



## INTERNATIONAL JOURNAL OF RESEARCH IN COMMERCE AND MANAGEMENT

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- Sharma T., Kwatra, G. (2008) Effectiveness of Social Advertising: A Study of Selected Campaigns, Corporate Social Responsibility, Edited by David Crowther & Nicholas Capaldi, Ashgate Research Companion to Corporate Social Responsibility, Chapter 15, pp 287-303.

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- Schemenner, R.W., Huber, J.C. and Cook, R.L. (1987), "Geographic Differences and the Location of New Manufacturing Facilities," Journal of Urban Economics, Vol. 21, No. 1, pp. 83-104.
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- Kumar S. (2006): "Customer Value: A Comparative Study of Rural and Urban Customers," Thesis, Kurukshetra University.

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**MIGRANT WORKERS: SOCIO ECONOMIC STATUS AND REMITTANCES****DR. BEENA NARAYAN****ASSOCIATE PROFESSOR (ECONOMICS)****INDIAN EDUCATION SOCIETY'S****MANAGEMENT COLLEGE & RESEARCH CENTRE****BANDRA, MUMBAI****ABSTRACT**

*In the process of urbanization the contribution of migration has been playing an important role in the developing and developed countries as well. As a result, in all the urban areas of developing countries migrants are increasing. Mumbai in Maharashtra records excessive urban growth. Most of the migrants in the city are agricultural labourers and marginal farmers. The incidence of poverty has also been very high. The slums of the new unauthorized hutment areas are mostly inhabited by the labour migrants in almost all the cities. The present study based on a migrant workers survey done by the researcher in the Mumbai city of Maharashtra investigates the socio-economic status of migrant taxi, auto & construction workers in Mumbai. Since majority of these workers are migrant. The study focuses on number of policy related issues such as what is the living status of migrants? How much remittance they are able to send? Who sends most and what are remittances used for? Keeping the above aspects under consideration, the study analyses the socio-economic and living conditions of the migrant workers in the labour markets of Mumbai city. This kind of study is significantly helpful for the identification of problems, deficiencies and sufferings of workers in an effective manner. The study covers about three types of workers such as taxi, auto and construction workers in Mumbai. Total Five hundred thirty three workers from different fields were surveyed. Based on this information, the socio-economic living conditions and remittances status are analysed. The present study describes the status of migrant workforce in Mumbai and associated issue of remittances. It presents the characteristics of a sample of 533 migrant workers from different sectors. These workers were interviewed during the month of August 2009 to February 2010. These workers were interviewed near Cinema halls, railway station, taxi/auto stands and construction sites. A structured questionnaire was used to interview the migrant workers.*

**INTRODUCTION**

In the process of urbanization the contribution of migration has been playing an important role in the developing and developed countries as well. As a result, in all the urban areas of developing countries migrants are increasing.

The social structure in the rural areas is undergoing suggestive change in appearance due to migration of labour from the rural sector to the urban sector and the demographic characteristics of the rural areas have significantly changed over the past several years. The gender composition, age composition and skill composition of the rural economy has been changing.

The major assisting factor for the unprecedented growth of population in urban areas in migration particularly from rural to urban. Generally migrations create both positive and negative effects. The positive effects are growth in productivity and incomes of people in the urban areas and contributing for the overall economic development of urban centres, while the negative effects are aggravating the problems such as scarcity of dwellings, employment, pollution and unhealthy living conditions which adversely affect the quality of life of poor in the city.

Migration to urban areas in search of higher income is common and a potential pathway out of poverty. Migration is most spread through the transforming and urbanized economies, where growing urban areas offer more employment opportunities.

A large number of migrants to urban areas send back remittances, this may raise rural income & consumption; it may also encourage technological change, which can further increase rural incomes. The net effect of remittances on the rural economy is difficult to determine. They may add to productive investment for the development and diversification of agriculture or of non-agricultural activities in the rural areas; or be spent on housing and education, or be used to relieve the poverty of those who remain behind. On the other hand, they may be used unproductively – for conspicuous consumption or in order to build an excessive degree of capital intensity into agriculture, with adverse effects on employment. Remittances may even erode good work habits, since they increase resources without the need for any effort on the part of the recipient, thus subdue the urgency for economic and social change.

The full effects of remittances on the level and distribution of income in rural areas will of course depend on their size and frequency. These in turn depend on the type of migration, the type of job on which migrants are employed, their income, their living cost (which determine their capacity to save) the extent of their interest on the household's land the needs of the family members they have left behind. The present study, based on a survey conducted by the researcher in Mumbai city of Maharashtra, investigates the occupation, earning, lifestyles and saving pattern of different category migrant workers and role of remittances in their native regions or family development.

Mumbai in Maharashtra records excessive urban growth. Most of the migrants in the city are agricultural labourers and marginal farmers. The incidence of poverty has also been very high. The slums of the new unauthorized hutment areas are mostly inhabited by the casual labour migrants in almost all the cities.

**OBJECTIVES**

The present study based on a migrant workers survey done by the researcher in the Mumbai city of Maharashtra investigates the socio-economic status of migrant taxi, auto & construction workers in Mumbai. Since majority of these workers are migrant. The study focuses on number of policy related issues such as what is the living status of migrants? How much remittance they are able to send? Who sends most and what are remittances used for?

The main objective of the study is to evaluate the socio-economic conditions as well as of the living conditions of the sample workers. Keeping the above aspects under consideration, the study analyses the socio-economic and living conditions of the migrant workers in the labour markets of Mumbai city. This kind of study is significantly helpful for the identification of problems, deficiencies and sufferings of workers in an effective manner.

For this purpose a survey was carried out with the help of questionnaire among workers in various labour markets.



The study covers about three types of workers such as taxi, auto and construction workers in Mumbai. Total workers from different work field were surveyed. Based on this information, the socio-economic living conditions and remittances status are analysed.

This paper briefly characterizes selective migrant work force and the socio-economic characteristics of migrant workers in Mumbai.

This paper explores the relationship between workers attributes and how the economy compensates them as reflected in both wages and basic facilities available to them in the city.

The study aims to develop a profile of migrant construction workers in Mumbai. Do the migrant themselves benefit when they move to cities for earning livelihood? What is the status of remittances, family, consumption pattern, children education and various other aspects?

## LITERATURE REVIEW

Agarwal (1997) studied strategies for construction contractors to reduce workers compensation costs.

Amuedo D(2006) captured the motives for finding remittance and studied that increase in income risk significantly raises the propensity and proportion of labour earnings sent home for family provided insurance and for self insurance.

B.Biswajit(1964) studied the important determinants of the decision to remit and of the amount remitted by migrants in India to their place of origin.

Banerjee, Biswajit(82) Examined the importance of various socio-economic variable the influence future plans to rural to urban migrants in India and explores the intended timing of the return of rural to urban migrants to the rural area.

Brady (2006) examined how construction workers perception of work climate factors relates to their use of hearing protection devices.

Carling(2008) studied the factors that why some immigrants send much more money to their country of origin than others.

Covey (1992) examined the relationship between occupational status and smoking habits among men and women.

Gillen, Marion (2004) identified perceptions of management safety practices from the viewpoint of union and nonunion construction workers. The study shows that construction managers play a pivotal role in the definition and implementation of safety practices in the workplace and workers look to them for guidance and modeling.

Glysos(1993) investigated the impact of migrant remittances on the migrant source country.

Hadi (2009) studied migrant workers continue sending money back to their home countries, at a time when trade flows have been affected by the global crisis in 2009.

Haput (2005) presented a study on the need to maintain and promote construction workers health and working capacity.

Hunte (2004) studied the remittance decay hypothesis, in which remittances decreases as household income increases.

Jayawardane (1958) studied human resource development issues in the Sri Lankan Construction Industry.

Kaixum S (2003) studied the policy and practical questions for improving the quality and efficiency of the large rural workforce in construction.

Kamback(2007) focused on the remittance of immigrants and migrants workers being sent to their extended families through major money service business instead of sending in through bank.

Langford (2000) identified the critical factors that influence the attitudes of construction workers towards safe behavior on construction sites.

Oberoi(1980) studied nature and role of remittances in rural development with special reference to Punjab.

Srour (2006) explored the relationship between workers attributes and how the industry compensates them.

Taylor(1996) focused on the factor that income remittance sent home by family migrants stimulate household farm incomes indirectly by relieving credit and risk constraints on household farm production.

ThuoHe (2008) discussed the economic impact of remittances on the countries of migrant workers.

Tu Sun (2008) revealed in the study that more than half of the critical safety risk factors are from contractors & subcontractors.

Waldron, Hilary (2007) presented an analysis of trends in mortality, differentials and life expectancy by average relative earnings for male social security.

## RESEARCH DESIGN & METHODOLOGY

The present study describes the status of migrant workforce in Mumbai and associated issue of remittances. It presents the characteristics of a sample of 533 migrant workers from different sectors. These workers and vendors were interviewed during the month of October 2009 to February 2010. These workers were interviewed near Cinema halls, railway station, taxi/auto stands, construction sites, and vegetable markets. A structured questionnaire was used to interview the migrant workers. The simple averages used as statistical method.

## LIMITATIONS & FUTURE SCOPE OF THE STUDY

The current study only examined the socio-economic aspect of migrant workers using few parameters. It would be useful to use other measures like in-depth study of their remittances and its impact on their native economy.

The study is based on selective category of migrant workers due to time constraints. A similar study with larger migrant workers samples might yield different experience and results.

The study is only preliminary in nature; it provides direction for future research. One could empirically test if recognition of such placement provides different results.

## FINDINGS OF THE STUDY

This study shows the distribution of migrants by socio-economic background and those who have even sent remittances. While nearly all age group workers from 18-60 years have migrants for livelihood.

Table 1- AGE OF THE MIGRANTS

Age	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
20-24	0	0%	18	11%	12	8%	30	6%
25-29	0	0%	31	19%	52	34%	83	16%

30-34	12	5%	20	13%	43	28%	75	14%
35-39	17	8%	19	12%	21	14%	57	11%
40-44	45	20%	34	21%	9	6%	88	17%
45-49	82	37%	25	16%	8	5%	115	22%
50-54	42	19%	10	6%	4	3%	56	11%
55-59	19	9%	0	0%	4	3%	23	4%
60-64	3	1%	3	2%	0	0%	6	1%
Total	220	100%	160	100%	153	100%	533	100%

Table(1) gives the distribution by age of all migrant workers. The highest percentage of workers is from the age group of 45-49 years among taxi and construction workers. Among auto workers the highest percentage is seen from 40-44 years. Gradually, above 50 age group migration of workers is comparatively less.

Education plays an important role in migration. Education appears to be more or less a neutral variable. Assuming education to be a proxy for current income. This also implies that the migrants income does not affect his decision to remit, although it may affect the jobs opted.

Table 2 - LEVEL OF EDUCATION

Education	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Illiterate	31	14%	5	3%	32	21%	44	8%
Primary	31	14%	30	19%	65	42%	126	24%
Secondary	116	53%	72	45%	47	31%	235	44%
Higher Secondary	37	17%	27	17%	6	4%	70	13%
Graduates	5	2%	26	16%	3	2%	34	6%
Total	220	100%	160	100%	153	100%	533	100%

It is deduced from Table(2) that level of migration is higher among the illiterates, primary and secondary level. It is also observed that they migrate without a clear choice of occupation and enter into whichever adopts them easily. The studied migrant workers highest percentage is secondary level educated. A small percentage belong to graduates and post graduates too but this has happened due to failure in obtaining a superior profession.

The position is somewhat different with respect to social groups. There is higher propensity among backward and lower casters to migrate and send remittances than among forward class. This may be due to the reason that the backward and lower caste people find low job opportunities so they migrate and obviously they are in greater need of remittances to meet current consumption expenses like household expenses, education, etc. Distance does not seem to break family ties and on the contrast a bigger percentage of income earned is sent back to native places. Since most migrants from rural areas migrate to the towns, the flow of remittances is largely from urban to rural areas.

Table 3- SOCIAL GROUP

Social Groups	Taxi operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Forward	43	20%	55	34%	48	31%	68	13%
Backward	99	45%	65	41%	97	63%	261	49%
Scheduled Tribe	78	35%	40	25%	8	5%	126	24%
Any other	0	0%	0	0%	0	0%	0	0%
Total	220	100%	160	100%	153	100%	533	100%

It could be observed from the Table(3) that only 13% workers are from forward category. 49%(261) workers are from backward category and 24%(126) workers belong to scheduled tribe.

Table 4 - MARITAL STATUS

Marital Status	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Married	220	100%	133	83%	86	56%	439	82%
Unmarried	0	0%	27	17%	67	44%	94	18%
Total	220	100%	160	100%	153	100%	533	100%

The data on Table(4) shows that only 18% (94) workers are unmarried and 82%(439) workers are married.

Demographic aspect is considered to be one among the important factors of migration. The size of the family is very crucial factor to know the division of remittances. Table(5) shows the highest percentage of children is two, three and four. To the extreme it could observe few cases of six children in the family.

Table 5 - NO. OF CHILDREN



No. of Children	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
1	11	5%	22	14%	11	7%		0%
2	100	45%	36	23%	38	24%	174	32%
3	80	36%	38	24%	21	13%	139	26%
4	21	10%	25	16%	13	8%	59	11%
5	8	4%	11	7%	4	3%	23	4%
6	0	0%	1	1%	6	4%	7	1%
No children	0	0%	27	17%	67	42%	94	17%
Total	220	100%	160	100%	160	100%	540	100%

Since the total earning of the workers family is one of the prime factor in defining socio-economic status. Table(6) reveals the fact that 70 % (372) workers are the only earning member in the family. 17 % (92) workers have two persons earning in the family. 10 % (52) workers have three persons earning. In case of joint family system more than three people working in the family. The decision of migrants to remit is relatively related on the factor of how many people working in the family, the status of family, agricultural occupancy. Lesser the member working in the family and absence of agricultural land and other assets shows that remittances are higher. Migrants from the poor background are more likely to send remittances. It will be greater if the household's status is poor, dependency ratio is higher. In case of unmarried migrants the fact has been observed that after reaching to certain level of earning income only they start sending remittances.

Table 6 - EARNING MEMBERS IN THE FAMILY

Earning members	Taxi operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Alone	210	95%	107	67%	55	36%	372	70%
Two	6	3%	27	17%	59	39%	92	17%
Three	4	2%	26	16%	22	14%	52	10%
Four	0	0%	0	0%	10	7%	10	2%
Five	0	0%	0	0%	4	3%	4	1%
Six	0	0%	0	0%	3	2%	3	1%
Total	220	100%	160	100%	153	100%	533	100%

Table 7- MONTHLY INCOME

Monthly Income	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Below 5000	118	54%	99	62%	31	20%	248	47%
5000-7000	94	43%	42	26%	19	12%	155	29%
7001-9000	8	4%	11	7%	40	26%	59	11%
9001-11000	0	0%	8	5%	35	23%	43	8%
11001-more	0	0%	0	0%	28	18%	28	5%
Total	220	100%	160	100%	153	100%	533	100%

Table(7) investigates the base of sending remittances. Remittances mainly depends on income earned. If the nature of work is irregular remittances are affected. It is evident from the data that 47% (248) respondents earn less than Rs.5000/- in a month. 29% (155) respondents earn between Rs.5000-7000. 11% (59) respondents earn 7001-9000. 8% respondents earn between Rs.9001-11000 in a month and only 5% (28) respondents earn Rs.11000 or more in a month. This data proves the fact that in city like Mumbai earning less than Rs.5000 per month is sufficient to have a nominal cost of living which impacts remittances too.

Table 8- STATUS OF LIVING

Place to stay	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Flat	16	7%	2	1%	0	0%	0%	0%
Chawl	73	33%	45	28%	9	6%	127	24%
Slum	131	60%	113	71%	30	20%	274	51%
Roadside	0	0%	0	0%	0	0%	0	0%
Hut in sight	0	0%	0	0%	108	71%	108	20%
Employees arrangement	0	0%	0	0%	6	4%	6	1%
Total	220	100%	160	100%	153	100%	533	100%

Table(8) shows the status of living of migrants by the type of present place of residence. 51%(274) respondents are living in slum areas and 24%(127) respondents living into chawl areas represents taxi and auto-rickshaw workers. 20%(108) respondents stay in sight huts provided by the labour contractors. These huts have minimal basic facilities available and workers are allotted temporary tin sheds, water and electric facilities.

Why do workers migrate and adjust with lots of difficulties in cities. It is deduced from the table that 59% (314) workers accepted that they come to the city in search of jobs. The respondents talked about unavailability of work in the native place. The rate of remuneration are poor and they are not willing to work on agricultural fields. 41% workers accepted that they had a clear choice of taxi driving after migration. Rest of the workers tried their fate for other occupation and then adopted for auto driving because it is comparatively easily accessible than taxi driving. Construction workers also have an ample scope they learn by training and basic provisions are arranged by the contractors. This makes workers easy entry into the labour market. Migration is generally of young and active people. Even with small social links in migrated areas they are ready to migrate. The elderly and children mostly in northern states women do not migrate. It's not that they are always very poor sometimes to maintain the agricultural land and raising living standards they migrate.

Surveyed workers have origin from different states of the country such as Uttar Pradesh, Bihar, West Bengal, Orissa, Madhya Pradesh, Assam, Jharkhand, Karnataka, Kerala Rajasthan and Andhra Pradesh. The largest percentage of workers was seen from Uttar Pradesh and Bihar.

It could be seen from the data given on table (9) that 37% (199) respondents live in thatched houses in their native place. 49% (261) respondents live in roof concrete houses but among construction workers roof concrete houses ratio is only 4% (6) only 14%(73) respondents live in tiled houses.

**Table 9 - NATURE OF HOUSE AT THE NATIVE PLACE**

Nature of house	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Thatched House	15	7%	95	59%	89	58%	199	37%
Tiled	0	0%	15	9%	58	38%	73	14%
Roof Concrete	205	93%	50	31%	6	4%	261	49%
Total	220	100%	160	100%	153	100%	533	100%

Monthly expenditure is an important determinant of remittances. It focuses on various aspects of living standards. Closely related to income earned it decides the status of living of those people who are left in the native place. Table(10) shows average monthly expenditure of the workers. 34% (183) workers have Rs.2000-3000 expenditure per month. 29% (155) workers have Rs.1000-2000 monthly expenditure. 26%(139) workers have Rs.3000-4000 expenditure per month. 9%(50) workers have Rs.4000-5000 expenditure and 1%(6) workers have Rs.5000-6000 expenditure per month.

**Table 10 - PER MONTH AVERAGE MONTHLY EXPENDITURE**

Exp. Per month	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Upto 1000	0	0%	0	0%	0	0%	0	0%
1000-2000	108	49%	25	16%	22	14%	155	29%
2000-3000	91	41%	38	24%	54	35%	183	34%
3000-4000	18	8%	78	49%	43	28%	139	26%
4000-5000	3	1%	13	8%	34	22%	50	9%
5000-6000	0	0%	6	4%	0	0%	6	1%
Total	220	100%	160	100%	153	100%	533	100%

The among of saving is based on the working capacity of the workers. Table(11.1) shows the saving status of the workers. 22% (119) workers do not save. 78% (414) workers save. Table (11.2) shows that 48% (206) workers save between Rs.500-1500 per month. 28% (119) workers save between Rs.1501-2500. 25% (107) workers save less than Rs.500 per month.

**(A) Table 11.1- SAVING PER MONTH**

Saving (Per month)	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Yes	209	95%	70	44%	135	88%	414	78%
No	11	5%	90	56%	18	12%	119	22%
Total	220	100%	160	100%	153	100%	533	100%

It should be pointed out here that poor saving status is due to high cost of living in the city and workers often unable to meet the expenditure and forces to put them in loan burden.

It is deduced from the table (11.2) that 62% (333) workers have taken loan. 38% (200) workers have not taken any loan. Workers have taken loan from different sources.

**(B) Table 11.2 - STATUS OF SAVING**

Saving (Per month)	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Below Rs.500	64	34%	30	43%	13	8%	107	26%
500-1500	121	63%	40	57%	27	18%	188	45%

1501-2500	6	3%	0	0%	113	74%	119	29%
2501-3000	0	0%	0	0%	0	0%	0	0%
3001-3500	0	0%	0	0%	0	0%	0	0%
4000-4500	0	0%	0	0%	0	0%	0	0%
5000-5500	0	0%	0	0%	0	0%	0	0%
Total	191	100%	70	100%	153	100%	414	100%

(A) Table 12.1 - LOAN

Loan taken	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Yes	214	97%	83	52%	36	24%	333	62%
No	6	3%	77	48%	117	76%	200	38%
Total	220	100%	160	100%	153	100%	533	100%

(B) Table 12.2 – SOURCE OF LOAN

Loan authority	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Friends	0	0%	0	0%	8	22%	8	2%
Employer	33	15%	9	11%	11	31%	53	16%
Money lender	13	6%	8	10%	16	44%	37	11%
Bank	168	79%	66	80%	1	3%	235	71%
Total	214	100%	83	100%	36	100%	333	100%

It could be seen from that data given in table(12.2) that 71% (235) workers have taken loans from the banks but this is the case applicable mainly on taxi and auto rickshaw works. Only 3% (1) construction worker has taken loan from the bank. 16% (53) workers are depending on employer for the loan. 11% (37) workers are depending on money lenders and 2% (8) workers take loan from their friends.

(C) Table 12.3 - PURPOSE OF LOAN

Purpose of loan	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
House	148	69%	15	18%	9	31%	172	53%
Agriculture	8	4%	0	0%	10	34%	18	6%
Education	12	6%	11	13%	0	0%	23	7%
Sickness	0	0%	31	37%	0	0%	31	10%
Vehicle	0	0%	26	31%	0	0%	26	8%
Other	46	21%	0	0%	10	34%	56	17%
Total	214	100%	83	100%	29	100%	326	100%

To meet their expenditure workers have take loan for different purposes. As shown in table(12.3) 53% (172) workers have taken loan for housing which consists either for pucca house or repairing of the existing house. 10% (31) workers have taken loan due to sickness of the family. 8% (26) auto/taxi workers have taken loan for vehicle. 7% (23) workers i.e. also auto and taxi workers have taken loan for education of the children. 6% (18) workers have taken loan for agriculture purposes. 17% (56) workers have taken loans for other purposes which means marriage, common family expenditure, etc. It shows workers' remittances concerned with daily needs and ultimate necessities for survival. Only a small number of worker required loan for production purposes. This also reflects a fact that to save their small land holdings they migrate and protect it by any means by taking loans or remittance. It is also observed that very small amount of loan is taken for children's education. Probably the workers are only educating their children up to basic education available at native place or they are unable to adopt notion of higher and technical education.

Since majority workers are migrated and do not stay with their families. Data were collected to find out their visit to native place in an year.

Table 13 - VISIT TO NATIVE PLACE

No. of visit	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Once	196	89%	83	52%	67	44%	346	65%
Twice	24	11%	39	24%	52	34%	115	22%
Thrice	0	0%	20	13%	20	13%	40	8%
No visit	0	0%	11	7%	14	9%	25	5%
Emergency	0	0%	7	4%	0	0%	7	1%
Total	220	100%	160	100%	153	100%	533	100%

Data on table(13) shows that 65% (346) workers visit to native place once in a year. 22% (115) workers visit twice in a year. 8% (40) workers visit thrice in a year. 5% (25) workers do not visit at all to their native places and 1% (7) workers visit in emergency also.

Workers often talked about high cost of living and other difficulties due to survival has become very difficult. The issue in recent past on North Indians also fears them. Due to their migratory character they do not enjoy absolute freedom in the city. They prefer to live in the groups of their own state / village native or community. A question was asked to them that whether they would like to go back to native place in future?

**Table 14 - TO GO BACK IN FUTURE**

Go back to native	Taxi Operators	%	Auto workers	%	Construction workers	%	TOTAL B+D+F	%
Yes	207	94%	128	80%	20	13%	355	67%
No	13	6%	32	20%	133	87%	178	33%
Total	220	100%	160	100%	153	100%	533	100%

It is inferred from the table(14) that 67% (355) workers would like to go back to their native place in future. But in case of construction workers only 13% (20) workers wish to go back to their native place. 87% (133) workers feel they would not like to go from the city.

## CONCLUSION & SUGGESTIONS

The general painting that has come forth from the study is that migration lifts the income as well as the levels of living of rural households. A noteworthy number of household receive remittances for basic livelihood and remittances are used for various expenses requirements such as agriculture, medical care of the dependents, marriages, etc. This way the shifting of resources to rural and comparatively less advanced states has a large potential. Certainly migration and remittances have a combined effect in the economy. Though the overall impact of migration has not studied in rural and urban areas but migration of larger working groups from villages towards cities creates less utilization of rural resources due to non-availability of active adult male members. Societal constraints are often a barrier for women to work which impacts on effective utilization of local resources which could be source of livelihood. Psychological impacts are also negative on women, children and old age people who are left on villages.

The socio-economic status of migrant workers lightens the fact that majority of workers belong to weaker section with basic or secondary level of education. Due to various levels of discomfort in survival they have to migrate towards cities. Their earning are low and most often expenses are more than earnings. Even in the cities they live in unhealthy conditions. Psychological factors also affects their routine life because of their families living in the native place. They adjust their expenses among their group members. Take loan to manage dual burden of responsibilities larger number of the workers wish to go back to their native place in future. There is need from various agencies to help them in better survival as migration is a routine prolonged phenomenon government, banks, micro finance institutions, NGO's and academic institutions can play a significant role. Government needs to register the migrant in each state to secure their basic rights as citizens. Banks and micro-finance institution can come up with small saving schemes with the help of self help groups and educate them about value of insurance. Non-government organizations and welfare agencies can contribute in creating awareness and arranging continuous informal programmes and workshops about general health issues, use of drugs, tobacco, gutka, cigarette, beedi and liquor, etc. Academic institutions mainly management schools which trains their students under corporate social responsibility can help them in education and enhancing their skills of driving various construction skills, etc.

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