

# A Study on Problems and Prospects of Transport in Ethiopia- Special Reference with Auto Rickshaw's (Bajaj) in Hawassa City, SNNPRS, East Africa

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## Abstract

*In this study, the researcher focussed mainly the transport system, financial investment to by the own vehicle and its infrastructure. It is estimated that more than half of Ethiopia's produce is transported by pack animals, reflecting the inadequacy of the country's road network and the rugged terrain. About 75% of Ethiopian farms are more than a one-day walk to the nearest road. The road system in 2002 comprised an estimated 24,145 km (15, 00 3 mi), of which 3,290 km (2,040 mi) was paved. The number of passenger cars in use in 2000 was 36,700, and the number of commercial vehicles 87,700. As of 2000, there was only one vehicle registered for every 1,795.4 inhabitants, fewer vehicles per capita than any other African nation. Bus services link provincial centers to the capital. Railways consist of a line from Djibouti to Addis Ababa that is 880 km (547 mi) long, of which 681 km (423 mi) are in Ethiopia, and is owned jointly by Djibouti and Ethiopia. Ethiopia's merchant fleet of 9 ships had a gross weight of 81,933 tons as of 2002. Neighboring Djibouti also serves as a depot for Ethiopian trade. Only one river, the Baro, is used for transport. There were 86 airports in 2001, only 14 of which had paved runways. The Addis Ababa airport handles international jet transportation. Before the civil war, the national carrier, Ethiopian Airlines, flew to numerous African, Asian, and European cities, and had sole rights on domestic air traffic. In 2001, 1,027,500 passengers were carried on domestic and international flights. Bajaj Auto Limited is the world's fourth largest two- and three- wheeler manufacturer and the Bajaj brand is well-known across several countries in Latin America, Africa, Middle East, South and South East Asia. Bajaj Auto Limited is the flagship company of the Bajaj group which is amongst the top 10 business houses in India. Its footprint stretches over a wide range of industries, spanning automobiles (two-wheelers and three-wheelers), home appliances, lighting, iron and steel, insurance, travel and finance. To know more about the illustrious history of the group as well as the present, have a look at the different sections. In 1960, when bicycle was still the primary means of transport in India, Bajaj Auto Limited was one of the first companies to introduce two wheelers in India; Forward to the 1980s and again Bajaj becomes one of the first companies to introduce motorcycles in India; Fast forward to 2012 and Bajaj is a two wheelers giant with presence in more than 40 countries and boasting revolutionary technologies like DTSi, exhaustec, SNS with unmatched industry performance. To know more about the different technologies, glance through the different sections. The Bajaj is the method of choice for getting around in Ethiopia's cities. Whether you're in Bahir Dar, Gondar, Harar, or Hawassa odds are you'll make use of the 3-wheeled machine.*

**Key words:** Bajaj- Auto -flagship- Africa- Africa- transportation- Ethiopia- Hawassa- business

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## 1. Introduction

Ethiopia is one of the poorest landlocked developing country in the For facilitating its transit trade, Ethiopia has concluded Port Utilization Agreement with Djibouti and Sudan. However, nowadays Ethiopia mainly uses the port of Djibouti. Road transport plays a significant role in the transit transport. For which, Ethiopia has concluded Road Transport Agreements with Djibouti and Sudan. There is a rail transport along the Ethio-Djibouti corridor. As it is not good enough to facilitate transit trade, the role of rail transport is insignificant. The use of rail transport is mainly to transport passengers and small parcels of goods in the corridor. The current transit transport system between Ethiopia and its transit countries, in particular Djibouti, is unimodal transport. This transport system makes Ethiopian importers to receive their imported goods at the port of Djibouti through their agents and Ethiopian Exporters to send their cargoes to the port of Djibouti for being stuffed in containers at Djibouti Port. As both Ethiopia and its neighbouring transit countries, (Djibouti and Sudan,) are poor countries, the constraints of transit trade that exist in other landlocked and transit developing countries are also common problem of Ethiopia and its neighbouring transit countries. Development of multimodal transport and

Logistics as the current transit transport system is unimodal, all Ethiopian import and export transit cargoes are stuffed/unstuffed and loaded / unloaded at the port of Djibouti. Thus, the port of Djibouti is not only used as a getaway to Ethiopian transit cargoes, but also as a point of destination. It has been identified that, port congestion, long transit time for import transit cargoes and the timely unavailability of empty containers for export transit cargoes are the adverse effects of unimodal transport system. Due to the fact that ports are cargo and vessel interface points where cargo should be loaded and unloaded within

reasonable period of time and are not meant to serve as storage places, Currently containerization of the world trade is in the order of the day; just - in- time delivery of goods is the basis to satisfy customers; and hence the arrangement of multimodal transport is a recommended option.

As multimodal transport means the carriage of goods by at least two different modes of transport on the basis of a multimodal transport contract from a place in one country at which the goods are taken in charge by the multimodal transport operator to a place designated for delivery situated in a different country, one of the transport document suitable for multimodal transport is "Through Bill Of Lading." Through Bill of Lading is a transport document evidencing a multimodal transport contract? Under this document, cargo can be transported from a port to an inland point or a port of final destination in the consignee's country using sea and land or vice versa. With the above facts in mind and recognizing the adverse impacts caused by the present situation and also as Article 125 of UNCLOS III States that land locked countries shall enjoy freedom of transit through the territory of transit countries by all means of transport, both Ethiopia and Djibouti have reached an agreement in last May 2004 to implement the Through Bill of Lading arrangement along the Ethio-Djibouti Corridor. In order to implement the above stated arrangement, Ethiopia has now prepared and presented a modality that could benefit both countries which will be agreed upon and applied in the near future. In addition to this, Ethiopia has taken the following steps: A study that identifies different places that are appropriate for the establishment of ICD was undertaken. Among the selected places, the well-organized customs station that can be developed into ICD in the near future is the one found in the capital city of Ethiopia. For the quick establishment of ICD, preparation has already been started. · A few months

ago, a group of professionals from different ministries and other concerned Authorities has been sent to India and South Africa in order to learn their experiences on the implementation of Through Bill of Lading and the establishment of ICD. To harmonize and simplify customs procedures and documents and thereby create conducive environment for the smooth flow of transit cargoes, Ethiopia has prepared a draft customs protocol Wan/Teg 3 which will be expected to be signed by the two countries in the near future. It is known that the establishment of ICD requires a large amount of investment. In this regard support from international community, and Development partners is expected to materialize the establishment of an ICD and training of manpower in this field.

#### **Challenges in Transportation infrastructure in Ethiopia**

Transportation infrastructure in Ethiopia has been neglected for decades, but is now a priority of the government of Ethiopia. A large number of roads and railways are currently under construction, and will be completed between 2011 and 2014. Over a third of the funding for asphalt and gravel roads is being covered by the Ethiopian Government which is a considerable shift in recent year's financial scheme. About 10 years back the International Development Agency, the European Union and Japan had supported the finance by allocating about 90% required.



The Addis Ababa - Djibouti Railway in Dire Dawa with Alfred Ilg (taken sometime in 1902-1906)



Addis Ababa Station in the early evening, 2008

1. 681 km (Ethiopian segment of the Addis Ababa - Djibouti Railway), all 1,000 mm (3 ft 3 <sup>3</sup>/<sub>8</sub> in) narrow gauge (1902–2010)
2. At present the railway is under joint control of Djibouti and Ethiopia, but negotiations are underway to privatize this transport utility.
3. 2 November 2006 - Ineco Spt of Spain was named the preferred choice for supervision and administration of rehabilitation work on the 781 km Ethio-Djibouti Railway for €2.2 million. Consta - an Italian company - will undertake the actual reconstruction at a cost of €40 million (about R360m). Comazar of South Africa has been awarded the 25-year concession. Rails are to be upgraded from 20 kg/m to 40 kg/m, to carry substantially increased loads. A fleet of new locomotives and freight wagons will be brought in by the concessionaire.
4. In 2008 a concrete sleeper plant was constructed in Dire Dawa.
5. In September 2009 Ethiopian Railways Corporation signed a deal with China Railway Engineering

Corporation for it to build the new Addis Ababa light railway transit.

## Highways

As the first part of a 10-year Road Sector Development Program, between 1997 and 2002 the Ethiopian government began a sustained effort to improve its infrastructure of roads. As a result, as of 2002 Ethiopia has a total (Federal and Regional) 33,297 km of roads, both paved and gravel. The share of Federally managed roads in good quality improved from 14% in 1995 to 31% in 2002 as a result of this program, and to 89% in 2009 the road density increased from 21 km per 1000 km<sup>2</sup> (in 1995) to 889 km; per 1000 km<sup>2</sup> (in 2009) however, this is much greater than the average of 50 km per 1000 km<sup>2</sup> for Africa. The Ethiopian government has begun second part of the Road Sector Development Program, which was completed in 2007. This will involve the upgrading or construction of over 7,500 km of roads, with the goal of improving the average road density for Ethiopia to 35 km per 1000 km<sup>2</sup>, and reduce the proportion of the country area that is more than 5 km from an all-weather road from 75% to 70%.

As of 2006, Ethiopia only had one expressway-the Addis Ababa Ring Road. This is a four-lane limited-access divided highway, which forms a beltway around the capital. Some portions are still yet to be completed. The majority of its interchanges consist of roundabouts. Pedestrian bridges were constructed every kilometre, to reduce the risk of accidents. While not built to expressway standards, many roads in Addis Ababa and other cities can be considered dual carriageways and have up to four lanes in each direction with hardly any intersections. But the Ethiopian Roads Authority and China Communications Construction Consultancy are going to build a new six-lane expressway between Addis Ababa and Adama. The expressway will be 80 km long; will shorten the Addis to Adama distance by 20 km. To build this expressway will cost Ethiopia US\$350

million. The expressway will begin at Ayat, Addis Ababa and end in north part of Adama. 150 km/h is the limited speed at the expressway; the journey will take about 30–40 minutes. The expressway will be completed in 2014.

Ethiopia has spent over 600 billion birr (USD \$50 billion, €30 billion) in infrastructure since 1990, according to the Ethiopian government.

1. total (Regional and Federal): 101,359 km (2009)
2. asphalt: 90,336 km (2009) (89% of the roads in Ethiopia is asphalt)
3. gravel: 11,023 km (2009) (11% of the roads in Ethiopia is gravel)
4. maintained by Regional government: 86,580 km (2009)

Major roads include:

**No 1:** north from Addis Ababa 891 km via Dessie to Adigrat, from Dessie to Weldiya. Designated part of the Ndjamena-Djibouti Trans-African Highway 6 (TAH 6).

**No 2:** east from Dessie 482 km to Aseb. Designated part of the Ndjamena-Djibouti TAH 6.

**No 3:** north from Addis Ababa across the Blue Nile at Dejen and again at Bahir Dar east around Lake Tana 979 km via Gondar and Aksum to Adwa.

Designated part of the Cairo-Cape Town Trans-African Highway 4 (TAH 4) from Addis Ababa to Gondar, and part of TAH 6 from Wereta to Gondar.

**No 4:** east from Addis Ababa 542 km via Dire Dawa to Jijiga.

**No 5:** west from Addis Ababa 322 km to Nekemte.

**No 6:** south from Addis Ababa 797 km via Shashamene to Moyale. Designated part of TAH 4.

**No 7:** south-west from Addis Ababa 336 km via Waliso (Ghion) and Jimma to Bonga.

**No 8:** south from Nazret 193 km via Asella and Dodola to Mogadishu.

**No 18:** north from Awash on No 4 305 km to Mille on No 2.

**No 30:** south-east from Jijiga 696 km across the Ogaden to the Shabelle valley,

**No 43:** south-west from Nekemte 226 km to Metu.

**No 44:** south-east from Shashamene 308 km to Dolo Odo (Doolow).

Wereta-Woldia: Designated part of the Ndjamena-Djibouti Highway (TAH 6) Ports and harbours. Ethiopia is landlocked and was by agreement with Eritrea using the ports of Asseb and Massawa; since the Eritrean-Ethiopian War, Ethiopia has used the port of Djibouti for nearly all of its imports. Only one river, the Baro is used for transport. There were an estimated 84 airports in 2005, only 14 of which had paved runways as of 2005. The Addis Ababa Airport handles international jet transportation. Before the Ethiopian civil war, the national carrier, Ethiopian Airlines, flew to numerous African, Asian, and European cities, and had sole rights on domestic air traffic. In 2003, about 1.147 million passengers were carried on domestic and international flights.

#### **Paved runways**

Total: 14  
 over 3,047 m: 3  
 2,438 to 3,047 m: 5  
 1,524 to 2,437 m: 5  
 914 to 1,523 m: 1 (2003 est.)

#### **Unpaved runways**

Total: 68  
 over 3,047 m: 3  
 2,438 to 3,047 m: 2  
 1,524 to 2,437 m: 13  
 914 to 1,523 m: 27  
 under 914 m: 23 (2003 est.)

#### **Logistics**

Logistics is a procedure to optimize all activities to ensure the delivery of agro through a transport chain from one end to the other. The general logistics services are storage, loading/unloading, stripping/stuffing, group age, consolidation

and distribution. In order to accomplish effectively these logistic services, modernized port facilities, flexible transportation system, good port administration and management play a significant role.

#### **Djibouti Sea port**

As already mentioned, unmoral transit transport system is the existing transit transport system as far as Ethiopia and Djibouti are concerned. As a result all operations take place at the port before cargoes are being distributed or ready for shipment. The port of Djibouti is not well equipped in terms of facility to speed up the smooth flow of transit cargoes. This could be explained as Shortage of cargo handling and cargo transport equipment within the port, unavailability of storage for LCL cargoes, and the timely unavailability of empty containers for export.

#### **Transportation System**

As already indicated, road transport has a significant role in transit transport. There is no problem seen in the availability of heavy trucks for transit transport. The main problems associated with the existing road transportation system is lack of parking areas for heavy trucks within the port, inefficient mechanism that coordinates the movement of trucks in the port, the inability of taking immediate actions for maintenance of roads. Since the Capacity of the rail transport is insignificant in transit transport along the corridor, both Ethiopia and Djibouti have an intention to upgrade the standard of the railway that links both countries in order to create competitive environment in the sector. Therefore, besides the efforts being made by both countries towards creating conducive environment for effective and smooth flow of transit cargoes, the international financial institutions, donor agencies and development partners are expected to support this effort. A lack of resources, coupled with military and political instability, has retarded the growth of a

transportation infrastructure in Ethiopia, even though development of such a system traditionally has been a government objective. The Haile Selassie regime allocated an average of 700 million birr of the planned budget for the development of transportation during the three five-year development plans (1957-74). In 1975, when the PMAC articulated its socialist economic policy, the government assumed control of all transportation and communication facilities. The military government continued to expand and improve the transportation infrastructure by using its own funds and by securing loans from international organizations such as the World Bank. In 1991 the transportation system included 13, 000 kilometres of all-weather roads, a 781-kilometer railroad connecting Addis Ababa and Djibouti, twenty-five airports, and another twenty airfields.

Road transport plays a vital role in the efforts to uplift the economy of developing countries. The importance of road transport is more significant in the case of land locked countries such as Ethiopia because it can be used at the small scale level to satisfy the need for conveying goods and people in a given country or location. Efficient transport links can also become vital for state security and identity. In Ethiopia road transport is growing and becoming the dominant sub sector over the other sub modes for the last couples of decades. According to the author, the share of road transport sub sector accounts for about 90 % revealing that the massive transport is becoming carried out through it in the country. Road safety achievements are associated to the development of this sector in Ethiopia ranking it as one of the few countries with high accident fatality in spite of less population. The study examines some of the main structural and operational problems of the road transport sub sector in Ethiopia with a close look at the characteristics of the road transport mode such as backward management system, old vehicles, lack of skilled man power on the sector, disintegrated transport

sector institutions relationship and communication. It then attempts to analyze a number of particular issues: the aims of road development institutions, the efficiency of road transport services, the economic advantages of a dynamic transport sector and the differences in the provision of transport services in urban and rural areas. The main findings include the following constraints:

1. absence of sectoral and or sub sectoral policy and comprehensive strategy
2. shortage of transport management and planning professionals in the sector
3. Poor quality of human factor development, mainly training and provision of driving skill remains a significant hindrance to road safety policies.
4. poor attention to the environmental protection from operators and government institutions sides
5. there is still no integrated transport system, management and communication among the federal and regional transport offices with poor attention given to the development of non motorized transport modes and their facilities

### **Bajaj-An Overview**

Auto rickshaws are a common means of public transportation in many countries in the world. Also known as a tuk, trishaw, auto, rickshaw, autorick, baja j, rick, tricycle, mototaxi, baby taxi or lapa in popular parlance, an auto rickshaw is a usually three-wheeled cabin cycle for private use and as a vehicle for hire. It is a motorized version of the traditional pulled rickshaw or cycle rickshaw. Auto rickshaws are an essential form of urban transport in many developing countries, and a form of novelty transport three-wheeler, Samosa, tempo, tuk- in many Eastern countries.

The convenient tricycles, called “bajaj”, can be found anywhere in the cities and

towns except for Addis Ababa. They are ridiculously cheap. It is usually 1-2 birr a person and sometimes go up to 5-10 if you carry your luggage. Most of the times they ask for many times more if they see "feretzi", as they call us, the tourists, but you should explain to them you know the prices and negotiate hard. They always expect that. In Addis Ababa and a few other big cities the fastest and cheapest way to go anywhere in the city are the vans that take up to 10-12 people and cost 2.5-3b, which is about 0.40 dollar. The local people usually refer to them as "taxi" which confused me in the beginning



### Origin

African and Indian three-wheelers have followed the original design of the Piaggio Ape C, from 1948, which was originally based on the Vespa. In India, Bajaj Auto produced under Piaggio license from 1959 to 1974. Auto rickshaws of Southeast Asia started from the knockdown production of the Daihatsu Midget which had been introduced in 1957. Japan had been exporting three-wheelers to Thailand since 1934. Moreover, The Ministry of Posts and Telecommunications of Japan donated about 20,000 used three-wheelers to Southeast Asia.<sup>[when?][2][3][4][5]</sup> In Japan, three-wheelers went out of use in the latter half of the 1960s.

### Design

An auto rickshaw is generally characterized by a sheet-metal body or open frame resting on three wheels, a canvas roof with drop-down sides, a small cabin in the front of the vehicle for the driver (sometimes called

an *auto-wallah*), and seating space for up to three passengers in the rear. Newer models are generally fitted with an CNG-fueled scooter version of a 200cc four-stroke engine, with handlebar controls instead of a steering wheel.

### Regional Variations

#### Africa

##### Eastern Africa



A tuk-tuk in Nairobi

There are tuk-tuks in several Kenyan towns. Using them is somewhat cheaper than ordinary taxis. However, tuk-tuks cannot operate in mountainous towns, which are common in Kenya. Fierce competition with Boda-bodas (bicycle taxis) and Matatus (minibuses) hinders popularity of Tuk-tuks, especially within the interior of Kenya. While they may not be widely found in Kenya, they are numerous in the coastal regions, which are less mountainous. For example, in the town of Malindi they offer an economical and convenient mode of transportation.

Tuk-tuks are also common in Ethiopia and are becoming common in Tanzania, particularly in the outer areas of Dar es Salaam. In Tanzania and Ethiopia they are known as "Bajaj" or "Bajajis", after the Bajaj Auto company which manufactures many of them. Since 2009, tuk-tuks have become common in Maputo, Mozambique.

### Egypt

They are called *toktok* (Egyptian Arabic: pronounced ['toktok], plural: *takātek* [tæ'kæ:tek]), current president Mohamed Morsi in his opening speech addressed the Tuk Tuk (*toktok*) drivers which means a legalization of their status.

### Madagascar

In Madagascar rickshaws, including auto rickshaws, are a common form of transportation in a number of cities, especially Antsirabe. They are known as *pousse-pousse*, meaning *push-push*.

### Nigeria

There are keke-marwa's in several Nigerian towns and cities. Although not as popular as the ubiquitous "Okada" in Nigeria, keke-marwa's are embraced as an alternative means of transport by the middle and lower class citizens. Keke-marwa is named after Lagos former military Governor, Buba Marwa in the late 1990s.

### Sudan

Rickshaws are a major means of transport in all parts of Sudan, it's locally known as Raksha.

### Asia

#### Bangladesh



"CNGs" in Dhaka

Auto rickshaws (locally called "baby taxis" and more recently "CNGs" due to their fuel source) are one of the most popular modes

of transport in Bangladesh mainly due to their size and speed. They are best suited to narrow, crowded streets, and are thus the principal means of covering longer distances within urban areas.

Earlier, auto rickshaws were colored black with a yellow canvas topping and ran on gasoline without any meter system. However, due to the vast supplies of natural gas in Bangladesh, the government has since encouraged the development of four-stroke compressed natural gas (CNG)-powered engines rather than the older two-stroke engine petrol-running models. Two-stroke engines had been identified as one of the leading sources of air pollution in Dhaka. Thus, since January 2003, traditional auto rickshaws were banned from the capital; only the new CNG-powered models were permitted to operate within the city limits. The newly manufactured CNG auto rickshaws are more fuel-efficient and have a lower center of gravity, making them safer than older models. All CNGs are painted green to signify that the vehicles are eco-friendly and that each one has a meter built in as standard.

Another version of the auto rickshaw can be seen in rural areas of Bangladesh, where they are called "helicopters". "Helicopters" are auto rickshaws modified to have a large body with which it can carry more than six or seven passengers.

At the end of the 1980s, a local company Atlas designed and built a new version of the auto rickshaw, called *mishuk*, a name derived from a children's mascot of a local deer. Unlike baby taxis, *mishuks* have spoke wheels and a green body, and have no meter system. *Mishuks* have more space than baby taxis or CNGs, which makes it more popular with women. They are commonly found in Dhaka and elsewhere in the country due to its four-stroke engine, which is not listed as a significant source of air pollution.

### Cambodia



**Cambodian tuk-tuk in Phnom Penh, Cambodia**

In Cambodia, the term tuk-tuk (Khmer:) is used to refer to a motorcycle with a cabin attached to the rear. Cambodian cities have a much lower volume of automobile traffic than Thai cities, and tuk-tuks are still the most common form of urban transport. At the temple complex of Angkor, for example, tuk-tuks provide a convenient form of transport around the complex for tourists. One can hire a tuk-tuk and driver by the day.

Siem Reap tuk-tuks are generally of the style of motorcycle and trailer. Phnom Penh tuk-tuks are by contrast one piece. They are the front end of a motorcycle consisting of steering, tank and engine/gearbox with a covered tray mounted at the back. The power is transferred by chain to an axle mounted to the modified rear fork which drives the two rear wheels. Suspended upon the rear fork is an open cabin with an in-line seat on each side. This arrangement can carry 6 people at ease, with their luggage in the leg space. It is not unusual to see these vehicles greatly overloaded, especially in outer suburbs and around markets.

Currently, Tuk Tuk in Cambodia is being developed to be more convenient and safer. It is also becoming a popular form of transportation for Phnom Penh residents.

### **Gaza**

Together with the recent boom of recreational facilities in Gaza for the local residents, donkey carts have all but been

displaced by tuk-tuks in 2010. Due to the ban by Israeli on the import of most motorised vehicles, the tuk-tuks have had to be smuggled in parts through the tunnel network connecting Gaza with Egypt.

### **China**



**An auto rickshaw in Haikou, Hainan, China**

Various types of auto rickshaw are used around China, where they are called three wheeler or beep beep car.

In Hainan, the southernmost province, electric models are used in the capital Haikou. These may be heavy, purpose-built vehicles, or simple bicycles attached to a light chassis, with a small electric motor housed underneath. In rural areas, a sturdy, petrol-powered, plastic-bodied type is common, similar to the Philippine motorized tricycle.

### **India**



**An auto rickshaw in Bangalore being repaired**



**A very old auto rickshaw in Bhedaghat, Madhya Pradesh. Such autos are the only means of public transport in some parts of rural India.**

### **Bus travel durations**

Examples for travel durations between Ethiopian cities: Addis Ababa - Arba Minch: 7-10 hours Addis Ababa - Awassa: 4-6 hours Addis Ababa - Bahir Dar: roughly one day/ 3/4 day Addis Ababa - Harar: night bus (a normal bus) Bahir Dar - Gondar: 4 hours by minibus Gondar - Lalibela: 2 days in 2008, I do not know if that has changed (I decided that was too long and took a flight) Gondar - Debarq (Entry to Simien Mountains): ca. 4 hours.

### **Tour Company**

We used a company called Senait Ethiopia to travel around northern Ethiopia. Just the two of us and a driver in a minibus...lots of room. Our driver just couldn't have been more helpful and accommodating. It was a bit of an endurance test because of the road surfaces and if you're looking for history, go straight to Lalibella and forget the rest, especially Axom which is miles from anywhere and claims to have the Ark of the Covenant. Would recommend this company if you want to plan a customised itinerary.

### **Ethiopian Airlines**

Ethiopian Airlines was our best international option because it had direct flights Paris – Adis Abbeba at a very

interesting prices. Hélas, when we finally decided to go to Ethiopia these tickets were all sold out. Once in Ethiopia and talking to other visitors we found out that Ethiopian Airlines had more advantages than we thought: if you choose Ethiopian Airlines for your international flight then you have 50% of discount on the local flights! We flew with Ethiopian Airlines at the end of our trip from Aksum to Addis Abeba. Our time was tight and that avoided us 2 days of bad road for our bottoms and M. K's bad humour during aaaall the trip. Even if the Aksum airport is not very busy (2-3 flights per day), the take off was delayed. Apart from this the service was good and M. K was happy :-). We booked our flight in the Ethiopian Airlines' office in Aksum, just one day before travelling.

### **Buses**

Transportation is not easy yet in Ethiopia. The regular buses take a lot of time for a few kilometres, make a lot of stops and are usually packed with local people and their bulky bundles which can contain anything... They put them anywhere they can find space in the bus even under your legs. The aisles are never free and they all have to jump over bags and boxes to get out or into the bus again. It's really a mess...Legs always invade somebody else's space but nobody complains. In many cases I had to stay up all night because they were chewing chat and it was impossible for them to close their eyes and relax. So the best option is to take Sky Bus or Salam Bus if it goes to your destination.



Sky bus is the best bus company in Ethiopia. It is considered to be the fastest

and this is true. Locals complain that they cause a lot of accidents in the countryside roads where a lot of people walk for long distances. They are the most luxurious in Ethiopia and the most expensive, too. Although they would assure you there is a bathroom in the bus, which is true, it is locked up in the whole journey. so carry a roll of toilet paper and be prepared to get used in using the countryside for your needs.

## 2. Statement of the Problem

There are four major types of problems that affect transport systems:

**Capacity**, A basic constraint concerns appropriate capacity, both along a transport route and at a terminal. The capacity of a transport system is often restricted by its circulation bottlenecks.

**Transfer**, Transfer points are crucial as they permit the interface between different transport systems, a role commonly served by hubs or gateways. For instance, a port is commonly the interface between maritime and inland systems of circulation while an airport can act as a hub connecting different air networks such as regional and international.

**Reliability**, A multidimensional problem that concern the expectation that a movement will occur within a specific time and cost range. While a route could be shorter, it may not be as reliable as a longer route. Congestion is a common factor impairing the reliability of a transport system since it can impose inconsistent time delays and additional costs.

**Integration**, Involves exploiting the benefits of each transport mode so that flows become more reliable and/or less costly. Integration is sought by intermodal transportation, but also by airline companies connecting different parts of the world.

Hence, the researcher concentrated more in this study to carry out the financial investment in buying transport at Hawassa city in particular Bajaj which are facing the different challenges and risk by the owners are running Bajaj in the Hawassa city.

## 3. Objectives

### 3.1. General Objective

The general objective of this study is assessing transport in Ethiopia and a study on Problems and Prospects of Transport in Ethiopia- Special Reference with Auto Rickshaw's in Hawassa City, SNNPRS, East Africa

### 3.2. Specific Objectives

The specific objectives of the study will include:

1. To investigate factor that investing in the Bajaj by the Bajaj drivers' the main sources of the life running at Hawassa City.
2. To examine the saving capacity of Bajaj drivers towards their present and future life maintenance at Hawassa city.
3. To assess the effect of expensive of the Bajaj drivers' in day to maintenance of the Bajaj at Hawassa City.

## 4. Significance of the Study

The study will provide information for transport and in particularly Bajaj drivers' earnings and maintenance of their life in Hawassa city Ethiopia. It also helps in evaluating impact of existing investment in Bajaj and earning per day through the Bajaj running, and the study will provide concrete feedback for the government to predict their domestic revenue in a well manner. Finally, it is an initiation for those who are interested to conduct a detailed and comprehensive study regarding earning and income from bajaj running at Hawassa City.

## 5. Scope and Limitation of the Study

The study analyses the tax Bajaj driver's investment, earnings, savings and expenses in a day through the Bajaj running at Hawassa City and impacts on Government of Ethiopia towards development of the

transport and its facilities at Hawassa city which is one of the current developing city in Ethiopia. The study will be only limited to Hawassa city for the development over the transport. .

## 6. Methodology of the Study

### 6.1. Sources of Data

In this study, both primary and secondary data sources will be utilized. Primary data for this study will be collected from the Bajaj drivers Hawassa city .In addition to primary data and secondary data will be collected from different sources like; journal articles, books, office of Transport and development, study reports, theses and dissertations will be among others as secondary data sources.

### 6.2. Sampling Size and Sampling Techniques

In the study, stratified and simple random sampling techniques will be used to collect data from Bajaj drivers and in this study the sample size 50 randomly selected by the researcher. Accordingly, the Hawassa city administration will be purposively selected because it is the capital city for SNNPR and the numbers of Bajaj are running in the city.

Therefore, the city has been purposefully selected for this study.

### 6.3. Data Collection Instrument

In this study, both primary and secondary data sources will be utilize by the researcher will be using structured questionnaire( both close- ended and open –ended), interviews were principal means of collect data.

## 7. Analysis and Interpretation

The transport system is developing countries, particularly in Ethiopia play an important role for providing valuable services to the society. Without transport system particularly auto or Bajaj service, we can't able to survive in Ethiopia.

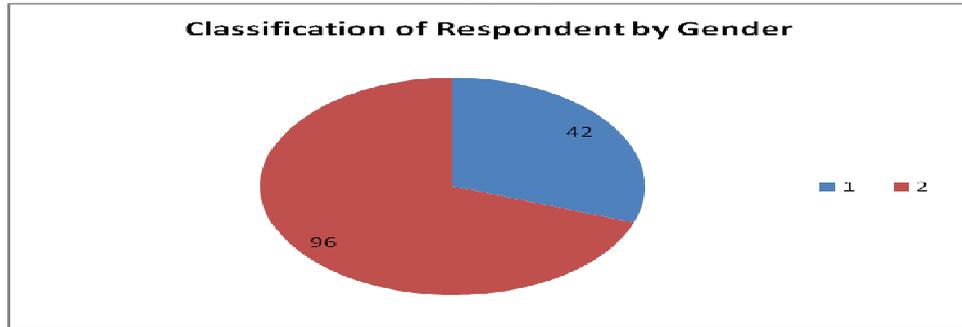
The following table 1 indicates that the majority of the respondents (96 per cent) belong to male and only 4 per cent of them belong to female. It shows that most of the male members are concentrating on auto driving as an important occupation compared to female members towards for improving this a economic status in the society. Therefore, the government of Ethiopia should take efforts for engaging female members in the line of activity on par with male members.

**Table 1**  
**Classification of Respondent by Gender**

S. No	Sex	No. of Respondents	Percentage
1.	Male	42	96
2.	Female	8	4
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

Pie Chart-01



Source: Primary Data-2013-2014

**Age of the Respondents**

Age is an important factor to determine their human potential and also influences to carry out the activities towards for acquiring income which leads to maximise their savings in future. The following table 2 reveals that majority of the respondents (52 per cent ) were engaged in auto driving in

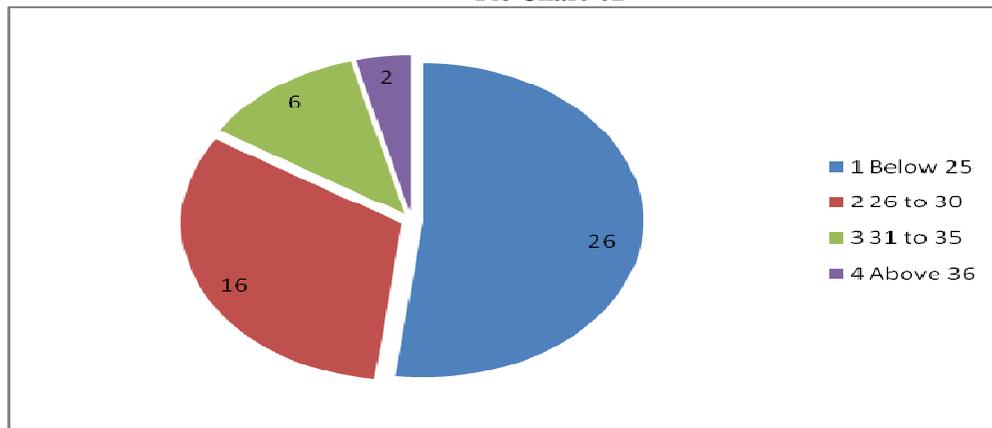
the age group of below 25 years, 32 per cent of the respondents were belonged to age between 26 to 30 years, 12 per cent of the respondents were engaged in between 31 to 35 years and only a small portion of the respondents (4 per cent) were occupied as auto driver. Therefore, the study understood that most of the younger are associating with this occupation towards for survival.

**Table 2**  
Classification of respondent by Age

S. No	Age	No. of Respondents	Percentage
1	Below 25	26	52
2	26 to 30	16	32
3	31 to 35	6	12
4	Above 36	2	4
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

Pie Chart-02



Source: Primary Data-2013-2014

**Educational Status of the Respondents**

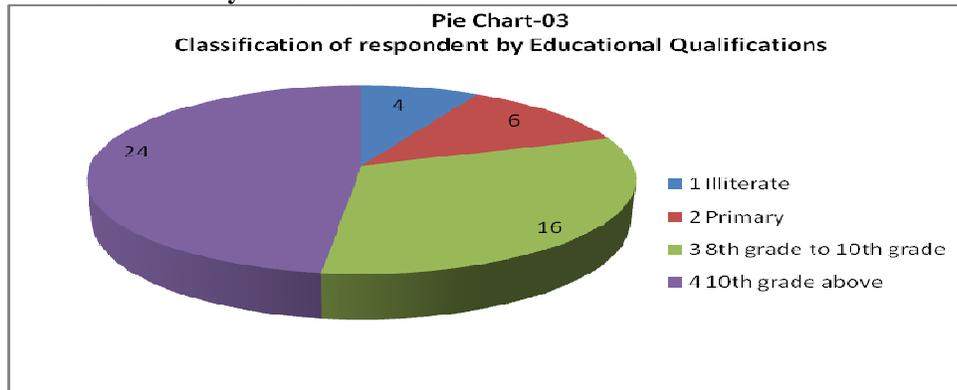
Now days, education is playing a significant role for determining individual career and also occupy a good position in reputed educational institutions like universities and colleges, non-governmental organizations, private and public sector institutions and so on. In developing countries like Ethiopia more than 83 per cent of the population are engaging in agricultural and allied activities due to poor educational status, lack of awareness, and poor economic status.

The table 3 indicates that distribution of respondents by education which reveals that a significant portion of respondents ( 48 per cent) have completed 10<sup>th</sup> grade and above, 32 per cent of the respondents have qualified 8<sup>th</sup> to 10<sup>th</sup> grade, 12 per cent of the respondents have completed primary education and only 8 per cent of the them have illiterate. Therefore, the study understood that the highly qualified people are not engaging as auto driver in Hawassa city, Ethiopia.

**Table 3**  
**Classification of respondent by Educational Qualifications**

S. No	Educational Qualification	No. of Respondents	Percentage
1	Illiterate	4	8
2	Primary	6	12
3	8 <sup>th</sup> grade to 10 <sup>th</sup> grade	16	32
4	10 <sup>th</sup> grade above	24	48
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014



Source: Primary Data-2013-2014

**Religion of the Respondents**

In those days, occupation have categorized on the basis of community and religion but people are engaging in any type of occupation irrespective of religion and community in today which means there is no discrimination among various religion. The following table 4 reveals that distribution of respondents by religion which indicates that majority of the respondents (96 per cent) belongs to

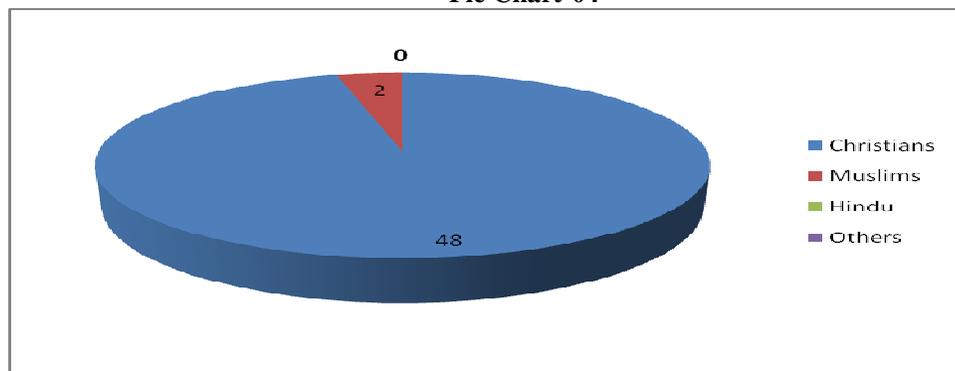
Christians community and only 4 per cent of the respondents belong to Muslims community and No respondents are coming under the category of Hindu. Even though half of the population belong to Muslims community in Ethiopia but only very minimum per cent of the respondents engaged in auto driving occupation. It indicates that Muslims people are not willing to involve in this occupation due to their customs, culture and tradition.

**Table 4**  
Distribution of respondents by religion

S. No	Religion	No. of Respondents	Percentage
1	Christians	48	96
2	Muslims	2	4
3	Hindu	0	0
4	Others	0	0
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

**Pie Chart-04**



Source: Primary Data-2013-2014

### Ownership of Respondents

The table 5 reveals that classification of respondents by ownership of auto which indicates that majority of the respondents (72 per cent) are having their own vehicle and investing their own money for purchasing a new vehicle and only 28 percent of the respondents are engaging as

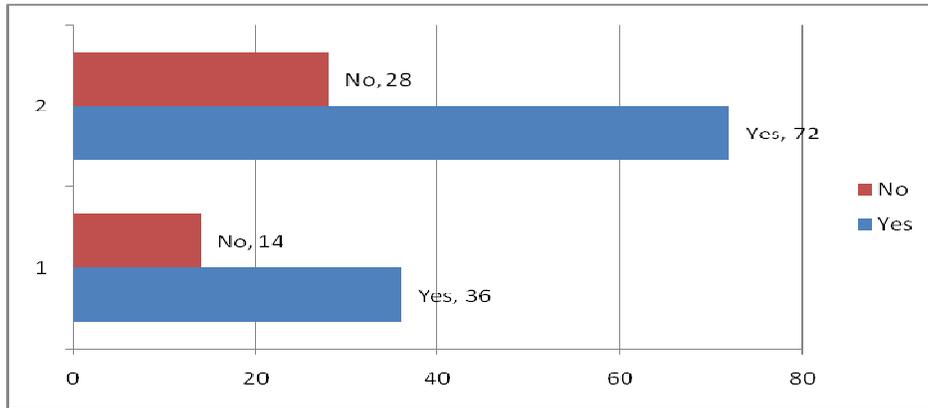
driver on contract or hiring basis. It was understood that those who are engaging as driver on contract or hiring basis are not having license for driving the auto riksha, there is no access for getting the financial assistance from the concerned institutions and also inadequate experience in the particular field.

**Table 5**  
Classification of respondent by Ownership

S. No	Opinion	No. of Respondents	Percentage
1	Yes	36	72
2	No	14	28
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

**Bar Diagram-01**



Source: Primary Data-2013-2014

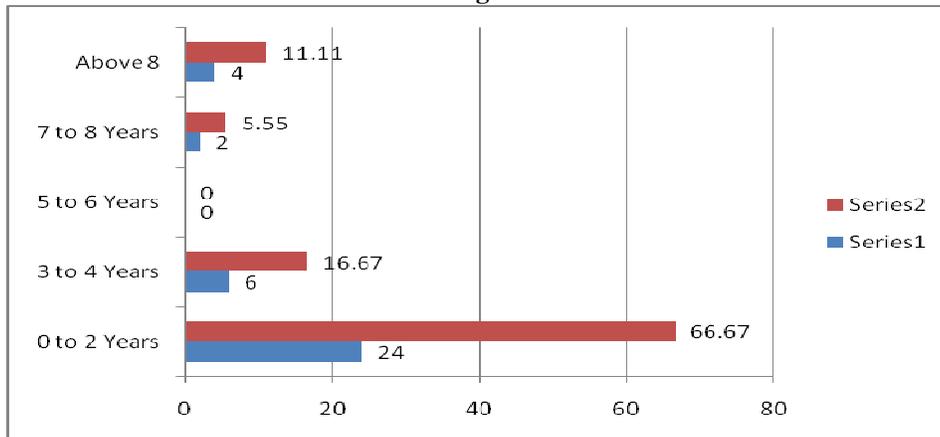
Experiences on Driving

Table 5.1  
Experience on Driving

S. No	Period of Experience	No. of Respondents	Percentage
1	0 to 2 Years	24	66.67
2	3 to 4 Years	6	16.67
3	5 to 6 Years	0	0
4	7 to 8 Years	2	5.55
5.	Above 8	4	11.11
<b>Total</b>		<b>36</b>	<b>100</b>

Source: Primary Data-2013-2014

Bar Diagram-02



Source: Primary Data-2013-2014

**Table 5.2**  
**Reasons given by respondent for not obtaining ownership**

S. No	Reasons	No. of Respondents	Percentage
1	Lack of Finance	10	71.43
2	Lack of Awareness	2	14.28
3	Lack of Education	0	0
4	Lack of motivation	0	0
5.	Lack of guidance	0	0
6.	No driving license	2	14.29
7.	Above all	0	0
<b>Total</b>		<b>14</b>	<b>100</b>

Source: Primary Data-2013-2014

### Financial position of Respondents

Finance is the backbone of any business organization which play an important role to carry out the business based on the skills, abilities and wealth possessed by an individual. The table 6 reveals that distribution of respondents by investment which indicates that most of the respondents (64 per cent) have been invested between the ranges of 65000 to 85000 birr for carrying out their business, 28 per cent of

the respondents have invested an Ethiopian birr 85000 to 95000 for running their business and only a few portion of respondents (8 per cent) have been invested more than 95000 birr for their business venture towards for purchasing of new auto. Therefore, the study understood that one third of the respondents have been investing an Ethiopian birr of 85000 for undertaking business activity in future through which has been determining the purchasing power of individual

**Table 6**  
**Classification of respondent by Investment**

S. No	Investment (ETB)	No. of Respondents	Percentage
1	65000 – 75000	16	32
2	75001-85000	16	32
3	85001 – 95000	14	28
4	Above 95000	4	8
<b>Total</b>		<b>50</b>	<b>100</b>

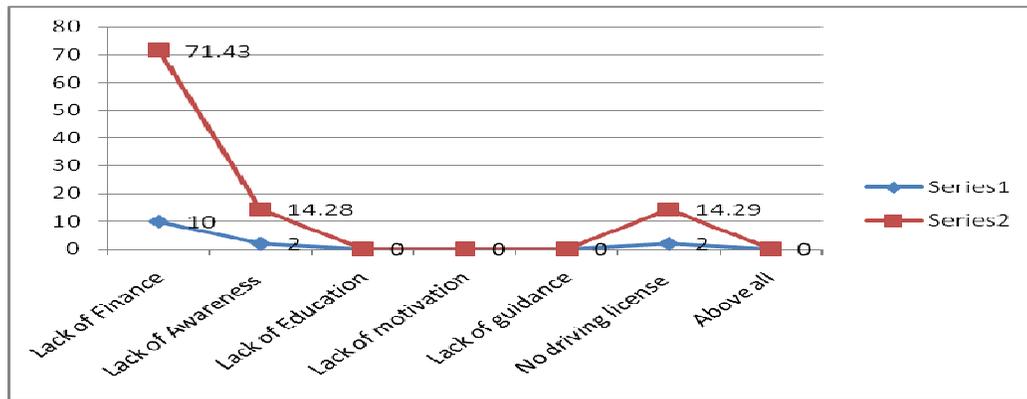
Source: Primary Data-2013-2014

**Table 7**  
**Opinion of respondent on their investment**

S. No	Opinion	No. of Respondents	Percentage
1	Yes	32	64
2	No	18	36
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

### Line Graph-01



Source: Primary Data-2013-2014

**Respondent’s opinion on Investment**

The table 7.1 states that opinion of the respondents on their sources of borrowing towards for purchasing a new vehicle which indicates that majority of the respondents (66.67 per cent) are obtaining credit from Micro finance institution with low rate of

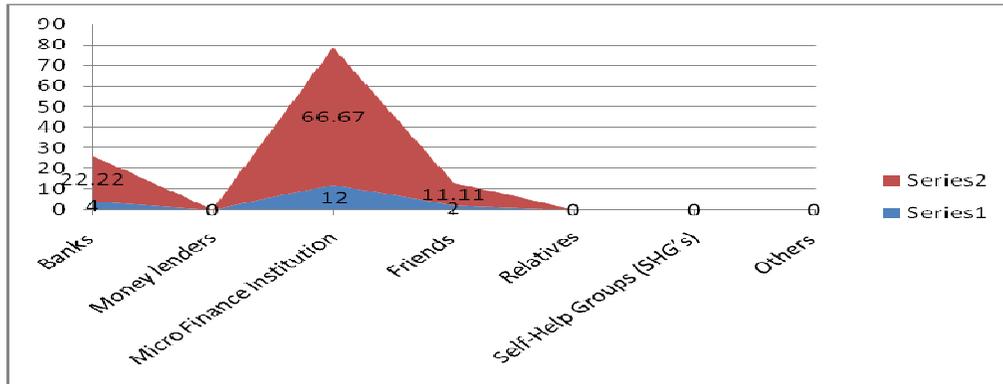
interest compared to other financial institutions like banks and friends. Only 22.22 per cent of the respondents are receiving credit for their business from banking sector and only 11.11 per cent of them are receiving loan from their peer groups/relatives. It was understood that Micro finance institutions

**Table 7.1**  
**Opinion of respondent on their sources of borrowing / investment**

S. No	Sources of Borrowing	No. of Respondents	Percentage
1	Banks	4	22.22
2	Money lenders	0	0
3	Micro Finance Institution	12	66.67
4	Friends	2	11.11
5.	Relatives	0	0
6.	Self-Help Groups (SHG’s)	0	0
7.	Others	0	0
<b>Total</b>		<b>18</b>	<b>100</b>

Source: Primary Data-2013-2014

Area Graph-02



Source: Primary Data-2013-2014

**Distribution of Respondents' on Working Days in a Month**

The table 8 states that opinion of the respondents on their distribution of respondents on working days in a month towards for earning by the bajaj driver which indicates that majority of the

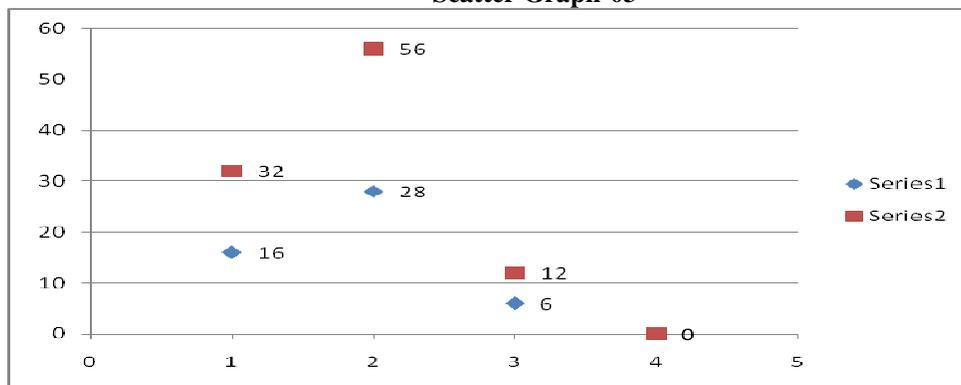
respondents (56 per cent) are running their vehicle 26 days per month. Out of 50 respondents 32 per cent are running their vehicle 16 days per month, only 12 per cent of them are running their vehicle 6 days per month. It was understood that majority of the bajaj driver are running their vehicle maximum 26 days per month for their generation of self employment.

**Table 8**  
**Distribution of Respondents' on Working Days in a Month**

S. No	Working Days	No. of Respondents	Percentage
1	30 days	16	32
2	26 days	28	56
3	22 days	6	12
4	Others	0	0
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

Scatter Graph-03



Source: Primary Data-2013-2014

**Distribution of Respondents’ on Income Per day**

The table 9 states that opinion of the respondents on their distribution of respondents on income per day in a month towards for earning by the Bajaj driver which indicates that majority of the respondents (76 per cent) are earning from their vehicle below 200 birr per day. Out of 50 respondents 10 (20 per cent) are earning from their vehicle above 301 birr in a day,

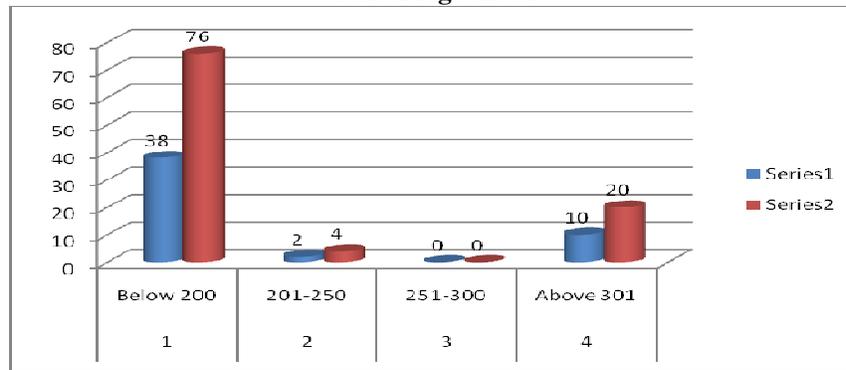
only 04 per cent of them are earning from their vehicle 201-250 birr in day. It was understood that most of the Bajaj driver are earning from their vehicle minimum 200 birr in day, because of they could not able to run their life in smooth way, so the concern government should take up the more responsibility to develop the transport in Ethiopia that should give an opportunity to develop the Hawassa city in different sources of investment.

**Table 9  
Distribution of Respondents’ on Income Per day**

S. No	Income (ETB)	No. of Respondents	Percentage
1	Below 200	38	76
2	201-250	2	4
3	251-300	0	0
4	Above 301	10	20
<b>Total</b>		<b>50</b>	<b>100</b>

Source: Primary Data-2013-2014

**Cone Diagram-01**



Source: Primary Data-2013-2014

**Distribution of Respondents’ on Expenses Per day**

The table 10 states that opinion of the respondents on their distribution of respondents on expenses per day in a month towards for maintenance by the Bajaj driver which indicates that majority of the respondents (80 per cent) are expensive for their vehicle maintenance below 75 birr per day. Out of 50 respondents 06 (12 per cent)

are spending for their vehicle maintenance between 76-100 birr in a day, 101-125 birr that Out 50 respondents 2 are spending in a day for their vehicle maintenance and others, only 04 per cent of them are spending for their vehicle maintenance above 126 birr in day. It was understood that most of the Bajaj driver are spending for their vehicle minimum 75 birr in day, because of they could able to run their life in smooth way but not much in the savings

for future. So the concern government should take up the more responsibility to develop the transport in Ethiopia that should

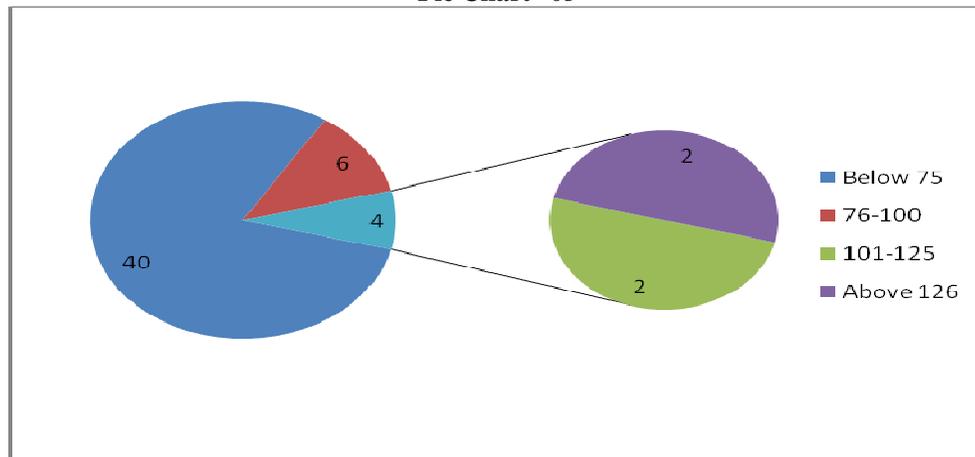
give an opportunity to develop the Hawassa city in different sources of investment.

**Table 10**  
**Distribution of Respondents' on Expenses Per day**

S. No	Expenses (ETB)	No. of Respondents	Percentage
1	Below 75	40	80
2	76-100	6	12
3	101-125	2	4
4	Above 126	2	4
<b>Total</b>		<b>50</b>	<b>100</b>

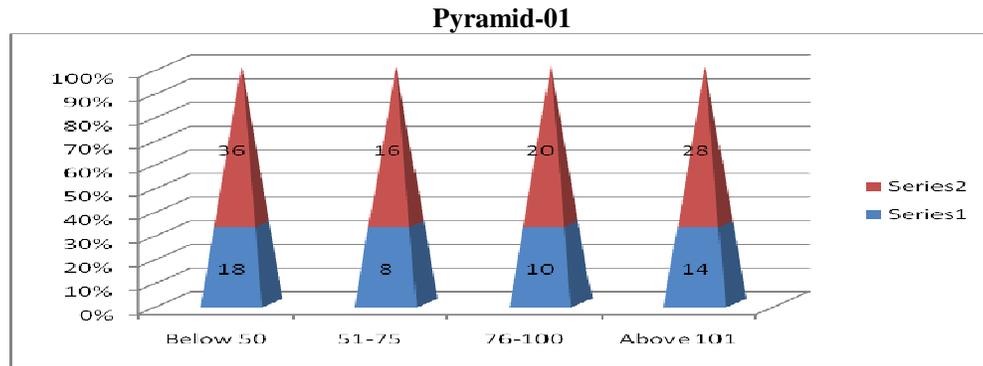
Source: Primary Data-2013-2014

**Pie Chart--05**



Source: Primary Data-2013-2014

**Distribution of Respondents' on Savings Per day**



**Source: Primary Data-2013-2014**

**Table 11  
Distribution of Respondents' on Savings Per day**

S. No	Savings (ETB)	No. of Respondents	Percentage
1	Below 50	18	36
2	51-75	8	16
3	76-100	10	20
4	Above 101	14	28
<b>Total</b>		<b>50</b>	<b>100</b>

**Source: Primary Data-2013-2014**

The table 11 states that opinion of the respondents on their distribution of respondents on savings per day in a month towards for their life maintenance by the Bajaj driver which indicates that out of 50 respondents 18 of them (36 per cent) are savings for their future life maintenance below 50 birr per day. Out of 50 respondents 14 of them (28 per cent) are savings for their life maintenance above 101 birr in a day, 76-100 birr that out 50 respondents 10 of them are savings in a day for their life maintenance and others, only 16 per cent of them are savings for their future life maintenance between 51-75 birr in day. It was understood that most of the Bajaj driver are not saving even 50 percentage of them earning in a day, because of most of them could able to run up their life in smooth way but not much in the savings for future. From this study that the researcher should recommend to the concern government should take up the more responsibility to develop the transport

in Ethiopia that should give an opportunity to develop the Hawassa city in different sources of investment.

**8. Conclusion**

Being a landlocked country, Ethiopia mainly uses the port of Djibouti for its transit trade. The existing transit transport system is unimodal transit (port-to-port) transport system. Due to the adverse effects caused by this type of transit system and as multimodal transport system is international practice of the day, Ethiopia and Djibouti have reached an agreement in last may 2004 to implement the “Through Bill of Lading arrangement “along the corridor. To this effect, both countries have already taken certain measures for the implementation of Through Bill of Lading. As both are poor countries, they need financial and technical support from the international community and the Development partners in order to put into practice the implementation of

modern and efficient mechanism of transit transport.

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#### Annexure-A

#### A Study on Problems and Prospects of Transport in Ethiopia- Special Reference with Auto Rickshaw's (Bajaj) in Hawassa City, SNNPRS, East Africa

#### Questionnaire for Auto Rickshaw Drivers

1. Name of the Respondent :
2. Sex  : a. Male  b. Female
2. Age of the Respondent
- a. below 25 years  b. 25 to 30 years
- c. 35 to 40 years  d. d. above 40 years
3. Educational Qualifications
- a. Illiterate  b. Primary
- c. 8<sup>th</sup> grade to 10<sup>th</sup> grade  d. d. Above 10<sup>th</sup> grade
4. Religion
- a. Christians  b. Muslims

c. Hindu  d. others (specify) .....

5. Are you owner of the Auto Rickshaw?

a. Yes  b. No

5.1. if Yes, How long period you are driving an Auto / Bajaj?

a. 0 to 2 years  b. 2 – 4 years  c. 4 – 6 years

d. 6-8 years  e. Above 8 years

5.2. if No, specify the reasons?

a. Lack of finance  b. Lack of awareness

c. Lack of education  d. Lack of motivation

e. Lack of guidance  f. No driving license

g. Above all

6. How much have been invested for purchasing an auto?

a. ETB 65000 to 75000  b. ETB 75001 – 85000

c. ETB 85001 – 95000  d. ETB Above 95000

7. Is it your own fund?

a. Yes  b. No

7.1. if No, Where did you borrow?

a. Bank  b. Money Lenders  c. MFI

d. Friends  e. Relatives  f. SHG's

g. others (specify) .....

8. How many days you are working in a month?

a. all 30 days  b. 26 days per month  c. 22 days per month

d. others (specify) .....

9. What is your per day income (ETB)?

a. below 200 ETB  b. 201 – 250 ETB

c. 251 – 300 ETB

d. Above 300

10. What is your per day Expenses (ETB)?

a. below 75 ETB

b. 76 – 100 ETB

c. 101 – 125 ETB

d. Above 126

11. What is your per day savings?

a. below 50 ETB

b. 51 – 75 ETB

c. 76 – 100 ETB

d. Above 101

12. Why did you prefer this occupation?

a. Traditional occupation

b. Easy Bank loan

c. Peer group motivation

e. others (specify) -----

13. Perception on auto driver by the society?

14. What are the Contributions of government for the development of Auto Riksha?

1.

2.

15. What is your opinion about this occupation?

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