
THE RELATIONSHIP OF THE IMPLEMENTATION OF WARTA DNAS O/153 WITH THE PERFORMANCE OF OPERATIONS OFFICERS

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ABSTRACT

The Babaranjang train accident at Penanggiran Station due to the negligence of operating officers playing cellphones caused the Operations Directors of PT.KAI will issue a ban on using cell phones during working hours to operating officers in Warta Dinas O/153. In the implementation of the O/153 official bulletin at Madiun Station, there are several problems, namely (1) limited coordination between the train travel control officer and the track inspector when there is a disturbance on the road because the walkie-talkie cannot reach, (2) the phenomenon of operational staff who is trying to break things, and (3) there are symptoms of stress, anxiety, or anxiety due to someone being away from a mobile phone, namely nomophobia (No Mobile Phone). Therefore, the author wants to examine the relationship between implementing official bulletins O/153 and the performance of operations officers at Madiun Station. Methods of data collection using questionnaires and data analysis using Spearman rank correlation. The research results obtained a correlation coefficient value of 0.432 and a significance value (2-tailed) of 0.024, less than 0.05. This means there is a relationship between the implementation of news service O/153 and the performance of operations officers at Madiun Station, with a moderately strong relationship and a positive direction.

Keyword: implementation of o/153 official order, performance, spearman rank correlation analysis.

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INTRODUCTION

The rapid development of the times requires technology to produce goods or services more effectively and efficiently (Niu et al., 2023). Information technology has become a necessity and obligation for a company today because it can help operational activities be more effective and efficient, and information needs or employee tasks can be made available anytime and anywhere in a more up-to-date manner (Rianti, 2021).

One company that applies information technology is PT. Indonesian Railways. Based on the education and training materials for train travel regulators (2019), PT provides several basic company applications online.KAI to help carry out employee work more optimally, such as E-office, Email, and RDS (Rail Document System) (Ismail & Lawanda, 2020). Some of these applications can be accessed using the company's communication device, namely a computer or personal communication device, namely the mobile phone of each employee.

The use of mobile phones has positive and negative impacts (Rezki, 2023). The positive impact of using a mobile phone is that it makes it easier to access or disseminate information through its exclusive application features, can store a lot of data, and is a means of entertainment in spare time or too late (Fauzi et al., 2023). On the other hand, the use of mobile phones also has a negative

impact, namely it can make users forget the time, reduce rest time, increase the burden and cost of daily living, create an individualistic life and from a psychological perspective, its use will trigger stress and increase anxiety due to cellphone dependence (Ataei & Abdollahi, 2023).

One example of an incident from the negative impact of using a mobile phone is making an evil train travel controller negligent in serving train travel matters (Alexander, 2019). As a result of the officer's negligence, there was a collision accident between the Long Chain Coal trains (Babaranjang) at the Penanggiran Station in the Regional Division III Palembang, South Sumatra on December 11, 2021 (Arifin, 2021).

According to the results of the author's initial interview with the four train travel controllers at Madiun Station in March 2022, this incident was the background to the decision of the Director of Operations (D2) of PT. KAI to issue a policy prohibiting the use of mobile phones when carrying out train service and shunting to all officers operating railroad infrastructure throughout Java and Sumatra in Warta Dinas O/153. Operations officers referred to in Warta Service O/153, consist of train crew, train travel control officers, platform supervisors, crossing guard officers, signal house officers, and shunting officers

Madiun Station is a sizeable class-A station managed by PT. The Indonesian Railways Operations Area (DAOP) VII in Madiun Lor Subdistrict, Manguharjo District, Madiun City, is responsible for implementing a policy prohibiting the use of mobile phones, referring to the official bulletin O/153. The implementation of the ban on the use of mobile phones at Madiun Station lasted for 8 hours, according to the working hours of operating officers. In the work schedule, operating officers are divided into three daily shifts: the morning shift at 07.00-15.00, the afternoon shift at 15.00-23.00, and the night shift at 23.00-07.00.

However, based on the author's observations during the implementation of the O/153 official bulletin at the Madiun station, he found that the operations officers could have improved several things. These problems include:

- 1) Limited coordination of work between train travel control officers (PPKA) and track inspection officers (PPJ) when emergency conditions occur on the track, which can endanger train travel, such as landslides, floods, broken rails, or damage to other lines, but the position of the disturbance is in outside the territory of the railroad travel officer. According to the official graph of the inspector for the resort area route 7.7 Madiun (2021), the inspection area for the inspector for the Madiun route is divided into two, namely 5,717 km from the direction of Km 171 + 500 (Magetan Station Post) to Madiun Station and 7,965 km from the direction of Babadan Station to Madison Station. Meanwhile, the handy talky type Motorola CP 1660, used by inspectors for the Madiun resort route, can reach a limited talk distance of 2 km in urban areas (Karyono, 2021). As a result, the handy talky work communication tool owned by the track inspector could not reach the train travel control officer.
- 2) According to the Head of Madiun Station, the following problem with implementing the O/153 news policy when visiting the office of the train travel control officer on (10/03/2022) is the phenomenon of operations staff who try to violate the policy. This violation is like secretly carrying two cellphones, isolating oneself from the Local Control Panel (LCP) service desk to activate other cellphones to play music or communicate with relatives.
- 3) Furthermore, there are symptoms of stress, anxiety, and anxiety experienced by operating personnel during the implementation of official news O/153 (Amilia & Nugrohoseno, 2014).

These symptoms indicate the existence of Nomophobia (No Mobile Phone), a discomfort, anxiety, or sadness that occurs when a person cannot relate or is kept away from using a cell phone (Fathoni & Asiyah, 2021). This is shown by the statement obtained by the author from the results of initial interviews with several operations officers regarding the respondent's statement during the implementation of the O/153 official bulletin as follows.

Table 1. Statement of Operations Officer Regarding the Implementation of WAD O/153

Statement	Respondents, Time of Interview
"Individually, each officer feels bored, bored, and stressed."	(PPKA R, 14 March 2022) *)
"Cell phones for PPKA work communication tools while on duty are minimal once because it's not the main work communication tool, but the presence of O/153 impacts the psyche of officers, namely boredom. So, this keeps us quiet bring a cell phone, and blank."	(PPKA Y, 13 May 2022) *)
"Personally, if we have something urgent that happens at home, we cannot communicate, and it makes us easy to fall asleep."	(PPKA W, 09 April 2022) *)
"Influences focus when it's not their order activity slim or loose."	(PJL WR, 08 March 2022) *)
"JPL in the road plots far from the station will feel confused if an emergency occurs, but the handy talkies cannot communicate with the train travel control officer at the nearest station. It also makes PJL fall asleep easily due to using mobile phones in the past as entertainment."	(PJL C,30 March 2022).*)

A gap occurs during the implementation of the O/153 official bulletin in the field, so the purpose of this study is to identify and analyze the relationship between the implementation of the O/153 official bulletin and the performance of operational officers at the Madiun station.

METHODS

Located on Jalan Kompol Sunaryo, Madiun Lor, City of Madiun, the large class A Madiun Station is limited by the travel security area at Km. 162+938 (towards Babadan) and Km. 167+906 (Maetan direction) equipped with Electrical Signaling Equipment. The condition track at Madiun Station uses a double track with a total of eight lines, including lines I, II, and III, equipped with platforms for train services, getting on and off passengers, loading and unloading goods, or can also be used for shunting purposes, lines IV and V for storing facilities. Lanes 6, 7, and 8 are explicitly used for shunting purposes; according to the list of travel times for Madiun Station trains, there are 58 passenger and freight train trips at Madiun Station (7, 2019). The research instruments used by the authors in this study were interviews and questionnaires. The population is a generalization area consisting of subjects and objects with specific characteristics that researchers carry out. At the same time, the sample is part of the population (Sugiyono, 2019). In taking the sample, the total sampling technique was used. According to (Sugiyono, 2019), total sampling is also known as a census, which means that the determination of the sample uses all members of the population because the population is relatively small, less than 30 people. The analysis techniques used in this research are the validity, Spearman rank, and hypothesis tests.

RESULTS AND DISCUSSION

Validity test

The validity test compares the value of Pearson's Product Moment Correlation (the result of calculating the correlation between the statement item scores and the total score), referred to as r count, with r table values (Susanti & Wahyuni, 2017).

Table 2. Validity Test Results

Variable	R count	R table	Information
X1	0.608		
X2	0.430		
X3	0.592		
X4	0.705		
X5	0.832		
X6	0.862		
X7	0.852		
X8	0.850		
X9	0.850		
X10	0.712	0.3809	Valid
Y1	0.775		
Y2	0.591		
Y3	0.802		
Y4	0.596		
Y5	0.588		
Y6	0.504		
Y7	0.558		
Y8	0.737		
Y9	0.820		

From the results of the comparison between the recount and table in the table above, it can be seen that all statement items for the implementation of official news item O/153 and performance variables have $r_{\text{count}} > r_{\text{table}}$, so that statement items can be declared valid and can be used to carry out variable measurements.

Reliability Test

The basis for decision-making is seen from the acquisition of Cronbach's Alpha values. All statements in the questionnaire are declared reliable if they get a value of more than 0.7 (Periantalo, 2016). The following are the results of the reliability test that has been carried out.

Table 4. Reliability Test Results

Variable	Cronbach's Alpha	N of Items
Implementation News Service O/153	0,899	10
Performance Officer Operation	0.844	9

Based on the reliability test results in Table 4 above, the value of Cronbach's alpha from the variable implementation of news service O/153 and the operational staff performance variable is more significant than 0.7. Thus, the variable implementation of O/153 official news and the performance of operating officers is reliable.

Data Analysis Method

Data analysis used the Spearman rank correlation analysis method (Latief, 2017). The steps taken in the Spearman rank correlation analysis process are as follows: First, the authors determine

the research hypothesis. The hypotheses proposed by the author are: Alternative hypothesis (H_a) indicates a relationship between the implementation of official bulletins O/153 and the performance of operational staff at Madiun Station, and the null hypothesis (H_o) indicates that there is no relationship between the implementation of official bulletin O/153 and officer performance operation at Madiun Station.

Next, the author determines the data ranking of each answer from the statement item related to the implementation variable O/153 wara and the statement item related to the performance variable (Y). This ranking is sorted from the most significant value to the most minor (from ranks 1 – 27). If there are the same values in this ranking process, the rankings with the same values are divided by the number of acquisitions of the same value.

The ranking results are used to find the value of b_i , namely, the difference in ranking between the data pairs. The known value of b_i is then raised to a power. After the value of b_i^2 is known, the formula that has been obtained is entered into the Spearman rank correlation formula to find the value of the correlation coefficient (ρ). The results of calculating Spearman's rank correlation coefficient are then interpreted.

Results of the Relationship between the Implementation of O/153 Service Warta and the Performance of Operations Officers

Spearman Rank Correlation Test

From the calculation of the Spearman rank correlation test, which was carried out manually and using the SPSS program, the results are presented in the table as follows:

By Manually

Table 5. Auxiliary Table for Calculating Spearman Rank Correlation

(X)	(Y)	rank(X_i)	rank(Y_i)	($X_i - Y_i$) b_i	b_i^2
24	28	26	19.5	6.5	42.25
33	33	7.5	7.5	0	0
27	27	23	24	-1	1
36	30	4	13.5	-9.5	90.25
25	27	25	24	1	1
36	35	4	1.5	2.5	6.25
28	29	19.5	17	2.5	6.25
30	30	14.5	13.5	1	1
22	34	27	4	23	529
29	27	17	24	-7	49
28	28	19.5	19.5	0	0
27	33	23	7.5	15.5	240.25
32	27	9.5	24	-14.5	210.25
35	33	6	7.5	-1.5	2.25
31	29	11.5	17	-5.5	30.25
28	27	19.5	24	-4.5	20.25
33	30	7.5	13.5	-6	36
28	27	19.5	24	-4.5	20.25
27	29	23	17	6	36
39	31	2	11	-9	81
30	27	14.5	24	-9.5	90.25
36	30	4	13.5	-9.5	90.25
40	34	1	4	-3	9
30	35	14.5	1.5	13	169
31	33	11.5	7.5	4	16

(X)	(Y)	rank(X _i)	rank(Y _i)	(X _i -Y _i) b _i	b _i ²
32	34	9.5	4	5.5	30.25
30	32	14.5	10	4.5	20.25
27				$\sum b_i^2$	1827.5

From the calculation results of Spearman's rank correlation analysis above, it is known that the correlation coefficient is 0.432.

By Using SPSS v.25

Table 6. Results of the Spearman Rank Correlation Test with the Help of the SPSS Tool

		Correlation	
		WAD O/153	Performance
Spearman's rho	Implementation Service News O/153	Correlation Coefficient	1,000
		Sig. (2-tailed)	.024
	Performance	N	27
		Correlation Coefficient	.432 *
		Sig. (2-tailed)	.024
		N	27

a. Significance

Based on the data output above, a significance value (2-tailed) of 0.024 is obtained. ≤ 0.05 , meaning there is a significant relationship between the implementation of official bulletins O/153 and the performance of operations officers.

b. Relationship Type Direction

The correlation coefficient of 0.432 is positive, meaning a unidirectional relationship exists between variables.

c. Relationship strength level

The correlation coefficient value of 0.432 is included in the moderate, strong relationship, which is in the range of 0.400 – 0.599

Hypothesis Test

Proving the hypothesis is carried out by comparing the calculated rho value with the table rho. The rho table value for $n = 27$ with an error level of 5% is 0.3845. Meanwhile, the calculated rho value for the variable implementation of news service O/153 with the performance variable is 0.432.

Based on the table, the results of calculating the Spearman rank correlation are 0.432 with a significance value of $0.024 < 0.05$. In line with this output, the results of calculating the hypothesis testing show that the calculation of the rho table is $0.3845 < \text{the calculated rho value is } 0.432$. On the criteria for making a hypothetical decision, $\rho_{\text{count}} > \rho_{\text{table}}$, there is a significant relationship between the variables of the implementation of new service O/153 and the performance of operating officers.

CONCLUSION

Based on the results of the table, it is known that the rank Spearman correlation coefficient is 0.43 with a significance value of 0.024. The results of the Spearman rank correlation coefficient are 0.432, indicating that the level of relationship between the implementation of news service O/153

and the performance of operations officers at Madiun Station is in the medium category. The significance value is $0.024 < 0.05$ indicates a significant relationship between the implementation of the O/153 official bulletin and the performance of operations officers. The moderate relationship strength level of 0.432 indicates a possibility. The meaning of possibility means that there may still be operations officers at Madiun Station who perceive that they are able (willing and able) to comply with all the provisions in the official bulletin O/153 properly but have low performance at work.

On the other hand, there are still operations officers at Madiun Station who perceive that they need help to comply with all the provisions in the O/153 official bulletin properly but have high performance in their jobs. The magnitude of the correlation coefficient of 0.432 also indicates that the implementation variable of the O/153 official report will be predictable or explained by the performance variable without an error of 43%. The remaining 57% allows for other factors that have a relationship with the implementation of the O/153 official report, for example, social control or the loyalty of operating personnel.

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