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Gabtoli-Russel Square



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Prepared for

Dhaka Transport Coordination Board (DTCB)

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Executive Summary

Census Rationale

Six major corridors in Dhaka city has been identified by Dhaka Transport Coordination Board (DTCB) for NMT free conversion. Impact Evaluation Study, conducted in the process, revealed that NMT withdrawal leads to a significant degree of hardship among the NMT pullers and their family members, and also causes a loss of income and scope of business to NMT owners along the corridor. Most NMT pullers resort to this occupation because of lack of alternative source of employment. This group is likely to be caught into further hardship as a result of expansion of NMT withdrawal program without concomitant implementation of well-designed alternative employment generation programs. In order to minimize the extent of possible adverse effect of planned NMT withdrawal on NMT pullers and owners, the DTCB has designed a Support Assistance Package. In view of the distinct dearth of reliable information, it is important to have reliable information on the NMT pullers and owners living along the corridor before actual withdrawal. This is necessary to target possible assistance to *bona fide* affectees. Keeping this in view, the accompanying census was undertaken in Mirpur Road Corridor 1 to identify these two groups of potential affectees (pullers and owners) due to NMT withdrawal and to seek suggestions of the pullers about the SA packages.

Census Objectives

The broad objective of the census was to identify and assist selection of NMT pullers, along Corridor 1, eligible for support assistance (SA), and also to confirm the adequacy of the proposed SA package. The specific objectives of the census were as follows:

- i. Identify eligible NMT pullers who have been residing and pulling NMT regularly in this corridor at least since January 1, 2002 and have been negatively affected by NMT free conversion of Corridor-1.
- ii. Establish a database of eligible NMT pullers, who are interested in availing the proposed SA package.
- iii. Confirm the suitability of eligibility criteria developed for Corridor-2, for use in selection of pullers for SA along corridor-1, and suggest modification where necessary.
- iv. Identify existing skills of NMT pullers and their training and micro-credit needs with a view to fine-tuning the proposed SA package.
- v. Identify poor owners (having 2 or less NMT) who have been residing in this area at least since January 1, 2002 and who suffered a loss of income as a result of the NMT withdrawal from Mirpur Road Corridor-1.

Methodology and Implementation

The census covered all the NMT pullers and NMT owners along both sides of Corridor-1, in the areas where the pullers reside and/or garages located. The census locations were as follows: (i) Sobhanbagh-Rajabazar-Sukrabad, (ii) Dhanmondi-Lalmatia-Katasur, (iii) Mohammadpur-Nobodoy Housing, (iv) Sher-e-Banglanagar-(part) Agargaon, (v) Shymoly-Adabar-Monsurabad Housing, (vi) Agargaon, (vii) Kallyanpur-Paikpara-Pirerbagh, (viii) Gabtoli - Nondarbagh-Tolarbagh - Lalkuti-Barabazarpara - Harirampur - Jahanabad-Golartek-Diabari.

Information on the following were obtained: individual puller's name, age, parents' names, complete present residential address, immediate past address and permanent address, wife's name, educational status, average daily income, income beside NMT, number of household members and their age, sex, education and occupation, availability of other skills (puller), income effect of NMT withdrawal, ownership of selected assets (land, house, rickshaw), opinion about Support Assistance Package (puller), most preferable alternative-to-NMT occupation (puller), and some select information.

Two census questionnaires – one for puller and the other for owner – were developed in consultation with DTCB and the World Bank. These were field-tested, finalized, and approved for implementation.

The census was implemented by Human Development Research Centre (HDRC). All NMT garages, and pullers and owners in the census locations were identified in Maps. A detailed data base was developed. To accomplish the census work (in addition to the core team of experts), a total of 80 field staff were deployed by HDRC: 56 census enumerators, 8 census enumeration supervisors, 8 quality control officers (1 for each census area), and 8 census assistants for mapping work. The census enumeration was conducted in August 2005.

Census Findings: Overall

The census identified a total of 20,635 NMT pullers and owners distributed as follows: 18,846 pullers with 18,447 rickshaw pullers, 380 van pullers and 19 pushcart pullers; 1,789 owners living in 8 census areas (within the stipulated boundary), and 14,453 rickshaws along the corridor. This implies that 98% of the NMT pullers are rickshaw pullers. Therefore, NMT pullers are synonymous to rickshaw pullers. Corridor 1 presents the following ratios: owner – puller ratio: 1:10.5 and rickshaw-puller ratio: 1:1.3 (i.e, about 13 pullers against 10 rickshaws).

NMT Pullers

NMT pullers in Corridor 1 have originated from 62 districts of Bangladesh i.e, all districts except two hill districts of Bandarban and Khagrachari. About 50% pullers have originated from seven districts – Gaibandha, Rangpur, Sherpur, Bogra, Bhola, Dinajpur, and Mymensingh.

The mean reported age of the pullers is 31 years. About 66% are below 35 years of age. About 6% pullers are 50 years and above (elderly/older people), and another 6% are adolescents (age upto 19 years) – both are unacceptable from both physiological and ethical grounds. These two categories of rickshaw pullers comprising 12% of the total merit special consideration in the support assistance package.

The absolute majority of the rickshaw pullers, 55% are illiterate. The reported average years of schooling is only 2.4 years. About 11% pullers reported 8 years and above level of schooling.

The average family size of pullers is 4.3 persons. About 69% pullers have 4 and above family size, and 41% have 5 and above family size. The male-female ratio in puller's family is 52:48. Puller's family depicts a young age structure with 34.5% members below 14 years of age and 7.2% over 55 years of age. The most pronounced occupation in pullers family is

pulling NMT itself (25%), followed by household work (24%), student (16%). About 50% puller's family members above 5 years of age are illiterate, and 65% of 5-14 years of age children currently attend school.

Eighty percent of the pullers have reported to possess some basic skills other than NMT pulling. One-third of the pullers have some skills related to agriculture; 8% have skills related to motorized transport (5.7% knows driving). One-third have petty trade related skills, who could be the potential candidates for the micro-credit assistance under the SA package. About 15% of the pullers have no asset at all. About 85% have own house in their village, 34% have some land in village home, and 6% have own rickshaw.

The reported average monthly family income of pullers is Tk.4,030. About 97% puller's family earn less than Tk.8,500 per month, which means these families, according to the poverty measure used by the United Nations Millennium Development Goals (MDG), are living below the poverty line (less than US \$ 1.00 or Tk.66.00 per person per day). Because of this already severe extent of poverty among the pullers and possibility of further deterioration due to NMT withdrawal it would be essential to address the multidimensional costs (economic, social) of this displacement in the support assistance package. More importantly, in the puller family, on average, 69% of the current family income comes from NMT peddling. More so, as compared to the average monthly income before withdrawal (3 years ago), the income after withdrawal has been reduced by almost 45% (from Tk. 5,014 to Tk. 2,785).

The average duration of the NMT pullers in the occupation is 8.5 years. It is a matter of much concern that about 24% of the pullers have reported to be in the occupation for the last 10 years or more. Ten years or more on the wheel or on the leg for pushing cart is inhuman – both physically and ethically. Therefore, it is suggested that among other vulnerable categories, these 24% pullers who are already in the occupation for 10 years or more should get high priority in the rehabilitation scheme (SA package).

NMT Owners

The census has identified 14,453 rickshaws and 1,598 owners in Corridor 1. Owners have originated from 59 districts. A high proportion of owners (42%) have originated from eight districts : Bhola, Kishoregonj, Barisal, Mymensingh, Dhaka, Madaripur, Gaibandha, and Bogra.

The average size of owner's family is 4.3 (against 4.48 among pullers), which corresponds to the national average reported in the Population Census 2001. The male-female ratio in owner's family is 51:49 – a more progressive scenario than in the case of pullers, and an almost similar to national scenario.

Owner's family depicts a young age structure with about 36% members belonging to below 14 years of age and about 8% members over 55 years of age.

In terms of occupational structure, majority owners represent lower middle class to poor segment of society. The three most pronounced occupational groups in owner's household include household work (21.3%), student (20.4%) and NMT puller (16%).

About two-fifths of the owner's family members (above 5 years of age) are literate. The education situation of the children's (age 5-14 years) in owner's family is not better than that in the puller's family: while 35% of the 5-14 years of age children in puller's family are not attending school, the same is 32% in the owner's family.

Owner's own, on average, 5.2 rickshaws, and 79% own 1-5 rickshaws. Almost 60% own only one rickshaw, and 70% up to two rickshaws. This 70% owners who own up to two rickshaws will be hard hit by NMT withdrawal and therefore, should be considered in the SA package.

The average daily earning of rickshaw owners is Tk.299, which varies a lot by owners due to variations in the number of rickshaws owned. About 60% owners earn up to Tk.80 each day, 13% earn Tk.100-Tk.199, 5% earn Tk.200-Tk.299, 4% earn Tk.300-Tk.399, and 19% earn Tk. 400 and more.

Most rickshaw owners are economically not well-off. About 60% owners daily earn up to Tk.80 each, and 79% have reported no other income source besides earnings from rickshaw. The major non-NMT sources of income include service, business, rent, and agriculture.

Almost all (98.3%) owners reported decline in income due to NMT free conversion of Corridor-1. Similarly all the owners (99.7%) opined that their income will be badly affected if the major arteries of Dhaka city are made NMT free during day time.

Issues on Social Assistance Package

Pulling rickshaw is a last resort occupation. The reported reasons for pulling NMT include low job opportunity in village, no own agricultural land to cultivate, no capital to organize small trade/petty business, no skill to join other job, more earning possible compared to agricultural day labourer, free occupation – can do work whenever feel so, skill not needed to pull, and easy to earn cash.

Almost all the pullers (98.8%) have expressed their intention to leave the NMT occupation provided alternative is available. Also, almost all pullers (96.8%) have shown their intention to go back to villages if alternative is available. In addition, almost all pullers (93%) have suggested to organize alternative occupations for them in their "own villages".

The pullers themselves have suggested as many as 33 different alternative occupations which are most preferable to them as an alternative-to-NMT occupation. They have also suggested a long list of such occupations applicable to the situation if they go back to rural home. And all these have close resemblance with their immediate past occupation pattern. As most preferable alternative-to-NMT occupations, the pullers suggested the following: agriculture/cultivation (reported by 25.3% pullers), shop-keeping (20.4%), bamboo/cane business (9.9%), retail trade of rice and paddy (7.5%), driving MT (6.1%), pan shop/tea shop (5.4%), poultry (4.1%), service (3.1%), laundry (2.7%), pisciculture /fish trade (2.6%), cloth trade (2.6%), weaving (2.6%), livestock rearing (1.3%), and repairing cycle/van (1.3%). The general pattern of most preferable alternative occupation is as follows: 53% for petty business/small trade, 26% for agriculture farming including cultivation, 13% for mechanical jobs, and 8% for livestock, poultry and pisciculture.

All the pullers were requested to express their views about the proposed SA package (see box). About 89% pullers have shown their complete agreement with at least one package, 63% agreed with two packages, and 30% agreed with all three packages. Almost 56% have shown their agreement with package 1 (EAT package), while 49% have shown their agreement with Package 2 (METS package), and 77% have shown their agreement with Package 3 (SDMJPS Package).

Proposed SA Package	
Package 1:	Emergency Asset Transfer (EAT) – Tk. 5000 each for those who are over 45 years of age.
Package 2:	Targeted micro credit and enterprise training supports (METS) – Tk.10,000 each for pullers having skills suitable for micro credit.
Package 3:	Targeted skill development, micro enterprise and job placement support (SDMJPS) – Tk. 8,500 each for puller below 35 years of age.

On package 1 (EAT package), 45% have expressed their disagreement. In lieu of Tk.5,000 proposed in the package, the average amount suggested by the pullers is Tk.10,688.

Regarding package 2 (METS package), 51% pullers have shown their disagreement on two counts. First, in lieu of the Tk. 10,000 (for each) proposed in the package, the average amount suggested by the disagreed-pullers is Tk.18,367. Second, regarding the conditions of micro credit, about 19% suggested that the money should be given as grant (not loan), 48% suggested that the amount should be treated as an interest-free-loan, 30% suggested to treat that amount as low interest loan, and only 4.3% suggested to treat that as loan with normal interest.

On package 3 (SDMJPS package), a lower proportion than in other two packages, 23.2% pullers have indicated their disagreement. Instead of Tk.8,500 proposed in the package, an average amount of Tk.13,735 has been suggested by the disagreed-pullers.

Thus, two key findings are, (i) the financial amount suggested by the pullers for packages 1, 2, and 3 are respectively 2.13 times, 1.83 times and 1.61 times higher than the proposed amount in SA packages, and (ii) pullers are in favour of loans which are either interest free or with low interest.

In order to facilitate switching from NMT to new alternative occupations, pullers have clearly indicated the need for micro credit, skill training, and other necessary measures. A predominant proportion of the pullers, 91.4% have opined that they need micro credit to switch to the new alternative occupations. The average amount of one time need for micro credit suggested is Tk.18,249 per puller.

The need for skill training to adapt to new occupation has been suggested by 39.2% pullers. The specific areas of training suggested include training on business (13%), followed by agriculture related training (6.8%), driving MT (6.6%), livestock (3.0%), pisciculture (2.5%), poultry raising (2.4%), electrician (1.6%), construction work (0.9%), handicraft (0.8%), tailoring (0.6%), cycle/rickshaw repair (0.5%), and woodcraft/furniture making (0.4%). All these training needs suggested by the pullers are in full congruence with their suggestions regarding most preferred alternative occupations.

Pullers have forwarded a few more suggestions regarding other actions which would be necessary to expedite the process of occupation switching. The specific suggestions which

merit consideration are as follows: Khas land should be given for cultivation/agriculture (suggested by 30%); assistance should be rendered in getting shop in rural bazar (23%); shops should be constructed (for them) in public land in hat/bazar (17%); pair of bullocks should be given for cultivation (16%); housing should be arranged (11%); house with homestead land should be arranged (10.2%); assistance should be rendered in getting driving license (5%); a permanent nature job/work should be given (4%); khas water body should be leased out (to them) for pisciculture (4%); education for children should be arranged (1.3%); adult literacy should be provided (1%); assistance for daughter's marriage should be given (0.5%); and assistance should be rendered in obtaining a license for pharmacy business (0.5%).

Utility of the Census Data-base in Designing and Implementation of SA Package

The census database contains information for both the pullers and owners on all relevant key indicators related to SA package design and implementation. The census database is presented separately by 27 different areas with separate data base for pullers and owners, by types of NMT (rickshaw, van, pushcart).

The accompanying census database will be of high utility for the DTCCB in both design and implementation of the support assistance packages, which will facilitate the process of withdrawal of NMTs from Corridor 1. These information would also be helpful in the planning process for conversion in other major corridors. In addition, the eight area maps will be useful, at least, in two ways:

1. To understand specific geographic location and concentration of rickshaw garages (garages are numbered numerically with number of rickshaws by garages); and
2. To implement the support assistance packages based on the location of garages (over 90% of the NMTs are available in those garages) and/or by using the detailed addresses (present, immediate past, and permanent).