

The Cycle Rickshaw Sector in New Delhi, India

<Overview>

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Aim: To analyze rural–urban migration and the urban informal sector in developing countries, a database representing the cycle rickshaw sector in New Delhi, India, was compiled from primary surveys.

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Coverage: 11 out of 12 zones of the Municipal Corporation of Delhi (MCD); Cycle rickshaw pullers and rickshaw owners.

Primary survey timing: From December 2010 to February 2011.

Sampling: Cross-sectional data of 1,320 rickshaw pullers taken randomly on the basis of areal sampling using the administrative structure of Zone-Ward-Colony and cross-sectional data of 132 rickshaw owners called *Thekedars*.

Major research findings:

The majority of rickshaw pullers are poorly educated, short-term migrants. The average income level of rickshaw pullers is substantially above the government poverty line, thereby leaving them with a net surplus for remittance.

An informal network plays an important role in facilitating migration and determining rickshaw-pulling income.

The impact of human capital on income is non-linear, with a positive effect only at a very low level of education and experience.

The opening and extension of Delhi Metro has increased the demand for cycle rickshaw services, which is reflected in higher rental rates and more provisions for the welfare of rickshaw pullers in areas close to a Metro station.