

Thesis Title                      A Study of The Basic Quality of Life of Bangkok  
   Mass Transit Authority Bus-Drivers

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## **ABSTRACT**

The objectives of this study were to investigate the present and expected basic quality of life of the bus drivers of Bangkok Mass Transit Authority (BMTA). The following criteria was used as indicators of the quality of life.

1. Food and Nutrition    2. Housing and housing environment    3. Access to basic social services.    4. Security of life and property    5. Income    6. Number of children desired    7. Self-determination and participation in community development    8. Moral and self-development    9. Health. Data were collated by interviewing 380 sampled bus drivers, analyzed and presented in terms of frequency distribution, percentage and mode.

Summary of findings on present basic quality of life are as follows;

1. Food and nutrition. Majority of bus drivers, both male and female are having sufficient meals and are not in a condition of mal-nutrition. Their physical measurements of weight and height comply with average. Thai standards. Weights of the newly-born babies of the majority of female drivers also comply with the Thai standards. However, the food habits of both male and female drivers indicate that majority do not consume sufficient vegetables, supplementary food and do not dine at regular schedule.

2. Housing and housing environment. Majority of them are found to be having adequate housing with facilities like toilets, electricity and drinking water but most were lacking ownership and durability of the house they live. Their involvement in recreational activities are very limited even though the opportunities are available in their housing environment.

3. Access to basic social services. Majority of them regularly receive information about food, nutrition, health, labour welfare, saving cooperatives, social insurance and other administrative issues provided by BMTA.

4. Security of life and property. Majority of respondents have not had threats to the security of their lives or property during the previous year. This can be considered as physically safe.

5. Income. Monthly income of the majority drivers were found to be within the range of Bt.6,500-7,400. However, most of the drivers expected to get a higher income by working more than eight hours per day. 6. Number of children desired. About half of the

married and about two-third of the single respondents wanted to have 3 to 4 children which is higher than the recommended figure. However, every respondent both married and single expressed their willingness to practice some forms of contraception during and after having desired number of children.

7. Self-determination and participation in community development. Majority of their respondents are appeared to be religious mind and regularly participating in religious activities. However, some of the drivers are addicted to alcohol, cigarettes and other stimulating beverages. However, involvements with other male practices such as using narcotics and gamblings appear to be very low.

9. Health. Almost half of the respondents do not go for a regular medical check-up which appeared to be unsatisfactory as they worked hard for long hours under undesirable environmental conditions.

For this drivers expectation or needs on basic quality of life, they are generally appeared to be satisfactory and complied the standard of the urban poor. However, there exists some negative impacts to their quality of life which stems from their willingness to work for more than 8 hours a day for extra income and their desire to have 3-4 children.