

## STUDY OF SKILL DEVELOPMENT OF MOTOR VEHICLE DRIVING IN MAHARASHTRA

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### **Abstract :**

'Skill Development' means development of capabilities with deliberate efforts to do a work or task in most appropriate and efficient manner.

The objective of Skill Development is to create a workforce empowered with the necessary and continuously upgraded skills, knowledge and internationally recognized qualifications to gain access to decent employment and ensure India's competitiveness in the dynamic global market.

### **INTRODUCTION :**

'Skill Development' means development of capabilities with deliberate efforts to do a work or task in most appropriate and efficient manner.

The objective of Skill Development is to create a workforce empowered with the necessary and continuously upgraded skills, knowledge and internationally recognized qualifications to gain access to decent employment and ensure India's competitiveness in the dynamic global market. It aims at increasing the productivity and employability of workforce (wage and self-employed) both in the organized and the unorganized sectors. It results in increased participation of youth, women, disabled and other disadvantaged sections with the enhanced capability to adapt to changing technologies and labour market demands.

According to the International Labour Organization (ILO) "Skill development is of key importance in stimulating a sustainable development process and can make a contribution in facilitating the transition from an informal to formal economy. It is also essential to address the opportunities and challenges to meet new demands of changing economies and new technologies in the context of globalization."

Skill building can be viewed as an instrument to improve the effectiveness and contribution of labour to the overall production. It is as an important ingredient to push the production possibility frontier outward and to accelerate growth rate of the economy. Skill building is also an instrument to empower the individual and improve his/her social acceptance or value.

Agriculture, Industry and services are the three important sectors of any economy. Their relative share in national income is one of the most important indicator of economic development. As economy develops the relative share of service sector in the national income increases. Transportation is one of the most important component of service sector. Transport sector comprises of different modes of transport, including road, railways, airways, water ways which facilitates easy and efficient transportation of goods and citizens across the country. Economic development mainly depends on transportation of goods and passengers.

### **THE NEED FOR INTEGRATED TRANSPORT SYSTEM:**

In India transport system includes a number of modes of transportation such as railways, roads, inland water transport, coastal shipping, air transport, etc. In a vast country like India, it is necessary to develop various transport modes in an integrated manner to build up an efficient, sustainable, safe and regionally balanced transportation system. Each mode of transport should operate economically and

optimally with competitive and non-discriminatory prices to support progressive development of transport infrastructure and services. This would also enable the comparative advantages and economic efficiencies to be properly reflected in the user costs.

Recent liberalization of the Indian economy has highlighted the urgency of developing an efficient transport system for increasing productivity and enabling the country to compete effectively in the world market. Adequacy and reliability of transport infrastructure and services are important factors which contribute towards the ability of the country to compete in the field of international trade and attract foreign direct investment. The Government has a major role to play in this sphere. Even in a market economy, the framework that national government provide for the transport sector largely determines the level of cost and transport operations. It is, therefore, necessary to create a policy environment that encourages competitive pricing and coordination between alternative modes in order to provide an integrated transport system that assures the mobility of goods and people at maximum efficiency and minimum cost.

According to Tenth Five Year Plan (2002 – 2007), “An efficient transport system is a pre-requisite for sustained economic development. It is not only the key infrastructural input for the growth process but also plays a significant role in promoting national integration, which is particularly important in a large country like India. In a liberalized set up, an efficient transport network becomes all the more important in order to increase productivity and enhance the competitive efficiency of the economy in the world market. The transport system also plays an important role in promoting the development of the backward regions and integrating them with the main stream economy by opening them to trade and investment.

### **IMPORTANCE OF ROAD TRANSPORT FOR INDIAN ECONOMY:**

As compared to the railways, the road transport system has definite advantages which can be summarized as follow:

Motor transports as well as road constructions have contributed significantly to the growth of the Gross National Product (GNP) all over the world, but India has remained significantly backward in this regard. Besides there is tremendous scope for creating employment through road construction and maintenance. Further, India needs increased road mileage, especially to open up the vast areas which cannot be reached except through roads.

- ♦ Road transport is quicker, more convenient and more flexible. It is particularly good for short distance travel for movement of goods. Motor vehicles can easily collect passengers and goods from anywhere and take them to wherever they want to be dropped. Door-to-door collection and delivery are possible in the case of road transport. But in the case of railways, the lines are fixed and the railways do not have the flexibility of the roadways. Passengers and goods will have to be taken to the railway stations.
- ♦ Roads are a necessary complement to railways. India is a country of villages and it is only roads which can connect villages and railways can connect towns. The railway stations will have to be properly served by a network of feeder roads. Only through these roads the railways can receive their passengers and goods. If railways are essential for the movement of goods and people for long distances, road transport is essential for such movement for short distances. Roads and railways are, therefore, not competitive but complementary.
- ♦ Road transport is of particular advantage to the farmers. Good roads help the farmers to move their products, particularly the perishable products; like vegetables, quickly to the mandis and towns. Only by developing the road system, the farmer can be assured of a steady market for his products. It is the road system which brings the villagers into contact with the towns and the new ideas and the new systems from the towns.
- ♦ Roads are highly significant for the defense of the country. For the movement of troops, tanks, armored cars, field guns etc. roads are essential. The great importance given to the construction of border roads to facilitate the movement of troops for the protection of the northern borders against the Chinese aggression is an example of the great importance of roads in the defense of the country.

Apart from well developed network of roads and quality vehicles, qualified, skilled and safe motor vehicle drivers in adequate numbers is the most important prerequisite for the development of road transport as well as the development of the country.

This papers deals with how far there is skill development of motor vehicle driving has taken place in the state of Maharashtra. Without adequate numbers of skilled motor vehicle drivers, transportation of men and material is very difficult.

### **REGISTRATION OF VEHICLES IN MAHARASHTRA:**

Growth of Vehicles From 1971-2013: The total number of registered motor vehicles in

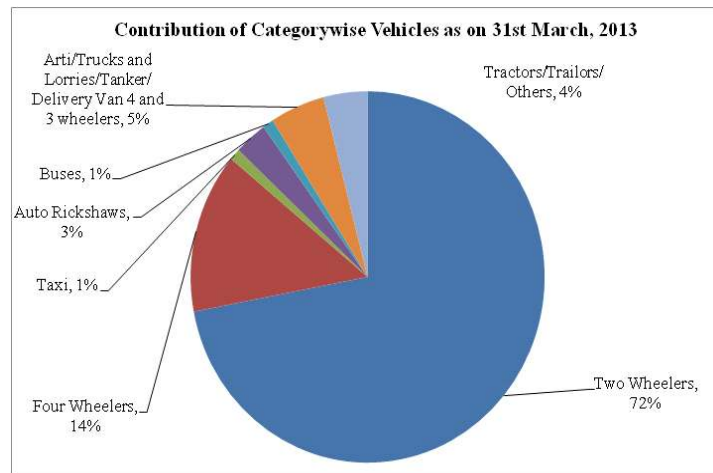
Maharashtra State, increased from 3,07,030 as on 31st March, 1971 to 2,14,88,152 as on 31st March, 2013. The growth in vehicle population stood at 6899% during 42 years. Two wheelers contributes 71.93% of total vehicles on roads, as on 31.03.2013 whereas it is 28.25% as on 31.03.1971. The share of cars, jeeps and taxis in the total number of vehicles on roads steeply declined from 44.55% as on 31st March, 1971 to 15.12% as on 31st March, 2013. Percentage of buses decreased from 2.93% as on 31st March, 1971 to 0.45% as on 31st March, 2013. Goods vehicles accounted for 17.39% as on 31st March, 1971 decreased to 5.49% in the State as on 31st March, 2013. Other vehicles, which include tractors, trailers, three wheelers (passenger) and other miscellaneous vehicles, marginally increased from 6.87% as on 31st March, 1971 to 6.99% as on 31st March, 2013.

(Source: Transport Commissioner Office, Maharashtra State, Mumbai.)

**CATEGORYWISE SHARE OF VEHICLES:**

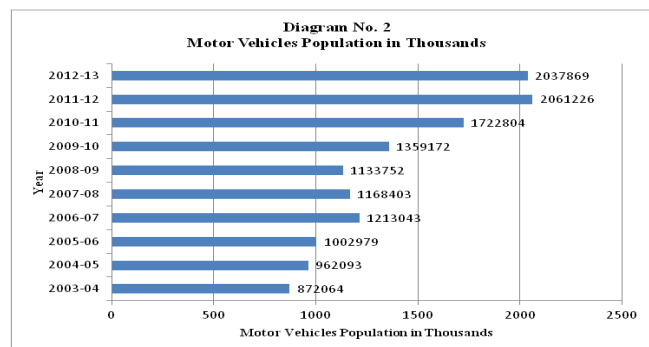
Categorywise share of Motor vehicles is shown in Diagram No. 1. Two wheelers contribute 72% followed by motor cars 14%, goods vehicles 5% and other vehicles 9% as on 31st March, 2013.

**Diagram No. 1.**



(Source: Transport Commissioner Office, Maharashtra State, Mumbai.)

Yearly Registration of Vehicles: Total number of vehicles registered increased from 8,72,064 in 2003-04 to 20,37,869 in 2012-13. Thus, percentage increase in a decade is 133.68%. Year wise registration of vehicles during the period 2003-04 to 2012-13 is shown in Diagram No. 2. (Motor Vehicles Population in Thousands).



(Source: Transport Commissioner Office, Maharashtra State, Mumbai.)

**Growth of Driver's Licences:**

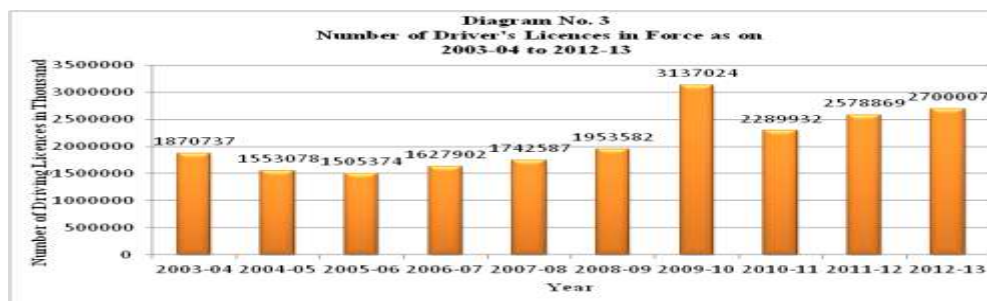
Growth of Driver's Licences from 1984 to 2013: The total number of Driver's Licences as on record in Maharashtra State increased from 2.48 million as on 31st March, 1984 to 25.8 million as on 31st March, 2013. The percentage of growth is 942.72%.

**Table No. 1**  
**Number of Driver's Licences Issued during the year 2003-04 to 2012-13**

Year	Number of Driver's Licences issued	Cumulative Number of Driver's Licences issued
2003-04	1870737	1870737
2004-05	1553078	3423815
2005-06	1505374	4929189
2006-07	1627902	6557091
2007-08	1742587	8299678
2008-09	1953582	10253260
2009-10	3137024	13390284
2010-11	2289932	15680216
2011-12	2578869	18259085
2012-13	2700007	20959092

( Source: Transport Commissioner Office, Maharashtra State, Mumbai.)

Growth of Driver's Licences on Record from 2003-2013: As on year 2003-04 there were 18,70,737 driver's licences on record in Maharashtra State, whereas in the year 2012-13 27,00,007 drivers licences were issued. The number of Driver's licences in force as on 2003-04 to 2012-13 is shown in Table No. 1 and Diagram No. 3.



( Source: Transport Commissioner Office, Maharashtra State, Mumbai.)

**ROADACCIDENTS:**

**NUMBER OF ROAD ACCIDENTS:**

The number of road accidents is decreasing. In the year 2010 (calender year), total number of road accidents occurs in State of Maharashtra were 69,573, whereas the number decreased to 61,890 in the year 2013.

**NUMBER OF PERSONS KILLED:**

The number of persons killed in road accidents is decreasing. In the year 2010, total number of persons killed in road accidents in State of Maharashtra were 12,287, whereas the number decreased to 12,194 in the year 2013.

**NUMBER OF PERSONS INJURED:**

The number of persons injured in road accidents is decreasing. In the year 2010, total number of persons injured in road accidents in State of Maharashtra, were 46,528, whereas the number decreased to 41,106, in the year 2013.

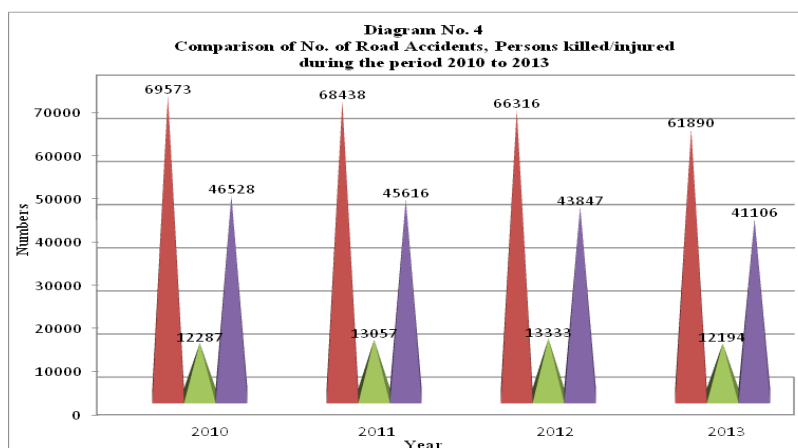
**COMPARISON OF NUMBER OF ACCIDENTS, PERSONS KILLED AND INJURED DURING THE PERIOD 2010 TO 2013:**

Comparison of number of Road Accidents, Persons killed and Injured during the period 2010 to 2013 is shown in Table No. 2. and Diagram No. 4.

**Table No. 2.**  
**Comparison of No. of Road Accidents, Persons killed/injured during the period 2010 to 2013**

	Year			
	2010	2011	2012	2013
No. of Road Accidents	69573	68438	66316	61890
Persons killed	12287	13057	13333	12194
Persons injured	46528	45616	43847	41106

( Source: Transport Commissioner Office, Maharashtra State, Mumbai.)



( Source: Transport Commissioner Office, Maharashtra State, Mumbai.)

The comparison of the data of Yearly Registration Of Vehicles ( Diagram. No. 2) and the Licences

Issued (Diagram No. 3) shows that every year, the number of licences issued are exceeds the number of motor vehicles registered. It depicts that there is adequacy of motor vehicle drivers in quantitative terms. This suggests that in quantitative terms skill development of motor vehicle driving in Maharashtra is satisfactory.

Definitely it has increased the scope of employability of the unemployed youth in the ever expanding transport sector in Maharashtra.

The data of the Road Accidents (Diagram No. 4) depicts that although sufficient and adequate level of skill development of motor vehicle driving in quantitative terms has taken place in Maharashtra, there is scope for improvement of the quality of skill development of motor vehicle driving. When the qualitative changes in the motor vehicle driving takes place, it leads to significant decline in the road accidents and result in safe and accident free transportation of men and material.

For qualitative improvement in motor vehicle driving skill, following suggestions can be put forward:

- ◆ Before issuing the licences, intense and qualitative training should be given to the candidates seeking the motor driving licence.
- ◆ Rules and regulations and tests for obtaining driving licence should be made strict. If possible, automation of driving test should be introduced and human intervention in driving test procedure should be eliminated.
- ◆ Periodical training should be made compulsory at the time of renewal of driving licence. As per present system of licence issuance, the validity of the licence to drive motor cycle and private car is given upto the age of 50 years. This validity should be reduced to age of 30 years and after appropriate training, the licence to drive private vehicle should be renewed and this procedure can be repeated after every 10 years for renewal of licence.
- ◆ Spread of road safety awareness among the drivers, passengers and pedestrians is very important. The data regarding the road accidents suggests that most of the road accidents near the cities and towns are among the pedestrians and mainly occurs due to absence of flyovers, underpasses, skywalks, signals, speed breakers, etc. at appropriate places, especially accident prone places on the roads and highways.
- ◆ Accidents on the highways, at the places away from cities and towns, generally takes place due to the mistakes committed by the drivers. Thus there is acute need of qualitative improvement in their motor vehicle driving habits and skills.

Skill Development of motor vehicle driving is very important for the development of ever expanding transport sector. Therefore required remedial measures should be undertaken for quantitative and qualitative improvement in skill development of motor vehicle driving.