BASIC LIVING AID TRAINING IMPROVES KNOWLEDGE AND READINESS TO HELP ONLINE OJEK DRIVERS IN COSTAL AREAS

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ABSTRACT

Cardiac arrests have occurred very frequently in recent times, but not all members of the public can recognize the signs and symptoms and how to treat them. A heart attack is an emergency condition and requires quick and immediate action to prevent death. Proper education in early recognition of symptoms and how to treat them is very important because the time needed to take a patient to the hospital is often a problem. The aim of community service is to provide education and training to the online motorcycle taxi driver community in providing basic life support. This research design uses analytical observational with a cross sectional approach. The accidental sampling technique obtained 100 online motorcycle taxi drivers in the city of Surabaya. Evaluation measuring tool with questionnaires. Training is given for 2 days with blended learning. Data were analyzed using the Spearman Rho Test with significance ($\rho \leq 0.05$). The components measured are knowledge and readiness to help From the results, it was found that 56% of online motorcycle taxi drivers had good knowledge, and 44% of drivers had sufficient knowledge. For readiness to help, it was found that 76% of drivers showed very good readiness to help, and 24% of drivers showed sufficient readiness. The results of the Spearman Rho statistical test show a p-value of 0.001 ($\rho < 0.05$), thus there is significance between the provision of training and the level of knowledge of basic life support and readiness to help among online motorcycle taxi drivers in costal areas of Surabaya. The community plays an important role in helping victims before they are treated by health workers. One part of society that often witnesses incidents on the road is online motorcycle taxi drivers. With good knowledge and readiness to help, it is hoped that community resilience will be formed that is responsive to everyday emergency conditions.

Keywords: *Heart Attack, Readiness to Help, Motorbike Taxi Driver, Knowledge Level, BHD Training*

INTRODUCTION

Health workers have the authority to handle emergency conditions that can occur at anytime and anywhere, and the community plays an important role in helping victims before they are discovered by health workers (Sugiharto & Sartono, 2011). One part of society that often witnesses incidents on the road is online motorcycle taxi drivers. Basri & Istiroha (2019) believes that when an accident or incident occurs on the highway, the first helpers are the surrounding community, including motorbike taxi drivers. Thygerson (2009) stated that the role of the cloud people as the first inventors was very influential on the victim's safety.

Apart from carrying out their duties as drivers, online motorcycle taxis must also be ready to help accident victims such as cardiac arrest, but in practice there are still many who do not really understand the principles of basic life support. Ordinary people are often reluctant to offer help, especially carrying out CPR, because they are afraid that if they make a mistake they will be sued or sued (even if it is not intentional), this can be because their knowledge is still limited. Non-traumatic out-of-hospital cardiac arrest (OHCA) is a major health problem worldwide with an incidence of approximately 350,000 adults in the United States in 2015 and is treated by emergency medical services (EMS) personnel (Panchal et al. 2020). According to *American Heart Association* (2020), 40.1% of OHCA victims were saved after CPR was carried out by a bystander. The incidence of cardiac arrest cases continues to increase from year to year. More than

50% of cases occur outside the hospital. In Indonesia, researchers have not found a definite number of OHCA incidents, but there are many reports of sudden death due to cardiac arrest that occurred outside the hospital (Muthmainnah 2019).

Examining the description of the level of basic life support knowledge among traffic police, it was found that 21 respondents (50%) had insufficient knowledge about basic life support. This is in line with the opinion of Istiroha & Basri (2019) that 55.6% of security had moderate basic life support knowledge, and 6 respondents (13.3%) had less knowledge. Basri & Istiroha (2019) also conducted research on "Basic Life Support Training Increases Knowledge and Readiness to Help Accident Victims in Motorbike Taxi Drivers," the results showed that 61.9% of respondents had insufficient knowledge, and 38.1% had sufficient knowledge. This is because respondents have never received information regarding basic life support either from health workers or from other media. Based on a preliminary study conducted on March 20th 2023 online motorcycle taxi drivers, researchers found that 8 out of 10 admitted that they did not really know about basic life support and the same results for readiness to help, because they felt that they did not have sufficient knowledge, resulting in them not being ready to help OHCA victims. that was found.

American Heart Association (2020) said that basic life support is a first aid action that must be carried out on victims who experience respiratory arrest and cardiac arrest by providing breathing

assistance and chest compressions. Cessation of circulation will cause the body's organs to experience a lack of oxygen which can cause cell death and lead to death. The body organ that is damaged the fastest is the brain, because the brain can only survive 10 minutes if oxygen and glucose are not supplied within 10 minutes. If brain cells die, the victim will also experience death. First aid to the victim must be given as soon as possible after confirming that the victim is experiencing cardiac arrest (Kundar & Stalin, 2020). A person's survival can be higher when OHCA victims receive CPR immediately from a bystander. Contacting emergency medical services and immediately performing CPR can increase a person's chance of survival. Frame (2003) states that, basic life support (BHD) can be taught to anyone. Every adult should have skills regarding basic life support, even children can also be taught according to their capacity.

First aid in the form of basic life support must be given to victims who experience cases of respiratory arrest and cardiac arrest. Knowledge and skills in handling emergency cases can be given to anyone. Widyastuti *et al*. (2020), Providing counseling and basic life support simulations to volunteers has proven to be effective in increasing knowledge and abilities in carrying out basic life support. Ideally, all adults can provide first aid in emergency cases and take part in regular training to ensure their knowledge and skills remain in good working order, especially online motorcycle taxi drivers who are often witnesses to incidents on the road. This is in line with opinion Hidayah & Wahyuningtyas (2020), Online motorcycle taxi drivers are close to the public as well as incidents on the road,

meaning online motorcycle taxi drivers need to be equipped with preparations related to emergency response training for traffic accidents. The research results show that there is an increase in knowledge regarding basic living rocks. Based on these several things, researchers are interested in conducting research on the relationship between the level of basic life support knowledge and the readiness to help online motorcycle taxi drivers in the city of Surabaya. In this way, the knowledge of online drivers can increase speed in helping local people who experience cardiac arrest.

OBJECTIVES
General Purpose
This training activity aims to increase the knowledge and skills of online motorcycle taxi drivers regarding basic life support

Special Purpose
After the training activities are carried out, it is hoped that seniors will be able to:
1. Increase cadres' knowledge about the signs and symptoms of cardiac arrest victims
2. Improve online motorcycle taxi skills in carrying out basic life support and evaluate the basic life support knowledge questionnaire and the results of the helping attitude scale (HAS) questionnaire by demonstrating and practicing directly.

PLAN OF ACTION
Strategy Plan
The method used in this community service activity is a participatory education approach which was implemented on March 20th, 2023 on the coast of Surabaya.

The participants were 100 online motorcycle taxi drivers.

Implementation

The target respondents were motorcycle taxi drivers on the coast of Surabaya who met the requirements and criteria determined by the author. The training was provided using blended learning, where respondents were first screened in areas where drivers often stop and look for passengers, then the respondents were gathered in a room and given a pre-test in the form of a simulation of a heart attack that might occur. After that, respondents were given material in the form of modules and training for 4 hours regarding the introduction of heart attacks, how to ask for help, 5 cycles of heart massage, introduction to Retuning of Spontaneous Circulation (ROSC). After that, respondents were evaluated by giving a questionnaire regarding their knowledge and readiness to help if they encountered a heart attack victim on the street. The instrument used to measure BHD knowledge uses a questionnaire sheet containing 20 multiple choice questions about what to do when finding a cardiac arrest victim, performing quality CPR, and assessing the victim's breathing. This instrument consists of 20 questions in the form of multiple choices A, B, and C. The score for each question is 5, in other words, if you answer 20 questions correctly you will all get a score of 100 which is included in the good knowledge category. The questions is 20 include 2 questions on the Definition of basic life support, 2 questions on the Objectives of basic life support and 16 questions on steps basic life support. The results of the reliability test on this variable show a Cronbach's Alpha value of 0.936, which means it is reliable, because it is more than 0.600. The results of the validity test on the knowledge level variable consisting of 20 questions showed that it was valid after the process was carried out in the SPSS application. The results of the reliability test on this variable show a Cronbach's Alpha value of 0.444. The researcher re-tested the reliability of only valid questions and obtained a Cronbach's Alpha value of 0.936, which means it is reliable, because it is more than 0.600 with 2 invalid questions on numbers 19 and 20.

The instrument used to measure readiness to help is the Helping Attitude Scale (HAS), which is a measuring tool used to assess readiness to help behavior. The instrument has been modified by the researcher with the instrument used by the research (Patidar dan Sharma, 2014). The instrument consists of 20 questions, all of which are valid, which were addressed to 15 online motorcycle taxi drivers, and the reliability value was 0.974, which means this questionnaire is reliable. This questionnaire uses a Likert scale which is divided into 2, favorable and unfavorable. Favorable includes 2,3,6,7,9,10,12,15,16 and Unfavorable includes 1,4,5,8,11,13,14, 17,18,19,20.

Setting

This community service has been carried out on March 23th 2023 at Balai RW 01. Blimbing, Tanah Kali Kedinding, Kec. Kenjeran, Surabaya. Basic life support training is carried out at STIKES Hang Tuah Surabaya because there are facilities and infrastructure to support activities, including adequate space, LCD screens and a location that is easy for cadres to reach. The implementation is carried out at Balai RW 01 because the place is wider and open for activities so it meets the health protocol requirements.

The training participants were 100 online motorcycle taxis from the coastal areas of Surabaya.

RESULTS AND DISCUSSION

The following are the results of our PKM regarding the distribution and characteristics of target communities.

Table 1. Demographic Data

Variable	Frequency (n)	Percent (%)
Age		
20-30	21	21,0
31-40	30	30,0
41-50	40	40,0
51-60	9	9,0
Gender		
Male	99	99,0
Female	1	1,0
Education		
Elementary School	4	4,0
Junior High School	15	15,0
Senior High School	73	73,0
Bachelor Degree	8	8,0
Emergency Training		
Ever	3	3,0
Never	97	97,0

The results of our community service are stated in Table 1. The results showed that the majority of respondents were aged 41-50 years (40%), for the gender category the majority were men, 99 people (99%). In the education level category, the majority had a high school/vocational school education, 73

people (73%), and only 3 people (3%) had received emergency training. The majority of drivers, 68 people (68%), have never helped an accident victim they encountered, but the majority of drivers have the motivation to help, 98 people (98%). A total of 91 drivers (91%) admitted that they did not have a job other than being an online motorcycle taxi driver, with the majority working as an online motorcycle taxi driver for 1-3 years, 63 people (63%). Only 7 drivers (7%) received information about basic life support from various sources.

Figure 1. Online Ojek Driver BHD Training

The results of community service show that of the total respondents there were 56 people (56%) who had good knowledge about BHD, and 44 people (44%) had sufficient knowledge about basic life support.

The results of community service showed that as many as 76 online motorcycle taxi drivers (76%) had very

ready readiness, and as many as 24 online motorcycle taxi drivers (24%) had a high level of readiness to help.

Table 2. Relationship between Basic Life Support Knowledge Level and Readiness to Help Online Motorbike Taxi Drivers in Surabaya City

Level of Knowledge	Readiness to Help				Total		ρ value
	Very Ready		Ready				
	F	%	F	%	F	%	
Good	52	52	4	4	56	100	0,000
Enough	24	24	20	20	44	100	
Total	76	76	24	24	100	100	
Results *Spearman Rho* (α = 0,000) (r = 0,445)							

The research results in table 2 show a relationship between the level of good knowledge of 100 people, as many as 52 people (52%) with very ready readiness to help and 4 people (4%) with ready readiness. Meanwhile, for the level of sufficient knowledge, 24 people (24%) had very ready readiness, and 20 people (20%) had ready readiness. The Spearman Rho test value is said to have a relationship or correlation if the α value = ≤0.05. The results obtained show ρ value = 0.000, which can be concluded that H_0 is rejected and H_1 is accepted. Apart from that, based on the results of the Spearman Rho test, it shows a value of r = 0.445 with a value of p = 0.000, so it shows that there is a statistically moderate relationship between the level of basic life support knowledge and the readiness to help online motorcycle taxi drivers in the city of Surabaya. The knowledge a person has plays an important role in determining an individual's readiness to help victims of unconsciousness/cardiac arrest. At the time of data collection, the majority of online motorcycle taxi drivers admitted that they were not confident enough to fill out the questionnaire because they were afraid of making mistakes and had never been exposed to information about basic life support, but it was found that 56% of drivers had good knowledge. Likewise with readiness to help, the majority of drivers have a very ready readiness which makes them willing to help the public or fellow online motorcycle taxi drivers as best they can, and many have not yet reached the stage of providing CPR to victims of suspected cardiac arrest who they encounter.

Researchers assume that there is a relationship between the level of basic life support knowledge and the readiness to help online motorcycle taxi drivers. Readiness is influenced by several factors, one of which is knowledge. The higher a person's level of knowledge, the more ready the person is to help. Apart from that, experience also plays an important role in determining someone's readiness to help. When someone receives new knowledge, an internalization absorption process will occur which makes the individual think to continue forming perceptions, after the perception appears interest arises. Someone who feels interested in something, that person will start to find out and try, in this case, after gaining knowledge and feeling interested about basic life support, a desire arises to try practicing. After practicing and

starting to be able to, putting this knowledge into practice is what will be done, and will increase your readiness to help someone.

This research is in line with research conducted by (Annas, 2016) regarding the relationship between basic life support knowledge and readiness to help PMR member students to 40 students, that there is a significant relationship between the level of knowledge and readiness to help someone. The higher the level of knowledge, the more prepared the individual is to help others, in this case the more prepared they are to provide assistance to victims who are unconscious or suspect cardiac arrest. Similar research conducted by Basri & Istiroha (2019) regarding "Basic Life Support Training to Increase Knowledge and Readiness to Help Accident Victims in Motorbike Taxi Drivers" to 21 motorbike taxi drivers, it was found that the results of increasing the knowledge of motorbike taxi drivers after being given the knowledge, so that the readiness rate to help also increased.

Knowledge is one component that influences attitudes. Without good knowledge, online motorcycle taxi drivers tend to be less prepared and help victims as they are without knowing what to do to prevent complications that will occur. Thus, researchers believe that basic life support training is necessary as a first step in preventing the many victims who cannot be helped due to cardiac arrest in Indonesia. outside the hospital.

CONCLUSION

Based on the results of this community service, it can be concluded that training can increase knowledge and readiness to help the motorcycle taxi driver community in the city of Surabaya. In this way, this training can be used as a routine program to strengthen community resilience in dealing with daily emergencies.

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