



# A ROLE OF TRADE UNION IN THREE WHEELER PASSENGER VEHICLE OPERATORS' INVOLVEMENT

**\*SINDHU R**

Research Scholar, Department of Commerce,  
Tirunelveli Dakshina Mara Nadar Sangam College, T.Kallikulam

**\*\*Dr. A. RAMACHANDRAN**

Principal  
Manonmaniam Sundaranar University College Tisayanvilai

**(Affiliated to Manonmaniam Sundaranar University, Tirunelveli – 627 412)**

## ABSTRACT

The passenger vehicle operators are employers in their own informal enterprises, contributing family members, members of informal producers. Most of the passenger vehicle operators face police harassment, criminal extortion, job insecurity, low incomes, discrimination and no access to social security. Trade Union shall be sanctioned a lot of advantages to the transport labours. They declared the laws and order to the upliftment of the labours. It helps the labours life as work safety as peace. To trace the organizational growth of trade union movement among three wheelers passenger vehicle operators. The objectives are to find out the involvement of passenger vehicle operators in trade union movement; to study the relationship between the socio-economic variables related to passenger vehicle operators and their involvement in trade union movement; and to find out the factors influencing the passenger vehicle operators for involvement in trade union movement. The researcher adopted survey method in view of realizing the objectives of the study. This method gathers data from a large number of cases at particular time. The value of a survey depends greatly on the extent to which the data regarding current conditions. The data required for the study was collected through questionnaire designed after consulting the passenger vehicle operators, trade union leaders and travelers. Based on the pilot study, the structure of the questionnaire was redesigned. Questions relating to the socio-economic profile of the members, extent of member participation, details regarding occupation, union, leadership, psychological, perceptual, and grievances management were included in the questionnaire. The researcher used the simple random sampling method for selection of the respondents for the study. The sample consists of 153 passenger vehicle operators. This technique is a common method, when using this method, the researcher has chosen sample is truly representative of the entire population. The findings are indicated that there was a significant relationship between male and female passenger vehicle operators in their involvement; there was no significant relationship between nuclear family and joint family passenger vehicle operators in their involvement; there was a significant relationship between own house passenger vehicle operators and rental and leased house passenger vehicle operators in their involvement; and there was a significant relationship between urban passenger vehicle operators and rural and semi-urban passenger vehicle operators in their involvement. A healthy trade union helps the workers in increasing their collective bargaining power and in achieving the various objectives of unions. They have to provide educational, social, cultural and

3406



welfare facilities to their members. It is mainly needed for a developing country like ours, to maintain good relations between the employer and the employee.

DOI Number: 10.48047/nq.2022.20.22.NQ10339

NeuroQuantology 2022; 20(22): 3406-3410

## INTRODUCTION

Transportation is responsible for the development of civilizations from ancient era by meeting travel requirement of people and of goods. Such movement has changed the way people live and travel. In developed and developing nations, a large fraction of people travel daily for work, shopping and social reasons. A Trade Union is an association of workers in any trade or allied trades for protection and furtherance of their interests regarding wages, conditions of labour and provision of pecuniary assistance to its members during strikes, unemployment, sickness, old age etc. The basic task for unions was recruitment of members, improve economic status of their members, pursue members' cases to the labour courts and tribunals and to associate with the political elements to bring about changes through legal enactments.

## SIGNIFICANCE OF THE STUDY

A trade union is an organization made up of members and its membership must be made up mainly of workers. It helps the employers on pay and conditions, discuss members concern, accompany members in disciplinary and grievance meetings, provide members with legal and financial advice and provide education facilities and certain consumer benefits such as discounted insurance. Most of the passenger vehicle operators face police harassment, criminal extortion, job insecurity, low incomes, discrimination and no access to social security. They are considered as informal. Women passenger vehicle operators are the most precarious and low paid. So trade union movement shall always have a negative effect on them hence the employees had a reluctance to join in trade union movement. Similarly the employer also discourage the participation of employees in trade union movement. But know the thought has

changed the positive side of the trade union movement is also now well recognized by the stakeholders. As the outcome of trade union movement is growing well in all segments including automobile sector.

## OBJECTIVES OF THE STUDY:

1. To trace the organizational growth of trade union movement among three wheelers passenger vehicle operators.
2. To find out the involvement of passenger vehicle operators in trade union movement.
3. To study the relationship between the socio-economic variables related to passenger vehicle operators and their involvement in trade union movement.
4. To find out the factors influencing the passenger vehicle operators for involvement in trade union movement.
5. To offer suggestions for better functioning of trade union for the welfare of passenger vehicle operators.

## METHODOLOGY

The researcher adopted survey method in view of realizing the objectives of the study. This method gathers data from a large number of cases at particular time. The value of a survey depends greatly on the extent to which the data regarding current conditions. The data required for the study was collected through questionnaire designed after consulting the passenger vehicle operators, trade union leaders and travelers. Based on the pilot study, the structure of the questionnaire was redesigned. Questions relating to the socio-economic profile of the members, extent of member participation, details regarding occupation, union, leadership, psychological, perceptual, and grievances management were included in the questionnaire.

3407



**TABLE 1**  
**SIGNIFICANT DIFFERENCE BETWEEN MALE AND FEMALE OF PASSENGER VEHICLE OPERATORS**

Passenger Vehicle Operators	Gender	N	Mean	SD	df	Calculated 't' value	Level of Significance
	Male	140	92.25	27.11	150	3.122	S
	Female	12	6.23	11.24			

**Note:** At 5% level of significance, for 152 df, the table value of 't' is 1.96

The above table shows the 't' value and the level of no significance of difference between gender of passenger vehicle operators in the sample. The means and SDs of male passenger vehicle operators are 92.25 and 27.11 and that of the female operators are

6.23 and 11.24 respectively. The 't' value is 3.122 which is significant. While comparing the mean scores, the male passenger vehicle operators (92.25) are better than female operators (6.23) in their involvement.

**TABLE 2**  
**SIGNIFICANCE OF THE DIFFERENCE BETWEEN THE MEAN SCORE OF PASSENGER VEHICLE OPERATORS SPENT HOURS FOR TRADE UNION MEETINGS**

3408

Sources of variation	Sum of squares	Df	Mean sum of squares	'F' value	Level of Significance
Between groups	3490.90	149	902.561	9.013	S
Within groups	164.201	4	126.490		
Total	3655.101	153			

Table 'F' value = 2.98 at 0.05 level

The above table highlights the 'F' value and the level of significance the sub-groups of the passenger vehicle operators spent hours as a member. The 'F' value is 9.013 which are significant at 0.05 levels. While comparing the mean scores, passenger

vehicle operators spent above five hours (902.561) are better than below five hours (126.490) vehicle operators spent as a member in the trade union which highly influences their involvement.

**TABLE 3**  
**SIGNIFICANCE OF THE DIFFERENCE BETWEEN THE MEAN SCORE OF REGULARITY OF ATTENDING TRADE UNION MEETINGS**

Sources of variation	Sum of squares	Df	Mean sum of squares	'F' value	Level of Significance
Between groups	86115.043	149	85.516	3.931	S
Within groups	672.292	3	336.146		
Total	86787.336	152			

Table 'F' value = 2.98 at 0.05 level



The foregoing table projects the 'F' value and the level of significance between the sub- groups of vehicle ownership of passenger vehicle operators. The 'F' value is 3.931 which is significant at 0.05 level. While comparing the mean scores, own vehicle operators (336.146) are better than rental and leased vehicle operators (85.516) in their involvement.

#### **FINDINGS**

- ❖ The test result showed that there was significant associations of passenger vehicle operators who have motivated to join new members above five in numbers are better in their involvement.
- ❖ There was a significant association of passenger vehicle operators who have spent above five hours in the trade union activities in a month are better in their involvement.
- ❖ There was no significant relationship between nuclear family and joint family passenger vehicle operators in their involvement.
- ❖ There was a significant relationship between own house passenger vehicle operators and rental and leased house passenger vehicle operators in their involvement.
- ❖ There was a significant relationship between urban passenger vehicle operators and rural and semi-urban passenger vehicle operators in their involvement.

#### **INTERPRETATION**

- ❖ It is observed that male passenger vehicle operators are better than female because women do not drive as fast as men but men do not get distracted as easily as women. Women are famous for being distracted while driving: talking by the phone, making up, seeing themselves at the mirror or looking for something in their purse, even if they are talking by the phone. Women are also more susceptible to get lost on the streets or in the

highway. In addition, most of women have parking problems. They need more space than men to park and they often tend to double parking.

- ❖ The research has shown that own house passenger vehicle operators are better than rental and leased house passenger vehicle operators. It is because owners of the house can freely make modifications as per their needs and even sell it whenever they want. A house is an asset that increases in value over time. So, they can treat buying a property as an investment. It gives them the freedom to sell the house and make a profit. Generally men have courage if they have property and also the driver's ability and efficiency is based on own assets in their involvement.
- ❖ The research showed that urban passenger vehicle operators are better than rural and semi-urban passenger vehicle operators. Whether our home is in a rural, urban, or semi- urban area can greatly affect our lifestyle. There are both benefits and disadvantages, personally and financially speaking, of all three environments that can impact our quality of life and overall well-being. A driver in urban and rural areas differs in some significant ways. City roads differ fundamentally in the density of traffic, the number of large trucks, and the number of bicyclists sharing the road. Unsurprisingly, urban passenger vehicle operators are aware of the nook and corners of the city. So they can easily catch the unknown places by requesting the passengers. They have a lot of regular passengers according to their work nature.

#### **CONCLUSION**

The study has highlighted that the



strong and stable trade unions are in the interest of both the workers and the employers. A healthy trade union helps the workers in increasing their collective bargaining power and in achieving the various objectives of unions. They have to provide educational, social, cultural and welfare facilities to their members. It is mainly needed for a developing country like ours, to maintain good relations between the employer and the employee. Hence, they must make efforts to establish themselves as independent organizations and also should replace the outside leadership by their own leadership. Government also has to change its attitude towards trade unions. There should be a healthy cordial relationship among the trade union leaders and the three wheeler passenger vehicle operators.

#### REFERENCES

- [1] Bryson and Jane (2020) "The Role of Trade Union Collective Voice in the Access to Training for Workers in New Zealand", International Journal of Training and Development, v24, n3, p231-244.
- [2] Dromey and Joe (2020) "Levelling up Skills after Coronavirus: The Role of Trade Unions and Social Partnership in Workforce training", Learning and Work Institute- Non journal, Eric Number: ED611835.
- [3] Yamarik and Steven (2018) "The Automobile Industry and New Trade Theory: A Classroom Experiment", Journal of Economic Education, v49, n3, p252-259.
- [4] McNeil Kenneth Miller and Richard (1980) "The Profitability of Consumer Protection: Warranty Policy in the Auto Industry", Administrative Science Quarterly, v25, n3, p407-27.

3410

