

ANALYSIS OF STAKEHOLDERS PARTNERSHIP IN PREVENTION AND TRAFFIC ACCIDENTS CONTROL (INDONESIA ORDERLY UNITED TOWARDS SAFETY NUMBER 1) IN SEMARANG YEAR 2015

Sutopo Patria Jati, Sarah Astari , Septo Pawelas Arso
Majoring in Health Administration and Policy
Diponegoro University
Email: sarahastari1993@gmail.com

Abstract

Act Number 22, year 2009 on Road Traffic and Road Transportation of the Republic of Indonesia and Presidential Instruction Number 4, year 2013 on the program of Decade of Action for Road Safety In the mandated General Plan Of National Road Safety. Traffic accidents are still high accordingly and yet the implementation of cross-sector partnerships in Semarang. This research aims to analyze a partnership stakeholders in prevention and control of traffic accidents (Indonesia Orderly United Towards safety Number 1) in Semarang City. This research is a qualitative research with descriptive approach. Data were collected by indepth interview. The main informants are Semarang Regional Planning Agency, Highways Departement, Departement of Transportation Communication and Information, Semarang Traffic Unit and Departement of Health. . The result Showed that the role of each institution are inconformity with the general plan of national road safety but there are some intitution who have not played an active role in running this RUNK . Partnership forms of this partnership is Linier Colaborative Partnership in which partner has the same power and focusing on the achievement of goal, vision and mission in partnership. Based on the research of the most inhibiting obstacles in establishing partnership are the communication and coordination, Lack of Participation and Public Realtion and Media. Suggestion in this research is to improve coordination and communication by holding a formal meeting between partners and establish an Integrated Emargency Management System for the health sector

Keywords : Partnership, Stakeholder, Road Safety

A. Introduction

Traffic accidents are a public health problem that affects all sectors of life. The incident and mortality has increased and make greater attention to the incidence of accidents. The health impacts of traffic accidents include physical and psychological health of the rider. Other impacting on economic losses, such as the costs of hospital care, disability, death and damage to other materials such as vehicles. Traffic accidents are often result in disability. Disability is cause trauma in. Therefore, traffic accidents a public health problem that is not only to medical aid to the victims but also the mental health of the victims and their families. The bigger Health problem is a lot of traffic accidents leading to death. It becomes critical to

public health in the context of its prevention of traffic accidents.⁽¹⁾ According to the Ministry of Health Decree 116 / Menkes / SK / VIII / 2003 on guidelines for the implementation of the system epidemiological surveillance health, traffic accidents is one of the priority target of countermeasures non-communicable diseases, and therefore efforts to address immediately to minimize the occurrence of accidents. Because of that traffic accidents become an important issue for public health because it affects the health of many people and everyone who drive risk of traffic accidents.⁽²⁾

Traffic accidents are one of which caused by traffic congestion. Traffic accidents are one of the 8 causes of death in the world and is the cause of death of young people aged 15-29 years.

More than one million people, approximately 1.24 million people in the world die each year due to traffic accidents. WHO also reported that the highest death rate from the traffic is in the middle-income countries, especially in Africa. And more than three-quarters of all deaths due to traffic accidents occurred in men who are still young.⁽³⁾

Trends in the number of deaths from traffic in Indonesia is increasing every year. Starting from the year 2005 amounted to 11,000 people per year, in 2006 amounted to 15,000 people per year, in 2007 amounted to 16,000 people per year, in 2008 and 2009 increased by 20,000 people per year. For 2010 and 2011 rose to 30,000 people per year.⁽³⁾

In the last two years, traffic accidents in Indonesia by the World Health Organization (WHO) considered to be the third biggest killer after coronary heart disease and tuberculosis. According to the data from WHO in 2011, as many as 67 percent of the victims of traffic accidents are in the productive age ie 22-50 years.⁽⁴⁾ An accident number in Indonesia increased since 2007-2011. In 2010 the number of accidents were 66,488 and an escalated in 2011 at the amount of 108,696 accidents with 31,195 amount of death, and 144,230 in case of injuries. According to the data from the National Police in 2009, the group with the highest traffic accident victims is ranged from 16-25 years (25%)⁽⁵⁾

Traffic accidents are also a major cause of death. The mortality rate caused by traffic accident in Central Java in 2011 was killed 2.7 per 100,000 population. As for the year 2012 fell to 0.91 per 100,000 population. Then increases again in 2013 in the amount of 0.95 per 100,000 population in the province of Central Java.^{(6), (7), (8)}

One of the city in Central Java province with level of traffic accidents is high is Semarang. Semarang city has ranked highest in the terms of accident between all the city of Central Java since 2011 to 2013.⁽⁹⁾ According to the data from Unity Polwiltabes Semarang, The Total incidence of traffic accidents in the city of Semarang in 2011 amounted to 484 events and increased in 2012 as many as 1049 events. In 2013 a decline

to be 957 events. Despite the decrease in the number of accidents, there are some increase in the number of victims who died in 2011, namely by 62 victims died, in 2012 as many as 176 victims died, and in 2013 as many as 196 victims died.⁽¹⁰⁾

In an effort to prevent traffic accidents, the Government has issued various policies related to traffic safety effort. One of them is Act No. 22 of 2009 which contains about traffic and road transport. According to the law there are some articles related to the prevention of traffic accidents and traffic safety. One of them is contained in Article 200 is to establish and maintain and Article 226.⁽²⁾

In Central Java Government Regulation No. 8 of 2013 on the Implementation of Transportation in Central Java province mentioned in article 38 that the empowerment of management and traffic engineering include providing direction, guidance, counseling, training and technical assistance. And in article 106 is mentioned in the context of efforts to increase the safety assurance of traffic and transport road covering one program activities of traffic safety and road transport that consists of how to drive safely (Safety Riding), forum traffic (Traffic Board), Campaign Safety traffic, traffic park, a driving school, traffic safety Global Partnership (Global Road safety partnership).⁽¹¹⁾

From both of rules, there is rules that govern support in the prevention of traffic accidents. One form of safety in traffic is orderly traffic campaign with the slogan "Indonesia orderly united towards safety No. 1". Traffic safety campaign is a humanitarian movement that involves all agencies and stakeholders in the field of traffic as well as the community and society".⁽¹²⁾

In the implementation of the third phase of this policy, there are a wide range of cross-sector partnership that is of agency that also play an important role in bringing about traffic safety. And for the basis of the mandate of Article 203 in Act Number 22 Year 2009 Plan for Public Safety Road (RUNK). The preparation of this approach road have 5 (five) pillars of road safety which aims to provide guidance / guidance for policy

makers in order to plan and implement road safety management are coordinated and aligned.

Preliminary survey results with one member in Satlantas Polrestabes is part Dikyasa Semarang and Central Java Police Dirlantas, the campaign "Indonesi Orderly United Towards Safety No. 1" said that coordination has so far been carried out between the partners, but there has been no activity together for the prevention of traffic accidents and have not been yet evaluated so far how his runs this partnership in RUNK.

Judging from the amount of traffic accidents in the city of Semarang is still high and some constraints in partnership. The absence of a formal meeting of the five pillars in the prevention of traffic accidents partnership has also become one of the obstacles that exist in this partnership so that there should be research on partnership in the prevention of traffic accidents due to traffic accidents caused many casualties that result in disability or death. Thus becoming one of the problems of public health to prevent traffic accidents.

B. Method

This type of research used in this research is descriptive qualitative research

Subjects of this study amounts to 5 people as key informants, namely staff Infrastructure Planning Bappeda, Section Head of Survey and Measurement Department of Highways, Staff Section Traffic Dishubkominfo, staff Dikmas Satlantas Polrestabes, and Chief Yankes Health Department where the interviews will be conducted against them for later analyzed on an analysis of stakeholder partnerships in prevention and control of traffic. Informant triangulation amounted to 4 persons namely Cooperation Ditlantas Head of Central Java Police, Section Chief P2 of Central Java Province Health Office, Staff Section UKR Central Java Health Office and the Community. Data collection study in-depth interviews conducted with relevant stakeholders in the partnership RUNK Road. The data is then performed to obtain the inference of a general and comprehensive

overview of the research subjects in accordance with the purpose of research.

C. Result and discussion

Role

What role is the duty and the main tasks of each pillar. The results showed that the role of Bappeda Semarang is instrumental in planning road safety is coordinating the development and planning in road safety. Highways Agency plays a role in maintaining and improving road infrastructure is to ensure safety in terms of road construction. The Transportation Departement of Communication and Informatic plays a role in coaching and supervision of the operation of vehicles on the road and a physical nature, namely the provision of traffic signs. Traffic Polrestabes Semarang role in fostering community in efforts prventif in safety education. And the Health Department play a role in the efforts to prepare a treatment emergency system

In this road partnership each agency already know their respective roles in the traffic safety effort . But for sector planning has not been done by the Agency for coordinating with other pillars, so RUNK has not gone completely.

Partnership Form

Partnership is the type of partnership form of partnership prevention and control of road safety in accordance with RUNK. There are 3 forms of partnership according to Sulistiyani that is Subordinate Union of Partnership, Linear Union of Partnership and Linier Collaborative of Partnership.⁽¹³⁾

In the prevention and mitigation partnership of traffic accidents is in accordance with the partnership proposed by Sulistiyani that partnerships are developed based on the principle of organizational life that is Linear Collaborative Partnership. In the context of this partnership which not distinguish the amount of volume, legal status or the power of the parties that partner. Which became the main pressure is the vision and mission complementary to one another.

Barriers Potential

Goal Setting and Decision Making

Objectives and decision-making is a destination in prevention and control of the partnership and how the current Decision making is democratic or dominate.

Based on this research, the purpose and decision-making are same. This is a form of elaboration of traffic safety to prevent accidents and reduce fatalities have occurred when the victim of an accident involving several sectors for faster handling. The purpose of this partnership is clear, since according to McQuaid, lack of clear goals often cited as the main cause of failure of the partnership.⁽¹⁴⁾

Coordination and Communication

Coordination and communication is a form of coordination and communication within the organization as a partnership if the overlap, duplication and how barriers in coordination and communication.

The results showed coordination and communication have not been fully carried by all the pillars. Coordination should be done by Bappeda as the leading sector of the five pillars of this RUNK, but Bappeda has not planning for special handling of accidents or encourage the implementation of coordination between stakeholders and the achievement of sectoral partnership as it is listed in Pillar 1

According to the theory of problems potential and limitations of partnership that may occur according to McQuaid is derived from the organization . Difficulties in prevention and mitigation partnership of traffic accidents include the busyness of each agency and priorities which have not, so sometimes the coordination and communication are still missing.⁽¹⁴⁾ it is also consistent with studies conducted by Sukron Amin, Fathurahman and Zainal Hidayat stated that the problem of time becomes a limiting factor in the coordination.⁽¹⁵⁾

Credit For Activities

Partnership activities is there any rivalry between the institution and its partners, and

how exercising their prevention and control programs and policies of traffic accidents

The results showed reduction activities are some already in accordance with the policies contained in RUNK, that is policy in the first 5 years is to apply the guarantee against casualty losses due to accidents, establishing procedures for strict entitlements driving for drivers who ably and skillfully, guaranteeing each vehicles on the road meet safety standards through periodic testing and test types, reducing the risk of casualties and the severity of accidents caused by road infrastructure. However, there are some who do not fit as improve harmonization in the information, communication, coordination and cooperation among stakeholders, Doing redefinition of matters relating to the accident and draw up procedures for the handling of accidents, Developing integrated emergency respons service for handling the victims and providing one access code.

Assumption of Leadership

Assuming leadership is how the leadership activities of each stakeholder is affecting the partnership in terms of leadership in the prevention and mitigation of traffic accidents.

From the results of research on the assumption of the leadership, all the informants explained all leaders support this partnership because the goals were very nice so that support and cooperation of all sectors whose role will be stronger in the run partnership. This is consistent with what is written in the mission of the National Road Safety Plan (RUNK) that is the empowerment of the role of government, business and society to explore resources in order to increase national security.

In accordance with the limited partnership potential problems raised by McQuaid is handling differences in assumptions or power from a different organization or individual in partnership greatly affect the success of the partnership.⁽¹⁴⁾

Stakeholders Differences

Stakeholders difference is the difference of each stakeholder in terms of philosophy,

organizational structure, financial rules and service areas in prevention and mitigation partnership of traffic accidents.

From the results of research on the differences of stakeholders from each of the leaders in institutions that there are no differences in philosophy or view of each stakeholder in each agency about prevention and mitigation partnership of traffic accidents. All of them have the same view because it has the same goal in preventive measures for the prevention of traffic accidents and for prevention efforts to reduce the fatality victims, so that the severity of traffic accident victims is not too severe. This is in accordance with the McQuaid theory where the potential that can obstruct the course of the partnership is that if there are significant differences in terms of philosophy.

Lack of Participation

Participation Rate is the rate of participation in prevention and mitigation partnership of traffic accidents as well as barriers to participation.

From the research there are some pillars that have not fully participated because not many coordinate widely and there is no evaluation so far. This corresponds to a problem potential that occurs when at least the participation of each stakeholder that can affect an increase in partnerships. According to McQuaid there are various difficulties when the government seeks to engage in a variety of sectors in delivering the policy, if the stakeholders shortage of professional, organizational or financial ability to contribute

Public Relation and Media

Is the public acceptance or of the public's attention in prevention and mitigation partnership of traffic accidents.

Is the public acceptance or of the public's attention in prevention and mitigation partnership of traffic accidents.

D. Conclusion

1. The role of each stakeholders, namely :
 - a. Bappeda Semarang role in road safety plan that is coordinated planning and development in road construction or effort related to road safety.
 - b. Highways Department Semarang role in maintaining and improving road infrastructure, namely the construction of roads to ensure safety in terms of road construction.
 - c. Department of Communication and Information Semarang has two roles that are non-physical in coaching and supervision of the operation of vehicles on the road to maintain traffic order. While the physical nature in the provision of traffic signs to meet road safety standards.
 - d. Traffic Polrestabes Semarang role in fostering community in preventive measures through safety programs are made. While to prevention is to identify traffic accident that occurred
 - e. Semarang Health Departement was instrumental in efforts to control and coordinate with the hospital for emergency service.
2. Partnership Form
Prevention and mitigation Partnership of traffic accidents in the city of Semarang belong to the kind of partnership Linear Collaborative Partnership which in this partnership does not distinguish between the amount of volume, legal status or the power of the parties that partner. Which becomes pressure is vision, mission and goals are achieved.
3. Barriers Potential
 - a. Goals setting and Decision Making
The purpose of the partnership is to undertake preventive measures and reduce the fatality victims of traffic accident. This is in accordance with the objectives in RUNK
 - b. Coordination and Communication
Coordination and communication among agencies that have been intensely

conducted by the Department of Highways, Traffic Polrestabes, Semarang Departement of Transportation, Communication and Informatics While kooordinasi and communication is still not widely carried out by Bappeda, while Bappeda is the leading sector of this RUNK.

c. Credit For Activities

Each agency in this partnership has been doing its own program, but there are some agency that have not made specifically for running RUNK Road namely Bappeda and Semarang Department of Health. This is because RUNK has not been a priority and it takes a strong commitment from the authorities to realize traffic safety efforts with this RUNK.

d. Assumption of Leadership

Stakeholders in each agency have the same assumptions and support this partnership that is support and cooperation of all sectors that contribute the partnership will be more fluent in their implementation.

e. Stakeholder Differences

In prevention and mitigation partnership of traffic accidents, according to the study there was no difference in philosophies or views between the partnering agencies. Because it has the same goal in preventive efforts to prevent and reduce the fatality victims.

f. Lack of Participation

Participation among several partners who are already well established because all sectors are mutually reinforcing and have good aim. However, there are still some that participation has not been fully carried out, namely the handling of post-accident because of the lack SPGDT specifically for crash

g. Public Relation and Media

Society is very excited with the programs prevention of traffic accidents but still lacking in practice road safety.

For the prevention of traffic accidents are still many people who do not know the procedures for claiming to Jasa Raharja, this is because many people who do not report to the police station when the accident occurred and did not know the procedure for claiming the event of an accident

E. References

1. Departemen Kesehatan. Keputusan Menteri Kesehatan No 1116 tentang Pedoman Penyelenggaraan Sistem Surveilans Epidemiologi Kesehatan. 2003
2. Pemerintah RI. Undang-Undang No 22 Tahun 2009 tentang Lalu Lintas dan Angkutan Jalan. 2009
3. Global Status Report On Road Safety Tahun 2013. Diakses dari http://apps.who.int/iris/bitstream/10665/78256/1/9789241564564_eng.pdf
4. Negara, Badan Intelijen. Badan Intelijen Negara. (Onlinr) 2013. Dikutip 25 Oktober 2013. www.bin.go.id
5. Badan Pusat Statistik (Online) Kamis Desember 2011. Dikutip : Rabu Oktober 2013. Diakses dari <http://bps.go.id>
6. Dinas Kesehatan Jawa Tengah. Profil Kesehatan Jawa Tengah Tahun 2013
7. Dinas Kesehatan Jawa Tengah. Profil Kesehatan Jawa Tengah Tahun 2012. http://www.depkes.go.id/resources/download/profil/PROFIL_KES_PROVINSI_2012/13_Profil_Kes.Prov.JawaTengah_2012.pdf. Diakses pada tanggal 5 Mei 2015.
8. Dinas Kesehatan Jawa Tengah. Profil Kesehatan Jawa Tengah Tahun 2011. <http://www.dinkesjatengprov.go.id/dokumen/profil/profil2011/BAB%20I-VI%202011a.pdf>. Diakses pada tanggal 5 Mei 2015
9. Polda Jateng Tingkat Kecelakaan Semarang Tahun 2012
10. Satlantas Semarang. Jumlah Kejadian Laka Lantas Tahun 2011-2013, Satlantas Polrestabes Semarang. 2014
11. Gubernur Jawa Tengah. Peraturan Gubernur Jawa Tengah No. 8 Tahun 2013

- tentang Penyelenggaraan Perhubungan di Provinsi Jawa Tengah. 2013
12. Imanuel, Yusak. Launching Kampanye Aksi Keselamatan Tertib Berlalu Lintas Tahun 2015. (Online). 2014. (<http://beritamanado.com/launching-kampanye-aksi-keselamatan-tertib-berlalu-lintas-tahun-2015/>, diakses 1 Mei 2015).
 13. Manajemen Publik Volume 2 Nomor 1 Januari 2014.
 14. McQuaid, Ronald. Theory of Organisational Partnership – Partnership advantages, disadvantages and succes Factors. Employment Research Institute, Edinburgh Napier University. 2009
 15. Amin, sukron dkk. Upaya Meningkatkan Koordinasi Dalam Mengembangkan Industri Pariwisata di Kabupaten Wonosobo. Jurusan Administrasi Publik Fakultas Ilmu Sosial dan Ilmu Politik Universitas Diponegoro. 2013