

THE ROLE OF RIVER-LAKE TRANSPORTATION COMPANY IN HANDLING BODY ELECTRICIANS: CASE STUDY ON MV. RHODOS PT. INDO DHARMA TRANSPORTATION

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ABSTRACT

Evacuation is a step taken to get first aid at that time. PT Indo Dharma of the River-Lake Transport Branch serving the ship must play a role in handling. On July 15, 2021, there was an incident above the MV. Rhodos, one of the crew members, Electricians, suffered a heart attack after a full day of repairs to a damaged crane. This research uses a qualitative description method by means of observation, interviews, and literature methods. Based on the study's results, it was found that the problem occurred, namely the distance between the port and the position of the MV ship. Rhodos and the distance between the port and clinic is quite far, the handover of the body from the agency to the insurance company takes a long time so it has an impact on the evacuation process which is quite long, and first aid by the medical party only when at the port and travel. PT. Indo Dharma of the River-Lake Transport Branch plays a very active role in facilitating supporting facilities and infrastructure efficiently and effectively by cooperating, coordinating, and communicating well with related parties and should each agency company have Standard Operating Procedures for handling deceased ship crews and socialized to agents on duty in the field so that they understand and understand what actions must be taken immediately when the same event occurs.

Keywords: Corpse, Electrician, Agency Company

INTRODUCTION

In the maritime industry, the potential shipboard accident is of paramount significance to attention to safety since work at the sea (Mitomo et al., 2012). Safety and personal management need to avoid hazards due to hazardous work at sea and in ports (Sun et al., 2020). An unfavorable incident that results in harm to people, property, or the environment is known as an accident (Kristiansen, 2013). Accidental outcomes can have a wide range of reasons, many of which are combinations of other circumstances. Accident sometimes occurs with how the worker's work is done on a ship, the deck, cargo hold, engine room, and galley are all considered hazardous work environments (Håvold, 2010; Walters et al., 2013).

MV. Rhodos is under the care of PT. Indo Dharma as River-Lake Transport branch during coal loading activities at Bunati Anchorage which suffered damage to ship cranes. For the case of accident on the ship, an electrician crew named Mr. Bericov Bagish, on April 15, 2021, almost all day repairing the ship's crane during very sunny and hot weather. In the afternoon, Mr. Bericov Bagish returned to his room and when he was going to take a shower, the Electrician slipped in the bathroom and found several crew members in a convulsive condition after falling and sweating a lot all over his body. Yahya (2021) explained that excessive workload and insufficient rest will cause fatigue which can be the cause of accidents.

PT. Indo Dharma River-Lake Transport branch which is handling MV Rhodos, who is believed to be the ship's agent, immediately received notification of the incident via e-mail from the ship's captain and requested that the Electrician immediately evacuate the Electrician from the ship to land for further

medical assistance. According to the Shipping Law No. 17 of 2008 (Kemenhub, 2008; Parerungan et al., 2022) a general agent is a national sea transportation company or a national company specifically established to conduct ship agency business, appointed by foreign sea transportation companies to take care of the interests of their ships while in Indonesia.

Because of the position of MV. Rhodos during the loading and unloading process was in the middle of the sea or anchorage, the evacuation process was carried out using speedboat transportation, and the Electrician crew was handled very carefully and evacuated with a pick-up time of approximately 45 minutes from the port, and a delivery time of approximately 1 hour 30 minutes. Accompanied by the Second Officer of the MV. Rhodos, finally the Electrician crew arrived at the port. First aid from the medical side was very maximal, but when he arrived at the clinic, Mr. Bekirov was immediately examined by doctors but his life was not helped, and was declared dead at 20:50 WITA on the way to the clinic.

In line with the incident, the agency in this case PT. Indo Dharma as River-Lake Transport branch directly coordinates with related parties to prepare several documents needed to facilitate the process of handling the body. After all documents have been issued and ready, the body is sent to Banjarmasin for further handover with the insurance appointed by the ship owner to process the repatriation of the body to the country of origin. Documents needed for the requirements for repatriation of the bodies of the Electrician crew made by related parties to facilitate handling

A number of previous studies on ship accidents show various factors that cause ship accidents. Study of MV SEWOL accidents suggests that accidents can occur if organizations fail to identify crew capabilities and place crews who are unable to handle dangerous situations on board (Kim et al., 2016). Meanwhile, Akyuz (2017) and Banda et al., (2015) in their research found that humans are the main contributor to accidents. Hestina (2021) founded that on Handling Work Accidents for Ship Crew at PT. Meratus Line shows that work accidents are caused by human actions that do not take rescue measures and are caused by unsafe working environment conditions. Shanty and Amalia (2022) said about the dominant factors that cause ship accidents that occur in Indonesian waters show that sinking ships are more dominant due to loading factors, ship technical conditions, and crew errors, and ship collisions are more caused by bad weather. The purpose of this study is to determine the role of PT. Indo Dharma as River-Lake Transport branch in handling the body of Electrician MV Rhodos.

METHOD

The method in this study is qualitative descriptive. A qualitative descriptive approach is a process of research and understanding based on methodology that investigates a problem phenomenon that occurs, research makes a complex picture, researches, reports detailed views of respondents, and conducts studies on the situation experienced (Sugiyono, 2018). Research procedures that produce descriptive data in the form of written and spoken words from people and actors observed. Qualitative research is used if the problem is not yet clear, to find out the hidden meaning, to understand the problem, to develop theories and ensure the correctness of the data. The research was conducted at PT. Indo Dharma Transport which is addressed at Jalan Provinsi Km 165, Gang teluk dalam No.34, Desa Sinar Bulan, Kecamatan Satui, Kabupaten Tanah Bumbu, Kalimantan. Data collection techniques are carried out by observation, interviews, documentation and literature studies. The analytical approach carried out is qualitative descriptive based on the processing of data obtained from observations and information from various sources as well as from various literature, scientific articles as a comparison and analytical conclusions are obtained. The problems that take place are described, explained and identified triggers, after which the solution to the problem is analyzed.

RESULTS AND DISCUSSION

On April 15, 2021, the Head of Operations of PT. Indo Dharma as River-Lake Transport branch got an e-mail from the MV Skipper. Rhodos stated that there was an emergency situation, namely a request to immediately evacuate Electricians affected by heart attacks. The following is the flow and

procedure of the company's role in handling Electrician MV. Rhodos, there are:

1. Before the Electrician evacuation process from the ship

After receiving an e-mail containing an evacuation request, the Head of Operations acted quickly to be able to immediately provide first aid to the Electrician, namely by communicating to the speedboat tenant so that they could go directly to the ship's anchorage location, the next step was to find an ambulance and nurse from the nearest clinic, namely Surya Medika Satui Clinic to perform first aid when the Electrician arrived at the port and as a means of transporting the Electrician Go to the clinic to get further help immediately. In addition, the company continues to communicate with the ship through boarding agents.

2. Electrician evacuation process from ship to speedboat

When the speedboat arrived at the ship's anchorage location, the Electrician evacuation was immediately carried out from the ship to the speedboat very carefully. The Electrician descent process was assisted by several crews to ensure safety in the descent of the Electrician to the speedboat. Accompanied by the Second Officer to maintain Electrician awareness, the speedboat immediately headed to the port for first aid by nurses from the Surya Medika Satui Clinic who were already standing by at the port.

3. Process when Electrician arrives at port

After arriving at the port, the Electrician was carefully evacuated from the speedboat to the ambulance for immediate medical treatment. First aid from the medical side was very maximum and at that time the pulse of the Electrician MV. Rhodos is still there, but still unconscious, but there is still hope of being saved.

4. Electrician delivery process to the clinic

On the way from the port to the clinic to maintain Electrician consciousness, the medical authorities assisted by researchers, Chief Operations and Second Officer always try to call the Electrician's name in the hope of always waking up on the way to the clinic.

5. Treatment at Surya Medika Satui Clinic

Upon arrival at Surya Medika Satui Clinic, Electrician was immediately taken to the Emergency Department (ER) to get treatment by a doctor, but the Electrician doctor was declared dead at 20.50 WITA during the process of traveling to the clinic.

6. Process after being declared dead

Upon learning that Electrician passed away, the Head of Operations immediately contacted related parties such as the head office of PT. Indo Dharma Transport in Jakarta, branch head of PT. Indo Dharma as River-Lake Transport branch and the local police, namely the Satui Sector Police to obtain a Road Certificate (SKJ) after obtaining a Death Certificate issued by the Satui Surya Medika Clinic as a document needed for the next process.

7. Handover process with the insurance

After the Death Certificate from the clinic and Road Certificate from the police have been issued, the Electrician's body was taken to Banjarmasin to be handed over to the insurance. While waiting for the handover process, the body is deposited at the Ulin Banjarmasin Regional General Hospital where it is placed in a refrigerator for storage of the body (freezer) so that there is no decay or damage to the body. Then on April 18, 2021, researchers and Second Officers met with the insurance, namely PT. Bahtera/SPICA Service (Indonesia) to carry out the handover of the body, document management, and transfer of responsibility for the Electrician body by signing the Minutes of Handover.

Handling carried out by PT. Indo Dharma as River-Lake Transport branch to Electrician is moving quickly in responding and acting immediately in coordination with related parties and providing updated information on the handling process both in the process of handling documents and at the time of moving places. The company in the process of evacuating the company has maximized and minimized errors so that there are no complaints from a particular party. PT. Indo Dharma as River-Lake Transport branch plays an important role in this handling process such as in the first aid process, providing supporting facilities and infrastructure in this evacuation process and preparing several required documents such as Passports, Death Certificates, Road Certificates from the police, and Handover Minutes. This is in accordance with Article 15 of Permenhub 84/2013 regulating the responsibility of crew agency companies for crew members which includes guaranteeing the rights of seafarers in accordance with the

contents of PK; assurance of all medical treatment processes; provision of legal aid; handling marine documents, travel documents, and other documents related to the employment relationship between the two parties; assist in the delivery of part of the salary as agreed by both parties to the sailor's family; and assist in the management of labor social security. . The rights of crew members are also regulated by Permenhub 84/2013 regarding if the crew dies. In Article 18 of Permenhub 84/2013, the crew agency company must take care of the return of the body to the family/heirs, if the seafarer dies during the validity period of the PKL according to an agreement with the family/heirs after ascertaining the cause of death based on the results of the doctor's visum. Crew agency companies are also obliged to assist in managing the rights of deceased seafarers and providing compensation to heirs (Indira et al., 2021).

CONCLUSION

PT. Indo Dharma as River-Lake Transport branch which is a local agent appointed as an agent of MV. Rhodos played an active role in handling the bodies of Electrician MV. Rhodos by facilitating facilities and infrastructure to support the evacuation process to run efficiently and effectively from the beginning of evacuation to handover with the insurance. In the handling of Electrician corpses, PT. Indo Dharma as River-Lake Transport branch cooperates, coordinates, and communicates with related parties such as the police, medical authorities, head offices in Banjarmasin and Jakarta, ships, insurance and speedboat managers to smooth the handling process and ensure that during the handling process there are no errors so that there are no complaints from certain parties. The obstacle encountered during the evacuation process was the distance between the port and the position of the MV ship. Rhodos and also the distance of ports and clinics are quite far so that the evacuation process takes a long time.

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