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ROAD ACCIDENT RISK PERCEPTION AMONG POLICE OFFICERS

THANESH RAJ A/L GOBAL



MASTER OF SCIENCE

(OCCUPATIONAL SAFETY AND HEALTH MANAGEMENT)

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By:

THANESH RAJ A/L GOBAL

824123



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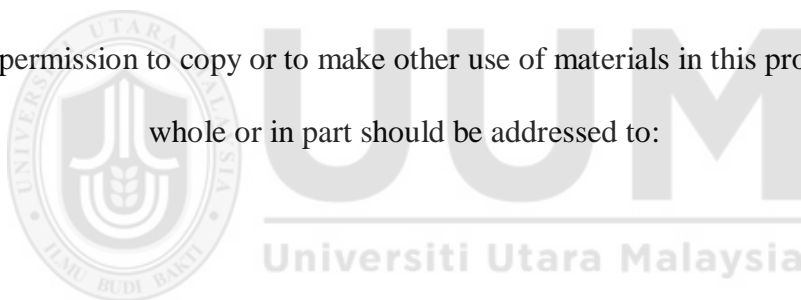
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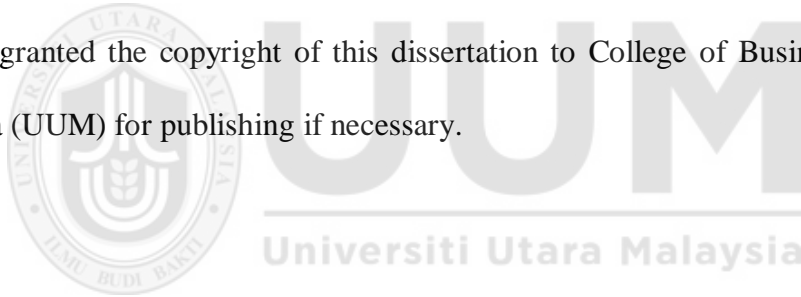
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ABSTRACT

Police job is regarded as one of the riskiest profession with high likelihood to experience physical harm while on duty. Amongst the greatest safety and health hazards towards them are road accidents that may cause injuries and deaths. The purpose of this study is to investigate the differences and relationship level on road accident risk perception among police officers as dependent variable with independent variables which are demographic characteristics, driving attitudes toward safe driving and link between management commitment on vehicle safety. The research method is quantitative analysis and adopting cross-sectional survey in data gathering. Primary data generated from the questionnaire choose as a data collection which consist of 25 questions. Random sampling method used in collecting data involving police officers around Klang Valley area. SPSS version 25.0 was used for quantitative analysis and the findings shows driving attitudes toward safe driving and management commitment on vehicle safety influences road accident risk perception.

Keywords: Police officer, Risk perception, Demographic, Management commitment, Attitude, Road accident

ABSTRAK

Pekerjaan polis diketahui sebagai salah satu profesion paling berisiko dengan kemungkinan besar mengalami kecederaan fizikal semasa bertugas. Antara ancaman keselamatan dan kesihatan yang paling besar adalah kemalangan jalan raya yang boleh menyebabkan kecederaan dan kematian. Tujuan kajian ini adalah untuk mengkaji serta menyiasat perbezaan dan tahap hubungan terhadap persepsi risiko kemalangan jalan raya di kalangan pegawai polis di sekitar Lembah Klang sebagai pemboleh ubah bersandar dan menggunakan pemboleh ubah bebas pula merupakan ciri demografi, sikap memandu terhadap pemanduan yang selamat dan hubungan antara komitmen pengurusan terhadap keselamatan kenderaan. Kaedah kajian adalah analisis kuantitatif dan menggunakan pendekatan tinjauan keratan rentas dalam pengumpulan data. Data primer yang dihasilkan dari soal selidik dipilih sebagai pengumpulan data yang terdiri daripada 25 soalan. Kaedah pengambilan sampel secara rawak yang digunakan dalam mengumpulkan data yang melibatkan pegawai polis di sekitar kawasan Lembah Klang. SPSS versi 25.0 digunakan untuk analisis kuantitatif dan hasilnya menunjukkan sikap memandu terhadap pemanduan yang selamat dan komitmen pengurusan terhadap keselamatan kenderaan mempengaruhi persepsi risiko kemalangan jalan raya.

Katakunci: Pegawai polis, Persepsi risiko, Demografi, Komitmen pengurusan, Sikap,
Kemalangan jalan raya

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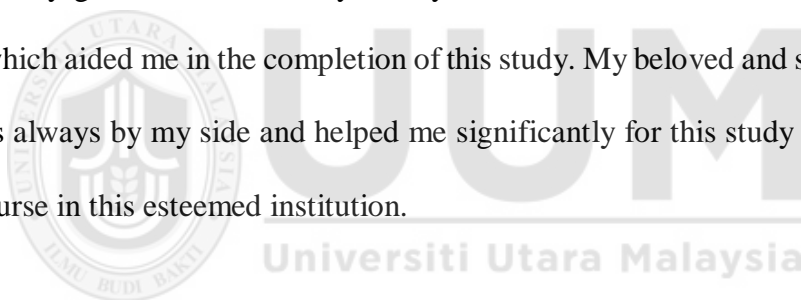


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LIST OF ABBREVIATIONS

SPSS	Statistical Package for The Social Science
MPV	Multi-purpose Vehicle
URB	Motorcycle Patrol Unit
RMP	Royal Malaysian Police
MCO	Movement Control Order
KMO	Kaiser-Meyer-Olkin



CHAPTER 1

INTRODUCTION

This chapter sets to clarify certain important issues about this study. Firstly, it provides an overview of the background of the study, problem statement, research questions, research objectives, significance of the study, scope and limitations of the study.

1.1 Background of the study

The RMP is a centralized body with duties ranging from traffic control to gathering intelligence. The main functions of RMP as stated in Section 3(3) Police Act 1967, includes maintaining law and order, preserving Malaysia's peace and security, preventing and detecting crime, apprehending and prosecuting offenders and collecting intelligence on security matters.

However, studies have shown that the police work has been described as one of the most dangerous and physically demanding occupations in which injury occurs more frequently than in other professions (Larsen et al., 2016 & Claire, 2002). It is also categorized as an unsafe occupation due to significant likelihood of dying or getting seriously injured on the job (Tiesman et al., 2015). Due to the unpredictable, varied, and physical nature of law enforcement, these officers are at a high risk in facing threats to their safety and well-being compared to other vocations and general population. The physical law enforcement duties might include load-free and varied distances, detention of non-compliant suspects, transportation of wounded or unconscious persons, self-defense activity and handling tasks manually (Lyons et al., 2016).

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APENDIX A: RESEARCH QUESTIONNAIRE



Dear Participant,

Thank you for agreeing to participate in this research titled:

ROAD ACCIDENT RISK PERCEPTION AMONG POLICE OFFICERS

I am a Master of Science in Occupational safety and Health Management student (By Research) and I would appreciate it if you could answer the questions carefully as the information you provide will influence the accuracy and the success of this research.

The objective of this research is to determine the road accident risk perception among police officers around Klang Valley. There is no right or wrong answer to the statements listed in the questionnaire. Your sincerity and honesty is highly required in answering these statements.

It will take no longer than 15 minutes to complete the questionnaire. All answers will be treated with strict confidence and will be used for the purpose of the study only. If you have any questions regarding this research, you may address them to me at the contact details below.

Thank you for your cooperation and the time taken in answering this questionnaire.

Yours Sincerely,



Thanesh Raj A/L Gobal
School of Business Management
Universiti Utara Malaysia
Malaysia
Email: thanesh4646@gmail.com



SECTION A: DEMOGRAPHIC INFORMATION

SEKSYEN A: MAKLUMAT DEMOGRAFI

Please fill in blank and tick (✓) in the appropriate boxes that corresponds to your answer to each of the following questions below.

Sila isikan tempat kosong dan tandakan (✓) untuk mewakili jawapan anda pada semua soalan di bawah.

1. Job title/ *Jawatan* : _____

2. Gender/ *Jantina* : Male/ *Lelaki* Female/ *Perempuan*

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

4. How long have you been working with the present organisation? /

Sudah berapa lama anda bekerja dengan organisasi sekarang? : _____ years/ tahun

5. Highest Educational level/ *Tahap pendidikan tertinggi* :

- | | |
|--|---|
| <input type="checkbox"/> Secondary school/ <i>Sekolah Menengah</i> | <input type="checkbox"/> Diploma/ <i>Diploma</i> |
| <input type="checkbox"/> Certificate/ <i>Sijil</i> | <input type="checkbox"/> Degree/ <i>Ijazah</i> |
| <input type="checkbox"/> Master above/ <i>Master ke atas</i> | <input type="checkbox"/> Others/ <i>Lain-lain:.....</i> |

6. Have you ever had any road accident ever since you started working in this organisation/ *Adakah anda pernah mengalami kemalangan sepanjang bekerja di organisasi ini?*

- Yes/ *Ya* No/ *Tidak*

7. If yes, how many road accidents have you had while working in this organisation? / *Jika ya, berapakah bilangan kemalangan yang pernah dialami sepanjang bekerja di organisasi ini?*

- | | |
|--------------------------------|---|
| <input type="checkbox"/> 1- 2 | <input type="checkbox"/> 3 – 4 |
| <input type="checkbox"/> 5 - 6 | <input type="checkbox"/> Above / <i>lebih 6</i> |

SECTION B

SEKSYEN B

GUIDELINES: Considering only your perception, please circle the most appropriate answer to you based on the scale below:

GARIS PANDUAN: Dengan hanya mengambil kira pandangan anda, bulatkan jawapan yang paling tepat kepada anda berpandukan pada skala jawapan di bawah:

	1 = Strongly Disagree / Sangat Tidak bersetuju (SD)	2 = Disagree / Tidak bersetuju (D)	3 = Neutral (N)	4 = Agree / Setuju (A)	5 = Strongly Agree / Sangat Bersetuju (SA)			
				SD	D	N	A	SA
B1.	Officer talking on cell phones. <i>Pegawai menggunakan telefon bimbit semasa memandu/menunggang.</i>			1	2	3	4	5
B2.	Officer driving/riding when restless. <i>Pegawai memandu/menunggang dalam keadaan pening kekurangan rehat.</i>			1	2	3	4	5
B3.	Officer driving/riding when sleepy. <i>Pegawai memandu/menunggang dalam keadaan mengantuk.</i>			1	2	3	4	5
B4.	Officer had enough sleep (8hours) prior reporting to duty. <i>Pegawai telah berehat secukupnya (8jam) sebelum lapor tugas.</i>			1	2	3	4	5
B5.	Officer driving/riding well over the speed limit. <i>Pegawai memandu lebih daripada had laju yang ditetapkan oleh kerajaan.</i>			1	2	3	4	5
B6.	Driving/riding their vehicle on the wrong lane (including during emergency calls). <i>Memandu/menunggang kenderaan dalam keadaan lawan arus (termasuk semasa kecemasan).</i>			1	2	3	4	5

B7.	Officer driving/riding while not obeying traffic signs (including during emergency calls). <i>Pegawai memandu/menunggang dalam keadaan tidak mengikut lampu isyarat (termasuk semasa kecemasan).</i>	1	2	3	4	5
B8.	Safety is given high priority by the Polis Diraja Malaysia (PDRM) management. <i>Tahap keselamatan dalam organisasi PDRM diberi keutamaan yang tinggi.</i>	1	2	3	4	5
B9.	Safety rules and procedures are strictly followed by the PDRM management. <i>Peraturan dan prosedur keselamatan diikuti dengan ketat dalam organisasi PDRM.</i>	1	2	3	4	5
B10.	Corrective action is always taken when the PDRM management is told about unsafe practices. <i>Langkah-langkah pencegahan/pembetulan sentiasa diambil apabila organisasi PDRM dimaklumkan tentang amalan kerja tidak selamat.</i>	1	2	3	4	5
B11.	PDRM considers safety to be equally important as their daily Key Performance Indicator (KPI). <i>PDRM mempertimbangkan keselamatan adalah sama kepentingannya dengan KPI hariannya.</i>	1	2	3	4	5
B12.	I feel that management is willing to compromise on safety for increasing KPI. <i>Saya berpendapat bahawa PDRM bersedia berkompromi keselamatan untuk meningkatkan KPI.</i>	1	2	3	4	5
B13.	When near-miss accidents are reported, my PDRM management acts quickly to solve the problems. <i>Jika terdapat sebarang insiden kemalangan hampir berlaku, organisasi PDRM saya akan bertindak dengan cepat untuk menyelesaikan masalah tersebut.</i>	1	2	3	4	5
B14.	PDRM provides sufficient personal protective equipments for the officers. <i>PDRM akan memperuntukkan kelengkapan alat perlindungan diri yang secukupnya semasa bertugas di lapangan.</i>	1	2	3	4	5

SECTION C

SEKSYEN C

GUIDELINES: Considering only your perception, please circle the most appropriate answer to you based on the scale below:

GARIS PANDUAN: Dengan hanya mengambil kira pandangan anda, bulatkan jawapan yang paling tepat kepada anda berpandukan pada skala jawapan di bawah:

	1 = Not at all dangerous / <i>tidak berbahaya sama sekali</i> (ND)	2 = Somewhat Dangerous / <i>Seperti Membahayakan</i> (SD)	3 = Dangerous / <i>Bahaya</i> (D)	5 = Very Dangerous / <i>Sangat Bahaya</i> (VD)	
	ND	SD	D	VD	
C1.	Driving/riding under emergency conditions. <i>Memandu/menunggang semasa keadaan kecemasan.</i>	1	2	3	4
C2.	Driving under non-emergency conditions. <i>Memandu/menunggang semasa bukan kecemasan.</i>	1	2	3	4
C3.	Driving in responding to domestic violence calls. <i>Memandu untuk menanggapi/membalas panggilan keganasan domestic.</i>	1	2	3	4
C4.	Driving in responding to other scenes of violence. <i>Memandu untuk menanggapi/membalas keganasan di tempat-tempat kejadian yang lain.</i>	1	2	3	4

Thank you for your participation in answering this questionnaire.
Terima kasih di atas kerjasama anda dalam menjawab soal selidik ini.