

Challenges of Pink (Women) Auto Drivers A Tale of Institutional Barriers Surpassing the Societal Norms

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Abstract

The inception of commercial pink autos driven by women drivers in Ranchi (Jharkhand), was perceived as a viable solution to minor but regular incidences of teasing against women during traveling. Unexpectedly, the women drivers themselves became victims of violence in public spaces. Despite national and international fame and Government's assurance to expand, their number is stuck to 24. While the lack of women drivers, family restrictions, and societal taboos are cited as reasons, the real obstacle lies in the illegal restrictions imposed by male auto drivers. Ironically, the system does not want to acknowledge the regular incidence of teasing against women in public spaces. The teasing is not visible, as there is no mechanism to register a formal complaint unless or until something brutal happens. Institutions built from a male-centric perspective impose stricter barriers on women than societal norms. Once a major challenge for working women, societal norms now hold less relevance for migrant poor families in urban enclaves, especially single mothers, for whom earning a decent livelihood is essential for survival and their children's well-being. This paper highlights the need to address institutional challenges rather than limiting the discourse to family and social norms.

Keywords: Women in Non-conventional Sector, Institutional Barriers, Violence in Public Spaces, Ineffective Pro-Woman Provisions

1.0. Introduction

Women, particularly young and teenage girls, dominate public transport users in Ranchi, capital city of Jharkhand; they face frequent incidents of eve-teasing and molestation in public spaces silently. The threat of harassment has severely constrained women's mobility in many cities, and has limited their access to schools, markets and jobs (Mohun et al. 2016). Though,

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Government has introduced several initiatives, including Pink Patrolling Vans, Shakti App, and Pink Buses (Kaul 2018). Unfortunately, these measures remain ineffective due to poor design, incomplete implementation, and lack of awareness. Women have become adapted to accepting violence in public space as normal, as the redressal system¹ is reluctant to register cases unless they are severe. With minimal chances of identifying or verifying daily incidents of harassment, the likelihood of lodging complaints remains almost non-existent.

In Ranchi, public transport mainly consists of three-wheeler petrol autos, four-wheeler diesel auto, battery-operated e-rickshaw, and hand-driven rickshaws, along with a few Ranchi Municipal Corporation (RMC) operated city buses and Compressed Natural Gas (CNG) green autos, all exclusively driven by men (Shah et al. 2017). While the number of middle-class women driving private two-wheelers and four-wheelers has surged in the past decade, women in commercial driving remain absent. Sometimes, a few women-driven e-rickshaws appeared but soon vanished.

Since December 2013, pink-coloured autos driven by women in pink attire began operating on a short route from 'Big Bazar' to 'Argoda Chauk.' While not mandatory, both the dress and auto colour are voluntarily maintained in pink, giving the drivers a distinct identity and a sense of empowerment. The unique appearance makes them easily recognisable to passengers. This initiative was a significant milestone for Ranchi, quickly gaining popularity and drawing national and international recognition, along with prestigious awards (Kumar 2021).

The inception of pink autos was perceived as a viable solution to harassment faced by college-going girls and women while travelling. There is unanimous consent that they feel safe if auto drivers are women (Jagori 2016). It could not be perceived that the pink drivers themselves would become victim to overt violence in public spaces (HT Correspondence 2014). There is no place for redressal of their grievances. They frequently endure harassment from male auto drivers which is not just restricted to verbal abuse. They are barred from riding men and picking up passengers from general auto stands (TOI 2014).

The challenges, hidden beneath the fame, of pink drivers are often overlooked. There are fewer studies describing challenges of young women who have successfully transitioned from traditional sectors to higher-paid jobs in factories or firms or into non-traditionally female occupations (Buvinić & Furst-Nichols 2016). Entering and sustaining in the male-dominated public transport sector comes with numerous challenges. Their hardships are overshadowed by the fame, creating a misleading perception of empowerment. In reality, they are victims of systemic gender discrimination embedded in institutions² like public transportation, police, auto unions, and commercial banks. It is well-acknowledged that gender-related constraints are not confined to the informal domains of family, kinship and community. Their resilience over time reflects the fact that they are reproduced and reinforced within the public domains of states, markets and civil society (Kabeer 2018). While their uniqueness and success are widely publicised, their challenges remain invisible. Despite national and international recognition and Government promises to expansion, the number of pink autos has stagnated at 20-24 even after a decade. Instead of addressing the real obstacles, the focus remains on exaggerating and blaming social taboos, family restrictions, and the lack of women drivers. The detailed information about their initial work profile, their motivations for choosing such a challenging

and unconventional livelihood option, and the impact on their lives which was not part of the original study, were the primary reasons for present investigation investing extra time and effort.

This paper derives its insights from a study by the Non-Governmental Organisation (NGO) Jagori, (the author being investigator), which examined the coping strategies of unorganised women workers during the COVID-19 lockdowns. The stagnant numbers and rudeness of pink drivers unintentionally draw attention, prompting an exploration of their stories in detail. For the first time, their challenges are systematically analysed and presented.

2.0 Methodology

The survey, conducted in 2021 after the second lockdown, used a mixed-method approach. Data was primarily collected through a semi-structured questionnaire, supplemented by Focused Group Discussions (FGDs) and observations. Statements on income, socio-economic status, and violence were validated through triangulation. Due to partial lockdowns, interviews with Government officials of RMC and Women and Child Development (WCD) could not be materialised. When I tried to meet the initiative's founder, I was informed about his illness. Initially, interviews with all 24 pink auto drivers were planned, but only 15 became ready to talk. Jagori's philanthropic programme, the identity of a research scholar, and my Ph.D. guide's institutional support helped build rapport. Talking with the pink drivers was challenging as they were always on the move, extremely rude and reluctant. The concise questionnaire enabled interviews³ to be completed within a week. Building good rapport was essential for obtaining detailed accounts of actual incidents, a process that took months of fostering trust.

3.0 Inception of Pink Auto and Its Current Status

The woman-driven commercial pink auto was launched in Ranchi, Jharkhand, in 2013, making it the first of its kind in India (TOI 2018). Often, the pink auto service is misunderstood as Government' initiative while there is no Government in or around (Sahuliyar 2013). The concept of training women from lower socio-economic backgrounds in commercial driving was of Mr. Sanjay Sahu, a local entrepreneur. While his motives remain unclear, he has single-handedly provided free training, assisted with obtaining commercial licenses, facilitated vehicle rentals, and supported financing for personal autos. To date, he has trained 50 women, with twelve securing salaried jobs in a travel company. Due to inability to cop up with persistent harassment 14 left the driving, and currently, only twenty-four remain as active pink auto drivers. New training batches have been paused due to Mr. Sahu's health issues.

Neither the Government nor any NGO has stepped in to sustain the pink initiative⁴ in Mr. Sahu's absence, putting its future at risk. Without support and guidance, the initiative does not expand. Obtaining training, route permits, and auto arrangements are just the beginning; pink drivers also navigate themselves numerous invisible restrictions imposed specifically on them. These constraints lead to significantly lower daily earnings compared to their men commercial drivers. Due to administrative neglect, they are left with no option but to compromise with the odd.

Expansion of Pink Auto Initiative to Other Cities

The 'Pink Auto' scheme serves a dual purpose: it not only provides a means of livelihood but also ensures a safer mode of transport. Fascinated by the concept, several cities, including Gurgaon, Bhubaneswar, Ghaziabad, Rohtak, and Mumbai, introduced pink autos driven by women. Various Government Departments, such as the Municipal Corporation, Police, and Women and Child Development Department, are involved directly. To promote the initiative, several lucrative incentives, including subsidised loans, special permits, and free training, were also announced. Although these efforts appear promising, the Government-implemented scheme too, comes with several conditions that are not open and entirely women-friendly. The scheme did not get its due success and within months, the number of pink autos went on diminishing everywhere. The shortage of women drivers and societal norms are blamed without thoroughly exploring the underlying causes.

Despite all the challenges, the pink drivers feel immense pride in their work, cherishing the identity and independence it provides. They manage a Facebook group, 'Pink Auto Mahila Service' (PAMS), but lack the unity and strength needed to influence political and administrative decision makers. Their challenges have shaped them into resilient and strong-willed fighters.

After their popularity, Jharkhand police had announced (Vishwajeet 2014) to raise the number of pink autos up to 200 and spread them on all the main routes of Ranchi. It was also claimed by pink drivers⁵ that the Jharkhand Government (GoJh) has promised a number of assistances to them. Until April 2021, the Pink Initiative did not receive any significant support from either the Government or NGOs. The NGOs keep on offering food, cloths, gifts and celebratory ceremonies for them while their needs are safety against violence on roads, easy processing of license and route-permits and cheap loans. These are the three basic pre-conditions to make commercial driving viable option of livelihood for a woman. Unfortunately, the awards, media coverage, garlands, and superficial statements offer no real benefit. Indeed, the empty promises and shallow concerns have led to distress among them.

4.0 Family Background of Pink Drivers

To gain a deeper understanding of the challenges faced by pink auto drivers, a detailed analysis of their socio-economic background was conducted. Examining their backgrounds helped in identifying the root causes of their struggles, including economic hardships, lack of institutional support, and societal barriers. Understanding these aspects provides valuable insights into the obstacles they face and the resilience they exhibit in sustaining their livelihoods.

4.1 Socio-economic Background

The majority of pink drivers belong to the backward class (40%), followed by scheduled tribes (33.33%) and the general category (20%), with a small percentage (6.67%) being Christians. They are relatively young, with 53.33% aged 30-40 years and 33.33% between 20-30 years. All interviewed drivers were married ones, but only 46.67% currently live with their spouses. Around 20% are widows, while 33.33% are separated without formal divorce, primarily due to

their husbands' alcoholism and involvement in domestic violence. Most pink drivers are migrants living alone in Ranchi, though they maintain connections with and support their parents in their hometowns/villages. A few, originally from Ranchi, live with their in-laws. Each driver has two children, regardless of gender. Their education levels are low, with the majority being non-matric and none having a graduate or technical degree. About 86.67% studied in government schools, with many dropping out due to financial constraints. During interviews, all denied substance use, but cross-verification revealed that some consume alcohol or chew tobacco. Despite their struggles, a notable finding is that they prioritise personal recreation, spending time and money on social media, outings with friends, and self-care.

Table 1. Income Profile of Pink Auto Drivers

Economic Profile	Average	Standard Deviation	Minimum	Maximum
Working Days Per Month	25.67	3.62	20	30
Working Hours Per Day	6.27	1.49	5	10
Average Daily Income (Rs.)	720	132.02	500	900
Average Monthly Savings (Rs.)	2266.67	2737.74	0	8000

Source: Primary Data

The average working days and daily working hours for pink auto drivers are significantly lower than those of male auto drivers, impacting their daily income. On average, they work 25.67 days per month, with a range of 20 to 30 days, and approximately average 6.27 hours per day. Unplanned leaves due to domestic responsibilities are also frequent. According to their own accounts, their daily income⁶ range between Rs. 500- 1000, averaging Rs. 720, depending on working hours and market demand. After deducting fuel and maintenance costs, their average monthly savings is Rs. 2,266.67, ranging from no savings to Rs. 8,000. While they were hesitant to disclose exact savings, all have individual bank accounts. This financial independence allows them to save more and have an equal voice in household and community-level decisions.

Apart from working fewer hours, another key reason for their lower daily income is the limited number of per day trips. They operate on the same routes but can only carry female passengers. The male passengers, even if accompanied by women, are not allowed to ride on pink auto, reducing trip frequency. Although demand for auto services among women traveling alone is high, many avoid pink autos due to longer waiting times. While no official rule enforces this, the male-dominated auto union strictly upholds it, impacting the earnings of pink drivers.

4.2 Single Mother and Sole Breadwinner

For single mothers, hard work is their only option to sustain and support their children. A significant 46.67% of pink auto drivers are single women earner without an earning male member in the household. Compared to their previous jobs, they earn more through auto driving and, despite being sole earners, in the household they manage to maintain a good living standard. It is noted that some of the pink drivers provide private school education for their children and even support their parents financially.

Table 2. Earning Status of Households of Pink Drivers

Earning Members	%
Single Woman	46.67
Wife and Husband	46.67
Mother and Siblings	6.67
Total	100

Source: Primary Data

4.3 Prime Breadwinner of Household

In general, married women are supposed to engage in economic activities only during financial hardship. However, this study reveals that, alongside single women, many happily married women are also prime breadwinners, earning more than their husbands. The husbands of pink drivers hold low-income jobs, such as unskilled and skilled labour, auto driving, salesman, small private jobs, and fourth-grade Government positions. Despite working more averaging 27.75 days per month and 8.5 hours per day, their monthly earnings are lower than those of pink drivers give the hours of work. Nearly all pink drivers, whether single or married, have remained the primary earners in their households, both before and after the lockdown.

Table 3. Income Profile of Husbands of Pink Drivers

Husband's Economic Profile	Average	Standard Deviation	Minimum	Maximum
Working Days Per Month	27.75	3.81	20	30
Working Hours Per Day	8.5	1.41	8	12
Income Per Month (Rs.)	11371.43	3439.82	5000	15000
Savings Per Month (Rs.)	2222.22	2682.25	0	6000

Source: Primary Data

Married pink drivers generally lead happier lives if their husbands do not have a drinking habit, regardless of their husband's income or their own heavy workload, as they receive strong emotional support and helping hands. This challenges the common belief that wives earning more cause jealousy among husbands and in-laws. Instead, many have shown considerable support. However, the number of happily married pink drivers is too small to draw conclusions about the broader behavioural changes that are gradually emerging in society. In urban enclaves, where maintaining a basic standard of living is challenging, the economic participation of all household members remains essential for households in lower socio-economic groups.

4.4 Access to Government Social Welfare Schemes

Most pink drivers are migrants and lack food security cards, have limited access to social security schemes. However, the level of awareness about the Government schemes and their eligibility criteria was high. With a stable income, they avoid universal free services like anganwadi, primary schools, and basic healthcare but utilize Government support for higher

education and direct cash transfer. The children of ST women benefit from scholarships scheme too. They use public healthcare for deliveries and vaccinations, availing Janani Suraksha Yojna (JSY) and Public Distribution System (PDS) if eligible. Despite Government's claims of easy loans and relaxed terms to promote women's entrepreneurship, pink drivers reported receiving no financial assistance for cheap loans, hassle-free licensing or route permits.

5.0 Challenges

The commercial driving or transport sector's identity has always been a complete male-driven sector as it required high level of techno-efficiency and physical strength that is perceived as beyond the calibre of a woman (Vardhan & Mahato 2019). Safety concerns on the road further reinforced this perception. However, societal norms change over time. With advancements in technology, shifting social attitudes, and growing demand for women-friendly public transport, young women from lower socio-economic backgrounds are striving to enter into the public transport sector. They see it as a more lucrative option compared to traditional women-oriented sectors. Despite these promising facts, their numbers low due to widespread institutional and systemic barriers. Here is a brief overview of key challenges confronted by pink drivers.

5.1 Lack of Training Facility

Overwhelmed by media coverage, wide-scale popularity, and higher earnings, many young women are aspiring to become commercial auto drivers. However, the privilege of free training is not available; the high cost of private training remains a major barrier.

5.2 Issues in Getting Commercial Driving License and Route Permit

A few young women have managed to learn driving and rented autos, but obtaining a commercial license and route permits remains extremely difficult (Ranchi News 2014). While thousands of autos in Ranchi operate without permits, pink drivers, due to their distinct colour, do not have this advantage (The Telegraph 2014). All pink autos run on a single route, a controversial issue with conflicting explanations, some claim restrictions, while others cite safety concerns. The presence of women drivers in group is essential for their security, dispersing them across routes may weaken their ability to handle harassment. However, due to their poor economic background and lacking political lobbying due to lower number, the Government shows little interest in addressing their issues.

5.3 Lack of Cheap Finances

Despite Government's claim of easy loans for women entrepreneurs, the ground report does not corroborate the claim. The landless women practically get no access to institutional finance. Commercial banks require collateral which excludes most of the pink drivers because they are rural migrants from poor socio-economic backgrounds living in urban slums. Only a few, with family support, afford Rs. 40,000 – 60,000 down payments for a loan of two to three lakh rupees at lower interest rates. Practically, most of them rely on private banks with higher interest rates. While their normal earnings enable repayment, but any financial setback poses a risk of falling into loan trap.

5.4 Invisible Terms

Beyond limited permit for routes, pink drivers also confront additional exclusive rules that are invisible but are more stringent. While women can ride in men's autos, men are banned from riding pink autos (TOI 2018), an irrational and discriminatory rule enforced by male auto drivers without legal backing. The pink drivers are also barred from regular auto stands. These restrictions increase waiting times, reduce daily trips, and lower their earnings. Those who resist face abuse, with the silent consent of auto unions, police, and municipal authorities. Legal ambiguity only fuels hardship of pink drivers.

5.5 Excessive Abusive Behaviour of Male Auto Drivers

Abuse, harassment, and teasing by male auto drivers are common, both at stands and on routes (Amar Ujala 2014). The police and auto unions offer little help in curbing these issues, as they cannot be present for twelve hours a day, leaving pink drivers to handle the situation alone. Despite these challenges, years of struggle have made them resilient. Many have adapted and even learned to revert back (Vardhan & Mahato 2019). A study by Panday (2015) also claims that women who get work under the MNREGA, face gender and caste-based abuses. However, conflicts over passengers frequently worsen beyond tolerance, requiring outside intervention which is rarely available. This neglect increases their frustration with politicians, NGOs, and journalists, who seek publicity but offer no real support.

5.6 Troubles due to Lacking of Essential Services

- No crèche facilities exist nearby, forcing young mothers to bring their small children, even during the COVID lockdown, without proper safety measures.
- Clean toilets are scarce; public ones are unhygienic; and private ones charge Rs.5 per use.
- Due to limited education and time, pink drivers rely on mediators for official procedures (license renewal, tax payment, loans) and often fall victim to fraud.
- Most pink drivers are migrants without land or food security cards, excluding them from Government social security schemes.

5.7 Biased, Women-Unfriendly and Stringent Institutional Norms

Noteworthy efforts have been made to enhance women's competence and reduce social and gender barriers at the household and community levels. However, little attention is given to the deeply deep-seated, anti-women market and institutional norms that remain rigid ((Kabeer 2018). Workplace policies, physical infrastructure, and systemic institutions continue to cater primarily to men's needs, with no substantial reforms to integrate women workforce effectively. Outdated gender stereotypes persist in both formal and informal sectors, forcing women to navigate unnecessary challenges that drain their energy and hinder their performance compared to their male counterparts.

5.8 All-round Apathy towards the Real Issues

The challenges of pink drivers expose the Government's hollow promises and shallow efforts for women's empowerment. Whether it is physical security in public spaces, livelihood opportunities, access to institutional finance, social security, or special provisions for single women, most pro-women provisions exist only on paper. Government services are accessible mainly to those who have strong family support, financial backing, or personal connections, leaving the most vulnerable women excluded. Pink drivers express frustration toward NGOs, politicians, and the media, who engage with them for publicity but offer no real support. However, pro-women policies are essential for economic development and should be prioritized. Empirically, there is a strong correlation between economic development and women's legal rights (Duflo 2012). Advocacy efforts must push the Government to take meaningful action instead of glorifying women's empowerment verbally without tangible efforts.

The challenges of pink auto drivers are not an exception of those of any ambitious woman striving to succeed in male-dominated, technology-driven sectors for better income or self-identity. Despite being a small yet symbolic initiative, celebrated as the city's pride, pink drivers face intense challenges, many beyond personal control, requiring Government intervention. The absence of promised support, which is their basic right, leaves them frustrated and disheartened.

6.0 Advantage of Auto Driving for Women

Despite many challenges, commercial auto driving offers several advantages, making it a lucrative job option for women in a traditionally male-dominated domain. Modern vehicles are easier to operate, and with patience and dedication, anyone can learn to drive. An auto driver can earn Rs.15,000–25,000 per month while working just 4–6 hours a day, a decent income for informal workers. The job offers flexible working hours without income loss, an advantage even self-employment in some other fields lacks. Shorter routes reduce security risks and physical fatigue, while breaks between trips allow time for childcare and social interaction. Pink drivers' spending on food, education, and materialistic goods has significantly increased, and they are becoming the prime bread winner. Their lifestyle, including better clothing, dining, outings, smartphones, and social media use, places them in a relatively better position than other informal women workers.

As majority of the pink drivers are single mothers, despite having a good monthly income, their saving profile and coping mechanisms remain weak, making them highly vulnerable to financial, health, and family crises. While they have significantly improved their socio-economic status, achieving a permanent shift in their financial status will take years. They work tirelessly to repay auto loans, provide private education for their children, purchase unmovable properties, and cover personal expenses like home appliances, outings, and clothing. Despite all the undue challenges, they appreciate auto driving as it offers a significantly higher income than their previous jobs as domestic workers, daily labourers, salesgirls, or factory

workers. Moreover, the profession grants them financial independence and flexible working hours, making it an appealing career choice for women, even in the face of adversity.

7.0 Pink Drivers: Breaking Stereotypes

Women from poor households are often overlooked yet play a vital role in economic growth. With the right support, they adapt quickly and excel (Jain 2007). Pink drivers challenge gender norms, proving women can succeed in male-dominated fields like commercial transport. Their resilience in overcoming barriers, discrimination, and safety concerns showcases their strength. With better institutional support and access to resources, they can further drive economic and social change, setting an example for future generations.

7.1 Ambition Surpassing Financial Distress

Women who accept the challenges can be categorized into two categories. The first includes single and deserted women from the lower socio-economic backgrounds with no means of survival except earning. Typically, they are confined to low-income jobs like domestic work or daily labour; they have limited options for better income, flexible hours, or bargaining power. When an opportunity arises, they seize it without concern for family or societal objections. The second category includes women whose economic participation is driven by ambition rather than financial necessity. Despite having a stable financial background, they work hard to achieve a better quality of life including good clothing, modern gazettes, personal grooming and fulfilling aspirations beyond traditional roles. These desires are often not achievable within the boundaries of home or traditional employment. Their ambition pushes them beyond conventional roles. Young women, even lactating mothers, are willing to take on challenges in male-dominated sectors, not just to overcome financial crises or support their families, but for personal growth and a life of their own. The role of ambition has been becoming more influential in choosing non-conventional jobs over financial distress.

7.2 Eroding of Social Institutions in Urban Enclaves

Technological evolutions have made jobs demanding physical strength operable and accessible, allowing women to enter traditionally male-dominated sectors. Likewise, urbanization and the desire for a better lifestyle have relaxed social and gender norms, especially in urban enclaves. Migrant households with limited social networks face less pressure to adhere to traditional norms, as financial independence has become essential for survival. Families and communities are increasingly becoming supportive of women pursuing non-traditional jobs. While there is no decrease in domestic violence, most pink drivers, including married ones, face minimal family restrictions, as they are prime breadwinners and earn significantly more in auto driving than in their previous jobs.

8.0 Conclusion

It is undeniable that a woman, who aspires beyond household and family roles, has to confront undue challenges, not due to a lack of capability but because of societal and institutional barriers. Often, the institutional barriers are invisible and imposed on her unwarrantedly. Each pink auto driver's journey is one of resilience, overcoming challenges with limited resources.

Without seeking attention or praise, they continue breaking gender stereotypes. Their success proves that, given equal opportunities and lessening gender-based obstacles, women can earn on par with men, even in traditionally male-dominated, tech-intensive sectors.

Pink drivers in Ranchi city have been confronting unjust challenges, not due to inefficiency or physical limitations, but because of male ego, illegal restrictions and Government apathy. While thousands of autos operate unchecked, women entering the sector have to go through scrutiny and arbitrary rules. The refusal to accept women as equals in a tech-driven, physically demanding field exposes deep-rooted bias, depriving them of their right to livelihood in a so-called democratic Government. The Government apathy is unacceptable.

If commercial driving were unsuitable for women, they would leave it naturally. The choice should be theirs, as everyone has the right to pursue a livelihood. Despite challenges, pink drivers are determined to continue and deserve protection. While the Government may not promote them, it must ensure their safety. Increasing their numbers can also help reduce public violence against women, giving the Government strong motives to support them.

The challenges faced by women auto drivers are in multi-fields and beyond self-management making Government intervention essential. The unauthorized restrictions imposed by male drivers violate constitutional rights. These women, often the sole breadwinners for their families, are lifting their households out of poverty without external support. A higher number of pink autos on the road directly contribute to women's safety in public spaces. The Government should support pink drivers through tax exemptions and easy loan facilities to encourage more women to take up auto driving. Women's ambitions must be normalized, and livelihood options expanded beyond traditional roles. Family responsibilities and societal restrictions are no longer the dominant challenges. Rather, institutional and market barriers are posing the obstacles. Reforming institutional gender norms and changing societal perceptions of women's roles is essential. Most pro-women schemes prove ineffective due to flawed design or inadequate implementation. An investigation into the implementation gaps and poor utilisation is required for pro-women schemes either for violence prevention or promoting economic self-reliance.

Notes

1. In Jharkhand, the police have provisions for pink patrolling and a mobile-based helpline, the 'Shakti App,' specifically to prevent eve-teasing and molestation. However, the number of registered molestation cases is nearly zero.
2. Despite the larger number of women passengers, city public transport is completely dominated by male drivers. The auto union does not take action against male drivers for imposing illegal terms on women drivers. The police remain silent and do not lodge formal complaints of harassment by male auto drivers. Despite all the claims of easy loans at cheaper rates for women entrepreneurs, no commercial bank provides auto loans without collateral.
3. Researchers often analyse issues from a narrow perspective, potentially missing deeper underlying factors. Without a thorough understanding of actual causes, identifying effective solutions is rare. Establishing trust, creating a comfortable environment, and connecting with their emotions took nearly two months, allowing for a comprehensive insight into their struggles and the broader realities.
4. The real obstacles have yet to be identified.

5. There is no official notification regarding Government's promises to support the pink initiative except for a few announcements in newspaper. There are lots of contradictory statements about Government's role.
6. It is a well-documented fact that the collection of authentic data on personal income is very challenging, especially for informal workers whose per day working hours and per month employability is not fixed. The triangulation method was to get authentic data on income. Instead of asking questions directly, a number of dummy variables were used to assess the economic status on an average basis.

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