

Operationalization of motor vehicle act- 1988 - A Cross Sectional study

Suman Lata^{1*}, Ravinder Singh²

¹M. M. Institute of Nursing.

²IDSP Haryana.

Correspondence Address: *Suman Lata, M. M. Institute of Nursing, India.

Abstract

Objective: To assess the knowledge of stakeholders regarding motor vehicle act 1988 in Chandigarh U.T. To evaluate implementation of motor vehicle act 1988 in Chandigarh U.T.

Methodology: The study was based on the quantitative research approach. Based on Mva policy, analysis of item was done and questionnaire was framed. All the items i.e. clauses was listed in the form of question. One question was given weightage of score -1. The number of sample selected randomly by the lottery system out of the list available or whole sample. Analysis was done by descriptive statistical analysis.

Result: The present study showed 45% of the public were unable to identify any of the road signs while the above study revealed 55% of the students were unable to identify even one of the five given mandatory road signs. Conductor, driver and traffic police and authorities. Present study shows that all the drivers, conductor, traffic police & authorities were aware fully about the different clauses of the act .but this knowledge is not reflecting in their practices. The reason may be their attitude and not applying this knowledge into practice. Otherwise the RTAs would have been minimal in our country which actually has got one of the highest rates of road traffic accident in the world. Students, general public, pedestrians, car owners etc. since 50% of them were of the clause of MVA. Hence there is a requirement of carrying out an orientation programme to make the public aware regarding various clauses of the act which can be done by utilizing mass media, carrying out special road safety campaign (RSC) and by conducting written test as well as assessing practical driving skills.

Keywords: MVA: Motor vehicle at 1988, Traffic police officers, Drivers, Public, GOI: Government of India

Introduction

Road traffic accidents contribute to poverty by causing deaths, injuries, disabilities, grief, loss of productivity and material damages. The majority of deaths are currently among “vulnerable road users” – pedestrians, pedal cyclists and motorcyclists.¹ For the control of road traffic

accidents government of India (GOI) prepared MOTOR VEHICLE ACT. This act was implemented in by British government in 1929 but revised after a long time in 1988 by the GOI. A cross sectional study was conducted including– drivers, conductors, public, traffic police and authorities concerned. A combined assessment

questionnaire of 86 items which was divided into 4 parts according to the source of information. Data collection was done during February–March 2012. Data collection was done among namely 10 conductors, 10 drivers, 10 person from traffic authorities & police and 20 persons from the public and sampling technique was purposive sampling technique. Data was analyzed in terms of number and percentage i.e., data unitary methods, number and percentage are used. Driver included in the study knew about basic traffic sign, 75% of public sample were aware of the legal age of driving and 45% of Public were unable to identify any road sign, 55% of population were unable to identify even one of the five given mandatory sign, only 25% of Public sample were able to know about the principles and method of determining compensation and payment of MVA. 100% of traffic police officers sample knew importance and provision of certificate registration. 100% of driver sample were aware of MVA. And none of the Public sample knew about offences related to license. Recommendation for further study are Orientation programme of public regarding various clauses of MVA 1988 should be carried out and Orientation programme for their behavioral and attitudinal change towards MVA 1988.

More than half the people killed in traffic crashes are young adults aged between 15 and 44 years often the breadwinners in a family. Furthermore, road traffic injuries cost low-income and middle-income countries between 1% and 2% of their gross national product – more than the total development aid received by these countries. Worldwide, the number of people killed in road traffic crashes each year is estimated at almost 1.2 million, while the number injured could be as high as 50 million.²

For the control of road traffic accidents government of India (GOI) prepared MOTOR VEHICLE ACT. This act was implemented in by British government in

1929 but revised after a long time in 1988 by the GOI. It is an exhaustive act which has not yet been analysed in terms of its implementation in a vast country like India till date.³

The problem of road traffic accident is increasingly becoming a threat to public health and national development in many developing countries. Road traffic accidents contribute to poverty by causing deaths, injuries, disabilities, grief, lost of productivity and material damages.⁴

Globally road traffic injuries are the leading cause of death among young people aged 15-19years and second leading cause among 5-14 year olds. The UN General Assembly has declared 2011 to 2020 as the "Decade of Action for Road Safety" which seeks to halt the increasing trends in road traffic deaths and injuries worldwide.⁵

In developing countries there are some peculiarities regarding the accident profiles. A study done in Calcutta India, reported that there are some host (human) factors (such as the behavior of drivers, pedestrians and cyclist behaviors) and seasonal factors (weather and time) that contribute to fatal road traffic accidents.⁶ Overall, most traffic accidents occurred on main roads (highways) and in the majority of cases pedestrians were found to be at fault during crossing the roads.⁷

Road traffic accidents which are generally unintended and preventable are a common risk every day to life that can happen to almost every one, anywhere. The problem of road traffic accident is increasingly becoming a threat to public health and national development in many developing countries. Road traffic accidents contribute to poverty by causing deaths, injuries, disabilities, grief, lost of productivity and material damages.⁴

A cross sectional study was conducted including – drivers, conductors, public, traffic police and authorities concerned. A combined assessment questionnaire of 86 item was designed which was divided into 4

parts according to the source of information. Data was analyzed in terms of number and percentage.

Objectives

- 1) To assess the knowledge of stakeholders regarding motor vehicle act 1988 in Chandigarh U.T.
- 2) To evaluate implementation of motor vehicle act 1988 in Chandigarh U.T.

Materials and methods

Based on Mva policy, analysis of item was done and questionnaire was framed. All the items i.e. clauses was listed in the form of question. One question was given weightage of score -1. There were 86 items (question). Hence total maximum score possible was 86. Details are as follows.

Development of Assessment Tool

A combined assessment tool was designed with three parts and was as follows:-

1. First part: In the first step, the tool was split in to the different areas or domains.
2. Second part: It was divided for the interview of 1) conductor 2) driver 3) traffic police and authorities and 4) public.
3. Third part: Then the differentiated tool was pre tested.

Based on pretesting, modification was done and the modified questionnaire was utilised to collect the data.

Scoring System:

In the assessment tool we got 86 items, which were represented by the item number i.e. clause had been given equal score of one. If any provision is present in the act it was scored one (positive) otherwise counted as zero (negative). For calculating the final score for each item, UNITARY METHOD was used. Grading was done as follows:

Sample size / Sample technique:

The number of sample selected randomly by the lottery system out of the list available or

whole sample is taken wherever is possible. The whole sample is taken for the following domain: general public, driver, conductor, traffic police & authorities, insurance, school, university, education/ research centre. N.G.O. trade union.

Criterion Measure for the assessment of knowledge regarding Motor Vehicle Act. (N=86)

Grading	Score obtained
Excellent	>70
Very good	60-70
Good	50-60
Fair	40-50
Poor	35-40
Very poor	<35

Data Collection:

Data was collected with questionnaire framed and there were the different questions available on the basis of the source. Data collection was done during February – march 2012.

Questions were asked from respondents namely 10 conductors, 10 drivers, 10 person from traffic authorities & police and 20 persons from the public with purposive sampling technique.

Results

Conductor means a person engaged in collecting fares from passengers, regulating their entrance into or exit from the stage carrier and performing such other functions. Function of conductor was 100% known.

Scoring of items

After having collected the data due collation and evaluation has been carried out with a view to draw the results in a chronological order. The results drawn have been tabulated so as to analyze them and endorsed the outcome.

Scoring of few items of the study was:

For following maximum item of the data collection tool scoring 1 was obtained out of 1:

- For performing conductor's duty a licence is a must.
- Those who applied for conductor's licence know its procedure of granting a conductor's licence.
- Those who applied for conductor's licence knows the age criteria of 18 years.
- Revocation of licence on the ground of disease or disability.
- The driver knows the engine capacity of the vehicle that he is driving.
- Omni bus is mainly used for people working in office.
- Driver has to pass the test regarding these signs while applying for the job of driver.
- No person under the age of 18 can drive a vehicle in a public place.
- Every application for licence must be accompanied by documents and prescribed fees.
- A driving licence granted anywhere in the country is equally effective for driving anywhere in the country.
- Driver knows the procedure for renewal of driving licence.
- Vehicle must carry the documents if its registration. It is necessary.
- A temporary registration is valid for a period not exceeding one month.
- Transport authority must provide permission to use vehicle in particular region.
- Driver knows the working hours as mentioned in the motor transport workers act, 1961.
- Motor vehicle has been duly registered in accordance with the provisions.
- For driving a motor vehicle licence is must.

- Clause 3 provides need to have a special authorization for driving transport vehicle.
- Age of 18 year is must for getting a driving licence.
- Single user of single driving licence.
- Medical certificate is required to rule out any disability.
- Is there any minimum educational qualification for obtaining a driving license? Yes for passing a test and to understand the signs education is must.
- Is there any time period granted for making appeal for cancelled license? Yes, a time period of 30 days is given.
- Do you know the minimum time period for a learner license to get a permanent? At least of one year.
- Can licensing authority revoke the driving license? Yes authority can revoke the driving licence.
- Can authority suspend a driving license? Yes, authority has the right to suspend a driving licence.
- Do you know the power of licensing authority to disqualify the conductor license? Yes under certain conditions a conductor's licence can be cancelled.
- Licence has to be issued for stage carriers.
- Special provision and special registration marks on the (diplomatic) vehicle.
- Do you know the condition in which licensing authority can refuse to register or renew certificate of registration in respect of motor vehicle? Yes, if the vehicle is stolen or particulars are incorrect.

For following item of the data collection tool scoring obtained was less than 1 out of 1:

Table 1: The following shall contain certificate of fitness of vehicle, speed limit, fares fixed, hours of work of drivers, name and address of the operator. A score of 0.8 is given for this item. (N=86)

Item Number of MVA	Evaluation Parameter	Yes/No (Score Obtained)	Maximum Score	Score Obtained
84	Do you know the general conditions attached with permit?	Yes(1)	1	0.8

Table 2: Regarding the awareness and people's knowledge of certificate of registration. (N=86)

Item Number of MVA	Evaluation Parameter	Yes/No (Score Obtained)	Maximum Score	Score Obtained
2(4)	Do you know the meaning of certificate of registration?	Yes(1)	1	0

Only 60% of the sample including police, public, traffic police were knowing about the certificate of registration.

Table 3: Knowledge of sample regarding the evaluation parameter of motor vehicle. (N=86)

Item Number of MVA	Evaluation Parameter	Yes/No (Score Obtained)	Maximum Score	Score Obtained
2(45)	Do you know about the warning sign posts, direction posts on the road for the drivers of motor vehicle?	Yes(1)	1	0.55

55% of samples were knowing about the evaluation parameter. Rest are illiterate or have no knowledge for the signs.

Table 4: Knowledge regarding the need of motor vehicle act. (N=86)

Item Number of MVA	Evaluation Parameter	Yes/No (Score Obtained)	Maximum Score	Score Obtained
3(2)	Is there any special authorization needed for driving a transport vehicle?	Yes(1)	1	0.5

50% of the samples including police, public, drivers know about the need of motor vehicle act.

Table 5: Knowledge regarding the age limit of a person using motor vehicle according to motor vehicle act. (N=86)

Item Number of MVA	Evaluation Parameter	Yes/No (Score Obtained)	Maximum Score	Score Obtained
4(2)	Do you know the age of a person who can drive a transport vehicle in public place?	Yes(1)	1	0.75

Three fourth of including police, public, drivers know about the age of person who can derive a transport vehicle in public place.

Table 6: Knowledge regarding processing of licensing of motor vehicle. (N=86)

Item Number of MVA	Evaluation Parameter	Yes/No (Score Obtained)	Maximum Score	Score Obtained
9(1)	Do you know where the person should apply for the driving license?	Yes(1)	1	0.75

Only 75 % of the sample including police, public, drivers were knowing about the processing of licensing of motor vehicle.

Discussion

In present study, it was found that all the drivers included in the study knew about the basic traffic signs and warning sign posts which was found in contrast with the study conducted among drivers in Mekele city, Northern Ethiopia which stated that 54% of the respondents were having complete knowledge and least 28.6% of the respondents had less knowledge about the basic traffic signs and warning sign posts.⁸

Present study revealed 75% of the public were aware of the legal age for driving geared vehicles while the study among high school children in Tamil Nadu showed that only 34% of the students were aware of the legal age for driving geared vehicles. (Priyanka Raj, 2011).

The present study showed 45% of the public were unable to identify any of the road signs while the above study revealed 55% of the students were unable to identify even one of the five given mandatory road signs.⁹

Present study observed that only 25% of the public were aware of the blood alcohol limit while driving which is the main cause for increasing accidents in Chandigarh, India.

Present study showed that none of the person knew the principles and method for determining compensation and payment, 20% knew about provisions to claim compensation for death or disablement, 40% knew necessity for insurance against third party, 15% knew the effect of death on insurance cases and procedure for giving

application for compensation and no one knew the validity of policy of insurance issued in reciprocating countries, rights of third parties against insurers, special provision for compensation in case of hit and run accident meaning of claim tribunals, procedure and power of claim tribunals. No such studies were found in relation with the above results after searching various sites into the internet.

In present study traffic police officers (100%) knew the importance and provision of certificate of registration, driving license. The result is 100% among traffic police officers may be they have been given special training regarding different clauses of MVA 1988 to maintain road safety.

Similarly Drivers respondents (100%) knew about MVA i.e. its clauses like the engine capacity of their vehicle, meaning of omni bus i.e. used for people working in office, meaning of warning sign post and direction posts on the roads, age of persons who can derive vehicle at public place, the documents needed for driving license, validity and renewal procedure of driving license. The importance of registration of a vehicle, working hours of a driver and also the limit of weight permits for transport vehicle.

Public knew the need or importance of driving license while driving, knew age at which driving license issued i.e. 18 years. They did not knew about the conditions in which licensing authority can refuse to

register or renew certificate of registration of motor vehicle, the new registration required if registered motor vehicle in one state has been kept in other state for > 12 months, the rights of third parties against insurers, provisions provided in case of hit and run accident, powers and procedures of claim tribunals and did not know offences related to licences. 12 out of 20 knew the meaning of certificate of registration, 11/20 knew the warning sign posts, direction posts on roads properly, 10 out of 20 (50%) knew special authorization needed for driving a transport vehicle and knew the meaning of no objection certificate. 15 / 20 (75%) knew age of person who can drive a transport vehicle in public place and knew the place to apply driving license and knew vehicle should be registered. 5/20 (25%) knew the procedure of renewal of driving license. 6 out of 20 knew the procedure of registering of vehicle . 14/20 knew the place where information regarding stolen vehicle available. Only 4/20 knew the necessity of insurance and knew the procedure for giving application for compensation. 9/20 knew the penalty for travelling without ticket and 15 out of 20 (75%) knew blood alcohol limit while driving. So it was found from our study that only 50% of the public was aware of rules and regulations regarding road safety. These results may be due to lack of awareness. So need to educate and aware the people regarding road safety and its importance like training ,education or by giving manuals to public while issuing driving licence, while purchasing new vehicle or at the time of its registration.

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