to operate. The number of the rickshaw was abbreviated with the three-letter and four-letter abbreviations of the registered township. For example, in Tamwe Township (TMN-001), as a result of this amendment, it is easier to maintain discipline by looking at the number plate of the rickshaw as soon as you look at the number of districts and township. The license plate colors are Eastern District (Blue), Western District (Green), Southern District (Purple), Northern District (Yellow). The townships in the city (black) were markedly and systematically changed.

The time limit for slow-moving vehicles within the boundaries of the Yangon City Development Committee has been set as follows. Previously restricted road areas were not allowed to enter / exit (from 5:00 am to 10:00 pm) but now, according to Order No. (1/2015) dated 4-5-2015 of Yangon City Development Committee, it is not allowed to enter / exit in the following areas from 6:00 am to 6:00 pm. Set more rules.

1. In East - Thein Phyu Road
2. In South - Merchant Road
3. In West - Lanmadaw Road
4. In North - Bo Gyoke Aung San Road

Roads that are not allowed to drive slowly 24 hours a day are as follows.

1. U Wi Sa Ya Road
2. Pyay Road

3. Kaba Aye Pagoda Road
4. Ahlone Road
5. U Htaung Bo Road
6. Kan Daw Gyi Road
7. University Avenue Road
8. Shwedagon Pagoda Road

According to table (3.1), there are 23,392 registered trishaws in 27 townships within the Yangon metropolitan area. Of these, 2,249 were allowed to carry goods and 21,143 were passenger trishaw. The government YCDC rents 709 passengers' trishaws at affordable rates. Tamwe Township is one of the townships in the Southern District of Yangon Division. There are a total of 4,486 rickshaws in the Southern District. The list of registered trishaws by townships of Yangon City is shown in Table (3.1).

Table (3.1) Total Amount of Yangon Township and District (2020, YCDC)

No	Township	Trishaw		Total of registration Trishaw
		For Passenger Trishaw	For Transport Trishaw	
1	Department of Management	709	-	709
2	Eastern District			
	New Tsp. of Dagon (Southern)	1821	10	1831
	New Tsp. of Dagon (Northern)	1400	2	1402
	New Tsp. of Dagon (Eastern)	292	-	292
	New Tsp. of Dagon (Port)	453	-	453
	South Okkalarpa	1221	29	1250
	North Okkalarpa	1827	68	1895
	Thingangyun	767	17	784
	Total	7781	126	7907
3	Western District			
	Kyeemyindaing	558	320	878
	Sanchaung	479	48	527
	Dagon	-	-	3
	Bahan	277	-	278
	Lanmadaw	-	80	80
	Ahlone	93	149	242
	Total	1407	598	2005

Table (3.1) Continued

No	Township	Trishaw		Total of registration Trishaw
		For Passenger Trishaw	For Transport Trishaw	
4	Southern District			
	Sate/Toe	241	6	247
	<i>Tamwe</i>	790	25	815
	Dala	908	74	982
	Daw Pon	234	4	238
	Mingalar Taung Nyunt	524	25	549
	Yankin	319	5	324
	Takata	1311	20	1331
	Total	4327	159	4486
5	Northern District			
	Kamayut	246	29	275
	Mayangone	430	726	1156
	Mingalardon	375	2	377
	Shwe Pyi Thar	1302	5	1307
	Hlaing	1470	149	1619
	Hlaing Thar Yar	1414	132	1546
	Insein	1682	323	2005
	Total	6919	1366	8285
	Total	21143	2249	23392

Source: YCDC, Administration Department

According to Section 314 (f) of Yangon City Development Law, section 314 (f) of the city boundary within the city boundaries without delaying the registration of drivers and slow drivers on the road without delaying the speeding, pushing, and pulling on the road can be fined 30,000 to 100,000.

According to Section 314(h) of Yangon City Development law, driving at a designated time within a city's boundaries and roads during slow times; pushing and drawing. The drivers will be fined between 10,000 and 50,000.

Table (3.2) Cost of Registration Process of Trishaw

No	Statement	Amount MMK
1	Registration of Renewal Trishaw	1200
2	Change the License name of Trishaw	1200
3	Change the body of Rickshaw	1200
4	Penalty of changing the body of Trishaw without permission	10000
5	Charges of expire Renewal Trishaw	500
6	Without Registration by changing name of Trishaw After selling Trishaw among 60 days	1500
7	Penalty for losing License	2000
8	Charges about Trishaw registration form	200
9	Renewal book of license	100
10	Penalty of separate license (for two trishaw one license)	500
11	Penalty Damage of Trishaw number or new serial number of Trishaw	500
12	Taxation Registration of moving one township to another	2000
13	Penalty of lighting sticker	1000
14	Penalty of lack license	30000-100000
15	Issue trishaw driver license	700

Source: YCDC, Administration Department

The following statement of taxation are according to the trishaw,

1. For trishaw, all of YCDC's income to collect with only registration receipt of money booking.
2. The only employee has to the sale registration form and collects money.
3. Do not claim other feed only under the following statement are Taxation, penalty, and registration form.

Yangon City Development Committee (YCDC) makes control and records the process of license and registration of the trishaw driver. Under the Yangon City Development Committee, the slow transport department is mainly responsible and control and registered the trishaw driver and others (Rickshaw, bicycle, and auto bike). Yangon City Development Committee (YCDC) takes responsibility and accountability for the process of legitimation and makes policy for trishaw.

CHAPTER IV

ANALYSIS ON SOCIO-ECONOMIC SITUATION OF TRISHAW DRIVERS

4.1 Profile of Survey Area

Tamwe Township is located in east-central Yangon, Myanmar. North Latitudes between 16 Degree 46 minutes and 16 minutes, 50 minutes. East Latitudes between 96 Degree 19 minutes and 96 Degree 11 minutes. Tamwe Township is located 29 feet above sea level. The area of Tamwe township is 1093 acres. The length of the township from North to South is (1.95) miles, from east to west is (0.95) miles. The square miles of Tamwe township are (1.7078) miles.

Tamwe Township has 20 wards and shares boundaries in the north with Yankin Township, Thingangyun, and Mingalar Taungyunt Townships in the east, in the south with Mingalar Taung Nyunt Township, and in the west with Bahan Township. In 2018, the township's population was estimated to be about 167,294. It has 30 primary schools, 4 middle schools, and 6 high schools (General Administration Department, 2019).

There is a total of 922 registered slow-moving vehicles in Tamwe Township. The slow-moving vehicles can be divided into two main parts. There are trishaws and handcarts. In a trishaw, some people ride trishaws, cargo carries trishaws and market trishaws. The survey with 87 sample respondents of the 790 registered Trishaw Drivers in Tamwe Township by using a random sampling method.

4.2 Survey Design

This chapter presents the research design, to analyze the socio-economic situation of the trishaw driver in Tamwe Township and to examine the Trishaw Drivers' benefits and challenges in their working conditions. This study's primary and secondary data are collected from the second week of March 2020. According to the Map of Tamwe Trishaw Gate, a sample 87 selection and sampling procedure were from taking 50 gates of trishaw by random sampling method. The instrument for data collection was

constructed in structured questionnaires and was structured by reviewing the related literature. The structured questionnaires consist of three parts.

Part 1 was the demographic and socio-economic background of respondents including name, age, gender, education, marital status, family member, household member situation, income and expenditure, seasonal occupation condition, working schedule, wealth, financial situation, health knowledgeability, housing condition, breaktime activities, and future plan.

Part 2 was the trishaw drivers' opinion for benefits and challenges of trishaw driving occupation condition. Question Q24 is the trishaw drivers' opinion for benefits and challenges of trishaw driving occupation condition. These questions will be answered on a 5-point Likert-type scale ranging from 1 to 5. Each domain has an average range from Strongly Disagree to Strongly Agree. The 5-point Likert scale quintet use to assume five levels that are 1= Strongly Disagree, 2= Disagree, 3= Neutral, 4= Agree, and 5= Strongly Agree.

Part 3 was a relationship condition with their related persons which are family, clients, Police and Municipal Authorized person, workmate, and car driver. Q25 will be answered on a 5-point Likert-type scale ranging from 1 to 5.

Before the data collection was conducted, the volunteers were trained to understand the questionnaires and how to ask questions, explained the objective, methodology, how to explain the purpose of the research, how to remind, how to keep confidential, how to ask the respondents for interview. The interviewers explained the purpose of the research before starting interviewing.

4.3 Survey Results

The result of the study presents as the socio-economic situation of trishaw drivers in Tamwe Township and Trishaw Drivers' benefits and challenges in their working condition. Even they were very busy and they didn't have enough time to ask my questionnaires, but they were also supervised by giving lottery tickets and our respects to touch their heart for understanding in the trishaw gate. Although talking to them, it was started to notice that all of them were eager to know what Trishaw Driver was going to get after giving his details. It was very difficult to make them understand the information that was getting to be used for my academic research.

The survey data were analyzed by using SPSS (Statistical Packages for Social and Scientific) Software. The results obtained from the survey are presented by each part as follows.

4.3.1 Socio-economic Status of Respondents

The studies show the socio-economic situation of trishaw drivers in Tamwe Township included gender, age, marital status, education, occupation, financial situation, living condition, health status, wealth status, break time activities, and future plan were described.

Table (4.1) Characteristics of Respondents by Gender, Age and Marital Status

Particulars		Number	Percentage
Gender	Male	87	100
	Female	0	0
	Total	87	100
Age	under 20	2	2.3
	20-30	19	21.8
	31-40	27	31.0
	41-50	20	23.0
	51-60	13	14.9
	61 and above	6	6.9
	Total	87	100
Marital Status	Single/Unmarried	16	18.4
	Married	63	72.4
	Divorced	6	6.9
	Widowed	2	2.3
	Total	87	100

Source: Survey Data, March 2020

Table (4.1) showed the gender, age, and marital status of 87 respondents. 100% of respondents are male trishaw drivers. No female respondents have participated in this study. The age becomes relevant because a driving activity is a difficult one and it requires energy and skill to execute. Moreover, age refers to the maturity and experience of the drivers. 52.8% of respondents' age between 20 to 40 years and 37.9%

of respondents' age between 41 to 60 and the least was 61 and above with 6.9%. 31- 40 age group were mostly involved in the study. Among 87 respondents, 73% of them were married, 18% were single and divorced, and widowed were 6.9% and 2.3% respectively. People of all ages from 18 years old to 73 years old work at trishaw driving.

(A) Education Status of Respondents

One of the main factors of socio-economic status is education. Achieving education can be an important step towards better occupational and economic outcomes.

Table (4.2) Education Status of Respondents

	Particulars	Number	Percentage
Education Status	Can Read and Write	4	4.6
	Primary Education	14	16.1
	Secondary Education	50	57.5
	Tertiary Education	19	21.8
	Graduate	0	0
	Total	87	100

Source: Survey Data, March 2020

According to the survey results, regarding educational attainment, more than half of the respondents 57.5% reached secondary education, 21.8% of respondents had tertiary education, 4% of respondents can read and write and 14% of respondents attained primary education. This indicates that most trishaw drivers are in secondary education. A boy was found as a Grade-11 student but driving the trishaw, his age is 18 years. When he was asked the reason, he answered that his father was resting and he used to take a ride of it and earn some money to fulfill his family's necessary. No graduates are working in this sector.

(B) Financial Situation Status of Respondents

Socio-economic conditions also need to be considered financially, such as income, expenditure, debt, and savings. Therefore, the financial situation of trishaw drivers is calculated.

Table (4.3) Financial Situation Status of Respondents

Particulars		Number	Percent
Daily Income	Below 3000	1	1.1
	Between 3001 and 8000	35	40.2
	Between 8001 and 13000	47	54.0
	13001 and above	4	4.6
	Total	87	100
Daily Expense	Below 3000	2	2.3
	Between 3001 and 8000	68	78.2
	Between 8001 and 13000	13	14.9
	13001 and above	4	4.6
	Total	87	100
Extra Income Status	Yes	23	26.4
	No	64	73.6
	Total	87	100
Sufficient of Income	Adequate and Saving	14	16.1
	Adequate	59	67.8
	Inadequate	9	10.3
	Inadequate and Debt	5	5.7
	Total	87	100

Source: Survey Data, March 2020

Table (4.3) showed that the financial situation status of 87 respondents. Trishaw drivers are daily wagers and their daily income is not fixed according to the weather condition and their health. Their daily income is around 7000Ks and 9000Ks. According to the survey, 54% earn between 8001 Ks and 13000 Ks. 40.2% between 3001Ks and 8000Ks. Only 4% of young trishaw drivers earn above 13001 kyats because there is always someone who pre-orders for the go and back trip. 1.1% of old trishaw driver who is 72 years old works only 2 hours per day. That's why he earns below 3000 kyats. So, it is clear that most of the respondents earn money between 8001 Ks and 13000 Ks.

Their daily expense is around 8000Ks and 13000Ks. According to the survey, 78.2% of respondents expense between 3001Ks and 8000Ks. 14.9% of respondents expense 8001 Ks and 13000Ks. 4.6% of trishaw drivers expense above 13001 kyats

because they have big families and rent cost for their accommodation and trishaw. etc. 2.3% of them are expensing below 3000Ks. Generally, there are some daily operating costs for such type of mechanized transport. These costs are either borne by the transport driver or by the owner of the transport. It is indicated that most of the respondents' expense money between 8001 Ks and 13000 Ks.

According to the survey, 26.4% of respondents have extra income such as by doing as a plumber, carrying loads to the top floor, home transfer services, clearing electricity bills, servicing of door locks and cleaning water tanks, washing the car, etc.

More than half of the respondents 67.8%adequate with their income and 16.1% could save their income and adequate. About 10.3% of respondents were inadequate with their income and the rest 5.7% is inadequate and debt because respondents have a big family and facing with children's health problems and rented cost for living. Most trishaw drivers have an adequate financial situation. A few of the trishaw drivers are facing some debt and inadequate situation because of health status and family size.

Table (4.4) Number and Percentage of House Condition of Respondents

Particulars	Number	Percent
Own House	35	40.2
Rental House	38	43.7
Family's House	5	5.7
Staff House	9	10.4
Total	87	100

Source: Survey Data, March 2020

According to the survey data, out of 87 sample respondents, most of the respondents 43.7% live in the rental house. The second most 40.2% live in own houses that are built in encroached land and far from workplace. 10.4% live in a staff house. Only 6% live in family's house or sharing with their relatives. Most of trishaw driver do not own house in the Tamwe township. Respondents lived in the sub-urban with family. Some trishaw drivers lived in rental house that are partial or whole sharing with other people. The least 9 trishaw drivers are living in the government staff house because there are government employees in the trishaw driver's house, respondents are allowed to stay in the government house. This study found that most of trishaw drivers are lived in rental house.

Table (4.5) Rent and Own of Trishaws

Particulars	Number	Percent
Rent (Private)	57	65.5
Rent (YCDC)	16	18.4
Own	14	16.1
Total	87	100.0

Source: Survey Data, March 2020

As a table (4.5), 16.1% of trishaw drivers were driven by the owner himself, and the remaining were rented out. Most of 65.5% of respondents do not own trishaws. So, trishaw drivers need to pay an advance payment for hiring and 1200 kyats daily to private owners. 18.4% of them hire from the government and need to pay 400 kyats or 600 kyats per day. Due to the small number of trishaws rented by the YCDC, those who want to drive a trishaw have to rent it at a higher price from the private owners as well as the government.

(C) Wealth of Respondents

One of the factors of socio-economic status is wealth status. The factors that are Gold, TV, Phone, Fan, Aircon, Bicycle, Trishaw Ownership status, Land ownership status can be used to describe the wealth of Trishaw Drivers.

Table (4.6) Wealth of Respondents

Particulars	Number	Percent
Gold	40	46
TV	80	92
Phone	87	100
Fan	87	100
Aircon	0	0
Bicycle	28	32.2
Trishaw	14	16.1
Land	8	9.2

Source: Survey Data, March 2020

According to the survey results, 100% of trishaw drivers have mobile phones and can use these phones to connect with clients and families to give door-to-door

delivery service. 100% of respondents have a fan but no one has aircon. Because respondents can't effort to buy aircon and consumption of electric charges. 92% of respondents possess television in respondent's homes because it can give new information and entertainment. 46% of respondents own gold (current value is around 3 lakh MMK). 32.2% of respondents who have children and youngers own bicycles. 16.1% of respondents own trishaws. 9.2% of respondents own low-priced land. Most trishaw drivers possess Phones, Fans, and TV, and half of the respondents have few amounts of gold that is trishaw drivers' wealth.

(D) Health issues, Medical Facilities and Habits of Respondents

Health always shows the socio-economic status of a person and also informed about the quality of life. Lower in health problems, medical facilities, and bad habits of trishaw drivers, which affects their socio-economic condition. Trishaw driving is an arduous job, but no one of the respondents has any serious health problem, as measured about the health problem, many of them replied that if there have any major health problem then there are not able to this arduous job. The main health problem in the trishaw drivers is cough, body pain, fever, different chronic disease (TB, Asthma, etc.) For which, they took medicines from the medical shops (many of them) without clinic or doctor consulting. Most of the trishaw drivers are plying trishaw for the whole day and doing hard physical work without having a proper diet due to which trishaw drivers feel weakness and body pain. If some trishaw drivers have children and old aged people in trishaw drivers' families, trishaw drivers will go to the government hospital, private hospital or clinic, etc.

Table (4.7) Habits of Respondents

Habits	Number	Percent
Smoking	27	31
Non-Smoking	60	69
Alcoholic	27	31
Non-Alcoholic	60	69
Chewing Betel and Tobacco	48	55.2
Non- Chewing Betel and Tobacco	39	44.8
No Bad Habit	21	24.2

Source: Survey Data, March 2020

The auto drivers' major problem is stress which is because of their poor social and economic status. Some drivers also follow different strategies to cope with the stress of physical and emotional stress. Some follow negative habits like smoking, consuming alcohol, and chewing tobacco and tobacco-related products. But some drivers have positive habits like listening to the radio or talking to fellow drivers, spending time with their family. In this observation, the majority of trishaw drivers take tobacco (chewing or smoking) and often drink. 55.2% of respondents are chewing betel and tobacco, 31% of trishaw drivers are smoking and drinking alcohol respectively. However, 24.2% of respondents have no bad habit, to earn money to feed their family and these bad habits may spoil their life. Mostly, Trishaw drivers used to smoke, drink, and chewing betel and tobacco. These bad habits make the socio-economic status more worsen, it also deteriorates the overall life (social and family).

(E) Occupation of Respondents

Occupation prestige is one of the core components for assessing a person's socio-economic status. The following are the condition of trishaw drivers' previous and current occupations.

Table (4.8) Previous Occupation of Trishaw Drivers

Previous Occupation	Number	Percent
Farmer	7	8.0
Soldier	3	3.6
Government Employee	4	4.6
Construction Labor	16	18.4
Roadside Seller	15	17.2
Trishaw Driver	9	10.3
Day Labor/Random	26	29.9
Private Employee(securities)	6	6.9
Mining	1	1.1
Total	87	100

Source: Survey Data, March 2020

Table (4.8) showed that the previous occupation status of 87 respondents. Most of the respondents 29.9% did as random laborers (waiter etc.), 18.4% of respondents are construction labor, 17.2% of them are the roadside seller (journal, seasonal worker) whereas 10.3% of them are black trishaw driver regarding their previous occupation

and 8% of respondents are from the agriculture sector. The rest other 16.2% is from mining, soldier, security, and government employee.

The first explanation for this casual driving trishaw is the lack of funds. Most informal sectors in Myanmar need a basic amount of capital to begin income-generating work. Many use the unemployment rate drivers of Trishaw to survive on insufficient everyday incomes. In this case, households are typically not able to sustain investments. On the other hand, safe loans from banks and other institutions are very difficult for such individuals. Therefore, the lack of money is one of the most relevant reasons for the choice of this occupation, according to the Trishaw driver.

Second, the option of this profession needs to be explained by a lack of expertise. Trishaw Drivers think that better careers are tied to widespread openings in education. Trishaw has the chance to gather more money. Trishaw drivers can gain over 200,000 MMK comfortably within one month. All the trishaw drivers who had migrated found trishaw driving the most. Trishaw driving was described as the most fitting for part-time and seasonal work by all the migrated trishaw drivers. Migrants come to Yangon City for short-term jobs, but those who generally don't have enough time to look for work or start their own business. People can start driving in Trishaw and leave the job whenever they want. In rural areas, job opportunities are also another justification for choosing this profession. People who do not have enough land to grow food or earn a daily living in the village come to the city to work. Many Trishaw Drivers like their work because there has no direct higher authority in this business and enjoy the freedom of work. Finally, poor people or migrants' people come to the city from rural areas, but there were not able to find a job very quickly after coming here so preferred Trishaw Drivers before getting another better job.

Table (4.9) Weather/Season Good for Trishaw Driving

Weather/Season		Good	Moderate	Poor	Total
Summer	Number	78	8	1	87
	Percent	89.7	9.2	1.1	100
Rainy	Number	20	49	18	87
	Percent	23	56.3	20.7	100
Winter	Number	80	6	1	87
	Percent	92	6.9	1.1	100

Source: Survey Data, March 2020

According to this survey, winter and summer are the favorites for the respondent's occupation condition. The day is short in the winter, and the night is long. That is why darkness comes early. So, people who come back from work, the market, and school use to take trishaw. In summer, day time is long. So, trishaw drivers get more time to find the money. Summer is also beneficial for the trishaw drivers because during this season the drivers didn't use any extra money for purchasing additional warm clothes. the rainy season is a bad occupation condition. Trishaw drivers become very irritated because a lot of areas are flooded and so many dents are filled with water in the rainy season. Trishaw drivers' earnings are unpredictable and operate under harsh conditions, including extreme heat, cold or heavy rain driving Trishaws. The earnings of the Trishaw drivers are not only low but fluctuate wildly, too. During the rainy season, trishaw drivers' income is lower than other seasons due to rain and most passengers do not ride a trishaw.

Table (4.10) Working Days, Hours and Experiences of Trishaw Driving

Questionnaires	N	Mean
Type of job	87	1
Work Days in a week	87	6.6322
Working Hours per Day	87	10.5862
Driving Experience	87	10.0230

Source: (Survey, March 2020)

According to the survey data Table (4.10), the mean type of job is 1 which means Trishaw driver works as a full-time job. Trishaw drivers' working days is 6 days and near 7 days of a week. All Trishaw drivers are inspired in their trishaw driving job. Trishaw drivers' working hours per day is 10.5 hours. Trishaw drivers' all have a mean of driving experiences is 10 years around. All respondents have enough skill to do in this occupation.

Table (4.11) Break Time Activities and Future Plan of Respondents

Particulars		Number	Percentage
Break Time Activities	Using Internet	32	36.8
	Reading Newspaper	21	24.2
	Chess and Billiards	9	10.3
	Tea shop	23	26.4
	Sleep	2	2.3
	Total	87	100
Future plan of respondents	Continue of Trishaw Driving Business	27	31
	Change the business	7	8
	Quit the business/Rest	19	21.8
	Can't Say	34	39.2
	Total	87	100.0

Source: Survey Data, March 2020

According to survey results, Table (4.11) show that the break time activities and future plan of respondents. 36.8% of respondents are using the internet and 24.2% of respondents are spending time reading a newspaper and 10.3% of respondents are playing chess and billiards when they have free time or break time. 26.4% of respondents are waiting for passengers at a tea shop near the gate and 2.3% of respondents are sleeping on the trishaw in waiting time. In the future plan of respondents, 31% of the respondents interested in the continuation of the trishaw driving business, 39.2% of them are not clear regarding future plan. 8% of respondents will change the business due to getting a better opportunity, and 21.8% wants to quit or rest this occupation because of health issue.

1.3.2 Benefits and Challenges of Trishaw Drivers

To describe the Trishaw Drivers' benefits and challenges in trishaw drivers' working conditions, the five-point Likert scale quintet use to assume five levels that are 1 = Strongly Disagree, 2 = Disagree, 3 = Neutral, 4 = Agree, and 5 = Strongly Agree. The ranking of Trishaw Drivers' benefits and challenges in their working condition is as follows.

Table (4.12) Trishaw Drivers' Benefits in Working Condition

Rank	Particulars	N	Mean	St. Deviation
1	This job has freedom.	87	4.0000	.76249
2	This job needs less investment.	87	3.8506	.85629
3	This job helps people.	87	3.5172	.79038
4	This job can give time to family.	87	3.3678	1.13214
5	This job is self-employed.	87	3.3678	1.31286
6	This job is easy to earn money.	87	3.3563	1.32047
7	I'm satisfied with this job.	87	3.2644	1.08327

Source: Survey Data, March 2020

As shown in Table (4.12), based on trishaw drivers' benefits for working conditions are ranked as mean values. The most important factor is freedom of job with a mean amount of 4.00 because all of the trishaw drivers have opportunities to relax and work during working hours. The second is less investment to do their job with a mean value of 3.8506. That the deposit amount is only around ten to thirty thousand. The daily fee is around one to two thousand. That is one of the most cost-effective start-ups in the informal sector. The third factor is for trishaw driving that can help people that have a 3.5172 mean value. During the sermon's events in Tamwe Township, the trishaw drivers were full of philanthropy. Free trishaw riding for pregnant women, old-aged people, nuns, and monks. The following factors are, time-to-family, self-employed, and easy-to-earn, mean value of 3.3678, 3.3678, and 3.3563 respectively. The last factor of trishaw drivers' benefit is satisfied for their job to do that factor has 3.2644 mean value. The three factors that freedom of job, less investment to do their job, people-help are prioritized as their mean values are nearly 4. Therefore, trishaw drivers have some kind of benefits from their trishaw driving works that are the job is freedom, can work with less investment, can help people, time-to-family, self-employed, easy-to-earn and satisfied their jobs. The findings show that trishaw drivers agree with these seven benefits as all mean values are above 3.

Table (4.13) Trishaw Drivers' Challenges in Working Condition

Rank	Particulars	N	Mean	SD
1	Global epidemic conditions have had a devastating effect on employment.	87	4.6092	.49076
2	In the future, the number of trishaw users may decrease due to advance transportation system.	87	4.5402	.81846
3	Auto trishaws can reduce the revenue for manual trishaw drivers.	87	4.4023	.84165
4	Competing with unlicensed trishaws cause harm for licensed trishaw	87	4.3678	.90367
5	Delays can occur due to heavy loads.	87	4.0230	1.08881
6	This job is life threatening job.	87	3.9770	1.02273
7	Passengers availability is low due to rotating system.	87	3.9540	1.07734
8	Road traffic can cause delay.	87	3.0920	1.33497
9	Revenue is affected by township restrictions of YCDC.	87	3.0920	1.03015

Source: Survey Data, March 2020

As shown in table (4.13), based on trishaw drivers' challenges for working conditions are ranked as mean values. The most important factor in global epidemics is employment with a mean amount of 4.6092, which has been devastating. The second is the future, the number of trishaw users will drop because of advanced transport systems, which have a mean value of 4.5402, while automobile trishaws, which have a mean value of 4.4023, are capable of reducing income for manual trishaw drivers. Unlicensed trishaw competition is the fourth factor with a mean value of 4.3678 that harm licensed trishaw. The fifth is Delays can occur because the mean value of heavy loads is 4.0230. The following factors are job-threatening, due to rotating system mean value of 3.9770, 3.9540, The last two factors are road traffic can cause delay and YCDC's township restrictions to affect revenue mean value of 3.0920 respectively. The four factors that global epidemic conditions have had a devastating effect on employment, the number of trishaw users may decrease due to advanced transport system, auto trishaws may decrease revenue for manual trishaw drivers and compete with unlicensed trishaws cause harm to licensed trishaw are highly prioritized as their mean values are greater

than 4.21. The findings show that trishaw drivers agree with these nine challenges as all mean values are above 3.

1.3.3 Relationship with Trishaw Drivers' Related Person

According to this survey results, trishaw drivers have either a good and moderate relationship with their related persons. In the relationship of trishaw drivers related persons, the relationship with car drivers is not as good as the relation with family, passengers, police or municipal authorized person, and trishaw drivers' workmate. Trishaw drivers and automobile drivers have to use the same road together, so there have few relationship problems. Workmate relations are not as good as family relationships. There are some problems in the workplace. At the trishaw gate, the trishaw drivers are allowed to take passengers with alternative systems and passengers pick up outside of trishaw gate. The occupation is to provide transportation from point to point. Most of the respondents have good communication and social skill with related family, passengers, and municipal authorized persons.

Table (4.14) Relationship with Trishaw Drivers' Related Person

Rank	Particulars	Mean	Standard Deviation
1	Relation with family	3.92	.38028
2	Relation with passengers	3.91	.39273
3	Relation with Police or Municipal Authority Person	3.77	.52165
4	Relation with workmate	3.69	.53506
5	Relation with car driver	3.21	.64947

Source: Survey Data, March 2020

Table (4.14) show that the ranking of the relationship between trishaw drivers and related persons. Among them, relation with family is ranked as the highest factor with a mean value of 3.92. The second one is the relation with passengers which has a mean value of 3.91 and the third one is related to police or municipal authority persons with a mean value of 3.77. The following factors are related to workmates and car drivers which have mean values of 3.69 and 3.21. The four factors that are relation with family, relation with passengers, relation with Police or Municipal Authority Person, relation with workmate is the high level of relationship as their mean value are greater

than 3.66. On the other hand, the relationship with the car driver is the moderate relationship as their mean value of 3.21. Relationships are very important for trishaw drivers because trishaw drivers are service providers for passengers. As a result, most trishaw drivers have good words and gestures. As an exception, some people are rude. Good manners and good social skills have also been found to improve income and socio-economic conditions for trishaw drivers.

In Tamwe Township, a study of the socio-economic condition of trishaw drivers found that the living conditions and social conditions of trishaw drivers were not poor. Some respondents have some gold, trishaws, and mobile phones in terms of ownership status. The study has shown that the benefit to be derived from the work of trishaw driving is the freelance job, being able to work with little investment and an easy way to earn more money and employment. Trishaw Drivers' challenges are global epidemic conditions and modern transport systems. Trishaw Drivers have a rational mind and good interactions with related individuals.

CHAPTER V

CONCLUSION

5.1 Findings

Trishaw is one of the principal transports in the urban area of Yangon. Trishaws are the most important non-mechanized transport. Trishaw has now been found in urban and suburban areas because of the improvement of roads throughout the country. Trishaw has become a symbol of Yangon and especially for the design, arts, and usage. Trishaw driving is the symbol of poverty, it generates income for the lower socio-economic society.

The poor people who enter the trishaw driving sector normally has no saving of cash. So, in any need of money, the poor people have to borrow from the owner of the trishaw drivers or the unauthorized lenders at high-interest rates. Many poor people start the life of trishaw drivers to repay their debt, lack of choice for the job, lack of skill to work in the formal sector, and rural to urban migration. Poor people enter this profession as a simple way to get interested in jobs and raise money. Unemployment, poverty, low-income, and small size of landholdings are the major economic causes of trishaw drivers to involve themselves in trishaw driving, whereas, among the social factor, large family size, lower education or illiteracy, early marriage, family disintegration, retired from previous work and migration pushed to drive trishaws.

Male trishaw drivers are 100 percent of respondents. This study was not attended by woman respondents. Age is important when a driving task is challenging and resources and expertise are required for carrying it out. In addition, age applies to drivers' maturity and experience. The research consisted primarily of 52.8 percent of those aged 20 and 40. 73% were married, 18% were single and 6.9% and 2.3% were divorced and widowed respectively. People between 18 to 73 years of age work on trishaw driving. Training is one of the major socio-economic influences. Achieving education will be a big step forward in achieving improved economic and career performance. More than half of the respondents entered high school regarding educational success 57.5%. This reveals that are most trishaw drivers are in a high

school. A person was discovered as a student of Grade 11, but he is 18 years old when he drives the trishaw. When asked why he replied that his father was still resting and that he is used to riding to get some money to satisfy the needs of his family. In this field, no graduates work.

The majority of respondents were 29.9% randomly labored (waiter etc.); 18.4% construction work, 17.2% are roadside sellers, while 10.3% are Black Trishaw drivers relative to the previous career and 8% are agriculture-oriented respondents. The remaining 16.2% were mining, soldiers, defense, and workers of the administration.

The first explanation for this casual driving trishaw is the lack of funds. Most informal sectors in Myanmar need a basic amount of capital to begin income-generating work. Many use the unemployment rate drivers of Trishaw to survive on insufficient everyday incomes. In this case, households are typically not able to sustain investments. On the other hand, safe loans from banks and other institutions are very difficult for such individuals. Therefore, the lack of money is one of the most relevant reasons for the choice of this occupation, according to the Trishaw driver.

Second, the option of this profession needs to be explained by a lack of expertise. Trishaw Drivers think that better careers are tied to widespread openings in education. Trishaw has the chance together more money. Trishaw drivers are able to gain over 200,000 MMK comfortably within one month. All the trishaw drivers who had migrated found a trishaw driving the most. Trishaw driving was described as the most fitting for part-time and seasonal work by all the migrated trishaw drivers. Migrants come to Yangon City, for short-term jobs, but those generally don't have enough time to look for work or start their own business. People can start driving in Trishaw and leave the job whenever they want. In rural areas, job opportunities are also another justification for choosing this profession. People who do not have enough land to grow food or earn a daily living in the village come to the city to work. Many Trishaw Drivers like their work because there has no direct higher authority in this business and enjoy the freedom of work. Finally, poor people or migrants' people come to the city from rural areas, but there were not able to find a job very quickly after coming here so preferred Trishaw Drivers before getting another better job.

Trishaw drivers are daily wager and the daily income is not fixed according to the weather condition, and their health. The daily income is around 7000ks and 9000Ks. According to the survey, 54% earn between 8001 Ks and 13000 Ks. 40.2% between 3001Ks and 8000Ks. Only 4% of young trishaw drivers earn above 13001 kyats

because there is always someone who pre-orders for the go and back trip. 1.1% of old trishaw driver who is 72 years old works only 2 hours per day. That's why he earns below 3000 kyats. So, it clears that most of the respondents earn money between 8001 Ks and 13000 Ks.

The daily expense is around 8000ks and 13000Ks. According to the survey, 78.2% of respondents expense between 3001Ks and 8000Ks. 14.9% of respondents expense 8001 Ks and 13000Ks. 4.6% of trishaw drivers expense above 13001 kyats because there have big families and rent cost for accommodation and trishaw. etc. 2.3% of respondents are expensing below 3000Ks. Generally, there are certain daily running costs for this form of mechanized transport. These costs are either borne by the transport driver or by the owner of the transport. It is indicated that most of the respondents' expense money between 8001 Ks and 13000 Ks.

According to the survey, 26.4% of respondents have extra income such as by doing as a plumber, carrying loads to the top floor, home transfer services, clearing electricity bills, servicing of door locks and cleaning water tanks, washing the car, etc. More than half of the respondents 67.8-equate with the income and 16.1% could save the income and adequate. About 10.3% of respondents were inadequate with their income and the rest 5.7% is inadequate and debt because they have a big family and facing children's health problems and rented cost for living. Most trishaw drivers have an adequate financial situation. A few trishaw drivers are facing some debt and inadequate situation because of health status and family size.

Most of the respondents 43.7% live in the rental house. Most trishaw drivers do not own houses in the Tamwe township. Most of the respondents lived in the sub-urban with family. Some trishaw drivers lived in rental houses that are partial or whole sharing with other people. This study found that most of the trishaw drivers are lived in rental houses. 16.1% of trishaw drivers were driven by the owner himself and the remaining were rented out. Most of 65.5% of respondents do not own trishaws. So, trishaw drivers need to pay an advance payment for hiring and 1200 kyats daily to private owners. 18.4% of respondents hire from the government and need to pay 400 kyats or 600 kyats per day. Due to the small number of trishaws rented by the YCDC, those who want to drive a trishaw have to rent it at a higher price from the private owners as well as the government.

According to the survey result, 100% of trishaw drivers have mobile phones and can use these phones to connect with clients and families to give door to door delivery

service. 100% of respondents have a fan, but no one has aircon. Because respondents can't effort to buy aircon and consumption of electric charges. 92% of respondents possess television in their homes because it can give new information and entertainment for them and their families. 46% of respondents own gold (current value is around 3 lakh MMK). 32.2% of respondents who have children and youngsters' own bicycle. 16.1% of respondents own trishaws. 9.2% of respondents own low-priced land. Most of the trishaw drivers possess Phones, Fans, and TV, and half of the respondents have few amounts of gold that is trishaw drivers' wealth.

Health always shows the socio-economic status of a person and also informed about the quality of life. Lower in health problems, medical facilities, and bad habits of trishaw drivers, which affects their socio-economic condition. Trishaw driving is an arduous job, but no one of them has any serious health problem, as measured about the health problem, many of them replied that if there have any major health problem then they are not able to this arduous job. The main health problem in the trishaw drivers is cough, body pain, fever, different chronic disease (TB, Asthma, etc.) For which, trishaw drivers took medicines from the medical shops (many of them) without contacting a doctor or a physician. Most of the trishaw drivers are plying trishaw for the whole day and doing hard physical work without having a proper diet due to which they feel weak, and body pain. If some trishaw drivers have children and old aged people in families, trishaw drivers will go to the government hospital, private hospital or clinic, etc.

The auto drivers' major problem is stress which is because of the poor social and economic status. So, some drivers adopt various stress-coping mechanisms to overcome physical and mental stress. Some people practice negative habits such as smoking, drinking alcohol, and chewing tobacco and tobacco-related goods Yet certain drivers have good behaviors, such as listening to the radio or chatting to fellow drivers, spending time with their families. In this observation, the majority of trishaw drivers take tobacco (chewing or smoking) and often drink. 55.2% of respondents are chewing betel and tobacco, 31% of trishaw drivers are smoking, and drinking alcohol respectively. However, 24.2% of respondents have no bad habit, to earn money to feed their family and these bad habits may spoil their life. Mostly, Trishaw drivers used to smoke, drink, and chewing betel and tobacco. These bad habits make the socio-economic status more worsen, it also deteriorates the overall life (social and family).

According to this survey, winter and summer are the favorites for the respondent's occupation condition. The day is short in the winter, and the night is long.

That is why darkness comes early. So, people who come back from work, the market, and the school used to take trishaw. In summer, the daytime is long. So, they get more time to find the money. Summer is also beneficial for the trishaw drivers because during this season the drivers didn't use any extra money for purchasing additional warm clothes. The rainy season is a bad occupation condition. Trishaw drivers become very irritated because areas are flooded and so many dents are filled with water in the rainy season. Trishaw drivers' earnings are unpredictable and operate under harsh conditions, including extreme heat, cold or heavy rain pulling Trishaws. The earnings of the Trishaw puller are not only low but fluctuate wildly, too. During the rainy season, trishaw drivers' income is lower than other seasons due to rain and most passengers do not ride trishaw.

Trishaw driver works a full-time job. Trishaw drivers' working days are 6 days and near 7 days of a week. All Trishaw drivers are inspired in their trishaw driving job. Trishaw drivers' working hours per day is 10.5 hours. Trishaw drivers' all have a mean of driving experiences is 10 years around. All Trishaw drivers have enough skill to do in this sector.

According to my survey results, the break time activities and future plans of respondents. 36.8% of respondents are using the internet and 24.2% of respondents are spending their time reading a newspaper and 10.3% of respondents are playing chess and billiards when they have free time or break time. 26.4% of respondents are waiting for passengers at a tea shop near the gate and 2.3% of respondents are sleeping on the trishaw in their waiting time. In the future plan of respondents, 31% of the respondents interested in the continuation of the trishaw driving business, 39.2% of them are not clearing regarding their future plan. 8% of them will change the business due to get the better opportunity, and 21.8% wants to quit or rest this occupation because of health issue.

Trishaw drivers' benefits and challenges for their working conditions are ranked as mean values. The most important factor is freedom of job with a mean amount of 4.00 because all the trishaw drivers have opportunities to relax and work during working hours. The second is less investment to do their job with a mean value of 3.8506. That the deposit amount is only around ten to thirty thousand. The daily fee is around one to two thousand. That is one of the most cost-effective start-ups in the informal sector. The third factor is for trishaw driving that can help people that have a 3.5172 mean value. During the sermon's events in Tamwe Township, the trishaw

drivers were full of philanthropy. Free trishaw riding for pregnant women, old-aged people, nuns, and monks. The following factors are, time-to-family, self-employed, and easy-to-earn, mean value of 3.3678, 3.3678, and 3.3563 respectively. The last factor of trishaw drivers' benefit is satisfied for their job to do that factor has 3.2644 mean value. The three factors that freedom of job, less investment to do their job, people-help are prioritized as their mean values are nearly 4. Therefore, trishaw drivers have some kind of benefits from their trishaw driving works. The four factors that global epidemic conditions have had a devastating effect on employment, the number of trishaw users may decrease due to advance transport system, auto trishaws may decrease revenue for manual trishaw drivers and compete with unlicensed trishaws cause harm to license trishaw is highly prioritized as their mean values are greater than 4.21 are the trishaw driver's challenges for their working condition.

According to this survey results, trishaw drivers have either a good and moderate relationship because all mean values are above 3. In the relationship of trishaw drivers related persons, the relationship with car drivers is not as good as the relation with family, passengers, police or municipal authorized person, and trishaw drivers' workmate. Regarding, the relation with family is ranked as the highest factor with a mean value of 3.92, and relation with car drivers is ranked as the lowest factor with a mean value of 3.21. Because The trishaw drivers and automobile drivers have to use the same road together, so there have few relationship problems. Workmate relations are not as good as family relationships. These are some problems in the workplace. At the trishaw gate, the trishaw drivers are allowed to take passengers with alternative systems and passengers pick up outside the trishaw gate. The profession is to provide transportation from point-to-point. All respondents have good communication and social skills with related family, passengers, and municipal authorized persons. At work trishaw drivers are abused, exploited, in life, there are burdened there have no pension scheme, no retirement policy, no accident insurance, not even a simple formal contract. With verbal, informal contracts, and a massive supply of labor is always a chance of losing a precious job.

5.2 Suggestions

A large number of illiterate and unskilled people get employed and generate income by driving trishaws which helps them to live from hand to mouth. This is also the benefit of Trishaw drivers and family members. A variety of occupational health concerns are faced by drivers of Trishaw. Trishaw drivers would not take treatment in hospital for their health because Trishaw drivers feel that would better use the money for families' wellbeing and for children's education instead of spending money for their rehabilitation. Trishaw Drivers have less leisure time, which adds to the pressure as well. The government should be considered to provide the drivers with an adequate welfare scheme such as a low-cost medical facility or dispensary for Trishaw Drivers and support such as medical insurance, life insurance, education, and vehicle loans, the restroom or the leisure room facilities and parking facilities for trishaws, housing facilities for the families of trishaw drivers. Trishaw drivers need rest, therefore, at least one trishaw stand with basic facilities like drinking water and lavatory has to be constructed near every main market, railway station, bus stand, etc.

Government is very important to create a good system and increase the income and quality of life of trishaw drivers. Trishaw sector is very useful for short-distance transport. It has no fuel consumption, and it has a positive environmental impact, and is green transport. It's also widely used for transportation by middle-class people. The government needs to implement a good program to help raise the life of trishaw drivers. To improve the informal foundation economy, it is not only important to recognize the government, but also the social environment to support or lift the socio-economic situation of trishaw drivers utilizing certain kinds of microfinance, loans, free education for those employed in the informal sector, free health and job-creation opportunities.

Trishaw drivers are unable to hit the ends on the roadway, such that a safer workspace can be generated by the provision of a road infrastructure for slow-motion vehicles to eliminate road injuries for trishaw drivers. Also, basic livelihoods are threatened in the case of a pandemic, so food subsidies are required to support trishaw drivers and the families of trishaw drivers. The opportunities for trishaw drivers will decrease with the introduction of modern technology or advanced transportation systems. Vocational Training courses that support should either be made inexpensive or free. Many ethical or civic education training should also be arranged more and more by the government. For Trishaw Drivers, there will only be a healthier society both now and in the future.

This study examined the socio-economic situation of trishaw drivers in Tamwe Township. Unable to represent the most Trishaw drivers of Yangon, but only partially. Each township may not be the same, so the revenue, benefits, or other challenges of trishaw drivers is not quite the same. In Tamwe there are various schools, supermarkets, markets, railway stations, monasteries, pagodas, restaurants, cinemas, jewelry shops, and several bus stops. This is why trishaw drivers get more money than other cities. In other townships, the socio-economic situation of trishaw drivers may not be the same and should be studied from a new perspective. In a further analysis here and in other metropolitan areas, need to explore the socio-economic conditions of trishaw drivers further. Moreover, during and after the Covid-19 period, the Trishaw driver's socio-economic status may shift. COVID-19 infectious diseases are spreading around the world, and they are an epidemic that is affecting not only human health but also economic conditions. The government is now implementing semi-lockdowns to control the spread of communicable diseases for the Covid-19 epidemic in Myanmar. Markets open on time, schools temporarily closed, jobs companies, Government offices, and other organizations are being restricted by several restrictions, which could also affect the trishaw drivers and their families in the informal sector. This is due to the scarcity of passengers on a trishaw. With fewer shoppers going to markets and fewer commuters to and from school, commuters are less likely to be there. As a result, these conditions lead to low income for trishaw drivers, rising costs for other medicine, food, masks, which could lead to significant changes in the socio-economic status of the trishaw drivers and their families. Therefore, many factors should be considered in future studies. This thesis concludes with a wish to improve the socio-economic conditions of trishaw drivers.

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Appendix B. Questionnaires

A Study on the Socio-economic Situation of Trishaw Drivers

(Case Study in Tamwe Township)

Survey Questionnaire

Name of the Interviewer ----- Date -----

Number of Gate ----- Signature -----

Part 1 Demographic and Socio-economic-Factors

(1) Name

(2) Gender

(3) Age

(4) Education

(1) Can read and write

(4) High Education

(2) Primary-Education

(5) Graduate

(3) Middle Education

(6) Others

(5) Marital Status

(1) Single

(3) Separated

(2) Married

(4) Widowed

(6) How Many Family Members?

(7) Housing Condition

(1) Own

(3) Family House

(2) Rent

(4) Staff House

(8) Wealth/Possession (Please Tick)

(1) TV

(5) Aircon

(2) Gold

(6) Bicycle

(3) Phone

(7) Land

(4) Fan

(9) Do you suffer any of the following diseases in the last three months?

Name of diseases	Yes	No	Cost
Tuberculosis			
Gastric			
Eye problem			
Cough			
Fever			
Accident-related diseases			

(10) For medical service, where do you go first?

- (1) Private Clinic (3) Government Hospital
 (2) Private Hospital (4) Medical Shop

(11) How Much Earn Per Day?

- (1) Below 3000 (3) Between 8001 and 13000
 (2) Between 3000 and 8000 (4) 13001 and above

(12) How Much Expense Per Day?

- (1) Below 3000 (3) Between 8001 and 13000
 (2) Between 3000 and 8000 (4) 13001 and above

(13) Is there any extra income?

- (1) Yes (2) No

Which work do you work to get extra money?

(14) Adequate of income status

- (1) Adequate & Saving (3) Inadequate
 (2) Adequate (4) Inadequate and Debt

(15) Your previous job is?

- (1) Farmer (7) Roadside Seller
 (2) Soldier (8) Trishaw Driving
 (3) Government Employee (9) Day-Labourer
 (4) Hotel Staff (10) Private Employee
 (5) Construction Staff (11) Others
 (6) Pensioner

(16) Trishaw Ownership Condition

(1) Own

(2) Rent from YCDC

(3) Rent from Private Owner

(17) Type of Job

(1) Full Time Job

(2) Part-Time Job

(18) How many working time do you drive in a day?
.....

(19) How many days do you drive in a week?
.....

(20) How many years have you been as Trishew Driver?
.....

(21) Weather/Seasonal Occupation

Weather/Season	Good	Moderate	Poor
Summer	1	2	3
Rainy	1	2	3
Winter	1	2	3

(22) Habits of Trishaw Drivers

1. Smoking

(1) Yes

(2) No

2. Drinking Alcohol

(1) Yes

(2) No

3. Chewing or Betel Tobacco

(1) Yes

(2) No

(23) What do you do in your break time?

(1) Using Internet

(4) Chess and Ballard

(2) Reading Newspaper

(5) Sleep

Part (II)

This section will evaluate the trishaw drivers' opinion for trishaw driving occupation condition.

(24) What is the opinion of the trishaw drivers on the driving occupation condition of the trishaw?

Evaluation Scale:

- 1) Strongly Disagree 2) Disagree 3) Neutral 4) Agree 5) Strongly Agree

No	Particulars	1	2	3	4	5
1	This job is easy to earn money.					
2	This job is life threatening job.					
3	This job helps people.					
4	This job needs less investment.					
5	This job has freedom.					
6	This job can give time to family.					
7	Delays can occur due to heavy loads.					
8	Passengers availability is low due to rotating system.					
9	This job is self-employed.					
10	Revenue is affected by township restrictions of YCDC.					
11	Road traffic can cause delay.					
12	Competing with unlicensed trishaws cause harm for licensed trishaw					
13	Auto trishaws can reduce the revenue for manual trishaw drivers.					
14	In the future, the number of trishaw users may decrease due to advance transportation system.					
15	Global epidemic conditions have had a devastating effect on employment.					
16	I'm satisfied with this job.					

Appendix B. မေးခွန်းလွှာ

A Study on the Socio-economic Situation of Trishaw Drivers

(Case Study in Tamwe Township)

မေးခွန်းလွှာ

မေးမြန်းသူ ----- နေ့စွဲ -----

ဂိတ်အမှတ် ----- လက်မှတ် -----

အပိုင်း(၁) အသွင်အပြင်နှင့် လူမှု စီးပွားဆိုင်ရာ

(၁) အမည်

(၂) လိင်

(၃) အသက်

(၄) ပညာအရည်အချင်း

(က) ရေးတတ်၊ ဖတ်တတ်

(ခ) မူလတန်း

(ဂ) အလယ်တန်း

(၅) အိမ်ထောင်ရေးအခြေအနေ

(က) လူပျို/အပျို

(ခ) အိမ်ထောင်ရှိ

(၆) မိသားစုဝင်အရေအတွက်ဖော်ပြပါ။

(၇) နေအိမ်၏အခြေအနေ

(က) ကိုယ်ပိုင်

(ခ) အငှား

(၈) ပိုင်ဆိုင်မှု ဆိုင်ရာ အခြေအနေ

(က) တီဗွီ

(ခ) ရွှေ

(ဂ) ဖုန်း

(ဃ) ပန်ကာ

(ဃ) အထက်တန်း

(င) ဘွဲ့ရ

(စ) အခြား

(ဂ) ကွဲနေ

(ဃ) မုဆိုးဖို/မ

(ဂ) မိဘအိမ်

(ဃ) အစိုးရဝန်ထမ်းအိမ်

(င) အဲယားကွန်း

(င) စက်ဘီး

(စ) မြေယာ

(၉) ပြီးခဲ့သည့်သုံးလအတွင်းသင်သည်အောက်ပါရောဂါများကိုခံစားနေရပါသလား။

ရောဂါအမည်	ဖြစ်ပါတယ်	မဖြစ်ပါ	ကုန်ကျစရိတ်
တီဘီရောဂါ			
အစာအိမ်			
မျက်လုံးရောဂါ			
ချောင်းဆိုးခြင်း			
ဖျားခြင်း၊ ကိုယ်ပူခြင်း			
ထိခိုက်မှု(ခြေ၊လက်)			

(၁၀) ဆေးကုသမှုအတွက်သင်ဘယ်နေရာကို ဦး ဆုံးသွားသနည်း။

- (က) ပုဂ္ဂလိကဆေးခန်း (ဂ) အစိုးရဆေးရုံ
 (ခ) ပုဂ္ဂလိကဆေးရုံ (ဃ) ဆေးဆိုင်

(၁၁) တစ်နေ့လျှင်ငွေမည်မျှရသနည်း။

- (က) 3000 အောက် (ဂ) ၈၀၀၁ နဲ့ ၁၃၀၀၀ ကြား
 (ခ) ၃၀၀၀ မှ ၈၀၀၀ ကြား (ဃ) 13001 နှင့်အထက်

(၁၂) တစ်နေ့လျှင်ငွေမည်မျှကုန်ကျသနည်း။

- (က) 3000 အောက် (ဂ) ၈၀၀၁ နဲ့ ၁၃၀၀၀ ကြား
 (ခ) ၃၀၀၀ မှ ၈၀၀၀ ကြား (ဃ) 13001 နှင့်အထက်

(၁၃) အပိုင်ငွေရှိပါသလား။

- (က) ရှိပါသည် (ခ) မရှိပါ

အပိုင်ငွေမျိုးအား မည်သည့် အလုပ်အကိုင်မှ ရပါသနည်း။

(၁၄) ဝင်ငွေ၏ လုံလောက်မှု အခြေအနေ အားဖော်ပြပါ။

- (က) အပိုစုဆောင်းနိုင်ပါသည်။ (ဂ) မလုံလောက်ပါ
 (ခ) လုံလောက်ရုံသာ (ဃ) မလုံလောက်ပဲအကြွေးတင်သည်။

(၁၅) ယခင်လုပ်ကိုင်ဖူးသော အလုပ်အကိုင်အားဖော်ပြပေးပါ။

- (က) လယ်သမား (င) ဆောက်လုပ်ရေးဝန်ထမ်းများ (စ) နေ့စားအလုပ်သမား
 (ခ) စစ်သား (စ) ပင်စင်စား (ည) ကိုယ်ပိုင်လုပ်ငန်း
 (ဂ) အစိုးရဝန်ထမ်း (ဆ) လမ်းဘေးဈေးရောင်းသူ (ဋ) အခြား
 (ဃ) ဟိုတယ်ဝန်ထမ်း (ဇ) ဆိုက်ကား မောင်းခြင်း

(၁၆) ဆိုက်ကား ပိုင်ဆိုင်မှု အခြေအနေ

- (က) အပိုင်
 (ခ) အဋ္ဌား (အစိုးရ)
 (ဂ) အဋ္ဌား (ပုဂ္ဂလိက)

(၁၇) အလုပ်အမျိုးအစား

- (က) အချိန်ပြည့် (ခ) အချိန်ပိုင်း

(၁၈) တစ်ရက်လျှင်ဘယ်နှစ်နာရီအလုပ်ချိန်ကိုမောင်းပါသလဲ။

(၁၉) တစ်ပါတ်တွင်ဘယ်နှစ်ရက်သင်မောင်းပါသလဲ။

(၂၀) ဆိုက်ကား နင်းခြင်း အလုပ် လုပ်ကိုင်သော သက်တမ်းအားဖော်ပြပေးပါ။

(၂၁) ရာသီဥတု / ရာသီအလိုက်အလုပ်အကိုင်

ရာသီဥတု / ရာသီ	ကောင်းတယ်	အလယ်အလတ်	ညံ့ဖျင်းသည်
နွေရာသီ	၁	၂	၃
မိုးရွာ	၁	၂	၃
ဆောင်းရာသီ	၁	၂	၃

(၂၂) ဆိုက်ကား သမား များ၏ အလေ့အထ များ

ဆေးလိပ်သောက်ခြင်းအလေ့အထ

- (က) ရှိပါသည် (ခ) မရှိပါ

အရက်/ဘီယာ သောက် ခြင်းအလေ့အထ

- (က) ရှိပါသည် (ခ) မရှိပါ

ကွမ်းစားခြင်းအလေ့အထ

- (က) ရှိပါသည် (ခ) မရှိပါ

(၂၃) အားလပ်ချိန်/အနားယူချိန်တွင် မည်သည့် အရာများ လုပ်လေ့ရှိသနည်း။

- (က) အင်တာနက်အသုံးပြုခြင်း (ဂ) စစ်တုရင်နှင့် ဘီလီယက်ဆော့ခြင်း
 (ခ) သတင်းစာဖတ်ခြင်း (ဃ) အိပ်သည်

အပိုင်း(၂)

ဤ အပိုင်းသည် ဆိုက္ကား မောင်းနှင်မှု လုပ်ငန်း အခြေအနေအတွက် ဆိုက္ကားယာဉ်မောင်း များ ၏ ထင်မြင်ချက် များကို အကဲဖြတ်ပါမည့် အပိုင်း ဖြစ်ပါသည်။

(၂၄) ဆိုက္ကား မောင်းနှင်မှုလုပ်ငန်း အခြေအနေအတွက် ဆိုက္ကားယာဉ်မောင်းများ၏ ထင်မြင်ချက်မှာ အဘယ်နည်း။

အကဲဖြတ်စကေး

1)လုံးဝသဘောမတူ 2)သဘောမတူ 3)ကြားနေ 4)သဘောတူ 5)လုံးဝသဘောတူ

စဉ်	အချက်အလက်များ	၁	၂	၃	၄	၅
၁	ဝင်ငွေ ရှာရ လွယ်သော အလုပ်မျိုး ဖြစ်သည်။					
၂	အသက်အန္တရာယ်ရှိသော အလုပ်မျိုး ဖြစ်သည်။					
၃	လူတွေကိုကူညီ သော ကုသိုလ် ရသော အလုပ်မျိုး ဖြစ်သည်။					
၄	ယခု အလုပ်သည် ရင်းနှီးမြှုပ်နှံမှုနည်းနည်းဖြင့် လုပ်ကိုင်နိုင်သည်။					
၅	လွတ်လပ်သော လုပ်ငန်းမျိုး ဖြစ်သည်။					
၆	မိသားစု အား အချိန်ပေးနိုင်သော အလုပ်မျိုး ဖြစ်သည်။					
၇	လေးလံသောဝန်များကြောင့်နှောင့်နှေးနိုင်သည် ။					
၈	အလှည့်ကျစနစ်ကြောင့်ခရီးသည်များရရှိမှုနည်းပါးသည်။					
၉	ယခုအလုပ်သည် ကိုယ်ပိုင်အလုပ်ဖြစ်သည်။					
၁၀	ရန်ကုန်စည်ပင်၏မြို့နယ်ကန့်သတ်ချက်များကြောင့်ဝင်ငွေရှာရတာတွင် အတားအဆီး ဖြစ်စေသည်။					
၁၁	ကားကြပ်ခြင်းကြောင့် လမ်းအသွားအလာနှောင့်နှေးစေနိုင်သည်။					
၁၂	လိုင်စင်မဲ့ ဆိုက္ကား များနှင့် ဈေးကွက်တစ်ခု ထည်းတွင် မောင်းနှင်ရခြင်းသည် လိုင်စင်ဖြင့် မောင်းနှင်သော ဆိုက္ကားသမား များ ၏ဝင်ငွေအပေါ်တွင် ထိခိုက်မှု ရှိသည်။					
၁၃	ဆိုက်တွဲများ မော်တာများ ကြောင့် ဆိုက္ကား မောင်းသူများအတွက် အခက်အခဲ ဖြစ်စေသည်။					
၁၄	အနာဂတ်တွင် နည်းပညာ ပိုမို ကောင်းမွန်သော ပို့ဆောင်ရေး စနစ်များ ကြောင့် ဆိုက္ကား အသုံးပြုသူ လျော့ လာနိုင်သည်။					
၁၅	ကမ္ဘာလုံးဆိုင်ရာကပ်ရောဂါအခြေအနေများသည်အလုပ်အကိုင်အပေါ် အကြီးအကျယ်ထိခိုက်စေခဲ့သည်။					
၁၆	ယခု အလုပ် အပေါ်တွင် ကျေနပ်မှု ရှိပါသည်။					

အပိုင်း(၃)

ဤအပိုင်းသည် ဆိုက္ကားယာဉ်မောင်း၏ သက်ဆိုင်သူများနှင့် ဆိုက္ကားယာဉ်မောင်း၏ ဆက်ဆံရေးကို အကဲဖြတ်မည့် အပိုင်းဖြစ်ပါသည်။

(၂၅) ဆိုက္ကား မောင်းသူများ၏ သူနှင့် ဆက်စပ်သူများအကြားတွင် မည်သို့သော ဆက်ဆံရေး မျိုး ရှိပါသနည်း။

အကဲဖြတ်စကေး

	၁)အလွန်ညံ့	၂)ညံ့	၃) ကြားနေ	၄)ကောင်း	၅)အလွန်ကောင်း				
စဉ်	အချက်အလက်				၅	၄	၃	၂	၁
၁	သင့်မိသားစုနှင့်သင်၏ဆက်ဆံရေး								
၂	သင့်ရဲ့ ခရီးသည်နှင့်သင်၏ဆက်ဆံရေး								
၃	ရဲနှင့်စည်ပင်သာယာအာဏာပိုင်များနှင့်သင်၏ဆက်ဆံမှု								
၄	သင်၏လုပ်ဖော်ကိုင်ဖက်နှင့်သင်၏ဆက်ဆံရေး								
၅	ကားမောင်းသူနှင့်သင်၏ဆက်ဆံရေး								

(၂၆) သင်၏လုပ်ငန်းအတွက်အနာဂတ်အစီအစဉ်မှာ အဘယ်နည်း။(နောက် ၂နှစ်)

(က) ဆက်လက်လုပ်မည်။ (ဂ) အလုပ်ပြောင်းမည်။

(ခ) အနားယူမည်။ (ဃ) မပြောနိုင်သေးပါ။

(၂၇) အဘယ်ကြောင့် ဆိုက္ကား နင်းခြင်း အလုပ် လုပ်ကိုင်ရသနည်း။

(၂၈) အခြား အခက်အခဲ များ နှင့် အကြံပြုချက်ဖော်ပြပေးပါ။

ဖြေဆိုပေးမှုအတွက် ကျေးဇူး တင်ရှိပါသည်။

