

## Sociological Analysis of Trainings for Motorbike Riders among Educated Youth: A case of Bahauddin Zakariya University, Multan

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**ABSTRACT:** Motorbike collision affects the victim as well as other members of community and society around the victim, training of motorbike rider play vital role in this social event. Objective of the study was that to investigate and quantify the trainings among educated youth which responsible to reduce the road accidents of motorbikes. Methodology was consisted of the students of Bahauddin Zakariya University, Multan as universe with 500 sample size which was selected through convenient sampling and data was collected with the help of questionnaires. Greater proportion of respondents was without license of motorbike riding, greater proportion license holder got license without skill test, respondents had little awareness about road sigs, Personal Protective Equipments related motorbike riding and First Aid, 70.2% respondents had no book of traffic codes, 84.6 respondents had faced motorbike collision but greater part of respondents had no training of First Aid. Mostly respondent gave the opinion that motorbike collision effect on economic, education and family behavior, in spite of this 40.2% respondents said trainings for motorbike riders should no be compulsory and 45.6% gave opinion that there is no need to repeat the trainings and skill test. This research article suggest that traffic or road safety department should improve the law enforcement, licensing system, encourage monitor the riding schools with international standard and do campaigns about motorbike riding trainings for motivating to motorbike riders.

**KEYWORDS:** Training, Motorbike Riding, Educated youth, Road accident, collision

### 1 INTRODUCTION

There are four provinces Punjab, Sindh, Khyber Pketon Khan and Baluchistan and Multan City is situated in Punjab Province of Pakistan. Multan City is the capital of Multan District and 5<sup>th</sup> biggest city of Pakistan. Multan covers an area of 3,721 square Kilometers (City District Government, Multan).The population of Pakistan has increased from 136 million in 1999 to 162 million in 2008. The increase was twice as high in urban areas than rural areas (28% versus 14%) and urban population was 42% of total population. This urban population growth, coupled with an expected increase in road transport, will certainly lead to an increase in road crashes specially bike crashes injuries in Pakistani cities such as Multan (Pakistan economic survey, 2009). Multan is economically developing area of Pakistan and Pakistan is also considering developing country and Motorcycle riding is rapidly increasing in popularity in Multan because it is cheap and economic private conveyance. Unfortunately, the part of motorbike-related collisions has been rising in recent years. Further, the amount of motorbike-related crashes in Multan is inaply high compared to other vehicles.

The official data of Rescue 1122, Multan (2013) showed that motorbike crashes were greater than other vehicle comparatively in Multan in 2013. Total numbers of road crashes were 11131 in 2013 at Multan City but 8036 were motorbike

crashes with the percentage of 72.19% and the percentage of other vehicles was 27.81% with 3095 total crashes in a year of 2013. The ratio of motorbikes and other vehicles was 5:2 with sequence.

Lin and Kraus (2009) exposed that without training and inexperience riding of motorbike has greater risk of death in a collision than people driving other types of motor vehicles and this risk is being increased with increasing of per mile traveling.

Savolainen and Mannering (2008) said that appropriate safety awareness, trainings, education of motorbike riders increase the skills of riding and better skills and training of riding pay vital role in reducing continual amount of accidents. Less skilled, beginner in experience of riding and unsuitable course material also becomes the cause of increasing the risk of motorbike's collisions.

Haworth and Mulvihull (2006) described about licensing systems that better licensing system projected to improved safety outcomes included to increase minimum age, prolong training duration and provisional period.

Baldi and Baer (2005) indentified that the causes of road accidents are not clear but the practices of motorbike licensing play vital role in reducing of motorbike crashes and fatalities, most excellent practices and the soundness of the model having the lowest rates of motorcycle victims with fatal injuries.

According to Wick at all (1998) that mostly motorbike accidents occurred by youth riders in Bochum, Germany. The 90.7% patients of motorbike collision were men with average age of 28.8 years and 27.9% percent accidents occurred by 25 year to 30 years-old age group. The use of helmet in Germany was high with 98.8 percentages and in spite of this motorbike riders had faced head injuries but only 2.3 percent respondents were involved in head injuries.

## **2 SOCIOLOGICAL SIGNIFICANCE OF THE STUDY**

The study has been conducted by a sociologist and sociology is the organized and planned study of social events because all social behaviors are social events of man. Sociology mainly focuses on social systems including social behaviors of individuals, social actions and social structure and function of society. When an individual who is motorbike rider involves in any motorbike collision then there is not a individual phenomenon of collision because that event effects the other people like other effected person of collision directly and his family members, relative, friends, colleagues or business partner and economy of his or her designated society. So that motorbike collision is become the social event and motorbike has many factors of road accidents like age of motorbike riders, millage of journey, experience of motorbike riders, type of journey, skill and safety training of motorbike riders and social format of traffic laws enforcement departments. On the behalf of all these reasons, researchers selected the sociological perspectives to investigate this event through quantify the trainings of motorbike riders. The other reason to select the study on trainings of motorbike riders was the official data of Rescue 1122, Multan which was showing that the number of motorbike accidents were greater than other vehicles comparatively.

## **3 OBJECTIVE OF THE STUDY**

To investigate and quantify the trainings of youth which are responsible for helping to reduce the road accidents of motorbikes.

## **4 METHODOLOGY**

### **4.1 UNIVERSE**

The universe for the present study was consisted of motorbike riders in district Multan. The researchers selected the area of Bahuddin Zakariya University, Multan as universe because it was easy to approach educated youth who were motorbike riders. The main focus of the present research was to identify the trainings of motorbike riders which are responsible for helping to reduce motorbike accidents.

### **4.2 SAMPLING**

In order to select a comprehensive sample the researchers selected a sample size of 500 motorbike riders as respondents and convenient sampling technique was used to select the sample from the universe by students of Bahauddin Zakariya University, Multan. The 1<sup>st</sup> reason was to select the students of university for sampling because the students are mostly bike riders and it was easy for researcher to select sample and the 2<sup>nd</sup> reason was that it is general perception about the educated

persons that they have more tendency to participate in awareness sections and training workshops comparatively. So according to the researcher's point of view, the students of university were best source to estimate the actual level of trainings on motorbike riding.

#### **4.3 TOOL FOR DATA COLLECTION**

Keeping in observation the particular nature of the study, it was conducted by survey method through questionnaire as tool for data collection. The questionnaire looked to be the most reasonable tool for data collection. In case of questionnaire as tool of data collection there was greater probability of the collection of appropriate data by respondents.

#### **4.4 PRETESTING AND FINALIZING THE QUESTIONNAIRE**

After building the questionnaire, it was pretested prior or actually going to the field. Pretesting was held on the same universe. The outcome of pretesting exposed certain shortcomings in the questionnaire. In the light of the experiences of pretesting the researcher included certain changes before finalizing the questionnaire.

### **5 RESULT AND DISCUSSION**

*Table no.1 Percentage distribution of respondents with respect to age*

Category	Frequency	Percentage
Male	490	99.0
Female	5	1.0
Total	500	100.0

Statistical analysis of this study shows that 99.0 percent of the respondents were male but only 1.0 percent of the respondents were female. According to the result of gender distribution, we can perceive that the female do not like to ride the motorbikes and the other factor is that the cultural values of Multan (Pakistan) do not allow the female for motorbike riding frequently.

*Table no.2 Percentage distribution of respondents with respect to Age*

Category	Frequency	Percentage
Below 20 years	34	6.9
20 or Above 20 yes	466	93.1
Total	500	100.0

Age category of this study shows that only 6.9 percent of respondents were below 20 years age and 93.1 were 20 years or above 20 years age.

*Table no.3 Percentage distribution of respondents with respect to Education*

Category	Frequency	Percentage
Below Graduate	36	7.2
20 or Aboce 20 yes	464	92.8
Total	500	100.0

The 7.2 percent of respondent were having below graduate education and 92.8 were having graduation or above graduate education.

**Table no.4 Percentage distribution of respondents with respect Awareness about inspection of bike**

Category	Frequency	Percentage
Know completely	134	26.8
Know partly	306	61.2
Know nothing	60	12.0
Total	500	100.0

Research based data shows that 26.8 percent of motorbike riders were having complete awareness about basic inspection of motorbike which to do before long journey, 12 percent of motorbike riders were known about inspection of motorbike with some extent and 61.2 percent of motorbike riders did not know about inspection of motorbike.

**Table no. 5 Percentage distribution of respondents about collision of bike**

Category	Frequency	Percentage
Never	77	15.4
One time	102	20.4
Two time	141	28.2
More than two time	180	36.0
Total	500	100.0

The table shows that 36.0 percent of motorbike riders had face motorbike collision for more than tow time, 28.2 percent of motorbike riders had faced motorbike collision for tow times, 20.4 percent of motorbike riders had faced motorbike collision for one times and 15.4 percent of motorbike riders had faced no motorbike collision.

**Table no.6 Percentage distribution of respondents with respect to injuries in result of collision**

Category	Frequency	Percentage
Soft tissues	210	42.0
Fracture	119	23.8
Head injury	61	12.2
Nothing	110	22.0
Total	500	100.0

Distribution table of injuries in result of motorbike collision shows that 42.0 percent of motorbike riders faced soft tissue injuries, 23.8 percent of motorbike riders faced fractures, 12.2 percent of motorbike riders faced head injuries but only 22.0 percent of motorbike riders did not face any collision of motorbike.

**Table no.7 Percentage distribution of respondents with respect to Repeating of test**

Category	Frequency	Percentage
Annually	139	27.8
After Six moth	133	26.6
No need to repeat	228	45.6
Total	500	100.0

The data of table shows that 27.8 percent of respondents stated that test of riding by related department should be repeated annually, 26.6 percent of respondents stated that should be repeated six monthly and majority of respondents 45.6 percent of respondents stated that there is no need to repeat the test.

**Table no.8 Percentage Distribution of respondents on Dichotomous scale**

Category	Yes	No
Having License	47.6	52.4
Training of traffic codes	38.4	61.6
Having book of traffic codes	29.8	70.2
PPE's Knowledge	29.8	70.2
Training should compulsory	59.8	40.2
Having first aid training	24.6	75.4

The analysis of this study shows that only 47.6 percents of motorbike riders were having motorbike riding license and 52.4 were not having license, the greater proportion rides the motorbike on the roads of Multan (Pakistan) without license and this thing shows the weak implement of traffic law in Multan. The non license holders riders are less experienced and not know the traffic rules and road signs properly so this thing have more probability of road crashes.

The data shows that only 38.4 percent riders got training of traffic codes, 61.6 percent were not have any training about traffic codes. The reason of this, licensing procedure gives awareness of traffic codes and mostly respondents did not face the licensing procedure.

This table shows that only 29.8 percent of respondents were having book of traffic codes and 70.2 percent motorbike riders had no book of traffic codes.

The table of distribution about PPE,s related motorbike shows that 29.8 percent respondents were having awareness about Personal Protective Equipments related motorbike riding, 70.2 percent of respondents had no awareness about Personal Protective Equipments related motorbike riding and this behavior of motorbike riders shows the carelessness of self-safety.

The data of table shows that 40.2 percent of respondents stated that the training should not be compulsory, 59.8 percent of respondents stated that the training should be compulsory.

The data of table shows that 24.6 percent of respondents stated that they have awareness about First Aid, 75.4 percent of respondents stated that they have no awareness about First Aid and the majority of the respondents already faced injuries due to motorbike collision in spite of this they are not ready to get any First Aid training because they have rigidity in their behavior which tend to ignorance and carelessness.

**Table no.9 Percentage distribution of respondents on likert scale**

Category	To some extant	To some extant	Not at all
Collision impact on economic	32.8	38.2	29.0
Collision impact on education	34.4	44.4	21.2
Family behavior	31.6	49.6	18.8
Collision due to other negligence	52.0	42.8	5.2

The data of table shows that 33.1 percent respondents were thought with great extent, the motorbike collision have impact on economic, 38.6 percent respondents were thought with some extent, the motorbike collision have impact on economic and 28.3 percent respondents said, there is no impact of motorbike collision on economic,

The data of table shows that 34.4 percent respondents were thought with great extent, the motorbike collision have impact on education, 44.4 percent respondents were thought with some extent, the motorbike collision have impact on education and 21.2 percent respondents said, there is no impact of motorbike collision on education,

The data of table shows that 31.6 percent respondents were thought with great extent, the motorbike collision have impact on family behavior, 49.6 percent respondents were thought with some extent, the motorbike collision have impact on family behavior and 18.8 percent respondents said, there is no impact of motorbike collision on family behavior.

The data of table shows that 52.0 percent of respondents gave the opinion with to great extent that accidents occur by others negligence, 42.8 percent of respondents said with to some extent that accidents occur by others negligence and 5.2 percent of respondents said that accidents do not occur by others negligence.

## **6 SUMMARY AND CONCLUSION**

With the passage of time population and traffic is increasing as well as road traffic accidents are also increasing. Road traffic accident has become common phenomenon of the world and become the cause of many deaths, injuries and material loss and these factors effect the economy, education, behavior of individuals and also other social institutions of society. Road traffic accidents occur by almost every vehicle but motorbike has more tendency of road traffic accident. Many factors are involved in accidents of motorbike like trainings for motorbike riders. This study was conducted in Multan city of Pakistan and Pakistan faces about 10,000 deaths every year due to road traffic accidents and more likely motorbikes are involved. The youth generation is more involve in collisions of motorbike due to their less experience of riding, inappropriate riding skills and lack of different trainings which is related to safety of motorbike riders. Pakistan is a developing country and having low tendency of awareness programs specially about safety of motorbike riding, so the collision ratio of motorbikes is three time more than collision of other types of vehicles. The present study was conducted among educated youth through questionnaires and result shows that

### **6.1 RECOMMENDATIONS**

Licensing system should be improved by traffic department, do not issue license without skill test & written test and improve the traffic law implement and given below recommendations should follow to improve the system.

- a) Provisional license duration should be for 2 years so that applicant of motorbike riding license can learn appropriate riding skills and other related trainings of motorbike riding.
- b) Maximize the age minimum age limit, 18 years age should be compulsory for provisional license and 20 years age for permanent license.

#### **6.1.1 AWARENESS WORKSHOP**

Before issuing permanent license, traffic department should conduct the awareness workshop to empower the competence of motorbike riders with two parts.

- a) First part of bike riders should be consisted of sensitizing to bike riders about hazards and risks of motorbike riding and how to reduce them.
- b) The second part should be consisted of traffic rules and regulation, road signals, road signs and skill based awareness.

#### **6.1.2 CAMPAIGNS**

Traffic department or road safety department should campaigns for getting professional training of motorbike riding in schools, colleges, different organizations and through mass media periodically which base on aggressive marketing style.

#### **6.1.3 RIDING SCHOOLS**

A certificate of riding skills training should be compulsory by registered riding school before permanent license.

All riding schools should be registered on international standard by concern department and periodically monitored by traffic department, road safety department and others concern departments.

The contents, format, durations and standard of training should be registered and same for all riding schools.

#### **6.1.4 TRAINING BY RIDING SCHOOL SHOULD BE CONSISTED OF:**

- a) Riding skills
- b) Road signs and signal
- c) Traffic rules and regulations

- d) Basic inspection of motorbike before long journey
- e) Use of PPE,s related bike riding because it responsible to minimize the hazards of injury in case of road crash
- f) First Aid training to control or minimize the life threatening conditions in case of road traffic crashes
- g) All above contents of training should be compulsory with updates annually to renewal of riding license.

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