



A Study on the Impact of Night Driving On Night Super Drivers with Special Reference to the Drivers of Inter State Bus Terminal (ISBT), Guwahati

MAYUR RANJAN LAHON

Date of Submission: 13-02-2022

Date of Acceptance: 28-02-2022

ABSTRACT

Night super drivers as well as the incredible work of night driving are in itself a challenging task. But despite of all the hurdles faced, the night super drivers have always been striving to provide their best. Night super driving has its own thrills, adventure and satisfaction. The night roads are full of dangers and one can't predict what will happen in the next moment. The night super drivers not only do they have the responsibilities of their own family but also the passengers who blindly trust them during the most dangerous hours of the journey. Night driving is a very challenging task but the night super drivers with their combined efforts of skills and dedication have turned this activity into a thrilling and reliable one. These Night super drivers belong to that class of workers whose services despite of so much of perilous factors go unaffected to provide the best. Their unnoticed but precious service to the public is worth appreciating and thanking.

In this research the researcher enlighten the challenges faced by the drivers in their day to day journey and also try to find out the impact of night driving in their physical and mental state.

KEY WORDS: Challenges, Journey, Night driving, Passengers, Night Super

I. INTRODUCTION

Driving a vehicle is an amazing multitasking activity which utilizes all the cognitive resources for the completion of safe journey to the destination. This thrilling activity is even more complicated by the night skies. In order to carry out this activity, it requires the incorporation of many skills that need to be mastered well. From staying awake during the whole journey to managing it so that the lives that depend totally on these drivers during the journey are not endangered in any circumstance. Safe motor vehicle management is

influenced by a wide range of individual differences among the drivers.

Driving may be viewed as a skill-based, socially regulated, expressive activity. The skill-based component involves balancing capability and task difficulty to avoid loss of control and smooth driving pleasure. Driving a vehicle may be described as a dynamic control task in which the driver has to select relevant information from a vast array of visual inputs to make decision and execute appropriate control responses in order to achieve mobility with safety.

Driving at night is about communicating with lights and the darkness. Unlike day driving, which primarily focuses on the key controls Accelerator, brakes and clutch abbreviated as ABC and the engine gears too, night driving requires the combined classics of ABC, courage, sleep deprivation, accountability for the lives of more than thirty people on board a long list ahead. Moody passengers, uncertain weather conditions, game of high and low beams, unwanted vehicle ergonomics, low visibility during foggy hours of the morning are an add on to the list of problems faced by these drivers. Despite of the long list of problems faced by these people, they always strive forward to provide the best customer satisfaction sidelining all other factors. Without causing any hindrance to the quality of service offered.

These Night super drivers, whether private or under a corporation belong to that class of workers whose services despite of so much of perilous factors go unaffected to provide the best. But their sacrifices and work morals have long been unnoticed and unclaimed. Even their services also seem to be hidden under the darkness of the night skies. Under which they drive to earn a living of their own and also try their best to make their passengers reach their desired destinations without any speck of difficulty.



1.1 STATEMENT OF THE PROBLEM-

The wide area of studies states of the various affects that night driving has and the night drivers face. Driving behavior is influenced by the result of various factors that are mainly affected by human, environment and vehicle factors.

Various problems such as uncertain harsh weather conditions, non-cooperative passengers, dipper and headlight play, etc. are some of the problems from the long list to mention about. Such difficulties can make any person hostile towards his/her duties. The bulk of physical and mental strain they face is immeasurable for someone belonging to another profession.

Apart from all these issues, it becomes one of major source of earning for running the family. While following those duties of running the family, they missed out various important events as well as familial moments which are part and parcel of every human life. They live a life with uncertainty as no one knows when death will strike them in the road.

But despite of these problems, the night drivers always strive to provide a hassle free travel experience to the passengers. This is the reason that these people deserve wide acclaim from everyone for the services that they render. Without their efforts, it would not have been possible for the ones to travel at night in order to accomplish their important official, medical, or educational tasks within a short notice.

This research analyses the challenges faced by the drivers during their journey. This study will try to create a consciousness regarding the issue on night driving experience as a public transporter. The student researcher will try to question -and critique about their difficulties and unaccomplished service providing.

1.2 SIGNIFICANCE OF THE STUDY

A study focuses on the deeper aspects of the issue. A detailed study helps us to cover all the dimensions of an issue. The related demerits and merits can be easily assessed, so that a better understanding of the issue can be attained. Night driving seems to have serious psycho-physiological impacts on the drivers. The major contribution to the negative impacts is not just because of night driving alone, but also the various associated factors related to it. Driving a vehicle during the harsh traffic hours during the day in itself is a challenging task for the drivers. And the darkness at night increases this challenging task manifolds.

This study will try to reach out to the various dimensions of Night driving and the night super drivers. The study will primarily focus on the

various problems that the night super drivers face during their journey, and their combined efforts as a result of which Night journey has always ruled the hearts of traveler's despite of all other negative issues associated with it.

1.3 OBJECTIVE OF THE STUDY

- To study the various challenges faced by the drivers during their journey.
- To study about the physical and psychological hazards of the drivers during their journey.

II. LITERATURE REVIEW

Rohani and Buhari (2013) '*Bus driver: factors that influences behavior*' Driving behavior is influenced by the result of various factors that are mainly affected by human, environment and vehicle factors. Human factor relies on individual differences which are encountered daily on their journeys, demographic factors, mental and physical workloads which includes family problems, monetary targets and roadsides factors. These factors basically are some of the factors which control the ability of the bus driver to drive the bus. The presence of environment obstacles as well as the vehicle factor in driving task is some of the additional factor which influences driver behavior.

❖ PHYSICAL FACTORS

Fairclough and Graham (1999) '*Impairment of Driving Performance Caused by Sleep Deprivation*' found that full sleep deprivation results in a stage where the drivers sometimes critical fails in lane-keeping performance and also alterations i.e. lack of concentration in doing the basic primary task. Also it was seen that they were characterized by subjective discomfort and lack of awareness in performance capability in day to day activities.

Faramarz Gharagozlou, et.al, (2015), Dept. of Occupational Health, School of Public Health, Tehran University of Medical Sciences, Iran, on their journal '*Detecting Driver Mental Fatigue Based on EEG Alpha Power Changes during Simulated Driving*' says that 'Fatigue is a transitional state between awake and sleep which manifests itself as lack of alertness and deteriorated mental or physical performance and often associated with drowsiness'. Continuous driving results in the decrease in the level of alertness and attention and the onset of fatigue which the drivers has to face as they has to driver for the whole night for a period of 6 - 14 hours daily.



Kompier M.A. J., (28 May, 1996) '*Bus drivers: Occupational stress and stress prevention*' Explore that the amount of musculoskeletal complaints among bus drivers as compared to other occupational groups are higher in number and the muscular-skeletal disorders are a major work-related health problem for bus drivers. It was found that the lower part of the back, neck, shoulders, the upper part of the back and the knees begins to pain while driving for a longer period of time.

Pasquale K. Alvaro, et.al (2016) '*Prolonged Eyelid Closure Episodes during Sleep Deprivation in Professional Drivers*' Sleep deprivation and resultant drowsiness are common causes of impaired performance and motor vehicle accidents in both the general population and professional drivers. A lack of real-time drowsiness measures has hampered efforts to develop and assess interventions for sleep deprivation. It was found that episodes of prolonged eyelid closure were infrequent during the first 14 hours of sleep deprivation, but spiked and continued to increase in both duration and frequency after 17 hours of sleep deprivation. The changes in prolonged eyelid closure results in discomfort of behavioral performance and increased subjective sleepiness during acute sleep deprivation, and also resulted to impaired driving performance and vigilance during the driving time.

Urwyler Prabitha, et.al. '*Age-dependent visual exploration during simulated day- and night driving on a motorway*' Age has a significant main effect on driving, the speed of the vehicle, driving speed variance, lane-keeping and lane-keeping variance. The older drivers have a narrowed visual exploration behavior during simulated driving on a motorway, especially during night driving. The older drivers are more challenged as compared to the younger drivers by especially during night driving.

❖ MENTAL FACTOR

Karali Sukru (2015) '*Vehicle ergonomics and older drivers*' found that driving workload is caused by the combination of a range of driving and non-driving tasks. These include the operation of secondary controls such as climate controls, entertainment devices or reading light with the request and order of the individual passengers or group of passengers. Safety related controls such as the defrosting the windshield, operation of wipers in rainy seasons, visibility in fog situations, wrong side traffic, and passenger demands are some of the extra work loads with adds a mental work load among the drivers during their journeys.

Khandan M (2013) '*Stress prevention for bus drivers*' the task of a bus driver is mentally demanding because it involves having to cope with conflicting demands. The company and the public want the driver to maintain good contact with passengers and to be service-oriented. The need to provide service to individual passengers often conflicts with the requirement to keep to a tight schedule in dense traffic.

Koohpaei AR (2016) '*Assessment of mental health status and its effective components among professional urban bus drivers in Qom Province, Iran*' Bus drivers' physical and mental health is an important factor which affects their occupational performance and physical wellbeing. Mental work load can lead to devastating consequences for drivers, passengers, and travel organizations. Mental pressure causes damage to attention, consciousness, performance, memory, and psychomotor ability.

Kompier M.A. J (1996) '*Bus drivers: Occupational stress and stress prevention*' said that 'the driver's task is mentally demanding because of having to cope with conflicting requests'. The operators/owners/agency and the public want the driver to maintain good contact with passengers and to be service-oriented. In the day to day working field, the demand for service by the individual passenger often conflicts with the need to keep to a tight schedule and competitive time constrains. On the other hand, it is more and more common for the bus staff to have problems with disorderly and troublesome passengers. These problems often occur when passengers do not possess, or do not want to give the proper bus fare and bargains for the fare of the passenger tickets. This also leads to a mental state of discomfort among the drivers.

❖ ERGONOMIC FACTORS

Choi1 Nam-Chul, et.al (2013) '*Development of discomfort evaluation method for truck ingress and egress motions based on muscle force simulation*' the movement of the human body is achieved by contraction of the muscles. The amount of discomfort of the drivers increases with the height of the first footrest increases from the ground level. And also the amount of discomfort varies depending on the number of footrests and the height of the first footstool of the vehicle from the ground.

Dufour and Wang (2005) '*Discomfort assessment of car ingress/egress motions using the concept of neutral movement*' ingress/egress is a complex movement requiring a movement strategy,



depending on the experience of each person, which has to be adapted to the geometrical characteristics of a vehicle. Consequently, each movement has its characteristics which include many steps like entering of the legs, entering of the pelvis, entering of the head, exiting of the legs, exiting of the head, exiting of the pelvis etc during the ingress and egress process.

Horberry T, et.al (2006) '*Driver distraction: The effects of concurrent in-vehicle tasks*' The ergonomic factors relate to the lack of uniformity and freedom of movement of the driver's seat, the steering wheel and pedals. The driver's seat, adjustable lumbar support or adjustable springs are often lacking, which results in a state of discomfort while driving and also lack of concentration on the road. In some buses, the diameter of the fixed steering wheel (550 mm) is too large and a large fixed steering wheel has many disadvantages. Drivers experience difficulties with working postures and movements. As a consequence of the above-mentioned shortcomings, drivers are unable to adjust the seat and the steering wheel in a way that would fit individual body characteristics.

Karali Sukru, et.al (2016) '*driving a better driving experience: a questionnaire survey of older compared with younger drivers*' in their research found that more discomfort was reported by older drivers in the hips/thighs/buttocks and knees because of the poor ergonomics and seat comfort of the vehicle. The prevalence of musculoskeletal symptoms in the large joints such as hips, ankles and elbows was found to be increased with the passage of time and in old age.

Karali Sukru (2015) '*Vehicle ergonomics and older drivers*' said that "Ingress and egress is a technical term used in ergonomics referring to getting in and out of a vehicle." The information related to ingress and egress has been identified as one of the major issues experienced by older drivers. The older drivers found it difficult to climb and enter the driver cabin as the buses are of a huge size and the cabin is situated at a height from the ground level.

Mohand and Menceur, (2008) '*Alternative movement identification in the automobile ingress and egress for young and elderly population*' found that the door opening size is an important factor which can allow as well as restrict the easy movement of the driver while entering and leaving the vehicle, also the height of the vehicle and the footsteps play a vital role in the process of entering and exiting the vehicle, and sometime it becomes difficult for the older drivers when the seat is at a

high position and they need to climb and get entry to the vehicle.

Personnel Today(2010) '*Ergonomics for drivers*' Driver ergonomics focuses on the health aspects of driving, drawing upon biology, psychology, engineering and design to create vehicle environments in which people have a lower chance of injury. Repetitive short-term discomfort and complaints are associated with joint and muscle injuries in the long term. The five most common Repetitive Driving Injuries were highlighted as foot cramp, lumbar pain, a stiff neck, side ache and headache/eye strain etc. Some of the ergonomic issue that affect the drivers health are -Sitting for long periods of time, Incorrect seating position, Incorrect posture, Making awkward twists and turns, Manual handling/lifting of goods in and out of the vehicle, Incorrect posture when reaching into the boot, Vibration of the road surface which result in a state of discomfort to the driver and reduces the effectiveness of the person.

❖ HUMAN FACTORS

Murugan, et.al (2013) '*Psychological Factors Considered during Driving*' the tendency towards frustrated and angry behavior is often linked to risky driving. Anger plays a stronger role in risky driving than conscientiousness or sensation seeking.

It was found that the professional truck drivers have a unique set of characteristics as compared to that of everyday motorists. Drivers of heavy vehicles are engage in fewer unsafe road behaviors than the general drivers. It was also found that older drivers are more experienced and smarter than young and novice drivers to adjust their driving behaviors to suit the road traffic and prevailing conditions. The young drivers have strong motivations for very risky driving than older and the young drivers' risky and non-risky behaviors were often linked to the personality characteristics, driving ability, perceptions and driving environments.

Sadegh Payani , et.al (2019) '*A review on impact of human factors on road safety with special focus on hazard perception and risk-taking among young drivers*' explored that Hazard perception or ability to detect dangerous circumstances on roadway is one of driving skills which is related to accident. The shorter response shows the higher level of hazard perception skill among drivers. It was seen that the more experienced driver has the faster ability to detect the potential hazard. In spite of hazard perception ability differences between beginner and experienced drivers, it seems drivers



need a lot of time to acquire this ability due to very slow procedure of development of hazard perception ability. Typically, drivers with age of 45-50 years have enough experience to detect the hazardous situation on the road, so the more experienced drivers has the ability to respond in a less time in case of an emergency while driving in the road.

Vivoli R., et.al (2006) '*Biological and behavioral factors affecting driving safety*' some personality traits, such as impulsiveness and sensation seeking have been implicated as major factors in the risk-taking disposition. It said that the Sensation Seeking trait related to pursuit of strong sensations and of an adventurous and hazardous life seems to increase the risk of road traffic accidents. "Sensation seeking", a personality trait that seems to be genetically based is more common among young males, and is related to behaviors such as reckless driving, sometimes associated with excess alcohol consumption. "Sensation Seeking" is directly correlated to hazardous driving behaviors such as

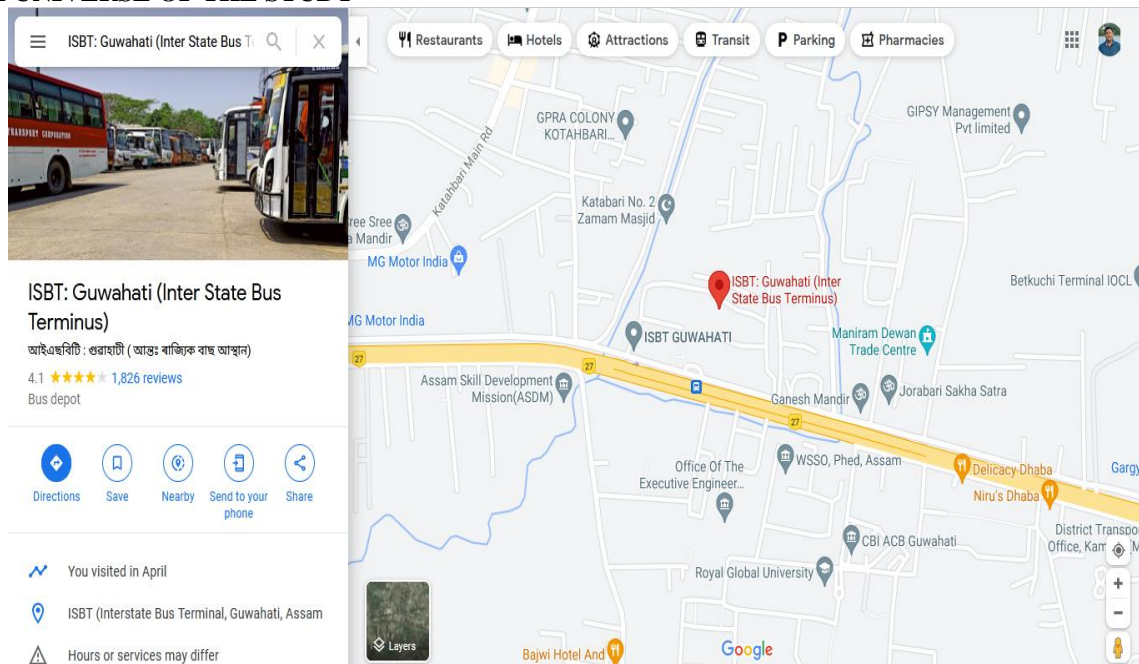
high speed, infringement of safety distance and other rules of the Highway Code, driving after excess alcohol intake, etc.

III. RESEARCH METHODOLOGY

Research Methodology refers to the specific procedures or techniques used to identify select, process and analyze information about a certain topic. It is a systematic process which is used to collect information and data for the purpose of conducting a research. It is a way of studying how research is to be carried out.

The researcher used qualitative research for conducting this study. Qualitative research is defined as research involves collecting and analyzing non-numerical data to understand concepts, opinions, or experiences. It can be used to gather in-depth insights into a problem or generate new ideas for research.

3.1 UNIVERSE OF THE STUDY



(Image Source - <https://www.google.com/maps/place/Rupnath+Brahma+Inters+tate+Bus+Terminal>)

The research was conducted on Rupnath Brahma Inter-State Bus Terminal (ISBT), Guwahati. It is situated at Bethkuchi, Near Balaji Temple, Ahom Gaon, Guwahati, Assam, 781035. It is the hub of all the luxury, semi luxury buses to different parts of Assam and Northeast. It is also the main accommodation center of the drivers of the buses across the state and other places of India.

3.2 RESEARCH DESIGN

Research design is the framework of research methods and techniques chosen by a researcher. The design allows researchers to focus on research methods that are suitable for the subject matter and set up their studies up for success, it constitutes the blueprint for the collection, measurement and analyze of data.



The researcher used exploratory research design for conducting this research. Exploratory research design is followed to discover ideas and insights to generate possible explanations. It helps in exploring the facts and situations that the researcher wants to focus in the study, and is characterized by flexibility to gain insights of the study.

3.3 SAMPLING PROCEDURE

A sampling method is a procedure for selecting sample members from a population. Sampling procedure is choosing part of a population to use the test hypotheses about the entire population. The researcher opted for purposive sampling for conducting the study.

3.4 SAMPLE SIZE

Sample size refers to the number of participants or observation included in a study. For this study the researcher took 15 respondents to collect information.

3.5 METHODS OF DATA COLLECTION

Data collection is defined as a procedure of collecting, measuring and analyzing accurate insights for research using standard validated techniques. A research can evaluate their study on the basis of collected data.

The researcher used unstructured interview schedule for collecting data. An unstructured interview is an interview in which there is no specific fixed or ridged questions, unstructured interviews starts like an everyday conversation and tend to be more informal and open-ended.

3.6 SOURCES OF DATA

The researcher collected data from the primary and secondary sources of data.

- Primary data: Respondents through unstructured interview schedule.
- Secondary data: The secondary data were those which were collected from the books, websites, articles and journals.

3.7. TOOLS OF ANALYSIS

The data analysis is the process of systematically applying statistical and logical techniques to describe illustrate, condense and recap and evaluate the data.

The researcher used thematic analysis as a tool for analyzing the data.

3.8 LIMITATIONS OF THE STUDY

- The study has got the following limitation-
 - A small number of respondents for sample size are selected for the study due to the COVID pandemic situation and time limits.

- As the drivers form different places of North East are present in the research area i.e. ISBT Guwahati, language may be a barrier for then as some of the drivers as they may not be comfortable with the Assamese, Hindi and English language.

IV. DISCUSSIONS AND FINDINGS

Respondent No. 1

Name of the respondent: BIPUL PATNAYAK

Age: 39 years

Bipul Patnayak, a 39 years old person works as Night Super Driver of Rupohi Kanya Night Super doing the Sonari to Guwahati route via Nazira, Sivasagar, Jorhat district. He is working as night super driver for 13 years and is the Primary Driver i.e. the No. 1 Driver of the Rupahi Kanya AC coach. His educational qualification is Higher Secondary Pass and gets an income of around twenty thousand per month when the bus is in running condition. Sometimes he has driver upto 11 hours in a single trip in absence of the second driver. When the second driver is present he usually drivers for 5 hours in a trip. Somehow he manages to run his family and household with the money that is been earned by him. As he drivers in the nigh and he has to sleep in the day time it is very difficult to attend the family program and the nearby neighborhood functions. In the beginning of his driving journey he faced many problems, of which sleep is the major problem. While driving he feels sleepy and as a result of which he stops the bus and get out of it and wash his face with cold water. From his 13 years of experience of driving there are two kinds of people. One is very good and supportive and others are rude and always find a ways to behave rudely to the drivers. Minor problems like tyre puncture, delay by passengers in the boarding locations etc come in their day to day journey and they manages to tackle it and keep on moving. Back pain, headache, leg pain are some of the common physical problems that has to be faced during the journey. One of the major problem while driving at night is the upcoming high beam of the line trucks as they come in group of 6 to 10 trucks and do not give deeper to the bus. Sometimes the truck drivers tends to bring their trucks to very close to the bus as a result of his the bus needs to be bring to the edge of the road. This is also a very crucial problem of the night driving as sometime the bus may get derailed from the road because of its heavy weight. In the winter season the speed of the bus decreases of 40kmph as the dense fog block the visibility. This also results in another problem i.e. the arrival time of the bus gets more delayed by two to two and half



hours and sometimes few passengers miss their morning flight and train from Guwahati.

Respondent No. 2

Name of the respondent: MUHAMMAD ABDUL RAJA

Age: 37 years

Muhammad Abdul Raja, popularly known as Raju is associated with Rupahi Kanya travels as a secondary driver on the Rupohi Kanya non AC coach. He is working in the driving profession since 18 years and joined Rupahi Kanya travels in 2015. He is the secondary driver of the bus since 6 years. Before coming to night super driving he was line truck driver. He drives upto 5 hours in a single shift and around 11 hours in a round trip. In a round trip 3 days are required that consist of 2 Night and 1 day. In a single trip Rs. 700 is the amount of money given to him by the owner as his wage and Rs. 1,400 is given in a round trip. There are 15 round trips in a month as result of which he is able to get an amount of Rs. 21,000 in a month. The income is just nominal to manage household and is very difficult to attend family programs and nearby functions. The absence of a rest room for the drivers in the ISBT is a very major problem as they are unable to sleep in the day time. During the hot summer days it becomes very difficult to sleep inside the bus as the bus becomes very hot and the fans can be operated only for 2 to 3 hours in the engine off condition. Otherwise the battery of the bus discharges and the engine of the bus fail to start. As the bus is a long vehicle, sometimes people tend to give scolding for parking and reversing the vehicle in the road. The high beams of headlight is the main problem of night driving as the oncoming traffic do not give dipper to the bus and mostly the truck drivers of the oncoming traffic are in a drunken state. Some line trucks use multiple headlights and keep to beam on high beam position, this sometimes create a very dangerous situation as the vision is completely hampered. During the rainy season, the road of Kaziranga Area becomes flooded and animal corridor is applied this reduces the speed significantly and the overall journey time is increased. Some passengers find it very difficult as the time increases and pressurize to drive in a fast speed. Back pain is the most common physical problem during the journey.

Respondent No. 3

Name of the respondent: SIKONDAR ALI

Age: 28 years

Sikondor Ali, a 28 year old person is the primary driver of Rajdhani 12meter coach. He is

associated with Rajdhani Transport Service since 2017 and had an experience of 4 years driving the Night Super. The monthly income is around Rs. 12,000. He drives for 4 hours in a trip and in emergency situation needs to drive the whole journey i.e. for 9 hours. The income is not sufficient for running the home and he has to depend on his elder brother who is also the driver of the other Rajdhani 10meter coach. After driving the whole night the day time is spent sleeping and as a result it becomes difficult to be present in the family functions. Since 4 years he has not attended any programs and functions on the neighbors and family members. It is very difficult to sleep in the bus during the day time and in the peak summers they had to sleep under the bus in the ISBT. Many problems are being faced while driving at night and line trucks are the most dangerous hazards during the night journey. The drunken truck drivers do not give side and they tend to reduce the speed of the bus. Sometimes the drunken truck drivers bring the truck very close to the bus and the bus drivers need to steer the bus to the very edge of the road. Sometimes big pot holes are hit because of this issue. Road accidents are another problem that they have to face and in some cases they had to wait for the whole night to get the road cleared.

Respondent No. 4

Name of the respondent: PEPSI ALI

Age: 26 years

Pepsi Ali is the Secondary driver of Raghav Travels night super doing the Borhat, Sapekati, Sonari - Guwahati route. He is 26 years and is associated with Night super driving form 5 years. Earlier he served as the handyman of night super before working as night super driver. With a salary of Rs. 15,000 he just manages to run his household and sometimes earn some extra money from the roadside pickup passengers and cabin passengers in the peak festival seasons. Some passengers have a very rude attitude towards the drivers and always have a complaining tendency. The make issue of the very little things like the angle of the seat, window opening, night lamps, etc. there are situations where the tyre gets punctured in the road and they scold the drivers and say "ghorot cheek kori oha nai kiyo". The back pain is one of the common physical tenderness that can be seen due to prolonged driving. Winter days are the most risky time for night driving followed by the rainy season. The constant running of the wipers for prolonged time sometimes results in failure of the wiper motor and the visibility is hampered.



Respondent No. 5

Name of the respondent: HIREN GOGOI

Age: 63 years

Hiren Gogoi most popularly known as 'Gogoi da' is a night super driver by profession from 21 years. He is presently associated with Rupanajali Travels and is the primary driver of one of the bus. The monthly income is around Rs. 26,000 manages to run his family with the extra income from the roadside passengers and some light seasonal courier. He has driven upto 10 hours in absence of the secondary driver and still drives upto 6 hours in a single trip. Due to the inverted schedule he has not attend most of the family functions in his driving career. From the 21 years of driving experience, sleeplessness is one of the major factor for danger for night driving. The activeness of the mind and far vision is hampered with the increased tendency of sleep. To overcome this help of cigarette, *tamul* with high amount of *sun sada* are taken to reduce the tendency of sleep. Neck pain and headache is the common physical illness that is faced by the driver. The less experienced new drivers of private vehicles and good carrying Bolero pickups are the dangers of the night road as they driver in very high speeds and tend to overtake in narrow spaces and turnings. In the rainy season the wiper motor gets heated up and stops working for few hours because of the excessive use of the wipers and the wipers are very heavy and a high amount of force is need to keep the wipers moving. In this period it takes extra effort to drive the bus and the oncoming high beams increase the dangers by many folds.

Respondent No. 6

Name of the respondent: BINOD DEKA

Age: 37 years

Binod Deka is the night super driver of Baikuntha Travels AC coach. He is the pioneer driver of Baikuntha Transport service since its emergence. With an experience of 13 years of bus driving he is getting a salary of Rs. 45,000 per month as the Baikuntha travels do both the day and night trip and gets an amount of Rs 1500 per day including the day and night trip. The roadside pickup passengers are the source of extra income. The night driving has it different level of thrill and adventure. When the bus cruise at a speed of around 90kmph in the open road it gives another level of satisfaction. It is a very responsible job as we had to take the responsibility of around 40 people in our hand and take them to their desired destinations. The night roads are full of dangers and cannot be predictable what will happen in the next moment. In

the 13 years of driving experience, the road accidents create a deep impact in the mind and it takes time to overcome that situation. To run the families and fulfill the basic demands of the children, it is a profession for them and drives every day with the name of God Viswakarma (*baba Viswakarmar naam loi jatra aromvo koru*). In the beginning of the driving career, it was very difficult to drive and night as the sleep is the most common factor for complication. Lack of sleep result in headache and disturbed mindset. In case of vehicle breakdown at roadside it is a very stressful situation and the passengers need to be managed in other coming buses. Sometimes the passengers become very rude and tend to behave in a very rude manner. Also in rare case the two tyres get punctured and in that situation it is an extra burden to manage another tyre from other ongoing bus as only a single wheel is present as a spare tyre in the vehicle. In winter season, the fog is the most dangerous complication of night driving. The visibility of the roads reduces of an extreme extent and the dense fogs also result in failure of the headlights as the fog and the light mixes and a view becomes whitish like clouds. This clog the visibility and one has to drive only seeing the white radium line of the road. The glare of the oncoming traffic is another problem that reduces the visibility and makes the eyes tired.

Respondent No. 7

Name of the respondent: PANKAJ SAIKIA

Age: 34 years

Pankaj Saikia is the secondary driver of Extacia Business Class of Sonari Guwahati route. He is associated with Extacia bus from 2019. Earlier he was the primary driver of Tanuj Travels doing Dhola Sadiya to Guwahati line. He is associated with night super driving since 2013. With a wages of 800Rs per single trip and 1700Rs per round trip he gets a salary of Rs. 25,500 per month. He usually drivers for 5 hours in a trip and has not attended most of his family programs in the recent years. Leave is only taken when there is very emergency in his household. There are 2 types of passengers of which one is very kind and understands the situation and behaves in a corporative manner. And the other type of passenger is of very rude and problematic in nature. They are always in a hurry and not in a mood to spare a single minute. They has problems with the AC temperature and keeps complaining about the seat comfort and reclining angle. The mobile charging port, reading lamp etc are some of the silly complains that they use to say to the drivers. The lack of sleeping room in ISBT is a problem as they have to sleep in under the bus in the



summer days. The inside of the bus becomes too hot as the AC buses do not have sliding window. The windows are fixed the interior becomes too hot for them to sleep. In the beginning of night driving, the fooding timetable is disturbed and formation of gas in stomach can be seen. This gets adjusted with the passage of time and the timetable becomes inverted as compared to normal people.

Respondent No. 8

Name of the respondent: DIPJYOTI MECH

Age: 29 years

Dipjyoti Mech is associated with Mukul Travels as the secondary driver doing Nazira, Sivasagar - Guwahati route. He is associated in the night super profession since 5 years and earlier worked as handyman in night super. With a monthly income of Rs17,000 he just manages to run his household. The Roadside passengers and Cabin passengers are the source of extra income for him. He needs to drive for 4 hours in a trip and sometimes depends on the situation and mood. At the night journey, the high beam of headlight light of the oncoming traffic is the most dangerous situation in the single lane road till Nagaon bypass. Some drivers don't give dipper and keeps the headlight on high beam position. This blocks the visibility significantly and creates blind spots. He has faced a situation where the Diesel Pump got choked and stopped working in Kamargaon area at midnight at around 2.00AM. The passengers were very angry and said many abusive words to the bus stuff and demanded for refund of their money. It was one of the most memorable incidents for him and has to manage all the passengers to send them to their desired destination in other bus according to the availability of the vacant seat. The bus stuff had to stay the whole night in the bus in the middle of the road. Saying about the weather conditions the rain and the fog is the most dangerous factors that reduce the visibility and far vision.

Respondent No. 9

Name of the respondent: SIMU SINGH

Age: 27 years

Simu Singh is associated with Baikuntha Travels and is the primary driver of the Namrup, Sonari – Guwahati line AC Sleeper coach. Earlier he was the handyman of the Baikuntha travels Dibrugarh route AC coach and started as driver 3 years back. With a monthly salary of Rs. 25,000 he manages to run his family in a smooth manner as he and his mother is the only family member in the house. On the serious family issues and his father's ritual day he takes leave. During the rainy season it

is very dangerous to drive till Dergaon as the four lane work is going on and the earth filling work is going on. The earth after getting rain becomes slippery and makes the road very slippery. He has personal incident when the bus slipped in the middle of the road while applying brakes and somehow he managed to control the bus. Also during the initial days of his driving, the diversion of the highway in many places are some of the problems that had to be faced as the bus cruise at a high speed of around 80 – 100 kmph and suddenly the diversion comes and needs to apply hard break to reduce the speed of the bus and also bumps the potholes of the diversion in a high speed. The road side Chanda Parties demand heavy amount money in the festival season like Bihu and Puja and stops the way of the bus till a good amount of money in not given to them. Some passengers also create situations for sill reason like they want to keep the big heavy bags with them and refuse to keep them in the bunkers of the bus. This creates the blockage of the path of the bus to the rear passengers and has to handle such situations in some cases.

Respondent No. 10

Name of the respondent: SANJAY DEY

Age: 32 years

Sanjay Dey is the secondary driver of Anurag travels doing the Sivasagar – Guwahati route. He is associated with night super from 2016 and had an experience of 5 years in night super driving. His monthly salary is around Rs 18,000 including the extra money that he gets from the courier and cabin passengers. in a single trip he drivers for 5 hours and sometimes need to drive the whole journey alone in absence of secondary driver. The drunken passengers are the problems in the night journey. They tend to go for frequent urination and stop the bus several times. Also some passengers complain against them of not seating in a proper manner and disturbing the co-passengers. Also some passengers bargains for the price of the ticket and behaves in a very rude manner. The road blockage is another problem that had to be faced as sometimes the whole night has to be waited for the block to be cleared. This is commonly seen in the monsoon season as the big trees fall on the road mostly in the Kaziranga area. When the animal corridor and speed cameras are imposed in the flood season in Kaziranga area it takes extra 2 to 3 hours to reach the destination. This bring another tiredness as driving the bus a low speed is more tiring work as the gears no to changed in a frequent time. The old series buses are equipped with spring loaded absorbers which tends to lose its capacity with time



and back pain and more tiredness can be felt after prolonged driving. The left tends to pain in the bad roads as the clutch needs to be depressed frequently to change gears.

Respondent No. 11

Name of the respondent: MUSTAFA ALI

Age: 38 years

Mustafa Ali is the Secondary driver of Riddhi night super doing Nazira – Guwahati route. He is driving the Night Super form 2018. He gets a salary of Rs. 20,000 per month and in festive season the cabin passengers are the source of extra income. The headlight of line trucks is the most dangerous problem. The white LED light of the new generations' cars is also a great problem in the night driving. The LED lights are very powerful and directly get to the eye. The small personal vehicles sometimes create a great problem as they block the ways and don't give side. When honking is done they more tend to slower their speed and don't allow the bus to overtake them. The vegetable carrying Bolero picks are also a big problem as they are being driven by low age young drivers and drives at a very high speed with over load. They are always in hurry and try to overtake in narrow spaces. Headache is a common physical problem for them when the sleep is not proper. When a tyre gets punctured in the road it is a very tiring task as jacking the heavy bus needs lots of energy and strength to operate the jack. A regular eye on the engine oil level, coolant level, and break oil level is must for proper functioning of the bus. An extra bottle of coolant and engine oil should be kept in the bus as these are frequently needed to be top up in the old buses. The tyres need to be checked when the bus stops for dinner.

Respondent No. 12

Name of the respondent: JITUMONI NEOG

Age: 47 years

Jitumoni Neog, popularly known as *Jitu da is* a night super drivers and has worked with Shree Ram travels, Rishi India Travels, Network travels, Nilakantha travels and is presently associated with Brahmaputra travels doing Nazira – Guwahati route. He is working as driver since he was 22 years old. His income of Rs. 42,000 per month when all 30 days are done and drivers for 6 hours in the day time and 5 hours in the night time as the Brahmaputra travels do both day and night journey continuously. He doesn't get time to attend family functions and programs of the neighbors as he keeps on driving day and night. Sleeps in the bus while not driving and manages to sleep for around 2 hours while the

bus is in rest position in the ISBT and Nazira ASTC. Maintaining the proper time schedule in the most challenging task for them and gets very less time to sleep. Sleep in the most dangerous enemy in the night roads and makes a person less attentive and limited vision. Ice cold water is used to wash the face when felt. In winter season the fog is the most dangerous condition as it hampers the visibility and in dense fog condition only a distance of 6 feet can be seen. This condition is very challenging and need to drive in a slow speed and the white radium line of the road is used as reference to keep on going (*rastar boga line dal saisai goi thaku*). In the summer season the cabin becomes very hot from the engine high temperature and this result in discomfort of the driving experience. In the winter season cold air comes in to the cabin through the gaps of the break and clutch pedals and directly hits the leg. Leather shoes are needed to be worn to overcome this problem.

Respondent No. 13

Name of the respondent: BISWAJEET BORAH

Age: 29

Biswajeet Borah is the night super driver of Ortive travels doing Amguri to Guwahati route. He is associated with night super driving from 2017. He gets Rs. 700 per trip from the owner and cabin passengers, couriers like bike, scooty, automobile parts and lubricants, cloths are some of the source of extra income depending upon weight and size of the objects. Sleeping at the bus is difficult in the summer days as the bus becomes very hot and need to be slept under the bus putting cardboards and mats. If the sleep is not adequate fatigue is felt and mild headache starts to develop. After sitting for a long time in the driving seat, the knees starts to pain while getting down from the bus. While driving the bus the slanting tress of the road are some of the dangers that needs to be careful of as the high of the bus is very high and sometimes the body touches the branches of the trees. Some passenger doesn't come to the boarding place in time and has to be waited for a long time t passenger to arrive. This also creates a problem to the bus staff as other passenger complains for it and asks them to leave the passenger and start the journey. In such situations the staffs need to contact the passengers frequently over phone. In some situations the passenger are very less for the journey. In such situation, it is a pressure to find roadside passengers and convince them to take the bus. Also sometimes the bus goes empty with very few passengers. In case of tyre puncture and vehicle breakdown in the road the extra time is needed to complete the journey and the



drivers don't get sufficient time to take rest. High beams of line trucks block the vision and increase the risk. The potholes can't be seen because of the glare of the high beam headlights and the vehicle bumps the potholes in great speed.

Respondent No. 14

Name of the respondent: NIPEN KONWOR

Age: 32

Nipen Konwar is the secondary driver of Maa Vaisno Devi bus since 3 years. He drivers upto 5 hours in a single shift and around 10 hours in a round trip. In a single trip Rs. 750 is the amount of money given to him by the owner of the bus and Rs. 1,500 is given in a round trip. He manages to run his family with the money he gets. In the initial days of his driving journey, it was very difficult to drive because of the sleep. The tendency of sleep comes every time and after having dinner' the sleep tendency becomes more prominent. After coming to night super driving line the time table become inverted. The time of fooding and sleeping becomes inverted. The day time is spent for sleeping the nights are used to drive the bus. Once have to be very open minded and should develop the capacity to here from passengers. Passengers complain for some simple things and this needs to be solved to satisfy the passenger. Opening of windows, seat reclining angle, mobile charger port etc are some of the common complains of passengers. the drivers are neglected in the society, passengers always finds a ways to complain against them for rough driving, delay of the time, most commonly says '*ki gari solaiso*'. The AC of the bus stopped working during a journey, the passengers scolded the bus staff and also said to refund the money of the tickets. Sometime people don't try to understand that AC system is a mechanical system and there is no hand of the drivers and bus staff in its functioning.

Respondent No. 15

Name of the respondent: PROBHAT SINGH

Age: 43

Probhat Singh is the primary driver of Hornbill Transport night super doing the Galaky, Nazira – Guwahati route. He is presently associated with Hornbill transport from 4 years and earlier he was associated with Kareng travels, Pahari Kanya travels and Extacia Business travels. His salary is Rs. 19,000 and the roadside passengers and cabin passengers are source of extra income for him. The amount of extra income increases in the festival times as many people comes to their home and are ready to come in the bus without proper seat. The festival season is the golden period for them as well

for the owners as the number of passengers are highest and bus tickets gets sold out. With the introduction of Redbus online ticket booking now they don't get much extra money as the passengers book their ticket online and the money is paid online. He doesn't get much time to spend with his family as has to be away from his family. In the summer season rain is the problem for night driving. Due to the rain water in the road the light of the headlights are absorbed by the water and the visibility gets hampered. The high beam of the oncoming vehicle is reflected more by the water droplets in the windshield and it creates a blurred vision. Also the land of the side edges of the road becomes soft and extra care should be taken while giving side to other vehicles. In the winter season the fog is another problem of night driving and disturbs the whole time schedule of the bus. The risk of accidents increase as the far vision is restricted and is dense fog condition it is difficult to see above the distance of six to seven feets. Hazards signals, side marker lights are enlighten so that other vehicle sees the bus from distance. With the increase of journey time, the resting time becomes reduced and if some mechanical works of the bus comes then the whole day is spent in the garage.

4.1 CHALLENGES FACED BY THE DRIVERS

4.1.1 High Beam of Oncoming Traffic

One of the major problem while driving at night is the upcoming high beam of the line trucks as they come in group of 6 to 10 trucks and do not give deeper to the bus. The oncoming traffic doesn't give dipper to the bus and mostly the truck drivers of the oncoming traffic are in a drunken state. Some line trucks use multiple headlights and keep to beam on high beam position, this sometimes create a very dangerous situation as the vision is completely hampered. The white LED light of the new generations' cars is also a great problem in the night driving. The LED lights are very powerful and directly get to the eye. The potholes can't be seen because of the glare of the high beam headlights and the vehicle bumps the potholes in great speed.

4.1.2 Uncertain Weather Conditions

4.1.2.1 Fog

In winter the season, the fog is the most dangerous complication of night driving. The visibility of the roads reduces to an extreme extent and the dense fogs also result in failure of the headlights as the fog and the light mixes and a view becomes whitish like clouds.

In dense fog condition only a distance of 6 feet can be seen. This condition is very challenging



and need to drive in a slow speed and the white radium line of the road is used as reference to keep on going. The risk of accidents increase as the far vision is restricted and in dense fog condition it is difficult to see above the distance of six to seven feet. This also results in another problem i.e. the arrival time of the bus gets more delayed by two to two and half hours and sometimes few passengers miss their morning flight and train from Guwahati.

4.1.2.2 Rain

In the rainy season the wiper motor gets heated up and stops working for few hours because of the excessive use of the wipers and the wipers are very heavy and a high amount of force is need to keep the wipers moving. In this period it takes extra effort to drive the bus and the oncoming high beams increase the dangers by many folds. During the rainy season it is very dangerous to drive till Dergaon as the four lane work is going on and the earth filling work is going on. The earth after getting rain becomes slippery and makes the road very slippery. Due to the rain water in the road the light of the headlights are absorbed by the water and the visibility gets hampered. The high beam of the oncoming vehicle is reflected more by the water droplets in the windshield and it creates a blurred vision. The land of the side edges of the road becomes soft and extra care should be taken while giving side to other vehicles.

4.1.2.3 Flood and Animal Corridor

During the rainy season, the road of Kaziranga Area becomes flooded and animal corridor is applied this reduces the speed significantly and the overall journey time is increased. When the animal corridor and speed cameras are imposed in the flood season in Kaziranga area it takes extra 2 to 3 hours to reach the destination.

4.1.3 Passenger Behavior

Some passengers have a very rude attitude towards the drivers and always have a complaining tendency. The make issue of the very little things like the angle of the seat, window opening, night lamps, etc. there are situations where the tyre gets punctured in the road and they scold the drivers and say "ghorot cheek kori oha nai kiy". There are 2 types of passengers of which one is very kind and understands the situation and behaves in a corporative manner. And the other type of passenger is of very rude and problematic in nature. They are always in a hurry and not in a mood to spare a single minute. They has problems with the AC temperature

and keeps complaining about the seat comfort and reclining angle. The mobile charging port, reading lamp etc are some of the silly complains that they use to say to the drivers.

Some passengers also create situations for sill reason like they want to keep the big heavy bags with them and refuse to keep them in the bunkers of the bus. This creates the blockage of the path of the bus to the rear passengers and has to handle such situations in some cases. Also some passengers bargains for the price of the ticket and behaves in a very rude manner.

4.1.4 Danger from Other Vehicles and roadside tress

The less experienced new drivers of private vehicles and good carrying Bolero pickups are the dangers of the night road as they driver in very high speeds and tend to overtake in narrow spaces and turnings. While driving the bus the slanting tress of the road are some of the dangers that need to be kept in mind and be careful of, as the high of the bus is very high and sometimes the body touches the branches of the trees.

4.1.5 Vehicle break down and Tyre Puncture

In case of vehicle breakdown at roadside it is a very stressful situation and the passengers need to be managed in other coming buses. Sometimes the passengers become very rude and tend to behave in a very rude manner. When a tyre gets punctured in the road it is a very tiring task as jacking the heavy bus needs lots of energy and strength to operate the jack. Also in rare case the two tyres get punctured and in that situation it is an extra burden to manage another tyre from other ongoing bus as only a single wheel is present as a spare tyre in the vehicle. The AC of the bus stopped working during a journey; the passengers scolded the bus staff and also said to refund the money of the tickets.

4.1.6 Lack of sleeping facility

The absence of a rest room for the drivers in the ISBT is a very major problem as they are unable to sleep in the day time. During the hot summer days it becomes very difficult to sleep inside the bus as the bus becomes very hot and the fans can be operated only for 2 to 3 hours in the engine off condition. Otherwise the battery of the bus discharges and the engine of the bus fail to start. In such condition one need to be sleep under the bus putting cardboards and mats in the ground.

4.1.7 Road blockage

The road blockage is another problem that had to be faced as sometimes the whole night has to be waited for the block to be cleared. This is commonly seen



in the monsoon season as the big trees fall on the road mostly in the Kaziranga area. Accidents and accidents of heavy vehicles like tucks are also a reason for the road blockage.

4.1.8 Road Side Chanda Parties

The road side Chanda Parties demand heavy amount money in the festival season like Bihu and Puja and stops the way of the bus till a good amount of money in not given to them.

4.1.9 Road Diversion due to Construction of Four Lane

The diversion of the highway in many places are some of the problems that had to be faced as the bus cruise at a high speed of around 80 – 100 kmph and suddenly the diversion comes and needs to apply hard break to reduce the speed of the bus and also bumps the potholes of the diversion in a high speed.

4.2 PHYSICAL HAZARDS OF THE NIGHT SUPER DRIVERS

4.2.1 Physical Pain

The Back pain, headache, leg pain is one of the common physical tenderness that can be seen due to prolonged driving. Neck pain is also another common physical illness that is faced by the driver. After sitting for a long time in the driving seat, the knees starts to pain while getting down from the bus. When the animal corridor and speed cameras are imposed in the flood season in Kaziranga area it takes extra 2 to 3 hours to reach the destination. This bring another tiredness as driving the bus a low speed is more tiring work as the gears no to changed in a frequent time. The old series buses are equipped with spring loaded absorbers which tends to lose its capacity with time and back pain and more tiredness can be felt after prolonged driving. The left leg tends to pain in the bad roads as the clutch needs to be depressed frequently to change gears.

4.2.2 Sleeplessness

Sleeplessness is one of the major factor for danger of night driving. The activeness of the mind and far vision is hampered with the increased tendency of sleep. Sleep in the most dangerous enemy in the night roads and makes a person less attentive and limited vision. Lack of sleep result in headache and disturbed mindset. If the sleep is not adequate fatigue is felt and mild headache starts to develop.

4.3 PSYCHOLOGICAL HAZARDS OF THE NIGHT SUPER DRIVERS

The night roads are full of dangers and cannot be predictable what will happen in the next moment. Maintaining the proper time schedule is the most challenging task for them. Some passengers also create situations for sill reason like

they want to keep the big heavy bags with them and refuse to keep them in the bunkers of the bus. This creates the blockage of the path of the bus to the rear passengers and has to handle such situations in some cases. The drunken passengers are the problems in the night journey. They tend to go for frequent urination and stop the bus several times. Also some passengers complain against them of not seating in a proper manner and disturbing the co-passengers. Some passenger doesn't come to the boarding place in time and has to be waited for a long time for the passenger to arrive. This also creates a problem to the bus staff as other passenger complains for it and asks them to leave the passenger and start the journey. In such situations the staffs need to contact the passengers frequently over phone. These situations can be very annoying sometimes and result in a disturbed mindset of the driver as well as the bus staff. In some situations the passenger are very less for the journey, in such situation it is a pressure to find roadside passengers and convince them to take the bus.

4.4 SOCIOECONOMIC CONDITION

4.4.1 Economic condition

The economic conditions of the drivers are fully dependent on their daily income. The money is given to them on the basis of per trip system. The minimum amount for a single trip is Rs. 600 and maximum is Rs. 900 depending upon the route and experience of the driver. The drivers doing the day night both trips gets around Rs. 1200 to Rs.1500 per day. The roadside cabin passengers, courier goods are some of the extra income they manage to get apart from the daily wage.

4.1.2 Social relationship

After collecting the data the researcher got to know that most of the drivers get very less time spent with their family. They stay away from their families and is very difficult to be present in the functions and programs of their neighbors and the day time is spent on taking rest and sleeping.

FINDINGS

Here, the major findings of the study will be discussed briefly. From all the above data, the following are the finding that the researcher has come across –

➤ OBJECTIVE 1

(To study the various challenges faced by the drivers during their journey.)

■ It was found that the night super drivers had to deal with various challenges during their day



to day journey. The night roads are full of dangers and cannot be predictable what will happen in the next moment.

- It is a very responsible job as we they had to take the responsibility of around 40 people in their hand and take them to their desired destinations.

- The economic conditions of the drivers are fully dependent on their daily income. The money is given to them on the basis of per trip system. The daily income is sufficient to fulfill their basic amenities. They face financial shortage when sudden strikes or a shutdown (Bandh) happens because their basic needs fully depend on their daily income.

- Most of the drivers get very less time spent with their family. They stay away from their families and are very difficult to be present in the functions and programs of their family neighbors.

- The absence of a rest room for the drivers in the ISBT is a very major problem as they are unable to sleep in the day time. During the hot summer days it becomes very difficult to sleep inside the bus as the bus becomes very hot, in such condition one need to be slept under the bus putting cardboards and mats in the ground.

- There are two types of passengers of which one is very kind and understands the situation and behaves in a corporative manner. And the other type of passenger is of very rude and problematic in nature. They are always in a hurry and not in a mood to spare a single minute.

- Sleeplessness in one of the major factor for danger of night driving. The activeness of the mind and far vision is hampered with the increased tendency of sleep and makes a person less attentive and with limited vision.

- In winter season the fog is the most dangerous condition as it hampers the visibility and in dense fog condition only a distance of 6 feet can be seen. In this context, Jitumoni Neog said "This condition is very challenging and need to drive in a slow speed and the white radium line of the road is used as reference to keep on going (*rastar boga line dal saisai goi thaku*)"

- The risk of accidents increase as the far vision is restricted and is dense fog condition it is difficult to see above the distance of six to seven feets.

- In the rainy season the wiper motor gets heated up and stops working for few hours because of the excessive use of the wipers and the wipers are very heavy and a high amount of force is need to

keep the wipers moving. In this period it takes extra effort to drive the bus and the oncoming high beams increase the dangers by many folds. In this context Probhat Singh said "Due to the rain water in the road the light of the headlights are absorbed by the water and the visibility gets hampered. The high beam of the oncoming vehicle is reflected more by the water droplets in the windshield and it creates a blurred vision. Also the land of the side edges of the road becomes soft and extra care should be taken while giving side to other vehicles."

- During the rainy season, when the flood occurs, animal corridor and speed cameras are imposed in Kaziranga area, it takes extra 2 to 3 hours to reach the destination.

- The diversion of the highway in many places are some of the problems that had to be faced as the bus cruse at a high speed of around 80 – 100 kmph and suddenly the diversion comes and needs to apply hard break to reduce the speed of the bus and also bumps the potholes of the diversion in a high speed.

- In case of vehicle breakdown at roadside it is a very stressful situation and the passengers need to be managed in other coming buses.

- The road side Chanda Parties demand heavy amount money in the festival season like Bihu and Puja and stops the way of the bus till a good amount of money in not given to them.

- The road blockage is another problem that had to be faced as sometimes the whole night has to be waited for the block to be cleared. This is commonly seen in the monsoon season as the big trees fall on the road mostly in the Kaziranga area. Accidents and Accidents of heavy vehicles like tucks are also a reason for the road blockage.

OBJECTIVE 2

(To study about the physical and psychological hazards of the drivers during their journey.)

- The Back pain, headache, leg pain is one of the common physical tenderness that can be seen due to prolonged driving .Neck pain is also another common physical illness that is faced by the driver. After sitting for a long time in the driving seat, the knees starts to pain while getting down from the bus.

- When the animal corridor and speed cameras are imposed in the flood season in Kaziranga area it takes extra 2 to 3 hours to reach the destination. This bring another tiredness as driving the bus a low speed is more tiring work as the gears need to changed in a frequent time. The



leg tends to pain as the clutch and break needs to be depressed frequently to change gears and maintain low speed.

- Sleeplessness in one of the major factor for danger of night driving. The activeness of the mind and far vision is hampered with the increased tendency of sleep. If the sleep is not adequate fatigue is felt and mild headache starts to develop.

- Maintaining the proper time schedule is one of the most challenging task for the drivers. They need to keep a strict note of the time and increase the speed of the bus when there is shortage of time.

- Some passenger doesn't come to the boarding place in time and has to be waited for a long time for the passenger to arrive. This also creates a problem to the bus staff as other passenger complains for it and asks them to leave the passenger and start the journey.

- In some situations the passenger are very less for the journey, in such situation it is a pressure to find roadside passengers and convince them to take the bus.

- In case of vehicle breakdown at roadside it is a very stressful situation and the passengers need to be managed in other coming buses.

- Seeing the accidents in the road while driving creates a negative impact in the mind and they feel very unsecure as there is no guarantee of their lives and doest know what waits in the darkness of the road.

- Some passengers also create situations for sill reason like they want to keep the big heavy bags with them and refuse to keep them in the bunkers of the bus. This creates the blockage of the path of the bus to the rear passengers and in such conditions it is an extra stressful situation to convince the passengers to keep the bags in the bunker.

- The drunken passengers are the problems in the night journey. They tend to go for frequent urination and stop the bus several times. Also some passengers complain against them of not seating in a proper manner and disturbing the co-passengers. These situations can be very annoying sometimes and result in a disturbed mindset of the driver as well as the bus staff.

V. SUGGESTIONS AND RECOMMENDATIONS

5.1 SUGGESTIONS AND RECOMMENDATIONS

This chapter presents recommendations based on the results of the study. There searcher would like to

suggest some recommendations on the subject matter that could be applicable in the future study, such as:

- The government or the concerned authority should make a proper place in the ISBT so that the drivers can take rest in it.

- The government or the concerned authority which construct new bathrooms and toilets in the ISBT premises.

- The construction work of the four lane highway should be boosted so that the overall journey time is decreased and the problem of sudden diversion in the road is finished.

- The edges of the road and the speed breakers should be marked with self reflecting paint so that they are visible from a distance and help in determining the edges of the road in fog and rainy season.

- Use of illegal LED lights should be banned by the government and a law should be enforced to drive the vehicles in low beam.

- Strict speed limits should be imposed on the vehicles according to their size, weight and purpose.

- The commercial bus manufactures should provide a pair of spare types with the vehicle instead of a single spare wheel so that the problem of double tyre puncture is solved.

- The bus body builders should give polarized anti glare windshields to the night supers to reduce the glare of the headlight of oncoming vehicles.

- The road side trees should be cut in periodical manner so that the branches of the trees do not touch the windshield and the window glass of the buses.

- The suspension of the bus should be checked in periodic manner so that the absorbing capacity of the absorbers remains in a good condition to reduce the jerking and vibrations in the bad roads.

- The roadside recovery system like the recovery cane should be made more available in the roadside so that in case of vehicle accident and turnover they can is availave in the spot in less time and clear the road blockage in less time.

VI. CONCLUSION

In conclusion, the researcher wants to say that the night roads are full of dangers and one can't predict what will happen in the next moment. Night super driving has its own thrills, adventure and satisfaction. The night super drivers are the drivers who stay awake the whole night and makes sure that a passenger reaches his/her destination which ease



and good memories. They have to come across various challenges and difficulties to make the journey successful.

When one inside the bus comes in a hope of seeing the faces of his/her parents, family members, his wife/ her husband, his/her children, and on the other hand when one starts his/her journey in search of new job opportunities, fulfilling higher studies, to appear in competitive exams in a hope of getting a job, for getting better medical treatments, it is the drivers who take the responsibility of all those people and their emotions and expectations to meet the desired destination within the right time.

The researcher in his study has tried to throw light on the various challenges that a night super driver has to come across in their day to day journey. From encountering the harsh lights of oncoming vehicles, uncertain whether conditions with limited visibility, physical tenderness, psychological impacts and many more list of problems. They always come forward to provide the best possible journey to the passengers. They stay away from their homes and family so that others can reach their homes safely.

Night driving is a very challenging task but the night super drivers with their combined efforts of skills and dedication have turned this activity into a thrilling and reliable one. These Night super drivers belong to that class of workers whose services despite of so much of perilous factors go unaffected to provide the best. The ones who are not related to this service may not understand the challenges that a night super driver faces, but one who has travelled in a night super or the one who has driven it will understand the unprecedented challenges that they had to face. The services of the night super drivers are truly commendable and they drive to earn a living of their own and also try their best to make their passengers reach their desired destinations in good health and strive forward to provide the best customer satisfaction sidelining all other factors.

REFERENCES

❖ Journals-

- [1]. Choi I Nam-Chul, Lee Ki-Kwang, Yang Ji Hyun, Lee Sang Hun (2013). Development of discomfort evaluation method for truck ingress and egress motions based on muscle force simulation
- [2]. Dufour Fabien, Xuguang Wang (2005). Discomfort assessment of car ingress/egress motions using the concept of neutral movement
- [3]. Fairclough H Stephen, Graham Robert (1 March, 1999). Impairment of Driving Performance Caused by Sleep Deprivation
- [4]. Faramarz Gharagozlou, Gebraei INaslSaraji, Adel Mazloumi,(December, 2015). Detecting Driver Mental Fatigue Based on EEG Alpha Power Changes during Simulated Driving
- [5]. Horberry T, Anderson J , Regan MA, Triggs TJ (2006). Driver distraction: The effects of concurrent in-vehicle tasks
- [6]. KaraliSukru (2015) Vehicle ergonomics and older drivers' Koohpaei AR (April, 2016). Assessment of mental health status and its effective components among professional urban bus drivers in Qom Province, Iran
- [7]. Karali Sukru, Gyi Diane E., Neil J. Mansfield, (31 May, 2016). driving a better driving experience: a questionnaire survey of older compared with younger drivers
- [8]. Kompier M.A. J., (28 May, 1996). Bus drivers: Occupational stress and stress prevention
- [9]. Khandan M (2013). Stress prevention for bus drivers
- [10]. Koohpaei AR (April, 2016). Assessment of mental health status and its effective components among professional urban bus drivers in Qom Province, Iran
- [11]. Mohand Ouidir Ait El Menceur, Philippe Pudloa, Philippe Gorceb, (2008). Alternative movement identification in the automobile ingress and egress for young and elderly population
- [12]. Murugan R. Arul, Karthikeyan K., Mahesh R., Ramesh kumar S. (8 August, 2013). Psychological Factors Considered During Driving
- [13]. Pasquale K. Alvaro Melinda L. Jackson, David J. Berlowitz, Philip Swann, Mark E. Howard, (15 gust, 2016). Prolonged Eyelid Closure Episodes during Sleep Deprivation in Professional Drivers
- [14]. Personnel Today(7 May, 2010). Ergonomics for drivers
- [15]. Rohani M.M., Buhari R. (2013). Bus driver: factors that influences behavior
- [16]. SadeghPayani, Hussain Hamid, Teik Hua Law (2019). A review on impact of human factors on road safety with special focus on hazard perception and risk-taking among young drivers
- [17]. Urwyler Prabitha, Gruber Nicole, Bieri Rahel , Nyffeler Thomas , (28 February, 2015). Age-dependent visual exploration



during simulated day- and night driving on a motorway

- [18]. Vivoli R., bergomi M., Rovesti S., Bussetti P., Guaitoli G.M. (2006). Biological and behavioral factors affecting driving safety

APPENDIX

❖ Personal Details:

- Name:
- Age:
- Sex:
- Marital Status:
- Educational Qualification:
a) Never went to school b) Class 1 – 5
c) Class 5 – 10 d) HSLC
e) H.S f) Graduation
- Income Level Per Month
a) Less Than 20,000 b) 20,000 – 30,000 c)
30,000 – 40,000 d) 40,000 – 60,000 e)
Above 60,000

❖ Questions:

- 1) From how long you have been working in this profession?
a) 0-2 years b) 2-4 years
c) 4-6 years d) More than 6 years
- 2) For how many hours do you drive in a shift?
- 3) How much profit do you earn from your daily earning?
- 4) Do you think that your daily income is sufficient to fulfill your family needs?
- 5) Do you get enough time to spend with your family?
- 6) Do you participate in the activities and events which are organized by your neighbors?

❖ OBJECTIVE 1

1. What are the problems do you face while driving the vehicle at night.
2. Have you faced any situation while driving which had a deep impact on your mind?
3. What would you like to say about the passengers that you come across during your journey?
4. What kind of behavior do you face from the passengers?
5. What kind of situation you face during the peak time (festive season, election time).
6. What would you like to say about the uncertain weather conditions and the visibility?

• OBJECTIVE 2

1. What would you like to say about the physical tenderness that you face while driving for a prolonged period?
2. Did you ever face any situation while driving which let you difficult to continue the daily activities?
3. What are the factors associated with your vehicle which can lead to a pressurized situation during the journey? (vehicle malfunction, battery, lights etc)
4. Why is driving at night more difficult?
5. What are the dangers of driving at night?
6. What factors do you have to consider when driving at night to avoid the difficult situations?
7. As a driver when an unfortunate situation arises during the journey, how do you handle the situation?
8. What are the steps that you take during the journey for ensuring the safety of yourself as well as the passengers?