

PROJECT REPORT ON

A STUDY ON THE
EARNINGS AND CONSUMPTION
PATTERN OF E-RICKSHAW
DRIVER OF GOLAKGANJ MUNICIPAL AREA



SUBMITTED BY-

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UNDER THE GUIDANCE OF

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CERTIFICATE

This to Certify that the PROJECT REPORT entitled E-Rickshaw under golakganj Municipal Area with special focus based on socio economics condition has been submitted by Selim Aktar Sk a benefited students of BBA 5th semester, chilarai college, golakganj. This report embodies the original work completed by him under my guidance. This report is prepared in partial fulfillment of BBA 5th semester course under the Graduation syllabus in Management of Guwahati Univercity.

Asstt. Prof. Tanmoy Ray

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DECLARATION

This is to declare the project report entitled E-Rickshaw under golakganj municipal Area

Has been submitted to chilarai college Golakganj and guwahati univercity , Guwahati assam in partial fulfillment for the award of the degree BBA 5th semester under the course curriculum of guwahati univercity. The project was assigned to me under the estimated supervision of guidance of Asstt.prof. Tanmoy Ray of chilarai College , Giolakganj Dhubri Assam.

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ACKNOWLEDGEMENT

I take this opportunity to express my deep sense of Gratitude to all my friends and seniors who helped And guide me to complete this project successfully. I am highly grateful and indebted to our project guide Mr. Tanmoy Ray for his excellent and expert Guidance in helping me in completion of project Report .

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P R E F A C E

The successful completion of this project was a unique experience for me because by visiting many place and interacting various person, I achieved a better knowledge about this project. The experience which I gained by doing this project was essential at this turning point of my carrier, this project is being submitted which content detailed analysis of the research under taken by me. The research provides an opportunity to the student to devote her skills knowledge & competencies required during the technical session. The research is on the topic E-rickshaw under golakganj Municipal Area.

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Chapter 1 : introduction

1.1 Introduction

Golakganj (also spelt as Golakganj) is a census town

In dhubri district in the india state of assam

Golakganj in one of the historical place of dhubri district.

E-rickshaws also known as electric totos, and e-tricycles are small 3-wheeled vehicles powered by an electric motor and battery ranging from 650 to 1400 watts. They save on fuel costs compared to auto rickshaws while offering greater ease-of-use than pulled rickshaws. This has led to there popularity and widened – acceptance in some cities since 2008.

If introduced in a systematic manner, electric rickshaws could be a low – emitter complimentary transport for low income people who suffer most from a lack of transport facility . they are mostly manufacture in india and china .

Golakganj
town



Golakganj ●

Golakganj (india)

Golakganj is located at 26.10*N 89.83*E. [1] it has An average elevation of 45 m (148ft). Golakganj is Situated 20 km from the district headquarters. Golakganj is situated on the east bank of Gangadhar river and the indo- Bangladesh Border Is almost 5km. away from heart of the place. Golakganj is the prime commercial place of its Adjacent towns and villages. The soil of this Place is very fertile.



Gangadhar River at NH31 near
Golakganj

Golakganj is a census town city in district of Dhubri, Assam . The Golakganj census Town has population of 8,244 of which 4,276 are males while 3,968 are females as per report released by census India 2011.

Population of children with age of 0-6 is 850 which is 10.31% of total population of Golakganj (CT). In Golakganj census Town, female sex Ratio is 928 against state average of 958. Moreover child sex Ratio in Golakganj is around 906 compared to Assam state average 962. Literacy rate of Golakganj city is 79.75% higher than state average of 72.19% . In Golakganj , male literacy is around 85.46% while female literacy rate is 73.63%.

Golakganj census Town has total administration over 1,857 hours to which it supplies basic amenities like water and sewerage . It is also

Authorize to build roads within census Town limits and impose taxes on properties coming under its jurisdiction

There is an old railway –cum-road bridge (unused) constructed by the British government in 1901 under the inspection of British Engineers.

Golakganj railway station is situated in the heart of Golakganj Town which was constructed before the East Bengal partition of 1905 by the British. There is the facility for online reservation of railway tickets. Railway services were resumed from 2011 and currently daily intercity trains between Guwahati and Dhubri , between Siliguri and Dhubri , another between Bongaigaon and New Jolpaiguri are plying . Also a tri weekly train between Silghat in Nagaon and Alipurduar in West Bengal are plying . Nearest airport which is 15 km away from Golakganj town . Buses from Cooch Behar Siliguri are well connected from Golakganj town .

There is an arts college named chilarai college which was established in the year 1973 . Now this college is upgrade to university and frist university

In Dhubri districts is going to held in Golakganj town . There is a basic training centre (TC) and DIED centre , imparting professional training to fresh

And in – service teachers. There is a grils residence school kasturba Gandhi Balika vidayala . Further

There is chinmayee girls high school, Jagamohan vidyapeeth higher secondary school, sankardeva, sishu Niketan & jatiyo.

Chapter 1.2: OBJECTIVES OF THE STUDY

The main objectives are

- (i) Analyzing e-rickshaw owner profiles
- (ii) Understanding and analyzing e-rickshaw operations in Delhi
- (iii) Developing the map of routes for e-rickshaws
- (iv) Identifying and analyzing charging infrastructural requirements for e-rickshaws.

Chapter 1.3: SCOPE OF THE STUDY

The main idea is to develop a network of charging and parking infrastructure for e-rickshaws, so that they can continue with their trips without being stopped by drained battery issue. E-rickshaw drivers face problem as they charge their vehicles in home or from shops by paying high tariffs. Due to such hindrances they are forced to make much fewer trips as taking vehicle back to home for charging is not always feasible in terms of distance and time spent in charging. Due to unavailability of parking space, e-rickshaws pick up passengers from location which are not suitable. This causes uncontrolled congestion and lack of passenger safety, so designing and optimal parking location infrastructure will help people board and alight vehicles at some designated places leading to increased safety and decreased congestion on roads. The study will also incorporate owner profile analysis. So the scope of this study will cover the areas of supporting infrastructure and owner profile of e-rickshaws.

Chapter1.4: METHODOLOGY

I,(SELIM AKTAR SK) personally visit the E-rickshaw under Golakganj municipal area and primary data collected from there and also investigated with the e-rickshaw owners.

Chapter1.5: LIMITATION OF THE STUDY

- (a) Collecting the data with in 7 days was insufficient as it may lead to improper fulfillment of the project.
- (b) This survey was conducted only in places. In and around GOLAKGANJ. So these result could not be considered as universal.
- (c) Lack of previous studies similar to this.
- (d) Lack of understanding of purpose by the e-rickshaw drivers.

Chapter 2: TYPES OF E-RICKSHAW

DEFINATION

E-rickshaws also known as electric totos, and e-tricycles are small 3-wheeled vehicles powered by an electric motor and battery ranging from 650 to 1400 watts. They save on fuel costs compared to auto rickshaws while offering greater ease-of-use than pulled rickshaws.

(i) Directly solar-powered: fitted with solar panels. A directly solar-powered rickshaw is an electric auto rickshaw driven solely by one or more electric motors, powered by solar panels mounted on the vehicle and capable of operating while the vehicle is in motion. In e-rickshaws, however, solar panels are not effective and are not frequently used.

(ii) Indirectly solar-charged: In practice, the term solar e-rickshaw is most commonly used to describe battery-electric e-rickshaw whose batteries are indirectly solar-charged (i.e. independently of the vehicle) prior to use. This is usually facilitated by removing batteries in need of charging from the vehicle and exchanging them for batteries that have already been charged. Alternatively, batteries can be charged in-situ while the vehicle is parked, although this may limit daytime usage. The same battery replacement and in-situ charging methods are also used for non-solar batteries and vehicles.

Chapter 3: Data analysis of the e-rickshaw under golakganj municipal area:-

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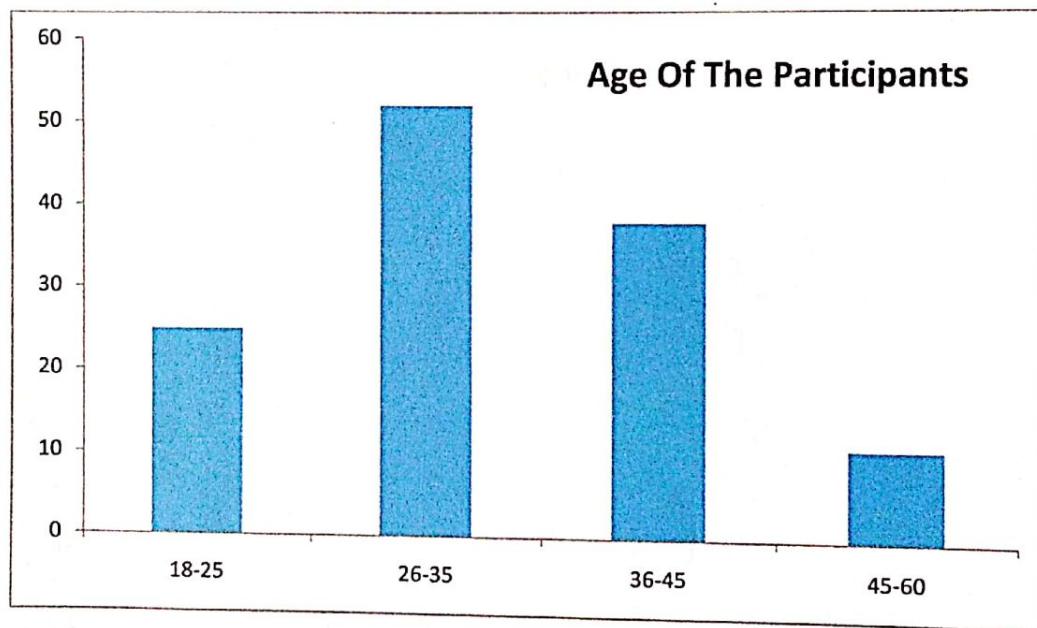
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Table 3.1 Shows age wise classification of respondents

Age	Frequency
18-25	25
26-35	52
36-45	38
45-60	11
Total	126

Source: Primary Data

Figure 3.1 Shows the age wise classification of respondents



Interpretation :

Figure 3.1 Shows the age wise classification of respondents.

It reveals that 25% respondents aged between 18-25.

52% respondents aged between 26-35

38% respondents aged between 36-45.

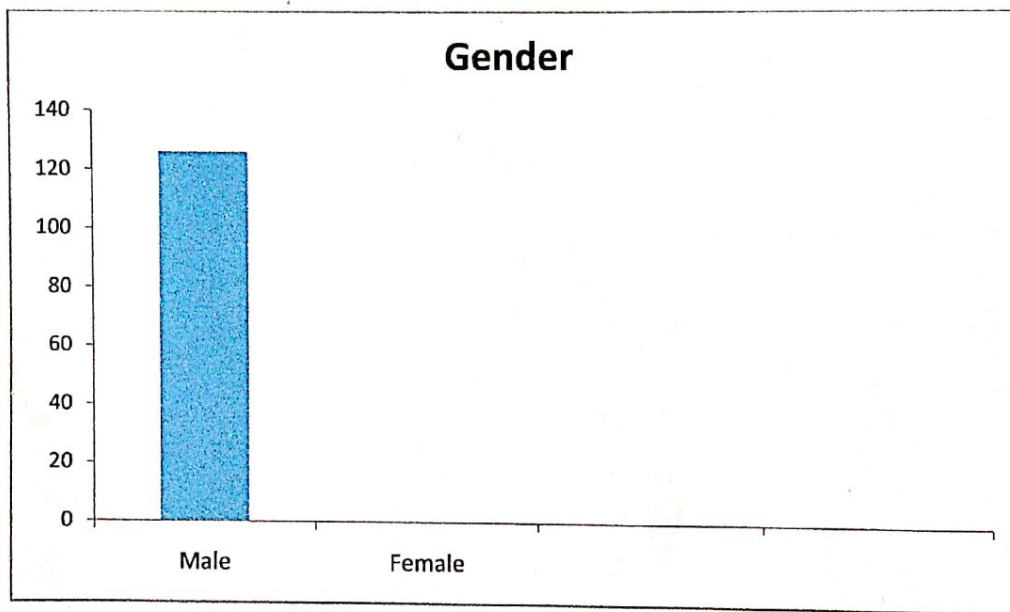
Remain 11% Of respondents aged between 45-60

Table 3.2 Shows Gender wise classification of respondents.

Gender	Frequency
Male	126
Female	0
Total	126

Source: Primary Data

Figure 3.2 Shows Gender wise classification of respondents.



Interpretation :

Table 3.2 Shows Gender wise classification of respondents.

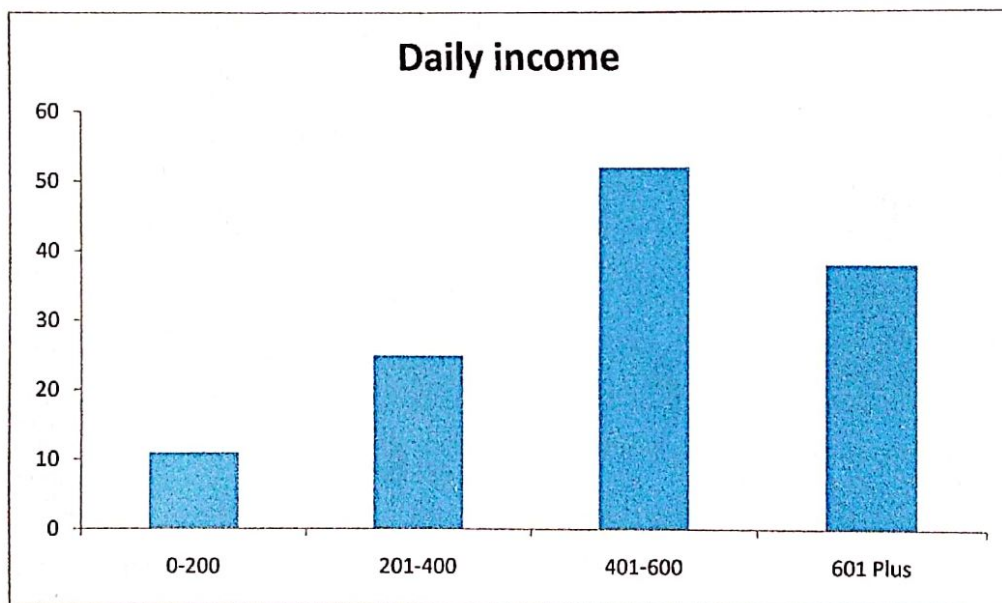
100% of respondents are Male & 0% of respondents are Female.

Table 3.3 Shows the source of income of the respondents.

Income	Frequency
0-200	11
201-400	25
401-600	52
601 Plus	38
Total	126

Source: Primary Data

Figure 3.3 Shows the income of the respondents.



Interpretation :

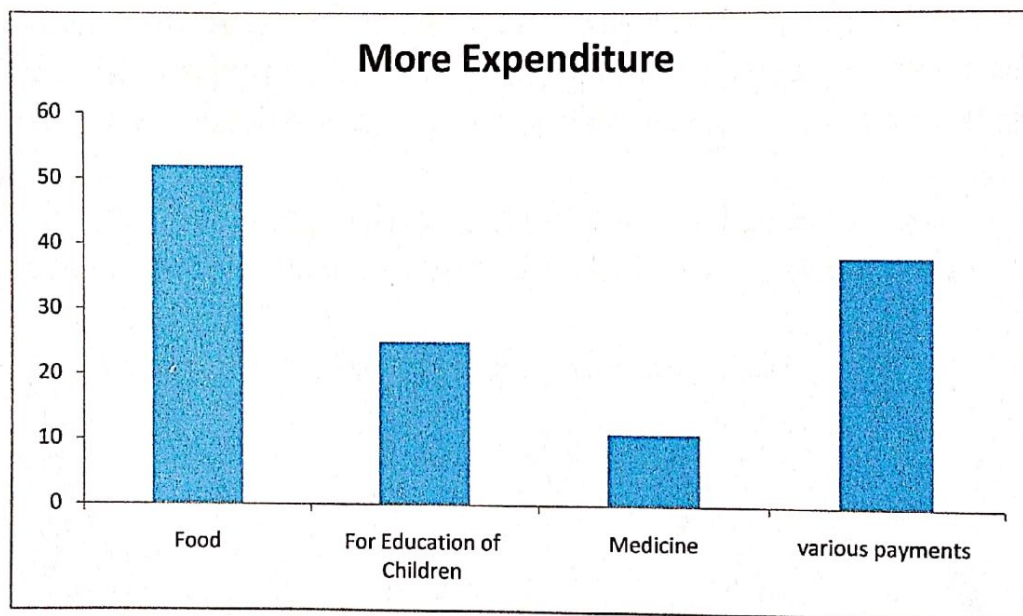
Table 3.3 Shows the source of income of the respondents. It needed that 11% of respondents Daily income between 0-200. 25% respondents Daily Income between 201-400 52% respondents daily Income between 401-600. 38% respondents Daily Income between 600 Plus .

Table 3.4 Shows the more Expenditure of the respondents.

More expenditure	Frequency
Food	52
For Education of Children	25
Medicine	11
For various payments like (Electricity, Mobile,T.V,LPG)	38
Total	126

Source: Primary Data

Figure 3.4 Shows the more Expenditure of the respondents.



Interpretation :

Table 3.4 Shows the more Expenditure of the respondents.

52% respondents are expenditure food. 25% respondents are expenditure for education. 11% respondents are expenditure For Medicine. 38% respondents are expenditure For various payments like (Electricity, Mobile,T.V,LPG).

Chapter 4: PROBLEMS

When I do this survey in golakganj municipal Area, I found the following problems-

- (a) First of all, e-rickshaws are usually very slow in speed- around 30-35 kmph. It cannot match up the speed of auto rickshaws. Hence, it is not a preferred mode of transportation in times of urgency.
- (b) No proper regulations and guidelines have been fixed. As a result, the drivers are not fully trained to drive these e-rickshaws. Most of them do not even have a driving license. This is a matter of serious concern.
- (c) Cannot travel long distances. As it is runned by batteries, somewhat problems and drawbacks can be found during rainy seasons.
- (d) Due to battery the speed is comparatively slow.

Chapter 5: Conclusion

In conclusion, I want to say that I have tried as much as possible to get and collect correct and appropriate information from the e-rickshaw owners during the survey. I have used proper methods of survey discussed above. During this survey I also found some problems as some e-rickshaw owners don't want to take part in this survey and some of them also do not want to disclose their income paying behaviors to me. But, somehow, I managed it and try to give proper information in my project paper.

So, many problems I have found in this e-rickshaw as I mentioned in above, which should be tried to solve by the appropriate authority. In this regard, I want to appeal to the appropriate authority through my project paper.

So, many new experiences and knowledge's also I get during this survey which will help my future life. In this regard, I want to thank our teachers in BBA, Department of Chilarai College who give me this topic for conducting survey and help me in the making of my project etc.

QUESTIONNAIRE

Educational Qualification :

(a) Illiterate

(b) Class (v) to Class (x)

(b) (c) Class (x) to Class (xii)

(d) Class (xii) to Degree

A. 1. Average daily earning :

(a) 0-200

(b) 201-400

(b) (c) 401-600

(d) 601 plus

2. How many days they work :

(a) 4 days

(b) 5 days

(c) 6 days

(c) 7 days.

3. How many hours in per day the work:

(a) 3-4 hours

(b) 4-5 hours

(b) (c) 5-6 hours

B. Daily Requirement to run the family :

(a) 0-200

(b) 200-400

(c) 401-600

(d) 601 plus

1. What about do more expenditure :

(a) Food

(b) For education to children

(c) Medicine

(d) For Various Payments like

(electricity mobile , TV,LPG etc)

2. Suppose you earn Rs 100 after weekly all the expenses how much would you save –

(a) 0-10

(b) 11-20

(c) 21-30

(d) 31-50

(e) 50 plus.

Chapter 7: References

1. Golakganj Wikipedia, 10-01-2023
2. Google
3. Newspaper
- 4.

Chapter 7: References

1. Goldstein, Kenneth. 10-01-2023.
2. Google.
3. Newspaper.