

Chapter 2

Outline of the Study

June 2021

This chapter should be cited as

Nirathron, N., S. Boribanbanpotkate, B. Pattanasri, and S. Sawatsuntisuk, 'Outline of the Study', in Nirathron, N. and O. Komazawa (eds.), *Population Ageing in Thailand: Informal Workers' Preparedness for Active Ageing*, Vol. 3. ERIA Research Project Report FY2021 No. 06c, Jakarta: ERIA, pp.7-8.

Chapter 2

Outline of the Study

1. Data Collection

We conducted a field survey to find out what factors related to preparedness of motorcycle taxi drivers for old age. Data were collected from January to June 2019, targeting motorcycle taxi drivers – 100 males and 30 females, 45–60 years old. The sample of male motorcycle taxi drivers was taken from the member list of the Motorcycle Taxi Association of Thailand in the most populated districts: 54 from Khlong Toei, 39 from Bang Na, and 7 from Lak Si. Sampling of females could not be done in the same way because of their insufficient number on the membership list. Proportional allocation was adopted, yielding 30 samples, of whom 16 were from Khlong Toei, 12 from Bang Na, and 2 from Lak Si. Sample selection was based on snowball sampling. The tool used was the structured interview, consisting of questions on demographic profile, work, health service used or received, economy, security and own conduct, prospects after the age of 60 years, and own conduct to realise expectations or preparedness. Qualitative data were derived from in-depth interviews for case studies and from group conversations. Data were quantitatively processed and analysed, using descriptive statistics, i.e. percentage and average. The significant percentage level was set at 10% and the average at 5%.

2. Demographic Profile, Income, Expenses, Debt, Savings, and Prospects

Of respondents of both sexes, 51.5% have finished primary education whilst 22.3% have finished lower and upper secondary education or received vocational education of certificate level. A higher proportion of female than male motorcycle taxi drivers have lower and upper secondary education. Most motorcycle taxi drivers are married (76.2%) and come from the upcountry (87.7%).

Most motorcycle taxi drivers (66.2%) earn THB326–THB650 per day (US\$10.76–US\$21.45),⁵ whilst 26.1% earn THB651–THB975 per day (US\$21.48–US\$32.18). As many as 92.3% of the respondents earn more than the minimum wage. A high income comes with long working hours. The lowest number of working hours is 88 per month and the highest 540. The average hourly income is THB52.00, whilst the average hourly minimum wage in Bangkok is THB40.62. Most motorcycle taxi drivers earn THB15,000 (US\$495) or more per month. The lowest income is THB9,000 (US\$297) per month whilst the highest is THB30,000 (US\$990) per month.

Male motorcycle taxi drivers have a higher proportion of debt and less savings than their female counterparts.

⁵ THB1 = US\$0.33.

Every motorcycle taxi driver wants to enjoy active ageing, attaching the greatest importance to economic participation, i.e. having adequate income for daily living, followed by health needs, i.e. being in good physical and mental health and able to work. The motorcycle taxi drivers want recognition from the community. They want their families to be financially independent and have housing security.