

Role Played by Rickshaw Pullers in Economy Affected by Pricing Strategies: A Study Based on Selected Cities of Bangladesh

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Abstract

In Bangladesh maximum rickshaw-pullers are illiterate and from underprivileged background. They are joining this profession as it is a self-determining occupation and does not necessitate any supplementary expertise. Thus, pulling rickshaw is an easy way for urban and rural poor people to discharge from extreme poverty. With the passage of time rickshaw fare is progressively climbing through years and the reasons are budding prices of diurnal commodities, living costs, repairing and spare parts costs of rickshaw etc. Rickshaw pullers normally upturn fare with rise of such day to day expenditures. In reality, price hike and climbing costs of daily necessities do not craft any negative effect on their living style because with the spare of time and price, they are also leveling the rickshaw fare. But, such case poles apart in terms of aged old rickshaw pullers as they do not get reachable passengers parallel to young and robust rickshaw pullers and consequently their bargaining power is less than the young rickshaw pullers. The primary target of several of the rickshaw pullers is to earn typical profit at first, then they attempt for getting extra income and they only do it for casing average variable cost in early spell. They determine the rate of the fare on the basis of time and distance. Though indirect but the rickshaw pullers have a role in the economy and their role is also affected by their pricing strategy.

Keywords: Rickshaw-puller, Poverty, Fare, Passenger, Average Variable Cost, Bangladesh

1.0 INTRODUCTION

Rickshaw is pedal-driven by a driver which is ordinarily a tricycle. The cycle rickshaw is a small-scale home-grown means of transport; it is also known as auto rickshaws hauled by a person on foot. Cycle rickshaws are human-powered; a type of tricycle intended to carry passengers in addition to the driver. They are normally used on for a hire basis. Rickshaw has become a portion of the convention of Bengali culture. Dhaka city is recognized as the Rickshaw Capital of the World. Roughly 5, 00,000 cycle rickshaws run every day. Cycle rickshaws (rikshas) are the most widespread modes of transport in Bangladesh and are reachable for hire throughout the country comprising the capital city Dhaka, known as the 'Rickshaw Capital of the World'. Cycle rickshaws in Bangladesh are also more proper than the other public means of transports in the country namely auto rickshaws, cabs and buses. These are mostly malleable rickshaws with folding hoods and are the only kind of vehicles that can be driven in many neighborhoods of the city with slender streets and lanes. However, snowballing traffic cramming and the consequential collisions have led to the prohibition of rickshaws on several main boulevards in the city. Metropolitan employment in Bangladesh also principally hinge on cycle rickshaws. Due to inflation and unemployment in the rural areas, people from villages' throng in the cities to become rickshaw drivers locally called the riksha-wala. Rickshaw pulling is the entirely male dominated sector where masculinity power of earning money is uncovered. Besides, rickshaw pulling is also a stimulating occupation for numerous reasons. According to the city developer because of this occupation individuals migrate to the city and create slums, overpopulation that hindered city life. Also, rickshaw puller is specified as a major reason of traffic jam in the biggest cities of Bangladesh which sluggish the overall economic growth of the country. In 2010 Bangladesh government sought to ban rickshaw from the major cities, but because of huge protest against this decision from every level of the culture rickshaw pullers are still existed on the city road.

2.0 METHODOLOGY

2.1 Survey

Target group: This study is based on 200 Rickshaw pullers currently active in Dhaka city, Chittagong City and Comilla City, Bangladesh. Number of Survey Sample Original targeted group was 260 but enrolled with 200 among which 116 form Dhaka City, 54 from Chittagong City and 30 from Comilla City.

2.2 Place of Conducting Survey

The sample survey was collected from different parts of the above mentioned 03 (Three) cities. Focus was given on rickshaw pullers in different road side tea stalls and traveling at Badda, Kamrangir Chor, Mohammodpur, Hazaribag, Shahjahanpur, Mothertek, Shonir Akhra, Mirpur, Azimpur, Sayedabad, Lalbag, Keranigonj, Sutrapur from Dhaka City; Jamal Khan, Chawkbazar, Panchlaish, West Medical Gate, Probortok, Agrabad, GEC Moor from Chittagong City and Kandirpar, Tomsom Bridge, Bagichagaon, Police line road, Mogoltuli, EPZ road, Chawkbazar from Comilla City.

2.3 Data Collection

Primary data has been collected as a major source along with some secondary data.

2.4 Scrutiny of Data

Data has been collected verbally through discussion with rickshaw-pullers. The collected data has been analyzed based on the discussion made by them and information had from them. Secondary target groups are rickshaw owner, traffic police, passenger, license giving authority.

3.0 RESEARCH OBJECTIVES

3.1 Broad Objective

The broad objective of this study is to identify role played by Rickshaw pullers in economy considering their pricing strategies.

3.2 Secondary Objectives

- To discourse international economic and political aspects of rickshaw.
- To categorize the factors that affect to the rickshaw fare and to detect the reasons behind increasing of rickshaw fare.
- To analyse competitiveness in terms of national growth, agriculture and touch to the other economic sectors.

4.0 LITERATURE REVIEW

People get engaged in rickshaw pulling for a variety of reasons. In a pitiable economic framework compared to other livelihood rickshaw pulling provides an easy access to the urban informal labor market, which help unskilled, uneducated poor people to come out from the extreme rural poverty. (Begum, Sharifa, and Binayak Sen, International Institute for Environment and Development, 2005). Social position of the sample rickshaw pullers, economic status of the migrant and resident rickshaw pullers, working conditions, earnings consumption expenditure, alternative job opportunities for rickshaw pullers, the role of the owner-contractors and policy issues regarding rickshaw puller all are the combination of a socio-psychological complicated paradox. (Kurosaki, Takashi, Yasuyuki Sawada, Asit Banerji, and S.N. Mishra, Institute of Economic Research, Hitotsubashi University, 2007). Due to lack of education and poverty how this group to vulnerable for diseases. (Bhuiya, Ismat, Mizanur Rahman, Zahiduzzaman, Ubaidur Rob, and M E Khan, United States Agency for International Development-USAID November 2007). Wiperman and Sowula (2007) cited in their study "The Rationalization of Non-Motorized Public Transport in Bangladesh" that there are around two million people employed as rickshaw pullers across Bangladesh and around 14% of the total Bangladeshi population relies indirectly on rickshaw pulling for their livelihoods (family of rickshawpullers, manufacturers, garage owners, painters, repair men) and in Dhaka alone, 20% of the population relies on pulling or indirectly, which amounts to about 2.5 million people(Wiperman & Sowula 2007), Hoque, Khondaker & Alam (2005). It is estimated that there are around two million rickshaw pullers across Bangladesh (Ali & Islam 2007) and that around 14% of the Bangladeshi population relies indirectly on rickshaw pulling for their livelihoods (their families, manufacturers, garage owners, painters, repair men) (Wiperman & Sowula 2007). Easy entry is the key force to rickshaw-pulling, while the extreme tiring is the reason for abandon. (Begum, Sharifa and Binayak Sen, Chronic Poverty research Center, 2008). In terms of the occupational destitution, the workers of the informal sector face all kinds of hardships in their daily life.Low wage, limited occupational mobility, no job insurance, no pensions or medical support for the benefit of the workers. They are the most susceptible segment of the working society. For a better living, most of the informal sector worker wishes to go abroad for a better life, and a good number of them wishes to start their own business (Alam, 2012). Rickshaw pullers are the most susceptible fragment workers among the migrated rural poor people who leave there village home for a better income. (Al Baki, Abdullah, BRAC Institute of Governance and Development-BIGD, 2013). This study is conducted to determine what role is being played by them in economy and what factors determine their pricing strategy.

5.0 BRIEF HISTORY OF RICKSHAW

Rickshaw was first make known to in Japan in the early twentieth century. In the 1930 and early '40s rickshaw became widespread in Indonesia, Singapore and other Southeast Asian countries. The reason of the rickshaw's attractiveness is the economic upheavals after the Second World War because rickshaw costs a small amount as it is non-vehicle. Rickshaw was hosted in Chittagong from Myanmar in 1919. However, Dhaka contracted rickshaw from Calcutta, where it was first introduced around 1930. During that time European jute exporters used to live in Narayanganj and Netrokona (in Mymensingh). They first imported cycle rickshaw from Calcutta in 1938 for their private use. The new kind of means of transportation roused great curiosity among the people of Dhaka, who were traditionally used to horse carriages, palanquins and city-canal boats. One more reason of

rickshaws being popular is its low costly non-vehicle transportation. Only 37 rickshaws existed in 1941 and 181 rickshaws in 1947. Earlier in 1947, Dhaka was a district town with population of 62,469. But in 1998, the city's population grew over 8 million and the number of registered rickshaws in the city was 112,572. Astonishingly, the city had at least 5,00,000 rickshaws in 2000.

6.0 INTERNATIONAL SCENARIO OF RICKSHAW

Australia: Modern pedi cab rickshaws in the city of Sydney run from Pitt Street Mall at the bottom of the Centre Point Tower to Circular Quay with the Sydney Opera House.

China: During the early 1990s, tricycle rickshaws became a luxurious and popular mode of transportation for tourists over short distances. Whilst several local tourism authorities still issue licenses for rickshaw drivers to transport passengers, authorities in China are tightening rules in order to lessen cheating of tourists and to reduce traffic congestion and have been banned in many cities already.

Germany: In 1997 a new pedi cab design was fashioned in Berlin, Germany, by Ludger Matuszewski, the founder of "Velotaxi GmbH" company. The cab was designed by Ludger Matuszewski, a former Daimler-Chrysler project manager since Berlin. Velotaxis are frequently used for group functions like weddings. Under German traffic laws, transporting people on bicycles was prohibited. Berlin's Senate, police, and taxi associations lastly agreed that the "cult-flitzer" could be combined into the city's traffic flow. Germany's highest court later ruled that carrying people on bikes was legal. It is a modern and newly intended pedicab (City Cruiser) with a 500-watt electric assist motor. Though these electric-assist pedicabs were engineered in Germany they are manufactured in the Czech Republic and some clones are now also produced in China. The Chinese clone can be bought for about three thousand US dollars; the German original is around six thousand US dollars. The series last about 4 hours with a full charge. As with a few recumbent and semi-recumbent designs, some drivers may suffer with knee and joint agony due to the weight of the vehicle.

India: In India, the term rickshaw typically refers to cycle rickshaws, although their number is decreasing. In cities where both pulled rickshaws and auto rickshaws are existing, the term auto is often used to refer to the auto rickshaw to avoid confusion. Cycle rickshaws are still communal in towns and villages throughout India, including Central Delhi and Kolkata.

Indonesia: Cycle rickshaws in Indonesia are known as becak. Becak were considered an icon of the capital city of Jakarta prior to its ban in the 1970s. Mentioning concerns of public order, the city government forbade them on the city's main streets. However, many becak still operate near slums throughout the city. Attempts at reinforcing the injunction resulted in large-scale seizures of the vehicle in the late 1990s and in 2007.

Ireland: In 1994, a wine-club owner named B. McDonald started Pedi cabs Ireland with twelve imported pedi cab rickshaws. Sponsored pedi cabs on the streets of Dublin give free rides to passengers, as the revenue generated from the commercials on these pedi cabs gives a wage to the drivers. Yellow pedi cabs are obtainable in Galway.

Finland: Cycle rickshaws are available for rental at Kaivopuisto in Helsinki. The rental company brought the vehicles from the city of Lappeenranta in 2009.

Malaysia: In Malaysia, pedestrian-pulled rickshaws were progressively replaced by cycle rickshaws. Cycle rickshaws were omnipresent up to the 1970s in cities. Since then, rapid urbanization has amplified demand for more efficient public transport, resulting in dwindling cycle rickshaw numbers. Today, cycle rickshaws are functioned mostly as a tourist attraction, with small numbers operating in Malacca, Penang, Kelantan.

Philippines: A Philippine pedi cab is called a trisikad and is finished by mounting a sidecar to a regular bicycle. They are used mostly to ferry passengers short distances along smaller, more residential streets, often too or from jeepneys or other public utility vehicles. They are also used for carrying cargo too heavy to carry by hand and over a disinterestedness too short or roads too overfilled for motor transport. During rainy season, they are useful as a way to evade ambulatory through floodwaters.

Poland: During World War II, when Poland was under Nazi German occupation, the German authorities apprehended most privately owned cars and many of the streetcars and busses. Because of that, public transport was partly replaced by cycle rickshaws, at first improvised and with time mass-produced by bicycle factories. Cycle rickshaws became popular in Warsaw and by the start of the Warsaw Uprising were a conjoint sight on the city's streets.

United Kingdom: Pedi cab rickshaws or cycle rickshaws were familiar by Simon Lane to Cambridge first but where then moved to London in 1998, where he teamed up with Ryan Vardy. Ryan latter fashioned eco chariots and operates a fleet of exclusive recumbent cycle taxis/pedi cabs. It was used as a discharge free transport alternative and youth empowerment initiative. Chris Smallwood then recognized Bugbugs, which grew to be the biggest fleet of human powered vehicles in Western Europe by 2004. Today it is imaginable to hire rickshaws from many different companies in London, however the biggest and most established ones remain London Rickshaws which was originated in 2003 and has the largest fleet of the ultra-modern bubble Rickshaws in London, Bugbugs who now have their own design of classic rickshaws and eco chariots who also have their own

take on conclusive rickshaws. It is probable to hire cycle rickshaws from places in Piccadilly, Leicester Square, Soho and Covent Garden, along with complementary parts of central London. In 2006 Transport for London commissioned a discussion in respect to pedi cab licenses because of their growing number, currently around 500, due to opposition from the industry and London's cab drivers no further action was taken.

United States: In many key cities, pedi cabs can be found rolling about city centers, nightlife districts, park lands, sports stadia, and tourist-heavy areas. Myriad uses have been exposed in the states, including car-park-to-event transport at large events nationwide. Thousands of pedi cabs today work on streets and lots of locales including Austin, Tx; Manhattan, NY; Chicago; San Diego; Boston; San Francisco; Miami; Washington, D.C.; Denver; Portland, OR; Seattle; Charleston; New Orleans; Phoenix; Salt Lake City; Cincinnati; Philadelphia; and dozens of other hot spots. Manhattan sports the largest assortment of pedi cabs operating within city limits, and the City of New York itself has mandated that roughly 850 pedi cabs always sport operating permits issued by the city. Pedi cabs in the states seem to have gotten their start at the 1962 World's Fair in Seattle. Soon afterward, TIPKE got its start as a producer in Washington State. Subsequent U.S. manufacturers included Paradise Pedi cabs, Main Street Pedi cabs, and Charleston Pedi cab.

Outside of ASIA: Cycle rickshaws are also used in most great European, and some North America cities, primarily their novelty values, as an entertaining form of transportation for tourists and locals, but they also have environmental benefits and may be quicker than other forms of transport if traffic congestion is high.

7.0 INTERNATIONAL ECONOMIC AND POLITICAL FACETS OF RICKSHAW

In several Asian cities where they are widely used, cycle rickshaw driving delivers vital employment for recent immigrants from rural areas, generally penurious men. One study in Bangladesh presented that cycle rickshaw driving was connected with some increases in income for poor agricultural laborers who moved to urban areas, but that the life-threatening physical demands of the job meant that these benefits decreased for long-term drivers. In Jakarta, most cycle rickshaw drivers in the 1980s were former landless agricultural laborers from rustic areas of Java.

In 2013, Dhaka cycle rickshaw drivers earned a projected average of Tk 143 (US\$2.38) per day, of which they paid about Tk 50 (US\$0.80) to rent the cycle rickshaw for a day. Older, long-term drivers earned considerably less. A 1988–89 survey found that Jakarta drivers earned a daily average of Rp.2722 (US\$ 1.57). These wages, while widely measured very low for such physically demanding work, due in some situations compare favorably to jobs available to unskilled workers.

In many cities, maximum drivers do not own their own cycle rickshaws; instead, they rent them from their owners, some of whom own many cycle rickshaws. Driver-ownership rates vary extensively. In Delhi, a 1980 study found only one percent of drivers owned their vehicles, but ownership rates in numerous other Indian cities were much higher, including fifteen percent in Hyderabad and twenty-two percent in Faridabad. A 1977 study in Chiang Mai, Thailand found that 44% of cycle rickshaw drivers were owners. In Bangladesh, driver-ownership is typically highest in rural areas and lowest in the larger cities. Most cycle rickshaws in that country are owned by individuals who have only one or two of them, but some owners in the major cities own several hundred.

Some countries and cities have barred or restricted cycle rickshaws. They are often prohibited in overfilled areas of major cities. For instance, they were banned in Bangkok in the mid 1960s as not fitting the modern image of the city being promoted by the government. In Dhaka and Jakarta, they are no lengthier permitted on major roads, but are still used to provide transportation within individual urban neighborhoods. They are banned completely in Pakistan. While they have been disapproved for causing congestion, cycle rickshaws are also often hailed as environmentally-friendly, inexpensive modes of transportation.

In Taiwan, the Road Traffic Security Rules necessitate pedi cabs to be registered by their owners with the police before they can be legitimately driven on public roads, or risk an administrative fine of 300 new Taiwan dollars (TWD). Their drivers must carry the police registration documents or risk a fine of 180 TWD, but no driver license is obligatory. As Taiwanese road traffic is now heavily motorized, most pedi cabs have been replaced by taxicabs, but they can still be found at restricted places, such as Cijin District of Kaohsiung City.

8.0 FACTORS THAT AFFECT THE PRICING STRATEGY OF RICKSHAW-PULLERS

Distance: For a short distance price is normally same to all rickshaw pullers. But in case of long distance, price is not same and it varies from one rickshaw puller to another.

Time: Before saying price to any passenger a rickshaw puller thinks much about the time which is required to reach the destination so the factor time is important. Moreover rickshaw pullers also consider different phase moment of the day. They expect different fare for different time. During office hour they charge high price. At the time of lunch and after launch they charge high price because they want to take rest and are not willing to go.

Traffic Jam: Rickshaw pullers try to avoid those areas where jam occurs frequently because jam kills their time. They usually charge high price in order to capture the loss of time.

Age of Rickshaw-puller: In terms of aged old rickshaw pullers because they do not get available passengers

compared to the young and energetic rickshaw pullers and their bargaining power is less compared with young rickshaw pullers.

Weather Condition: In case of bad weather rickshaw pullers charge high price to passengers for example they charge high rickshaw fare during rainy time. At that time passengers are also willing to pay more compared to normal fare to reach their destination within short period of time.

Demand –supply Gap: When there are many passengers in a place but have a few rickshaws in that place, they charge high price.

Opportunistic Behavior: A passenger wants to go to a locality but no rickshaw pullers are agreed to go that locality. In that case a rickshaw puller can take the benefits of the opportunity to go that particular place by taking high price from that passenger.

Unusual Situation: During strike time, at midnight and after midnight, and at emergency situation they charge high price.

Neighbor Effect: Rickshaw pullers also notice about the activities of neighbor rickshaw pullers and sometimes they follow the conversation of fare bargaining of passengers with other rickshaw pullers to customary rickshaw fare.

9.0 REASON BEHIND THE INCREASE OF RICKSHAW FARE

With the passage of time, rickshaw fare is progressively climbing through years and the reasons behind this are growing prices of daily commodities, living costs, repairing and spare parts costs of rickshaw etc. Rickshaw pullers upsurge fare with growth of such expenses. Actually price hike and rising costs of daily necessities do not create any impact on their living style. But the case is different in terms of aged old rickshaw pullers because they do not get available passengers compare to the young and energetic rickshaw pullers. So their bargaining power is less compare with young rickshaw pullers. All the rickshaw pullers' primary target is to earn normal profit at first spell, then they try for earning additional profit. Below mentioned diagram shows identical scenario.

10.0 COMPETITIVENESS ANALYSIS

Impact on National Economy: Some people think rickshaw is the focal cause of traffic jam. Their structure and moving capability is accountable for traffic jam. Rickshaws are making fast moving vehicle slower and the movement of rickshaw are well suited for making traffic jams. Traffic bottleneck in Dhaka eats up Tk 19,555 crore a year, a study published in (Thursday, July 22, 2016, The Daily Star). The study says Bangladesh would enjoy the benefits of a enormous economic boost by alleviating traffic congestion in the capital, which contributes to more than 35 percent of the country's gross domestic product (GDP) worth nearly \$100 billion. The study estimates the congestion costs by examining travel time cost, cost of excess fuel burnt, revenue loss by passenger transport operators, environmental damage and cost of traffic accidents. Of the Tk 19,555 crore (nearly \$3 billion) financial loss, wasted time on the streets accounts for nearly Tk 11,896 crore followed by environmental cost Tk 2,200 crore and business loss of passenger transport and freight industries Tk 2,000 crore each. Excess fuel (at the rate of CNG price) eats up Tk 575 crore and accidents Tk 50 crore. It also finds that about 3.2 million business hours are lost every day, which is about one hour per working people.

Impact on Agriculture: Pullers who pull rickshaw in Dhaka city were laborers working in farmlands are paid Tk 250 per day lacking food. A rickshaw puller in Dhaka city earns Tk 500 daily after paying all cost. For this reason more and more agricultural laborer are coming in the metropolitan to pull rickshaw. As a result, farmers in the village do not find any laborer during planting and reaping paddy and other crops. If they find any labor in order to work in their land, the laborers charge additional for their wages. As a result, the cost of producing crops is snowballing day by day. It reduces the competitiveness of that crops that we export in the global market.

Impact on Other Sectors: Rickshaw pulling also crates further informal sectors such as, rickshaw building industry, rickshaw repairing sector, rickshaw painters, road side temporary hotels and restaurants and street tea stalls where many people can earn their livelihood. Consequently, rickshaw pulling itself crates a huge occupation opportunity for unskilled workforce. According to the survey interviewee they all stated that they take rickshaw pulling as a solution their extreme poverty. However, in long run rickshaw pulling brings people from the extreme poverty line but do not make their life economically adequate in long run.

11.0 PROBLEMS FACED BY RICKSHAW-PULLERS

Government Negligence: Mostly the government differentiates the small enterprises and informal sectors. The widespread informal sector has significant influence in the national economy of the country. Though, rickshaw-pulling is a major way of livelihood for many poor people in the country, the governments don't pay devotion on this field. The increasing cost of daily commodities also cause financial crisis for rickshaw-pullers. The price of commodities is swelling but the wage of rickshaw-pulling is not increasing compare to commodities. The government has not occupied any initiatives for them in regard health, economy and education.

Health Hazard: One of the major aspects of the catastrophe of rickshaw-pulling is health hazard. Since, rickshaw-pulling requires manual labor and hard work, the health of the rickshaw-puller are in susceptible condition. Rickshaw-pullers are in risk of systematic health hazards while the deteriorating health becomes a burden for these manual labor forces. They are always at risk of certain disease due their uneven food habit. They face physical problem, but they don't upkeep about it because of their responsibility towards family. It is a extensive concern that rickshaw-puller in Bangladesh are at risk of HIV/AIDS because of their interface with sex-worker. Perhaps, due to lack of entertainment opportunity, rickshaw-pullers visit sex-worker.

Communal Disgrace: The communal disgrace regarding rickshaw-pulling marks the rickshaw-pullers lives more miserable. They are the discriminated group of people in the society and there is no residence for them in the society. They don't have any social individuality. They are marginalized group of people and lives unfair lives. Though rickshaw is one of the most vital vehicles for Bangladeshi people, people deny accommodating rickshaw-puller in the society.

Direct Violence: Since rickshaw-pullers are the downgraded group of people and they don't have any respect in the society, they are often victim of direct violence. For instance, it is very common scene in Bangladesh that rickshaw-pullers are beleaguered by the passengers while bargaining the wage. In fact, they faced direct violence such as physical anguish and abuse by the passenger. Not only passenger, but the police also annoy them in terms of money. The rickshaw-pullers don't have to pay any text but some corrupted police are always probing for money. If any of the rickshaw-puller disagrees to pay money to police, then they have to face physical harassment, even jail and other sort of penalties. The situation indicates that the aggression of passenger and police mark the rickshaw-pullers lives more miserable.

Poverty Reduction: Rickshaw-pulling comparatively works in terms of reducing the absolute poverty in Bangladesh. To exemplifies, in the overpopulated and poor economic context of Bangladesh there is a surplus of labor force. It is stiff for the illiterate and unskilled labor force to find job in formal sector. It must be hard to find a formal job within the inadequate resource of the country. Structural change in formal economic sector cause enormous demand of informal sector. In this crisis, informal sector as well as rickshaw-pulling is an real way out of extreme poverty. Most of the rickshaw-pullers agreed on having adequate money for at least three times mean in their families through rickshaw-pulling. Furthermore, the growing informal sector including rickshaw-pulling known as expanding source of employment in Bangladesh.

12.0 ANALYSIS

Though Rickshaw pulling is considered as neglectful in Bangladesh, it plays a role in the economy. Many lower class people are getting self-employed. They are capable of purchasing commodities ultimately playing a role in Gross Domestic Product. They adjust their fares in accordance with the inflation or deflation. In spite of being uneducated, they have to keep in mind the state of economy and directly or indirectly they are affecting that economy. There are some reasons behind the pricing of rickshaw-pullers. High cost of living acts as the major one. Day by day, price of daily commodities is rising up. From the study, it is vibrant that by rickshaw pulling it is thinkable to survive in this challenging era but having unceasing change and progress in life is very inflexible profession. In many cases where there is chance of other income and ancillary financial support e.g. wife's income or income from village agriculture sector or others are available for rickshaw-pullers. Additionally, the cost of living is going rapidly than the income level, so it remains challenging every time. Living condition has not been changed because they still live in the slums, rented house like slums or live in the villages as previously. There are some change in repaying debt and savings of some of the rickshaw pullers which is very optimistic

13.0 CONCLUSION

All the same average income of rickshaw puller is higher than police constable or a second tier government officer, and eight times of the basic minimum salary of a garment worker but they raise conveyance because of spare of time and increases costs of living because of price hike. Above and beyond, increasing residence rent, costs of spare parts, repairing costs, depository amount to the owners, traffic jam, bribing to the traffic police, daily expenses etc. are other factors. Occasionally they cover increase costs by collecting rice at cheap rate from TCB store and sell outside customers at market price. Their main target is to earn normal profit at first and then they passage to economic profit. Sometimes they attain surplus and use opportunistic behavior for making economic profit.

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