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POLITEKNIK KESEHATAN MEDAN

PROCEEDING
PATIENT SAFETY IN EMERGENCY

INTERNATIONAL CONFERENCE AND WORKSHOP POLYTECHNIC HEALTH MINISTRY OF MEDAN WITH LAERDAL, BSTI AND CHEERS

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COMMUNITY HEALTH EDUCATION EMERGENCY RESCUE SERVICES

REVIEWER:
Prof. Dr. Rafidah Atan (Monash University)
Prof. dr. Gontar Alamsyah Siregar, Sp.PD-KGEH (USU)
Sandra Sandy Sanchez Montana (CHEERS)

Grand Kanaya Medan
Maret 27-28, 2017

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OVERVIEW THE TRAFFIC POLICE KNOWLEDGE REGARDING THE ALGORITHM OF BASIC LIFE SUPPORT (BLS) IN MEDAN 2015

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Nursing Department of Poltekkes Kemenkes Medan

Abstract

Traffic accident will be the seventh biggest human killer in the world, so that intervention Basic Life Suppeort with a good algorithm is very important to reduce the death rate of victims of accidents. This study aimed to look at the level of knowledge of traffic police on the algorithms of Basic Life Support in Medan Police Traffic Unit. The method used in this research is the deskriptive method with cross sectional study design. The sampling technique used was purposive sampling with number of sample was 36 respondents. The results of this study indicate the level of knowledge of traffic police in the poor category is 23 respondents (63.9%), respondents who have enough category was 13 respondents (36.1%) and no respondents who have good category. Therefore we can concluded that the level of knowledge of traffic police in Medan was poor category.

Keywords: Algorithm of basic life support, knowledge, traffic police

Background

A comfort of transport is the most important thing for the community, so that the progress of technology continues to grow to balance out the many types of motorized vehicles to date. It raised the likelihood that the number of vehicles within a certain time continues to increase, but not worth the additional infrastructure or traffic infrastructure. According to data from the Central Statistics Agency in 2015, the official number of registered motor vehicles in Indonesia in 2013 was 104 118 969 units. An increasing number of motor vehicles is one of the biggest causes of the high rate of traffic accidents.

Traffic accidents are terrible things happening in many countries. World Health Organization (WHO) predicts that by 2030 traffic accidents will be the seventh biggest human killer in the world. WHO noted that 1.25 million people died in traffic accidents every year and between 20-50 million people was injured by traffic accident with much cause disability.

According to the Department of Transportation, traffic accidents became the number three cause of death in Indonesia after a heart attack and stroke. Indonesia reported to increase the number of traffic accidents by more than 80 percent. The Indonesian Central of Statistics Agency reported that the traffic accident number was increased from 108.696 event in 2012 increased to 117. 949 in 2013 and caused 26. 416 severe injuried and 110.448 minor injuried, material losses reached 255 864 million (Office of Police Indonesia).

North Sumatra Province is a province of the accident figures are still relatively high. Changes in the number of accidents last 3 years the incidence decreased significantly. In 2011 there were 17.137 traffic accident scene, decreased in 2012 there were 8.188 incident, and further declined in 2013 to 4,954 events (Central of Statistics Agency).

A preliminary survey conducted in Medan Police Traffic Unit, founded that the number of traffic accidents in Medan annually changing. In 2013 there were 1,339 cases of accidents, decreased in 2014 to 1,326 cases of accidents, and the increase in 2015 is still running into 1,467 cases of accidents. By 2015 consisted of 227 deaths, 848 severe injuries, 823 minor injuries.

Condition of accident victims can be further terminal if not treated quickly. The first hour is a very important time in the handling of rescue accident victims that can hit up to 85% of deaths. Handling here was meant Basic Life Support or BSL. BLS can be interpreted as an effort to maintain a person's life is being threatened his life (Frame, 2003, in Suharty Dahlan). Frame also said that the BLS should be given to victims who suffered respiratory arrest, cardiac arrest, and bleeding.

BLS skills can be taught to anyone. Every adult should have the skills of . All levels of society should also be taught about the basic life support especially for workers with regard to the safety of aid delivery. Skills and application BLS depending on the training, experience, and confidence (AHA, 2015). For the success of basic life support, should know what to do first by knowing the algorithm of BLS. BLS algorithm is a scheme that is carried out systematically and can be easily understood.

Witness (people who were near the incident) is a vital relationship between medical care and victims. Usually a Witness was the first to recognize a situation as an emergency and act to help the victims. To assist in an emergency, the first witness should be noticed that there is something wrong, usually the appearance or behavior of someone or surrounding indicate that something unusual has happened.

At any given moment, each person must decide whether to help others. Likely to be more involved if previously thought of to help others. Therefore, the most important time in making the decision to help is before ever find emergency situation.

WHO recommends to the government to prevent traffic accidents in order to take action to address road safety in a holistic manner, which requires the involvement of various sectors of transport, police, health and education in order to discuss about the safety of roads, vehicles and road users themselves. The traffic police is the principal element of the implementation of which is under the Chief of Police, who carry out the task of implementation of the highway patrol and the handling of a traffic accident as stated in the Regulation of the Head of Indonesian Police No. 15 of 2013 about procedures for the handling of a traffic accident. It shows that the BLS skills be important to be known by the police in an effort to carry out tasks that have been entrusted to the traffic police. Research that conducted by Elda Hutapea Lunera in 2012 entitled overview of the level of knowledge of traffic police on basic life support, showed the results of most of the traffic police in Depok have a level of knowledge of Basic Life Assistance (BLS) in the poor category.

Preliminary results conducted by researcher at the Traffic Police Medan in December 2015 showed 181 traffic police are still actively working in the Traffic Police of Medan, which consists of 20 people on duty in the unit Accidents and has been getting a seminar on first aid on the victim accidents collaboration with Ministry of Health.

The result of interviewed with some of the traffic police when preliminary studies, when an accident and there were reports of police community closest to the scene of the crime will go directly to the crash site and rescue the accident victims by providing first aid needed by the victim. Researchers also informed that the National Police Academy has been given learning about first aid. Knowledge of te traffic police regarding the fisrt aid to accident victims need to be investigated whether using the correct techniques and methods in an attempt to save the lives of victims of traffic accidents.

Research conducted by Ambarwati in 2015 entitled relationship between the level of knowledge with the attitude of traffic police on basic life support (BLS) showed most of the traffic police in the Traffic Accident Unit had the level of knowledge about Basic Life Support (BLS) in the fair category.

According the background, researcher interested in conducting research titled "Overview The Traffic Police Knowledge regarding the algorithm of Basic Life Supports at Medan in 2016.

Method

This research method is descriptive with cross sectional design. This method was designed to make measurements or observations to determine the internal factors that affected the level of knowledge of traffic police on the Algorithm of Basic Life Support.

Result

Tabel 3.1
Caracteristics of respondent's education at Medan Traffic Police Unit

No	Education	Frekuency	Percent
1.	High School	32	88,9
2.	3 year Diploma	0	0
3.	Bachelor Degree	4	11,1
4.	Postgraduate	0	0
	Total	36	100,0

From the table above showed that the majority of respondents have a high school education level

Tabel 3.2
Caracteristics of respondent's work period at Medan Traffic Police Unit

No.	Work Period	Frekuency	Percent
1.	< 5 years	2	5,6
2.	5-10 years	1	2,8
3.	> 10 years	33	91,7
	Total	36	100,0

Tabel 3.3
Caracteristics of respondent's age at Medan Traffic Police Unit

No	Age (years)	Frekuency	Percent
1.	20-44	26	72,2
2.	45-59	10	27,8
	Total	36	100,0

From the table, it can be seen that the majority of respondents work period is more than 10 years

Tabel 3.4
Caracteristics of respondent's informations resources at Medan Traffic Police Unit

No.	Information Resources	Frekuency	Percent
1.	Training	7	19,4
2.	Reading resources	29	80,6
	Total	36	100,0

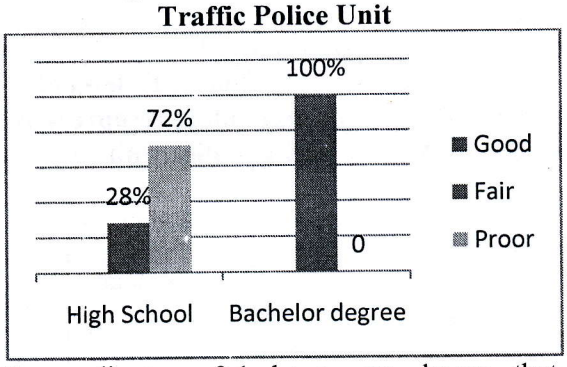
Fram the table 3.4., we knowed that Majority of respondents informations resources is Reading

Tabel 3.5
Caracteristics of respondent's level of knowledge at Medan Traffic Police Unit

No.	Knowledge	Frekuency	Percent
1.	Good	0	0
2.	Fair	13	36,1
3..	Poor	23	63,9
	Total	36	100,0

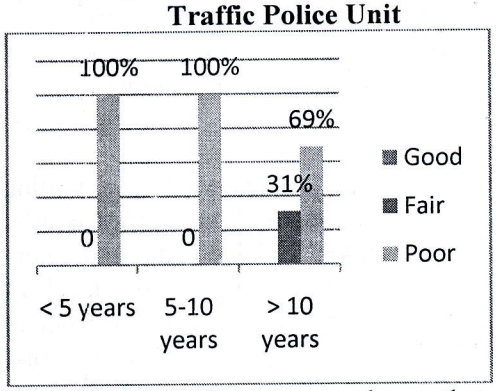
From the table above, it can be seen that the majority of respondent have a poor knowledge, and no one have a good knowledge.

Diagram 3.1
Caracteristics of respondent's level of knowledge based on education at Medan Traffic Police Unit



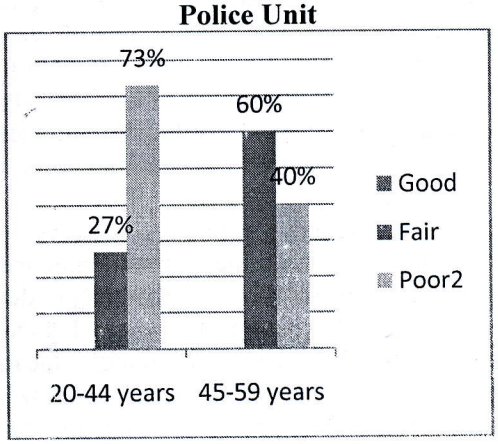
From diagram 3.1.above, we know that majority of level of knowledge of high school respondents was poor.

Diagram 3.2
Caracteristics of respondent's level of knowledge based on work period at Medan Traffic Police Unit



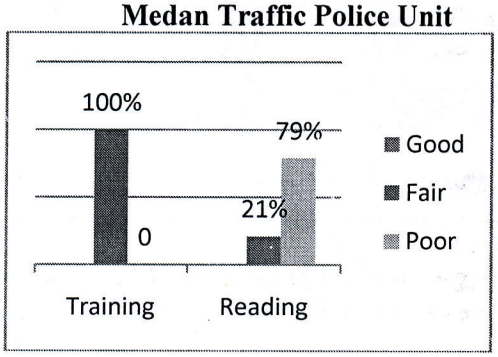
From diagram 3.2. above, we know that all of the respondents who had worked less than 10 years have a poor knowledge regarding the algorithm of BLS

Diagram 3.3
Caracteristics of respondent's level of knowledge based on age at Medan Traffic Police Unit



From diagram 3.3, we know that the older respondent have a better knowledge than the younger respondents

Diagram 3.4
Caracteristics of respondent's level of knowledge based on reading resources at Medan Traffic Police Unit



From diagram 3.4, we know that the respondents who got informations from training have a better knowledge regarding the algorithm of BLS than the respondents who got the informations with reading

Discussion

The level of knowledge regarding BLS based on this research was vary greatly. The results of this study also had a gap where no respondents who have a good level of knowledge. Respondents with sufficient knowledge of as many as 13 people and respondents with less knowledge of as many as 23 people. The results of this study indicate that the general level of knowledge about algorithms BHD included in the poor category.

According Notoatmojo 2003, knowledge is the result of "know" and this occurs after the hold sensing to a particular object. Sensing the object occurs through the human senses of sight, hearing, smell, taste and touch with his own. At the time of sensing to generate such knowledge is strongly influenced by the perception of the intensity of attention to the object. Most human knowledge is obtained through the eyes and ears (A. Henry and Dewi M., 2011).

Researchers found the level of knowledge of traffic police largely categorized less, it is influenced by the respondents' education level. Overall less knowledgeable respondents who have a high school education background. Education affected the learning process, the higher one's education the easier the person receiving the information. Knowledge is closely related to education where a highly educated person it will be more knowledgeable knowledge (Henry and Goddess, 2011).

Lack of knowledge about the algorithm of BLS addition affected by education can also be influenced by the source of information. Most of the traffic police have the resources through the reading materials they get that information when the period of police education and so most of the traffic police said it was not given information about the algorithms of BLS. The more information obtained will increase one's knowledge because the knowledge will lead to the awareness that a person will act in accordance with his knowledge (Notoadtmojo, 2007).

Based on the source of the respondents are only 7 police got the information about BLS through training of health workers. The result of the respondents' knowledge through training resources have sufficient knowledge level. Respondents said they get the training is long enough and when there is an accident of respondents rarely found the victim at the scene directly, so the respondents did not held BLS. Knowledge of respondents with resources through training higher than respondents with resources knowledge through reading sources. Results of the training-related research according to the research results Ambarwati 2015 stating that there is influenced theoretical BLS training on the level of knowledge.

Conclusion

The results illustrated that 63.9% of traffic police in Medan traffic Police unit have a poor knowledge regarding the algorithm of basic life support

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