

CHAPTER I

INTRODUCTION

This chapter contains the background, problem formulation, research objectives, research scopes, and outline of the proposal.

1.1 Background

Public transportation is one type of transportation service that is widely used in Indonesia. According to *Peraturan Menteri Perhubungan Republik Indonesia Nomor PM 15 Tahun 2019, “Angkutan Orang Dengan Kendaraan Bermotor Umum Dalam Trayek adalah Angkutan yang dilayani dengan mobil penumpang umum dan Mobil Bus umum dari suatu tempat ke tempat lain, mempunyai asal-tujuan, lintasan, dan waktu yang tetap dan teratur serta dipungut bayaran”*. The number of transportation services is directly proportional to the number of jobs in the transportation sector and the people who survive by making their living as drivers of public transportation. However, it is very unfortunate that there are still many problems that occur in public transportation, especially those experienced by drivers who seem to have no end in solving them (Zetli, 2018).

Along with the development of the transportation industry which is growing rapidly, the means of transportation in Indonesia are now very diverse as well as the number of private vehicles owned by the society today. However, it is undeniable that public transportation such as buses or minibusses is still one of the modes of transportation that helps people travel from one city to another, especially in areas that do not have inter-city rail access, such as in West Sumatra. Currently, in West Sumatra itself, there is still no public transportation that connects cities in the province other than the travel bus (*trayek*). The number of bus companies (*Perusahaan Otobus/PO*) makes the existence of work as a professional driver in West Sumatra still exist today.

As a public transportation that operates every day and is still a transportation link between cities in West Sumatra in addition to private vehicles, travel bus was faced with the potential and possible causes of traffic accidents that can occur at any time. Data on traffic accidents based on data obtained from BPS (*Badan Pusat Statistik*) shows that there has been an increase in traffic accidents in West Sumatra from 2020 to 2021, with a total of 2554 to 2973 accidents numbers. The number of traffic accidents that occurred in West Sumatra during the last three years can be seen in **Figure 1.1**.

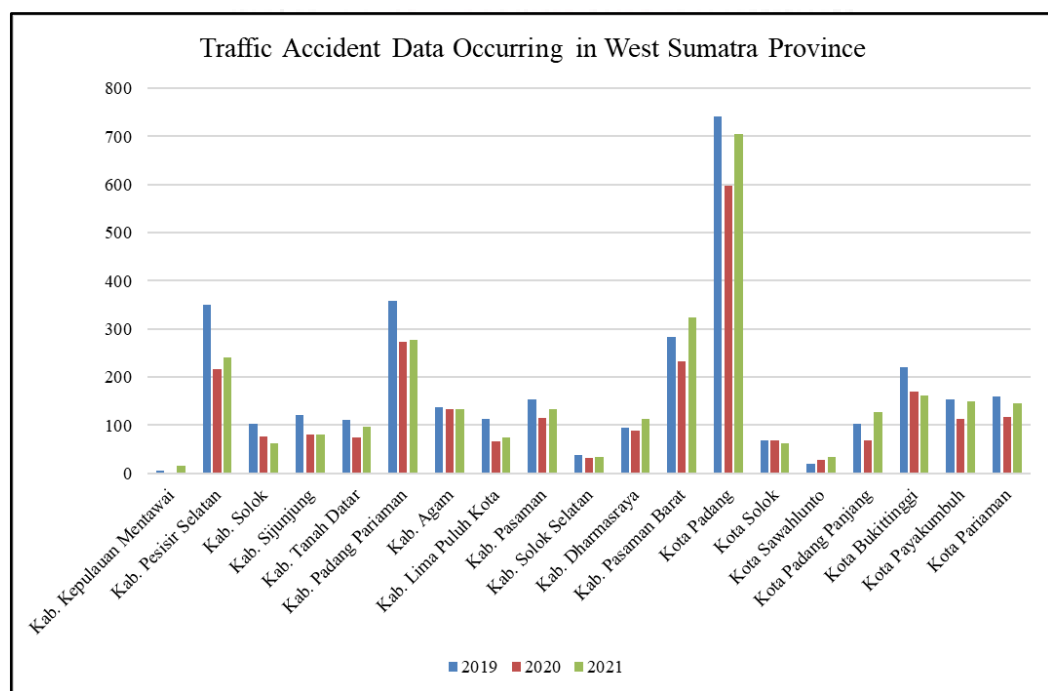


Figure 1.1 Traffic Accident Data Occurring in West Sumatra Province
(Source: West Sumatra Provincial Police)

Figure 1.1 show that the accident rate that occurs in West Sumatra has a significant number of up to thousands per year. The high number of traffic accidents in West Sumatra is influenced by the large number of motorized vehicles that pass through the road every day, including buses and minibusses. According to the data obtained from BPS (*Badan Pusat Statistik*), the number of bus vehicles by regency/city in West Sumatra Province in 2021 can be seen in **Table 1.1** as follows.

Table 1.1 Data on The Number of Bus Vehicles in West Sumatra Province in 2021

Regency/City	Number of Bus
Kepulauan Mentawai	184
Pesisir Selatan	7181
Solok	7388
Sijunjung	4694
Tanah Datar	9094
Padang Pariaman	7613
Agam	13272
Lima Puluh Kota	7868
Pasaman	4139
Solok Selatan	2979
Dharmasraya	6056
Pasaman Barat	6751
Kota Padang	69848
Kota Solok	4680
Kota Sawah Lunto	2510
Kota Padang Panjang	3357
Kota Bukittinggi	9595
Kota Payakumbuh	6771
Kota Pariaman	3517
Sumatera Barat	177497

Source: Department of Transportation of West Sumatra

*Note: Buses are large passenger cars having seats for more than eight passengers, excluding a seat for the driver, it can be with or without hoot.

It was found that buses contributed to quite a high number of traffic accidents in West Sumatra. As reported on news published by online news sites such as tribunnews.com, kompas.com, detik.com, kongkrit.com, etc., in 2021 and 2022 there have been several fatal accidents involving buses and travel buses in West Sumatra. The worst fatal accidents in West Sumatra in 2021 from katasumbar.com, include: bus entering the ravine in Silaiang, 12 killed; travel plunge into Lake Singkarak, 8 killed; Yanti Group bus burns, 13 killed; car travel incident in Padang Pariaman, 8 Killed; and the Pastra Pasaman bus fell into a ravine, 3 killed. Even in 2022 there have been several accidents involving buses, one of the worst is quoted from regional.kompas.com, two people died in a bus accident that occurred at Kelok PU, Padang in May 2022.

According to the results of the interview and data from the police obtained from BPS (*Badan Pusat Statistik*), the high number of traffic accidents related to travel bus is mainly caused by factors and the behavior of drivers. To see how the driving behavior of the drivers is, it can be seen from the perspective of travel bus passengers by conducting interviews with several people who significantly or often use travel buses. Based on interviews with 10 random people who are students and the general public who often take travel buses in West Sumatra, it is known that some risky driving behaviors are carried out by travel bus drivers. These risky driving behaviors include speeding, not looking in the rearview mirror, not paying attention to traffic signs, slowing down shortly after crossing an opponent in front, making sudden turns, often crossing road boundaries, cutting lanes or crossing white lines in places where crossing lanes are prohibited such as in the corners of the road, passing red lights, lack of awareness of uneven roads, and even keep increasing the speed on the descent.

Furthermore, observations and interviews were carried out with commissioner of one of the travel buses companies in West Sumatra that operate inter-city (AKDP/Inter-City Within Provinces), namely H. Rusli DT. Bagindo Sutan. Based on this interview, it was found that the risky behavior of drivers is caused by the fatigue of travel bus drivers is quite high. This high fatigue is indicated by the high rate of leave or rest requested by employees on grounds of illness or fatigue. From direct interviews with several travel bus drivers, it was found that almost every travel bus driver after working for several days in a row was forced to drop and do a muscle massage due to the effects of stress and fatigue.

The risky driving behaviors felt by the public and passengers of travel buses are a chore for public transportation companies (*Perusahaan Otobus/PO*) in West Sumatra. This is because risky driving is related to road safety for many people and will affect the level of public trust to travel bus. Many scientific studies have been conducted and found that professional drivers or people who work in the transportation sector as drivers experience the highest rates of work-related psychosocial risk (Useche et al., 2017). Psychosocial work factors among drivers

that are most related and experienced can be in the form of work stress and (both general- and work-related) fatigue (Useche et al., 2021).

Research conducted by Useche et al. (2017) regarding bus rapid transport (BRT) drivers shows that the risky driving behaviors of BRT drivers can be predicted by job strain, an imbalance between effort and reward, and social support in the workplace. Continuous exposure to the driving stress of a professional driver and improper recovery can lead to a state of permanent fatigue (Useche et al., 2017). It is illustrated that there is a relationship between fatigue which is associated with high-risk behavior in driving and work stress which is associated with fatigue (Useche et al., 2017). Meanwhile, according to a study conducted by Maulana & Nurdasila (2019) regarding the psychosocial influence on the risk of driving mediated by fatigue in minibus drivers, the test results show that fatigue mediates psychosocial effects on the risk of driving on minibus drivers in Langsa, Banda Aceh. Hence, it can be concluded that in this study there is a partial mediation relationship between psychosocial and risky driving (Maulana & Nurdasila, 2019).

Based on the various existing data and studies that have been done previously, it is important to know about the main factor of work in the transportation sector which is related to the human factor or the driver itself. Several studies have concluded that timely intervention or steps and actions can reduce risky behavior that can even lead to reduced accidents. Meanwhile, there is no related research conducted on public transportation companies in West Sumatra that discusses the relationship between fatigue and risky behavior, and also the relationship between psychosocial work stress and fatigue. This related topic is important to discuss so that drivers and owners of transportation companies in West Sumatra can find out what steps must be taken to anticipate problems such as accidents and high levels of fatigue from travel bus drivers. Therefore, it is necessary to make further observations. The results of the observations will be poured into the form of a Final Project Report with the title *The Effect of Psychosocial Work Stress and Fatigue on Risky Driving Behavior Among Travel Bus Drivers (Case Study PT Sarah Nursyifa Transport)*.

1.2 Problem Formulation

The formulation of the problem in this study is based on the background that has been made, as follows:

1. Does psychosocial work stress affect the risky driving behaviors among travel bus drivers in West Sumatra?
2. Is fatigue the cause of the relationship between psychosocial work stress and risky driving behaviors of travel bus drivers in West Sumatra?
3. What are the interventions that can be done to reduce risky driving behaviors of travel bus drivers in West Sumatra?

1.3 Research Objectives

The research objectives of this study are as follows:

1. To find out the effect of psychosocial work stress on risky driving behaviors among travel bus drivers in West Sumatra.
2. To examine whether fatigue is the cause of the relationship between psychosocial work stress and risky driving behaviors of travel bus drivers in West Sumatra.
3. To provide suggestions in the form of interventions that can be done to reduce risky driving behaviors of travel bus drivers in West Sumatra.

1.4 Research Scopes

The research scopes of the problem in this study are as follows:

1. The research only focuses on the travel bus that operates between cities within the province (AKDP/*Antar Kota Dalam Provinsi*) in West Sumatra.
2. The travel bus as the object of this research is through Padang-Payakumbuh, West Sumatra travel fleet as its trajectory.

3. This research was conducted in Padang City without paying attention to and considering the probability of the travel bus from other districts or cities in West Sumatra.

1.5 Outline of Proposal

The outline is a sequence of procedures for completing this final project report. The outlines of the final project report are as follows:

CHAPTER I INTRODUCTION

This section discusses the background of the research, the problem formulation, the research objectives, the research scopes, as well as the outline for making the final project report.

CHAPTER II LITERATUR REVIEW

This section discusses the theoretical foundation and contains theories that support and relate to the topics raised as well as the methods used in solving this case.

CHAPTER III RESEARCH METHODOLOGY

This section discusses the steps to solve the problem systematically, starting from the background of the problem, the problem formulation, objectives of the problem, limitations of the problem, the theoretical used, collecting data, and processing data

CHAPTER IV DATA COLLECTION AND PROCESSING

This section contains data that has been collected through surveys and data processing that was carried out using the help of software.

CHAPTER V

DISCUSSIONS

This discussion section contains analysis of the results of data processing performed using software, explains things that need to be considered and analysed that are not described in data processing.

CHAPTER VI

CLOSING

This section contains the conclusions of the entire research as well as the suggestions needed for the parties to the company and further research.

