



# Study on Women Hand-Lorry (*HaathLaari*) Transporters of Ahmedabad

Final Report, June, 2015

Prepared by

**Urban Management Centre (UMC)**



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**Manvita Baradi**

**Director, Urban Management Centre**

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## List of Acronyms

ACMSLB	Ahmedabad Cloth market and Shops Labour Board
AMC	Ahmedabad Municipal Corporation
APL	Above Poverty Line
ATIRA	Ahmedabad Textile Industry's Research Association
BPL	Below Poverty Line
BPMC	Bombay Provincial Municipal Corporation
CEPT	Centre for Environmental Planning and Technology
CMSLB	Cloth Market and Shops Labour Board
CSR	Corporate Social Responsibility
CWWB	Construction Workers Welfare Board
DWF	Drinking Water Facility
FGDs	Focus Group Discussions
GIDR	Gujarat Institute of Development Research
GUWWB	Gujarat Unorganized Workers Welfare Board
ICDS	Integrated Child and Development Scheme
IIM	Indian Institute of Management
IIPH	Indian Institute of Public Health
ILO	International Labour Organization
ISRO	Indian Space Research Organization
ITD	Initiative for Transportation & Development Programs
MA	Mukhyamantri Amrutam Yojana
NGO	Non-Government Organizations
NID	National Institute of Design
NOC	No-Objection Certificate
NPS	New Pension System
PFRDA	Pension Fund Regulatory and Development Authority
PRL	Physical Research Laboratory
QR	Quick Response Code
RSBY	Rashtriya Swasthya Bima Yojana
SEWA	Self Employed Women's Association
SSY	Shramik Suraksha Yojana
TF	Toilet Facility
UDF	United Democratic Front
UHC	Urban Health Centre
UID	Unique Identification Project
UMC	Urban Management Centre
UP	Uttar Pradesh
VDA	Variable Dearness Allowance

## 1. About the Study

The Urban Management Centre (UMC) and the Initiative for Transportation & Development Programs (ITD) have jointly received a grant by the Oak Foundation for undertaking a survey-based research study on the women hand-lorry workers in Ahmedabad.

According to ITD's estimates, there are close to 1000 women hand-lorry pullers in Ahmedabad, largely concentrated around the old city area. These hand-lorry workers play a significant role in the urban freight sector by providing the crucial last mile connectivity between markets, godowns and wholesale dealers. They transport heavy goods every day for short-to-medium distances on head or in a bulky wooden and iron framed vehicle, braving the harsh weather, negotiating traffic and dealing with frequent abuses by cars and two-wheelers at the cost of their own health and safety. ITD had conducted a preliminary investigation about these women in 2012 which highlighted their socio-economic conditions and the challenges they face with respect to their health, safety and social security. The current 6-month study builds on this preliminary study and examines their role in the urban freight scenario, and identifies gaps, opportunities, and potential solutions towards improving their working, socio-economic and health conditions. We hope this will be of use to community organizations, NGOs, govt. organizations and social researchers and prompt discussion on improving the conditions of informal sector workers (especially women) involved in transportation of goods and services. We hope that the study could also lead to improved outreach of policies and programs, better coordination among various govt. departments, ensuring access to welfare schemes and strengthening community organizations and services.

### 1.1. Project Team and Associates

#### Urban Management Centre (UMC)

The Urban Management Centre (UMC) is a women promoted not-for-profit organization that works towards professionalizing urban management in India and worldwide. UMC provides technical assistance and support to city governments and facilitates change through peer-to-peer learning processes. UMC extensively works in the areas of urban management, health, water and sanitation. UMC is a legacy organization of International City/County Management Association (ICMA). (Read more at [www.umcasia.org](http://www.umcasia.org))

#### Initiative for Transportation & Development Programs (ITD)

ITD is an independent Delhi-based NGO engaged in sustainable transport research, advocacy and policy intervention in India. ITD was legally incorporated as a non-governmental organization in October 2005 under the Societies Registration Act XXI of 1860 of India. Over the last few years, ITD has worked on different programs and campaigns focusing on sustainability and equity aspects of public policy, public transport, cycle rickshaw, bicycle, pedestrian, and other marginalized and vulnerable road users. Its activities have been carried out mostly in collective manner while working closely with key decision makers and diverse stakeholder groups.

#### Self Employed Women's association (SEWA)

SEWA's survey and research team provided support for conducting the questionnaire based surveys and focus group discussions with the women workers. SEWA is a trade union registered in 1972. It is an organization of poor, self-employed women who earn a living through their own labor or small businesses. SEWA's main goals are to organize these women for full employment to obtain work security, income security, food security and social security.



## 2. Background

With a population of 60 lakhs, Ahmedabad is the largest city in Gujarat and the fifth largest metropolis in India (Census 2011). Ahmedabad is recognized as a thriving metropolis in the forefront of real-estate and infrastructure development.

During early to mid-20th century, Ahmedabad was the epicenter of the developing textile industry in India and gained popularity as the Manchester of India. With the founding of textile mills, Ahmedabad saw a huge influx of migrant workers into the city. These workers were employed as mill workers and laborers in textile markets in the city. Ahmedabad still has one of the biggest cloth markets in the country which deal in wholesale trade of cloth and readymade garments. These markets employ several thousands of women to transport large parcels of cloth for short to medium distance on foot or using manually powered vehicles.

According to estimates there are close to 5000 women working as head loaders and hand-lorry Workers in markets in Ahmedabad. Other than the cloth market, head loaders are also employed at wholesale agricultural markets (known as *mandis*) selling vegetables, food grains, and spices. Their labor is also used extensively in factories and godowns for loading and unloading goods from trucks, railway engines, large transport containers etc. The goods that loaders carry and transport can vary widely in weight, size and shape. They include cloth, sacks of agricultural produce (food grains, vegetables, spices) as well as non-agricultural produce (e.g. cement). The parcels are tied using cloth or are packed in jute or plastic sacks. Other goods transported by head loaders and hand-lorry pullers include metal girders, cardboard and wooden boxes, etc. These head loaders are paid upon the parcel that they stitch and distance that they cover to transport it. But these workers have no fixed employers and thus have no work security. Their work involves immense use of physical strength as they have to carry very heavy weight, which results in chronic back pain, joint pains, and headaches. While transporting goods, the women sometimes also face accidents causing major injuries. Their livelihood is also being threatened with the increasing use of motorized vehicles such as tempos.

The head loaders are part of the informal sector of Ahmedabad that provides a wide range of low cost and labor intensive goods and services contributes significantly to the city's economy, yet is characterized by low wages, lack of work and social security and limited legislative protection.

Several NGOs in the city have been extensively working to improve the conditions of informal sector workers, especially women. One such organization is the Self Employed Women's Association (SEWA). SEWA was formed when a group of head loaders and hand-lorry pullers approached Ela Bhatt to seek help on issues related to their wages, health and housing. A meeting of women working in the informal sector was convened and their problems were discussed. This led to the birth of SEWA, which was registered as a trade union, a first of its kind where no formal employer-employee relationship existed. Close to 70% of SEWA members are manual laborers including hand-lorry transporters.

SEWA provides supportive services like savings and credit, health care, child care, insurance, legal aid, capacity building and communication to its members. The organization has also worked on issues related to occupational health of women hand-lorry pullers and has helped establish a Women's Cell at the National Institute of Occupational Health (NIOH)(WHO-SEARO , 2006). This cell

has worked in close association with the National Institute of Design (NID) and the International Labor Organization (ILO) on postural problems of women workers. SEWA, with the help of L.D. Engineering College and the National Occupational Health Institute, had also designed a lorry which can alleviate some of the health problems as it avoids excessive strain on abdominal muscles.

Trade Unions like SEWA have also played an important role in the establishment of welfare boards like the Ahmedabad Cloth Market and Shops Labour Board (CMSLB) for providing social security to unorganized workers in the city. The CMSLB collects levy from the employers in the cloth market at the rate of 8 per cent of the remuneration paid to the worker and provides benefits like medical aid, maternity benefits and educational support to the workers. The establishment of the welfare board has benefited the unorganized workers, especially members of trade unions working in the cloth markets. The board also depends greatly on organizations like SEWA to reach out to and mobilize workers, get them registered with the board and inform them about various government schemes.

SEWA actively advocates with the local and State Government and has time and again protected and defended the rights of informal women workers in Ahmedabad. One such instance was in 2004 when the traffic police banned slow moving vehicles like hand-lorries, vending carts etc. from moving during specific times in the city. As a result, hand lorry pullers and vendors were unable to earn a living between 8am and 8pm. SEWA held a rally in which more than 4000 members attended and demonstrated in front of the Police Commissioner's office to lift the ban (Parmar, 2014). SEWA also conducted a traffic count survey to count the number of slow vehicles at different hours of the day. They brought to the attention of the Police Commissioner the number of slow vehicles and the people whose livelihood is affected by the ban on slow-moving vehicles. Union leaders met the Police Commissioner and the Labour Secretary to discuss the alternatives to the ban on slow traffic and the ban was eventually lifted. Incidences like this bring to light the plight of informal sector workers, especially the lack of job and social security and harassment by government authorities.

This study aims to profile the existing situation of head loaders and hand-lorry workers; their working and living environment, health status and job and social security and identify broad areas of intervention to improve the social condition of these workers.

### 3. Study Methodology

The research study relies primarily on quantitative data collected through a questionnaire based on survey of 300 women and 50 men employed as head loaders and hand-lorry workers. The survey findings were supported by qualitative methods such as interviews, meetings and focus group discussions with the informal workers.

The section summarizes the activities that were carried out as part of the study to understand the existing socio-economic situation of women hand-lorry workers in the city, identify key stakeholders and partners to gain support for the study, and develop strategies to improve the working and living conditions of these women.

#### 3.1. Preliminary Field Surveys

UMC conducted preliminary field surveys in markets across Ahmedabad to identify areas where the hand-lorry workers are concentrated and to develop an initial understanding of their working environment and the issues they face. Interviews were also conducted with a few women engaged as head loaders and hand-lorry workers. The inputs from these interviews were used to design the survey process, create interview formats and arrive at an appropriate sample distribution. The preliminary surveys also offered clues about other stakeholders to be interviewed for the study.

#### 3.2. Review of History and Current Situation



UMC conducted an exhaustive desktop research on the history and current situation of woman hand-lorry pullers in Ahmedabad as well as other cities in India. The team studied and reviewed various initiatives by trade unions, NGOs, and government and non-government organizations to improve the lives of these hand-lorry transporters. UMC also reviewed national and state government programs, policies and laws focused on the urban poor in the informal sector.

Preliminary field surveys conducted by study team

#### 3.3. Freight Transport and Parking Survey

The study team carried out rapid traffic count and parking surveys at the Panchkuva Cloth Market to map the movement of goods by vehicle type (motorized and human powered) and identify the issues related to traffic management and safety in the wholesale markets. A few hand-lorry workers were also followed during their trips to document how these women navigate narrow streets, negotiate traffic, and how conducive and safe are their vehicles to frequent halting and breaking.



Assessment of transport situation in markets

### 3.4. Review of Vehicle Design and Production

The team interviewed manufacturers of the hand-lorry to understand the design, production and assembly process, as well as the current market for these vehicles.

The team also invited a bio-mechanist to review the vehicle with respect to its design, ease of movement, ability to carry weights, braking mechanism etc. to identify any occupational health hazards that the vehicle might pose.



Interview with Hand-Lorry Manufacturers

#### The Hand-Lorry

The hand-lorry that the women used to transport goods is a bulky wooden vehicle with inflated tires. The vertical bar in front is easy to use for breaking the movement and keeping the cart horizontal during loading and unloading. Despite being heavy (weighing 170 kilograms), it is easy to propel with insignificant amount of friction. However, the downside of the design is that the horizontal cross bar possibly causes excessive pressure over the upper thigh/lower abdomen leading to skin/muscle contusion. It cannot be customized to women of different heights. Additionally when loaded, there is a tendency of the cart to tilt backwards which needs to be continuously controlled by the cart puller.

The lorry can carry approximately 2 ton of weight. The cost of one lorry is about Rs. 12,000 and their maintenance is about Rs. 50-60 every 2-3 months. The maintenance includes regular oiling and greasing which is mostly done by the workers themselves.



The lorry is manufactured in 2 parts and then later assembled. The wooden body is made by a carpenter and the wheel-axle is manufactured separately. These manufacturers also assemble the vehicle. Most manufacturers are concentrated at Prem Darwaja, New Cloth Market and Sarangpur. With the advent of tempos and auto rickshaws in freight transport, the sales of hand-lorries are on a decline. The manufacturers mentioned are being able to sell only two hand-lorries over six months in present times.

*(Based on observations and interview with hand lorry manufacturers)*

#### Box 1: The Hand-Lorry, overview of vehicle design and production

### 3.5. Detailed Survey of Women hand-lorry Transporters

UMC carried out detailed surveys of 300 women and 50 men engaged in hand-lorry pulling in association with the survey team of SEWA. The survey questionnaire (Annexure 9.2) examined their existing working conditions, wages, housing, skills and education, health issues, social security, relationship with employers etc.

The sample selection was based on the following parameters:

- Migrants vs. resident women
- Members and non-members of trade unions
- Women working with husband/ family in the business vs. working alone
- Age group
- Primary area of work/ clients (cloth market, electronics, heavy goods etc.)



Few pilot surveys were first conducted with a few women in the market areas to test the questionnaire and modify if needed based on survey feedback. During the pilot surveys, the team realized that it was difficult to interview women in the market areas amidst the traffic and the noise and with no place to sit and talk. The women were also reluctant to talk in the presence of crowds. Hence it was decided to conduct the full scale survey with women in batches outside the market.

Pilot surveys in wholesale markets

After conducting the pilot surveys, UMC also identified an opportunity to replace the conventional paper-based surveys with mobile based surveys. Some of the issues that the UMC's survey team faced during the pilot surveys included:

- Hassle of handling paper forms on-field and off-field
- Issues with handwriting and language
- Errors arising out of manually entering data into spreadsheet formats.
- Coordination amongst survey teams and duplication (in some cases)
- Extensive paper usage

In order to address issues of inaccuracy and inefficiency associated with paper based surveys, UMC had developed an android based application (app) named 'UMCCityCollect' in 2013. CityCollect is a data collection, survey and a mapping app which allows users to create custom questionnaires for data collection. The android-based app works both in online and offline modes storing data locally on the device which can be synced to a server when required.

UMC transferred the survey questionnaire onto the mobile application and trained the SEWA survey team to use the app and enter data. All the entries made by the survey team were validated by an enumerator. The final database of validated forms was then downloaded in MS Excel compatible spreadsheet based format.



Detailed survey of women hand-lorry pullers using mobile application

### 3.6. Focus Group Discussions (FGDs)

In addition to the detailed survey interviews, the team also carried out several FGDs with women and men hand-lorry workers and relevant groups dealing directly or indirectly with hand-lorry workers and their trade to understand the views and perceptions of different stakeholders regarding the nature of work and associated issues, quality of basic services available to urban poor and access to social security schemes. The FGDs with hand-lorry pullers also delved into issues related to vehicle design, interest and willingness to upgrade to better technology and ability to pay for purchasing their own freight vehicles.



Focus group discussions with hand-lorry pullers

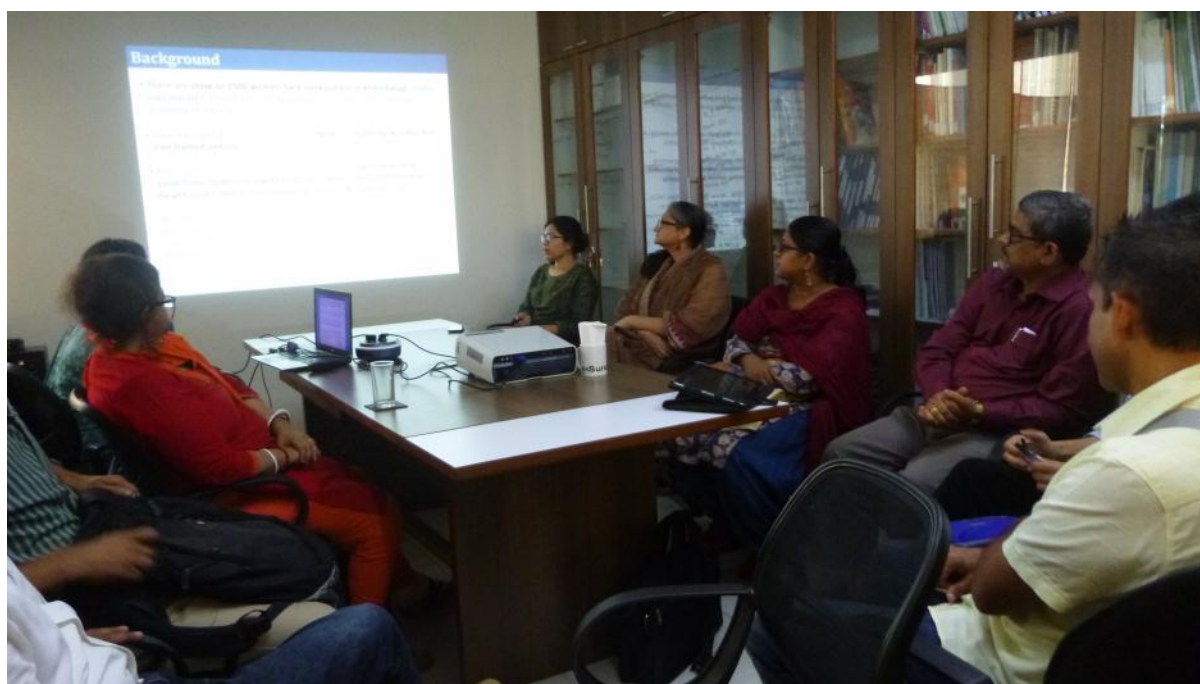
### 3.7. Interviews and Meetings with Stakeholders

Key issues regarding working environment, health and wellbeing, and access to social security for women engaged in the informal sector (especially hand-lorry transporters) were identified in a consultative manner with relevant stakeholders. Individual and joint consultations were carried out with various groups including government agencies, welfare boards, trade unions, NGOs, employers, traders associations, and vehicle manufacturers to seek their views, suggestions and ensure their future support to the cause of women lorry workers. A list of interviews conducted is provided in Annexure 9.1 and 9.6.

### 3.8. Round-table workshop with key stakeholders

A round table workshop was organized to share the findings from the study with relevant stakeholders and NGOs in the city. Participating institutions at the workshop included SEWA, CEPT University, Indian Institute of Public Health (IIPH), Gujarat Institute of Development Research (GIDR), CHETNA, Centre for Green Mobility (CGM) among others.

The workshop provided an opportunity to garner support from the larger community and also reflect on the key findings, conclusions and way forward. The participants also provided valuable feedback regarding presentation of the data and findings, examples of other studies on informal sector workers from India and abroad and possible next steps. The workshop also fostered a discussion on the legislative framework for informal workers in India. The suggestions and feedback from the workshop was taken into consideration during the preparation of the final report. The agenda and list of participants from the round table workshop are provided in Annexure 9.5.



### 3.9. Documentation and Preparation of Report

UMC prepared a report highlighting the results from the questionnaire based survey, FGDs interviews and meetings conducted with various stakeholders. The final report also includes an assessment of the existing situation of the women workers, existing schemes and programs focused on informal sector, potential interventions and advocacy areas.

## 4. Program and Initiatives for Informal Sector Workers in Gujarat

### 4.1. Policies & Programs by Government of India

The Ministry of Labour and Employment is responsible for protecting and safeguarding the interests of workers in general and the poor deprived and disadvantaged sections of the society, in particular. The ministry also aims to create a healthy work environment for higher production and productivity and to develop and coordinate vocational skill training and employment. Following are key programs by the Government of India towards safeguarding interests of informal workers:

#### 4.1.1. Rashtriya Swasthya Bima Yojana (RSBY)

RSBY was formally launched in 2007 to provide a cashless health insurance cover of Rs.30, 000 per annum to families falling below poverty line (BPL). The salient features of the scheme are:

- The beneficiary family pays Rs.30 per annum per family as registration fee while the Central and State Government pays the premium to the insurer selected by the State Government.
- Beneficiaries are entitled to smart card based cashless health insurance cover of Rs.30, 000 per family per annum.
- Coverage of all pre-existing diseases, hospitalization expenses, including maternity benefit.
- Payment of transportation cost of Rs.100 per visit.

The scheme's implementation began in Ahmedabad in November 2011 after the Ahmedabad Municipal Corporation (AMC) finalized and published the list of families who are below the poverty line (BPL). AMC has registered 1.67 Lakh families in the BPL list.



As of April 2014, a total of 98, 823 families in the Ahmedabad District have been ensured under the scheme.

4461 cases of hospitalization were covered under the scheme between April 2013 to May 2014 and claims worth Rs. 30, 617,186 were disbursed (Health and Family Welfare Department, 2014)

Promotion of RSBY in Gujarat, Source: [rsbygujarat.org](http://rsbygujarat.org)

#### 4.1.2. National Swavalamban Pension Scheme

The Swavalamban Yojana is a new contribution-based pension scheme by the Govt. of India to provide retirement benefits to workers of unorganized sector. The Swavalamban scheme is applicable to all unorganized sector workers who enroll in the New Pension System (NPS) administered by the Interim Pension Fund Regulatory and Development Authority (PFRDA). Any person who is not an employee of the Central or any state government, or an autonomous body/ public sector undertaking having employer assisted retirement benefit scheme, or is not covered by any other social security scheme is eligible under the Scheme. Under the scheme, the Government of India will contribute Rs. 1000 per year to each NPS –Swavalamban account opened in year 2010-11, 2011-12 and 2012-13 for five years. The beneficiary has to make a minimum contribution of Rs. 1000 per year to avail Swavalamban benefits.



### 4.1.3. Pradhan Mantri Jan Dhan Yojana

The Jan Dhan Yojana was launched in August 2014 with a target to provide universal access to banking facilities, especially to the urban poor to deepen financial inclusion. The scheme provides basic banking accounts with overdraft facility of Rs.5000, and debit cards with inbuilt accident insurance cover of Rs. 1 lakhs. Beneficiaries can also avail a loan of Rs. 5000 from the bank after six months of opening the bank account. Under the scheme, people who open accounts by January 26, 2015 will be given life insurance cover of Rs 30,000 over and above the Rs. 1 lakhs accident cover. The scheme envisions including benefits like micro-insurance and pension in the next phase of its implementation.

## 4.2. State Government Policies and Programs

### 4.2.1. Constitution of Worker Welfare Boards

There are three welfare boards in Ahmedabad, established to safeguard the interests of informal workers involved in various trades. These are the

- Cloth Market and Shops Labour Board (CMSLB) Ahmedabad, set up to implement the Gujarat Unprotected Manual Workers (regulation of employment and welfare ) Act, 1979;
- the Construction Workers' Welfare Board (CWWB),constituted under the Building and other Construction Workers Act, 1996; and
- The Gujarat Unorganized Workers Welfare Board (GUWWB) for Ahmedabad, Surat and Jamnagar municipal corporation areas registered under the Societies Registration Act and the Public Trust Registration Act, 2007 (Mahadevia, 2012).

The first two are statutory boards and the GUWWB is a non-statutory board. The head loaders and hand-lorry pullers working in the cloth markets are covered under the CMSLB which is a tripartite board where labor working for wholesalers in the cloth markets gets their respective dues in terms of social security. The board has equal representation from the employers and laborers. For every three members there is one representative from the Government. Currently, the nominated members from laborers include one representative from SEWA union and two representatives from the Panchkuva-Maskati Haath Laari Mandal.

The nominated members from the traders include the presidents of Maskati Market Mahajan, Panchkuva Market Mahajan and Sindhi Market Mahajan. Government members include the Labour Commissioner who is also the Chairman of the Board and Deputy Secretary, Labor Department, Govt. of Gujarat. The staff of the Board includes one senior clerk and two junior clerks (positions currently vacant) and 2 inspectors for collecting levy from traders. The salaries of the clerks are paid by the Board and the inspectors are directly paid by the Labor Department, Govt. of Gujarat.

The Board has a defined geographic jurisdiction which extends from Prem Darwaja in the north to the Khokhra Memdabad Railway Over Bridge in the east to the road connecting Raipur Darwaja to Sarangpur Cotton Mill in the south. The CMSLB collects levies from the employers (traders and shop-owners) falling within the defined jurisdiction at the rate of 8 per cent of the remuneration paid to each worker. Currently there are 5935 traders who are registered with the Board. An amount of Rs. 19 Lakhs was collected for the year 2013-14 (Binaben, 2014).

2692 laborers working in the cloth markets are members of the board, 1104 of which are women.

The benefits offered to the beneficiaries include (Binaben, 2014):

- Medical Support up to Rs. 2000 per year. Additional support of Rs. 900 once a year in case of serious ailments or injuries.
- An educational kit for members with school going children and scholarships for higher education
- Maternity benefit of Rs. 500 for the first child, 400 rupees and 250 rupees for all children born of registered female members
- Pension amount of Rs. 400 per month for a period of five years to widows of male workers registered with the Board.
- Life Insurance: A one-time amount of Rs. 5000 to the nominated family members after the death of a registered worker. The Board also facilitates insurance under State Govt.'s Shramik Suraksha Yojana.
- Kanya Ratna Scheme: The Board sets aside an amount of Rs. 2000 in a nationalized bank for every girl child (first and second child only) born to registered members of Boards. The amount with the interest can be retrieved when the girl turns 18.
- In the year 2013-14, Board collected a total levy of Rs. 19,00,000. From which Rs. 86,000 were claimed by 441 workers. And the remaining amount is in the bank balance of CMSLB.

The registered members of the board can claim the above benefits on submission of medical bills and other required documents such as birth/ death certificates.

The Board had issued a draft notification in 1998 to extend the boundaries to cover all cloth markets within AMC's jurisdiction; however the notification is pending approval from the state government.

#### **4.2.2. Mukhyamantri Amrutam Yojana for Medical Care**

The Department of Health and Family Welfare, Government of Gujarat has launched a medical care scheme called Mukhyamantri Amrutam (MA) Yojana to address health care needs of families below the poverty line (BPL). The objective of the scheme is to improve access of BPL families to quality medical and surgical care for the treatment of identified diseases involving hospitalization, surgeries and therapies through an empanelled network of health care providers. The total sum assured for the BPL family is of Rs.2,00,000/- per family per annum on family floater basis. A unit of five members (Head of family, spouse, and three dependents) of BPL family is covered under MA. The scheme provides medical and surgical care to BPL families for catastrophic illnesses involving hospitalization, surgeries and therapies through an empanelled network of hospitals. QR coded (Quick Response Code) cards are issued to the eligible families under the scheme which allow them cashless transactions at empanelled hospitals. The critical illnesses covered under MA Yojana include:

- Cardiovascular Surgeries
- Neurosurgeries
- Burns
- Poly Trauma
- Cancer
- Renal (Kidney)
- Neo-natal (newborn) diseases

Out of the targeted 4, 22, 90 families in Ahmedabad District, a total of 1, 50,737 have been provided the MA card (Health and Family Welfare Department G. o., 2014).

#### **4.2.3. Shramik Suraksha Yojana**

Shramik Suraksha Yojana is an insurance scheme initiated in 1996 with a view to provide social security cover to members of the family in case of an accidental death of unorganized workers. Under this scheme, the full amount of premium is paid to the insurance companies by the State Government on behalf of laborers. The scheme is being run by the Director of Insurance, Gandhinagar since 2008.

The group insurance scheme covers all unorganized labor in the age group of 14 - 70 residing in Gujarat. Under the scheme, an amount of Rs. 1, 00,000 is paid to the family in event of an accidental death or permanent disability of a worker. An amount of Rs. 50,000/- is paid in case of partial disabilities caused due to accidents.

To claim the insurance amount, an application needs to be submit the prescribed form within a period of 90 days after the accidental death of a worker, to the Office of the Labour Department. The application should include necessary documents such as an identity and age proof of the deceased, the death certificate and approved evidence of the legal heir.

Claims worth Rs. 5160 Lakhs have been disbursed to heirs of beneficiaries between 1996 and 2013.

### **4.3. Programs by Local Government**

#### **4.3.1. Access to Basic Services**

AMC has a policy to provide drinking water and drainage connections to slum and slum like areas irrespective of the tenure. The AMC provides services to slum households through the 500-NOC scheme, an innovative mechanism started in 2002 where slum residents are provided with a 'No Objection Certificate' (NOC) that allows them to apply for legal individual sewage and water connections for their house. 500 relate to the amount the applicant has to pay to get the NOC.

#### **4.3.2. Subsidized Health Care**

As per the Gujarat Municipal Corporation (GMC) Act, providing health care services to its citizens is an obligatory function of AMC. AMC's Health Department provides subsidized health services to people residing in slums, chawls, gamtals, newly merged villages, walled city areas, and other neighborhoods that are characterized by lower incomes, lack of quality housing and basic services and unhygienic living conditions. These areas are identified as key focus areas that also include other vulnerable groups such as footpath dwellers, construction workers, migrants, truck drivers, waste pickers, beggars and sex workers.

There are 61 urban health centers (UHCs) and 2 community health centers under the administration of AMC. These centers issue a monthly card for Rs. 5 which allows people to access unlimited health care services for basic illness. Prescribed medicines and drugs are given for free. Diagnostic services and basic hospitalization and surgeries are also subsidized.

## 5. Profile of Women Hand-Lorry Transporters: Empirical Findings

### 5.1. Context: Markets Where These Women Work

The wholesale markets where the hand-lorry transporters are largely concentrated include:

#### 5.1.1. Panchkuva Market

Panchkuva Market is a wholesale cloth market located opposite the Kalupur Railway Station. It comprises the Maskati Cloth Market, Sindhi Market and Panchkuva Bazaar. There are small wholesale shops lined along narrow streets. The streets are very congested with constant movement of pedestrians and personal and freight vehicles (motorized and non-motorized) and a large number of two wheelers parked along roadsides. There is no parking facility for the freight vehicles, hence loading and unloading of goods happens on the street.

#### 5.1.2. Sarangpur Market and Freight Transport Hub

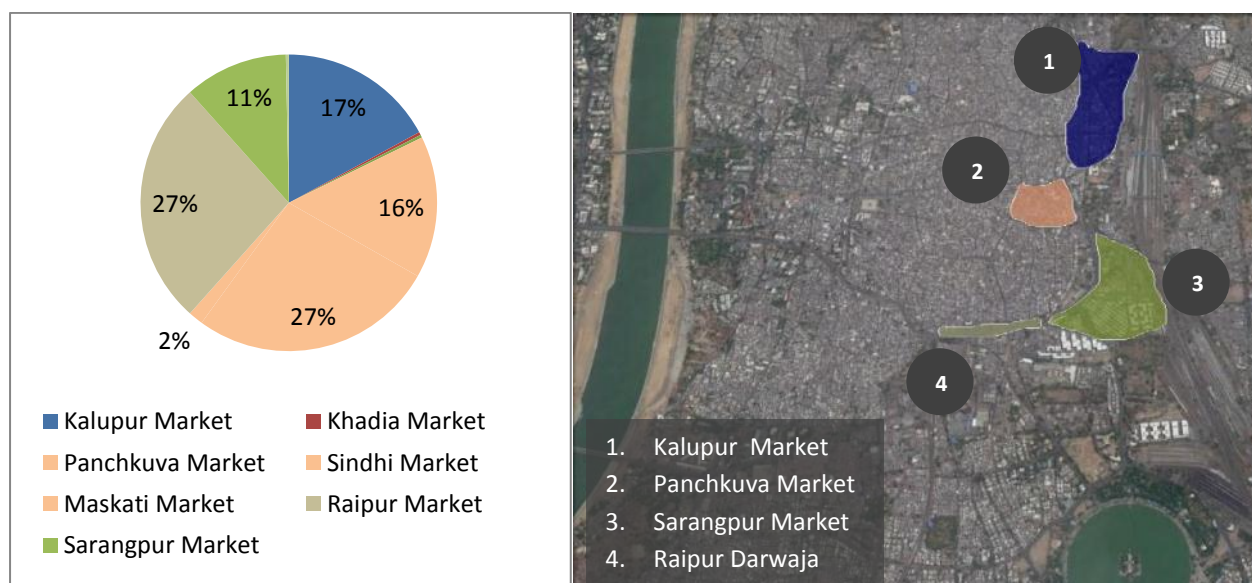
Sarangpur is a huge market comprising shops and wholesalers dealing in cloth, electronics and other goods. There are several small markets within this area including the New Cloth Market, Safal Market and Transport Market. The area is also a freight transport hub from where a variety of goods are transported in and out of Ahmedabad in large trucks and tempos.

#### 5.1.3. Kalupur Grain Market

The market known as *Chokha bazaar* is the largest wholesale grain and spice market in Ahmedabad with shops selling grains, dry fruits and spices.

#### 5.1.4. Raipur Darwaja

There is a small cloth market at Raipur and the Raipur Darwaja is also a known daily wagers' spot where the hand lorry transporters wait for small business owners and other potential employers to offer work.

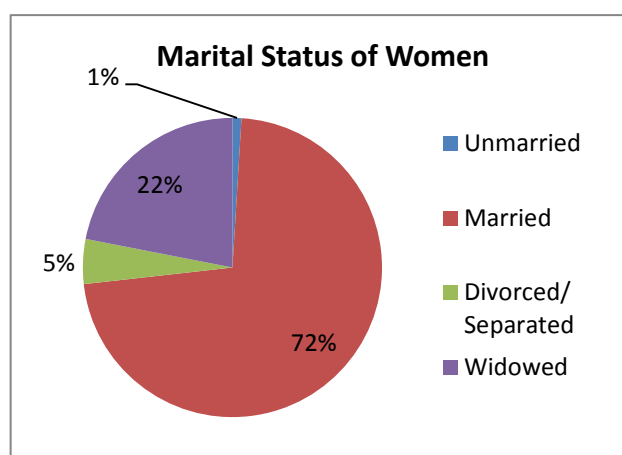
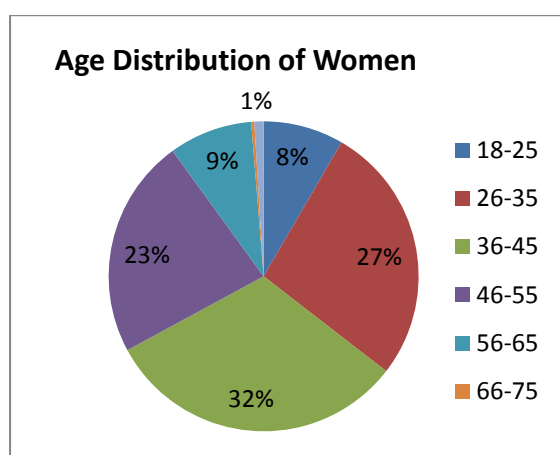


Of the 310 women surveyed, majority (45%) work in the Panchkuva, Maskati and Sindhi cloth markets, another 27% work in the Raipur area transporting cloth and construction waste.

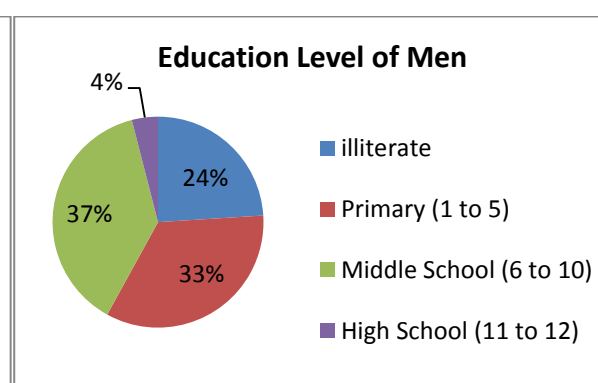
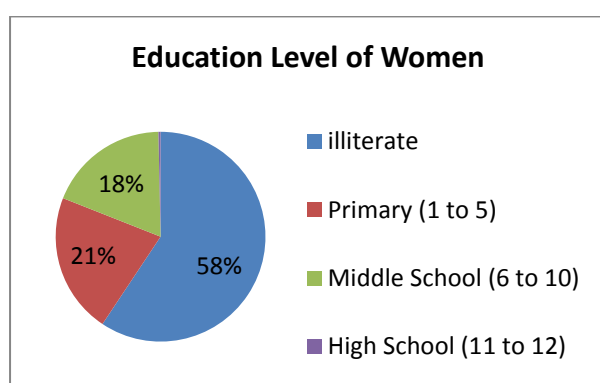
## 5.2. Demographic Profile

### 5.2.1. Age, Education and Marital Status

Of the 310 women hand lorry workers surveyed, maximum **(32%) are above the age of 35**. Less than 10% women are above 55 years of age. The average age is 41 years, the youngest being 18 and the eldest being 74. There are several younger women (18-25 years) engaged as informal workers in the market areas. These women begin their work in the markets as head loaders for loading-unloading goods and carrying the goods for shorter distances working with family members and relatives. They graduate to transporting goods in hand-lorries and other vehicles for longer distances once they establish themselves in the markets. 219 women (71%) of the total surveyed have been working in the markets for more than 10 years. 99% of the women interviewed has been married. Close to 27% among these are widowed or separated.



**58% of the women are illiterate**, 21% have had a primary education and another 18% have completed schooling till tenth grade. **Comparatively, only 24% of men interviewed are illiterate and exhibit better education levels than the women.** It is evident from the surveys that the women workers lack opportunities for formal schooling and skill development which makes it difficult for them to move up the occupational ladder.



### 5.2.2. Religion and Caste/ tribe

The survey findings indicate that the trade is popular among specific castes. Most women engaged as hand lorry pullers belong to the categories classified as scheduled castes (SC), scheduled tribes (ST) and other backward castes (OBC) in official statistics.

Majority of the women interviewed identified themselves as Marwari belonging to the Thakore and Raval castes. The Marwari community hails from the neighboring state of Rajasthan and has migrated to Gujarat. Majority of native Gujarati women engaged in the trade also belong to these castes and have been engaged in this trade for several generations. 46% women belong to the Thakore and 17% to Rawal communities of Gujarat and Rajasthan, 18% women belong to the Kori and Mahar Castes from Maharashtra and have migrated to Ahmedabad from Jalgaon District more than 20 years back.

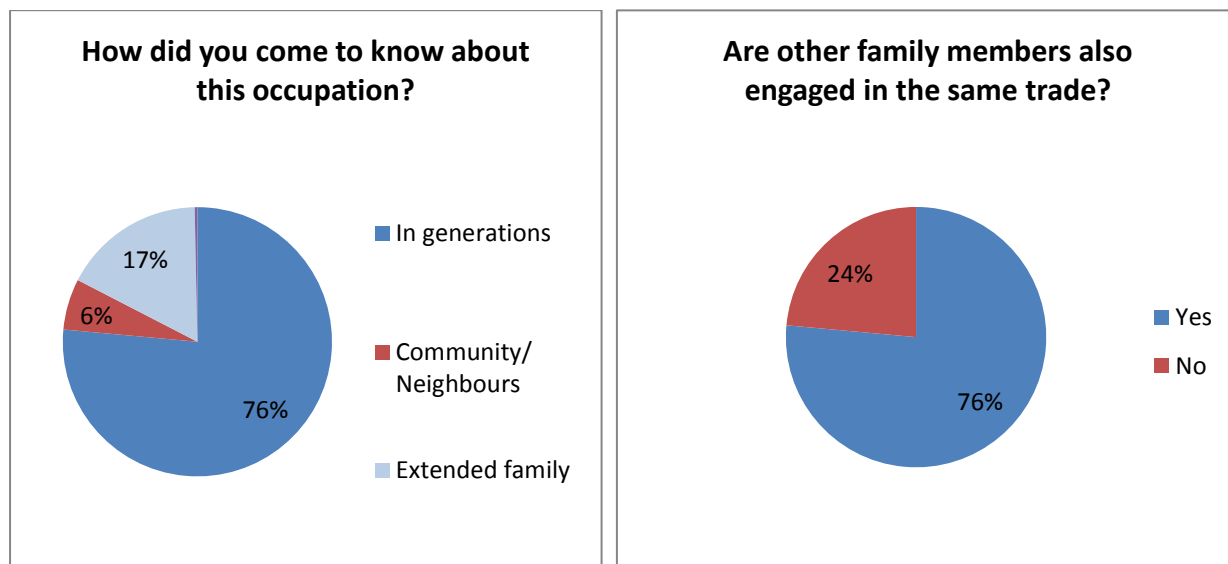
Table 1: Case wise breakdown of women head loaders and hand-lorry pullers

Caste/ Community	No. of Women	% of Women	Classification
Bhaiyaji kori	4	1%	SC (Ministry of Social Justice and Empowerment)
Bhil	1	0%	ST (Ministry of Tribal Affairs)
Brambhatt	1	0%	-
Dabhi	1	0%	OBC (National Commission for Backward Classes)
Mahar	57	18%	SC (Ministry of Social Justice and Empowerment)
Parmar	3	1%	ST (Ministry of Tribal Affairs)
Raval	54	17%	ST (Ministry of Tribal Affairs)
Thakor	144	46%	OBC (National Commission for Backward Classes)
Vaishnav Vaniya	1	0%	-
Vanjara	31	10%	OBC (National Commission for Backward Classes)
Varma	6	2%	SC (Ministry of Social Justice and Empowerment)
ND	7	2%	
<b>Grand Total</b>	<b>310</b>	<b>100%</b>	

Majority of the men interviewed for the study also belong to the Thakore and Mahar communities. The survey results also reveal evidence of Sindhi and Muslim men engaged as laborers in the market areas. However none of the women interviewed for the study belonged to these communities. Interviews with union workers and Board officials revealed that most Muslim women engaged in the informal sector work as home based workers in trades such as stitching and tailoring.

### 5.2.3. Entry into the Trade

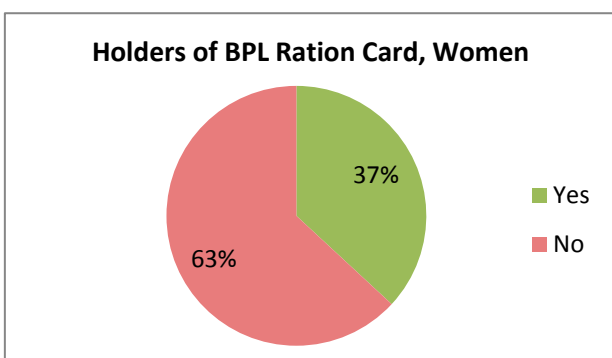
Manual labor and transportation of goods (especially cloth and readymade garments) within and around wholesale markets is a family trade in Ahmedabad that is being carried forward since generations. There is little in-migration of women workers for this kind of work<sup>1</sup>. 237 women (76%) belong to families that have been in the trade for generations. 76% women also reported that other family members are also engaged in the same trade. Only 12% women were engaged in any other occupation before coming into this trade.



56% of the women surveyed are born in Ahmedabad and another 20% women have been living in Ahmedabad for more than 25 years. More than 75% of the women who have moved to Ahmedabad in the last 15 years, have moved into the city after marriage.

### 5.2.4. Identification and Inclusion

A majority of the women and men surveyed (75%) hold an Aadhar card. Aadhar card is issued as part of the unique identification project (UID) of the Planning Commission of India that would provide identification for each resident across the country and would be used primarily as the basis for efficient delivery of welfare services.



37% women and 33% men reported holding a Below Poverty Line (BPL) ration card. BPL ration card are issued to poor families to allow them to procure food and supplies through the public distribution system at a subsidized rate. The card is issued to families with a monthly income less than Rs. 501 (in urban areas). The current criteria for issuing BPL cards are being widely debated across the country.

Out of the 310 women, 221 women (71%) are members of the Ahmedabad Cloth Market and Shops Labour Board and have been issued identity cards by the Board.

<sup>1</sup> There is evidence of male workers migrated from the neighboring state of Rajasthan working as laborers and transporters in various markets in Ahmedabad

### 5.3. Occupational Details

#### 5.3.1. Distance and Mode of Trips

The work of the women laborers in Ahmedabad cloth market involves loading and unloading the cart and pushing it for short distances within the market. The load comprises either of cardboard boxes or loosely packed bundles of items in cloth. It usually weighs 5 - 100 Kgs. Relatively lighter items are lifted off the ground by a single person. Heavier and voluminous items are loaded on the back or head or one shoulder with the help of another person. Occasionally, the women are required to carry this load up to 5 flights of stairs.

All women surveyed as part of the study work as head loaders and carry up to 50 Kg of goods on their heads within the market for short distances. These same women also pull the hand-lorries to transport goods further away (more than 1 km). On an average 62% trips done by these women are head loading trips and the remaining are using a freight vehicle (primarily a hand-lorry). 32% of the surveyed women also use vehicles such as cycle rickshaws and tempos to transport goods within and around the market. Comparatively more than 90% trips by men are using a vehicle such as the hand-lorry or cycle rickshaw. Out of the 50 men interviewed, only one works as a head loader.



Modes used by women for movement of goods within and around wholesale markets

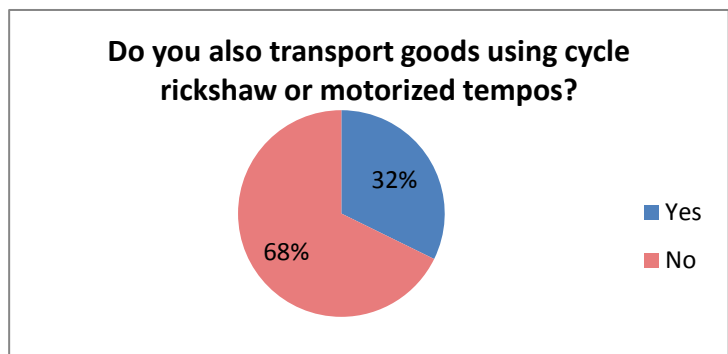
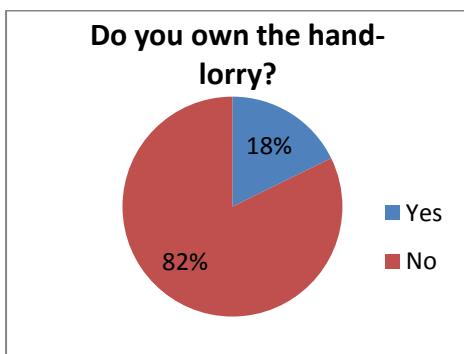




While majority of the women in the markets work as head loaders, men use a vehicle to transport goods

On an average, the women do 6 short trips as head loaders within the markets and 2.7 longer trips pulling goods in hand-lorry daily. The men do an average of 3 trips a day transporting goods in a vehicle. Each trip on a hand-lorry is between 2-3 km and it takes the women 1-2 hours for the return trip based on the traffic. The women pull empty lorries while returning to their markets. The average weight carried as head loaders is 24 Kg and on hand-lorries is 230 Kg (excluding the weight of the hand-lorry).

A majority of the women working in the markets rent the hand-lorries on a daily basis for an amount of Rs. 20. Of the 310 women surveyed, 59 women own their hand-lorries, 57 women own a cycle rickshaw and another 32 women own a tempo. Discussions with women that use rented vehicles to transport goods revealed that the choice of the vehicle is largely dependent on easy availability of the vehicle in the market. Since hand-lorries are readily available for a nominal rent, the women use these to do longer trips. Women, who seek to buy a goods vehicle, generally prefer buying a cycle rickshaw.



225 women of the 310 surveyed (72%) pull their hand-lorries with a male partner such as their husband, son or a laborer hired on a daily wage basis.



Most women pull the hand-lorry with a partner

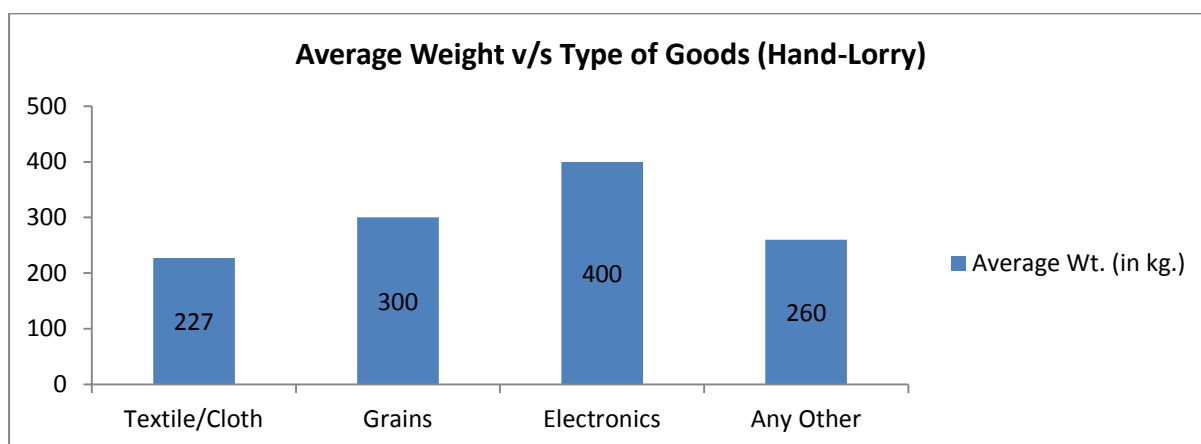
### 5.3.2. Type and Weight of Goods

More than 90% of the women interviewed transport textiles and readymade garments through head loading or in freight vehicles. The average weight of textiles transported in the hand-lorry was reported to be 227 Kg. Women working in the grain and electronic markets carry heavier weight (up to 400 Kg). However the grain and electronic markets largely employ male hand-lorry pullers for transportation of goods. The average weight carried by women on head is 25 kg and in hand-lorries is 230 Kg. The average weight carried by men is 330 Kg.

The maximum weight carried in a hand-lorry was reported to be 1000 Kg.

Table 2 Type of goods transported in the hand-lorry

Type of Good	No. of Women	% of Women
Textile/Cloth	284	92%
Grains and supplies	12	4%
Electronic goods	01	0%
Any other (Construction waste, metal bearings)	13	4%
<b>Grand Total</b>	<b>310</b>	<b>100%</b>



Women working in cloth market carry an average of 227 Kg in the hand-lorry

### 5.3.3. Time and days at work

Almost all (98%) of the women interviewed reported that head-loading and transporting goods is their full time occupation. 38 women (12%) were engaged in different occupations such as mill workers, construction work, vending, and household work before entering the trade.

On an average the women spend 7.3 hours in a day at the workplace and work for 25 days in a month. The working hours are dependent on the opening and closing time of the markets where they work. The day starts at around noon and women continue to work until late in the night. The work hours are relatively stable throughout the year; however the work slows down a little during 2 months in monsoon. The women continue to work till their 8<sup>th</sup> or 9<sup>th</sup> month of pregnancy and return to work within 6-8 weeks after their delivery.

### 5.3.4. Number of years at work

Close to 40% of the women have been working in the trade for more than 20 years. Less than 10% of the women have joined the trade in the last five years indicating relatively less in migration of new women into the profession. Comparatively 22% of the men surveyed have joined the trade in the last five years.

The women join the work force when they are 14-15 years old and continue working till the age of 60-65. The survey results indicate that the average weight carried by women older than 56 as head loaders reduces substantially. Several older women assist other labour in loading unloading goods from hand-lorries and other vehicles. The nature and flexibility of the work allows the women to continue working for longer years.

Table 3 Number of years at work

Number of Years at Work	No. of Women	% of Women
0 to 5	26	8%
6 to 10	65	21%
11 to 20	104	34%
21 to 30	68	22%
More than 30	47	15%
<b>Grand Total</b>	<b>310</b>	<b>100%</b>

## 5.4. Working Environment

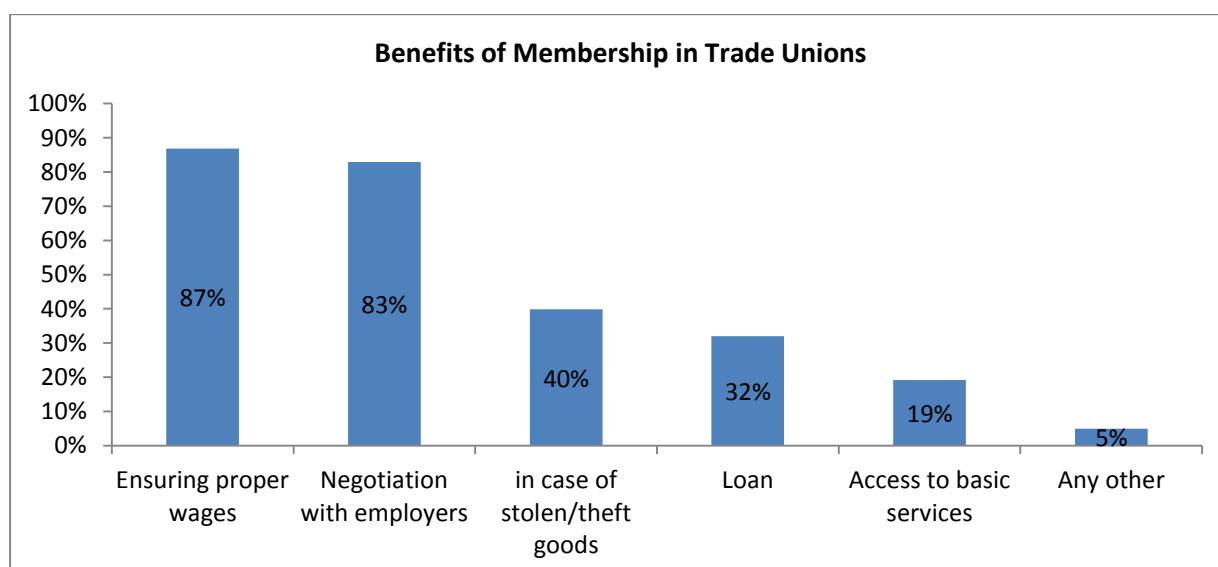
### 5.4.1. Organization and Membership in Trade Unions

Organizing women engaged as informal workers offers them a mechanism to be seen and heard and the power to negotiate with their employers and decision makers. The head loaders and hand-lorry transporters working in various markets in Ahmedabad began to be organized as early as 1972.

91% of the women interviewed for the study are members of SEWA, a trade union of self employed women workers. Another 1% women are registered with the Maskati Panchkuva Mahajan Haath Laari Mandal, a trade union of hand-lorry pullers based in the Maskati Market which offers membership to both men and women. Other than these two unions, our research revealed the presence of other informal institutions as well such as the 'Hamaals Suraksha Sangh' that safeguards the interests of laborers involved in loading and unloading of goods. 8% or 24 women interviewed for the study are not members of any trade union.

SEWA has also recently started offering membership to men in their trade union. Out of the 54 men interviewed, 40 men are members of SEWA and three are members of the Maskati Panchkuva Haath Laari Mandal.

More than 80% women reported that being members of a trade union gives them negotiating power with traders and ensures proper wages. The women negotiate an increase in the rates with the traders every two to three years through the trade union. Other reported benefits of being in a union include conciliation with traders in case of stolen goods and access to loans.



## Role of trade unions in ensuring fair wages, Insights from SEWA

*An incident occurred in the New Cloth Market of Ahmedabad where Varjuben Thakor worked persistently over the years. She narrated, 'Today I am 27 years old. We get plenty of work but not sufficient returns. Once I approached the owner and informed him to pay us in accordance with our labor and nothing less than that. Instead of increasing our wages the owner refused to give us any further work. After having given up on this issue I spoke to a SEWA Leader. This leader filed a complaint with SEWA's law department. Legally my complaint was registered with the tripartite board of the New Cloth Market and the hearing took place. SEWA fought my case. An application was submitted with the Head Loaders Board. With the support of SEWA sisters I was fortunate to regain my work. Today I continue to work at the same place along with my two sons. Hence we earn our bread and butter with dignity.'*

*Source: SEWA Newsletter No. 53 | September 2013*

### Box 2: Role of Trade Unions, Insights from SEWA

#### 5.4.2. Relations with Employers

The traders and the shop owners in established Ahmedabad markets have organized themselves in guilds or associations. There are three traders associations in these markets: the Panchkuva Cloth Merchants Association, Sindhi Market Kapad Mahajan and the Maskati Kapad Market Mahajan each with its own jurisdiction areas. The Maskati Mahajan is one of the oldest institutions in Ahmedabad. The traders associations fix the minimum wages for their area through discussions and negotiations with the workers union. The traders associations also provide annual allowances and other benefits such as educational support to the workers.

More than 90% of the women have fixed employers whom they work with. On an average, the women work with 4-5 fixed traders in the market. Only 8% of the surveyed women work on a daily wage basis in various markets as and when they find work. These women who do not have fixed employers work in the Raipur area and transport construction waste in hand-lorries from building sites to AMC designated community bins.

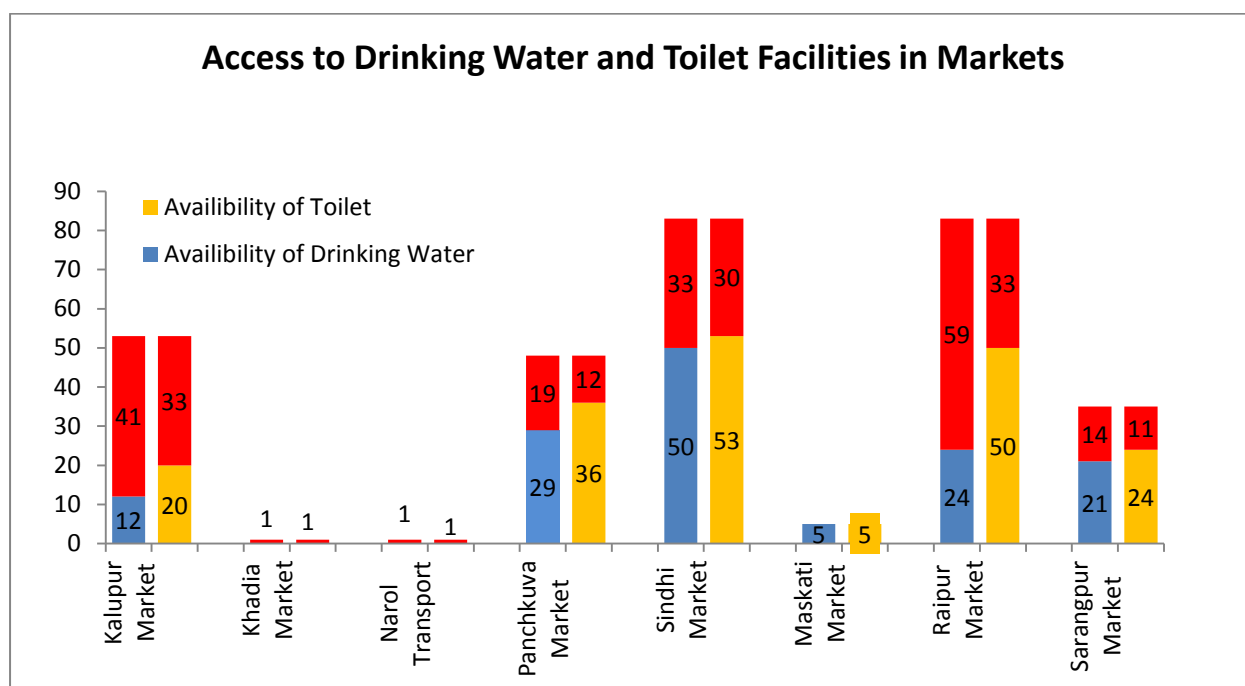
Most women reported cordial relations with the employers where each understands the importance of the other. The foundation of the trade is based on trust and goodwill. The unions play a crucial role in ensuring that there are no malpractices in the markets. Though arguments and altercations between the traders and the workers regarding wages and other issues are commonplace, none of the women reported any kind of verbal, physical or sexual abuse by the traders in the market areas.

Interviews with traders revealed that few traders give yearly bonuses to their work on festivals like Diwali and also provide an annual supply of grains and groceries. The survey revealed that 8 traders have also provided loans to women workers to purchase vehicles.

### 5.4.3. Access to basic services and amenities

Access to basic services like drinking water, clean toilets and resting and parking places was generally reported to be average. Only 46% women reported having access to drinking water and 61% women reported having access to a toilet facility. The amenities and access to services however largely depends on the markets these women work in. The *Mahajan Mandals* (traders associations) in more traditional and older markets like Panchkuva market and Maskati Market have constructed public toilet and hospital facilities for the unorganized labor that works in these markets. Majority of the women who work in these markets reported having access to water and toilets. Women working in Kalapur and Raipur markets reported the least access to basic amenities.

The AMC has also constructed several urinals and public toilet facilities in the markets areas, but most of these facilities are very poorly maintained and hence are unusable.



Toilet Facility in the Safal and Sindhi Market



**Drinking Water Facility at Panchkuva Market**

There are no designed or allocated resting spaces for the workers. They often rest on their hand-lorries or under the shade of trees and public compounds. There are no designated parking spots for the hand-lorries and other freight vehicles. The markets have a common public parking facility for all vehicles which is usually occupied by two-wheelers of the traders and other people who work in the markets.



**Women resting on hand-lorries and parked vehicles**



Common public parking facility in Panchkua Market

Newer multistoried market buildings like the Safal Market and Kamdhenu Market complex have a goods lift to carry the parcels to upper floors.



Good lift at the Safal market



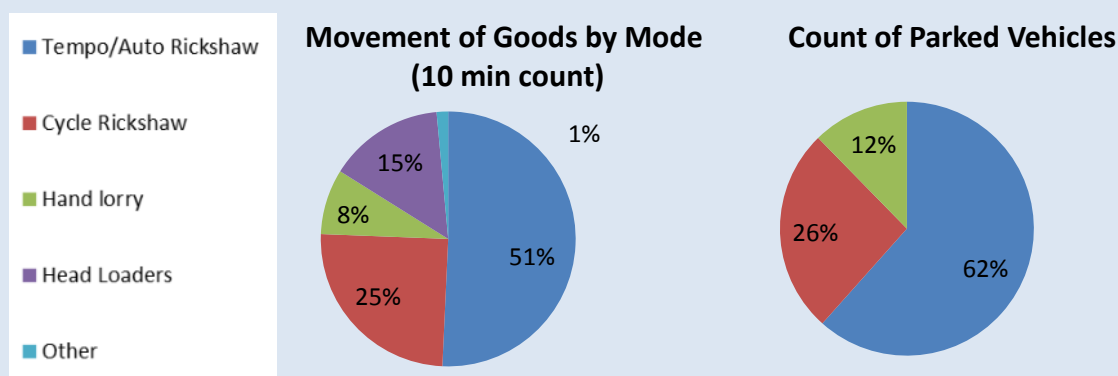
#### 5.4.4. Issues faced at work place

Most markets engaging head loaders and hand-lorry pullers are a dense conglomeration of small shops and warehouses along narrow streets and lanes. There is constant movement of vehicles, haphazard parking along road sides and loading and unloading of goods happens in front of the shops in the same lanes. Traffic management is poor and there are constant traffic jams. The head loaders and hand-lorry pullers work in very crowded, noisy and polluted market areas.



Crowded streets in the market

The increasing use of noisy and polluting motorized vehicles in the market areas is a major issue. Traffic count and parking surveys on three major roads (Relief Road, Gandhi Road and Bank of Baroda Street) in the markets revealed that tempos constitute 50% of all moving and 62% of all parked freight vehicles at any given time.



Box 3 increasing use of motorized vehicles in markets

More than 80% women reported traffic jams as the key issue affecting their work. Bad condition of roads with irregular paving, potholes is also a constraining factor which affects the speed. Bad quality of pavement also damages the hand-lorry and the workers have to spend on more frequent repairs.

Close to 50% women workers also reported being regularly harassed by the traffic police. The survey and focus group discussions revealed that tempo and auto rickshaw (carrying freight goods) drivers face more confrontation than the hand-lorries.

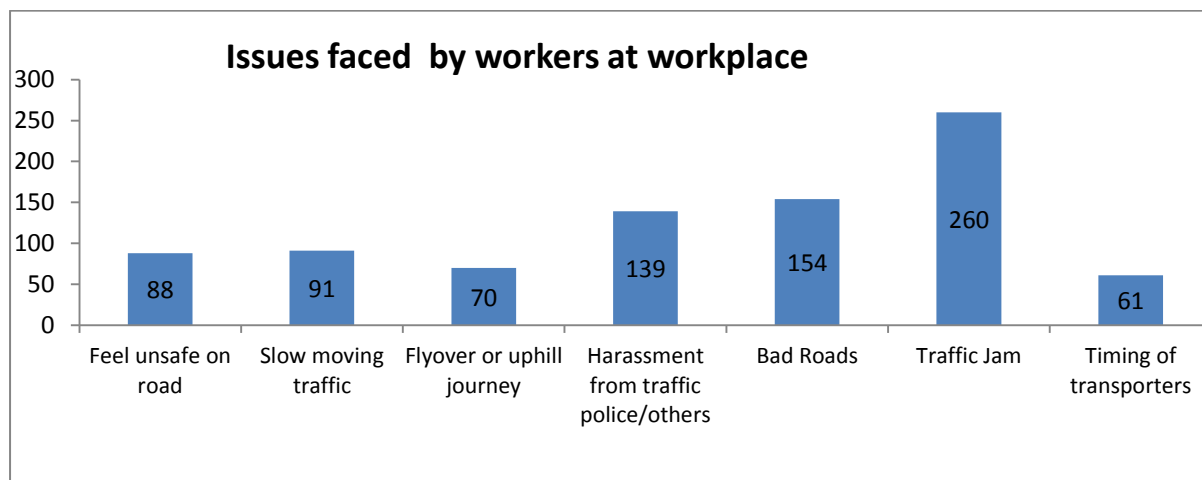


Figure 1 Traffic Jam at Panchkuvva Market

Focus group discussions with the workers and union leaders revealed that there is an influx of single male migrant workers in this trade in the recent years. While the established traders in the market work with these women whose families have been in the trade for generations, newer wholesalers and retailers prefer employing men for transporting goods as well as for other related tasks. This trend is affecting the livelihood of the women.

The survey revealed that incidents of theft in the market are rare and few. 58 women (19%) reported their goods ever being stolen in which cases they are liable to the employer/ trader. In more than third cases, the women workers were able to leverage support of the union and negotiate a reduced amount to be paid as compensation instead of the total amount of the stolen goods. The women pay this amount in installments from their wages.

## 5.5. Health and Wellbeing

### 5.5.1. Health Issues faced

Transporting goods on head or using manually powered vehicles involves strenuous physical labor. The hand-lorry workers pull the weight using their abdominal muscles and the weight also causes excessive pressure on the joints. The poor quality of the work environment including harsh heat, noise and pollution also adversely affects the health of the workers.

The woman pushes a cross bar that usually reaches her upper thigh or lower abdomen depending on her height. With weights ranging between 100-400 Kgs, she pushes the cross bar mainly using her lower body strength. However, with higher loads (up to 1000 Kgs), she bends her back and uses her upper body strength as well. There are no breaking mechanisms in the cart and the woman manually decelerates the cart and finally rests the front vertical bar to the ground.

The common health issues reported by women include joint pains in hands and feet, fatigue and weakness, and headaches. Close to 70% women reported mild to severe pains in their joints. Another 42% women experience headaches regularly. More than 10% women reported taking pain killers regularly to ease the pain. While older women (above the age of 55) reported chronic joint and back pain, several younger women also reported regular headaches and weakness.

Table 4 Health issues faced by women workers

Health Issue	No. of Women	% of Women
Joint Pain	228	74%
Heat Stroke	6	2%
Weakness	120	39%
Headache	132	43%
Fits	1	0%
Miscarriage	1	0%
Stomach Ache	31	10%
<b>Grand Total</b>	<b>310</b>	<b>100%</b>

Past studies undertaken by SEWA have reported the presence of tuberculosis among workers exposed to 'dusty' work environments. The report also highlights the health problems of those who lift heavy weights. Among these are head loaders who carry bundles of 35-40kg on their heads and walk with these on average for about 2km. These loads are taken three to four storeys up building and similar loads are brought down for transportation.

#### **Health issues of women workers**

*Suman Velchand Sapkale stays at Hatkeshwar. She is 65 years old. She is working in Sindhi market since 40 years. She has now upgraded to cycle rickshaw and transports goods in a cycle rickshaw together with her husband and also does the head loading work. She does this labor work for 6-7 hours every day in the market. On being asked about her health, she says, "I reach home late in the evening and have a severe headache every day. I buy painkiller tablets for Rs. 5 and take one every night. I do not go to a doctor. I do not claim the medical expenses from the board to claim the as it requires a lot of paperwork."*

Box 4 Health issues of women workers, case of Suman Sapkale

## Musculoskeletal Complaints among Head Loaders and Hand Lorry Pullers

All interviewed women complained of chronic pain in the back, knees and hips. They complained of neck pain and stiffness with head loading. They reported that they usually consumed over-the-counter pain killers. Like most manual laborers, they continued their work despite pain. One of the interviewed women had severe knee deformities secondary to knee arthritis.

The high prevalence of musculoskeletal problems is not surprising given the nature of the work. The work involves repeated loading, lifting, pulling or pushing the lorry. Studies have shown a higher incidence of cervical spondylosis (a progressively degenerative problem of neck) in workers involved in head loading<sup>1, 2</sup>. Studies have also shown high incidence of back pain in workers exposed to forceful exertions and awkward posture<sup>3</sup>. The international guidelines suggest that the maximum amount of load lifted in hands should not exceed ~25Kgs<sup>4</sup>. The amount of load lifted and carried by the women; the number of repetitions and the methods of carrying are not according to the recommended standards. Hence the women are prone to various musculoskeletal ailments.

**Sources of problems:** The following is the list of ergonomics related deficiencies that the author believes are present in the current scenario and which if altered, may help to improve the working standards of the women laborers. These include:

1. Lack of raised platforms to lift or lower weight for loading/unloading.
2. Lack of transfer boards to slide weight onto and off the cart.
3. Voluminous packing causing the centre of mass of load to be further away from body.
4. Lack of proper grips on boxes. The women usually hold the plastic strip used for packaging.
5. Lack of simple equipments such as scissor lifts to raise and lower weight.
6. Lack of hoists/pulleys to carry load from higher floors.
7. Lack of knowledge on positions or movements to avoid - most women did not bend the knees to lift weight off ground; they rotated the spine to hurl the weight on to their backs; and carried weight over bent backs with awkward shoulder/wrist positions.

**Conclusion:** Numerous risk factors such as repeated loading, awkward positions and forceful exertions are present in this work. The working condition is worsened by harsh environmental factors of heat and traffic. The lorry design is not optimal and maybe replaced by smaller hand push lorries. The loading-unloading area should have raised platforms and hoists/pulleys should be used to transport load to high floors. Additionally smaller packages with proper grips should be used. The last but not the least important recommendation is the education of women on correct load handling and injury prevention practices.

*Source: An ergonomic assessment of women using hand-lorries in Ahmedabad was conducted by Dr. Vandana Phadke, Research Scientist at Indian Spinal Injuries Centre, and New Delhi on 7<sup>th</sup> November, 2014*

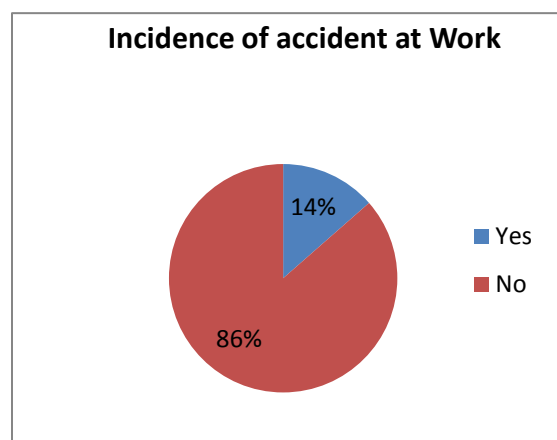
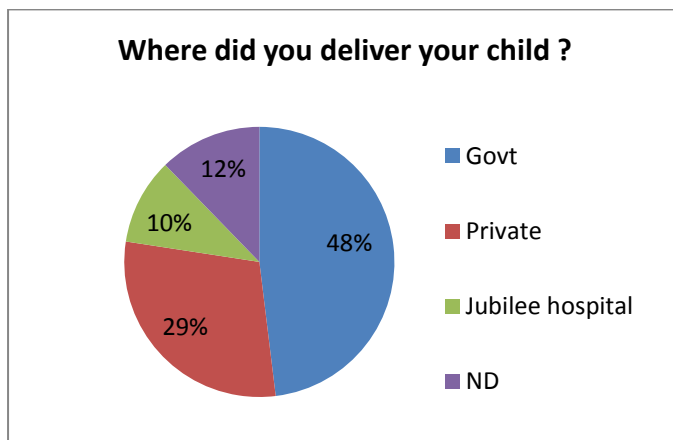
### Box 5 Musculoskeletal Complaints among Head Loaders and Hand-Lorry Pullers



Knee deformities and unnatural postures observed among women workers

### 5.5.2. Reproductive Health

Discussions with workers and NGOs revealed that most women are aware about the reproductive and child health and practice safe methods of family planning. All deliveries happen in hospitals. The women also get their children regularly immunized.



#### Interview with resident gynecologist at Jubilee Hospital

Dr. Devendra Ben Shah, gynecologist is the Chief Medical Officer at Jubilee Hospital. She comes across the cases and health issues faced by these women on her daily basis. Maximum of Marwari, Sindhi, Rajasthani, Vanzari and Mahar women comes to this hospital. She told us that, “95% of these women are aware of the family planning process and when explained they even understand but 5% of them are totally unaware and not ready to know about it. Also, most of these women complete their course of medication”. Most of these women are either Anemic or suffer from TB. The full treatment is given to them at Jubilee Hospital. She even told that the pregnancy loss is quite high. Pregnancy loss is majorly due to their lifestyle, surrounding living conditions, previous home delivery, illiteracy, going for delivery at remote villages of Uttar Pradesh and Rajasthan and sometimes due to pressure of the in-laws takes treatment from 2-3 doctors at a time. But it occurs due to this profession cannot be told specifically as there could be many facts. Sometimes, during summer, due to excessive heat and too much of work in the market, bleeding could start and miscarriage can happen.

She told us about a specific case in which a woman had one normal delivery, then 3 abortions at 3 months, 4 months and 3 months respectively, 2 crating and now she is expecting. Also, she goes to a private doctor for check up on insistence of her mother-in-law and husband. Unaware, she takes 2-3 times more dosage of the same medicines.

Box 6 Reproductive health of women workers

### 5.5.3. Accidents at work place

42 out of the 300 women who were interviewed or 14% of the women reported having met with an accident during work. 9 of these 42 women reported a major injury and 10 women reported an injury that affected their livelihoods.

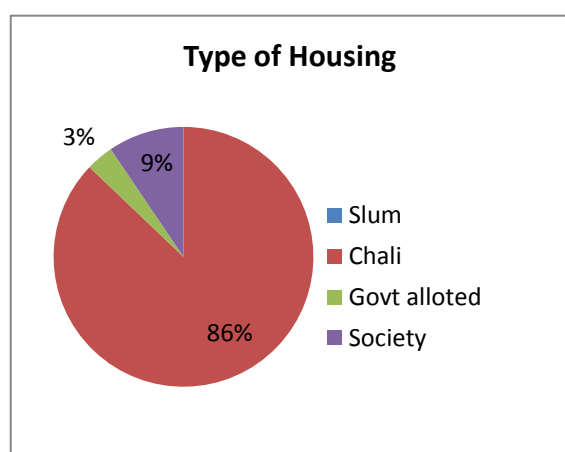
### 5.5.4. Substance abuse

According to interviews with field workers and SEWA staff, most women engaged in the trade chew tobacco. Findings from FGDs also revealed alcohol consumption, largely among male family members.

## 5.6. Living Environment and Quality of Services

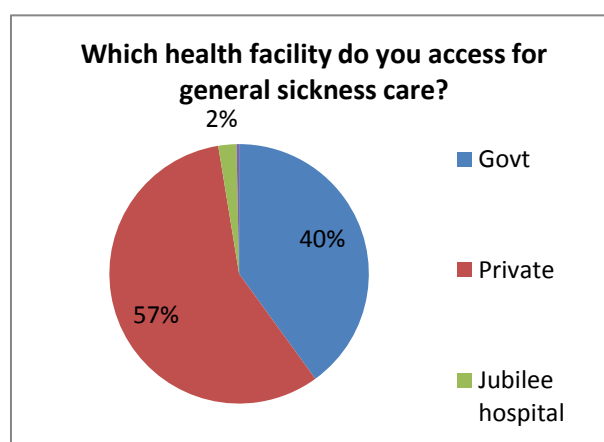
### 5.6.1. Type of house and access to basic services

More than 85% women interviewed for the study reside in Chalis/ chawls or multi-storied residential units constructed in and around the mill premises to house these workers. These *chawls* were one of the first established low-income residential areas in the city. Another 9% live in slum areas which are unauthorized construction on government, municipal or private land, generally devoid of basic civic amenities like water supply, drainage, water closet etc. 3% women reside in affordable housing complexes constructed by Govt. agencies such as Gujarat Housing Board and AMC.



Focus group discussions with group of women revealed that more than 90% of these workers have an individual toilet in their house. The remaining is dependent on community or pay-and-use facilities. Access to drinking water and sanitation facilities was rated to be good.

Most workers live in areas of Sarangpur, Amraiwadi, Gomtipur and Saraspur, all within 1-2 KMs of the markets. 50% of the women interviewed live in their own houses and 50% live in rental premises.



### 5.6.2. Availability and affordability of health care

Access and affordability of health care services was generally rated high. Close to 50% women access AMC's urban health centers or other govt. hospitals for general sickness. The remaining 50% seek care from private nursing homes closer to their home. For serious ailments and surgeries 45% women reported going to government run hospitals. Few women reported having government run Aanganwadi (crèches) closer to their homes. Most women reported not benefiting from the

integrated child and development scheme (ICDS) and other programs administered through the State Women and Child Development Department.

### 5.6.3. Availability and affordability of education

All workers send their children to schools. The quality of education both among government and private Schools was rated to be good. Workers whose children go to private schools find it a stretch to cover the expenses. The affordability was rated low.

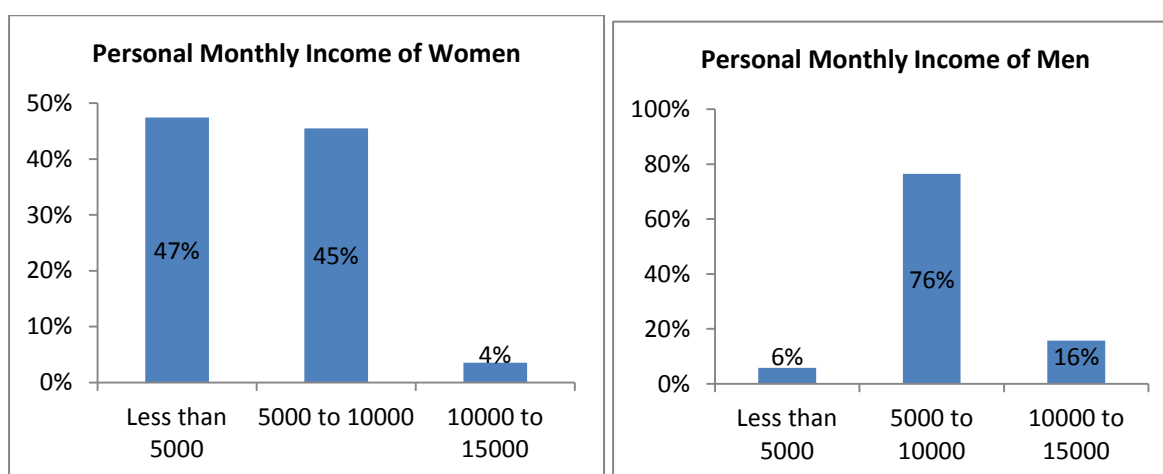
## 5.7. Income and Expenditure

### 5.7.1. Personal and Household Income

The workers get paid on a daily wage basis based on the number of parcels transported and the distance covered. The wages are decided through a collective bargaining process between the workers and the traders associations. The wage lists for different markets in the city are attached in Annexure 9.3. **On an average, women workers earn Rs. 195 per day and men workers earn Rs. 282 per day.** The minimum wages for class III (unskilled) workers employed in slops and establishments within the boundary of Ahmedabad Municipal Corporation is set at Rs. 135.7 (without dearness allowance).

On an average a women head-loader/ hand-lorry puller earns Rs. 5000 a month. 45% women reported earning between Rs. 5000- Rs. 10,000.

There is no difference in earning daily wages of men and women. On an average, they earn Rs. 260-270 per day. Maximum of men and women earn minimum of Rs. 200 individually each day.



Close to 5% women reported earning more than Rs. 10,000 a month. 249 Women reported being the prime earning member in the family earning as much as their husbands/ other family members who are also engaged in the same trade. 189 women (61%) reported that are two or more earning members in their family. More than 75% women reported a household income of close to Rs. 10,000 a month. More than 15% women reported a household income of more than Rs. 10,000.

## Mechanism for fixing minimum wages at the markets

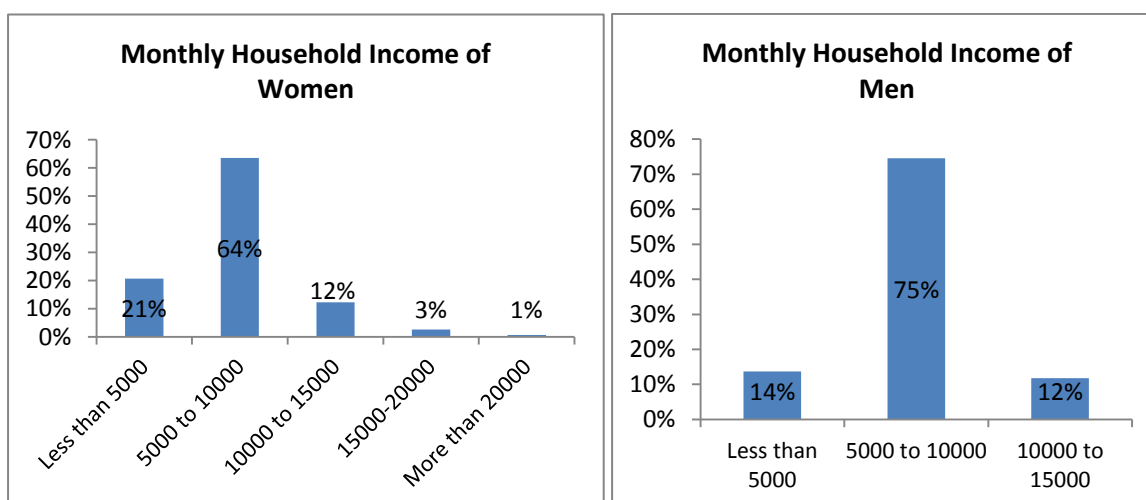
Wages paid to the head loaders and hand lorry workers is decided by negotiation process which happens through an active dialog between labor union and shop owners associations. The meetings happen at an interval of two years.

During this meeting, the wages are decided for each market on per parcel. The minimum wages for unskilled workers employed in the market within AMC boundary is Rs. 135.7 as decided by the state government. The lawyers of the trade union decide the prices by distribution of the minimum wage in accordance with markets and the parcels. The rates are decided taking into consideration if a woman does a number of trips in a day carrying some number of parcels, then she will earn at least the minimum wage for a day. Thus, minimum wage is translated into rates per packet. These rates are revised every 2 years.

These rates are of per parcel they transport from one place to another.

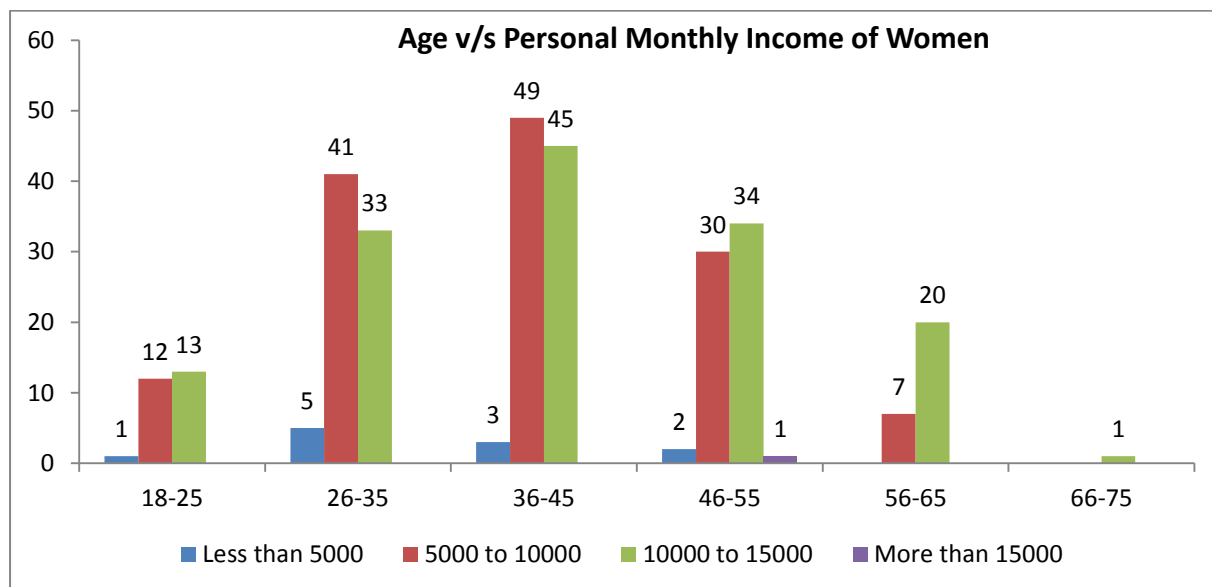
	Sindhi Market Kapad Mahajan	Panchkuva Kapad Mahajan	Maskati Kapad Mahajan
Parcel Packing	Rs. 20	Rs. 15	Rs. 20
Transport to			
Sindhi Market, BBC Market	Rs. 6	Rs. 15	Rs. 20
Sarangpur Transport Terminal	Rs. 35 (Extra Rs. 5 – if they have to climb the floors)	Rs. 45	Rs. 35
Within the Panchkuva Area	Rs. 10	Rs. 10	Rs. 10
Kankaria	Rs. 25	Rs. 30	Rs. 35
New Cloth, Safal Market	Rs. 10	Rs. 25	Rs. 20

Box 7 Fixing wages at the markets





Of the surveyed men, 92% of them have their personal monthly income more than Rs. 5000 as compared to only 49% women. Only, 12% men reported their monthly household income to be above Rs. 10,000 while 16% women reported the same.



95 women of age group 36-45 years have personal monthly income more than Rs. 10,000. 1 women of age between 66-75 years earns more than 15,000 monthly. As these women do both head loading and pull hand-lorry, irrespective of their age most of them earn more than Rs. 5000 per month.

### A Tale of Two Women Hand-Lorry Worker

Tinaben who is 32 years old now is working in the Panchkva Market since she was 12 years old. She started working as a head loader with her mother. She then primarily shifted to hand lorry and head loading depending on the weight of the goods and distance she has to go. Working from such young age, when asked Tinaben about any health problems she is facing, she replied, "She has pulled hand lorry till the last day of her pregnancy and delivered the baby in evening after going home". Currently, she is so successful that she owns 3 Tempos, 5 Pedal Rickshaws and 1 Hand lorry. She even has employed 8 people to work for her. She has 5 fixed employers in the market. Ramilaben of SEWA told, "We offered a full-time job to Tinaben at SEWA and work for us, but she refused saying she earns more in the market than the salary we are offering. Also, she can work as per her will in the market." She is one of the examples of many such women who want to work full time in the market rather than adapting any other occupation.

Taraben, 35 years old is working with her husband in Khadia Market carrying Electronics Goods. She is working in the market since 10-12 years. She earns Rs. 200 per day in the market. Even though she works for 12 hours in the market, she does not earn as much Tinaben. As hand lorry is a pooled resource, she prefers to rent it as and when needed.

Though these 2 women work in the same sector, there is quite an economic difference between them. But then also, both of them would not like to shift in other occupation.

#### Box 8: A Tale of Hand-Lorry Worker

### 5.7.2. Expenditure

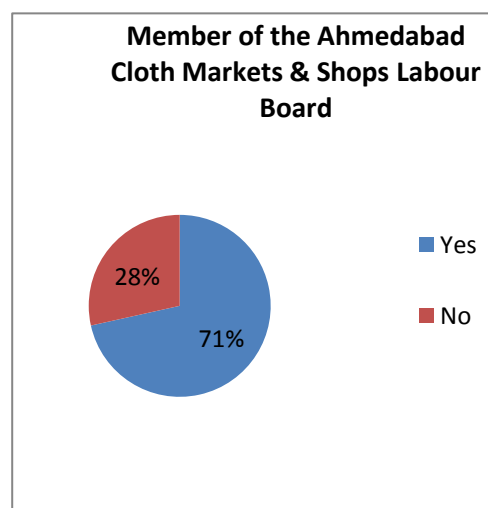
Most women utilize 80-90% of their income towards basic living expenses. On an average the families spend most on food and groceries (between 2,500-5,000). Only half of the women interviewed had school going children. Children of most workers go to Govt. schools which provide free education. The average monthly expense on education (including school, books and uniforms) is less than Rs. 1000. 25% women live within a short distance of their workplace and hence walk to work. Average monthly expenditure on commuting and transport was reported to be between Rs. 500- Rs. 1000. Medical expense is approximately Rs. 10 if they go to a nearby UHC. Most of the women prefer to go to UHC or the government hospital. They approximately spend Rs. 150 per month on medical expenditure.

### 5.7.3. Savings

Out of the 300 women interviewed, 166 women (54%) are members of a micro-saving group. 137 women (44%) reported setting aside an average monthly saving of close to Rs. 300 in a bank. The mode of saving for most workers is informal. The workers deposit a portion of their daily wages with their traders/ employers. Workers retrieve this money in case of a medical emergency or a big event such as a marriage in the family, or buying a vehicle.

## 5.8. Social Security

The workers engaged in the cloth markets are eligible to receive some social security benefits through the Ahmedabad Cloth Markets and Shops Labor Board once they become registered members. The comprehensive list of benefits offered by the Board is presented in section. Currently 71% of the women interviewed are registered members of the board and eligible for the benefits. Most women who are not members of the board do not work in cloth markets. A majority of women interviewed for the study reported receiving educational kit for school going children every year. Around 22% have received hospitalization benefits and 16% have received maternity benefits through the board.



Currently women registered with the Board are not entitled to any benefits after the retirement age of 58. The Board is considering providing pension benefits to the registered workers. The advisory committee of the Board has submitted a recommendation to the State Government to approve additional benefits. The proposal is awaiting confirmation (Binaben, 2014).

Table 5 Social security benefits received through board

	<b>No. of Women</b>	<b>% of Women</b>
<i>Nil</i>	56	25%
<i>Maternity Benefits</i>	35	16%
<i>Hospitalization benefits</i>	49	22%
<i>Educational Kit</i>	144	65%
<i>Widow Pension</i>	24	11%
<i>Any other</i>	4	2%
<b>Grand Total</b>	<b>221</b>	<b>100%</b>

**The Board collected an amount of Rs. 19 Lakhs in the year 2013-14 out of which Rs. 85,000 was disbursed as claims to 441 workers in the year 2013-2014.**

Extended interviews with 50 women and men engaged in the trade revealed little awareness and willingness to purchase additional health or life insurance coverage or enroll in govt. or private pension schemes. 10 out of the 50 women have a pension account with SEWA Bank. However, out of 50, only one woman has purchased a health insurance and only one woman has purchased life insurance coverage. Similarly only two men out of the fifty interviewed have purchased additional life or health insurance.

Focus group discussions revealed that both women and men had little knowledge about the Rashtriya Swasthya Bima Yojana for poor under which they are entitled to hospitalization coverage up to Rs. 30,000, indicating low coverage and awareness about the scheme.

SEWA has its own social security scheme through which it offers insurance benefits to its members. In the year 1991, State Government of Gujarat had also launched a group insurance scheme with LIC called 'Juth Vima Yojana'. Under this scheme, each worker had to pay a premium of Rs. 100 to access insurance benefits. However the workers are now eligible to get similar benefits through the board and under the Shramik Suraksha Yojana without paying any premium. Hence the enrollment of workers in SEWA and other insurance schemes is observed to be low.

## SEWA's Social Security Scheme

SEWA started an integrated insurance scheme in 1992 to support women in times of crisis. 32,000 members were covered this year through an annual individual premium of Rs.60. This gave them some protection against the various crises that continuously threaten their lives and work. An additional Rs.15 per annum ensured that their husbands got life insurance; and widowhood insurance for women at their own insistence. The details of the SEWA Insurance Scheme are provided in the table below:

	Insured	Premium	Life	Health	House and Asset	Accidental Death
<b>Scheme1</b>	Woman	175	10000	2000	10000	40000
	Man	125	10000	2000		40000
	Child	100		2500		
	Family	400				
<b>Scheme 2</b>	Woman	250	30000	2000	10000	75000
	Man	225	30000	2000		75000
	Child	100		2500		
	Family	575				
<b>Scheme 3</b>	Woman	375	30000	6000	20000	75000
	Man	350	30000	6000		75000
	Child	100		2500		
	Family	825				

Box 9 SEWA's Social Security Scheme

## 6. Key findings and Conclusion

It is a linear profession where women who work as laborers perform various tasks like head loaders and hand-lorry pullers. Most of the women in the market do not own their own hand lorry. They usually rent the lorry from the market at Rs. 20 per day. They were ready to upgrade to new vehicles but most of them could not afford to buy them. As vehicles are pooled resources in the market. Workers preferred to rent them be it hand lorry or pedal rickshaw.

Cycle Rickshaw is another mode of vehicle for transportation of goods in the market. Cycle Rickshaw is designed with a rod in between means it is specifically designed for Men. So, women can't drive it. Currently, women who use cycle rickshaw, pull it from the sides just like a hand lorry. So, it was suggested that if the rod is removed and the cycle rickshaw is redesigned then women can easily drive and use it.

In the market where these women work, there are no basic facilities provided to them. Road needs improvement like light motor vehicles lanes and parking facilities for the hand-lorries. Proper toilet facilities for women should be provided and clean drinking water facilities. Good Resting Places should be made for the women. For overcoming these issues, CSR can be tapped into and the facilities be provided to women.

Women must be made more aware about the existing schemes and help them to access the benefits of schemes like Insurance schemes, widow pension and health benefits.

Men tend to work in heavier markets like grain market while women work in lighter markets. There is also a significant difference in the income of men and women who work in the market as head loaders and hand-lorry pullers.

After the study, SEWA together with the department of Labour organized camps to facilitate access to Jan Dhan Yojana and Aadhar Card. 364 women opened their accounts under Jan Dhan Yojana and 894 women got their Aadhar Cards. 182 women were registered in Ahmedabad Cloth Market and Shops and Labour Board. At Present, work is going on to register the women for RSBY and BPL/APL.

We even got the design of the lorry reviewed by a biomechanics Dr. Vandana Phadke and as per her there are a few downsides in the design. The downside of the design is that the horizontal cross bar possibly causes excessive pressure over the upper thigh/lower abdomen leading to skin/muscle contusion. It cannot be customized to women of different heights. Additionally when loaded, there is a tendency of the cart to tilt backwards which needs to be continuously controlled by the cart puller.

## 7. Key Recommendations

### 7.1. Strengthening the Ahmedabad Cloth Market Board

The establishment of trade specific welfare boards and using the mechanism of cess collection on the products of industry has been widely recognized as a progressive means of offering social security benefits to informal workers. Though the Ahmedabad cloth market board has been established and workers are getting some dues in terms of social security, there is considerable scope for rationalization of contributions and benefits. Professional management systems are also required for management of funds and strengthening the delivery mechanisms. The main source of finance for the board is levy collected from the cloth merchants. It collects 8 per cent of wages as levy from cloth merchants. The merchants have to pay the levy fortnightly. However, many merchants pay it only annually, that too after many reminders. The merchants don't show workers' names on registers to avoid paying the levy. The members also complained about the lax approach of the inspectors in collection of levy. The inspectors for the job are deputed from the Labour Commissioner's office. Worker welfare Boards for manual laborers and head loaders are functioning effectively in to States like Kerala, Maharashtra and Tamil Nadu and could have valuable lessons for strengthening the Cloth Market Board. The Board can be further strengthened by:

- Improving and enforcing mechanisms and systems for collection of levy
- Increasing levy (Mathadi Board in Bombay collects 30% levy)
- Expanding boundaries of the Board
- Adding benefits like pension and housing assistance

Table 6 Comparison of benefits offered by welfare boards in Gujarat, Maharashtra and Kerala

Board Benefits	The Cloth Market and Shops Labour Board, Ahmedabad Gujarat	Mathadi Board, Maharashtra	Head Load Workers Welfare Board, Kerala
Education Benefits	Yes	Yes	Yes
Fixed Wages	No	Yes	Yes
Funeral Expenses	No	No	Yes
Gratuity	No	Yes	Yes
Housing Assistance	No	Yes	Yes
Leave with Wages	No	Yes	No
Levy	Yes	Yes	Yes
Life Insurance	Yes	Yes	Yes
Marriage Assistance	No	No	Yes
Maternity Benefits	Yes	Yes	Yes
Medical Benefits	Yes	Yes	Yes
Monthly Pension (old age)	Yes	Yes	Yes
Overtime Payment	No	Yes	No
Provident Fund	No	Yes	Yes
Trust Hospitals	No	Yes	Yes
Unemployment Relief	No	No	Yes

## **Mathadi Boards: Experience from Maharashtra**

**Source: the challenge of Universal coverage for the working poor in India, Centre for Development Studies**

A Mathadi is a worker who carries a load on his head, back, neck or shoulders. Normally his work consists of loading, unloading, carrying, shifting, weighing, tapping, banding and stacking goods. In the State of Maharashtra, the Mathadi Labour Market is regulated by Mathadi Tripartite Boards set up since 1969. There are about 50,000 registered employers and 1, 50,000 workers registered under 39 different Boards in the State. Each Board is headed by a Chairman appointed by the Government of Maharashtra and there are equal number of representatives from the unions and the employers' associations. Under the Act the employers as well as workers have to register themselves with the Boards. The 12 registered workers are assigned to various employers depending on the volume of work and the employers are prohibited from engaging any unregistered workers. The Board provides social security cover with respect to health and illness, accidents, injury and death, housing and education of children. Wage rates are fixed by the Boards and the employers have to deposit the wages earned by the workers together with a prescribed premium for social security and other benefits with the boards. The Boards disburse the wages to the workers periodically according to the wage periods. Various benefits such as provident fund, gratuity, workmen's compensation, free medical care for self and members of the family, educational assistance and a lump sum of Rs.10,000/- is given to the family irrespective of the period of service etc. are provided to the registered Mathadi workers. Out of the 30 Boards, five Boards have jointly constituted a Mathadi Hospital Trust. The Trust is running two hospitals and several dispensaries. There is no financial contribution by Maharashtra Government to these Mathadi Boards. In spite of this, the Mathadi Boards have attained high degree of financial viability and are successfully providing various social security provisions to workers.

## **Social Security for Head load Workers in Kerala**

**Source: Headload Workers in Kerala Heading for Change, AanchalKrishnaKumar**

The job of head load workers is considered as unprotected, unstable, and unhealthy and is characterized by many socio-economic and political problems. Head load laborers do not work for a single employer only. They usually work for more than one employer even in a day and as such it is difficult to establish employer-employee relationship in the loading and unloading sector.

The Kerala loading and unloading (regulation of wages and restriction of unlawful practices) Act was passed in 2002 which provides the employer the freedom to employ the persons(s) of his choice in both domestic and non-domestic sectors through the Kerala Head load Workers Welfare Board. The hard and fast rules of the Kerala Head load Workers Welfare Board and trade union practices made a radical change in the job as well as life of the head load workers. They were bestowed with a better standard of living and an organized life. When a board was set up exclusively for head load workers it paved an opportunity for the workers to stand with pride with the tag of head load worker as it gave all the laborers a common roof to stand under. A fixed time was laid down for the work and was allotted an interval of half an hour if the laborer worked for more than three hours continuously. As per the act Head load worker need not carry articles weighing more than seventy five kilograms and was supposed to be given 50% extra of the wages prescribed in that particular area when a head load worker is asked to work between 7 p.m. and 7 a.m. The act in fact eased their job to a certain extent. The socio-economic status of the head load worker in the state has been improved to a greater extent because of the Act and further measures of the government. The welfare schemes were not only intended at the welfare of laborers but their household as well as education of children. Education allowance and scholarship given by the scheme helped the head load workers to educate their children. Trade market and centers became peaceful as squabbles were less. In case of disputes a committee was set up to solve the problems and laws were made against those who breach the law, therefore the disputes and quarrels got diminished. Disbursing salary by cheques through banks helped them to save money. Earlier Head load workers used to spend their daily wages in hotels and toddy shops but now intoxication habits got reduced as they do not receive their money on hand daily. On the whole, the life style of the head load worker has changed for the better.

### **Box 10 Social Security for Head Loaders: Lessons from Maharashtra and Kerala**

## **7.2. Improving access to national social security schemes**

Coverage of existing national and state government's social security schemes such as the RSBY and Swavalamban pension scheme was observed to be very low among the workers. One possible reason could be that most such social welfare schemes in the State are tied to the BPL list, which has taken a long time to be prepared for the cities in Gujarat. The BPL list in the urban areas is tied to the issue of identity; households have to establish that they are residents of a particular city and that is very difficult for the urban poor in general as they do not have shelter security and for the migrants among them in particular who do not have identity cards in the city. Only 37% of the women interviewed for the study reported holding a BPL card and hence eligible for these social security programs. Efforts should be made to facilitate access to these existing schemes by setting up regular camps in the markets and residential areas. The Board together with SEWA organized a camp recently to register workers with the Boards and open their accounts under the Jan Dhan scheme.

## **7.3. Improving vehicle technology**

Possibility of introducing newer and modern small freight vehicles in the inner city markets should be explored. Improved vehicle technology can help in significantly reducing the occupational hazards associated with pulling large loads in the head lorry.

## **7.4. Cargo vehicle as a shared resource**

The survey findings reveal that majority of the trips in the market are head loading trips and the women rent the hand Lorries to transport goods as and when needed. A joint program can be introduced together with the traders' associations and workers union to make available improved vehicles on a rental basis.

## **7.5. Improved public facilities in markets**

Public facilities in the markets should be upgraded and systems for proper operations and maintenance of these facilities should be put in place. AMC should ensure that these facilities are usable and functions. CSR funds could also be tapped into to maintain toilets, hospitals etc. The traders associations and the board could also contribute towards public facilities such as hospitals, toilets, crèches and resting areas.



## 8. References

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## 9. Annexure

### 9.1. List of FGDs and Interviews with Stakeholders

Interviews with stakeholders related (directly or indirectly) to the hand lorry transporters trade:

Sr. No	Date	Name of the Interviewee	Purpose of Interview	Interviewers
1)	27 <sup>th</sup> May 2014	A Rajasthani immigrant woman working in Kalupur Market	Understanding the occupational details, work environment and issues of women hand lorry transporters	Bhaves Patel and Sonia Vaghela (UMC)
2)	12 <sup>th</sup> June 2014	Manali Ben, SEWA (Telephonic)	Regarding role of SEWA union in ensuring rights of women informal worker & SEWA's past initiatives working with head loaders and hand lorry pullers	Meghna Malhotra and Vanishree Herlekar (UMC)
3)	13 <sup>th</sup> June 2014	Jayanti Bhai, Secretary, Maskati Market Hand Cart Pullers Association.	Understanding the cloth trade and role of the Maskati Market Union in ensuring proper wages and welfare of workers engaged in the trade.	Bhaves Patel and Mayuresh (UMC)
4)	28 <sup>th</sup> June 2014	Shobha Ben and Ramila Ben, SEWA	Understanding the institutional structure of the cloth market board and its benefits to hand lorry transporters	Meghna Malhotra and Vanishree Herlekar (UMC)
5)	13 <sup>th</sup> August 2014	Sunay Tyre Stores, Manufacturer of wheel axle, Sarangpur Bridge	Understanding manufacturing aspects of the hand lorry (weight, dimensions, price), sale figures	Bhaves Patel and Khushboo (UMC)
6)	13 <sup>th</sup> August 2014	Lehrubhai Luhar, Manufacturer of wooden body and assembler of hand lorry, New Cloth Market	Understanding manufacturing aspects of the hand lorry (weight, dimensions, price), sale figures	Bhaves Patel and Khushboo (UMC)
7)	13 <sup>th</sup> August 2014	Ramesh Bhai Tank, Maruti Tyres Manufacturer of wooden body and assembler of hand lorry, Sarangpur Bridge	Understanding manufacturing aspects of the hand lorry (weight, dimensions, price), sale figures	Bhaves Patel and Khushboo (UMC)
8)	11 <sup>th</sup> September	Ramila Ben, SEWA	Understanding the history of the wholesale good markets in Ahmedabad, number of informal workers engaged in the trade and issues associated with the workers.	Nalin Sinha (ITD)
9)	17 <sup>th</sup> September	Raichand Thakore, Tempo Owner	Regarding increasing use of motorized vehicles such as tempos and rickshaws in cloth market	Bhaves Patel and Krunal

10)	23 <sup>rd</sup> September 2014	Raju Handloom House, Panchkuva Market	To understand the perspective of traders and wholesale dealers in various markets who employ daily wage labor to load/unload and transport goods on role and importance of hand-lorry workers in the trade.	Khushboo Patel (UMC) and Kirti and Kumar Manish (ITD)
11)	23 <sup>rd</sup> September 2014	Rajpal Textile, BBC Market		Khushboo Patel (UMC) and Kirti and Kumar Manish (ITD)
12)	23 <sup>rd</sup> September 2014	Bhagwati Creations, BBC Market		Khushboo Patel (UMC) and Kirti and Kumar Manish (ITD)
13)	23 <sup>rd</sup> September 2014	K. Akshay Kumar, Cloth trader, Sindhi Market		Khushboo Patel (UMC) and Kirti and Kumar Manish (ITD)
14)	23 <sup>rd</sup> September 2014	Jagjit Singh, Swadeshi Home Appliances, Gandhi Road Electronics Market		Khushboo Patel (UMC) and Kirti and Kumar Manish (ITD)
15)	23 <sup>rd</sup> September 2014	Anil Pehlani, Asian Cables, Gandhi Road Electronics Market		Khushboo Patel (UMC) and Kirti and Kumar Manish (ITD)
16)	29 <sup>th</sup> September 2014	Bina Ben, Ahmedabad Cloth Market Board	To understand the functioning of the Board and Benefits given to the workers	Vanishree Herlekar and Khushboo Patel (UMC) and Kirti (ITD)
17)	29 <sup>th</sup> September 2014	Mr. Bhatt, Ahmedabad Cloth Market Board	To understand the process of collecting the levy from the shop owners.	Vanishree Herlekar and Khushboo Patel (UMC) and Kirti (ITD)
18)	5 <sup>th</sup> December 2014	Dr. Devendra Ben Shah	Understanding the gynaec issues and her opinion on the profession of the hand-lorry workers	Khushboo Patel (UMC)

#### Interviews with other stakeholders and subject matter experts:

1. Mahatma Gandhi Labour Institute, **ITD**
2. Western India Automobile Association (WAI): **ITD**
3. Gynaecologist, **ITD**
4. National Institute of Design, **ITD**
5. Ahmedabad Municipal Corporation, **UMC**
6. Bio-Mechanist/Orthopaedic expert, **UMC**
7. Jubilee Hospital, **UMC**
8. Indian Institute of Public Health: **UMC**

### List of Focus Group Discussions:

	Date	FGD Participants	Location of FGD	Topic of FGD	FGD Conductors
1)	23rd June 2014	Tina Ben and 8 other women hand cart pullers and head loaders	Panchkuva Market	Understanding the occupational details of women hand lorry transporters and seek their inputs in survey design.	Meghna Malhotra and Vanishree Herlekar (UMC)
2)	10 <sup>th</sup> September 2014	Group of 17 women engaged as hand cart pullers and head loaders	SEWA offices	Understanding issues of women hand lorry workers, their willingness to continue the trade and access to social security	Nalin Sinha (ITD) and Bhavesh Patel (UMC)
3)	11 <sup>th</sup> September 2014	Group of 17 women engaged as hand cart pullers and head loaders	SEWA offices	Understanding issues of women hand lorry workers, their willingness to continue the trade and access to social security	Vanishree Herlekar (UMC) and Nalin Sinha (ITD)
4)	16th September 2014	Group of 20-25 women engaged as hand cart pullers and head loaders	SEWA offices	Understanding issues of women hand lorry workers, their willingness to continue the trade and access to social security	Nalin Sinha (ITD)
5)	17th September 2014	Group of 8 men and women engaged in transporting goods (hand lorry pullers, tempo owners, cycle rickshaw transporters)	Maskati Market	Understanding issues of informal workers engaged in cloth market, choice of transport vehicle, issues associated with trade etc.	Bhavesh Patel and Krunal Parmar (UMC)
6)	17th September 2014	Group of 4-5 men engaged in transporting goods (hand lorry and cycle rickshaw pullers)	SEWA offices	Understanding the perspective of men engaged as informal workers in the transport trade, identifying differences if any in incomes and other issues as compared to women workers.	Khushboo (UMC)

## 9.2. Survey Questionnaire for Hand Lorry women-worker

1. Form No:
2. Name:
3. Address:
4. Phone Number:
5. Age:
6. Religion:
  - a. Hindu
  - b. Muslim
  - c. Christian
  - d. Sikh
  - e. Jain
  - f. Buddhist
  - g. Other
7. Caste:
8. Marital Status:
  - a. Unmarried
  - b. Married
  - c. Divorced/Separated
  - d. Widowed
9. Aadhar card?
  - a. Yes
  - b. No
10. BPL Card?
  - a. Yes
  - b. No
11. Education Level
  - a. illiterate
  - b. Primary (1 to 5)
  - c. Middle School (6 to 10)
  - d. High School (11 to 12)
  - e. Other (College)
12. Living in Ahmedabad since?
  - a. Less than 5 year's
  - b. 5-15 years
  - c. 16-25 years
  - d. More than 25 years
  - e. Born here
13. Did you move here after marriage?
  - a. Yes
  - b. No
14. What is your native place?
15. Number of family members.
16. Own house or on rent?
  - a. Own House
  - b. On Rent
17. Type of house?
  - a. Hut
  - b. Chali
  - c. Govt allotted
  - d. Society
18. Do you only pull a Hand Lorry?
  - a. Yes
  - b. No
19. If No, What other vehicles do you pull?
  - a. Cycle Rickshaw
  - b. Tempo
  - c. Other
20. How did you get to know about this occupation?
  - a. in generations
  - b. Extended family
  - c. Community/Neighbours
  - d. SHG/NGO
21. Since how many years have you been doing this work?
  - a. 0 to 5
  - b. 6 to 10
  - c. 11 to 20
  - d. 21 to 30
  - e. More than 30
22. Is this your full time occupation?
  - a. Yes
  - b. No
23. If No, what other work do you do?


24. Other family members also engaged in the same business?  
 a. Yes                      b. No
25. If Yes, How many other members?
26. Did you do any other work before this?  
 a. Yes                      b. No
27. If yes, what work?
28. No. of hours in a day at workplace?
29. No. of work days in month?
30. With whom do you pull the hand cart?  
 a. Alone                  b. With Husband                  c. With Daughter/in-law                  d. Son  
 e. Mother/in-law                  f. Sister                  g. Hired person                  h. Other
31. What goods do you carry?  
 a. Textile/Cloth                  b. grains                  c. Fruits                  d. Electronic goods                  e. Any other
32. In which market do you work?
33. Do you have a fixed employer/s?  
 a. Yes                      b. No
34. If yes, No. of employers/s?
35. Where do you carry goods to? (Multi choice options)  
 a. within Market                  b Panchkuva                  c. Sarangpur                  d. Gheekata  
 e. Prem Darwaja                  f. Manek chowk                  g. Ratanpole                  h. New cloth market  
 i. Raipur                  j. Kankaria                  k. Other
36. How long is an average round trip?(hrs)  
 a. 0.5 – 1                  b. 1-1.5                  c. 1.5-2                  d. 2-3                  e. more than 3
37. How many daily trips do you do by Hand-lorry?
38. How many trips do you do as Head loader?
39. How many trips do you do by cycle rickshaw?
40. How many trips do you do by tempo?
41. Average weight of goods that you carry in Hand-lorry? (in Kgs)
42. Average weight of goods that you carry as Head loader? (in Kgs)
43. Have your goods ever been damaged/ stolen?  
 a. Yes                      b. No
44. If Yes, Cost of stolen/damaged goods?
45. How were these losses compensated for?  
 a. Negotiated reduced price                  b. In Instalments by labour                  c. pay directly  
 d. Waived off by employer
46. Do you own the handcart?  
 a. Yes                      b. No
47. If rented, how much do you pay to rent the lorry per day?  
 a. 0-Borrowed                  b. 10 to 20 Rs                  c. 20 to 30 Rs                  d. More than 30
48. Does your family own other vehicles?  
 a. Cycle Rickshaw                  b. Tempo                  c. Other
49. Did you get a loan to buy the transport vehicles?  
 a. Yes                      b. No

50. For Which transport vehicle?
- a. Hand lorry                      b. Cycle Rickshaw                      c. Tempo
51. If loan taken, then from whom? (Multi choice)
- a. Sewa Bank                      b. Other Bank                      c. Employer                      d. Moneylenders  
e. Relative
52. Is there a toilet at the workplace?
- a. Yes                      b. No
53. Is there a drinking water facility?
- a. Yes                      b. No
54. What problems do you face while pulling the hand lorry? (Only three options)
- a. Feel unsafe on road                      b. slow moving traffic                      c. Flyover or uphill journey  
d. Harassment from traffic police/others                      e. Bad Roads  
f. Traffic Jam                      g. Timing of transporters
55. Any health problems that you face?
56. Are you a member of any trade union?
- a. Yes                      b. No
57. Which trade union/s? (Multi choice)
- a. SEWA                      b. Maskati Market Mandal                      c. Other
58. How many years of membership?
59. What benefits do you get from the union? (Multi choice)
- a. Ensuring proper wages                      b. Negotiation with employers  
c. in case of stolen/theft goods                      d. Loan                      e. Access to basic services  
f. Any other
60. Are you a member of the Ahmedabad Cloth Markets & Shops Labour Board?
- a. Yes                      b. No
61. What benefits have you received from ACM&S Board? (Multi choice)
- a. Nil                      b. Maternity Benefits                      c. Hospitalization benefits  
d. Educational support                      f. Widow Pension                      g. Any other
62. How much do you earn in a day from transport work?(in Rs)
63. Any other source of income?
- a. Yes                      b. No
64. If yes, what is the other source of income?
65. Are you the main earning member in the family?
- a. Yes                      b. No
66. No. of other earning members in your family?
67. What is your monthly household income?
- a. Less than 5000                      b. 5000 to 10000                      c. 10000 to 15000  
d. 15000-20000                      e. More than 20000
68. How much do you spend on COMMUTING in a month?
- a. 0-Walk                      b. less than 500                      c. 500 to 1000  
d. 1000 to 1500                      e. more than 1500
69. How much do you spend on FOOD in a month?
- a. Less than 1000                      b. 1000 to 2500                      c. 2500 to 5000                      d. More than 5000
70. How much do you spend on EDUCATION in a month?
- a. 0-No school going child                      b. less than 500                      c. 501 to 1000  
d. 1001 to 1500                      e. More than 1500

71. How much do you spend on House Rent/EMI in a month?  
 a. less than 500      b. 500 to 1000      c. 1000 to 2000      d. more than 2000
72. Which clinic/hospital do you go to when you fall sick?  
 a. Govt      b. Private      c. Jubilee hospital
73. Which clinic/hospital do you go for delivery?  
 a. Govt      b. Private      c. Jubilee hospital
74. Which clinic/hospital do you go to for serious illness/surgery?  
 a. Govt      b. Private      c. Jubilee hospital
75. How often you have to go to the clinic/hospital?  
 a. Once a month      b. Once in three months      c. Once in six months  
 d. Once in an year
76. How much do you spend per visit?
77. Have you ever met with an accident during work?  
 a. Yes      b. No
78. How serious was the accident?  
 a. No injury      b. Minor Injury      c. Major Injury      d. Affecting Livelihood
79. Did you get any compensation?  
 a. Board      b. Govt      c. Employer      d. Offender      e. Other
80. Are you a member of any bachat ghat/SHG like SEWA?  
 a. Yes      b. No
81. How much do you save in a month?
82. In Which bank do you save? (Multi choice)  
 a. SEWA Bank      b. Public Bank      c. Private Bank
83. Will you continue in this occupation in future?  
 a. Yes      b. No
84. Do you think your children will continue in this occupation?  
 a. Yes      b. No



### 9.3. Current wage rates in Maskati, Panchkuva and Sindhi Markets

 <b>મસ્કતી કાપડ મારકેટ મહાજન</b> મસ્કતી કાપડ મારકેટ, પોસ્ટ રેલ્વેપુરા, અમદાવાદ-૩૮૦ ૦૦૨. ફોન : ૨૨૧૩૫૩૪૨, ૩૦૨૨૦૪૬૧			
લારી ભાડાના તા. ૧-૪-૨૦૧૩ થી અમલમાં આવતાં દરોજું ભાવ પત્રક			
કેન્દ્ર નં.	માલ મોકલનાર કેન્દ્રથી	માલ પહોંચાડવાની જગ્યા	સુચિત ભાડુ
૧-એ	નવી મારકેટ તથા હીરાભાઈ મારકેટથી	હીરાભાઈ મારકેટ, કાંકરીયા ધક્કો, કાંકરીયા આજુબાજુની બધી જ ટ્રાન્સપોર્ટ કું. તથા વેદ મંદિર સુધી, ઘંટાકર્ણ મારકેટ.	૨૦-૦૦
૧-બી	" "	સારંગપુર દરવાજા બહારથી બ્રોડગેજ નવા સ્ટેશન સામે, આનંદ મારકેટ, ચેતન કલોથ મારકેટ, આજુબાજુની મારકેટ, શ્રીજી મારકેટ, ભાટીયાની વાડી, જામનગર વેર હાઉસ.	૨૦-૦૦
૧-સી	" "	ધી બજાર, કપાસીયા બજાર, જૂના સ્ટેશન સામે, કાલુપુર દરવાજા સુધી, નૂતન કલોથ મારકેટ, ડુઆર્સ ટ્રાન્સપોર્ટ, સારંગપુર, સિંધી મારકેટ, પાંચકુવા દરવાજા બહાર-અંદર ખાડીયા સુધી, આસ્ટોડીયા દરવાજા અંદર, કાપડીવાડ, રાયપુર દરવાજા બહાર, મસ્કતી મારકેટ, કોસલેન, રીલીફરોડ, સિંધી મારકેટ (કાલુપુર કોટની રાંગ)	૨૨-૦૦
૧-ડી	" "	કાલુપુર ધી પ્રેમદરવાજા સુધી તથા કોટની રાંગ અંદર-બહાર	૩૦-૦૦
૧-ઈ	" "	બાવાનું ડહેલું, ભંડેરી પોળ, દરિયાપુર સુધી, તેલીયા મિલ્સ, અનાજ બજાર, ગુજરાત જીનીંગ, પ્રેમદરવાજા ઈદગાહ ચોકી સુધી	૩૫-૦૦
૧-એફ	" "	રતનપોળ, રીલીફ રોડ, ધીકાંટા, વૃંદાવન મારકેટ સુધી, ઢાલગરવાડ, ત્રણ દરવાજા સુધી, કાળીદાસ મીલ કંપાઉન્ડ, ભરતમંડ, ભાલકીયા અનાજ બજાર ગોડાઉન, ન્યુ રાજપુર મીલ સુધી, મીટર ગેજ નવુ સ્ટેશન, સરસપુર.	૩૫-૦૦
૨-એ	જૂની મારકેટ પોલીસ ચોકીથી ચીનુભાઈ બીહારીંગ તથા પારસી ચાલ, હનુમાન મંદિર કેન્દ્રથી	સિંધી મારકેટ, કડીયાકુઈ, કોટની રાંગ, કોસલેન, પાંચકુવા, સારંગપુર, સિંધી બજાર સુધી, કપાસીયા બજાર બ્રોડગેજ મીટર-ગેજ સ્ટેશન સામે.	૨૦-૦૦
૨-બી	" "	પ્રેમદરવાજા અંદર બહાર, બાવાનું ડહેલું, ભગરા પાળ, દરિયાપુર દરવાજા સર્કલ સુધી	૨૦-૦૦
૨-સી	" "	નવી મારકેટ, સફલ-૧, ઈદગાહ પાસેની ટ્રાન્સપોર્ટ તેલીયા, ગુજરાત જીનીંગ, અષ્ટવિનાયક માર્કેટ	૨૨-૦૦
૨-ડી	" "	માધુપુરા, કાંકરીયા યાર્ડ, સફલ-૨, હીરાભાઈ મારકેટ	૨૭-૦૦
૨-ઈ	" "	રતનપોળ ધી ધીકાંટા, નગરશેઠનો વંડો, આસ્ટોડીયા, સીટી મીલ, વેદ મંદિર સુધી, ડુઆર્સ ટ્રાન્સપોર્ટ તથા તેની પેલી બાજુનો નૂતન કલોથ મારકેટનો વિસ્તાર, આટામીલ પાછળની ટ્રાન્સપોર્ટમાં, કાંકરીયા ધક્કો.	૩૫-૦૦
૩-એ	તેલીયા મીલ કેન્દ્રથી	બાવાનું ડહેલું, અંદર-અંદર મીલમાંજ	૧૨-૦૦
૩-બી	" "	પ્રેમદરવાજા, વિકલવાડી, દાણાપીઠ, ઈદગાહ ચોકી, ગુજરાત જીનીંગ તથા આજુબાજુની ટ્રાન્સપોર્ટ.	૨૦-૦૦
૩-સી	" "	પાંચકુવા.	૨૨-૦૦
૩-ડી	" "	સારંગપુર.	૨૫-૦૦
૩-ઈ	તેલીયામીલ, પ્રેમદરવાજા થી	રાયપુર ડુઆર્સ ટ્રાન્સપોર્ટ તથા વેદ મંદિર સુધી.	૩૫-૦૦
૩-એફ	તેલીયામીલ તથા બાવાના ડહેલાથી	રતનપોળ, આસ્ટોડીયા, ધીકાંટા તથા ઢાલગરવાડ	૩૫-૦૦
૪-એ	નારોલથી આજુબાજુ બધી ટ્રાન્સપોર્ટથી	જેવી કે ચંડોળાથી ઓકટ્રોય ટોલનાકા સુધીના શાહવાડી, વટવા, દાણીલીમડા વિસ્તારની ટ્રાન્સપોર્ટ કું. ઓમાં ડીલીવરી કરવાના લાવવા કે ફેક્ટરીઓમાં લઈ જવાના ભાડાનો દર ગાંઠ-પેટી દીઠ.	૨૫-૦૦
૪-બી	" "	દુકાનના મેડા ઉપરથી માલ ઉતારવાના તથા ચડાવવાના.	૭-૦૦

## છૂટા માલની મજૂરીના દરનું લીસ્ટ

ક્રમ નં.	માલ પહોંચાડવાની જગ્યા ક્યાંથી ક્યાં	સુચિત ભાડું
૧.	એક ગાંસડી તોડીને નીચે મુકવાના મેડા ઉપર ચઢાવવાના	૫-૦૦
૨.	મસ્કતી મારકેટથી સાકરબજાર સુધી મસ્કતી મારકેટથી પાંચકુવા સુધી, મસ્કતી મારકેટથી લક્ષ્મી બજાર, ત્રીપી મારકેટ, પાંચકુવા	૭-૦૦
૩.	મસ્કતી મારકેટથી નવી મારકેટ	૧૮-૦૦
૪.	મસ્કતી મારકેટથી આસ્ટોડીયા માણેકચોક સુધી	૧૮-૦૦
૫.	મસ્કતી મારકેટથી પ્રેમદરવાજા સુધી	૧૦-૦૦
૬.	મસ્કતી મારકેટથી માધુપુરા સુધી	૧૩-૦૦
૭.	મસ્કતી મારકેટથી અપનાબજાર સુધી	૨૧-૦૦
૮.	નવી મારકેટથી આસ્ટોડીયા	૧૩-૦૦
૯.	નવી મારકેટથી માણેકચોક	૧૩-૦૦
૧૦.	નવી મારકેટથી માધુપુરા	૨૧-૦૦
૧૧.	જૂની મારકેટથી અપના બજાર	૨૧-૦૦
૧૨.	પટ્ટી એક મારવાનો	૪-૦૦
૧૩.	મોટું ધાણુ મીઠા બાંધવાના (પરચુરણ મીઠામાલનું કાર્ટન પેકિંગ)	૨૫-૦૦
૧૪.	ગાંસડી પેક કરવાના	૨૦-૦૦
૧૫.	જૂની મારકેટથી સરસપુર બહારનો વિસ્તાર તથા ગિરધરનગર	૨૦-૦૦
૧૬.	જૂની મારકેટથી ચમનપુરા	૨૨-૦૦
૧૭.	મસ્કતી મારકેટ જાંપાની અંદર	૩-૦૦
૧૮.	થપ્પી કરવાના	૩-૦૦
૧૯.	થપ્પી વખારમાં જૂના માલની	૩-૦૦
૨૦.	મીલમાંથી આવેલી ગાંસડીઓ લારીમાં ભરીને વખારમાં નાંખવાના, બાવાનું ડહેલું, તેલીયા મીલ, શાળખાતુ કે ગમે તે ડહેલું	૭-૦૦
૨૧.	ગોકળદાસ વેર હાઉસમાંથી ગાંસડી કાઢવાના	૧૩-૦૦
૨૨.	ગોકળદાસ વેર હાઉસમાંથી ગાંસડી નાંખવાના	૧૩-૦૦
૨૩.	પાવરલુમ એક હજારવાર છૂટા તાકાના શહેરમાં ગમે ત્યાં હેરફેર કરવાના (છૂટો માલ)	૨૫-૦૦
૨૪.	રેગ્સફેન્સના મોઢીયા ખોલવાના સીવવાના	૪-૦૦
૨૫.	મેડા ઉપરથી માલ ઉતારવાના	૪-૦૦
૨૬.	દુકાનની અંદર ગોડાઉનમાંથી બહાર કાઢવાના	૩-૦૦
૨૭.	નવી મારકેટના કોઈપણ દરવાજેથી ગાંડ ઉઠાવી મારકેટની અંદર વેપારીની દુકાન - ગોડાઉનમાં નાંખવાના તથા બીજી મારકેટના દરવાજાથી અંદર લેવાના.	૭-૦૦

- સુચીત સુધારેલ નવા દરનો અમલ તા. ૧-૪-૨૦૧૩ થી શરૂ થયેલો ગણાશે અને આ સુધારેલ દરનો અમલ ૨ (બે) વર્ષ માટે રહેશે, તે દરમ્યાન તેમાં કોઈપણ સંજોગોમાં એક તરફી કોઈ વધારો કરવાનો હક્ક નથી.
- લારીભાડના દર સંબંધી કે લારીવાળા બાબતે અન્ય કોઈપણ જાતનો વિવાદ ઉપસ્થિત થાય તો, મંડળ દ્વારા કોઈપણ સંજોગોમાં વહેપારી મતાદારને સીધો પત્રવ્યવહાર કે સંપર્ક કે તકરાર કરી શકશે નહીં, તે અંગે જે પણ ફરીયાદ હોય તો લારીમંડળના માધ્યમથી સૌ પ્રથમ મહાજનમાં જણાવવાનું અને તે અંગે તેનો સત્વરે ખુલાસો-નિકાલ કરવામાં આવશે અને લારીમંડળ સાથે સમાધાન રૂપી વાટાઘાટો ક્યાંબાદ મહાજન આ અંગે જે નિર્ણય લે તે લારીમંડળ તથા તેના સભ્યોએ સ્વાકારવાનો રહેશે.
- વહેપારી સાથે કોઈ કારણસર વાંધો કે ફરીયાદ હોય અથવા તો હડતાલ હોય તેવાં સંજોગોમાં, લારીવાળા તરફથી વેપારીનું કામકાજ (ડ્રીલીવરી) બંધ અથવા વિલંબ કરી શકશે નહીં. (ડ્રીલીવરી તત્કાલ કરવી), સાથે સાથે વેપારીની માનહાની ધ્યાન નહીં તે રીતે સોહાર્દપૂર્ણ વ્યવહાર કરવો.
- માલ મેળવનાર વેપારીએ માલ મળ્યાની કાચી અથવા પાકી સહી વખાર-પેઢી ઉપર લારીવાળાને આપવી. આ પ્રકારની સહી લાવવાની જવાબદારી લારીવાળાની જ રહેશે, દરેક વહેપારી ભાઈઓએ ડ્રીલીવરી લેતાં પેઢીનાં સહી/સીલકો કરી આપવો.
- જે વેપારીઓની રોજની ડ્રીલીવરી વધુ સંખ્યામાં થતી હોય તેઓએ પોતાનાં લારીવાળા સાથે અંદર અંદર સમજૂતી કરી, સમજૂતી રૂપે બનેની સહીવાળુ ભાવનું લીસ્ટ બનાવી પોતાની પાસે રાખવું.
- જે વેપારીભાઈઓએ તા. ૧-૧૧-૨૦૦૯ થી ૩૧-૩-૨૦૧૩ સુધીમાં પોતાનાં લારીવાળા ભાઈઓને ભાડામાં વધારો આપેલ હોય તો તેવા કિસ્સામાં પરસ્પર સમજૂતી કરી વધુટ સમજવાની રહેશે.
- દિવાલવી પર્વ ઉપર મહાજન દ્વારા લારીમંડળ સાથે આપસી સમજૂતીથી, જે તે સમયે મે. કમિટી તરફથી ઠરાવવામાં આવતી અને ભલામણ કરવામાં આવતી રકમ, ઉત્સવખર્ચ તરીકે પોતાના લારીવાળાને આપવા મતાદાર સભ્યોને ભલામણ કરવામાં આવશે.
- લારીવાળા અને મતાદાર વેપારી સાથે પરસ્પર કોઈ તકરાર ઊભી થાય તો, તે અંગે લીપેલ કોઈપણ આખરી નિર્ણય, મહાજનની લારીમંડળ કમિટિનો રહેશે. જે બંને બંધનકર્તા રહેશે.
- મતાદાર સભ્યો અને લારીવાળા ભાઈઓની કોઈપણ તકરાર માટે નીચે મુજબ લારીમંડળ અને મહાજનની પેટા કમિટિ, મસ્કતી પાંચકુવા લારીમંડળ સંકલન કમિટીના સભ્યોને જાણ કરવા વિનંતી.

લી.

**નરેશભાઈ રામગોપાલ શર્મા**

માનદ મંત્રી

મસ્કતી કાપડ મારકેટ મહાજન

શ્રી કાંતિલાલ મયરાજ સંઘવી (કન્વીનર) મસ્કતી પાંચકુવા હાથલારી મંડળ સંકલન કમિટિ

(મયરાજ કાંતિલાલ ફેબ પ્રા.લી) મો. ૯૩૨૭૦૦૫૬૯૨

- |  |  |
|--|--|
| શ્રી પીરેનભાઈ જતીનભાઈ શાહ (કસ્તુરભાઈ મોતીલાલ એન્ડ બ્રપર્સ)           | શ્રી પ્રકાશકુમાર ભંવરલાલ ભાગરેયા (હેમંતકુમાર એન્ડ કું.) મો. ૯૮૨૫૦૪૧૬૪૧ |
| મો. ૯૩૨૭૦૦૫૬૯૨   | શ્રી ભંવરલાલ વંશરાજ જીન (અજન્ઝા ટેક્સટાઈલ મિલ)                         |
| શ્રી સુરેશકુમાર ભાણુલાલ મહેતા (દિનેશકુમાર એન્ડ કું.) મો. ૯૮૨૫૦૩૫૧૦૫  | મો. ૯૮૨૫૦૦૮૪૦૩   |
| શ્રી કાંતિલાલ ભંવરલાલ કોઠારી (સોનમલ રમેશચંદ્ર કોઠારી) મો. ૯૮૨૫૪૩૨૬૨૬ | શ્રી દિલીપભાઈ નટવરલાલ શાહ (કલ્પના ટેક્સટાઈલ) મો. ૯૮૨૫૦૮૫૦૮૯            |

મસ્કતી પાંચકુવા હાથલારીમંડળ

રાજુજી વણજરા-પ્રમુખ (મો. ૯૮૭૦૩૬૨૮૯) - હરદાસભાઈ ચૌહાણ-ઉપપ્રમુખ (મો. ૯૮૧૩૩૦૯૫૯૮)

જયંતીભાઈ ઠાકોર-માનદમંત્રી (મો. ૯૬૩૮૯૦૫૮૦૪)

THE PANCHKUVA CLOTH MERCHANT'S ASSOCIATION



શ્રી પાંચકુવા કાપડમહાજન

૫૧૮, પાંચકુવા, અમદાવાદ-૩૮૦૦૦૨.

વર્ષ : ૧૧૬

તા. ૧-૦૬-૨૦૧૩

તારીખ ૧-૬-૨૦૧૩ થી અમલમાં આવતા છૂટક માથોડા મજુરીના દર

તારીખ : ૨૪-૫-૨૦૧૩ની મળેલ મીટીંગમાં નક્કી થયેલ મજુરીના ભાવ જેનો અમલ તા. ૧-૬-૨૦૧૩થી ૩૧-૫-૨૦૧૬ સુધી અમલમાં રહેશે.

ક્યાંથી ક્યાં સુધી	રૂ. પૈસા
(૧) કાલુપુરથી ચેતન માર્કેટ ફેરા અથવા લંપના	૧૫/-
(૨) કાલુપુરથી સફલ માર્કેટ અને ઘંટાકર્ણ માર્કેટ (ઝભલા, બોરા)	૨૫/-
(૩) બંડલોના ફેરા (લંપ) અંદરો અંદર તાકાના	૧૦/-
(૪) પાર્સલ કાચુ સીવીને આંગડીયામાં પહોંચાડવાના	૩૦/-
(૫) પાકુ પાર્સલ સીવીને ટ્રાન્સપોર્ટમાં પહોંચાડવાના	૪૫/-
(૬) ટ્રાન્સપોર્ટમાંથી પાર્સલ છોડાવવાના	૫૦/-
(૭) પાંચકુવાથી કાંકરીયા સુધી પાર્સલ નાંખવાના	૩૦/-
(૮) પાંચકુવાથી શાહીબાગ પાર્સલ નાંખવાના	૪૫/-
(૯) પાંચકુવાથી પ્રેમ દરવાજા સુધી પાર્સલ નાંખવાના	૩૦/-

: શરતો :

- (૧) મોટા પાર્સલના પૈસા વેપારી સાથે મજુરે સમજી લેવા.
- (૨) માટલું ભરવાના, વાસણ સાફ કરવાના તથા બોનસ અંગે વેપારી સાથે સમજી લેવું.
- (૩) આ સુધારેલ દરો તા. ૧-૬-૧૩થી ૩૧-૫-૧૬ સુધી અગર ફરી મીટીંગ થાય ત્યાં સુધી રાખવા.
- (૪) દરેક મજુરે દોરડા રાખવા પડશે.  
(૨૦ કિલો સુધીનું છુટુ અથવા કંતાન સીવેલું વજન એક ફેરામાં ઉપાડવું પડશે.)
- (૫) કોઈપણ મજુરે અપશબ્દો બોલવા નહીં.
- (૬) કોઈ પણ મજુર કોઈપણ વિસ્તારનો ફેરો કરવાની ના પાડી શકશે નહીં.
- (૭) એક મતાદારના મજુરને બીજા કોઈ મતાદાર બોલાવે તો તેણે જવું પડશે. અગર કોઈને નોકલવા પડશે.
- (૮) પટ્ટા લગાવેલા પાર્સલને પાર્સલ ગણવામાં આવશે.

વિસાભાઈ ખોડીદાસ પટેલ

પ્રમુખ

શ્રી પાંચકુવા કાપડ મહાજન

ગોલામકુમાર શાંતીલાલ શાહ

માનદ મંત્રી

શ્રી પાંચકુવા કાપડ મહાજન



ESTD. : 1955

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Ph. : 22134649

**SINDHI MARKET KAPAD MAHAJAN**

सिंधी मार्केट कापड महाजन

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سنڌي مارڪيٽ ڪاپڙ مهاجن

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તા. ૨૭/૭/૨૦૧૩ ની મળેલ મીટીંગમાં નક્કી થયેલ મજૂરીના ભાવ જેનો અમલ ૧/૬/૨૦૧૩ થી ૩૧/૫/૨૦૧૬ સુધી અમલમાં રહેશે.

- (૧) ગાંસડી બાંધવાની મજૂરી રૂ. ૨૦/-
- (૨) ગાંસડી ટ્રાન્સપોર્ટમાં મોકલવાની મજૂરી રૂ. ૨૫/- ( કાલુપુરથી કાંકરીયા અથવા પ્રેમ દરવાજા બાજુ) ( ગાંસડી ટ્રાન્સપોર્ટમાં મોકલવા મેળા ઉપરના વેપારીઓએ રૂ. ૫/- ગાંસડીના વધારાના મેળા ઉપરથી ઉતારવાના આપવા)
- (૩) લંપોના ફેરા માટે રેવડી બજાર, કાલુપુરની માર્કેટ માટે જેવી રીતે મજૂરી અત્યારે લે છે તે આપવા.
- (૪) પાંચકુવાના માર્કેટ બી.બી.સી. માર્કેટ, ઘનશ્યામ માર્કેટ, તથા બીજી માર્કેટ પાંચકુવા સિંધી માર્કેટ સુધી લંપ એકના રૂ. ૬/- નીચે હોય કે મેળા ઉપર હોય માર્કેટમાં લીકટ હોય કે ના હોય ગમે તે માળે હોય આપવા.
- (૫) ઘંટાકર્ણ માર્કેટ, ન્યુ કલોથ માર્કેટ તથા સફલ માર્કેટ માટે એક લંપના રૂ. ૧૦/- લંપે નીચે હોય અથવા ઉપર ગમે તે માળે ઉપર હોય આપવા.
- (૬) કાનુ પાર્સલ સીવીને ટ્રાન્સપોર્ટ અથવા આંગડીયામાં મોકલવાના રૂ. ૩૫/-
- (૭) કાનુ પાર્સલ એકનુ સીવીવાના રૂ. ૧૦/-
- (૮) ગમલા અથવા બંદાના ફેરાના જેવી રીતે મજૂરી લે છે એજ આપવાના.
- (૯) ગાંસડીનો ટ્રાન્સપોર્ટમાં મોકલવાની મજૂરી રૂ. ૧૦/- નીચે આપવા.

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શરતો :

- (૧) મોટા વજનદાર પાર્સલોના પૈસા મજૂર અને વેપારીએ અરસ-પરસમાં સમજી લેવાના.
- (૨) કોઈપણ મજૂરે અપશબ્દો બોલાવા નહીં
- (૩) કોઈપણ મજૂર કોઈપણ વિસ્તારનો ફેરો કરવાની ના પાડી શકશે નહીં.
- (૪) કોઈપણ વેપારીનું કામ રખડાવવું નહીં. જો મજૂર પોતે પહોંચી નહીં વળે તો બીજા મજૂરની વ્યવસ્થા કરવી અથવા વેપારી બીજા મજૂરને બોલાવે તો ના પાડવી નહીં.
- (૫) આ સુધારેલા દરો ૧-૬-૨૦૧૩ થી ૩૧-૫-૨૦૧૬ સુધી ના રહેશે.

SINDHI MARKET KAPAD MAHAJAN

MEMBER/SECRETARY/CHAIRMAN

## 9.4. Minimum Wages for State of Gujarat

Minimum Wages in Gujarat w.e.f October 1, 2013 to March 31, 2014

Scheduled Employment	Category of Workers	Zone	Minimum Wages	V.D.A	Total Daily Wages
Shops and establishments	Class III	I	135.7	81.2	216.90
	Class II	I	138.7	81.2	219.90
	Class I-B	I	141.7	81.2	222.90
	Class I-A	I	144.7	81.2	225.90
	Class III	II	135	81.2	216.20
	Class II	II	135.7	81.2	216.90
	Class I-B	II	137.4	81.2	218.60
	Class I-A	II	141.7	81.2	222.90
	Class III	III	134.4	81.2	215.60
	Class II	III	135	81.2	216.20
	Class I-B	III	135.7	81.2	216.90
	Class I-A	III	137.4	81.2	218.60

Class-I-A	Manager, Head Munim, Secretary, Head Cashier, Stenographer, Head Clerk, Office Superintendent, Head Salesman, Employee who works efficiently by exercising considerable independent judgment discharges his duties with responsibility and possesses thorough and comprehensive knowledge of trade, craft or industry in which he is employed. Employees by whatever name called doing work of the nature done by persons falling under any of the foregoing entries.
Class-I-B	Junior Clerk, Bill Clerk, Ugharani Clerk, Delivery Clerk, Typist, Munim, Cashier, Accountants, Salesman, Sales Clerk, Compounder, Driver, Employee who does the work of a well defined routine nature and discharges the duties assigned to him independently and with responsibility, Employees by whatever name called doing work of the nature done by persons falling under any of the foregoing entries.
Class-II	Packer, Builder, Tollatas, Shop. Asst., Employees who performs duties assigned to him of

	a relatively narrow job involving routine operations, Employees by whatever name called doing work of the nature done by persons falling under any of the foregoing entries.
Class-III	Peon, Messenger, Watchman, Mazdoor, Employee who performs duties of simple nature and physical exertion, Employees by whatever name called doing work of the nature done by persons falling under any of the foregoing entries.

Explanation of Zones for the purpose of this notification:-	
Zone 1	shall comprise the area within the limits of the Municipal Corporation as constituted under the Bombay Provincial Municipal Corporation Act, 1949 and the areas falling within a peripheral distance of 10 kilometers from the aforesaid limits;
Zone-II	Shall comprise all the areas within the limits of the towns cities having a population of one lac and above according to the figures of latest census available and the areas-falling within a peripheral distance of five kilometers from the aforesaid limit.
Zone-III	Shall comprise all the areas in the State of Gujarat other than those included in Zone-I and Zone-II.

## 9.5. Round Table Workshop: List of Participants

### List of participants

1.	Arunika Karmakar	Centre for Green Mobility
2.	C. N. Ray	CEPT University
3.	Sudeshna Bhojia	CHETNA Outreach
4.	Indu Capoor	CHETNA Outreach
5.	Keshab Das	GIDR
6.	Dr. N. Nakkeeran	IIPH
7.	Kirti Makhija	ITD
8.	Ajay Bisht	ITD
9.	Nalin Sinha	ITD
10.	Kumar Manish	ITD
11.	NirajJani	SAATH
12.	Ramilaben Parmar	SEWA
13.	Shobhaben Rawal	SEWA
14.	Manvita Baradi	UMC
15.	Meghna Malhotra	UMC
16.	Anurag Anthony	UMC
17.	Vanishree Herlekar	UMC
18.	Khushboo Patel	UMC

## 9.6. Details of focused group discussions with varied stakeholders conducted between March 2014-January 2015

S. NO.	DATE/ ACIVITY CONDUCTED BY/ VENUE/ AGENDA/ GROUP/ PARTICIPANTS	HIGHLIGHTS/ KEY POINTS
1.	<p>April 01, 2014</p> <p>Nalin Sinha (ITD)</p> <p>New Cloth Market, Sarangpur</p> <p><b>FGD-1</b> to understand functioning of hand-lorry transport workers and issues faced by them</p> <p>Hand-lorry workers Union</p> <p>Jayanti Bhai, former hand-lorry worker and Secretary, Maskati Hathlari Mandal</p> <p>Raju Bhai, Hand-lorry workers and President, Maskati Union</p> <p>R.R. Joshi, Advocate, Labour Court, work with Union and workers</p> <p>Anand Goswami, Insurance consultant and Social worker working closely with hand-lorry workers</p>	<p><b>MARKET</b></p> <p>New Cloth Market is mainly a wholesale cloth market and located at Sarangpur near Ahmedbad Railway Station and the walled city area. Thousands of shops are situated in this multi-story market.</p> <p><b>WORKERS UNION</b></p> <p>There are 489 registered life members of Maskati Hand-lorry workers association and they are engaged directly or work as small contractors for loading, unloading and transporting goods from clothes market on hand-lorry, pedal-rickshaw and motorized cargo auto-rickshaws called Tempo.</p> <p>In the union, around 90 per cent are male members and rest 10% are women. Most of the members have some 3-5 hired workers (mostly their relatives and friends) who work as a team to ensure better and regular business.</p> <p>Over the years, more than 70% hand-lorry transport workers, and manly male members, have shifted to motorized goods vehicle or pedal rickshaws while women have remained with hand-lorry.</p> <p>The Union represents and works for the welfare and betterment of workers, labour rights, and helps in resolving their issues with cloth merchants/employers.</p> <p>Membership charges are INR 125 (\$2) as entry fees and INR 120 (\$2) annually.</p> <p><b>WORKERS BACKGROUND</b></p> <p>Mostly poor and illiterate belonging to Thakore, Rabari and Vanzara social groups. A lot of them originally migrated from neighbouring Rajathan state and several decades back and working in Ahmedabad from generations.</p> <p><b>TARIFF</b></p> <p>Rates for transporting goods by hand-lorry or other vehicles and for loading-unloading are fixed distance and weight wise by Shop owners/traders association in consultation with the workers union and usually reviewed every three years.</p> <p>Present rate is INR 20-25 (40 US cents) per bundle (parcel unit) of 30-60 kgs for short to medium distance and INR 30-35 for longer routes. For loading-unloading to and from shops it is 10-15 per unit. Rates are</p>



		<p>same irrespective of which floor in market/building their shops are situated.</p> <p><b>EARNINGS</b> Average daily income is around INR 200-250 (\$4) for hand-lorry workers and INR 300-400 for workers using motorized goods vehicle.</p> <p><b>ISSUES</b> Except few members, most workers have no insurance (health or life), pension cover and any other social security.</p> <p>Only around 40 per cent have managed to get Below Poverty Line (BPL) card which is essential for receiving any social welfare programme benefits implemented for poor in India.</p> <p>Government has not done anything for them neither social organisations Even if there schemes for poor people they are not aware of it.</p> <p>They work for 10-12 hours daily and feel they are financially exploitation many times.</p> <p>There is a Board set up by Government for workers of Cloth Market but the assistance it offers is so low coupled with cumbersome paperwork and long-time it takes that most workers normally don't want to claim the benefits.</p> <p><b>SUGGESTIONS</b> Government should start some poverty reduction programme for them</p> <p>There should be some daily/monthly minimum wage should be fixed for them so that they can also live with dignity. In Government office there is a minimum decent salary fixed for even lowest/class-4 staff.</p> <p>Government should provide subsidy or low-interest loans to hand-lorry workers specially women so that they switch to pedal rickshaws or cargo motor vehicles.</p> <p>There should be some easy loan facility and financial support available for them as presently they end-up paying a high interest of 3-4% per month (36-48% annually) to private lenders for their regular economic, social and cultural needs.</p> <p>Some good and affordable rental housing scheme should be made available by Government for hand-lorry workers and poor people like them in the city.</p>
2.	<p>Apr 04, 2014</p> <p>Sep 09 &amp; 27, 2014</p> <p>Nalin Sinha (ITD)</p>	<p>Taken photographs of hand-lorry women workers during their:</p> <ul style="list-style-type: none"> <li>- Loading/unloading of goods on the vehicle</li> <li>- Pulling hand-lorry</li> <li>- Negotiating traffic through busy roads and intersections</li> <li>- Halting places</li> </ul>

	<p>Walled city area of Ahmedabad</p> <p><b>Photo documentation trips</b> and informal interactions with women hand-lorry workers</p>	<p>- Informal gathering and interactions of women workers</p>
3.	<p>September 10, 2014</p> <p>Nalin Sinha (ITD), Bhavesh Patel (UMC), and Shobhaben (SEWA)</p> <p>SEWA office</p> <p><b>FGD-2</b> conducted to understand what the community think, how they function, what are their main issues are, and what interventions can improve their lives</p> <p>Women Hand-lorry transport workers</p>	<p><u>17 Participants:</u> Aambaben, Ashaben, Bhartiben, Chentnaben, Gitaben, Jashiben, Kaliben, Kantasben, Lalitaben, Ramilaben, Sardaben, Savitaben, Shilpaben, Sobhaben, Sunitaben, Sushmaben, Ushaben</p> <p>Per unit of rates for transport of goods are revised after 3-5 years. It should be revised every year since the inflation, income of traders, value of their shops are increasing manifold every year.</p> <p>Most of them are very poor and live in slums or rented chawls. Government should help them with easy loan and assistance for buying low-cost decent houses.</p> <p>Most women present at FGD were not aware of social security or welfare schemes for women and poor people in India.</p> <p>Majority of hand-lorry women transport workers would not like their children to take the same profession.</p> <p>Around 90 per cent of the participants said they would like to switch over from hand-lorry to either Pedal-rickshaw or motorized tempo if there is an option and some assistance available.</p>
4.	<p>September 11, 2014</p> <p>Nalin Sinha (ITD), Vanishree Herlekar (UMC), and Ramilaben (SEWA)</p> <p>SEWA office</p> <p><b>FGD-3</b> conducted to understand what the community think, how they function, what are their main issues are, and what interventions can improve their lives</p> <p>Women Hand-lorry</p>	<p><u>10 participants:</u> Bhagwatiben, Dhaguben, Hansaben, Indiraben, Lilaben, Manjuben, Sumanben, Shobhaben, Vandana, Jayaben</p> <p>Normally women workers engaged in hand-lorry transport and head-loading reach market (their workplace) around 11.30-12.00 noon after completing their household and family responsibilities and stay put in work till 8-9 pm.</p> <p>They earn around INR 300-400 (\$5-7) daily and their average monthly income is around INR 5000 (\$80).</p> <p><b>ISSUES OF WOMEN HAND-LORRY WORKERS</b></p> <p>Traffic congestions on roads and around markets are very big problems and impact their income generation adversely.</p> <p>Sometimes, traffic police does not allow them movement of hand-lorry and loading-unloading work.</p> <p>Have no place to park hand-lorry at night and it discourages them from</p>

	transport workers	<p>buying a vehicle for them and workers are forced to hire it on rent.</p> <p>Due to hand-lorry pulling or lifting of heavy goods, women workers often feel pain in shoulders, hands, legs and neck.</p> <p>Workers are paid uniform rates for manually carrying goods whether the shop is located on ground floor or highest 4<sup>th</sup> floor. It should be paid as per floor location.</p> <p>They have no social security coverage like life insurance, health cover, pension, maternity benefits, sick leave etc.</p> <p>When asked about the domestic violence, majority participants and SEWA representative suggested that 90 per cent women workers face some kind of domestic violence regularly from their husbands and grown up children. But they accept it as destiny and don't feel like making a big issue out of it.</p> <p>Most workers have accepted the present work as their fate since they are illiterate and don't know any other work. But given a choice in vehicle, they would be happy to switch cargo auto-rickshaws (tempo) or pedal rickshaw.</p>
5.	<p>September 16, 2014</p> <p>Nalin Sinha (ITD), Vanishree Herlekar (UMC), and Shobhaben (SEWA)</p> <p>SEWA office</p> <p><b>FGD-4</b> conducted to understand what the community think, how they function, what are their main issues are, and what interventions can improve their lives</p> <p>Women Hand-lorry transport workers</p>	<p><u>20 participants:</u> Amarben, Bhartiben, Durgaben, Hansaben, Kamlaben, Kamuben, Kesarben, Narmadaben, Radhaben, Sukhiben, Gitaben, Shantaben, Sushilaben, Vasniben</p> <p>Problems and issues with the participants emerged more or less same as shared by women hand-lorry workers from previous interactions.</p> <p>Earlier some of them used to get Diwali festival bonus/incentives from their employers (traders/shop owners) every year but now a days they don't get it.</p> <p>There should be a crèche facility for their kids in or around market area as they can't leave small kids at home unattended.</p> <p>If any loan facility for buying an alternate vehicle is available, most of them suggested that they would switch from hand-lorry to better and easier technology vehicle. They also showed willingness to pay some weekly/ monthly down payment.</p>
6.	<p>October 16, 2014</p> <p>Nalin Sinha, Kirti Makhija, and Ajay Bisht (ITD)</p> <p>Electronic market, Gandhi Road</p>	<p><b>VEHICLE &amp; DESIGN</b></p> <p>Understanding the human-powered Hand-lorry.</p> <p>Basic dimensions of the vehicle measured at:</p> <ul style="list-style-type: none"> <li>- Length 60" (150 cms), Width 51" (130 cms), and Height 24" (60 cms).</li> <li>- Wheels with 29" (73 cms) diameter appeared quite thick and sturdy.</li> </ul>

	<p><b>Field visit &amp; interaction-1</b> to observe and understand design/functioning of hand-lorry vehicle, loading-unloading related issues, and get feedback from women-hand lorry workers</p>	<p><b>PEDAL CYCLE-RICKHAW</b> There is a pedal cycle-rickshaw shop (Victory Cycles) located at Khadia Char Rasta. On Inquiry, shop owner stated the retail price of pedal rickshaws at INR 8200 (\$170) and it can carry load of 500 kg.</p> <p><b>INTERACTION WITH WORKERS</b> Interacted with Radhaben Vanzara, her husband, and several other women hand-lorry workers who were seen loading, unloading, and transporting goods in the electronic market and Gandhi Road area</p> <p>We were informed by the workers that they pay daily rent of INR 20 (30 cents) for hand-lorry. They usually make trips to and from electronic market, Kalupur, and Sarangpur transporting electronic goods. They are paid by shop owners, who they refer to as employer, INR 20 (30 cents) per packet of 20-30 kg each packet and carry around 8-10 packets totaling 200-300 kg at a time in Hand-lorry.</p> <p>Many times workers get their relatives/friends/ co-workers to accompany them while loading-unloading and transport goods when they have lots of orders or to avoid chances of any theft/damage to goods.</p> <p>Most workers engaged in Electronic Market are not members of Cloth Board or any other welfare body. They also don't receive any benefits or social security cover.</p>
7.	<p>October 16, 2014</p> <p>UMC &amp; ITD</p> <p>UMC office</p> <p><b>Roundtable-1</b> to share initial study findings and seek suggestions with select group of hand-lorry representatives, experts, academician, and representatives of social organizations.</p> <p>Experts, Academicians, and Social groups</p> <p>Institutes-CEPT, GIDR, IIPH</p> <p>NGOs-CGM, CHETNA, ITD, SAATH, SEWA, UMC</p>	<p>We don't it in any other city apart from Ahmedabad that women are engaged in work of pulling hand-lorry vehicles in traffic and carrying heavy goods.</p> <p>It should be studied from reproductive health perspective as to what medical impact this work is having on the women. It should be investigated as to what impact their work has on spine, uterus, and weight and whether they use contraceptives or not. May be a pilot test can be conducted by organising special camp in association with medical experts or NGOs.</p> <p>Need to have better working conditions for them.</p> <p>Comprehensive free health checkup including hemoglobin level and anemia tests should be carried out by Government hospitals among women hand-lorry transport workers in functioning in various parts of Ahmedabad.</p> <p>The study should look at occupation related problems/challenges, average goods weight carried and distance covered daily, their financial conditions, and comparison with other profession.</p> <p>The wages, working conditions, aspirations, scope of improvement in hand-lorry vehicle design needs to understood.</p>

<p>8.</p>	<p>October 17, 2014</p> <p>Ajay Bisht and Kirti Makhija (ITD)</p> <p>Panchkuva and Electronic markets</p> <p><b>Field visit-2</b> to look at hand-lorry vehicle design basic facilities for hand-lorry workers at markets</p>	<p><b>SMALL CHANGES TO MAKE HAND-LORRY DESIGN BETTER</b></p> <p>Looking at the design of existing hand-lorry vehicles, it looks possible to make certain small changes easily and a very small cost.</p> <p>Adding a tractable and adjustable <b>SMALL WHEEL</b> on the rear side of vehicle to give support and reduce need for vertical pressure. It would also help in balancing the upward-downward movement of the cart and keep it straight while in motion or parked.</p> <p>Raising <b>HANDLE HEIGHT</b> so that hand-lorry puller's elbow can be locked and whole torso strength can be fully utilized.</p> <p>Adding some <b>HOOKS/ LOOPS</b> underneath the vehicle for easy tying up and safer movement of goods</p> <p>Making some small changes in the <b>SLOPE</b> of the vehicle adjustable to footpath height and steps of shops. It can help in better loading and unloading of goods.</p> <p><b>OBSERVATION ON BASIC INFRASTRUCTURE</b> and facilities at Panchkuva and Electronics markets:</p> <p><b>DRINKING WATER</b> It is normally made available by most traders outside their shops in water jugs for workers in the market.</p> <p><b>PARKING FOR HAND-LORRY</b> There are no dedicated parking zones for hand-lorry vehicles in the market.</p> <p><b>FOOTPATH</b> Footpaths are mostly invisible or hardly exist in these markets, overlaid by the steps leading to individual shops and parking in front. Footpaths are higher causing problems for hand-lorry workers to while loading-unloading goods and accessing the shops.</p> <p><b>RESTING PLACE</b> No resting places earmarked for workers of hand-lorry vehicles within the market. Workers have identified and informally use a small open space in one corner of the market. They gather, interact and eat their lunch here only and when there is lot of rush due to motor vehicle parking they move to some part of stairs to eat or relax.</p> <p><b>TOILETS</b> Though the Panchkuva Maket complex has common toilets on each of the three floors, but women workers use only 3rd floor toilet and toilets on 1st and 2nd floors are mostly used by traders. There are no bathroom or women women toilet at any floor or in and around the marker.</p>
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		In Electronic Market, there is no provision of toilets and women working here go to Sarangpur market at 1-km distance to use toilet.
9.	<p>January 10, 2015</p> <p>Nalin Sinha and Kirti Makhija (ITD)</p> <p>Panchkuva Market (behind Fire Station)</p> <p><b>Workshop-1</b> with women hand-lorry workers to understand their issues and seek views</p> <p>women hand-lorry workers</p> <p><u>25 participants</u>  Meenaben Vanzara (55 years),  Kaushalyaben (35),  Vajaben (70),  Santoshben (30),  Rekhaben (35),  Sangeetaben (35),  Durgaben (25),  Kalpanaben (34),  Lataben (50),  Bimlaben (54),  Punjhaben (60),  Ranjanaben (40),  Pratibhaben (35),  Kusumben Sabkara (35),  Meeraben (25),  Mamtaben (25),  Shardaben Bhalaji (45),  Bebiben (30),  Kashiben (58),  Baghaben Pandit (70),  Kanchnben (30),  Sobhaben (30),  Sanjuben (25),  Jayaben (30),  Radhaben (62)</p>	<p>Majority of participants were members of Cloth Market and Shops Labour Board (CMSLB) of Ahmedabad and SEWA (Self Employed Women's Association), a trade union working for welfare of women in Informal Sector.</p> <p><b>ISSUES AFFECTING WOMEN HAND-LORRY TRANSPORT WORKERS</b></p> <p><b>WEATHER:</b>  Ahmedabad being hot-dry climate and with increasing pollution, temperature in summer touches 46 degree Celsius. Working in the months of extreme heat and during rainy season cause some health problems and risks of fainting or accidents.</p> <p><b>HEALTH ISSUES:</b>  Pulling hand-lorry works causes a lot of stress, pain and sometimes injury in: Neck, shoulders, joints, back, lower, abdomen, waist area, arms &amp; leg, palms, muscles and ligaments. Hand-lorry work also leads to a lot of fatigue and headaches. Almost all workers take painkiller and other medicines quite frequently.</p> <p>Women workers two major problems many times – 1) Gynea related issues due to carrying heavy weight, and a lot of physical discomfort due to non-availability of women toilets in market and along the roads.</p> <p>During the workshop, a few cases came up in the discussion where women felt hand-lorry work had affected their health adversely. One worker namely <b>Kanchanben</b> had <b>complicated pregnancy</b> and child-birth. Other women informed that during pregnancy time, it pains sometimes while pulling the hand-lorry which they ignore.</p> <p>Being very poor, women workers find it difficult to afford inadequate intake of nutrient food items like milk, fruits, green vegetable etc.</p> <p><b>TRAFFIC:</b>  Poor road conditions and frequent traffic jams on most streets in and around the movement routes of hand-lorry, make women pullers' work more strenuous and increased accident concerns.</p> <p>Several times, the workers meet with accident while moving with hand-lorry and they suffer injuries and damage to goods. Since the goods are usually not insured, if there is any damage while transporting, workers have end up paying compensation for a long period to employers/traders who deduct the amount of damaged goods from workers daily earnings till the time it is fully recovered.</p> <p>Lack of any designated parking place for hand-lorry vehicles is a big problem.</p> <p><b>LIVELIHOOD:</b></p>

		<p>During lean business period of around 2-3 month in the market every year, their daily earnings are badly affected and they struggle to meet their daily expenses and requirements. Also find difficult to get alternate earning source.</p> <p><b>OTHER PROBLEMS</b> Many women hand-lorry workers have infants or small children who cannot be left at home. And due to lack of any crèche facility in and around market areas, these women are forced to carry their children with them on the vehicle causing safety risks and a lot of exposure to pollution and heat.</p> <p>Majority of them have <b>no social security coverage</b> like life insurance, health insurance, pension and provident fund. Also there a large number of women who are widows and many below the age group of 45-years.</p> <p><b>ALTERNATE VEHICLE</b> On asked about their views on switching to other vehicle alternatives, there was mixed response. Older group of women was more comfortable with hand-lorry as they have been doing this work for 30-40years, the younger group said they would like to shift to Pedal Cycle-Rickshaw or some kind of motorized auto-rickshaws if there is any loan assistance and training facility offered by Government or any organization.</p>
10.	<p>January 22, 2015</p> <p>Kirti Makhija (ITD)</p> <p>New Cloth Market, Sarangpur</p> <p><b>FGD-5 with Hand-lorry Union</b></p> <p>Hand-lorry workers Union</p> <p>Raju Bhai, President, Maskati Hathlari Union</p> <p>Jayanti Bhai, Secretary, Maskati Hathlari Union</p> <p>R.R. Joshi, Lawyer</p>	<p><b>ABOUT UNION</b> Ahmedabad Maskati Panchkuva Kapad Mahajan Mandal includes all the workers from Raipur to Prem Darwaza. This union is one of the oldest, started in 1958 and registered in 1972. Presently the union has more than 480 members under whom several workers work, totaling to around 3000 workers.</p> <p><b>NUMBER OF HAND-LORRY WORKERS</b> There are around 5000 hand-lorry transport workers engaged in loading, unloading and transporting goods in Ahmedabad. The number of hand-lorry vehicles is estimated to be around 1000. For transport of goods to shorter distance of 1-3 kms usually a hand-lorry is used, for medium distance (3-5 kms) Pedal Rickshaw are preferred and for longer distance transport motorized auto-rickshaw (tempo) is used.</p> <p>The number of Hand-lorry vehicle is decreasing. President of the union Mr. Rajubhai himself used to own and rent 75 vehicles three years back but now it is reduced to 40.</p> <p><b>HANDCART REGISTRATION DETAILS</b> We were informed by the Union that registration of hand-lorry in Ahmedabad started several decades back under the Bombay Bhada Vahan Adhinyam, 1920 (Mumbai Rent Vehicle Act 1920) and continued till March 2013 when the last time traffic police office located at Mithakali registered the Hand-lorry.</p> <p>Besides the vehicle registration, it was also mandatory for hand-lorry</p>

		<p>pullers to obtain a license and this practice discontinued in around year 1992-93.</p> <p>Though there is no specific Government order notified for stopping registration and license for the vehicle, it was more because of reducing number of hand-lorries and gradually police and pullers both losing interest in getting them registered.</p> <p><b>PROBLEMS OF HAND-LORRY WORKERS</b></p> <ul style="list-style-type: none"> <li>• Very strenuous work and low-paid job.</li> <li>• Not able to save money.</li> <li>• There is no minimum wages fixed for them .</li> <li>• No paid sick leaves allowed.</li> <li>• Many a times, children of hand-lorry workers also join the same profession.</li> <li>• There is no provision of permanency of income, if there is scarcity of work in the recession period, their daily wage also suffers.</li> <li>• During Monsoon, our work slows down and obstructed due to rains, which leads to reduction in daily income.</li> <li>• Forming of Ahmedabad Cloth Board was only a small step, but the board does not do much for our betterment, due to meager schemes and benefits. For example the widow pension INR 400 (7) per month is too less. Medical expenses reimbursement limit of INR 2000 (\$33) per year is not adequate and covers only government hospitals. It should be open to private hospitals also as government hospitals anyway offer free treatment in most cases. The schemes should be relooked and reformed in sync with present time and actually benefit the workers.</li> <li>• After giving several years of our life to this work and market, and working with same employers for more than 25-30 years, we realize that we are at nowhere and have no growth, no certainty, and no social security in our old-age.</li> </ul> <p><b>SUGGESTIONS/ EXPECTATIONS</b></p> <ul style="list-style-type: none"> <li>• Hike and regulation of Wages, present wages are very less</li> <li>• Pension</li> <li>• Gratuity</li> <li>• Livelihood Security is very important</li> <li>• Bodies/Boards such as CMSLB and their welfare schemes need to be revised every three years.</li> </ul>
11.	<p>September 18, 2014</p> <p>Nalin Sinha and Kirti Makhija (ITD)</p> <p>GIDR office</p> <p>To share information about hand-lorry</p>	<p><b>UNORGANIZED WORKERS</b></p> <p>According to the National Commission for Enterprises in the Unorganised Sector Report, 2005 (NCEUS), India's total workforce is around 457 million and over 395 million workers (86%) were in the unorganised sector or informal sector. Another 7% employed in organized sector has been further identified as informal workers raising the total number of unorganized/informal sector workers to 422 million (92%).</p>



	<p>study and seek their views on the issue from labour perspective</p> <p>Expert-Labour issues</p> <p>Keshab Das, Acting Director, Gujarat Institute of Development Research (GIDR), Gota, Ahmedabad</p>	<p>NCEUS committee was headed by Arjun Sengupta and based on its report Government of India enacted the Unorganised Worker Social Security Act in year 2008.</p> <p><b>COMMON LABOUR ISSUES</b></p> <p>Very often cases like functioning and problems of hand-lorry vehicles in Ahmedabad or manual hand-lorries in other cities are often dismissed by the policymakers and planners as a local issue, reducing them to be very personalise problems, and they often fail to be seen as large issue. This reflects that Government has paid poor attention on this front. Earlier the issue of domestic violence also used to be ignored as a localized and personalised problem.</p> <p>Many times both Government and social organisations (NGOs) fail to acknowledge and address serious issues related to any work/community beyond looking at them as livelihood opportunity.</p> <p>A lot of times workers have no freedom in choosing or influencing a job and in decision of wage rate or mode of payment. Incentives are much less to form a group in amorphous informal sector and individual units.</p> <p>In unorganized sector, fixed wages (daily or monthly) should be preferred and not working on payment of per unit. The problem with unit/piece rate is that, the initial excitement of earning more is short-lived and average income may go down eventually.</p> <p>Though there is lot of focus on Industry and services sector to boost the economy, Government should also pay adequate attention to the workers and labour in order to achieve inclusive growth.</p> <p><b>SUGGETIONS FOR HAND-LORRY</b></p> <ol style="list-style-type: none"> <li>I. Make the existing system more organized.</li> <li>II. Proper records should be maintained for workers and their payments at the employers/traders.</li> <li>III. There is also need to put in place a structure and system in the markets where manual workers are operating to maintain records of workers attendance, leaves, thefts/damage of goods, penalties, minutes of meetings, regular review of wages, health issues etc.</li> <li>IV. There should be system of some monitoring system in workplace and regular tracking of progress, working conditions, functioning and issues of hand-lorry community.</li> <li>V. Whatever intervention is planned for women hand-lorry transporters, they should consider both worker and their family.</li> <li>VI. Some aiding equipment can be designed for hand-lorry to reduce some hardship involved in loading, unloading, and carrying heavy goods bags.</li> </ol>
12.	September 23, 2014	Motorised Auto-Rickshaw (cargo) of Atul brand is available in Ahmedabad at INR 150,000 (\$2500) in Diesel BS-3 fuel engine with 7.5

	<p>Nalin Sinha (iTD)</p> <p>Motorised Auto-Rickshaw (Cargo) dealer</p> <p>Atul Shakti Cargo</p> <p>New Dipta Auto Agency</p> <p>Visat, Sabarmati-Mahesana Highway</p> <p>To get information related Motorised Auto-Rickshaw in Ahmedabad</p>	<p>HP capacity. The resale value of 4-5 years old vehicle is INR 50,000 (\$800).</p> <p>The vehicle is allowed to carry 560 kg load (maximum limit approved by Transport Department in city) but can actually carry upto 1000 kg load without problem. It can run for around 30 kms on per litre of diesel.</p> <p>Feels that the eligibility and other requirements for obtaining commercial license to drive cargo motor vehicles are very cumbersome and discriminatory. As a result most drivers have to pay bribe to avoid any delay/problem at authority office.</p>
13.	<p>September 24, 2014</p> <p>Kirti makhija and Kumar Manish (ITD), Khushboo Patel (UMC)</p> <p>To understand the perspective of traders working with Hand-lorry workers</p> <p>Employers/ Shop owners/ job providers to hand-lorry workers</p> <p>Raju Handloom House, Panchkuva Market</p> <p>Rajpal Textile, BBC Market</p> <p>Bhagwati Creations, BBC Mkt</p>	<p>Most of traders have 1-2 fixed workers but sometime when they don't have regular work, they hire any available worker for transporting goods.</p> <p>They pay INR 20-50 (30-85 US cents) per parcel as transport costs to hand-lorry workers, be it big or small. One parcel/packet weighs in the range of 20-50 kg. The payment includes loading and unloading work and there is no separate amount paid for that whether the destination is on ground floor or top floor of the building. There seem to be no fixed wages or rates followed across all traders/shopkeepers. They vary from market to market and trader to trader.</p> <p>The parcels are transported within 2-3 kms distance.</p> <p>The traders expressed one common issue of random parking habits of hand-lorry in the market by workers, due to which their customers complain or suffer at times.</p> <p>Traders felt the Hand-lorry workers specially men getting gradually shifted to Motorized Tempos and sometimes there is scarcity of the workers, as the children of hand-lorry workers are not willing to continue with this family trade.</p> <p>In the time of needs, traders give loan or assistance to workers and</p>

	<p>K Akshay Kumar, Cloth Trader, Sindhi Market</p> <p>Jagjit Singh, Swadeshi Home Appliances, Gandhi Road Electronics Market</p> <p>Anil Pehlani, Asian Cables, Electronics Market</p>	<p>sometimes increase pay the temporary jigher charges as a gesture.</p>
14.	<p>September 26, 2014</p> <p>Kirti Makhija (ITD)</p> <p>To understand work and issues of hand-lorry workers</p> <p>Electronic market</p> <p>Women hand-lorry worker</p> <p>Kasturiben (55) &amp; others</p>	<p>Kasturiben, 55 years old is a hand-lorry transport worker for last 30 years and this profession is her family trade. Her grownup sons and daughter-in-laws are engaged in the same work.</p> <p>She and her family of workers are attached to fixed employers/shops at Krishnan Complex of Electronic market and maintain good relations with the traders.</p> <p>Kasturiben's daily average income is INR 400-500 (\$7-8) on a good woking day and she is able to do two round trips of transporting goods on her hand-lorry. She gets paid INR 20 (30 US cents) per small packet (20-30kg) and INR 40-50 (65-85 US cents) per unit of larger packets.</p> <p>Per unit rates/wages are reviewed every few years after workers' meeting and consultation/verbal agreement with their regular employers/traders/shops-owners every few years..</p> <p>She, her family members, and workers operating in her market are not covered under any Board or union and they don't get any social security or welfare benefits.</p> <p>The want to be members of such forums and Government schemes which could help them bring some relief and support in their tough time.</p>
15.	<p>September 29, 2014</p> <p>Kirti makhija (ITD), Vanishree Herlekar and Khushboo Patel (UMC)</p> <p>To understand the functioning of the Board and the benefits for the workers</p>	<p><b>BOARD HISTORY</b></p> <p>The Cloth Market and Shops Labour Board, Ahmedabad (CMSLB) was set up under the Gujarat Unprotected Manual Workers Act, 1979 with the objective of regulating the working conditions of unprotected manual workers employed in cloth markets and shops.</p> <p>Functioning under the Labour &amp; Welfare Department of Gujarat Government, CMSLB implements various welfare schemes for women and men who work as Hand-lorry pullers, head-loaders, manual labour for stacking, carving etc in cloth markets of Kalupur, Panchkuva, Raipur, Sarangpur areas spread over around five square kilometers in the old city area of Ahmedabad.</p> <p><b>MEMBERS</b></p>

	<p>Government official-Labour</p> <p>Binaben, Ahmedabad Cloth Market &amp; Shops Labour Board (CMSLB)</p>	<p>Only hand-lorry, head-loading and other manual workers who are employed in Cloths markets, are eligible for taking membership and benefits of the CMSLB.</p> <p>Presently, there are 2690 workers (around 1100 women and 1500 male workers) of cloth markets and 5935 traders are registered with the CMSL Board. The onetime registration fees is just INR 1.</p> <p><b>BENEFITS &amp; WELFARE SCHEMES FOR WORKERS</b></p> <ul style="list-style-type: none"> <li>- Medical cover/ Reimbursement of up to INR 2000 (\$33) per year.</li> <li>- Educational Kit for children of workers worth INR 250 (\$6) per year</li> <li>- Maternity Benefits of INR 500 (\$8) for first, INR 400 (\$6.5) for second delivery and toward family planning operations after two deliveries.</li> <li>- Survivor benefit of INR 5000 (\$83) to the widow or dependents of member died.</li> <li>- Widow Pension scheme of INR 400 (\$7) per month for 5-years period.</li> <li>- Girl Child Support of INR 2000 (\$33) one time deposit in the name of girl child by the board and interest accrued till the girl attains 18-years of age.</li> <li>- No benefits to a worker after s/he turns 60 years.</li> </ul>
16.	<p>October 06, 2014</p> <p>Kirti Makhija (ITD)</p> <p>To understand hand-lorry work and issues</p> <p>Maskati Market</p> <p>Women Hand-lorry worker,</p> <p>Bhalu ben (70) &amp; her family members</p>	<p>Bhaluben is 70 years of age and one of the oldest workers in the New Cloth Market working for more than 45 years. She has 5 sons and 1 daughter. All of them, with the daughter in laws, are engaged in hand-lorry pullers and pedal-rickshaw work in the same market.</p> <p>Wages vary from INR 15-30 per packet.</p> <p>She says a hand-lorry worker earns around INR 600-700 (\$10-12) per week.</p> <p>A lot of young girls in 16-20 age group also work in hand-lorry and earn around INR 150 (\$2.5) per day.</p> <p>Bhaluben herself does not get any benefits from Cloth Board, as she is over 60 years of age. But her family members, and co-workers who are younger to her have received stationery and other benefits.</p>
17.	<p>October 09, 2014</p> <p>Kirti Makhija (ITD)</p> <p>NID office</p> <p>To understand Hand-</p>	<p><b>OBSERVATION</b></p> <p>NID has never designed such manually-operated carts for such heavy goods.</p> <p>For transport of goods from wholesale to retail markets within 2-3 kilometres, hand-lorry vehicle could be favourable to maneuver narrow lanes of the old city area, turning radius, and parking issues they face</p> <p>The hand-lorry pulling is looks more practical, keeping in mind the</p>

	<p>lorry vehicle design perspective and possible intervention</p> <p>Expert-Industrial/Product Design</p> <p>Praveen Nahar, Sr. Faculty Member, National Institute of Design (NID), Paldi, Ahmedabad</p>	<p>adverse conditions the workers operate in but should be some weight regulations and common wages legalised.</p> <p>There is a thin line between policy, legality and non-legality, many a times regulations are not followed or anticipated the way they should be and it affects the livelihood.</p> <p>Physical adversity study - body posture, weight, push and pull due to movement inertia while pulling the hand-lorry.</p> <p>These workers might be going through a lot of harassment, exploitation by the traders, and must be paid less-wages and it must be studied. Also social security and dignity of these workers and their work are very important aspects and need to be looked at.</p> <p><b>SUGGESTIONS</b></p> <p>Battery-operated vehicles can be a prospective option to manual hand-lorry. Also a detailed ergonomics study and analysis needs to be taken up.</p> <p>An internal micro credit system should be started for these workers where they all can contribute some amount month for a fund, which in turn can be utilized for their benefits in times of need rather than depending completely on Government..</p> <p>Regulations of working hours, weight limits of non-motorized transport (NMT), and working conditions are important. Mostly the manual workers carry excess weight and sometimes they engage their small children of 10-15 years age to earn extra income. This needs to be controlled through some work standards.</p> <p>The Minimum wage for this group should be linked with the rates they get per packet and the no. of packets they carry</p> <p>Vulnerability and livelihood security: The Informal sector workers are very vulnerable to change their livelihood dependability, say for example from hand-lorry pulling to street vending. These type of unpredictability should be needs to be catered through government recognizing these workers and at the same time creating a niche for the new workers, as a backup system.</p> <p>The general trend of gradual shift and preference from non-mechanized to mechanized working systems, might lead to many traders opting for motorized vehicles for faster movement of their goods instead of hand-lorries, in which case the livelihood security of these workers, needs to be look upon.</p> <p>Given the different layers of old city area of Ahmedabad, a comprehensive policy or guidelines is required for hand-lorry vehicles, workers, and trade along with integration of elements like street vendors, packers, parking, movement in traffic etc.</p>
18.	October 10 & 14, 2014	BPL CARDS BENEFITS

	<p>Jan 22, 2015</p> <p>Kirti Makhija (ITD)</p> <p>To get information related to Below Poverty Line (BPL) card, eligibility and benefits</p> <p>Government official</p> <p>Prashant Vora, Director, Urban Community Development (UCD) Department, AMC</p> <p>H. L. Patel, Deputy Mamlatdar, Collector office, RTO Circle</p> <p>Jagdish Prajapati, Urban Community Development (UCD), Paldi</p>	<p>Food grain such as wheat, rice, sugar salt, oil provided at subsidized rates. Holding of BPL cards are linked, as a necessary criteria, to all availing welfare schemes meant for poor people in India.</p> <p>In Ahmedabad, Below Poverty Line (BPL) cards are issued by Ahmedabad Municipal Corporation (AMC) to families whose per capital monthly income is less than INR 501 (\$8). So if there is a poor family of 5 members, then their total monthly income should be less than INR 2505 (\$40) to be eligible for getting BPL cards.</p> <p>It was informed that presently the registration of BPL cards for poor people are on hold as the government is revising eligibility criteria, poverty line definition, and income strata.</p> <p><b>ELIGIBILITY</b> Monthly income limit of INR 501/per month/per head in Urban Areas The 16 score system, there is also a score system of socio-economic factors of the family, which is surveyed and ranked. Households scoring in between 0-20 are eligible for BPL card. Households having 0-16 score are considered very poor and 17-20 are considered poor. The factors deciding points are following:</p> <p><b>SOCIO-ECONOMIC PARAMETERS</b> Operational land holdings Type of house Average clothing available Food security Access to sanitation facilities Ownership of consumer durables Literacy status Household labour force Means of livelihood Status of children Type of indebtedness Reason for migration Nature of assistance preferred Female-dependent households Widow-headed households Handicapped members</p> <p><b>DOCUMENTS REQUIRED FOR BPL CARD</b> Voter ID card/ Aadhar card Residence Proof Income certificate Photo of the head of the family</p>
19.	<p>October 14, 2014</p> <p>January 22 &amp; 23, 2015</p> <p>Kirti Makhija (ITD)</p>	<p><b>OBSERVATION</b> Traffic police personnel interviewed said, they always see women transporting goods on hand-lorry and pedal rickshaw riding pedal or helping their family in the work.</p> <p>Around 100-150 Hand-lorry and pedal-rickshaw cross the busy</p>

	<p>To understand perspective of traffic police on the movement of hand-lorry</p> <p>Traffic Police</p> <p>Akhileshkumar Jagdish, Commissioner Office, Kacheri, Zone 3, Panchkuva</p> <p>Haresh H Desai, Virendrasinh, Papatlal (Senior), Traffic Police, Sarangpur Circle</p> <p>Shaikh, Senior Clerk, Police Commissioner Office</p> <p>Madhusingh, Accounts, Mithakali Traffic office</p>	<p>Panchkuva-Kalupur traffic junction daily and almost 150-200 cross the Sarangpur-Kalupur junction everyday.</p> <p>There were mixed response from traffic police.</p> <p>Some thought that hand-lorry and other non-motorized transport (NMT) vehicles hamper traffic movement due to their slow speed; cause traffic jams on road and intersections; and usually park their vehicles on road causing inconvenience to other road uses. Hence they should not be allowed during morning and evening peak hours.</p> <p>The other group was sympathetic to the hand-lorry workers. They felt that It is not a good feeling to see women specially older women doing such strenuous work and from road accident point of view it is very unsafe for them as well as other road users. Women engaged in hand-lorry transport work should be rehabilitated in some other suitable livelihood.</p> <p><b>SUGGESTION</b></p> <p>Traffic police felt that lane separation or NMT route and design/demarcation can be a good option specially on arterial roads, but practically it is very difficult to enforce and may not be possible in walled city areas.</p> <p>Hand-lorry and other NMT vehicles can be brought under some regulation, timing restrictions, and weight carrying limit.</p>
20.	<p>October 16, 2014</p> <p>Nalin Sinha, Kirti Makhija and Ajay Bisht (ITD)</p> <p>NIOH office</p> <p>To understand the occupational hazards of hand-lorry pulling, leading from anthropometry of the workers and the mechanics of the hand-lorry</p> <p>Expert-Occupationa Health &amp; Ergonomics</p> <p>J. Majumdar, Ergonomist, National</p>	<p>NIOH has dedicated labs for study of all kinds of live sciences. In order to study the occupational hazards, the institute has simulating labs to study the body movement and its effects, by creating the same working environment (be it temperature, noise).</p> <p>The ergonomics expert from NIOH felt that broadly looking at women hand-lorry work, the most affected body parts while manually pulling the vehicle could be spine or force coming from lower abdomen or merely a pull force by the hands</p> <p>The load and force quantity, keeping in mind the centre of gravity, can have varying impact on different age groups.</p> <p>Certain quick measures suggested to reduce the hardship of hand-lorry puller are sponge protection, badges to buffer the load which in order would reduce the burden on body parts.</p> <p>The expert suggested that after the general study, a separate focused survey could be taken up with people working as hand-lorry transporters to gather data and analyse it to determine the actual impact of hand-lorry pulling or weight carrying on the human body. Such work will benefit Government in taking appropriate steps for the</p>

	Institute of Occupation Health (NIOH)	welfare of workers.
21.	<p>October 17, 2014 &amp; September 15, 2014</p> <p>Nalin Sinha (ITD)</p> <p>MGLI</p> <p>To understand issues related to hand-lorry women transporters and unorganized sector workers in Ahmedabad and Gujarat</p> <p>Expert-Labour and Academician</p> <p>Dr. Geeta Lal, Associate Professor, Mahatma Gandhi Labour Institute (MGLI), Drive-in Road, Memnagar, Ahmedabad</p>	<p><b>OBSERVATION</b></p> <p>MGLI expert on labour issues felt that the Hand-lorry workers number rose sharply in Ahmedabad after several textile mills of city started closing down but in recent years hand-lorry vehicles are reducing because of two main reasons – rapid motorization had led to preference for cargo auto-rickshaws (small trucks) and secondly, male workers, due to competitive insecurity, don't prefer or resist when women come to work.</p> <p>There are issues with workers not taking up active participation for labour rights and generally it is seen that workers have no faith in trade union now.</p> <p>It is often seen that women hand-lorry workers carry their children while plying vehicles on road and transporting goods. This poses risk of child safety and their exposure to pollution.</p> <p>There are several workers' boards for informal sector but due to scarcity of staff and funds they are not very effective.</p> <p><b>SUGGESTIONS</b></p> <p>Hand-lorry transport workers can be trained to use auto-rickshaw and be given some assistance to switch over as a choice. Need some sensitization efforts among women workers for this.</p> <p>It should be ensured that these women workers get paid for their work at similar rates of minimum wages set for semi-skilled or unskilled workers by the Government.</p> <p>Awareness needed among workers for availability and benefits of Government schemes, health coverage, social security, and education of their children.</p> <p>At every 2-3 kms distance, public toilets specially for women workers, clean drinking water and restroom facilities should be developed on priority along city roads.</p> <p>Setting up boards not enough, the existing boards should reach out to unorganized sector workers, understand their problems and help them</p> <p>There should a detailed study health problems and investigation of hand-lorry workers covering type of health, body ache, daily bath taken or not, identification of female and male workers' problems.</p>
22.	<p>January 07, 2015</p> <p>Nalin Sinha and Kirti Makhija (ITD)</p>	<p><b>BOARD FUNDING</b></p> <p>To facilitate the welfare schemes, Cloth Market &amp; Shop Labour Board (CMSLB) used to rely on some grant-in aid received from the state Labour &amp; Employment Department and a certain levy it collected from</p>



	<p>Labour Office, Ahmedabad</p> <p>To understand about Board functioning, challenges, and views for betterment of women workers</p> <p>Government official</p> <p>Binaben, Cloth Market &amp; Shops Labour Board (CMSLB), Ahmedabad</p>	<p>shops owners and traders. Government has stopped grant-in aid after March 2013 and since then the yearly outgo of the board towards welfare schemes and expenditure has also registered rapid slowdown year on year. Though the Board can collect levy upto 30 per cent of workers' wage from shops and merchants, but presently it collects levy at the rate of 8 per cent of workers wage on the formula agreed upon in the board meeting in year 1993 (more than 22 years ago).</p> <p><b>CHALLENGES</b></p> <ul style="list-style-type: none"> <li>- Benefit amount provided under welfare schemes seem less in today's time. Most schemes were started many years ago and have not been revised for more than 8-10 years.</li> <li>- Though the Board has comprised of representatives of Government, Traders, and workers in the past but since October 2012 there is no full-fledged board and it has been functioning as a single member board (Labour Commissioner) and there is no representation of workers.</li> <li>- Workers don't find the schemes in very effect in present time.</li> <li>- Number of registered workers is reducing. Many of them shifting due to redevelopment.</li> </ul> <p><b>FEEDBACK</b></p> <p>Trend in common health problems and reimbursement claims reported are Gynecology among women workers, Tuberculosis among men and anaemia reported among children of workers.</p> <p>Total workers' claims sought from Board for medical reimbursements used to around INR 54,000 (\$900) per year earlier and but it is around INR 15,000-22,000 (\$250-400) annually.</p> <p>Old age pension should be considered for inclusion in the Board.</p> <p>Board area should be expanded to other markets to ensure coverage of workers' welfare scheme to all the markets</p>
23.	<p>January 08, 2015</p> <p>Nalin Sinha and Kirti Makhija (ITD)</p> <p>Panchkuva Market</p> <p>To understanding issues experiences of senior women hand-lorry worker and leader</p> <p>Senior hand-lorry workers &amp; leaders</p> <p>Laxmiben (union leader), Subhadraaben,</p>	<p>Laxmiben Gapoor (62 years) is a veteran hand-lorry cum head-loader worker working for more than 50 years since she was a child of hardly 11 or 12 years. She had to start working from an early age and support her mother, a daily wage worker, in earning as her father had developed some serious health problems and was not able to work.</p> <p>Laxmiben now enjoys the respect and following as a union leader amongst all the workers and traders in the Panchkuva market. She and many like her working in the market feel the SEWA union started by Elaben Bhatt in 1972 brought lot of respect for their work and also helped them habits and benefits of saving money.</p> <p><b>ISSUES/ PROBLEMS WOMEN WORKERS FACE</b></p> <p>Due to hand-lorry and loading and unloading work, major and frequent problems women workers face are related to Gynecology, pregnancy, shoulder pain, knee pain. Even during their monthly period, women have no choice but carry and lift heavy weight which becomes very uncomfortable and painful at times.</p>

	Madhuben, Ishwarlal	<p>Lack of designated space for eating lunch and taking rest when tired. Also lack of toilets.</p> <p>Constant traffic jams and rush of motor vehicles make our movement difficult.</p> <p>If the goods are damaged or misplaced/stolen during transport, we have to compensate huge amount which gets deducted from our daily income by employers (traders/show owners).</p> <p>A lot of women have no choice but to work because of poverty and abusive husbands.</p> <p>Medical reimbursement they get from Cloth Board is very low.</p>
24.	<p>January 10, 2015</p> <p>Nalin Sinha &amp; Kirti Makhija (ITD)</p> <p>To understand perspective of employer/show owner on women hand-lorry workers</p> <p>Employer/ Shop owner</p> <p>Harekrishna Bhai, Jupiter Fabrics, 5/8, Sindhi Market, Rewri Bazar</p>	<p>Shop owners/employers pay transport charge of INR 25 (around 40 US CENTS) on a parcel/packet of 50kg to hand-lorry workers but earn themselves a profit of around INR 1000 (\$6).</p> <p>Ideally hand-lorry transporters should be paid minimum of INR 50 per packet.</p> <p>If the market/shop owners Association agrees to increase the rates for workers, we are willing to pay the higher charges.</p> <p>Has been witnessing women hand-lorry workers for more than 30-years and they seem to be in very bad financial conditions. At times they not able to earn even their transport costs of coming to and fro work and we help them with giving some money as advance loan or help.</p> <p>For 3-months period every year around June-August it is lean business period and not much work available with us for giving to hand-lorry workers.</p> <p>There is not much work done for women hand-lorry workers and their children's welfare by Government or any NGO.</p> <p>Something should be done for their uplift at the earliest such interest free loan to buy hand-lorry or pedal rickshaw, and social security.</p>
25.	<p>January 10, 2015</p> <p>Nalin Sinha &amp; Kirti Makhija (ITD)</p> <p>Hand-lorry worker</p> <p>Sunita Ben (40 years)</p>	<p>Originally from Maharashtra state but living in Ahmedabad for last 30-years.</p> <p>Labour charge is comparatively less than men workers.</p> <p>Many times work opportunity is denied by employers/ shopkeepers who use their fulltime hired shop assistants to do the work of women hand-lorry/ loading-unloading work at lesser price.</p>

		Getting education to our children did not help much in terms of good employment. They are not doing well and have ended up doing petty jobs.
26.	<p>January 10, 2015</p> <p>Nalin Sinha (ITD)</p> <p>Sindhi Market</p> <p>Men head-loaders (porters)</p> <p>Vijay Bhale Rao (29 years) &amp; Sohan Asuji Vanzara (35)</p>	<p>Men head-loaders (porters) working in the market earn INR 300-400 per day.</p> <p>They find medical bill reimbursement process with Cloth board (CMSLB) difficult and timetaking.</p> <p>Workers feel that current wages are very low and it should be increased, as they find it very tough in managing expenses with current earnings.</p>
27.	<p>January 12, 2015</p> <p>Kirti Makhija (ITD)</p> <p>Panchkuva Market</p> <p>To understand functioning of Employers/Traders/Shop owners' association and perspective on Women hand-lorry workers</p> <p>Shop owners/ Employers</p> <p>Vishabhai Patel President, Panchkuva Cloth Merchant Association</p>	<p>Traders association feel there is need for availability of Hand-lorry women workers in market and they are good to work and easy to deal with.</p> <p>Traders Association has been running a small health centre for workers within the market complex. Also many times reference letter is issued to workers if they need to be consulted in bigger hospitals such as VS and Jubilee.</p> <p>Association has been engaged for several years in organizing free health camps, Eye camp, and Gynecological checkup camps for transport workers.</p> <p>Association and shop owners also provide other helps regularly within its own contributions to hand-lorry workers such as school fees help for children of workers, giving wheat flour, food grain, and cooking oil at subsidised rates.</p> <p>Attitude of both shop owners and workers has changed for better. Women hand-lorry workers and porters get more respect now due to they getting unionized and organizations like SEWA have brought strength and voice to them.</p> <p>With regard to the wages/compensation for hand-lorry workers is concerned, they review it every 2-3 years after their internal meeting and discussing all perspective before arriving at a rate structure according to size, weight and distance for transport and loading-unloading of goods within the market and outside.</p> <p>Providing a separate space for a resting/eating and building separate toilets for women workers is not possible due to space crunch in the market. Bu they would be open to look at possibility of a solution can be suggested to them.</p> <p>The association is open to support in education and whatever welfare</p>

		measures possible.
28.	<p>January 21, 2015</p> <p>Kirti Makhija (ITD)</p> <p>Labour office</p> <p>To understand functioning and benefits of unorganized workers' board</p> <p>Government official</p> <p>Nainaben Makwana, Gujarat Unorganised Sector Workers Welfare Board</p>	<p>Established by Gujarat Government a few ago, the Gujarat unorganized workers welfare board is aimed at providing identity card namely 'U-win Card' to all the unorganized sector workers and bringing them under coverage of some social welfare schemes and government benefits.</p> <p>Till end of 2014, more than 55,000 workers have been registered with the board in Ahmedabad.</p> <p>Any unorganized sector worker who is not a member of any other welfare board can become the member of this board.</p> <p><b>ELIGIBILITY AND DOCUMENTS REQUIRED TO REGISTER</b></p> <ul style="list-style-type: none"> <li>• Age limit: 18-60 years</li> <li>• 3 Passport size photos</li> <li>• Aadhar card</li> <li>• Election card</li> <li>• Ration card, Bank passbook</li> <li>• Annual fees of INR 10 (15 US cents)</li> </ul> <p><b>BENEFITS PROVIDED TO WORKERS</b></p> <ul style="list-style-type: none"> <li>• Identity card</li> <li>• Medical claim of up to INR 2500 (\$400) per year as reimbursement of actual hospital bill.</li> <li>• Skill development or alternate livelihood training of 6-days and daily stipend during the training period.</li> <li>• Basic toolkits</li> <li>• Free checkup at health camps.</li> <li>• Awareness, guidance and help to informal sector workers through regular organizing welfare mela (Fair) in the city.</li> </ul>
29.	<p>January 23 &amp; 24, 2015</p> <p>Kirti Makhija (ITD)</p> <p>To understand medical expert/ Doctors' perspective on women hand-lorry work</p> <p>Experts-Medical/ Doctors</p> <p>Dr. Devendra Shah, Gynaecologist, Victoria Jubilee Hospital</p> <p>Nishita Desai, Dr.</p>	<p>Doctors interviewed felt that ideally women should not carry heavy load of 200-300 kg at a time as it can affect their lower abdomen, reproductive organs in longer run.</p> <p>In general, carrying of heavy weight by women manual workers may or may not show immediate impact on their bodies but it certainly has an adverse impact on their health in the long term.</p> <p>Manual workers of Hand-lorry or head-loading should not pick up or pull weight after three months pregnancy and even during the first few month very less weight should be carried if absolutely necessary for their livelihood.</p> <p><b>CARRYING/ LIFTING/ PULLING HEAVY WEIGHT BY WOMEN CAN CAUSE</b></p> <ul style="list-style-type: none"> <li>• Direct Pressure on Uterus</li> <li>• Pre-mature delivery</li> <li>• Underweight Child</li> <li>• Blood clotting or blood circulation problem in lower body</li> <li>• knee joint pain</li> </ul>

	<p>Pushpa Yadav, Gynaecologist, VS Hospital</p> <p>Dr. Bharat Shah, General Physician. sattelite</p>	<ul style="list-style-type: none"> <li>• Hernia in abdomen (stretching or pulling of muscles exposes them to risks).</li> <li>• Cervical disc slip (spine)</li> <li>• Lower lumbar vertebrae, spine would be affected and cervical spine and neck part Hand-lorry pulling or head-loading can compress the Intervertebrae fluids. Loss of fluid also makes the disc thinner and narrows the distance between the vertebrae.</li> <li>• Muscle cramps - abdominal, leg, shoulders</li> <li>• Fainting</li> <li>• Heart attack</li> <li>• Acute breathing problems to workers prone to asthma</li> <li>• Regular intake of painkiller medicines by manual workers of heavy load pulling/lifting can affect their kidney</li> <li>• Manually pulling heavy weight, constant loud vehicular traffic sound and congestions tends to reduce the attention and reflection of one's mind and body causing accident risks.</li> </ul>
30.	<p>January 27, 2015</p> <p>Kirti Makhija (ITD)</p> <p>To understand medical experts' perspective on women hand-lorry work</p> <p>Expert-Medical</p> <p>Dr. Sunil Shah, General Physician, Panchkua Market Mahajan Clinic</p>	<p>CLINIC RUN BY TRADERS' ASSOCIATION OF PANCHJUVA MARKET</p> <p>Panchkua Market traders' association runs a clinic in its market complex for the benefit of traders and their workers.</p> <p>A Doctor visits the clinic regularly during afternoon (1.30-4.30 pm) and examines patients free of cost. Only a small amount is charged for the medicines given. Workers specially women have been using the facility regularly.</p> <p>If any person is found to be in serious condition or needs more specialized treatment, then they are referred by the Doctor and Association office to big hospitals.</p> <p>DOCTOR'S FEEDBACK</p> <p>The Doctor visiting Panchkua market clinic informed that he sees on an average 10 women hand-lorry workers every day and usually they visit the clinic to get consultation and medicines for problems like joint pain, cough cold, fever, abdominal pain, headache, diarrhea etc.</p> <p>Women workers should be very careful while lifting the weight during months of pregnancy to ensure that the pressure does not go to baby.</p> <p>women are concerned, women should be very careful in first 3-4 months, may be pick up no weight, as the, after which they can pick up a little weight, such that the weight does not go directly on the baby.</p> <p>The main concern that he sees with these workers is not their livelihood option, but the lack of nutrition and low living standards (unhygienic, no basic infrastructure etc).</p> <p>These women need to be made aware though a campaign about the need for nutrition intake. And he showed interest and willingness to conduct some health and awareness workshops along with traders' association and some social groups for these hand-lorry workers in</p>

		Panchuva and other markets.
31.	<p>April &amp; May</p> <p>Designing &amp; drafting of Survey form</p>	<p>A comprehensive survey form was developed for survey of women hand-lorry transporters. More than 70 questions were prepared for the survey form comprising following sections:</p> <ul style="list-style-type: none"> <li>• Personal information of the person to be surveyed</li> <li>• Socio-economic profile</li> <li>• Operational and income details related to hand-lorry pulling and transporting goods</li> <li>• Income and key expenses</li> <li>• Occupational hazards, working environment, and problems faced by women hand-lorry workers</li> <li>• Access to welfare programmes and benefits</li> <li>• Suggestions and road ahead</li> </ul>
32.	<p>April 17, 2014 &amp; August 11, 2014</p> <p>Ram Negi &amp; Nilambar Jaina (ITD)</p> <p>Ashram &amp; Bhogal, Delhi</p> <p>FGD-1 &amp; 2.</p> <p>To understand about the cycle-rickshaw operations, costs, drivers functioning and issues</p> <p>Pedal Cycle-Rickshaw (Cargo) pullers/ operators</p> <p>Naresh Kumar Bijender Verma Nayan Vedprakash Rajniprasad</p> <p>Ranveer Mushtaq Alam Afsar Alam</p>	<p>Pedal Cycle-Rickshaw (Cargo) also known as 'Rickshaw Trolley' and 'Thela Rickshaw' in Delhi is a human-powered three wheeler vehicle.</p> <p>It costs around INR 7500-10,000 (\$125-165), weighs 80-100 kgs and can carry goods up to 400-500 kgs.</p> <p>It functions as a small urban goods transport vehicle and mostly used for supplying household goods, electronic/electric appliances, furniture, construction material etc to households and shops covering a distance of 1 to 30 kms.</p> <p>It is a mix of rickshaws owned by puller versus running on rent. Daily rental of the vehicle is INR 40 and hiring it on weekly basis rent comes to INR 200-250.</p> <p>Daily average income of a cycle-rickshaw puller/operator varies from INR 300 to 500 (\$6-8) and monthly income are INR 9000-12,000 (\$150-200) after deducting maintenance charges.</p> <p>Most workers are migrants from states of Bihar, Uttar Pradesh, West Bengal and Assam, belonging to Scheduled and other backward social groups, illiterates or very less educated. A lot of them use cycle-rickshaw as a supplementary job and mostly function during non-agriculture seasons.</p> <p>Majority of them find pedal rickshaw work very strenuous and causing constant body ache, fatigue and numerous health problems. Given a choice they would like to switch to a regular job or drive e-rickshaws.</p> <p>They are neither organized nor are members of any workers Union. Also not aware of and do not have any social security cover.</p> <p>Have bank accounts now but still don't do regular banking. Take loans regularly from private lenders at very high interest rate of 3-10% per month (36-120% annual).</p>

	Jagdish Radhe Mandal Vidhya Dhar Umakant Pintu Jagannath	
33.	<p>April 18, 2014</p> <p>Ram Negi, Bikram Kishore &amp; Nilambar Jaina (ITD)</p> <p>Bhogal, Delhi</p> <p>FGD-3.</p> <p>To understand about the Cargo vehicle operations, costs, drivers functioning and issues</p> <p>Drivers of Motorised Cargo Vehicles (Tempo)</p> <p>Manoj Kumar Ajay Nandkishor Jagdish Ram Prasad Anil Ratanlal Anirudh</p>	<p>Motorised Cargo vehicles or Tempos are used for transporting all kind of small/medium quality goods to and from households, shops, factories and construction sites within and outside the city.</p> <p>The vehicle are sold by 5-6 big and 8-10 small manufacturing companies offering numerous engine/payload capacity, fuel, technology, and price options both in three wheelers Cargo (Goods Auto-Rickshaw) as and four wheelers (small trucks) category.</p> <p>The vehicle costs between INR 150,000-300,000 (\$3000-6000) in three wheeler category and INR 420,000-600,000 (\$7000-10,000). They come in diesel, petrol and CNG fuel versions. It weighs around 400-1000 kg and can carry load of 500-2000 kg depending upon the engine capacity and vehicle price. Their fuel economy varies from 10 to 25 kms per kg of CNG or per litre of diesel.</p> <p>Because of a Supreme Court of India ruling, all the cargo motor vehicles (besides public transport vehicles) can only run on Compressed Natural Gas (CNG) fuel in Delhi.</p> <p>They have restricted hours of running in the city and they are allowed entry on roads only between 11 am to 5 pm during day and 10 pm to 8 am during night.</p> <p>Majority of drivers work as independent small entrepreneurs and depend on 4-5 shops/companies for getting business of supplying goods for a negotiated amount depending upon the quantity/parcel number and distance. If it is longer trips they are able to do 2-3 in a day but if its small/medium distance supplies then they are able to make 5-10 trips in a day.</p> <p>Income of drivers varies between INR 400-1000 (\$15-30) daily and on an average they earn between INR 10,000-30,000 (\$150-500) depending on the work they get.</p> <p>Face harassment from traffic police and transport officials.</p> <p>Neither aware of social security and welfare schemes of Government not they have benefitted from it.</p> <p>No social group/NGO working or Union working with them to take up their issues or help them.</p>
34.	<p>April 18, 2014 &amp;</p>	<p>Electric Rickshaws, also known as E-Rickshaw, is battery-operated and which runs on electricity-charged three wheeler vehicle.</p>

	<p>July 26, 2014</p> <p>Nilambar Jaina &amp; Ram Negi (ITD)</p> <p>Pragati Maidan Metro Station, Delhi &amp; Jangpura Metro Station, Delhi</p> <p>FGD-4 &amp; 5</p> <p>To understand about the E-rickshaw operations, costs, drivers functioning and issues</p> <p>Electric-Rickshaw drivers</p> <p>Ankit Pandey Bunty Sharma Ashok Kumar Thakur</p> <p>Habib Ahmed Ratnakar Mohammad Nazir Mahender Nayaz Ahmed</p>	<p>Started operating in Delhi 2-3 years back and has become popular as last mile connectivity for passengers as well as carrying goods for a shorter distance of 1-5kms. There is y are allowed entry</p> <p>Was initially imported as semi-knocked down (SKD) and completely knocked down (CKD) kits from China and assembled in India by small industries, now several companies have started manufacturing Electric-Rickshaw in India.</p> <p>E-Rickshaw costs around INR 90,000-120,000 (\$1500-2000) can run on a maximum speed of 25 km per hour for 70-80 kms on a single charging (7-9 hours), and capable of carrying load of 350-450 kgs.</p> <p>The vehicle weighs around 150-250 kgs and comes with 250-1000 watt power (50-250cc) electric engine options. E-rickshaw size is small in size with 2500-2700 mm length, 950-1000 mm width, and 900-1000 mm height which is broadly more or less same cargo pedal-rickshaw or auto-rickshaw.</p> <p>Majority of drivers purchase it on installments but some workers ply it on a daily rent (including electric charging and maintenance costs) is INR 350-400.</p> <p>After paying rental or installments of the vehicle, drivers of E-rickshaw earn INR 300-500 (\$6-8) per day or around INR 9,000-15,000 (\$150-250 monthly).</p> <p>Drivers have no social security cover and they don't get any benefits from Government's welfare schemes. They have started taking membership of some Trade unions and E-Rickshaw drivers association.</p> <p>E-rickshaw (both passenger and cargo) are fast catching up and replacing pedal cycle-rickshaw, and in many cases motorized Auto-rickshaw, in Delhi and other Indian cities because of its attractive price, low running cost, flexibility, zero emission, and other benefits.</p> <p>Most drivers who switched to battery-operated E-rickshaw find it much better and less strenuous as compared to manual pedal-rickshaw.</p>
35.	<p>May, 2014</p> <p>Nalin Sinha (ITD)</p> <p>Meeting to get decision makers perspective</p> <p>Expert-Policymakers/ Political leaders</p> <p>Shakeel Ahmeda,</p>	<p>Was surprised to know that women are engaged in hand-lorry pulling work.</p> <p>Suggested proving alternative more suitable to them.</p> <p>Would be open to extend support for talking to concerned ministries and senior officials in the Government for welfare of hand-lorry workers.</p>



	Secretary, Congress Party, and Former Minister of State for Home Affairs, GOI,	
36.	<p>August 3, 2014</p> <p>Nalin Sinha &amp; Nilambar Jaina (ITD)</p> <p>Subhash Nagar, Delhi</p> <p>Meeting to understand perspective of E-rickshaw Union and manufacturers</p> <p>Electric-rickshaw Union and manufacturer</p> <p>Ravinder Katyal, Vice-President, Battery Rickshaw Welfare Association (BRWA)</p> <p>Pawan Kakkar, Treasurer, BRWA</p> <p>Yatri E-Rickhaw</p>	<p>The E-Rickhaw operators union, manufacturers, and drivers are all worried about the Delh High Court ban on plying of E-rickshaw in Delhi. Have approached court with plea for allowing it so safeguard their livelihood.</p> <p>Also pursuing with Indian Ministry of Road Transport to bring E-rickshaws under legalize them and bring it under purview of Motor Vehicle Act.</p> <p>The Association has more than 10,000 drivers and 35 manufacturers members and it has been actively facilitating driver training and welfare programmes for its members. Around 400 members are women drivers.</p> <p>Most vehicles are shipped in containers from China at bulk rate of USD 300-500 and local manufacturers and suppliers assemble the vehicle here and add batteries in the vehicle before selling it in retail market at INR 70,000-80,000 (\$1200-1300) at down payment or installments.</p> <p>Vehicle life is around 4-5 years and the batteries need to be changed after 6-8 months. Maintenance and running cost of E-rick is very low as compared to motorized vehicles.</p> <p>The retail cost can be brought down if import taxes and duties are reduced from present 46% to reasonable 5-10%. Alternately, Indian manufacturers should be provided low-interest easy loans and tax incentives to start local production.</p>
37.	<p>August 19, 2014</p> <p>Ram Negi (ITD)</p> <p>Jhandewalan, Delhi</p> <p>Meeting to understand the pedal cargo rickshaw costs and details</p> <p>Pedal Cycle Rickhaw (Cargo) manufacturer/ assembler</p> <p>Madan Cycle Store</p> <p>New Cycle Industries</p>	<p>Provides a new and study pedal cargo rickshaw at INR 7500-10,000 (\$125-165) depending on the quality/brand of spare parts.</p> <p>Some booking advance amount needs to be paid by buyer and then it can be made ready in 1-2 days if its small quantity and 1-2 weeks if there is large order.</p> <p>Normally these rickshaws very durable/low-maintenance and have a life of more than 10-12 years.</p> <p>Suggest that rickshaw drivers are no trained and they should be given mandatory driving training before they start using the vehicle on main roads.</p>

	(Amarjeet Raizada),	
38.	<p>August 18-25, 2014</p> <p>Ram Negi, Bikram Kishore &amp; Nilambar Jaina (ITD)</p> <p>Research and Field trips for information gathering on E-rickshaw cargo vehicles</p> <p>Manufacturers, suppliers and dealers of Electric-rickshaws</p>	<p>Hero Electric Vehicles Pvt. Ltd., 50, Okhla Industrial Estate-III, New Delhi-110020</p> <p>Saera Electric Auto Pvt. Ltd. D-44, Shivaji Market, Tagore Garden Extension, New Delhi-110027</p> <p>Thukral Electric Bikes Pvt Ltd., A- 18 Swaran Singh Rd, Indira Nagar, Adarsh Nagar, New Delhi-110033</p> <p>Baba E Rickshaw, S-84, 85, Loni Road, Industrial Area, Site-2, Mohan Nagar Ghaziabad(U.P.)</p> <p>Lotus Electric Eco Products Pvt. Ltd., 106, 1st Floor, DDA Market, Site II, Guruharkishan Nagar, Paschim Vihar, New Delhi – 110087</p> <p>Del Impex Pvt Ltd, No. 4574/ 15, 2nd Floor, Opposite Happy School, Ansari Road, Daryaganj, Delhi – 110002</p> <p>Boss Group, 1A, Khasra No. 20/3, Nilothi Extension, Nangloi, Near DJB Plant Opposite Balaji Dharam Kanta, New Delhi – 110041</p> <p>Dein Technologies Pvt. Ltd., Plot No. B-437, Shahdara, Delhi - 110032</p>
39.	<p>August 26, 2014</p> <p>Nalin Sinha (ITD)</p> <p>Meeting to get political leader's perspective on hand-lorry</p> <p>Expert-Policymakers/ Political leaders</p> <p>Saroj Panday, President, BJP Rashtriya Mahila Morcha; and Former Member of Parliament &amp; Mayor (Durg)</p> <p>Prashant Sahu, BJP Headquarter</p>	<p>From the photographs, the working conditions and plight of women hand-lorry transport workers of Ahmedabad look worrying.</p> <p>Several schemes of implemented by Ministries of Women, and Social Justice can be explored for helping these women.</p> <p>u Schemes like Rashtriya Mahila Kosh could be used.</p> <p>Khadi Vikas (KVIC), subsidy schemes and CSR can also be explored to start a programme for their benefit.</p> <p>Will look at raising their issue and supporting their cause at the higher level whenever required.</p>
40.	<p>September 29, 2014</p> <p>Nalin Sinha (ITD)</p>	<p>Was invited by SEWA founder Elaben Bhatt around 20-years back to visit and examine the hand-lorry in Ahmedabad, and suggest possible changes for making vehicle better.</p>

	<p>IIT Delhi</p> <p>Meeting with traffic &amp; transport experts to get safety and design perspective on hand-lorry and improvement scope</p> <p>Expert-Transport &amp; Ergonomics/ Academician</p> <p>Prof. Dinesh Mohan, IIT Delhi</p> <p>Dr. Gitam Tiwari, Chair, TRIPP and Assoc Prof., IIT Delhi</p>	<p>NID and National Institute of Occupational Health also documented some design, safety and health issues on vehicle design but sure what they recommended.</p> <p>Do not see easy solution to hand-lorry even today.</p> <p>Because these vehicles don't have breaking system, it may be experimented with fixing of some Chucks/ triangular objects to block the vehicle from moving.</p> <p>Another option is converting them from present two-wheels to four-wheeled vehicle which can be pushed from behind, but it will be expensive.</p> <p>Some modern techniques and equipment can be used to help loading and unloading of goods on hand-lorry easier.</p> <p>From traffic safety perspective, if carts are painted bright yellow, it can be visible from a distance and during night.</p> <p>Don't see future for these vehicles.</p> <p>Pedal Cycle-rickshaw (Cargo) with reasonable load capacity could be a better alternative.</p>
41.	<p>November 27, 2014</p> <p>Nalin Sinha &amp; Ram Negi, (ITD)</p> <p>FGD-6 to understand Hand-lorry pullers to understand the functioning and issues of hand-lorry pullers in Delhi</p> <p>Manual Hand-lorry pullers</p> <p>Ram Lalit, and Kuldeep, Sadar Bazar, Mithalal Katra</p> <p>Amarjeet Mahto, Khari Baili/Old Delhi Station Road</p> <p>Ashok</p>	<p>Working as manual hand-lorry (known here as THELA) puller on Delhi roads is very tough and physically exhausting. It becomes very difficult and accident prone for the worker to pull it on congested streets, or while going on flyover/uphill or if they have to stop the vehicle suddenly.</p> <p>In Delhi, they are mostly operational around wholesale markets, railway stations, and walled city areas.</p> <p>Most workers are forced to do this because they have no educational qualification or any skill and they find it little better than working as construction labourer.</p> <p>A small hand-cart weighs around 80kg and large hand-cart 150kgs. They are made of sturdy wooden &amp; iron frame and specially designed two heavy duty wheels and are available in different sizes (lengthwise) from 6 to 12 feet. Having 2-foot width and 1.5-2-ft height.</p> <p>It can take load of 1.5 tonne (1500 kg) and usually pulled by one or many time 2-3 workers as a team depending on the load they are carrying.</p> <p>Cost of a new hand-cart of 6-feet is INR 6500-800 (\$110-130), and INR 11,000 (\$185) for 8-foot size, INR 13,000 (\$215) for 10-foot, and INR 15,000 (250) for a 12-foot size length vehicle. They are also available in the market on monthly rent of INR 500-600 (\$8-10).</p>

		<p>In Delhi areas visited, it was found that most hand-carts are owned by traders/shopkeeper and many of them are provided as rent-free to their regular and old workers for transporting goods of their shops.</p> <p>Workers of hand-lorry earn around INR 250-500 (\$4-8) per trip which is distributed among them and they normally make 3-6 trips in a day earning of INR 300-600 (\$6-12) per worker per day depending on business.</p> <p>Neither they are part of any Union nor do they have any social security cover. Also not able to afford milk, fruits, and vegetables in their daily food intake as they have to pay a lot of housing in Delhi and have to send money for family in their native place.</p> <p>Workers also complained of frequent police harassment specially related their vehicles being confiscated by police on the pretext of parked illegally or causing obstruction to traffic. Whenever their cart is taken by police, workers lose on earning opportunities and have to spend whole day and INR 300 (\$5) as penalty to get their vehicle returned.</p>
42.	<p>December 08, 2014</p> <p>Nalin Sinha (ITD)</p> <p>Jamia University</p> <p>Meeting to get social scientist/ academician perspective</p> <p>Expert-Social Science/ Academician</p> <p>Dr. Arvinder A. Ansari, Director, Centre for women Studies/ Dept of Sociology, Jamia Milia Islamia, New Delhi-110025</p>	<p>The condition of women in transport is very sad and in cities like Delhi very unsafe also.</p> <p>We have never looked at studies like hand-lorry and mobility from gender perspective.</p> <p>Will consider taking up more such studies at our faculty and also encourage students for their research.</p> <p>Would invite ITD to share the study findings with our faculty and students and would be happy to provide our suggestions.</p> <p>Will talk to the Department to look at the possibility of organizing some workshops and discussions with ITD on issue of women and mobility.</p>
43.	<p>February, 2015</p> <p>Nalin Sinha (ITD)</p> <p>Meeting to understand health perspective of women's engagement in manual hand-lorry pulling work</p>	<p>Kerala stopped Coolies (porters) at Railways stations around 10-years ago.</p> <p>Alternate vehicle and technology like pedal rickshaw or electric rickshaw can be used instead of hand-lorry.</p> <p>A sample size survey can be carried out to determine health profiling of women hand-lorry workers.</p> <p>2-3 further parallel studies should be done on with focus public health, finding key issues quantitative and quantitative, health –clinical &amp;</p>

	<p>Expert-Public Health Communications</p> <p>Subhadra Menon, Indian Institute of Public Health (IIPH), Delhi</p>	<p>psychological, and Rehabilitation.</p> <p>Study health information can be used to advocate with women workers first and policymakers and planners later.</p> <p>Showed interest to explore the possibility of carrying out a more focused study and determine health conditions of this community in future.</p>
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