
THE EFFECT OF SYAHBANDAR'S KNOWLEDGE ON SHIPPING SAFETY AND SECURITY WITH SYAHBANDAR'S COMPLIANCE AND UNDERSTANDING AS MEDIATOR (CASE STUDY AT CILACAP CLASS II PORT AUTHORITY AND KESYAHBANDARAN OFFICE): A CONCEPTUAL MODEL

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ABSTRACT

In a globalized society, maritime transportation is essential. This study underlines Syahbandar's critical role as the person in charge of marine safety and security. Syahbandar's knowledge, understanding, and compliance significantly impact maritime safety, where a thorough understanding of regulations, processes, and practices is essential. A knowledgeable Syahbandar can predict hazards and ensure cautious precautions are taken throughout travel. Their emergency response skills are critical in crises, and their expertise with modern navigation systems improves surveillance. However, the public image of maritime safety has deteriorated, possibly due to weaker Syahbandar awareness and compliance. This article aims to offer a conceptual model that investigates the direct and indirect consequences of Syahbandar's knowledge, understanding, and compliance with maritime safety and security. The study uses a quantitative approach to promote a safer and more secure maritime environment.

KeyWords

Conceptual Model, Shipping Safety and Security, Syahbandar's Knowledge, Syahbandar's Compliance, Syahbandar's Understanding, Harbor Master, Port Authority.

INTRODUCTION

According to Undang-undang No. 17 of 2008 on shipping, shipping is essential to marine transportation. Shipping is a crucial component of the transportation system in the context of globalization and growing marine activity, and it has the potential to be improved domestically and internationally to assist national development and improve people's welfare (Pramesti et al., 2021). Safety and security are among the most significant components of shipping, the foundation for judgments about shipping rules (Fadzli, 2020).

Syahbandar's expertise, awareness, and compliance significantly impact shipping safety and security (Suryani et al., 2018). Syahbandar is critical in ensuring that shipping activities are carried out safely and securely. A precise and in-depth understanding of shipping legislation, processes, and practices is an excellent foundation for completing this activity (Suryani et al., 2018).

Syahbandar with extensive expertise will be able to identify and comprehend the risks that may develop during the voyage. They can spot threats like bad weather, heavy ship traffic, or dangerous waterways and take appropriate precautions (Suryani et al., 2018). Syahbandar's knowledge of navigation, ship maintenance, and safety laws will enable him to advise ships best to reduce the risk of accidents and losses.

Furthermore, Syahbandar's expertise in emergency and evacuation procedures is critical. In emergency situations such as fires, accidents, or natural catastrophes, they must be able to respond promptly and appropriately. This knowledge will aid in coordinating rescue attempts, providing necessary support, and ensuring the safety of all those participating in the voyage (Suryani et al., 2018).

Understanding contemporary navigation systems and other safety technologies is critical in this age of technological advancement. Syahbandar who are well-versed in the use and maintenance of modern equipment such as radar, AIS (Automatic Identification System), and EPIRB (Emergency Position Indicating Radio Beacon) will be able to improve surveillance effectiveness and shipping security (International Telecommunication Union, 2020).

Data from the Cilacap Class II Port Authority and the Port Authority Syahbandar demonstrate a drop in maritime safety and security perceptions from 2020 to 2022. To build a better and more secure shipping environment, an in-depth assessment of the variables leading to this decline is required (Wibowo et al., 2022).

Based on the available data, it can be assumed that Syahbandar's decreased knowledge, awareness, and compliance may be one of the causes of the lower sense of shipping safety and security. Syahbandar must improve their understanding of maritime safety and security and their training and continuing education to enhance the quality of supervision, risk prevention, and response to emergency situations on ships (Jasruddin et al., 2020). Therefore, this conceptual paper will discuss the effect of Syahbandar's knowledge on shipping safety and security with understanding and Syahbandar's compliance as mediator.

LITERATURE REVIEW

A. Syahbandar Role and Responsibilities

According to Undang-Undang Nomor 17 Tahun 2008 Tentang Pelayaran, as a government-appointed official with the highest authority overseeing maritime safety and security, Syahbandar is critical in preserving navigation safety. According to Potto et al. (2022) and Direktorat Jenderal Perhubungan Laut (2018), their responsibilities include overseeing vessel seaworthiness, safety, and order within ports, monitoring vessel traffic in port waters and shipping lanes, supervising cargo handling in port waters, conducting salvage and underwater operations, regulating hazardous goods loading, monitoring fueling operations, ensuring passenger embarkation and debarkation order, and managing dredging. Through these tasks, Syahbandar plays an essential role in ensuring the safety, security, and long-term viability of port operations.

B. Syahbandar's Knowledge

Notoatmodjo (2010) defines knowledge as the result of human sensory perception of an item, which includes the use of senses such as sight, hearing, smell, taste, and touch. Human knowledge is mainly obtained through visual and auditory observation. Various circumstances, including formal and non-formal education, influence it. Higher education frequently results in a more extensive range of knowledge. It is important to emphasize that a lack of formal education does not necessarily imply a lack of knowledge, as education can be received through various means.

Internal and external variables influence knowledge levels. According to Notoatmodjo (2007), internal factors include an individual's education level, employment or occupation, and age. Education is essential in directing personal development and learning from teachers and peers. Meanwhile, environmental factors include access to information, infrastructure, and cultural influences from family, friends, and society.

According to Notoatmodjo (2007), human knowledge is divided into six levels: knowing, comprehending, applying, analyzing, synthesizing, and evaluating. Knowing entails retrieving previously taught information, whereas comprehending entails correctly describing and interpreting the subject. Applying knowledge requires putting it to use in real-world settings. Analyzing information entails breaking it down into similar components. Synthesizing is developing links, plans, and summaries based on existing theories or frameworks. Finally, evaluating is the ability to appraise stuff or objects using predefined criteria.

C. Syahbandar's Understanding

According to Sudaryono (2012), understanding is the ability to absorb the meaning and essence of the information examined by extracting the essential points from the reading or translating presented data into different forms. Daryanto (2007) emphasizes understanding as a critical skill in teaching and learning, where students are expected to understand what is being taught and effectively apply the material. Understanding is classified into three types, according to Nana Sudjana (2013):

- 1) translation understanding (knowing the literal meaning)
- 2) interpretative understanding (connecting known parts and distinguishing essential details),
- 3) extrapolative understanding (going beyond the written content and making predictions).

Understanding is the second level in Bloom's taxonomy, higher than mere knowledge, involving exploiting and applying learned concepts (Anas Sudijono, 2012). Djamarah and Zain (2010) discuss several internal and environmental elements that influence Syahbandar's understanding. Physical health and psychological aspects such as intelligence, attention, interest, talent, motivation, maturity, and preparation are examples of internal components. The working environment on ships or at ports, regulations, procedures, and social interactions with colleagues and stakeholders are all external variables.

Syahbandar has various signs to be understood in Increasing Marine Safety and Security. As a critical component of high-risk marine transportation, navigation safety, and security are critical. Syahbandar has an essential role as a port regulator and supervisor, necessitating a thorough awareness of safety and security issues (Faridah and Fajar-wait, 2022).

Syahbandar's understanding is supported by various indicators, including (Undang-Undang Nomor 17 Tahun 2008 Tentang Pelayaran; International Maritime Organization, 2002; Peraturan Menteri Perhubungan No. 26 Tahun 2011):

- 1) Understanding of regulations and safety procedures
- 2) Understanding risk assessment
- 3) Understanding the application of technology and innovation in navigation.

D. Syahbandar's Obidience

Compliance, in the context of maritime safety and the function of the Syahbandar, refers to the Syahbandar's adherence to established regulations and protocols to ensure the safety and security of maritime operations. Syahbandar is important in enforcing and upholding safety laws as a government-appointed official with the highest authority in regulating marine activities (Direktorat et al., 2018). In this context, compliance entails monitoring and inspecting vessel seaworthiness, safety procedures, traffic management, cargo handling, emergency response, and environmental protection in order to maintain a safe and secure marine environment (Direktorat et al., 2018). A syahbandar can help to reduce marine accidents and ensure the continued and safe operation of ports and waterways by rigorously adhering to the regulations and guidelines.

External as well as internal factors influence compliance. Geller (2016) divides activities into two categories: at-risk and safe, stressing proactive approaches to workplace safety. Notoatmodjo (2003) cites Lawrence Green, who defines three elements: predisposing, enabling, and reinforcing influences. Furthermore, as described by Kwick (Notoatmodjo, 2003), individual and environmental factors influence behavior, and Gibson (Winardi, 2004) underlines the relevance of individual and organizational elements in determining behavior.

According to Hasibuan (2016), various factors influence employee compliance:

- 1) Clear Goals and Capability: Clear job objectives aligned with employee capabilities encourage discipline in their execution.
- 2) Leadership Role Models: Good leadership examples significantly influence employee compliance.
- 3) Rewards: Satisfying remuneration and welfare impacts employee compliance and satisfaction with work.
- 4) Fair Treatment: Just treatment of employees creates a supportive environment for compliance.
- 5) Supervision: Effective supervision helps maintain employee compliance and prevent errors.
- 6) Legal Sanctions: Legal sanctions play a critical role in promoting compliance.
- 7) Firmness: Firmness in addressing violations influences compliance.
- 8) Human Relations: Harmonious relations among employees foster a compliant and disciplined workplace.

In conclusion, compliance represents an initial stage of attitude and behavior change. Various factors, including individual and environmental influences, affect compliance. Companies must understand and address these factors to create a strong compliance culture, ensuring workplace safety, efficiency, and optimal performance.

E. Maritime Safety and Security

Maritime safety and security, according to the definition specified in Undang-undang No.17 tahun 2008 concerning Maritime Affairs, Article 1 number 32, refer to the condition in which safety and security standards are met in the context of transportation in waterways, ports, and maritime environments. This definition stresses the completion of requirements connected to many areas of marine activities, guaranteeing that all maritime transportation processes, port activities, and presence in the maritime environment can be carried out safely and securely. This law aims to create optimal conditions for maintaining safety and security in all marine activities by providing a solid and clear legal basis for maritime safety and security in Indonesia.

Maritime safety encompasses all efforts required to avoid maritime mishaps. This comprises appropriate safety equipment, careful adherence to safety procedures, crew training in emergencies, and competent oversight of the vessel's technical conditions. The primary purpose of maritime safety is to protect the lives and health of the vessel's crew, passengers, and other passengers. On the other hand, Maritime security is concerned with measures taken to secure the vessel and its occupants from criminal threats and sabotage. It includes the physical security of the vessel, the installation of surveillance and monitoring equipment, and crew training in dealing with security threats such as terrorism, piracy, and other crimes that could affect the safety and continuity of marine operations.

A combination of causes frequently causes maritime accidents. Human mistakes, such as overloading, fire, or negligence, are the leading cause of accidents, with natural factors, such as unfavorable weather conditions, accounting for a lower percentage. According to Maritime Court data, human errors in the maritime transportation sector cause around 88% of maritime accidents. Human error is characterized as inappropriate judgments or behaviors that can degrade the system's effectiveness, safety, or performance. Natural forces, including occurrences or disasters beyond human control, such as tsunamis, vital waves, earthquakes, floods, hurricanes, or landslides, can cause accidents in addition to human mistakes.

Other variables, particularly noncompliance with marine safety regulations in the ISM Code addressing ship operations, can also lead to accidents. Companies or shipowners should have protocols, plans, and directives that address important aspects of ship operations, such as crew safety, vessel condition, and maritime protection. Overcoming these obstacles necessitates careful adherence to safety measures, improved awareness of the necessity of regulatory compliance, and the deployment of advanced navigation and communication technologies to lower the danger of maritime accidents. Ensuring marine safety and security entails considering all elements contributing to accidents, including human, natural, and other factors. Comprehensive efforts can then be launched to

improve safety, minimize accident risks, and ensure the marine industry's long-term viability.

According to Suryani et al. (2019), numerous requirements or administrative compliances must be followed when managing maritime safety, including:

- 1) Compliance Document: An audit of the company's Safety Management System following the International Safety Management (ISM) Code. It is suitable for five years and must be renewed every year.
- 2) Safety Management Certificate: This certificate is issued by the Minister of Transportation following the International Convention for the Safety of Life at Sea (SOLAS). The certificate is granted following an audit of the company's Safety Management System following the ISM Code.
- 3) Passenger Ship Safety Certificate: Issuing based on a technical inspection of the ship's completeness, including safety equipment required by applicable rules.

CONCEPTUAL MODEL

Taking into account the reviewed literature and prior studies, it is known that variables such as Syahbandar's knowledge, Syahbandar's Understanding, Syahbandar's Obidience have direct effects on maritime safety and security. It is also proposed that Syahbandar's knowledge have an indirect effect on the maritime safety and security, which are mediated by work performance. Thus, this paper can form a conceptual model in Figure 1 below.

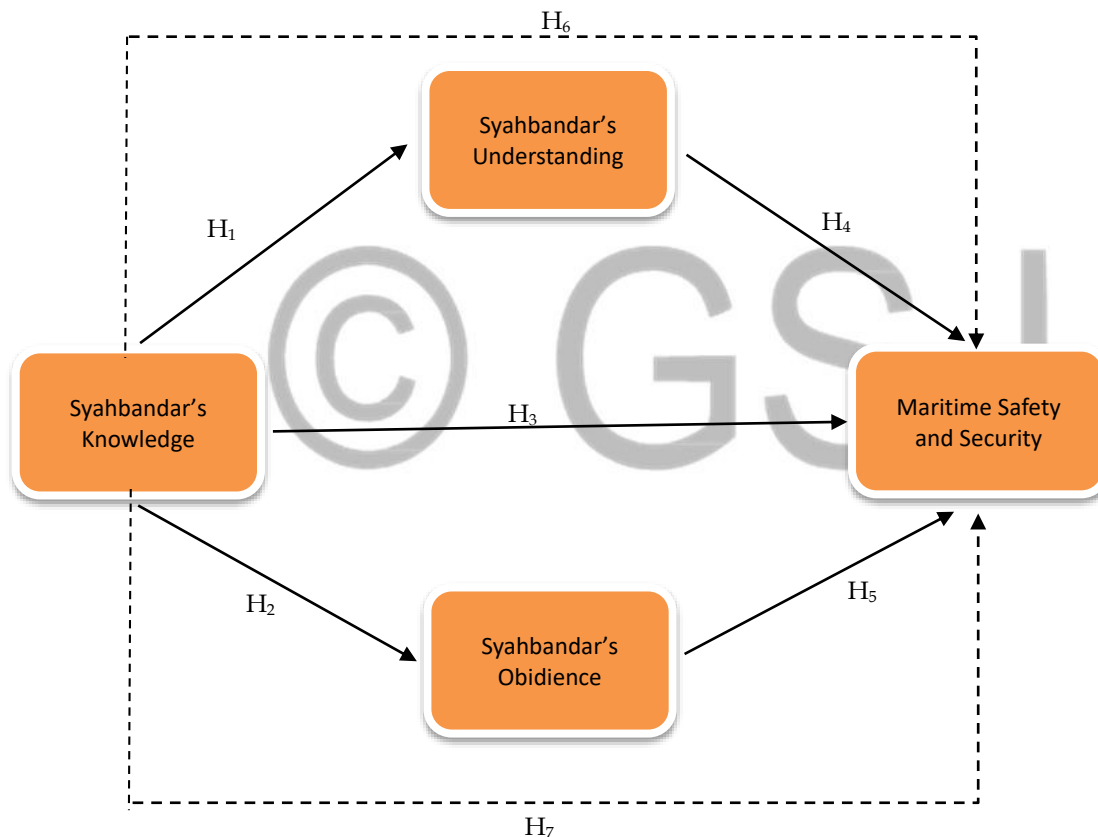


Figure 1. The Conceptual Model

Description:

- ▶ : Direct Effect
- - - -▶ : Indirect Effect (Mediated)

HYPOTHESIS DEVELOPMENT

This paper progressed by analyzing the relationship between the variables in order to generate hypotheses. This paper proposed that variable Syahbandar's knowledge, Syahbandar's Understanding, Syahbandar's Obidience have direct effects on maritime safety and security, and also have an indirect effect on maritime safety which are mediated by work performance. According to Figure 1, the following hypotheses were formed:

- H1: Syahbandar's knowledge directly has a positive and significant effect on Syahbandar's Understanding.

- H2: Syahbandar's knowledge directly has a positive and significant effect on Syahbandar's Compliance.
H3: Syahbandar's knowledge directly has a positive and significant effect on Shipping Safety and Security.
H4: Syahbandar's understanding directly has a positive and significant effect on shipping safety and security.
H5: Syahbandar's compliance directly has a positive and significant effect on shipping safety and security.
H6: Syahbandar's understanding plays a role as a variable that mediates the relationship between Master's Knowledge and Shipping Safety and Security.
H7: Syahbandar's Compliance acts as a variable that mediates the relationship between Syahbandar's Knowledge and Shipping Safety and Security.

METHODOLOGY

This research adopts a quantitative approach and will be carried out at the Cilacap Class II Port Authority and Syahbandar Office, Indonesia. The population studied was harbor masters who served at Class II Cilacap Port Authority and Syahbandar Offices, Indonesia. The sample was selected using a saturated sampling technique based on predetermined criteria: the harbor master at the Cilacap Class II Port Authority and Syahbandar Office. The sample size is 50 samples.

Data was collected using a questionnaire distribution method using a Likert scale with a score of 1-5. The data set was tested for validity and reliability using SPSS software. After that, the Path Analysis method was carried out.

CONCLUSION

This paper was created to develop a conceptual model to explore the effects of Syahbandar's knowledge on shipping safety and security, which are mediated by Syahbandar's compliance and Syahbandar's understanding. This paper contains the research background, literature review, conceptual model, hypotheses, and research methodology of the maritime safety and security perceptions in Class II Cilacap Port Authority and Syahbandar Offices. This paper implements to know the relation between Syahbandar's knowledge of shipping safety and security with Syahbandar's compliance and Syahbandar's understanding as a mediator.

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