

## THE INFLUENCE OF DEMOGRAPHIC PROFILE ON STRESS MANAGENMENT AMONG THE PRIVATE BUS DRIVERS & CONDUCTORS IN TRICHY DISTRICT

P. Devi\*

Dr. R. Kannapa\*\*

### ABSTRACT

The world is developing at high speed in all fields and every individual is under stress, and it is subject of interest to people and researchers in various fields. It is a universal human experience which is both pleasant and unpleasant. Stress is an intrinsic part of all workers and they are pressurized with depression and diseases. According to the above truth the transportation sectors especially the private common transport and its employees facing plenty of problems and issues in their day to day life. Private common transport employees are motivated stress by different variables like their occupation, organization, technical, public and personal among the demographic profile like age, income, experience, marital status, no.of dependents and designation among the variables their article is try to address the influences of demographic profile of respondents. Here the target audience must have a positive thinking over the influences of the above said variables, otherwise while recover from the stress and managing the right amount of stress are become more challengeable.

**Keywords:** stress management; demographical profile; stress coping mechanism.

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\* Research Scholar in Commerce, Periyar E.V.R. College, Trichy.

\*\* Assistent.Professor, PG & Research Dept. of Commerce, Periyar E.V.R. College, Trichy.

## I. INTRODUCTION

The stress is the common phenomena and property of modern human beings irrespective of their occupation. Because each every job has its own nature and according it is generating a kind of pressure [stress] over the respective working domain. According to the above truth the transportation sectors especially the private common transport and its employees facing plenty of problems and issues in their day to day life. Private common transport employees are motivated stress by different variables like their occupation organization, technical, public and personal along the demographic profile like age, income and designation among the variables their article is try to address the influences of demographic profile of respondent like age, income and designation.

### 1.1 STRESS AND COPING MECHANISM

Most people, no matter how well adjusted, will suffer at least short-term distress while they negotiate periods of transition, trauma and loss. Stress may cause raised blood pressure and alter the metabolism of fats, which contribute to heart disease. Also, high levels of stress increase neither secretion of nor adrenaline, the 'aggression hormone, which may cause disturbances of heart rhythms. Ongoing stress also increases the prevalence of other risk factors for heart disease, such as smoking lack of physical activity and over eating. Our body cannot distinguish between stress and fear. When put under stress, it adopts the flight or fight mode. If unable to do either, it remains in abortive overload. Typical physical symptoms of stress are sweating, palpitations, flushing, muscle tension, chest tightness, headache, frequent urination. Other symptoms include apprehension, anxiety, disturbed sleep, panic attacks, breathlessness, tiredness, and feelings of foreboding.

### 1.2 COPING WITH STRESS

Identify ways in which you put yourself under stress -- such as taking on too much, or leaving things till the last minute. Counteract these habits by learning to say 'no' and planning ahead. Make a list of daily tasks and tick them off as they're done. Take time to be physically active. This will reduce stress levels and give a feeling of relaxation and well-being. Get adequate rest. Find the best way to help you sleep -- such as taking the dog for a walk, having a

hot milky drink, winding down with music, TV, radio or a good book. Allow time to enjoy at least one meal a day in a relaxed atmosphere. Find non-competitive hobbies such as gardening, fishing, and photography, walking and swimming.

### 1.3 STATEMENT OF THE PROBLEM

According to the universal understanding and agreement over the stimulus and existence of stress on irrespective of profession's, this research article is try to explore the impacts of demographic variables like age, income and designation on stress management with related to private common, transport employees. Naturally the job of the private common transport employees become more in nature at the same time there is an inferior social recognition over their job. In the day to day human life the common transport and its employees are contributing a lot for a smooth as well as successful running of the general public in terms of place hindrance. However, the services of the those employees are under recognised by the respective as well as relevant domain's hence they are forced for frustration and finally they will be put under permanent stress. So, this article is planning to address the influence of the demographic variables of private common transport employees on stress and its management.

### 1.4 OBJECTIVE OF THE STUDY

To study the influences of the demographic variables of private bus drivers and conductors in Stress condition.

### 1.5 RESEARCH METHODOLOGY

- **Research Design:** The study is descriptive nature because certain available secondary data is to be collected and its characteristics are to be described without diluting its originality.
- **Nature of Data:** The data collection form private bus drivers and conductors in trichy districts. The data which is pertaining to this article is to be collected from the primary and secondary sources of information like books, journals, and e-resources.
- **Analytical Tool:** Though this article is analytical in nature the need of analysis and application of any analytical tool become necessary.

## II. REVIEW OF LITERATURE

Devonport et.al. [2008] recognized the sources of stress and suggested certain coping strategies among Lecturers. The study listed out three types of stress, namely, organisational stress, Subject-linked stress and Non-organisational Stress that affect the sample population. The authors identified mainly personal and situational factors and the related sources of stress including workload, role clarity, environment, organisational policies and procedures. The study identified 19 coping strategies that could be used to manage stress. Finally, interventions designed to reduce stress should seek to increase the use of preventive and proactive coping strategies, thus reducing the need for reactive coping.

Kumar Sajjan and Jejurkar Krupa [2005], in their study quantified the stress of undergraduate and postgraduate students during their period of education. The study concluded that there was considerable amount of stress in occupational therapy students. The stress level was higher in under graduate students compared to post graduate students. Among them, the first year under graduate students were found to suffer higher stress levels, which was correlated to academic factors.

Metzger and Parasuraman [2001] found this to be true in their examination of driving behavior under increased attention workload. Matthews, Sparkes, and by graves [1996] also studied driving performance under various conditions of stress [increased workload via a grammatical reasoning task using both visual and auditory inputs]. In this instance, drivers adapted to higher levels of demand efficiently.

According to Williams Stephen and Cooper Cary L. [1998], the study of United Kingdom, occupational stress was hindered. The outcome scales measures job satisfaction, organizational satisfaction, organizational security, organizational commitment, anxiety depression, resilience, worry, physical symptoms, and exhaustion.

Matthews and Desmond [1995] posited that within the context of driving abilities and use of automation systems, stress tends to have three effects: it overloads attention capacity, disrupts executive control over selective attention, and disrupts adaptive mobilization of effort.

### III. CONCEPTUAL FRAMEWORK OF THE STUDY

In general among the working population, the elements of demographic profile such as age, designation and income are playing a significant role on the individual's stress management. That is, apart from the influences of external factors, these inner personalities are too influencing the stress levels and its coping mechanisms of an individual when we are try to speak about the sectoral specifications, in the transport sector that too in private common transport its employees are influenced by self motivated stress and they are struggling to recover from the stress. Especially the three major elements of demographic variables like age, designation and income are stimulating significant amount of stress on the employees of private common transport. The influence of age of private common employees on stress management is concerned the management of private common transport is used to give more priority on the age group on 31 to 40 and they are giving lesser priority on the age group of over and above 45 years of age. This kind of practice will lead to hesculian amount of stress among the employees of respective domains. This problem is survival of fittest to the private common transport employees and they are forced to feel higher amount of stress and they are unable to find out any proper means and remedies for their stress.

Likewise the designation of private common transport employees is playing a crucial role on the determination of volume of stress on them. Because the society is presuming that the during as well as conducting profession in general and that too in private sector is very inferior in nature and accordingly they are respecting and recognizing those professionals. These kinds of poor treatment of the general public are frustrating the employees' of private common transport and ultimately forced to feel the stress. In general, the natural attitude of any individual is depending upon how the external forces are influencing him/her. Hence, it is inevitable for the private common transport employees to feel the stress because the designation is always binded with their day-to-day life.

In the same pattern the income of private common transport employees is comparatively poor and their life style, buying power, socio-economical status and volume of savings are also very poor. When an individual is suffering from above said issues, certainly he/she can't concentrate on his/her work and deliver the good and better performance. Moreover, when the

income of an individual is not satisfied then he/she has to face a kind of non co-operation from all corners and automatically he/she will be frustrated and the frustration will lead to stress.

The Private common transport employee's are earning very low income as monthly salary and they are facing a poor treatment, responses and satisfaction from family, friends and society as whole. Hence this kind of pressure is creating a pressure among the employee's of private common transport employees and they will be put under stress.

#### IV. DATA ANALYSIS AND DISCUSSION

The following sample data to be collected the private bus drivers and conductors in trichy district. Sample data collected from 50 questions in individual responsibility of 15 drivers and 15 conductors. The following tables made comparison of drivers and conductors demographic profile only like age, Designation, monthly income, year of experience, no. of Dependents and Marital status.

	20-30	31-40	41-50	>50
Drivers	2	10	3	-
Conductors	5	4	4	2
Percentage (%)	24%	46%	24%	6%

**Table 1: Age of Drivers and Conductors**

Show that attribute of age is collect the parameter assumed in 20-30,31-40, 41-50 and >50. Most of the drivers in 31-40 ages in working private bus transport and conductors 20-30 ages. The most of them 46% private bus drivers and conductors working 31-40 ages in trichy districts.

	Below HSc	H.Sec	UG	PG	Technical
Drivers	8	4	2	-	1
Conductors	-	10	4	-	1
Percentage (%)	27%	47%	20%	0%	6%

**Table 2: Designation**



Above the table described the designation of drivers and conductors. Highest of 47% higher secondary level of educated in private bus transport, 27% in below hsc, 20% of Under Graduate and 6% of technical level.

	<1 year	1-2	2-3	3-4	>4
Drivers	-	1	-	1	13
Conductors	-	2	1	2	10
Percentage (%)	0%	10%	3%	10%	77%

Table 3: Year of experience

Table 3 explains the year of experience in private bus drivers and conductors at trichy district. 77% of more than 4 years experience, 10 % of below 4 years.

	Married	Unmarried
Drivers	15	-
Conductors	13	2
Percentage (%)	94%	6%

Table 4: Marital status

Above the table 4 display marital status two parameter is married and unmarried. 94% of private bus drivers and conductors married.

	1-2	2-3	3-4	4-5	Above 5
Drivers	-	3	8	3	1
Conductors	2	7	4	2	-
Percentage (%)	7%	33%	40%	17%	3%

Table 5: no. of Dependents

Table 5 exhibit number of dependents in family. 40% of drivers and conductors in 3-4 members of family. Above 5 members in one drivers family, 4-5 members in 17% of drivers and conductors. 2-3 members in 33% of drivers and conductors family.

	< 5000	5001-7500	7501-9000	9001-11500	>14500
Drivers	2	-	5	8	-
Conductors	2	9	3	1	-
Percentage (%)	13%	30%	27%	30%	0%

Table 6: Monthly Income

Above the table 6 display monthly income of private bus drivers and conductors. 30% Of driver's and conductor's monthly salary 9001-11500 and 5001-7500. 27% of drivers and conductors monthly salary is 7501-9000.

## V. CONCLUSION

From the above discussion it is able to infer that the demographic elements like age, designation and income are acting as a stimulator of stress. The target audience of this research article is in fact severely facing many problems due to the influences of the above said variables. Here the target audience must have a positive thinking over the influences of the above said variables, otherwise while recover from the stress and managing the right amount of stress are become more challengeable.

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