
Relationship between Vehicle Feasibility and Work Period with Traffic Accidents in Passenger Car Drivers (PCD) at Meulaboh Type C Terminal

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Abstract: Traffic accidents according to the World Health Organization are unexpected events that cause injury, damage and also loss to the owner (Victim) and can cause death or injuries both minor injuries and serious injuries. The number of passenger car accidents from Aceh Barat to Banda Aceh via Aceh Barat - Aceh Jaya crossing is high from 2018 with 62 cases (63.86%) and 2019 with 64 cases (65.92%) from January to January August. The height of the case is influenced by environmental factors of the passenger car, namely the length of service and the feasibility of the driver's vehicle. The purpose of this study is to determine the relationship between the working period and the feasibility of the vehicle with a traffic accident on the passenger car driver at the Meulaboh type C terminal. This type of research is quantitative research using cross sectional. The sample method used is total sampling, that is, all populations used as research samples are 48 people. The analysis used is univariate analysis and bivariate analysis. The results showed that there was a relationship between the feasibility of the vehicle with a traffic accident with a p-value of 0.567 and this is smaller than the value of α , namely $P < 0.05$ and there is no relationship of work period with a traffic accident with a Pvalue value of 0.065 and this is greater than value α , which is the $p\text{-value} > 0.05$.

Keywords: Work period, Vehicle Feasibility, Driver

Introduction

Approximately 1.25 million people die on the world's roads each year, and tens of millions are seriously injured, making road traffic injuries the leading cause of death globally. In particular, traffic accidents pose a serious problem causing 90% of deaths in low- and middle-income countries (WHO, 2015). Apart from being a public health problem, road traffic accidents are considered a development problem. Low and middle income countries lose about 3% of GDP to road traffic accidents (Zhang, 2019).

The Aceh Regional Police noted that there were 6,419 passenger cars that had accidents throughout 2018, not only passenger cars, the Aceh Police also noted that there were 1,986 cargo cars, 67 buses, and 84 vehicles. The cause of an accident is the factor of the improper condition of the vehicle and the working period of the person who meets him, which if the new working period does not necessarily know the ins and outs of the causeway.

In addition, the Aceh Regional Police recorded 738 dead victims of traffic accidents and 327 seriously injured. As well as minor injuries as many as 3,293 people Meanwhile, throughout 2020 the Aceh Regional Police noted that there were 6,419 passenger cars that had an accident. Based on data from the Aceh Barat Police Traffic Unit, the number of accidents in West Aceh from 2018 was 48 cases in passenger cars and from 2019 to September 39 cases of passenger cars had traffic accidents while in 2019 there were 48 cases in cars. (SATLANTAS Aceh Barat, 2019).

In contrast to the case of Aceh Jaya, based on data from the Laka Unit of the Aceh Police, the number of passenger car accidents from West Aceh to Banda Aceh via the West Aceh - Aceh Jaya route is considered high. from 2018 there were 62 (63.86%) cases of passenger cars from West Aceh and in 2018 it increased to 64 (65.92%) cases that had accidents. And passenger transportation involved in traffic accidents in 2018 consisted of 31 transports where 19 people died, 6 seriously injured and 63 light injured victims. And in 2019 passenger transportation involved in accidents then increased to 37 transports where 27 people died, 12 seriously injured and 91 minor injuries(SATLANTAS Aceh Jaya, 2019).

Based on the above background, this is the reason for the researcher to raise the title of the study "Factors related to traffic accidents in mopen (passenger car) drivers at type C terminal in meulaboh.

Methods

This study uses a quantitative method with a cross sectional approach, which is a type of research that emphasizes the time measurement in one time at a time or the same day carried out on the dependent variable and the independent variable. This approach is used to see the relationship between one variable and another.

Result

Relationship between vehicle Feasibility with the traffic accidents

Based on the results of the chi square statistical test, the value of p-value = 0.056 and this is less than = 0.05 (p-value = 0.056 < 0.05) so that it is described that there is a significant relationship between vehicle feasibility and the risk of traffic accidents in mopen drivers (B passenger car) in meulaboh type C terminal.

The relationship between work period with the traffic accidents

Based on the results of the chi square statistical test, the value of p-value = 0.00 and this is less than = 0.05 (Pvalue = 0.667 > 0.005) so that it is described that there is a not significant relationship between work period with the traffic accidents in mopen drivers (Passenger car) in meulaboh type C terminal.

Tabel.1 Stastitcal Analysis

Variable	Traffic Accidents				P-value
	Accident		UnAccident		
	n	%	N	%	
Vehicle Feasibility					
Worthy	27	67,5	13	32,5	0,056
Unworthy	2	25	6	75	
Work Period					
Long	27	58,7	19	39,6	0,667
Short	2	100	0	0	

Based on the table with the vehicle eligibility variable above, it is known that there were 27 (67.5%) drivers who had a proper vehicle had a traffic accident, on the other hand, there were 6 (75%) drivers who did not own an inadequate vehicle.

This is in accordance with the chi square statistical test, the value of p-value = 0,000 is obtained and this is less than = 0.05 (P-value = 0.056 <0.05), where Ha is accepted and Ho is rejected, so it can be concluded that there is a relationship between vehicle eligibility and past accidents. cross on the passenger car driver at Meulaboh type C terminal.

Based on the table with the working period variable, it is known that there are 27 (58.7%) drivers whose long working period has had an accident, on the other hand, among the drivers, there are only 0 (0%) who have not had an accident.

This is in accordance with the chi square statistical test, the value of Pvalue = 0.667 and greater than = 0.05 (P-value = 0.667 > 0.05), where Ha is rejected and Ho is accepted, so it can be concluded that there is no relationship between years of service. with a traffic accident on a passenger car driver at the Meulaboh type C terminal

Discussion

Based on the findings of researchers in the field, the respondent has a vehicle that is always serviced every month as well as checking the feasibility of the vehicle before driving a passenger car or before the car leaves for the desired destination. The feasibility test is a big factor in driving safety because passenger cars have been tested for feasibility and are serviced on time, so the passenger car will run smoothly and be able to deliver passengers safely and safely. Vehicle factors are the least contributing factor in causing traffic accidents, the causes of accidents that come from vehicle factors include: poor brake conditions, broken tires, slippage, and the absence or absence of vehicle lights (Mursaid, 2013).

However, from the results of field investigations that the driver who underwent a due diligence still had a traffic accident and even though the driver had carried out a due diligence, the driver had experienced a traffic accident, therefore the results of the field survey found that there was no relationship between vehicle due diligence and accidents traffic, even though it is like that due diligence is very important for the safety of the driver and passengers, where the due diligence is carried out by the department at DISHUB (Transportation agency) at 2015 concerning periodic testing of motor vehicles article 53 paragraph 3 where the initial periodic test is carried out no later than one year, after the issuance of the first vehicle registration certificate (STNK). Then in paragraph 3, extend the periodic test, then it is carried out 6 months after the first periodic test and is carried out continuously every 6 months.

The results of this study indicate that there is a relationship between vehicle feasibility and traffic accidents in passenger car drivers at the Meulaboh type C terminal. The results of this study are the same as the results of research conducted by Adinugroho (2014), on city transportation drivers where there is no relationship between vehicle feasibility and traffic accidents in city transport drivers majoring in Banyumanik - Johar Semarang City with a value of p-value = 0.010.

Drivers who have a work period or work experience that is not long or long, is directly proportional to the level of driving safety. This does not affect the driver in traffic, because in a traffic accident it depends on the driver himself and the way the driver drives the vehicle he carries (Mahyuni, 2013).

However, the findings of researchers in the field show that there is no significant relationship between work period and traffic accidents because drivers who have a long period of time tend to have a lot of experience in traffic accidents, be they minor, moderate or severe accidents.

The results of this study are the same as that of Wahyuni. It shows that there is a not relationship between work tenure and traffic accidents in passenger car drivers at the Meulaboh type C terminal. The results of this study are the same as the results of research conducted by Mahyuni (2015) on PT trucks thanks to a gift where there is no relationship between work period and traffic accidents on PT trucks thanks to the gift of sustainable rays with a value of Pvalue = 0.647.

Conclusion

There is a significant relationship between vehicle eligibility and traffic accidents by passenger car drivers with a p-value of 0.056 at the Meulaboh type C terminal and there is no relationship between working time and passenger car traffic accidents with a p-value of 0.667 at the Meulaboh type C terminal.

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