

RELATIONSHIP BETWEEN INCOME AND LENGTH OF WORK FACTORS WITH THE INCIDENCE OF WORK STRESS ON THE BUS DRIVERS IN PANDEMIC COVID-19

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ABSTRACT

Several empirical research have proven that expert drivers are a susceptible occupational group, normally uncovered to environmental stressors and detrimental running conditions. Additionally, latest studies has connected paintings-associated pressure to bad overall performance and sdestructive fitness results on this occupational group, inclusive of cardiovascular ailment and dangerous automobile operations, the painting pressure of bus drivers in 2020 has a tendency to boom withinside the COVID- 19 pandemic state of affairs, the authorities urges humans to perform self-quarantine in order that the unfold and transmission of the corona virus outbreak will decrease. Methode used cross sectional study, The analysis used the Chi-square statistical test with the alternative using Fisher's test because the variables studied were on an ordinal scale and used extra than businesses of unpaired samples, Sampling on this study turned into executed with the aid of using easy random sampling. The researcher randomly 30 drivers. The results of bivariate analysis the use Fisher's test have been carried out to decide among income and the incidence of work stress in the bus driver, obtained p value of 0.016. The p value is much less than 0.05 (p value <0.05), and length of work obtained p vau 0.01 it is able to be interpreted that there is a relationship between income and working periode factors with the incidence of work stress on the bus driver at Bahurekso Kendal terminal.

Keywords: income; length of work; work stress

INTRODUCTION

Transportation features as a using force, impetus and support for development. The important motive of sporting out transportation affairs is making sure that the passengers or itemsssss transported to their vacation spot are in suitable situation as they have been once they have been first of all transported (Mirsa & Kuku, 2017). Every year, annual injuries reason extra than 25 million humans to be completely disabled and around 1.3 million humans die withinside the world. Accident facts from the Indonesian Police in 2017 states that an average of three human beings die each hour because of site visitors injuries in Indonesia, 61% of accidents are caused by human elements (associated with the capacity and individual of the driving force), 9% are because of automobile element (associated with assembly necessities precise technique) and 30% is because of infrastructure and environmental elements, (Kemenkes, 2017).

Several empirical research have proven that expert drivers are a inclined occupational group, commonly uncovered to environmental stressors and destructive running conditions. Additionally, current studies has conected paintings- asociated strain to bad overall performance and unfavourable fitness results on this occupational group, consisting of cardiovascular disease and dangerous automobile operations. stress emerges as an increasing problem in organizations. Stress is a vicious state in which a person is faced with opportunities, demands or resources that are linked to what the individual wants and whose results are felt to be vague and vital (Ashfaq, 2013). The work stress on the driver is influenced by several factors, such as the demands of a task that is considered excessive in which the bus driver is responsible for carrying passengers

safely to their destination and is required to drive the bus for long distances, further to relationships with colleagues which can be much less harmonious and the organizational weather does now no longer assist in which with the speedy improvement of the transportation carrier world, drivers are required an a effort to compete, and in terms to income and deposits, plus unofficial street charges, responsibility for duties as drivers between cities between provinces makes drivers rarely congregate with family, the factors mentioned above which state that excessive workloads and family issues are a stressor to work for (Hurrell in Munandar 2008). The COVID-19 outbreak has triggered bus drivers income to decline (del Rio-Chanona et al., 2020). This study aims to determine the relationship between income and length of work factors with work stress on bus drivers.

METHOD

This study employed a cross sectional design with 30 drivers who were selected using random sampling. The population in this study were all bus drivers at Bahurekso bus terminal. Data collection was conducted from April to May 2020. This research uses techniques: observation, interviews, and documentation. Researchers adhere to health protocols when approaching bus drivers to complete a questionnaire conducted before or after they work. The checklist is used to find out income and length of work and the questionnaires contained about work stress as dependent variable. Previously, the validity test was conducted first on the questionnaires. The analysis used the Chi-square statistical test with the alternative using Fisher's test due to the fact the variables studied had been on an ordinal scale and used extra than businesses of unpaired samples.

RESULTS AND DISCUSSION

Table 1.
Distribution of Frequency Income (n=30)

income	f	%
Very high	0	0
High	11	36,7
enough	13	43,3
Low	6	20

It is known that of the 30 respondents who received high income as many as 11 respondents (39.7%). Meanwhile, 13 respondents (43.3%) received sufficient income, and 6 respondents (20%) received low income.

Table 2.
Distribution of Frequency Length of Work (n=30)

Length of work	f	%
short (<6 years)	9	30
moderate (6-10 years)	13	43,3
long (>10 years)	8	26,7

It is known that of the 30 respondents who have undergone a short (<6 years) 9 respondents (30%), 13 respondents (43.3%) have had a moderate (7%) have had a long (> 10 years).

Table 3.
 Work Stress Level (n=30)

Work stress	f	%
Low	4	13,3
Moderate	20	66,7
High	6	20

It is known that of the 30 respondents, there were 4 respondents (13.3) who experienced low work stress, 20 respondents (66.7%) experienced moderate work stress, the remaining 6 respondents (20%) experienced high stress levels.

Table 4.
 The Relationship between Income with Work Stress on the Bus Driver in Pandemic Covid-19 (n=30)

Income	Level Work Stress						P Value
	Low		High		Total		
	f	%	f	%	f	%	
Low + moderate	6	20 %	13	43,3 %	19	63,3	0,016
High + very High	11	36,7%	0	0	11	36,7	

The results of the statistical analysis of the Chi-square test obtained a p value of 0.038 (p value <0.05), then H_a is accepted, which states that there is a relationship between wages / income and work stress on the bus driver at Bahurekso Kendal terminal. However, the Chi-square test conducted to determine the relationship between wages / income and the incidence of work stress at the Bahurekso Kendal terminal bus driver did not meet the test requirements because there were 2 cells (50%) with an expected count of less than 5, then the alternative test used the test. Fisher obtained a p value of 0.016. The p value is less than 0.05 (p value <0.05), it can be interpreted that there is a relationship between wages / income and the incidence of work stress on the bus driver at Bahurekso Kendal terminal.

Table 5.
 Relationship between length of work with Work Stress On The Bus Driver In Pandemic Covid-19 (n=30)

Length of work	Level work stress						P Value
	Low		High		Total		
	f	%	f	%	f	%	
Long + moderate	8	26,7	13	43,3	21	70	0,015
short	9	30	0	0	11	30	

The results of the statistical analysis of the Chi-square test obtained p-value of 0.01 (p value <0.05), H_a is accepted, which states that there is a relationship between work tenure and work stress on the bus driver at Bahurekso Kendal terminal. However, the Chi-square test conducted to determine the relationship between work tenure and work stress at the Bahurekso Kendal terminal bus driver did not meet the test requirements because there were 2 cells (50%) with an

expected count of less than 5, then an alternative test using Fisher's Test found value of 0.015. The p value is less than 0.05 (p value <0.05), it can be interpreted that there is a relationship between work tenure and the incidence of work stress at the bus driver at Bahurekso Kendal terminal.

Researchers found that for each increase in income for a driver, the average job stress level will be lower. Higher income can reduce the risk of work stress by enabling the terminal manager to provide allowances and coordination with drivers so that the income between drivers is balanced. For example, the terminal can provide health insurance, so drivers at the Bahurekso Kendal terminal are likely to last longer working as bus drivers at the Bahurekso Kendal terminal. Income for bus drivers at Bahurekso Kendal terminal vary widely and the duration of work varies as well. Operating hours start from 04.30 WIB to 17.30 WIB or 20.00 WIB. Drivers with low income (<Rp. 1,500,000.00 per month), have a gross income of around Rp. 160,000.00 to Rp. 200,000.00 per day, not including fuel costs and deposits. Their net income is around Rp. 40,000 to Rp. 50,000 per day. The nominal daily income is considered insufficient to meet the daily needs of these drivers, especially for those with families. The low income can cause high work stress Spada the driver because he thinks of the family's needs that are not fulfilled at work, working hours are not in accordance with the wages earned, pressured because he has to chase deposits due to vehicles owned by other people / companies.

Income as a relatively stable aspect of a job (e.g. annual salary, non-incentive wages, or weekly or hourly pay) has received relatively little consideration in organizational theorizing and research, despite its critical importance to workers, organizations, and society at large. Income inequality has similarly received scant attention, although it is a topic of great intellectual and practical importance (Leana and Meuris, 2015). The length of work has an important influence in triggering work stress. Workers with longer working tenure tend to have a better ability and understanding of their work compared to workers who have shorter tenure. This is because the experience that workers with longer working tenure have more experience with the work they do (Astuti, 2015). The results of this study indicate that work tenure has a relationship with work stress, and workers with a shorter work period are more likely to experience work stress. This is due to the possibility that most of the bus drivers do not know the ins and outs of the roads in Kendal and its surroundings, so that in the first years of working, they still have to learn to adjust to their jobs. This can result in a very large amount of workload and pressure on workers in the first years of work, which can lead to job stress.

Fatigue is a mental and / or physical state that reduces a person's ability to do work safely and effectively. The level of work-related fatigue experienced by workers can cause discomfort, dissatisfaction and decreased productivity. Mental workload has a significant relationship with mental fatigue (Maulana, n.d.). The heavy workload is also positively correlated with the higher propensity of crashing, not only directly as a predictor of crash involvement, but also indirectly as a covariate of fatigue and aberrant driving behavior (Wang et al., 2019).

Stress is an important factor affecting driving performance. Although a moderate or low level of stress contributes to maintaining driver attention, high-level stress affects driving performance such as impaired driving and may increase the possibility of accident involvement (Dogan et al.,

2019). job stress in professional drivers using the following indicators: personality, impulsiveness, hardy personality, job, age, seat comfort, seat suspension, lumbar support and driving hours (Serrano-Fernández et al., 2019). Existing driver stress detection models mainly rely on traditional machine learning techniques to fuse multimodal data (Mou et al., 2021).

CONCLUSION

There is a relationship between income with work stress driver bus at the Bahurekso Kendal terminal in pandemic covid 19. There is a relationship between length of work with work stress driver bus at the Bahurekso Kendal terminal in pandemic covid 19.

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