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Implementation of Driver Briefing Policy in Improving Driver Safety at Multinational Company Workshop in Batam, Indonesia

Fabiola Frederica Rafaelin[1], Andri Irfan Rifai[1,3,*], Muhammad Isradi[2,3], Joewono Prasetijo[3]
[1]Faculty of Civil Engineering & Planning, Universitas Internasional Batam, Indonesia
[2]Faculty of Engineering, Universitas Mercubuana, Jakarta, Indonesia
[3]Faculty Of Engineering Technology, Universiti Tun Hussein Onn, Malaysia
* e-correspondence: andri.irfan@uib.ac.id

ABSTRACT

Purpose: Work safety is a big responsibility for every company, especially the safety of motorists who operate within the Multinational Company Workshop Area. This study examines the extent of employees' understanding of driving safety regulations through driver briefing policies in the Multinational Company Workshop area.

Design/methodology/approach: Data were obtained from the results of the questionnaire survey of motorists at Multinational Company Workshop using the questionnaire survey method to find answers. Data retrieval technique using the Purposive Sampling method is collected through online surveys given directly to respondents. After that, the data collection results in Analysis use the web spider method to find the comparison before and after the policy is improved. The population in this study were employees of Multinational Company Workshop in Batam with 70 respondents.

Findings: Based on a survey conducted by many employees, many still need to become more familiar with the driving regulations within the Multinational Company Workshop Area. However, some employees already understand and understand the content of the safety briefing themselves.

Research limitations/implications: The implementation of research in this paper is tried as much as possible by the intentions and objectives of the research and does not damage the company's image. Data collection in this study was based only on the questionnaire results, so there might have been fewer objective elements in the filling process, such as concurrent mutual filling in the questionnaire.

Practical implications: This driver briefing policy applies to creating a healthy and safe work environment to reduce the probability of work accidents or diseases due to negligence resulting in demotivation and deficiency.

Originality/value: This paper is an original work

Paper type: Research paper

Keyword: *Driver Briefing, Safety Driving, Work Safety.*

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I. INTRODUCTION

The workplace has many sources of danger, especially in companies with hazardous working conditions. For a long time, occupational safety issues have been relegated to the background by companies for the sake of productivity (Seroka et al., 2021). The World Health Organization (WHO) published statistics on industrial death accidents from 1970 to the present have a form close to Gaussian (World Health Organization, n.d.). Although the number of accidents per year tends to decline, the death rate in the workplace is still relatively large. According to the International Labor Organization (ILO), about 1.9 million people have work-related illnesses, and 2.3 million die yearly from work accidents (International Labour Organization, n.d.). Every year, there are accidents involving vehicles used at work, some of which result in people being killed. People are knocked down, hit, or destroyed against fixed parts by vehicles (heavy goods vehicles, lift trucks, and tractors), factories and trailers. People also fall from vehicles either up or down, working at high altitudes, or loading or unloading (International

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Labour Organization (ILO), n.d.). Non-compliant vehicles can also be dangerous. The number of traffic accidents caused by heavy trucks is 20,572 cars and motorcycles, of which 11,989 people were killed and 17,166 injured (Traffic Management Bureau, 2017). Aggressive driving behaviour has been identified as an essential factor in traffic accidents (Ma et al., 2018).

The level of knowledge, skills, and motivation of the worker also determines the performance of individuals in the workplace. Improving employee safety knowledge also means that a company must commit with sufficient resources to a systematic and comprehensive safety and health training program for all employees and workers (Nkrumah et al., 2021). Such as road traffic accidents have become one of the most critical problems for human life and can be significantly reduced (Surya et al., 2020). The main reasons for traffic accidents and their severity are caused by several factors ranging from driver behaviour, road characteristics, and vehicle types to weather conditions. Every year, traffic accident-related deaths require 1.25 million people, most teenagers aged 15-29 years, and 90% of misfortunes occur in developing countries (Setyowati et al., 2019). We can analyze road traffic accidents from different points of view, such as the characteristics of space and time. Such analysis can provide insight into the rules of occurrence of accidents and the prevention of countermeasures (Xiong et al., 2021).

An accident is an accidental or unforeseen event that results in death, injury or property damage (Rifai et al., 2022). Southeast Asia signs the second-highest accident rate in the world, with 20.7 per 100,000 inhabitants. This figure includes traffic accidents that occur in Indonesia. There are several parameters in road accidents, such as infrastructure, driver behaviour, environment, driver performance, driver fatigue, Overspeed, vehicles, and safety devices (Suprihatiningsih et al., 2020). In Indonesia, traffic accidents have become one of the leading causes of death and injury. In 2018, approximately 25,859 people were killed, and hundreds of thousands were injured in traffic accidents in Indonesia. It happens globally, where more than 1.17 million people die in road accidents worldwide, and more than 10 million are paralyzed or injured yearly. Based on Traffic Corp data from the National Police of the Republic of Indonesia, the national trend of traffic accidents has increased yearly (Irfan et al., 2018). The rapid growth of vehicles and industries will give rise to a striking difference in proportion between vehicles and road capacity. The average annual vehicle growth from 1996 to 2006 was 20% which may take a higher probability of increasing road deaths (Pranoto et al., n.d.).

Batam City is a city that is heading towards the form of a Metropolitan City to develop into an Industrial City. Especially Batam, one of the cities that became a Free Trade Area (Andika et al., n.d.). As an industrial city, Batam is also a transportation route connecting countries with rapid population growth and private vehicle ownership ("Development of Indonesian Free Trade and Port Zone: Analysis of Historical in Batam Island," 2020). Along with the increase in the population of 1,283,196 people, with a population growth rate in 2017 of 3.78% (BPJS Batam City, 2018), the need for transportation also increases, so the number of accidents increases. This makes traffic accidents a contributor to the high mortality rate in Indonesia. As an industrial city, companies that stand have heavy and light transportation as a means of delivering goods and means of transportation while working.

Multinational Company Workshop is an industrial engineering company operating globally since 2004 in Canada. In APAC (Asia-Pacific), Batam became the company's central business unit. Multinational Company Workshop specializes in innovative non-destructive testing services and is one of Batam's largest privately owned oil and gas companies. The company has offices in Australia and Thailand, with global offices in Houston and Aberdeen. The company distinguishes itself from its competitors through its pioneering ultrasonic technology products. Through R & D (Research & Development), the oil and gas sector have a very high workplace accidents and injuries rate. The lack of safety culture has been identified as the main reason for such negligence and accidents (Ahmed Naji et al., 2020). In improving occupational health and safety, a company needs to make efforts to protect and ensure the occupational health and safety of everyone who works, one of which is the effort to implement driver briefings to motorists entering the Multinational Company Workshop fabrication area by the HSES Department. The implementation of driver briefings to drivers is to implement and socialize new and unknown activities, rules, and policies for drivers entering the Multinational Company Workshop fabrication area and know and provide education so that drivers can comply with the terms and conditions of driving outside and inside the company. This case study aims to find out how familiar the drivers are with the driver briefing policy that has been applied to every Multinational Company Workshop fabrication area motorist.

A. Literature Review

1. Safety Driving Awareness

Safety driving is the basis of further driving training that pays more attention to safety for the driver and passengers. In general, safe driving is a way of driving a vehicle by following predetermined safety standards designed to increase driver awareness of all possibilities while driving. An important factor in safe driving, the driver must be able to assess the difficulty of driving on the road at any time. This requires them to see the right place at the right time, detect critical changes in traffic conditions and identify imminent hazards (Kuiken & Twisk, n.d.). Safety driving briefings are essential before and after the vehicle enters an area. Based on Law No.22

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of 2009 concerning Road Traffic and Transportation and PP No. 43 of 1993 concerning Road Infrastructure and Traffic (Umniyatun et al., 2021). Before driving, some things must be done preparing a driver's license and checking the vehicle, such as brakes, tires, lights, and mirrors. When driving, things that must be considered are maintaining concentration, steering techniques, paying attention to vehicle lanes, braking, changing lanes when turning, road markings, vehicle speed, and understanding traffic rules. After driving, it is also necessary to check the vehicle, including the engine and body of the vehicle (Insyafia Amalia Khusnul, 2021).

According to (Directorate of Transportation, 2018), the driver's health condition is also of particular concern in implementing safe driving behaviour. The condition of drivers not fit for driving duties can be a risk factor for traffic accidents. In addition to the importance of implementing safe driving behaviours, vehicle feasibility also needs to be checked through road feasibility tests. Users of individual Vehicles, freight transportation, and Vehicle of people are required to have complete documentation regarding the vehicle as valid proof of the roadworthiness of a transport vehicle issued by certain agencies, namely the Department of Transportation.

Safety driving training is a training program that is very helpful in reducing the potential risk of four-wheeled vehicle accidents, especially in road transportation such as Buses and Trucks (ISDC, 2020). Safety driving training can influence a person to improve driving behaviour on the road. It must refresh training on safe driving every two years. Thus, it can conclude that every driver is required to attend safety driving training carried out by the company regularly, and the training is expected to affect driver awareness in implementing safe driving behaviours to reduce and prevent bad risks that can arise due to the application of lousy safety driving (Desi Rusmiati, 2021).

2. Driver Behavior

Driving behaviour studies psychology, transportation, and urban planning researchers have studied human driving behaviour. Classifies drivers into four different levels of aggressiveness with accelerometer data. Categorize drivers into three levels of aggressiveness according to driver background information: age, experience, gender, and environmental factors such as weather and traffic. In addition, social psychologists have also studied the correlation between driver background information and driving behaviour. In addition, it shows that careless drivers, including drunk and disturbed drivers, are also dangerous. Although these works have found a mapping between driving behaviour and many other factors, most of these factors are unknown to autonomous vehicles during navigation.

Driving behaviour consists of factors of error and violation of procedures. Driver error occurs due to drivers' unable to achieve consequences, divided into three main categories: slips, errors, and irregularities. Meanwhile, an offence is a deliberate deviation closely related to behaviour that intentionally disregards safe driving practices. It is more complex than misconduct because it involves operating procedures, codes, rule norms, interactions with passengers, and non-driving related devices (Chu et al., 2019). Driver behaviour can be an essential factor in controlling road accidents. Several factors influence driver behaviour, such as vehicles, environmental factors, demographic characteristics, and road-related features. In the case of truck and bus drivers caused by the interference of the driver included in the duties of the driver performing the act exclude driving tasks such as interaction with passengers, non-driving related devices such as ticket machines, radio and radio headsets, location, traffic signs, driver age, gender, and experience (Suprihatiningsih et al., 2020).

3. Work Accidents

Occupational safety and health are activities that ensure the creation of safe working conditions and avoid physical and mental disturbances in the workplace to reduce and avoid the risk of work accidents (Mora et al., 2020). Work accidents in a company will cause losses to workers and the company. For workers, accidents can result in suffering, such as minor or severe injuries or even death. Therefore, the workforce must obtain protection from various problems in the workplace that can cause occupational diseases and work accidents. Law number 1 of 1970 explains that every worker has the right to get protection for safety in doing work for the welfare and increasing national productivity and guaranteed safety.

A recent study showed that implementing occupational safety and health programs within the company is a profitable investment. Indonesia is one of the countries that has not achieved the Zero Accident Target to reduce the prevalence of accidents in the workplace (Nai'em et al., 2021). Work accidents remain a significant problem in the workplace, with more than 1.8 million deaths from work accidents occurring annually in Asia and the Pacific. Two-thirds of the world's work-related deaths occur in Asia. The latest ILO data estimates that more than 1.8 million work-related deaths occur yearly in the U.S. and the Pacific region. About 2/3 of global work-related deaths occur in Asia. (ILO, 2018). In 2013, the ILO reported that one worker in the world died every 15 seconds from a work accident, and 160 workers suffered from work-related illnesses (Eltayeb et al., 2020).

In Indonesia, according to the Ministry of Manpower, 2017, there were 101,367 cases of work accidents in 2016. The work accident cases resulted in 768 workers experiencing disabilities, 3,329 in medical care, 10,354 recoveries, and 101 deaths. In addition, there were 5,234 traffic accidents by people going to and from get off work. A total of 194 people were disabled, 2,497 were in medical care, 2,452 recovered, and 181 died.

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Furthermore, work accidents outside of work have as many as 1,755 cases. Eighty-seven people with disabilities, 648 in medical care, 972 recovered, and 48 died (Megasari, 2022).

II. METHODS

Data is one of the main strengths in compiling scientific research and modelling (Rifai et al., 2015). This research uses a type of quantitative research that is descriptive-analytic with a cross-sectional study design. Primary data collection is through questionnaire surveys and interviews, while secondary data refers to data collected by other researchers. The population and samples in this study were employee, vendor and subcontractor drivers who used four-wheeled vehicles and heavy vehicles that carried out work activities, delivery, and pick-up of goods at the warehouse or yard of Multinational Company Workshop Indonesia.

Data is one of the main strengths in compiling scientific research and modelling (Rifai et al., 2015). This study used surveys in the form of questionnaires or questionnaires as instruments for data collection. This study used surveys in the form of questionnaires or questionnaires as instruments for data collection. This questionnaire survey will be distributed to all drivers of heavy and light vehicles owned by Multinational Company Workshop and subcontractors entering the Multinational Company Workshop area. The instruments in this study have been carried out with validity and reliability tests, with the results of all questions declared valid and reliable. Riders or respondents are asked to fill out a three-part questionnaire of comparison questions of understanding before and after driver briefings are tightened and improved. As an indicator or attribute in making questionnaire questions, there are ten questions before and after the rules are set using web spiders.

III. RESULTS AND DISCUSSION

Based on the results of the data review taken from Multinational Company Workshop has been shown to decrease employee performance due to several factors. Preliminary observations of researchers show that the enthusiasm of employees through the company's performance management has yet to be successful. In addition, some still need to use their working time well, attend without information, work less carefully, and are reluctant to cooperate with other employees.

Table 1 - Data on work accident figures

No	*Year*	*Weight*	*Medium*	*Light*	*Number of work accidents*
1	*2017*	*1*	*0*	*1*	*2*
2	*2018*	*0*	*1*	*3*	*4*
3	*2019*	*0*	*3*	*4*	*7*
4	*2020*	*0*	*5*	*4*	*9*
5	*2021*	*0*	*5*	*5*	*10*

(Source: Multinational Company Workshop, 2021)

Based on table 1 above shows the reality that occurs in Multinational Company Workshop, where the number of work accidents has increased over the past five years. This is related to the Occupational Safety & Health (K3) rules implemented by the company, namely knowledge about occupational safety and health, health conditions, occupational health and safety, completeness of work equipment, and availability of protective equipment. This evidence is the focus of attention for Multinational Company Workshop is a private company engaged in the fabrication of construction installation of oil and gas pipelines from the bottom to sea level domiciled in Batam City.

A. Descriptive Statistics

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In this study, descriptive statistics described the characteristics of respondents based on age, gender, department and description of data on each research variable (question item/instrument) displayed in the picture. This research was conducted by distributing a google form questionnaire (questionnaire) to respondents. The population in this study was field employees at Multinational Company Workshop, with 70 employees, was selected as a sample.

The descriptive analysis provides an overview of the situation and circumstances by classifying the total number of respondents' scores. The assessment criteria for each statement item are then compiled from the respondents' answer scores obtained. Based on the results of a study conducted on 70 respondents regarding the distribution of questionnaires in the form of google forms. The results of the respondent's answers on each statement item will be searched for the average value (mean), and an assessment will be carried out based on the scale range using the following formula:

Scale Range = $\frac{Highest\ value - Lowest\ value}{Many\ Classes}$

Scale range = $\frac{5-1}{5} = 0.8$

After the average (mean) score is calculated, then to classify the tendency of respondents' answers into a scale in this study can be determined as follows:

Table 2 - Scale Categories Description of Research Variables

Intervals	*Category*
1,00 – 1,80	*Very Incomprehensible*
1,81 – 2,61	*Do Not Understand*
2,62 – 3,42	*Neutral*
3,43 – 4,23	*Understand*
4,24 – 5,00	*Completely Understand*

B. Parameters

The research data were obtained using an online survey in the form of a questionnaire through a google form which was distributed to several departments whose members used vehicles as work operations within the Multinational Company Workshop Area. The parameters used are as follows:

Table 3 - Parameters used

Parameters descriptive
Must have an appropriate driver's license for the vehicle used
Use seat belts while the vehicle is in operation. The same is necessary for passengers.
If you are under the influence of alcohol or illegal drugs, driving is a serious offence.
The driver must stay in the vehicle while the engine is running.
Drivers must use appropriate PPE when leaving the vehicle cabin in the designated area of PPE.

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Parameters descriptive
Adhere to the facility's maximum speed limit of 20kph at all times. Obey all traffic signs at the facility.
Using mobile phones/handheld radios/Bluetooth hands-free devices while driving is strictly forbidden. The vehicle must stop before using the mobile phone.
Smoking while driving is prohibited.
Reduce your speed before entering intersections, blind spots and corners. Horns when approaching alleys and crossroads.
Do not drive through project erection/assembly areas where construction activities are underway.
Do not park near blasting, painting, lifting, or near the machine's work area. Do not park near muster points, utility stations, and areas marked with 'No Parking'. Do not block the main road and the entrance to the building.
No personnel can remain in the vehicle cabin during loading and unloading
Use a spotter when the trailer/truck is manoeuvring or reversing, and always follow the instructions.

C. Characteristics of Research Respondents

The data analysis results showing respondents' characteristics based on age are presented in table 1 below. It can be seen that respondents aged 26-30 years as many as 16 respondents (23%), 31 – 35 years as many as 16 respondents (23%), 36 - 40 years as many as 17 respondents (24%), and 41 - 45 years as many as 21 respondents (30%). To find out more clearly, the results of data analysis based on age can be seen in table 4 below:

Table 4 - Characteristics of Respondents Based on Age

No.	*Ages*	*Data*	*Percentage*
1	*26 – 30 Years*	*16*	*23%*
2	*31 – 35 Years*	*16*	*23%*
3	*36 – 40 Years*	*21*	*30%*
4	*41 – 45 Years*	*17*	*24%*
	Total	*70*	*100%*

Based on the explanation from table 4 above, most respondents are aged 36-40 years. This shows that with this age range, employees at Multinational Company Workshop is classified as productive. Working contractually gives employees much work experience from more than one company and extensive knowledge and insight into driving. The results of data analysis showing the characteristics of respondents based on gender are presented in table 5 below. There are 70 male respondents (74%) and 18 women (26%). To find out more clearly, the results of data analysis based on gender can be seen in table 5 below:

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Table 5 - Characteristics of Respondents Based on Gender

No.	*Gender*	*Data*	*Percentage*
1	*Male*	*52*	*74%*
2	*Female*	*18*	*26%*
	Total	*70*	*100%*

Based on the explanation from the table above, the most significant number of respondents are men. This is because men more than women do the riders in the work area. After all, many workers in Multinational Company Workshop are men. Meanwhile, women work more in the room or office. The results of data analysis showing the characteristics of respondents based on the Department are presented in table 6 below. It can see that employee respondent with the Department determined as follows QHSES as many as 11 respondents (16%), Welding as many as six respondents (9%), Str Fitter / Piping as many as 14 respondents (20%), Engineering as many as eight respondents (12%), Warehouse as many as eight respondents (11%), PMT as many as seven respondents (10%), Subcontractors as many as eight respondents (11%), Vendors as many as eight respondents (11%).

Table 6 - Characteristics of Respondents Based on Department

No.	*Department*	*Data*	*Percentage*
1	*QHSES*	*11*	*16%*
2	*Welding*	*6*	*9%*
3	*Str Fitter/Piping*	*14*	*20%*
4	*Engineering*	*8*	*12%*
5	*Warehouse*	*8*	*11%*
6	*PMT*	*7*	*10%*
7	*Subcontractor*	*8*	*11%*
8	*Vendor*	*8*	*11%*
	Total	*70*	*100%*

Based on the explanation from the table above, it can be known that the number of driver departments is the highest in Multinational Company Workshop is Str Fitter and Piping. This is because most of the field workers who use vehicles are Str fitters and Piping for heavy and light vehicle operations in the field

D. Research Results of Respondent's Understanding Survey of Driver Briefings

Measurement of data variables in this study was carried out at Multinational Company Workshop is a place for research to take place with 13 items of statements. Then the results of obtaining data on the answers of 70 respondents in the form of the number of data distributions and gaps in each statement so that the results can be seen in table 7 below:

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Table 7 - Results of The Safety Briefing Policy Implementation Survey to Motorists

No	Statement	Before	After	Gaps
1	Must have an appropriate driver's license for the vehicle used	3,3	4,5	1,19
2	Use seat belts while the vehicle is in operation. the same is necessary for passengers	2,8	4,4	1,56
3	If you are under the influence of alcohol or illegal drugs, driving is a serious offence	3,0	4,4	1,37
4	The driver must stay in the vehicle while the engine is running.	2,8	4,5	1,64
5	Drivers must use appropriate PPE when leaving the vehicle cabin in the designated area of PPE.	2,7	4,5	1,86
6	Adhere to the facility's maximum speed limit of 20kph at all times. Obey all traffic signs at the facility.	2,7	4,6	1,94
7	Using mobile phones/handheld radios/Bluetooth hands-free devices while driving is strictly forbidden. The vehicle must stop before using the mobile phone.	2,6	4,5	1,89
8	Smoking while driving is prohibited.	2,9	4,5	1,53
9	Reduce your speed before entering intersections, blind spots and corners. Horns when approaching alleys and crossroads.	2,7	4,3	1,64
10	Do not drive through project erection/assembly areas where construction activities are underway.	2,6	4,3	1,74
11	Do not park near blasting, painting, lifting, or near the machine's work area. Do not park near muster points, utility stations, and areas marked with 'No Parking'. Do not block the main road and the entrance to the building.	2,3	4,3	1,96
12	No personnel can remain in the vehicle cabin during loading and unloading.	2,3	4,2	1,96
13	Use a spotter when the trailer/truck is manoeuvring or reversing, and always follow the instructions.	2,3	4,3	1,99
	Average	35,0	57,3	22,3

Obtained measurement of driver briefing policy understanding survey data by Multinational Company Workshop employee riders with 13 statement items. Then obtained, the results of obtaining data on the answers

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of 70 respondents in the form of the number of data distributions and gaps using the spider web method to get comparison results before and after are presented in the radar chart below:

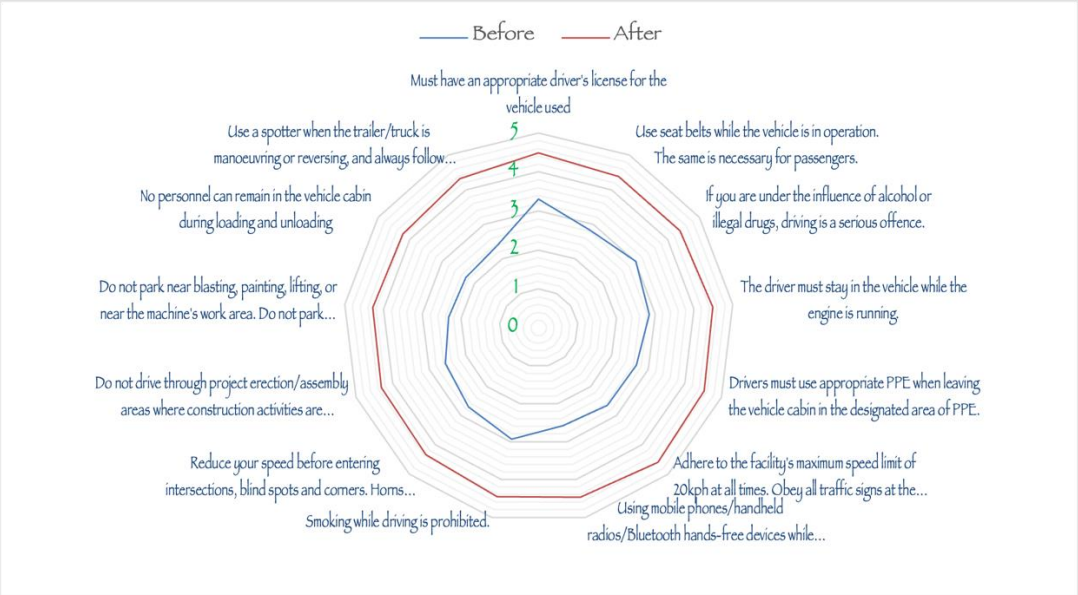

Figure 1 - Radar Chart of Respondent Survey Results Based on Statements

The result of the discussion in the Parameter statement above is that the first is that one Must have an appropriate driver's license for the vehicle used. A driver's license serves as proof of driving competence. At this point, employees who drive in the Multinational Company Workshop Area are required to bring a driver's license based on the vehicle used, but some employees still need to comply with the regulation. It is essential to carry a driver's license as a form of guarantee of driving legitimacy. In the radar data picture, the respondents' results above stated that the comparison of actual performance before and after the regulation was improved had the slightest difference with a value of 1.19. Then the second parameter is using seat belts when the vehicle is operating. The same is necessary for passengers. Using seat belts when driving is very important because you can withstand shocks so that they do not bounce and protect body parts prone to impact (head, face, and body) during sudden events. A safety belt also makes the driver and passengers feel safer and more comfortable. Some heavy and light vehicles are not designed to have seat belt alarms, which makes many passengers ignore these regulations. The comparison in this statement still needs to be bigger at 1.56. The statement on the third parameter about If you are under the influence of alcohol or illegal drugs, driving is a serious offense. The management of Multinational Company Workshop will immediately fire the use of illegal drugs and alcohol. This statement must be known by all employees, both vendors, and subcontractors who work in the Multinational Company Workshop Area. The company will carry drug tests weekly to avoid using illegal drugs because they can create work accidents or problems. The result of the comparison of actual performance before and after this regulation is the second smallest, with a value of 1.37.

Furthermore, the fourth parameter is that the driver must not leave the vehicle when the engine starts. Drivers of large vehicles that operate or enter the Multinational Company Workshop Area significantly ignore this regulation. Turning off the car engine, even if it only drops for a while, and then returning to the car is essential. There can be accidents such as the car forgetting the brakes and problems with the battery or battery if you do not turn off the car engine when the driver leaves. The comparison value is 1.64. The fifth parameter discusses that the driver must use the appropriate PPE when leaving the vehicle cabin in the designated area of PPE. PPE must be used if it has passed through the warehouse area. Suppose it has passed through the area and entered the erection area of the project. In that case, motorists are required to use PPE, such as wearpacks / work clothes, so that they can be protected from wounds, safety shoes, safety helmets, and safety glasses, and are required to follow a safety briefing first to avoid work accidents. This regulation is not widely known by employees and vendors who may not work in the erection or project assembly area while working, primarily those who do not know about working in the office or new visitors. The comparison value in this statement is relatively high, which is 1.86, then in the sixth parameter is to obey the maximum speed limit of the facility of 20kph at any time. Obey all traffic signs at the facility. Not only do toll roads and highways have a driving speed limit, but the Multinational Company Workshop area also has a maximum speed limit of 20 kph. Of course, this regulation is applied to avoid accidents

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while driving. The security department oversees supervising the driving speed of employees using a speed gun. If there is a motorist who crosses the maximum limit, they will be asked to make a statement letter. The comparison before and after the regulation was implemented was relatively high, namely 1.94.

The seventh parameter states that it is strictly forbidden to use a mobile phone/handheld radio/Bluetooth hands-free device while driving. Vehicles must stop before using a cell phone. It is still a rule not to use a mobile phone while driving and working. Using mobile phones, handheld radios, and Bluetooth hands-free devices by motorists can reduce focus while driving, which causes vehicle accidents such as collisions. The driver can stop pulling over to answer or reply to an important call. Many drivers still use mobile phones when driving, and the comparison value before and after the regulations is relatively high, which is 1.89. After that, the eighth parameter is No smoking while driving. The rules for smoking while driving has been regulated in the Road Traffic and Transportation Law (LLAJ) Number 22 of 2009. In the law, the ban on activities other than driving is intended for all drivers, from cars to trucks. In addition to self-harm, the residual ash of cigarette burning exposed to the wind can hit the face of the motorist behind. Smoking while driving can damage the car if the cigarette embers fall and can cause a fire. The actual performance comparison value before and after the regulation was increased by 1.53. Moreover, the ninth parameter is to Reduce your speed before entering intersections, blind spots, and corners. Horn when approaching alleys and crossroads. Blind spots occur a lot at intersections or corners. The driver cannot detect the presence of objects or other vehicles. This happens because the car's rearview mirror range is limited, and the driver lacks attention to the surrounding conditions and the dimensions of large vehicles (trucks or buses). Therefore, in this regulation, motorists are asked to reduce speed and use horns when entering intersections and corners so that there are no accidents between drivers. From the results of the comparison value in the table above, which is 1.64, there are still some drivers with high speeds entering intersections and corners.

The tenth parameter is not to drive through the erection/assembly area of the project where construction activities are taking place. Driving in the erection/assembly area of the project is strictly prohibited as it may cause the rider to be crushed or exposed to heavy items from above while the employee is at work. There is already a particular lane that motorists in the Multinational Company Workshop Area can pass. The comparison value is 1.74, and many drivers still need to pay attention to the prohibition signs in the construction area. Then the eleventh parameter is not parked near blasting, painting, lifting, or the heavy equipment work area. Do not park near muster points, utility stations, and areas marked with 'No Parking. Do not block the main road and the entrance to the building. The above regulations prohibit motorists from only thinking randomly in a predetermined area. Motorists must pay attention to signs in the Multinational Company Workshop Area, such as signs prohibiting parking in blasting areas, heavy equipment work areas, gathering points, utility stations, main roads, and entrances to the building. This arrangement is so that there is no risk of accidents such as being hit by heavy equipment or module ruins, hearing loss due to sounds that are too noisy or loud, exposure to chemicals, being hit by bursts or being hit by high-power pressure and electrocution. Many motorists who need to learn this regulation, from the comparison before and after this regulation was increased, get a considerable comparison value of 1.96. Then the twelfth parameter is that No personnel are allowed to remain in the vehicle cabin during loading and unloading. For the above statement, only a few drivers know, especially those who deliver goods. Personnel is prohibited from being in the vehicle cabin during loading and unloading to avoid damaging goods and goods containing toxic chemicals. The comparison value in this statement is 1.96, the same as the previous statement. Next, the thirteenth parameter is to Use a spotter when the trailer/truck is maneuvering or reversing and always follow the instructions. This statement focuses more on trailer user drivers and trucks because they are heavy equipment vehicles that need spotters. A spotter is needed To provide directions/instructions to authorized operators operating a unit while operating in a work area requiring direction. This is necessary to avoid the possibility of other workers or other heavy equipment in operation. The highest comparison is found in this statement with a value of 1.99 because not all motorists know this rule. Only heavy vehicle users know.

IV. CONCLUSION

The conclusion obtained based on the results of the study "Implementation of Driver Briefing Policy in Improving Driver Safety at Multinational Company Workshop is based on the results of this research survey. The highest gap is found in the 13th statement with a gap value of 1.99 because this regulation is only for drivers of large vehicles. For four-wheeled and three-wheeled drivers, this regulation does not apply. After this, all motorists must know this regulation as a theoretical basis for driving in the Multinational Company Workshop Area. The lowest gap is found in the first statement, with a gap value of 1.19. This statement is already a common rule in all companies and on the highway as a sign of eligibility for a person to be able to drive a vehicle. Many motorists already know this regulation, and some need to learn that a driver's license is also mandatory when driving in the Multinational Company Workshop area as proof of driving skills, obeying, and understanding all traffic rules, and

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not endangering themselves and others. The results of this study prove that implementing the driver briefing policy after being upgraded makes motorists understand and know more about the driving regulations that apply in the Multinational Company Workshop Area so that the risk of accidents is reduced, and driver safety can increase.

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