CHAPTER 1

INTRODUCTION

1.1 Introduction

This chapter will discuss and explain about the background, problem statements and the research objectives of the research. The research questions, hypothesis, significance of study, scope of study and conceptual framework also were developed and discussed.

1.2 Background of Study

Driver fatigue, sleepiness, or inattentiveness was considered to be a major factor of accidents (Mackie & Miller, 1979). Research indicates that several operation such as irregular schedules, cargo-loading and neglecting rest time contributes to increase in level of driver fatigue (Mackie & Miller, 1979). Earlier researches also indicate that the bus driver significantly experienced greater feelings of fatigue during the second half of all standard length (nine and half hour) trips on both regular and irregular schedules. All of these findings revealed that various risk factors that lead to increase of fatigue level exist in bus driver’s working schedule. Therefore, this study that involved on the determining the relationship of risk factors existed in bus driver’s working schedule and high fatigue is considered very crucial in prevent increase of accident involvement.
Fatigue consist of several different kinds, which is local physical fatigue such as muscle pain, general physical fatigue due to heavy manual handling or “central nervous” fatigue (sleepiness) and the mental fatigue which is usually lead to not “having the energy” to do anything. According to Åkerstedt and Kecklund (2000), sleepiness is partially a result from fatigue issues related to the level of brain stimulation and the structures that regulate it.

Some researcher contends that accident due to fatigue experienced by the bus driver is due to the negative decision making. For example, when the bus driver felt so tired and sleepy, he is in the sensation seeking stage. Evidence supports that individuals high in sensation seeking are more likely to speed, overtake more and adopt shorter headways and over-represented in traffic crashes (Jonah, 1997). Therefore, for the sake of improving road safety, it is very important to control and prevent the bus driver from making a negative decision due to fatigue experienced by them.
1.3 Problem Statement

Nowadays, it is undeniable that road accidents are likely to occur almost every day in Malaysia. According to the Institute of Road Safety Research Malaysia (MIROS), the number of road accidents in Malaysia showed a significant increase every year; from 250,429 in 2000 to 414,421 cases in 2010. This represents an increase of 65.5% in just one decade (Statistik Kemalangan Jalan Raya Malaysia, 2013). The type of vehicle that is frequently involved in road accidents is motorcycle, with a total of 104,107 cases in 2006 to 123,408 cases in 2015. The other types of vehicles also shows an increase and decrease in rate of road accidents occurrence, however the most worrying thing is that road accidents involving buses. Buses accident usually involving the biggest number of injuries and deaths compared to the other vehicle due to it brings many passengers.

There are many factors that lead to accident and incidents occurrence such as human factors/personnel error, malfunction or failure of bus structures, engines, or other systems, deficient maintenance, hazardous environment involving weather, traffic management errors and others. This research is an analysis on level of fatigue among public bus driver that might be affected by the risk factors that presence in the bus driver schedule. The study also include several contributing factors such working condition and demographic factors. A studies on the causes that lead to fatigue among driver could help in finding the solution that aiming on fitting the jobs to the driver and reducing the fatigue issues.