

Evaluation of Implementation of Ship Sanitation Inspection at Health Port Office Class II in Jayapura

Manita Tana¹ A.L. Rantetampang², Arry Pongtiku³, Anwar Mallongi⁴

¹Magister Program of Public Health, Faculty of Public Health, Cenderawasih University, Jayapura.

^{2,3}Lecturer of Master Program in Public Health Faculty of Public Health, Cenderawasih University, Jayapura

⁴Environmental Health Department, Faculty of Public Health, Hasanuddin University, Makassar, Indonesia

Abstract - Permenkes No.356 / Menkes / Per / IV / 2008 states that if on board a ship is found or reported to be a public health risk, contagious disease and contamination, the Port Health Office as the authorized institution shall consider the vessel as infected and may be removed by pest, decontamination, and determining for each condition encountered. technical procedures established in national health regulations to ensure adequate levels of control Operationally, one of the CTF Class II Jayapura tupoksi is implementing prevention of incoming and outbreaks of potential outbreaks including sanitary inspection of ships entering the Jayapura seaport area. This ship sanitation inspection applies to all types of vessels both passenger ships and freight vessels. Vessel sanitation inspection is done to know hygiene and sanitation of conveyance to be free from disease risk factor. This examination includes 3 types: 1) Routine inspection conducted on each ship / plane coming 2) Periodic checking is done every 6 months simultaneously with checking the signs of the life of rats for the issuance of documents quarantine 3) Special inspection in the event of outbreaks on the ship / aircraft (MOH, 2007).

This research uses descriptive method in qualitative approach through in-depth interview, observation and utilization of written document. Respondent in this research: officer of ship sanitation inspector 8 person. Data analysis was done by content analysis.

The result of the research shows that there are limitations of the input element from the number and quality of human resources, although the activity is still running, by utilizing the available energy. Existing SOPs do not match the conditions of the field, tools and materials needed in the implementation of the complete activities but the lack of awareness of officers to use the complete PPE when performing the sanitary inspection of ships It is suggested that KKP Jayapura needs to make SOP or technical guidelines of each activity so that there is uniformity in doing every activity and KKP Jayapura need to increase the budget amount in DIPA related to ship sanitation inspection activity and always do monitoring and evaluation activity once every 3 month.

Keywords: Ship Evaluation and Sanitation.

1. INTRODUCTION

Second Class Office of Health (KKP) Jayapura is a technical implementation unit within the Ministry of Health which is under and responsible to the Director

General of Disease Prevention and Control. The Port Health Office has the duty to implement the prevention of incoming and outbreak potential diseases, epidemiological surveillance, quarantine, environmental health impact control, health care, drug control, food, cosmetics and medical devices and safeguards against new diseases and recurrent diseases, bioterrorism, elements of biology, chemistry and radiation protection in the working area of airports, ports and cross country borders.

Operationally, one of the CTF Class II Jayapura tupoksi is implementing prevention of incoming and outbreaks of potential outbreaks including sanitary inspection of ships entering the Jayapura seaport area. This ship sanitation inspection applies to all types of vessels both passenger ships and freight vessels. Vessel sanitation inspection is done to know hygiene and sanitation of conveyance to be free from disease risk factor. This examination includes 3 types: 1) Routine inspection conducted on each ship / plane coming 2) Periodic checking is done every 6 months simultaneously with checking the signs of the life of rats for the issuance of documents quarantine 3) Special inspection in the event of outbreaks on the ship / aircraft (MOH, 2007; Pulubuhu,et.al.,2018; Mallongi et.al, 2018).

Vessel sanitation inspection is intended for sanitation certificate expenditure in order to obtain a Sailing Health License (SIKB). The inspection results are considered high risk or low risk, if the vessel being examined is considered high risk then issued Ship Sanitation Control Certificate (SSCC) after sanitation action, if low risk factor is issued Ship Sanitation Exemption Control Certificate (SSCEC) six months (WHO, 2007). Evaluation activities are one of the most important and essential management functions to undertake. Evaluation will be crucial decisions for further improvements, which will result in better outcomes. Therefore the implementation of ship sanitation inspection activities should be evaluated. Thus the success of a program or activity in concept cannot be separated from the Input structure consisting of man (SDM), Money (Financing) and Materials (Facilities / infrastructure), Process (Planning, Implementation and Supervision) and

output consisting of process scope which consists of planning, implementation and monitoring of ship sanitation inspection activities.

2. MATERIALS AND METHOD

This research uses descriptive method in qualitative approach. Qualitative approach is a very relevant approach to examine the phenomenon that occurs in a society, because this observation is directed to the background and individuals holistically and view it as part of a wholeness rather than based on the variable or hypothesis so that through qualitative approaches, research can be done obtain more detailed information about the conditions and situations and events that occur. Qualitative descriptive research approach also aims to describe and explain systematically facts, properties and the relationship between the phenomena investigated (Nazir 2005).

The study used this qualitative method approach to obtain in-depth information from informants so that this research is able to describe the actual situation in the field. According to Patton (2009) the qualitative method consists of three ways of collecting data: 1) in-depth interview, 2) Direct observation, 3) Utilization of written documents. This is in line with the opinion of Kirl and Miller in Maleong (2003) that qualitative research is "a particular tradition in social science that is fundamentally dependent on observation of man in his own region and relates to such persons in language and terminology, collecting data in this study is the researcher himself as a key instrument".

B. Research Sites

This research was conducted at the Office of Health of Port Class II Jayapura and done in October-November 2016.

C. Research Variables

Variables of this research are:

1. Input (human resources, education, training, Method / SOP, and Facilities and Infrastructure)
2. Process (Data collection, data processing)
3. Output (Activity Results)

D. Types and Data Sources

Primary data

Primary data is data obtained directly from research subjects through procedures and techniques of data retrieval in the form of interviews, observations or using special measurement instruments according to the purpose. (Azwar, 2012). Primary data in this research is done by interview and direct observation to all officer of ship sanitation inspector.

Secondary Data

According to Azwar 2012, secondary data is data obtained from other parties or data that is not obtained directly by

the researchers in the form of official documentation and archive data.

Secondary data in this research is in the form of basic data from Health Office of Class II Port of Jayapura

3. RESULTS INPUT

Age of Respondent, Sex and Education and Training related to ship sanitation inspection

Vessel sanitation inspection activity is one of the activities of Environmental Risk Control section, so the interview was conducted on 8 main respondents interviewed and it was known that the respondents were aged 22 up to 57 years and 3 respondents were male and 5 female respondents. Based on the type of education it is known that there are 2 respondents only high school graduates, 1 D3 graduate respondents and 5 respondents with S1 degree. Knowledge of these respondents is considered sufficient although there are still two respondents who graduated from high school but because they have a working period of 31 years working in this section of PRL so as to carry out inspection of sanitary ships. A fairly long period of work is expected to make the knowledge and experience of the person increases. Although both of these respondents are only high school graduates but have participated in In-House Training of Sanitation Training vessels so that they are considered capable to perform this task. And the task of sanitary inspection of this ship is not a task or a job demanded for the development of science and technology, even if this task there is something new then the Director General of P2P always share that information through circulation or socialization.

Implementation of Operational Standard Implementation Procedure and Fund Support on Ship Sanitation Inspection Activities

Standard Operating Procedure is a standard / written guideline which is a standard procedure or step and must be passed to complete an activity process.

The objectives of this SOP are:

1. In order for officers to maintain consistency of team performance within an organization.
2. To clearly understand the functions and roles of each position
3. Clarify the flow, authority and responsibility of the officer.

The function of SOP according to MOH 2007 is:

1. As the legal basis for conducting an activity
2. Streamlining team tasks
3. As direction for officers
4. As a guide
5. To know clearly the hampers that occur

SOPs owned by KKP Jayapura are SOPs issued from the Ministry of Health to serve as guidelines for field work. The results of this study on the operational standards of

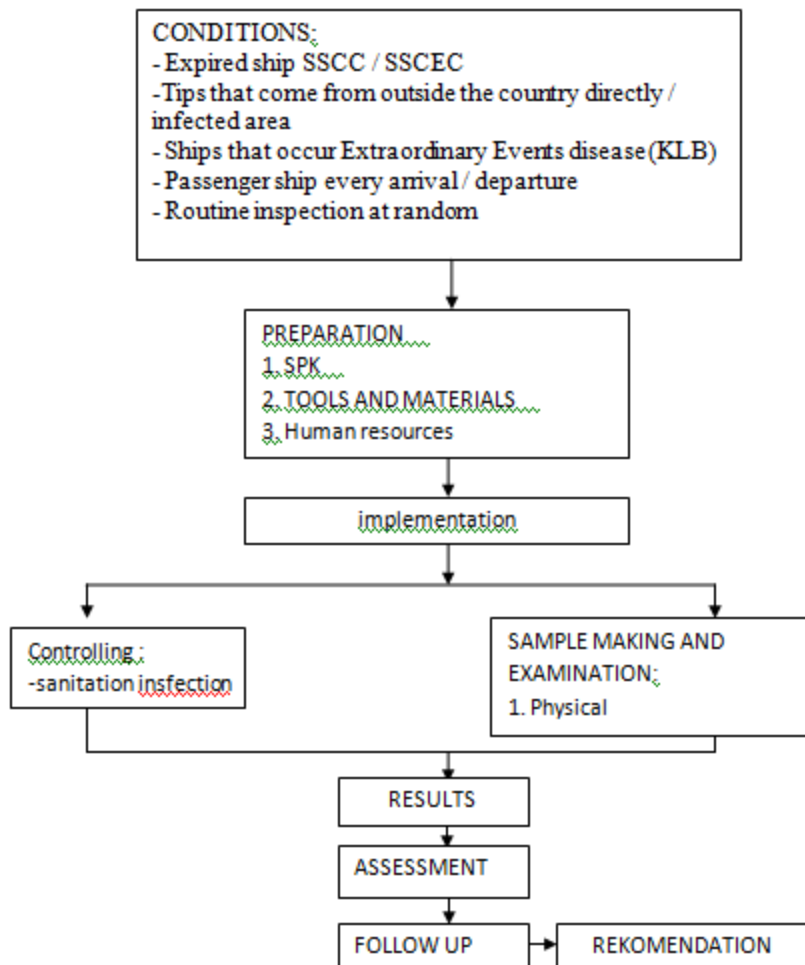
procedures on the sanitary inspection activities of this ship can be seen in Table 2

Characteristics of respondents can be seen in table 1

Table 1. Characteristics of Respondents Ship Sanitation Inspection In KKP Class II Jayapura Section PRL

NO	KODE	JENIS KELAMIN	UMUR (THN)	PENDIDIKAN	MASA KERJA	PERNAH MENGIKUTI PELATIHAN
1	A	LAKI-LAKI	22	DIII KESLING	1 TAHUN	TIDAK
2	B	LAKI-LAKI	50	SMA	31 TAHUN	YA
3	C	LAKI-LAKI	57	SMA	31 TAHUN	YA
4	D	PEREMPUAN	56	S1 EKONOMI	25 TAHUN	TIDAK
5	E	PEREMPUAN	48	D1 KESLING	23 TAHUN	YA
6	F	PEREMPUAN	36	SI KESLING	8 TAHUN	TIDAK
7	G	PEREMPUAN	31	S1 KESLING	8 TAHUN	YA
8	H	PEREMPUAN	44	S1 BIOLOGI	26 TAHUN	TIDAK

Table 2. ALGORITHM SUPERVISION OF SHIP SANITATION INSPECTION IN THE GROWTH



In terms of funding, the sanitary inspection activities of these vessels received funding support from DIPA KKP Jayapura in the form of funding for socialization, procurement for facilities and infrastructure of ship

sanitation inspection activities. But in the day-to-day implementation the researcher felt that the fund for the officer's incentive was lacking because in 2016 KKP Jayapura DIPA this was only budgeted for one officer for

ten vessels per month but in reality the PRL section officer carrying out this activity there were two people and the ship examined in a regular month more than 10 and this is done for 12 months. This is in accordance with the observation of researchers during the month of October conducted a sanitary inspection of the ship to get as many as 52 ships.

PROCESS

Facilities and Infrastructure

The availability of facilities and infrastructure in the inspection of sanitation ship at KKP Jayapura is in accordance with the Minister of Health RI Number 1314 / Menkes / SK / IX / 2010 About Guidelines for Standardization of Human Resources, Facilities and Infrastructure within Port Health Office including:

1. One Vehicle boarding clearance and Two ambulance evacuation of infectious diseases
2. Supporting equipment for ship sanitation inspection:

Water test kit 5 pieces, 1 fruit Poison Kit, Lux meters 2 pieces, 7 pieces of fogging machine, 1 piece of Portable ULV, Mist blower, Sprycan.

Tools and materials for the maintenance of sanitary inspection of vessels at KKP Jayapura are allocated annually in DIPA funds but only limited to purchasing consumables such as chlorine residual reagents, malation for fogging, methyl bromide for fumigation of vessels. The procurement of luxmeter and sound level meters and APD is usually a drop from the center due to limited funds / ceilings that cannot hold their own.

OUTPUT

Identification of Planning Activities, Application of Methods and Supervision of Ship Sanitation Inspection Activities

The planning of this ship sanitation inspection activity begins with the budget planning of facilities and infrastructure needed in DIPA KKP Jayapura 2016 and in planning of equipment and materials needs to consider 6 according to the logistics management principles so that the planned goods needs can maximally meet the target demand.

The six principles are:

1. Precise quantity is the need planning based on the exact amount as requested by the target officer
2. Exact type is the need planning based on the right type of goods in accordance with the request of the officers who are targeted so that the type of goods held can be utilized as much as possible.
3. Right place is the need planning tool based on the right demand in accordance with the request of the officer who

became the target of the program so that the facility can be useful.

4. Timely planning tool needs based on timely demand

5. Exactly the conditions are the planning needs of the ship sanitation inspection equipment based on the conditions under which the officer performs the tasks so that the tool can be useful.

Precise cost is the planning of ship sanitation activities based on appropriate and efficient use of costs.

Implementation and supervision of ship sanitation inspection activities begins with the preparation of officer picket schedule for a month by head of section PRL, this is done if there are officers who are unable to exchange schedule picket with other officers and if there is absentee must first report to officer of duty. Subsequently the Picket Officer waits for a work order based on a request for sanitary inspection of ships by the shipping agency. Then the KKP picket officer boarded the ship met with the captain or guard officer to explain the intent and purpose of the officer's arrival. The CTF officer then accompanied by a duty officer or one of the crew conducted a sanitary inspection of the vessel using the ship sanitation inspection form. After the officer conducted an assessment then performed analysis of the results of the examination and set the recommendation of the examination results. Not to forget the officer should explain the results of the examination and follow-up advice to the boat master crew, this report should be reported to the head of the PRL section. Then follow up the results of the inspection in the form of Ship Sanitation Control Exemption Certificate (SSCEC) issuance if there is any restructuring action in the form of Ship Sanitation Control Certificate (SSCC) issuance. This is in accordance with the results of field observations.

In the implementation of sanitary inspection of the vessel to the inspection location of boarding clearance or sometimes ambulance car also occasionally use shipping agent car and also often sea vehicle like speed boat which is full of risk, and even so the ship sanitary inspector does not equip themselves with PPE. Therefore it is necessary to monitor and evaluate to officers who will conduct sanitary inspection of the ship to always use the full PPE.

4. CONCLUSION

Based on the results of research and discussion, it can be concluded that:

1. The number of personnel or human resources in KKP Jayapura amounting to 40 is insufficient when compared with Kepmenkes 1314 / Menkes / SK / IX / 2010 on standardization of human resources in KKP Class II which amounted to 60 people.

2. SOP or Juknis that exist in the CTP Jayapura PRL section is a juknis issued by the central government, so sometimes in its implementation does not match the existing situation in the field. And budgeting set forth in the CTF Jayapura DIPA is not sufficient to support the implementation of ship sanitation inspection, where the localized transport fund is 1org x 10 vessels x 6 months
3. Facilities and Infrastructure is sufficient but lack of awareness of ships sanitary inspector to wear PPE.
4. In the event of insufficient fund planning to support the implementation of sanitary inspection of vessels and conduct supervision of ship sanitary inspector officers such as using PPE to avoid risk factors work.
5. The results of the sanitary inspection activities of the vessel are in accordance with the procedure.

5. SUGGESTIONS

- 1.KKP Jayapura need to make SOP or juknis of each activity so there is uniformity in doing every activity.
2. KKP Jayapura needs to increase the budget amount in DIPA related to ship sanitation inspection activity
3. Monitoring and evaluation activities every 3 months

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