

**THE ADOPTION OF SAFETY BELTS BY CAR DRIVERS IN  
BANGKOK METROPOLIS**

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## ABSTRACT

THE PURPOSE OF THIS STUDY IS TO EXPLORE THE OPINION AND PROGRESSIVENESS OF CAR DRIVERS REGARDING THE ADOPTION OF SAFETY BELTS WHILE DRIVING THEIR VEHICLES AS WELL AS TO FIND OUT THE RELEVANT FACTORS AFFECTING THE DEGREE OF THEIR ACCEPTANCE AND THE PROBLEMS CONCERNING THE USE OF THE SAFETY BELTS. IN THIS STUDY, QUESTIONNAIRES AND INTERVIEWS OF 500 CAR DRIVERS IN BANGKOK METROPOLIS WERE USED AS A TOOL FOR DATA COLLECTION. THE RESPONDENTS WERE OBTAINED FROM THE RECORDS OF THE OFFICE OF THE TRANSPORTATION AREAS 1 - 4 BY SUBJECTIVE SAMPLING TECHNIQUE. IN ADDITION, THE FINDINGS OF THIS STUDY HAVE BEEN OBTAINED BY USING SPSS COMPUTER PROGRAM AND OTHER SPECIAL TECHNIQUES, PARTICULARLY THE APPLICATION OF DESCRIPTIVE STATISTICS, THE ANALYSIS OF VARIANCE AND MULTIPLE CLASSIFICATION. THE RESULTS OF THIS STUDY CAN BE SUMMARIZED AS FOLLOWS :

1. MOST DRIVERS IN BANGKOK METROPOLIS HAVE ADOPTED SAFETY BELTS AS THEIR SURVIVABLE DEVICES AT A LEVEL SLIGHTLY HIGHER THAN THE AVERAGE DEGREE OF ACCEPTANCE AND THEY HAVE DISPLAYED A PROGRESSIVE ATTITUDE IN USING THE SAFETY BELT AT THE NORMAL DEGREE OF ACCEPTANCE.

2. THE FINDINGS OF THE STUDY ON THE FACTORS RELATING TO THE ADOPTION OF SAFETY BELTS HAVE BEEN OBTAINED FROM THE ANALYSIS OF VARIANCE AND MULTIPLE CLASSIFICATION. THE STUDY HAS REVEALED THAT THE SAMPLE GROUP MEMBERS CONSISTING OF THOSE WHO RECEIVED HIGHER VOCATIONAL CERTIFICATES AND/ OR DIPLOMAS; THOSE WHO WORK AS EMPLOYEES IN PRIVATE FIRMS; THOSE WHO ARE PARTICULARLY EXPOSED TO PROGRESSIVE IDEAS REGARDING THE USE OF SAFETY BELTS AND THE PREVAILING INFORMATION CONCERNING THE FREQUENT USE OF SAFETY BELTS, CAN BE CATEGORIZED AS THOSE WHO HAVE A HIGHER ADOPTION RATE REGARDING THE USE OF SAFETY BELTS THAN ANY OTHER GROUP. IN ADDITION,

IT HAS ALSO REVEALED THAT THE FREQUENCY OF USE OF SAFETY BELTS PER WEEK OF THE DRIVERS IS NEGATIVELY RELATED TO THE ADOPTION OF SAFETY BELTS MEANWHILE AGE, INCOME AND EXPERIENCE OF THE DRIVERS IN CAR ACCIDENTS ARE POSITIVELY RELATED TO THE ADOPTION OF SUCH DEVICES.

3. REGARDING THE PROBLEMS DERIVED FROM THE USE OF SAFETY BELTS, ALTHOUGH THERE ARE SOME PSYCHOLOGICAL EFFECTS ON THE USERS IN BANGKOK METROPOLIS, SUCH AS THE FEELINGS OF DISCOMFORT WHILE FASTENING THE SAFETY BELTS, COMPLAINTS ON THE HIGH COST OF THE DEVICES, AND A FELLING OF BEING IMMOBILIZED IN THE CAR SEAT, THESE PROBLEMS ARE MERELY MINOR FACTORS WHICH WILL NOT POSE A HINDRANCE TO USING THE SAFETY BELTS AS THE CAR DRIVERS ARE GREATLY AWARE OF THE DANGER IN CAR ACCIDENTS.

#### RECOMMENDATIONS

THIS STUDY GIVES USEFUL SUGGESTIONS TO US THAT SAFETY BELTS CAN REDUCE HARM, DEATHS AND THE DEGREE OF INJURIES SUBSTANTIALLY. THE CONTRIBUTIONS GAINED FROM THIS STUDY WILL LEAD TO THE FORMATION OF PUBLIC SECURITY MEASURES AS FOLLOWS :

1) POLICY ON THE USE OF SAFETY BELTS SHOULD BE FORMULATED BY THE DEPARTMENT OF LAND TRANSPORTATION, MINISTRY OF COMMUNICATION. PEOPLE WHO WANT TO ACQUIRE DRIVING PERMITS FOR ANY KINDS OF TRANSPORTATION MUST BE ORIENTED TO REALIZE THE VALUE OF THE DEVICE AND TO KNOW HOW TO USE SAFETY BELTS PROPERLY AS AN INTEGRAL PART IN THE ISSUANCE OF DRIVING LICENSES.

#### 2) LAW ENFORCEMENT

2.1 MEASURES TO GET RID OF AND TO PREVENT OLD CARS WITHOUT SAFETY BELTS FROM RUNNING ON THE ROADS SHOULD BE SOUGHT. AT THE SAME TIME, INEFFECTIVE AND RAPID MASS TRANSPORTATION SYSTEMS SHOULD BE BUILT AND UPGRADED QUANTITATIVELY AND QUALITATIVELY.

2.2 STRICT ENFORCEMENT OF A NEW LAW ON THE UTILIZATION OF SAFETY BELTS BY ALL THE CAR DRIVERS WHILE DRIVING SHOULD BE MADE VIOLATION OF THIS LAW IS SUBJECT TO LEGAL ACTION, SUCH AS PAYMENT OF A FINE.

3) PUBLIC RELATIONS REGARDING THE USE OF SAFETY BELTS SHOULD BE MADE CONTINUOSLY AND WIDELY THROUGH THE VARIOUS MASS MEDIA AND INDIVIDUAL CONTACTS BY RELATED AGENCIES OF BOTH GOVERNMENT AND PRIVATE SECTORS. CAR DRIVERS SHOULD BE ORIENTED TO BE AWARE OF THE USEFULNESS OF THE SAFETY BELTS AS PART OF THE CAMPAIGN FOR THE QUALITY OF LIFE FOR BOTH THE DRIVERS, PEDESTRIANS AND PASSENGERS.