

INTELLECTUAL INCEPTION: A Multidisciplinary Research

Journal of Bhojpur Campus

(Peer Reviewed)

ISSN: 2990-7934, Volume 3, Issue 1, June 2025, pp 178-187

Published by Research Management Cell (RMC), Bhojpur Multiple Campus, Bhojpur

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LIVELIHOOD STRATEGY

Tempo Driving as a Livelihood Strategy in Bhojpur Municipality, Bhojpur

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Article History: Submitted 3 April 2025; Reviewed 11 May 2025; Revised 16 June 2025

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DOI: <https://doi.org/10.3126/iimrjbc.v3i1.81425>

Abstract

Livelihood strategy is the dynamic and complex phenomena. It is changing over space and time. This paper examines the socio-economic condition and livelihood strategy of tempo drivers in Bhojpur Municipality. There are emerging tempo drivers day by day due to available of road network in Bhojpur Municipality. This study completely based on primary and secondary data and it follows descriptive research design and qualitative approach. This paper focuses mainly on tempo drivers' socio-economic status and their livelihood strategy. Tempo driving is the most important for the local people to travel from one place to another place. It is the responsibility of local government to make effective and better management of the tempo driving for the sustainable development of rural livelihood. Tempo driving is one of the ways of the employment and livelihood strategy where unemployment changed into employment. Likewise other local people got the facility to travel from one place to another place.

Keyword: livelihood strategy, tempo driving, periphery, socio-economic condition, tempo service etc.

Introduction and Statement of the Problem

A livelihood in its simplest sense is a means of gaining a living. According to a Chambers and Conway (1991) a livelihood comprises the capabilities, assets (including both material and social resources) and activities required for a means of living as cited in Koirala (2011). The livelihood strategies of local people are always embedded with local environment. The real picture of local environment such as land use, land tenure system, main crops grown, cropping pattern, soil types and field characteristics, irrigation system, availability of education, drinking water in terms of their service coverage (Chapagain, 2009).

Ellis (1998a) defines the livelihood strategies as the composite activities of household that men and women undertake to build their livelihoods (Rai 2011). Nowadays, livelihood strategies are changing with new development of nation. According to Chambers and

Conway (1991), Development process influence the spatial, ecological and cultural pattern of adaptation and it also changes the livelihood strategies of the particular groups. In the present day, education and migration have become a great influential factor for determining the livelihood strategies of an individual, a household or community (Rai 2011). Livelihood as adequate stocks and flow of food and cash to meet basic needs (WCED 1987). The whole plans of actions and activities that undertake individuals or households overcome or cope with the stress and shocks are known as livelihood strategies.

Livelihood strategy can be defined as increased well-being, reduced vulnerability, improved food security and more sustainable use of natural resource base. It largely depends on the availability of livelihood assets/capitals-natural capital, human capital, financial capital, physical capital and social capital. Rai (2011) has concluded that livelihood strategy is the dynamic and complex phenomena. It is changing over space and time. The remarkable changes took place in the livelihood strategy. The livelihood strategy includes off-farm and non-farm sector that directly belong to cash income. Koirala (2011) discusses on the topic *Changing Pattern in Livelihood Strategies*: cereal crops and livestock raising are the part of parcel of the livelihood within the area since historical past. The present day livelihood pattern reveals a beginning of diversification as well as specialization in horticulture, cash crops, dairy farming and business in several communities. However, the households with lack or limited cultivable lands and/or limited access to other livelihood means are facing serious threats for their survival.

Sati (2014) discusses on the topic *Sustainable Livelihood Strategies and Option*: all the livelihood capitals have better future potentials. The livelihood capitals are optimally harnessed and risks and vulnerability is controlled, livelihoods of the people may be sustainable. Dahal, K. (2017) have concluded that in the post-conflict phase, variety of livelihood strategies are adopted by the urban poor. Private and professional services, driving and foreign employment are priority areas of interest of the poor youths in the post-conflict phase. They have changed their employment livelihood pattern and way of living in urban area through expanding their employment opportunities. Micro-saving and credit activities, social networks are encouraging them to increase their occupational mobility.

DFID, (1999) defines the livelihood strategies are as the complex activities where men and women take to build their livelihoods. Many researches show that there are so many sectors for livelihood strategy and studied about them such as off-farm and non-farm. Nowadays, road access is available in rural and urban places. Many youths are engaged in driving and they are earning cash and fulfilling their needs. Nowadays, there are much available tempo driving in Bhojpur municipality and serving to public. There is no found study about driving specially in the case of tempo driving in Bhojpur municipality. Therefore, it is necessary to study to get new information about tempo drivers.

There are some limitations. This study is limited into Bhojpur Municipality specially Gupteshwor, Siddheshwor, Bokhim, Deurali, Bhojpur, Bhaisipankha and Taksar. This study focuses only tempo drivers and it is based on primary data and secondary data as ancillary.

Respondents are selected as randomly. Livelihood strategy is an activity undertaken by smallholder households to provide a means of living. A key goal of livelihood strategies is to ensure household economic and social security (Koczberski et al., 2001 as cited in Sati, 2014). Basically this paper is based on Robert Chambers and Gordon Conway's Sustainable Livelihoods Approach (1992). Generally, agriculture, business, industry, cutting and stitching, collecting sand, breaking stones etc, have been studied in the area of livelihood strategy but the tempo driving is in shadow in Bhojpur Municipality.

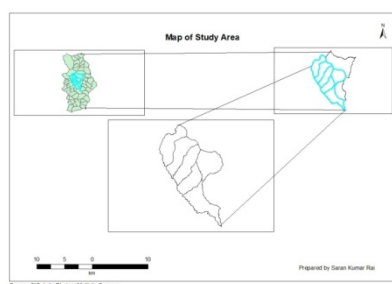
Driving is one of the occupations which lie in the livelihood strategy. Nowadays, young people are attracted towards driving. Therefore there are so many people are engaged in this sector. Tempo driving is popularized in Bhojpur Municipality therefore many young people are engaged in tempo driving for their livelihood. Mainly the peripheral areas of Bhojpur district headquarter such as Dawan, Bhaisipankha and Taksar are main area for the tempo driving. All the people who are living in these places they travel by tempo because tempo provides fast service. There is some research questions i. e. What is the socio-economic condition of Tempo Drivers? How is the tempo driving is a livelihood strategy? This paper tries to search answers by these objectives i. e. to find out socio-economic condition of Tempo Drivers, to identify tempo driving as a livelihood strategy, to evaluate their level of satisfaction.

Background of the Study Area

Bhojpur municipality is one of the two urban municipalities of Bhojpur district of Province No. 1. Which is situated in the periphery of Bhojpur headquarter with 159.06 km² total area. There is twelve wards in Bhojpur Municipality. Among them ward no. 3, 4, 5, 6, 7, 8, 9, 10, and 12 or Gupteshwor, Siddheshwor, Bokhim, Bhojpur (bhojpur comprises ward no. 6, 7, 8, and 9), Bhaisipankha and Taksar are more affected by tempo service. Tempo is a three wheeler vehicle which has four passengers are sufficient. Now, Tempo Organization of Bhojpur Municipality has been established but it is not active in the present day. It has not provided any services to the members of tempo organization.

Bhaisipankha ward no. 10 in the east, Dawan ward no. 3 and 4 in the west and Taksar ward no. 12 in the south which three sites are the main roots of Tempo services in Bhojpur Municipality. Many people of this area are taking Tempo service daily. There are mainly Bhojpur-Leguwa and Bhojpur-Chakhewa road with 64 km. and 42 km. respectively lies in the Mid-Hill Lokmarga which is pitched now. The last point of tempo root is Dawan in the west, Bhaisipankha in the east and Taksar root in the south there are 12, 6 and 5 km. respectively. Tempo drivers are busy in these three sites daily.

Map of Study Area



Method and Materials

Nature and Sources of Data

The present study is based on the primary data. Other ancillary data are acquired from secondary sources. For the primary data collection, questionnaire, field observation and key informants interview are the main research tools for primary data collection. Open ended and closed questionnaire is used to gather information in this study. This paper is qualitative in nature and descriptive research design has been adopted in this study.

There are 83 tempo drivers are listed in tempo organization in Bhojpur district and they are provided tempo service to the public in the periphery of Bhojpur municipality. Among them there are 50 tempo drivers (60%) are selected as a respondent for the information as sample which is based on researcher's convenience. They are selected by researcher by lottery method. Likert scales for measuring satisfaction have been used in this paper.

Discussion and Results

Socio-Economic Status of Tempo Drivers

Tempo drivers have different social and economic differences. They have distinct nature and characteristics also. They are inhabitants of Bhojpur district.

Ethnic Composition

Table 1
Caste/ethnic

S.N.	Caste	Total	%
1	Rai	20	40
2	Chhetri	14	28
3	Newar	12	24
4	Dalit	4	8
	Total	50	100

Source: Field Survey, 2081.

Table 1 shows the caste/ethnic group where different castes were involved in tempo driving in Bhojpur Municipality. There are mainly four castes are engaged with providing tempo services. According to this table Rai is more than others with 40 percent and less number of castes is Dalit with 8 percent can be seen. This situation reflects that people of various castes have been adopting this occupation as a main profession. So it can be considered as a common occupation of the people of Bhojpur.

Age Composition

Table 2
Age group

S.N.	Age group	Total	%
1	Below 19	2	4
2	20-24	10	20
3	25-29	12	24
4	30-34	10	20
	Above 35	16	32
	Total	50	100

Source: Field Survey, 2081.

Table 2 shows the age composition of the sample where there are above 35 of age is can be seen more with 32percent. Below 19 years of person are less than others with 4percent. It concludes that the persons the age of above 35 who are more responsible for their family management.

Religion

Table 3
Religious status

S.N.	Religion	Total	%
1	Hindu	30	60
2	Kirant	19	38
3	Christian	1	2
	Total	50	100

Source: Field Survey, 2081.

The above table shows the status of religion among tempo drivers. Hindu has highest percent with 60percent. Christian has less percent with 2percent which shows that Hindu and Kirant religions are dominant in Bhojpur Municipalityrespectively.

Education

Table: 4
Educational status

S.N.	Class	Total	%
1	Below 5	2	4
2	5-8	14	28
3	9-12	34	68
4	Above +2	-	-
	Total	50	100

Source: Field Survey, 2081.

Table 4 shows the educational status among tempo drivers. The number of persons who passed 9-12 with 68percent and it is highest percent among them. 4 percent lies in Below 5. There could not be found any person in above +2. It concludes that there are so many persons are involved in tempo driving who has only under secondary level of education.

Marital Status

Table 5
Marital status

S.N.	particular	Total	%
S.No.	Married	44	88
1	Unmarried	6	12
2	Total	50	100

Source: Field Survey, 2081.

Above table shows the marital status where married percent is 88 and unmarried percent is 12 which shows that the married persons are involved more than unmarried persons in tempo driving.

Family Composition

Table 6
Family composition

S.N.	Family Members	Total Households	%
1	1	-	-
2	2	-	-
3	3	7	14
4	4	18	36
5	5	13	26
6	6	3	6
7	7	9	18
	Total	50	100

Average family member is 4.78

Source: Field Survey, 2081.

Table 6 presents family composition of tempo drivers where 36percent households have 4 family members, 18 percent have 7 family members and 6 percent have 6 family members. Therefore the average family member is 4.78.

Tempo driving as a basis of livelihood

Annual Income

Table 7
Annual income

S.N.	Annual Income (in lakh)	Total	%
1	Below 2	2	4
2	2-4	28	56
3	5-8	17	34
4	Above 9	3	6
	Total	50	100

Source: Field Survey, 2081.

Table 7 shows annual income of tempo drivers. The main purpose of tempo drivers is to earn money. This table shows that maximum people earn 2 to 4 lakh annually but some persons can earn above 9 lakh in a year exceptionally.

Involvement in Driving

Table 8
Involvement in driving

S.N.	involvement(in a Year)	Total	%
1	Below 1	4	8
2	1-4	35	70
3	5-8	10	20
4	Above 9	1	2
	Total	50	100

Source: Field Survey, 2081.

Table 8 shows the involvement of persons in tempo driving. There are mainly maximum persons are involved in tempo driving in the period of 1 to 4 years.

Fuel Consumption

Table 9
Fuel consumption

S.N.	Fuel (in Litre per day)	Total	%
1	2-4	10	20
2	5-7	38	76
3	8-10	2	4
	Total	50	100

Source: Field Survey, 2081.

Table 9 shows fuel consumption by tempo drivers in a day. There are 76percent of the sample is consuming 5 to 7 litre per day. Therefore 5 to 7 litre fuel is necessary to a tempo driver in a day.

Maintenance Cost of Vehicle

Table 10
Maintenance cost of vehicle

S.N.	Cost (in thousand in a Year)	Total	%
1	Below 49	9	18
2	50-69	28	56
3	70-89	8	16
4	Above 90	5	10
	Total	50	100

Source: Field Survey, 2081.

Table 10 shows the maintenance cost of vehicle in a year where there is 56percent of tempo drivers expense 50 to 69 thousand in their maintenance cost. Mainly there are maintenance cost of vehicle includes servicing, change of parts, blue book renew, root permit and others. It concludes that it is necessary to manage 50 to 69 thousand by a tempo driver for the maintenance cost of vehicle in a year.

Working Time in a Day

Table 11
Working time in a day

S.N.	Time (in hours)	Total	%
1	2-5	6	12
2	6-9	24	48
3	10-13	20	40
	Total	50	100

Source: Field Survey, 2081.

Table 11 shows the working time of tempo drivers in a day. Which defines 6 to 9 hours is the certain working period of tempo drivers in a day.

Condition of the Satisfaction

Table 12
Condition of the satisfaction

S.N.	Particulars	Total	%
1	Very dissatisfied	0	-
2	Dissatisfied	0	-
3	Neutral	2	4
4	satisfied	45	90
5	Very satisfied	3	6
	Total	50	100

Source: Field Survey, 2081.

Above table shows the condition of satisfaction of Tempo Drivers, where 90 percent tempo drivers are satisfied with their profession, Which concludes that many tempo drivers are satisfied with their occupation.

Conclusion

Livelihood strategy is the dynamic and complex phenomena. It is changing over space and time. There is emerging the maximum number of tempo drivers day by day due to availability of road network and passengers in Bhojpur municipality. Tempo driving is a kind of livelihood strategy for the rural and urban population. Maximum tempo drivers are totally depended on tempo driving for their livelihood. A large number of people of Bhojpur municipality travel by tempo. Therefore tempo service is being popular in the periphery of Bhojpur headquarter. Males are basically attracted towards tempo driving to earn money as their livelihood strategy. All of the tempo drivers of Bhojpur municipality are satisfied with their profession because they have earned money sufficiently.

This paper shows that mostly the ages between 25-29 and above 35 of male persons are attracted and responsible for the tempo driving to sustain their livelihood. According to the findings of this paper where ninety percent tempo drivers have satisfied with their profession and six percent tempo drivers have been very satisfied with their profession. Result of this study indicates that Tempo driving occupation is emerging as a popular business day by day as a source of livelihood strategy in Bhojpur. Therefore, according to this study the local government should be aware for the better management in the case of tempo driving such as proper tempo parking area, loan for buying tempo for youths and proper transportation costs for travellers. These kinds of plans motivates to youths for self empowerment which creates self employment.

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