

ABSTRACT

Background: Noise exposure in ship engine rooms constitutes a major occupational health risk for seafarers. Observations on vessels operated by PT X indicate that engine room noise levels frequently exceed the 85 dBA threshold stipulated in the Indonesian Minister of Manpower Regulation No. 5/2018. Although occupational safety procedures and hearing protection requirements have been formally established, the implementation of noise risk management has not yet fully reflected a proactive approach in accordance with the principles of the Occupational Safety and Health Management System (SMK3).

Objective: This study aims to evaluate the level of compliance of PT X in managing and reducing noise-related risks in ship engine rooms based on Minister of Manpower Regulation No. 5/2018, to examine the implementation of SMK3 as regulated in Government Regulation No. 50/2012, and to identify factors influencing the effectiveness of noise risk reduction measures.

Methods: A descriptive qualitative study with a case study approach was conducted. Data were collected through in-depth interviews with engine room crew members and HSSE personnel, direct observation of work practices in the engine room, and a review of company documents related to occupational safety and noise risk management. Data analysis was performed by comparing existing practices with regulatory requirements and SMK3 principles.

Results: The findings indicate that noise risk management at PT X has met administrative regulatory requirements; however, it remains limited to minimum compliance. Control measures primarily focus on the provision of hearing protection and routine maintenance, while engineering controls and preventive interventions are still limited. Monitoring and follow-up related to noise exposure tend to be reactive rather than preventive, and inconsistent use of hearing protection is influenced by discomfort and communication barriers.

Conclusion: Noise exposure in ship engine rooms remains above regulatory limits, and current noise risk management practices have not yet demonstrated a proactive and systematic approach. Strengthening engineering controls, improving behavioral safety interventions, and implementing a more comprehensive hearing conservation program are necessary to effectively reduce occupational health risks associated with noise exposure on board.

Keywords: Noise exposure, Ship engine room, Noise risk reduction, Compliance, SMK3.

ABSTRAK

Latar Belakang: Paparan kebisingan di ruang mesin kapal merupakan salah satu risiko kesehatan kerja utama bagi awak kapal. Hasil pengamatan pada kapal milik PT X menunjukkan bahwa tingkat kebisingan di ruang mesin sering melebihi nilai ambang batas 85 dBA sebagaimana diatur dalam Peraturan Menteri Ketenagakerjaan Nomor 5 Tahun 2018. Meskipun perusahaan telah menetapkan prosedur keselamatan kerja dan kewajiban penggunaan alat pelindung pendengaran, pengelolaan risiko kebisingan yang diterapkan belum sepenuhnya mencerminkan pendekatan yang proaktif sesuai dengan prinsip Sistem Manajemen Keselamatan dan Kesehatan Kerja (SMK3).

Tujuan: Penelitian ini bertujuan untuk mengevaluasi tingkat kepatuhan PT X dalam mengelola dan mengurangi risiko kebisingan di ruang mesin kapal berdasarkan Permenaker No. 5 Tahun 2018, menelaah penerapan SMK3 sesuai Peraturan Pemerintah No. 50 Tahun 2012, serta mengidentifikasi faktor-faktor yang memengaruhi efektivitas pengurangan risiko kebisingan.

Metode: Penelitian ini menggunakan desain kualitatif deskriptif dengan pendekatan studi kasus. Pengumpulan data dilakukan melalui wawancara mendalam dengan awak kapal bagian mesin dan personel HSSE, observasi langsung terhadap aktivitas kerja di ruang mesin, serta telaah dokumen perusahaan terkait keselamatan dan pengelolaan risiko kebisingan. Analisis dilakukan dengan membandingkan praktik yang berjalan dengan ketentuan regulasi dan prinsip SMK3.

Hasil: Hasil penelitian menunjukkan bahwa pengelolaan risiko kebisingan di PT X telah memenuhi persyaratan administratif, namun masih berada pada tingkat kepatuhan minimum. Upaya yang dilakukan lebih berfokus pada penggunaan alat pelindung pendengaran dan pemeliharaan rutin, sementara pengendalian teknis dan langkah pencegahan belum diterapkan secara optimal. Pemantauan dan tindak lanjut terhadap paparan kebisingan masih bersifat reaktif.

Kesimpulan: Pengelolaan risiko kebisingan di ruang mesin kapal belum dilaksanakan secara proaktif dan sistematis. Diperlukan penguatan pengendalian teknis, peningkatan pengawasan, serta pengembangan program konservasi pendengaran yang lebih terintegrasi untuk menurunkan risiko kesehatan kerja akibat kebisingan.

Kata Kunci: Kebisingan, Ruang Mesin Kapal, Pengurangan Risiko Kebisingan, Kepatuhan, SMK3.