

TRADE UNION MOVEMENT IN THREE WHEELER PASSENGER VEHICLE OPERATORS' SOCIO-ECONOMIC STATUS – A REVIEW***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 – 627 012)****ABSTRACT**

Three wheeler passenger 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. Trade Union Movement 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 socio-economic status 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 socio-economic status; there was no significant relationship between nuclear family and joint family passenger vehicle operators in their socio-economic status; there was a significant relationship between own house passenger vehicle operators and rental and leased house passenger vehicle operators in their socio-economic status; and there was a significant relationship between urban passenger vehicle operators and rural and semi-urban passenger vehicle operators in their socio-economic status. 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.

INTRODUCTION

Three wheelers cater to the mobility needs of those not using private transport and not being served by the existing public transport system. 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 now 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 socio-economic status in trade union movement.
- [5] To offer suggestions for better functioning of trade union for the welfare of passenger vehicle operators.

METHODOLGY

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.

SOCIO-ECONOMIC SETTING OF THREE WHEELER PASSENGER OPERATORS

In order to observe the setting of involvement and socio-economic background of the passenger vehicle operators is studied.

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

	Gender	N	Mean	SD	df	Calculated 't' value	Level of Significance
Passenger Vehicle Operators	Male	141	92.25	27.11	150	3.122	S
	Female	12	6.23	11.24			

Note: At 5% level of significance, for 153 df, the table value of 't' is 1.96

The above table shows the 't' value and the level of 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 socio-economic status.

TABLE 2
SIGNIFICANCE OF THE DIFFERENCE BETWEEN THE MEAN SCORE OF HOUSE TYPE OF PASSENGER VEHICLE OPERATORS

Sources of variation	Sum of squares	Df	Mean sum of squares	'F' value	Level of Significance
Between groups	87859.644	150	180.856	5.073	S
Within groups	361.712	3	87.249		
Total	88221.355	153	268.105		

Table 'F' value = 2.98 at 0.05 level

The table highlights the 'F' value and the level of significance the sub-groups of the house type of passenger vehicle operators. The 'F' value is 5.073 which is significant at 0.05 level. While comparing the mean scores, own house passenger vehicle operators (180.856) are better than rental and leased house (87.249) vehicle operators in their socio-economic status.

TABLE 3
SIGNIFICANCE OF THE DIFFERENCE BETWEEN THE MEAN SCORE OF OWNERSHIP OF PASSENGER VEHICLE OPERATORS

Sources of variation	Sum of squares	Df	Mean sum of squares	'F' value	Level of Significance
Between groups	86115.043	150	85.516	3.931	S
Within groups	672.292	3	336.146		
Total	86787.336	153	421.662		

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 socio-economic status.

FINDINGS

- ❖ The test result showed that there was a significant association of passenger vehicle operators who have motivated to join new members above five in numbers are better in their socio-economic status.
- ❖ 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 socio-economic status.
- ❖ There was no significant relationship between nuclear family and joint family passenger vehicle operators in their socio-economic status.
- ❖ There was a significant relationship between own house passenger vehicle operators and rental and leased house passenger vehicle operators in their socio-economic status.
- ❖ There was a significant relationship between urban passenger vehicle operators and rural and semi-urban passenger vehicle operators in their socio-economic status.

INTERPRETATION

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. Drivers 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 and pedestrians 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.

The research has shown that the passenger vehicle operator's income and expenditure highly influence in their involvement. It is rightly said that money allows to meet our basic needs to buy food and shelter and pay for healthcare. Meeting these needs is essential, and if we don't have enough money to do so, our personal wellbeing and the wellbeing of the community as a whole suffers greatly. Generally, income gives strengthening a man in his involvement of surroundings. Passenger vehicle operators are not from high rich class. So they are believing their basic health as regular by spending for the basic things because their life is depending upon their daily wages from the each trip.

The study revealed that the result showed high influence of trade union on passenger vehicle operators in their socio-economic status. It is because trade unions have formed to ensure fair wages, benefits and better working conditions for their members. They negotiate with businesses and governments on behalf of employees, who either work a particular type of job or in a particular industry. It *must engage in inclusive and effective social dialogue to enhance passenger vehicle operator's duty*, as well as involved in the broader socio-economic and sustainable development. It offers good implements during the disasters, injuries, insurance of an employee's upliftment.

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] Martin Perline and Lorenz (1970) 'Factors Influencing Member Participation in Trade

- Union Activities', *The American Journal of economics Sociology*, 29(4),pp.425- 438.
- [2] Nandakumar and Ravishankar (1994) "Empirical Study of Membership Participation in Trade Union Activities: An Indian Perspective", *Indian Journal of Industrial Relations*, 30(1), pp.69-77.
- [3] Prakash Arya (1980) "Workers' Involvement in Trade Unions", *Indian Journal of Labour Economics*, 23(3), pp.115-139.
- [4] Sheth (1969) "Workers' Participation in Trade Union Activity", *Indian Journal of Industrial Relations*, 4(3), pp.279-297.
- [5] Vaid (1965) "Why Workers Join Unions", *Indian Journal of Industrial Relations*, 1(2), pp.208-230.
- [6] Abrams Herbert (2001) "A short history of occupational health", *Journal of Public Health Policy*, Vol: 22, No.1.
- [7] Litwin Adam Seth (2000) *Trade unions and industrial injury in Great Britain*, London School of Economics, LSE Centre for Economic Performance, <http://cep.lse.ac.uk>.
- [8] CLC health and safety, Unions make your workplace safer, Canadian Labour Congress, <http://www.clc-ctc.ca/health-safety/unions.html>.