TELEOLOGICAL FACTORS CONTRIBUTING TOWARDS WORK COMMUTING ACCIDENTS AMONG MOTORCYCLISTS

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ABSTRACT

The purpose of this study was to investigate teleological factor contributing towards commuting accident to or return from workplace among motorcyclist workers of COMPANY XYZ Center. A set of questionnaire was formulated based on the research model and has been used in data collection through paper based survey. One hundred and thirty–three (133) workers who are participate to do a survey excluding thirty (30) workers who are involved in pilot study. The workers are consist of male (71 workers) and female (62 workers) in the private sector participated in this study. Major finding this study revealed that majority of female workers, degree holder and environmental factor in COMPANY XYZ possess with significant value towards commuting accident. Finally, this study includes several recommendations and suggestions which useful to provide wider perspective to subsequent research.

ABSTRAK

Kertas pernyelidikan ini dilakukan bertujuan untuk menyiasat faktor–faktor teleologik yang menyumbang kepada kemalangan perjalanan semasa pergi dan balik dari tempat kerja dalam kalangan penunggang motorsikal yang bekerja di syarikat XYZ. Borang soal–selidik telah direka berdasarkan model penyelidikan bagi pengumpulan maklumat melalui kertas borang soal–selidik. Sebanyak satu ratus dan tiga puluh tiga (133) pekerja yang terlibat dalam soal–selidik dan tidak termasuk tiga puluh pekerja (30) yang telah terlibat dalam "pilot study". Pekerja–pekerja yang terlibat dari segi jantina adalah sebanyak tujuh puluh satu (71) pekerja lelaki dan enam puluh dua (62) pekerja wanita. Akhir sekali, penyelidikan ini juga termasuk beberapa cadangan yang boleh digunakan bagi menghasilkan mutu penyelidikan yang dapat diperluaskan.

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TABLE OF CONTENTS

CHAPTER 3: METHODOLOGY

CHAPTER 4: RESULTS AND DISCUSSION

LIST OF TABLES

LIST OF FIGURES

CHAPTER 1

Introduction

1.1 Background of the Study

The International Labor Organization (ILO) defines commuting accident as "an accident occurring on the habitual route, in either direction which is between the place of departure to work or work–related training such as the worker's principle or secondary residence, the place where the worker is usually takes his or her meals or the place where he or she routinely receives his or her remuneration which can contribute as a result in death or personal injury.

The ILO stated that safety risks can be resulting to work accidents which are diminishing, work related to commuting are on the rise which can be proved that 2.2 million work–related deaths occurred every year in which 350, 000 deaths were from accidents at work while 1.7 million due to occupational diseases and 158, 000 due to commuting accidents. Thus, the number of commuting accident at less than accident at work and occupational disease but the number flow keep rising which is compulsory to take into consideration as main priority in safety awareness or prevention.

The contents of the thesis is for internal user only

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Appendix A

SAMPLE QUESTIONNAIRE

UNIVERSITI UTARA MALAYSIA

Dear Respondents,

I am Master student that has enrolled for this program which is Master in Occupational Safety and Health Management (MOSH) of Universiti Utara Malaysia and conducting a survey among COMPANY XYZ employees which specifically within the service sector to fulfill the Master's requirement of the university.

I understand and recognize that your time is valuable and many demands are made upon it by your heavy workload. However, your participation in this survey, which will require only about 10–15 minutes of your time, is vital to the success of this study.

All the information provided in this questionnaire will be confidential for the present study purposes. No information pertaining to individuals will be divulged to any third person or organization. In sum, the information obtained in this study will be used purely for academic purposes only.

Thank you very much for your cooperation in responding to the questionnaire. Your participation in this study is greatly appreciated.

Best Regards,

Ungku Ismith Syafiq Bin Ungku Khalid
Master in Science of Occupational Safety and Health Management's Candidate

Section A: Demographic Information

Bahagian A: Maklumat Demografik

Please check (□) in the appropriate box or fill in the blank, where appropriate.
Sila tandakan (□) dalam kotak yang berkenaan.

1. Gender/ *Jantina*:

   □ Male/ *Lelaki* □ Female/ *Perempuan*

2. Marital status/ *Status Perkahwinan*:

   □Single/ *Bujang* □ Married/ *Berkahwin* □ Divorced/ *Janda atau Duda*

3. Highest educational level/ *Tahap pendidikan*:

   □ SPM □ STPM/ Certificate/ Diploma □ Bachelor Degree/ *Ijazah Sarjana Muda*
   □ Master Degree/ *Ijazah Sarjana* □ PhD Holder/ *Doktor Falsafah*
   (Others please specify/ *lain–lain, sila nyatakan*):_____

4. Race/ *Bangsa*:

   □Malay/ *Melayu* □ Chinese/ *Cina* □Indian/ *India* (Others, please specify/ *Lain–lain, sila nyatakan*): _____

5. Age/ *Umur*:_____ years/ *tahun*:

   □ 18–28 years/ *tahun* □ 29–39 years/ *tahun* □ 40–50 years/ *tahun* □ 51–60years/ *tahun*

6. How long have you been working with current company?/ *Berapa lamakah anda berkhidmat pada pekerjaan semasa anda?*

   □ Less than 2 years/ *Kurang daripada 2 tahun.*
   □ Between 2 to 5 years/ *Antara 2 sehingga 5 tahun.*
   □ Between 6 to 10 years/ *Antara 6 sehingga 10 tahun.*
   □ More than 10 years/ *lebih daripada 10 tahun.*

7. How long the distance that you have to travel to or return from workplace?/ *Berapakah jarak antara tempat kerja anda dari/ ke rumah anda?*

   □ Less than 10KM/ *Kurang daripada 5 tahun.*
   □ Between 10KM to 20KM/ *Antara 5KM sehingga 20KM.*
   □ Between 20KM to 30KM/ *Antara 20KM sehingga 30KM.*
   □ More than 30KM/ *Lebih daripada 30KM.*

SURVEY OF COMMUTING ACCIDENT TO OR RETURN FROM WORKPLACE/ *SOAL SELIDIK BERKENAAN KEMALANGAN PERJALANAN SEMASA PERGI DAN BALIK DARI TEMPAT KERJA*

Strongly Disagree/ Sangat Tidak Setuju	Disagree/ Tidak Setuju	Slightly Disagree/ Sedikit Tidak Setuju
1	2	3
Slightly Agree/ Sedikit Setuju	Agree/ Setuju	Strongly Agree/ Sangat Setuju
4	5	6

Instruction: As an employee which ride a motorcycle frequently to or return from your workplace, you have to think about your fatigue factors, job or work factors and environmental factors which can cause commuting accident to or return from workplace. To what extent you are agree or disagree whether each statement below based on your potential, situation, or experience? **Circle** your answer using the scale provided.

Arahan: *Sebagai pekerja yang sering menunggang motosikal ke atau balik dari tempat kerja, anda hendaklah memikirkan faktor keletihan, tugasan dan pekerjaan dan alam sekitar yang menyumbang pada berlakunya kemalangan semasa pergi dan balik dari tempat kerja. Sejauh manakah anda bersetuju atau tidak bersetuju pada kenyataan yang diberikan dalam jadual di bawah mengikut potensi, situasi atau pengalaman anda? Kemudian, bulatkan jawapan yang berkenaan mengikut skala yang yang telah diberikan.*

Section B: Fatigue Factors

Bahagian B: Faktor–Faktor Keletihan

1	I do appear to "suffer" from permanent tiredness, even on rest days and holidays, because I have the limitless energy. *Saya mengalami keletihan yang teruk walaupun semasa cuti rehat atau cuti umum disebabkan kekurangan tenaga.*	1	2	3	4	5	6
2	I have ever felt sleepy while I am driving to or return from workplace. *Saya akan berasa mengantuk semasa memandu pergi dan balik dari tempat kerja.*	1	2	3	4	5	6
3	I think my pressure at workplace can cause commuting accident. *Saya rasa tekanan di tempat kerja akan menyebabkan berlakunya kemalagan perjalanan.*	1	2	3	4	5	6
4	I continued to drive after noticing symptoms of sleepiness. *Saya akan meneruskan perjalanan jika terdapat simptom mengantuk atau kepenatan.*	1	2	3	4	5	6
5	My work–rest scheduling is keep changing frequently which may cause fatigue because I have to take sometime to adapt and adjust my working time. *Jadual rehat Saya sentiasa bertukar dari sesama ke semasa yang boleh menyebabkan keletihan kerana saya akan mengambil masa untuk menyesuaikan diri dan perubahan jadual kerja.*	1	2	3	4	5	6
6	My workload prompted me which I can consider as the factors of commuting accident. *Bebanan tugasan saya di tempat kerja boleh dijadikan sebagai faktor–faktor berlakunya kemalangan perjalanan.*	1	2	3	4	5	6
7	Stress at workplace can positively influence my focus when I do commute by motorcycle to or return from workplace. *Tekanan di tempat kerja boleh mempengaruhi tumpuan semasa berulang–alik ke tempat kerja.*	1	2	3	4	5	6
8	My perception towards commuting accident can be avoided if my workload will be improved and to be more reasonable. *Persepsi saya terhadap kemalangan perjalanan boleh diatasi jika bebanan tugasan saya dapat dibaiki dan lebih berpatutan.*	1	2	3	4	5	6
9	Work–rest scheduling which designated for me is realistic. *Jadual rehat yang dilakarkan untuk saya adalah realistik.*	1	2	3	4	5	6
10	I do feel my heavy workload can impact the quality of safety when I have to commute to or return from workplace. *Saya merasakan bebanan tugasan saya boleh memberi kesan terhadap kualiti keselamatan apabila saya berulang–alik dari tempat kerja.*	1	2	3	4	5	6

Section C: Job or Work Factors

Bahagian C: Faktor–Faktor Tugasan dan Pekerjaan

1	I think that short distance for travelling to or return from workplace can avoid accident will be happened. *Saya rasa jarak yang dekat untuk perjalanan pergi dan balik dari tempat kerja boleh mengelakkan daripada berlakunya kemalangan.*	1	2	3	4	5	6
2	I am sort of person who feels at my best early in the morning, and who tends to feel tired earlier than most people in the evening. *Saya adalah orang yang suka pada waktu pagi dan akan merasai kepenatan dengan kadar segera pada waktu petang berbanding dengan orang lain.*	1	2	3	4	5	6
3	I do still use the same route thoroughly when I have commuting to or return from workplace even though there are no safety precautions on the road for motorcyclist who is undertaking the journey. *Saya masih menggunakan arah perjalanan yang sama semasa saya pergi dan balik dari tempat kerja, walaupun tanpa mempunyai langkah–langkah keselamatan yang terdapat di atas jalan raya bagi penunggang motosikal.*	1	2	3	4	5	6
4	My employer considered advising to me that work irregular hours can cause the dangers of driving home to or return from workplace when I have excessively tired. *Apabila saya menghadapi keletihan yang berlebihan, majikan akan memberi nasihat kepada saya bahawa bekerja pada masa yang tidak tetap akan menyebabkan bahaya apabila memandu pulang ke rumah sama ada dari atau ke tempat kerja.*	1	2	3	4	5	6
5	I am the type of person who can get distraction to focus on road safety while I am driving for long distance. *Saya adalah orang yang mudah mendapat gangguan fokus di atas jalan raya apabila saya memandu pada jarak yang jauh.*	1	2	3	4	5	6
6	I do feel that overall the advantages of my shift system outweigh the disadvantages. *Saya merasakan sistem jadual kerja adalah lebih baik daripada keburukan.*	1	2	3	4	5	6
7	To what extent do you agree with the following statements about travelling to work by motorcycle can be more expose with the accident on the road compare by using other type of vehicles? *Sejauh manakah anda bersetuju pada kenyataan bahawa menunggang motosikal di tempat kerja boleh terjebak pada kemalangan jalan raya berbanding dengan menggunakan kenderaan yang lain.*	1	2	3	4	5	6
8	My health been affected by working shifts which may cause accident when I have to commute to or return from workplace. *Kesihatan saya terjejas dengan bekerja shift yang boleh menyebabkan kemalangan apabila berulang–alik ke atau dari tempat kerja.*	1	2	3	4	5	6
9	Are you agree that the motorcyclist will not be put at risk from commuting accident caused by driving excessive distances without appropriate breaks? *Adakah anda bersetuju bahawa penunggang motorsikal tidak akan berada dalam keadaan berisiko terhadap kemalangan perjalanan kerana memandu dalam jarak yang jauh tanpa rehat yang betul.*	1	2	3	4	5	6
10	I have been involved in a 'near hit' where I felt that my safety, or the safety of my colleagues or the public especially on the road, was at risk because of some aspect of shift work. *Saya terlibat dengan hampir berlakunya kemalangan dimana saya merasakan keselamatan diri saya atau keselamatan rakan sekerja saya atau orang awam terutamanya di atas jalan raya adalah berisiko disebabkan oleh sebahagian daripada aspek bekerja shift.*	1	2	3	4	5	6

Section D: Environmental Factors

Bahagian D: Faktor–Faktor Alam Sekitar

1	I do have considered that poor weather conditions, such as heavy rain or foggy, when I am planning the journerys. *Saya menitiberatkan aspek cuaca yang teruk dalam meracang perjalanan saya seperti hujan lebat atau kabus.*	1	2	3	4	5	6
2	Are you satisfied that sufficient time is allowed to complete journeys safely? *Adakah anda berpuas hati jika mempunyai masa yang mencukupi untuk pejalanan yang lengkap dan selamat?*	1	2	3	4	5	6
3	I have checked my motorcycle frequently in terms of properly equipped to operate in poor weather conditions, for example my tires are fitted on the slippery road. *Saya kerap memeriksa motosikal untuk memastikan berada dalam keadaan beroperasi yang baik dalam cuaca yang buruk contohnya tayar motosikal saya selamat ketika berada di atas jalan raya yang licin.*	1	2	3	4	5	6
4	I try to avoid periods of peak traffic flow. *Saya cuba untuk mengelakkan kesesakkan lalu lintas semasa tempoh yang sibuk.*	1	2	3	4	5	6
5	Are you agree if your journey times and routes can be adjusted to take account of poor weather conditions to avoid from accident occured? *Adakah anda bersetuju jika perjalanan dan masa anda boleh di ubah apabila berlakunya cuaca yang buruk untuk mengelakkan daripada berlakunya kemalangan?*	1	2	3	4	5	6
6	Do you feel pressured to complete journeys where wheather conditions are exceptionally difficult because the number of traffic congested is keep increasing at certain period of time? *Adakah anda mengalami tekanan bagi menlengkapi perjalanan semasa cuaca buruk yang tidak dapat dielakkan kerana kesesakkan trafik yang semakin meningkat dari semasa ke semasa?*	1	2	3	4	5	6
7	Commuting accident can be caused by bad weather if the driver does not understand, how to reduce risk such as should take extra care if driving in strong winds or heavy rains. *Kemalangan perjalanan boleh disebabkan oleh cuaca yang buruk jika pemandu tidak memahami untuk mengurangkan risiko seperti mengambil perhatian yang lebih jika memandu dalam keadaan angin kencang atau hujan lebat.*	1	2	3	4	5	6
8	Do you agree, when traffic is congested between your house to or return from your workplace can cause you to have an accident? *Adakah anda bersetuju, jika kesesakkan trafik antara rumah anda ke atau dari tempat kerja anda boleh menyebabkan kemalangan?*	1	2	3	4	5	6

9	I know who to contact if I have to cancel a journey to or return from workplace because of poor weather conditions. *Saya tahu untuk menghubungi pihak yang berkenaan jika saya ingin membatalkan perjalanan pergi atau balik dari tempat kerja semasa cuaca yang buruk.*	1	2	3	4	5	6
10	During the traffic congested, my route planning take account into safety consideration such as speed limit, minor road provided for motorcyclist, safety place where can stop during emergency like poor weather or other safety aspects on the road. *Semasa kesesakkan trafik, saya akan memastikan langkah–langkah keselamatan dalam perjalanan diambil kira seperti kelajuan had laju, jalan untuk penunggang motosikal, tempat selamat yang boleh berhenti semasa keadaan kecemasan contohnya cuaca yang buruk atau lain–lain aspek keselamatan di atas jalan raya.*	1	2	3	4	5	6

Section E: Commuting Accident To or Return from Workplace by Motorcyclist

Bahagian E: Kemalangan Perjalanan Pergi dan Balik dari Tempat Kerja bagi Penunggang Motosikal

1	Motorcyclists should travel in which of the following positions within a lane? *Penunggang motorsikal seharusnya menunggang mengikut posisi dalam garis lurus yang betul.*	1	2	3	4	5	6
2	Motorcycles are easy to spot, even against a cluttered background. *Penunggang motorsikal adalah senang untuk dilihat walaupun berlatarbelakang yang serabut atau tidak tersusun di atas jalan raya.*	1	2	3	4	5	6
3	The motorcycle test is easier than the driving test. *Ujian memandu motorsikal adalah lebih senang berbanding ujian memandu yang lain.*	1	2	3	4	5	6
4	When driving in interweaving traffic, I am aware that motorcycles are harder to spot. *Apabila memandu dalam keadaan trafik yang yang berhubung seperti kesesakkan trafik, keadaan laluan motorsikal adalah sukar bagi saya untuk melihat.*	1	2	3	4	5	6
5	The average motorcyclist takes greater precautions than the average driver in wet weather condition. *Secara purata, penunggang motorsikal adalah perlu untuk mengambil lebih terhadap langkah keselamatan berbanding purata bagi pemandu yang lain semasa berada dalam keadaan cuaca yang buruk.*	1	2	3	4	5	6
6	It is easier for motorcyclists to make sudden swerves to avoid an accident than car drivers. *Penunggang motorsikal adalah lebih mudah untuk membuat lencongan atau penukaran arah secara mendadak bagi mengelakkan kemalangan berbanding dengan pemandu kereta.*	1	2	3	4	5	6
7	Motorcycles are as easy to see at night as cars.	1	2	3	4	5	6

	Penunggang motorsikal adalah lebih mudah untuk dilihat pada waktu malam seperti pemandu kereta.						
8	You can suddenly be surprised by the appearance of a motorcycle coming from behind. *Kehadiran motorsikal dari arah belakang boleh menyebabkan anda terkejut secara tiba–tiba.*	1	2	3	4	5	6
9	I perform all appropriate visual checks on my motorcycles. *Saya memeriksa semua hal yang berkaitan dengan alat penglihatan pada motorsikal.*	1	2	3	4	5	6
10	Other drivers should take more car to look out for motorcycles. *Selain daripada penunggang motorsikal, mereka perlu memastikan penglihatan yang lebih terhadap laluan atau pergerakkan motorsikal.*	1	2	3	4	5	6

END OF QUESTIONNAIRE/ TAMAT SOAL SELIDIK
THANK YOU/ TERIMA KASIH