

Vol 2 Issue 12 June 2013

Impact Factor : 1.2018 (GISI)

ISSN No :2231-5063

Monthly Multidisciplinary
Research Journal

*Golden Research
Thoughts*

Chief Editor
Dr.Tukaram Narayan Shinde

Publisher
Mrs.Laxmi Ashok Yakkaldevi

Associate Editor
Dr.Rajani Dalvi

Honorary
Mr.Ashok Yakkaldevi

IMPACT FACTOR : 0.2105

Welcome to ISRJ

RNI MAHMUL/2011/38595

ISSN No.2230-7850

Indian Streams Research Journal is a multidisciplinary research journal, published monthly in English, Hindi & Marathi Language. All research papers submitted to the journal will be double - blind peer reviewed referred by members of the editorial Board readers will include investigator in universities, research institutes government and industry with research interest in the general subjects.

International Advisory Board

Flávio de São Pedro Filho Federal University of Rondonia, Brazil	Mohammad Hailat Dept. of Mathematical Sciences, University of South Carolina Aiken, Aiken SC 29801	Hasan Baktir English Language and Literature Department, Kayseri
Kamani Perera Regional Centre For Strategic Studies, Sri Lanka	Abdullah Sabbagh Engineering Studies, Sydney	Ghayoor Abbas Chotana Department of Chemistry, Lahore University of Management Sciences [PK]
Janaki Sinnasamy Librarian, University of Malaya [Malaysia]	Catalina Neculai University of Coventry, UK	Anna Maria Constantinovici AL. I. Cuza University, Romania
Romona Mihaila Spiru Haret University, Romania	Ecaterina Patrascu Spiru Haret University, Bucharest	Horia Patrascu Spiru Haret University, Bucharest, Romania
Delia Serbescu Spiru Haret University, Bucharest, Romania	Loredana Bosca Spiru Haret University, Romania	Ilie Pintea, Spiru Haret University, Romania
Anurag Misra DBS College, Kanpur	Fabricio Moraes de Almeida Federal University of Rondonia, Brazil	Xiaohua Yang PhD, USA
Titus Pop	George - Calin SERITAN Postdoctoral Researcher	Nawab Ali Khan College of Business Administration

Editorial Board

Pratap Vyamktrao Naikwade ASP College Devrukh,Ratnagiri,MS India	Iresh Swami Ex - VC. Solapur University, Solapur	Rajendra Shendge Director, B.C.U.D. Solapur University, Solapur
R. R. Patil Head Geology Department Solapur University, Solapur	N.S. Dhaygude Ex. Prin. Dayanand College, Solapur	R. R. Yaliker Director Managment Institute, Solapur
Rama Bhosale Prin. and Jt. Director Higher Education, Panvel	Narendra Kadu Jt. Director Higher Education, Pune	Umesh Rajderkar Head Humanities & Social Science YCMOU, Nashik
Salve R. N. Department of Sociology, Shivaji University, Kolhapur	K. M. Bhandarkar Praful Patel College of Education, Gondia	S. R. Pandya Head Education Dept. Mumbai University, Mumbai
Govind P. Shinde Bharati Vidyapeeth School of Distance Education Center, Navi Mumbai	Sonal Singh Vikram University, Ujjain	Alka Darshan Shrivastava Shaskiya Snatkottar Mahavidyalaya, Dhar
Chakane Sanjay Dnyaneshwar Arts, Science & Commerce College, Indapur, Pune	G. P. Patankar S. D. M. Degree College, Honavar, Karnataka	Rahul Shriram Sudke Devi Ahilya Vishwavidyalaya, Indore
Awadhesh Kumar Shirotriya Secretary, Play India Play (Trust),Meerut	Maj. S. Bakhtiar Choudhary Director,Hyderabad AP India.	S.KANNAN Ph.D , Annamalai University,TN
	S.Parvathi Devi Ph.D.-University of Allahabad	Satish Kumar Kalhotra
	Sonal Singh	

**Address:-Ashok Yakkaldevi 258/34, Raviwar Peth, Solapur - 413 005 Maharashtra, India
Cell : 9595 359 435, Ph No: 02172372010 Email: ayisrj@yahoo.in Website: www.isrj.net**



ROAD ACCIDENT VICTIMS PROFILE: SPECIAL REFERNCE TO KARNATAKA STATE

G. S. VENUMADHAVA AND A.A.SOPPIMATH

Assistant Professor & Co ordinator I/c . Department of Criminology and
Forensic Science. Karnatak University, Dharwad
HOD.Dept .of Criminology ,Govt.First Grade College ,Naragunda.

Abstract:

A Motor Vehicle accident has many dimensions. Primarily it individual a vehicle, driver, the road, adherence to traffic rules and the situation. Focusing on the human element in a given event, the driver and the victim are found to be traumatically engaged, there are alcoholics drivers, aggressive drivers, neurotic drivers, psychologically and emotionally disturbed drivers and so on. Besides, the state of mind a driver is in at the time of a given accident is also reckoned to be an important factor. But victims, they may have in some cases an active role in precipitating an accident however; in many cases they play only passive roles. Modernization is growing fast and peoples are adopting modern life styles. In this modern society there are many types of crimes are happening as a murder, abuse, rape, cheating and kidnapping etc. In these crimes, road accidents also one of the harmful act. This act happening in the society and it is unfortunate thing, and it is in because of crazy driving style of drivers, or road vehicle condition.

KEYWORDS:

Accident, Motor Vehicle, Traffic, Victim and Compensation.

INTRODUCTION

Traffic accidents have been increasing day by day, hit and run cases are also in increase to curb motor vehicle accidents, attention needs to be paid to several aspects like licensing of vehicles and of drivers, planning and maintenance of road, provision of road safety devices, inculcation of the habit of abiding by traffic rules in the general public and so on. Procedure for licensing of vehicles and drivers are not uniform throughout the country. Moreover they have also been found wanting in many respects. Apart from the fact that in planning and maintenance of roads and in the provision of road safety devices, there is much scope for improvement, the point may also not be lost sight of that the volume of traffic has been rising and steadily outpacing the facilities. More often then not, the roads are found jam-packed with a motley crowd of traffic, including pedestrians, cyclists, handbarrows, scooter, bikes, cars, buses, trucks and what not else.

Be it on highways or alleys, trucks and buses have the right of way together they involve more accident cases in these cities. Studies in South Africa, Japan, and Canada have shown that out of every four car crashes one is cell-phone related. In many countries using mobiles during driving is illegal if only driving were hands-free. Teenage drivers, especially those without license, increase the risk of a crash.

It may be reiterated that the role played by the victims in motor-vehicle accidents is in no way small. If there are accident prone drivers, there are also accident-prone victims, as also accident-prone victim-drivers. On account of their peculiar background, psychological traits and behavioral tendencies,

they precipitate situation on the road in which accidents become inevitable. It may be clarified that in all motor vehicle accidents victims or drivers are not always directly responsible: at times weather and road conditions play a decisive role in decreasing the road accidents.

The best reason for victim compensation is the theory of the state. The state is a complex of rulers and ruled, politically conceived, territorially organized and seeking by the conferment of powers on the rulers the effective maximization of the individual and social welfare of the ruled. If the intended effect can not be produced in respect of any law, the state has to assume responsibility for the loss, pain or damage caused to any law-abiding citizen by someone's disobedience of the law.

Another functional justification for victim compensation is the welfare theory arising from the assumption that the government exists and functions for the people. This approach holds that, just as the state has a humanitarian duty to the poor, the sick, the unemployed, the underprivileged the disabled veteran, and soon, it has a duty towards the victims of crime also. Financial need requirements or minimum loss requirements are clearly based on theory of welfare state.

Related to the welfare theory is the "mercy of the Government" theory under this rationale, it is argued that the state has the power to "deal mercifully with certain individuals". Thus it may, be legislative grace grant compensation to individuals who have been unfortunate to become victims of specified criminal incidents.

OBJECTIVES

- To know the victims in road accidents.
- To know the victims education economic background.
- To study the compensation amount and problem faced by road accident victims.

For the case study method applying from 2001 year data reported in Chitradurga and Davanagere cities limits traffic police stations. Collect the primary data by 300 road accident victims of both cities here I apply random sampling method / tool.

STUDY AREA

Chitradurga and Davanagere both cities are district head quarters and located in central part of Karnataka State. Chitradurga is an historical city and having two National highways that is N. H-4 & N. H-13. Davanagere is an commercial city having National highway No. 4 this is the longest highway in Karnataka across both cities and contributing more accidents. Chitradurga city only having 32,415 vehicles, Davanagere city have 1,33,538 vehicles. Here everyday accruing road accidents because of trafficking of vehicles.

Table 1: Profile of the Respondents

Age group (years)	Sex			Religion					Marital status		
	Male	Female	Total	Hindu	Muslim	Christian	Others	Total	Married	Unmarried	Total
01-10	07	03	10 (3.33)	07	03	-	-	10	-	10	10
11-20	15	05	20 (6.66)	13	04	02	01	20	-	20	20
21-30	89	19	108 (36.00)	71	32	02	03	108	74	34	108
31-40	83	10	93 (31.00)	66	17	06	04	93	91	02	93
41-50	29	06	35 (11.68)	28	05	02	01	35	35	-	35
51-60	23	01	24 (8.00)	17	03	03	01	24	24	-	24
61-above	10	-	10 (3.33)	06	03	01	-	10	10	-	10
	256 (85.33)	44 (14.67)	300 (100.00)	208 (69.33)	66 (22.00)	16 (5.33)	10 (3.33)	300 (100.00)	234 (78.00)	66 (22.00)	300 (100.00)

Above table demonstrates the age group of 300 respondents. Maximum respondents belongs to 21-30 of age group that is 36.00 percent. And minimum respondents belongs to two age group that is 01-10 and 61 and above age group 3.33 percent each. In the respondents 85.33 percent are belongs to male and remaining 14.67 percent respondents are female. In male side majority of respondents is come under 21-30 age group, very less respondents come under 01-10 age group. In female side more respondents come under 21-30 age group and less respondents belongs to 51-60 age group.

In matter of religion 69.33 percent of respondents belonging Hindu and 22.00 percent are Muslims, 5.33 percent are Christian, remaining 3.33 percent are others therefore Boudh, Sikh, etc. In Hindu religion maximum respondents is come under 21-30 age group and minimum respondents 61 and above age group. In Muslim religion also same age group that is 21-30 & 61 and above age group. Christian religion maximum respondents in 31 to 40 age group, minimum is 11-20 and 51-60 age group. In other side maximum respondents come under 31-40 and minimum respondents come under 11 to 20 group.

In marital status of the respondents 78.00 percent respondents are married remaining 22.00 percent are unmarried in the both side majority of respondents is belong to 21-30 age group of the 300 respondents male road accidents victims are more because the male person journey for many purpose, males should work out side of the house. And important factor is 21-30 age group usually respondent having the work office, college like this so they must reach working place so they practicing journey there fore that particular age group involving road accidents. Hindu religions victimizing more in my studies because India or my study area majority of peoples are Hindus, more respondents are married due to the concept of age.

Table 2: Education & Economic Status of Victims

Education	Up to 10,000	10,001 To 20,000 Rs.	20,001 To 30,000 Rs.	30,001 To 40,000 Rs.	40,001 To 50,000 Rs.	50,001 To 60,000 Rs.	60,001 To 70,000 Rs.	70,001 To 80,000 Rs.	80,001 To 90,000 Rs.	90,001 to 1 lakh Rs.	Above 1Lakhs	Total
Illiterates	14	13	-	-	-	-	-	-	-	-	-	27 (9.00)
Primary	09	21	18	-	02	03	-	-	03	-	-	56 (18.67)
Secondary	-	-	23	18	09	07	02	03	02	-	-	64 (21.33)
High school	-	-	06	05	12	23	06	04	08	-	02	66 (22.00)
+2/ Equal	-	-	05	-	07	31	04	-	-	01	09	57 (19.00)
Degree/ Equal	-	-	04	08	01	01	-	04	-	03	03	24 (8.00)
Post Graduate/ Equal	-	-	-	04	-	-	-	-	-	02	-	06 (2.00)
Total	23 (7.67)	34 (11.33)	56 (18.67)	35 (11.67)	31 (10.33)	65 (21.67)	12 (4.00)	11 (3.67)	13 (4.33)	06 (2.00)	14 (4.67)	300 (100.00)

The data of the education and economic status of respondents, maximum that is 22.00 percent of the respondents complete high school level education. Only 2.00 percent complete post graduation or equal level other than 21.33 percent secondary education, 19.00 percent + 2 or equal level education, 18.67 percent were primary level, 8.00 percent Degree or equal level and finally in the respondents of 9.00 percent illiterates. In economics status of the respondents maximum that is 21.67 percent respondents income (per year) is 50.001 to 60.000 Rs. Very small size respondents that is 2.00 percent 90.001 to 1 Lakh Rs.

More ever respondents complete high school education because up to high school level there is no more expensive. And the data interperitition that income level of a respondent that is middle class people Economic Status.

Table 3: Nature of Physical Damage to Victims & Treatment Seeking Behavior

Physical Damage	Medical Treatment Seeking		Total
	Govt. Hospital	Private Hospital	
Injured	111	63	174 (58.00)
Grievous Hurt	32	33	65 (21.67)
Permanent disabled	-	20	20 (6.67)
Died	39	02	4 (13.67)
Total	182 (60.67)	118 (39.33)	300 (100.00)

Above table shows that physical damage and medical treatment seeking by respondent with 58.00 per cent injured, 6.67 per cent permanently disabled. Then 21.67 per cent of respondents grievous hurt, remaining 13.67 per cent died in road accidents. Medical treatment seeking by respondents is maximum 60.67 per cent by Government hospitals, remaining 39.33 per cent respondents take the treatment by private hospitals.

Most of the cases, road accidents causing injury to respondents and majority of respondents got medical treatment by Government hospital because it is available easily with free of cost.

Compensation Amount	Duration								Total
	3 month	6 month	9 months	1year	1 ye 3mo	1 ye 6 mon	1ye 9m	2 years	
Upto 25,000 Rs	-	-	04	-	03	-	02	-	09 (3.00)
Upto 50,000 Rs	-	-	07	-	08	-	03	10	28 (9.33)
Upto 75,000 Rs	-	-	-	04	-	11	02	09	26 (8.67)
1,00,000 Rs	-	-	-	-	08	-	-	17	25 (8.3)
1,25,000 Rs	-	-	-	07	-	-	03	14	24 (8.00)
1,50,000 Rs	-	-	-	02	-	10	10	06	28 (9.33)
1,75,000 Rs	-	-	-	12	-	11	10	25	58 (19.33)
2,00,000 & above	-	-	03	10	09	21	12	32	87 (29.00)

Table 4: Compensation Amount and Duration

Above table clearly affirms that maximum respondents 29.00 per cent get 2,00,000 Rs and above amount as compensation lowest 5.00 per cent of respondents did not get the compensation amount. In duration for compensation award is maximum 40.67 per cent of respondents face judicial process 2 years and above time. Very lowest that is 4.67 per cent get the compensation within 9 months. But there is no cases reported within 3 and 6 months. Majority of respondents facing physical and financial i.e. vehicle damage

so usually they get 2 lakhs and above compensation. Heavy cases inquiring in court of law it is effect to delay of disposal cases, it will take tow years and above for awarding the compensation.

DISCUSSION & CONCLUSION

In this paper the respondents who were suffering from road accidents, tabulating by various factors. Most of the victims belong to 21-30 of age group and make victims are more. In the matter of religion the Hindu victims more rather than other religion and most of the victims are married persons. Maximum victims education is high school and the income of the family is 50,000 to 60,000 Rs., most of the victims injured in accidents and got the medical treatment by Government hospitals. The main theme of this paper is compensation, that most of the victims got 2 Lakhs and above as compensation amount judicial process take 2 years and above. Victims remarks is delay of disposal that is 'Vary late' and 'no satisfaction'.

As a researcher I seen all types of victims of road accidents some of those living vary problematic condition, some victims illiterates they don't know what is compensation, how much they granted by the court it is show ignorance of victims. Lastly but not least "the natural disaster victims get sudden compensation but road accident victims wait for compensation until 2-3 years."

In this paper, victims road accidents in criminal justice system a case study of Chitradurga and Davanagere cities, the victims suffering and damaging their self. The judicial process test the tolerate of victims and their family members it should avoided separate compensation Board should established for road accidents victims it is vary useful for victims and their dependents. At least fast-track courts, award the compensation to the road accidents it is also vary much useful.

REFERENCE :

- 1) T. Ramanujan, Criminal Investigation
- 2) V. N. Rajan Victimology in India
- 3) Von Hentig Criminal and his Victim Hans
- 4) S. Venugopal Rao Victims of Crime
- 5) S. K. Sathi Motor Vehicle Accidents Claims
- 6) Mc. Donald Criminal Justice System & Victim
- 7) Khan M.Z. & Krishna Victims of Fatal Motor Vehicles Accidents

Publish Research Article International Level Multidisciplinary Research Journal For All Subjects

Dear Sir/Mam,

We invite unpublished research paper.Summary of Research Project,Theses,Books and Books Review of publication,you will be pleased to know that our journals are

Associated and Indexed,India

- * International Scientific Journal Consortium Scientific
- * OPEN J-GATE

Associated and Indexed,USA

- EBSCO
- Index Copernicus
- Publication Index
- Academic Journal Database
- Contemporary Research Index
- Academic Paper Databse
- Digital Journals Database
- Current Index to Scholarly Journals
- Elite Scientific Journal Archive
- Directory Of Academic Resources
- Scholar Journal Index
- Recent Science Index
- Scientific Resources Database

Golden Research Thoughts
258/34 Raviwar Peth Solapur-413005,Maharashtra
Contact-9595359435
E-Mail-ayisrj@yahoo.in/ayisrj2011@gmail.com
Website : www.isrj.net