Review Procedures of Transport Vehicles in KMP Baronang Track Bastiong - Sofifi North Maluku Province

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Abstract

Bastiong Ferry Port is managed by PT. ASDP Indonesia Ferry (Persero) Branch of Ternate airport 9 and examined by eight types of ferry Ro-Ro (Roll on-Roll off). The commercial track located in The Port of Bastiong Ferries is the track of Bastiong - Sofifi which the shipping distance is 14 nautical miles and has a travel time of 2 hours with average speed - average 8 knots. The Tracks Bastiong - Sofifi has the highest trip which is 7 trips a day, therefore it is allowed that the passengers and vehicles that transported more than other tracks. So much in ordinances of transport does not comply with the regulation No. 115 of 2016 which includes: weighing before loading onto ships, information on the weight and type of content, the type of fastener tools in use, the distance between the vehicle and the sterilization space vehicles of passengers during the voyage. Based on analysis of the problems in the KMP. Baronang, still found some problems such as the unavailability of the weighbridge at The Port of Bastiong Ferries, information about the weight and type of cargo that is not attached when the vehicle is loaded onto the ship, the type of fastener tools that are not in accordance with the rules that have been set, the distance between the vehicle distance adjacent vessel and the condition of the vehicle is not sterile space of the passengers during the voyage. Therefore, it is necessary in a further analysis concerning the procedures for the transport to suit the regulation No. 115 of 2016 ship that security and safety is maintained during the voyage.

Keywords: Ports; Ships; Lashing; Trip; Security.

1. Introduction

The increasing desire of people to make the shift from one place to another as well as the geographical condition of Indonesia which consists of islands and waters is very broad and difficult to reach by land then in need of crossing transport plays an important role as a bridge between the regions or areas or remote to the more advanced areas separated by water and reaching all corners of the land and integrating other modes of transport. So that economic activity and human activity can run well. In Ternate City, The Port of Bastiong Ferries which is managed by PT. ASDP Indonesia Ferry (Persero) Branch of Ternate airport 9 (Nine) with eight (8) types ferry Ro-Ro (Roll on-Roll off). The track at the Port of PT. ASDP Indonesia Ferry (Persero) Branch of Ternate is Bastiong - Sofifi with a distance of 14 nautical miles. Tracks Bastiong - Sofifi served by KMP. Baronang. This trajectory can be reached within a travel time of 2 hours with average speed - average 8 knots. Tracks Bastiong - Sofifi is one trajectory Commercial PT. ASDP Indonesia Ferry (Persero) Branch Ternate. In the security and safety of the transportation system highly favored as a form of good service.

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delivery. Safety is intended not only to the service user, but against the operator of the ship, one of the aspects of safety and security arrangements at the KMP Baronang cargo vehicle in Bastiong Tracks - Sofifi. During the field work, the authors found that the vehicle is transported on Baronang KMP did the lashing except in bad weather and high wave conditions. As well as improper loading arrangement causes the distance between the vehicle above the KMP, Baronang close together. It takes quite a long time is 2 hours and conditions of waves reaching 2 meters, It is very well jeopardize the safety and security for service users and operators of ships which are on board.

2. Research Methods
The method uses several methods to get his approach to the data as a reference and comparison. This approach is adapted to the conditions and the location where the object of study is located. Data obtained in this study are as follows:

a. Method of Observation
Direct observation of actual conditions in the field of observing the process of handling the cargo on board a vessel which includes: weighing vehicles before loading onto ships, information on the type and weight of cargo, observing the type and No. of fastener tools that are used to bind the vehicles on board, observing conditions of loading space, as well as observe the transverse and longitudinal distance where the binding point of the vehicle.

b. method Literature
Secondary data were obtained from the literature or books - books in the library Polteknik River Lake and Ferry Transportation Palembang and books - more books related to the research.

c. Institutional methods
Data - data collected from the various agencies involved, namely:
- PT. ASDP Indonesia Ferry (Persero) Branch Ternate
- BMKG (Meteorology, Climatology and Geophysics) Ternate City

3. Results and Discussion
In analyzing this issue, the author refers to the Minister of Transportation No. 115 2016 About Procedures for Vehicles Transporting Above ship as a reference to solve the problem as follows:

a. Liabilities Vehicles preemptively Weighed Before Loaded Above Ships
Based on the Regulation of the Minister of Transportation No. 115 2016 on Procedures for Vehicles Transporting Boats Above Article 5 (2), that each vehicle will enter the ship to be weighed before being loaded on the vessel to ensure the gross vehicle weight as well as cargo. From the results of the author’s observation that the duty vehicles to be weighed have not been carried out by the officers at The Bastiong Ferry Port. This is because the port does not provide weighbridge as their benchmark to determine the weight of vehicles and cargo to be transported, so that all vehicles are already getting a
ticket by his party, can be directly loaded on board without a known weight of the payload.

b. Type Tool Fastener (Lashing) Used

In The Minister of Transportation Regulation No. 115 of 2016 Article 10 paragraph (1) some type of fastener tools that can be used are:

1) Strap vehicle (automobile tie down ropes)

2) Sling fastening with toothed key
   1. Sling fastening with ganco
   2. Sling binder with Ganco on One Side
3) Chain with amplifier  
   a) Chains with ganco

![Image of Chain with Amplifier](image1)

b) Binder Connecting with Chain

![Image of Binder Connecting with Chain](image2)

c) Ganco with Chain and Pengencangnya

![Image of Ganco with Chain and Pengencangnya](image3)

Based on the observations of the author, the type of fastener tools used by the KMP. Baronang are toothed lock fastener slings and straps usual.

**c. Vehicle point Binding Sites**

Refers to the Minister of Transportation Regulation No. 115 of 2016 Article 11 stipulates that every vessel carrying road vehicles must have a point where binding with the following conditions:

- Longitudinal distance between the point where the binding maximum 2.5 meters;
- Transverse distance between the point where the binder between 2.8 up to 3.0 meters;

Based on survey results, it is known longitudinal distance between the point where the binder vehicles in KMP. Baronang is 3.2 m. It is not in accordance with Regulation No. 115 Of 2016, Article 11 (1) that the longitudinal distance between the point where the maximum binding 2.8 up to 3.0 m and are also known to the transverse distance between the point where the binder vehicle is 2.7 m. It is not in accordance with the
regulation Article 11 (2), namely the transverse distance between the point where the binding maximum 2.5 meters.

**d. Obligations Binding Vehicle During Shipping**

According to the Regulation of the Minister of Transportation Regulation No. 115 of 2016, article 5, paragraph (2) that the vehicle is to be tied is a vehicle that is on the front row (bow), middle (midship) and rear (stern). Based on the survey results in KMP. Baronang during field work practice, it is known that the vehicle is transported onto the ship does not do the binding of a vehicle during a cruise.

<table>
<thead>
<tr>
<th>section ship</th>
<th>Based on regulation No. 115 of 2016</th>
<th>field conditions</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front (bow)</td>
<td>in the form of lashing</td>
<td></td>
<td>Is not appropriate, because the vehicle in front which does not use straps vehicle or not be lashing</td>
</tr>
<tr>
<td>Central (midship)</td>
<td>in the form of lashing</td>
<td></td>
<td>Not suitable for vehicles in the middle that does not use the strap the vehicle or not be lashing</td>
</tr>
</tbody>
</table>
e. Distance Between Vehicles and Boats Wall

According to the minister of transport regulation No. 115 of 2016 in chapter 20 explained that the distance between vehicles, namely:
1) the distance between one side of the vehicle at least 60 cm
2) the distance between the front and rear of each vehicle 30 cm

Based on survey results on the ground are a lot of preparation on board the vehicle adjacent to each other. System is planned that by adjusting the distance between the vehicle and the vehicle distance to the vessel wall in accordance with applicable regulations. Shipping clerk must perform the measurement of length and breadth, officers later loading using a stick or ruler media with a length of 30 cm and 60 cm to provide a distance between the vehicle in accordance with the Regulation of the Minister of Transportation Regulation No. 115 of 2016 on Procedures Transportation Ships Above Article 20. Then for simplify the process load and unload the vehicle then the vehicle must be placed lengthwise direction of the bow or stern of the ship.

f. Loading Space Conditions

1) Cleanliness of the loading space

In the Minister of Transportation No. 115 Of 2016 on Procedures Transportation Ships Above Article 15 (1), to know that the loading space should be clean of oil and grease spills, which aims to prevent accidents on board.

Based on the observations of the author during field work in The Port of Bastiong Ferries, it can be seen that the loading space in KMP. Baronang is clean of oil and grease spills.

2) Sterile loading of passenger space

Refers to the Minister of Transportation Regulation No. 115 of 2016 on Procedures Transportation Ships Above Article 17 paragraph (2), that the loading space to be sterile from their passengers during the voyage. Based on the results of field conditions, namely in KMP. Baronang, it can be seen that there are still passengers who were on the loading space during shipping. This is caused by a ship's officer did not give a firm appeal to passengers, to not be in the vehicle placement space during shipping. So that the passengers still choose in the vehicle during the voyage compared climbed into the passenger special.
To run the Minister of Transportation Regulation No. 115 of 2016 on Procedures Transportation Ships Above Article 17 paragraph (2), regarding the sterilization chamber loading of passengers, as long as it does a cruise. Then the officer should direct passengers to the waiting room. Then, if necessary, make a picket captain for the crew to perform maintenance on the loading space during shipping and transport distance to the vessel wall must also be a minimum distance of 60 cm so as not to disturb / closing access to people going up to the special space passengers.

4. Closing
   a. Conclusion
   Based on the analysis of the problem that has been done on this Mandatory Working Paper, the authors draw the following conclusion:
   The procedure for transporting vehicles over KMP.Baronang not in accordance with the procedure of transporting vehicles that have been set by the Regulation of the Minister of Transportation No. 115 of 2016 as:
   1) The Port of Bastiong Ferries is not provide scales for vehicles
   2) Space vehicles are not sterile placement of passengers during the voyage
   3) The type of fastener tools provided are not all meet the standards based on regulation No. 115 2016
   4) At KMP. Baronang transverse and longitudinal distance between the point of vehicles that do not fit
   5) At KMP. Baronang not perform the binding during the cruise
   6) Setting the distance between adjacent vehicles

   b. Suggestion
   The Port of Bastiong Ferries need to improve performance in KMP. Baronang based procedures for transporting the vehicle onboard and binding obligations on ferry transport vehicles as set out in the regulations related to:
   1) Need for providing the weighbridge at The Port of Bastiong Ferries
   2) Need for decisive action on the part of the ship for passengers occupying the vehicle for cruise passengers during the voyage that sterilization is maintained
   3) The type of fastener tools should be adjusted based on the rules that have been set
   4) Changing the transverse and longitudinal distance between the point of the vehicle, at a distance of 2.8 to 3 meter transverse and longitudinal distance of 2.5 meters
   5) The vessel operator should require doing the lashing during the cruise, if binding during the cruise is not met then the corresponding of the Minister of Transportation Regulation No. 115 of 2016 in Article 23 paragraph (1), (2), (3) that is given sanction administratif the form of written warning 3 (three) times, sanctions license suspension and revocation of licenses when public transport companies do not carry out obligations after license suspension
   6) A set distance between vehicles is the distance between one side of the vehicle 60 cm, front and rear distance of 30 cm and the distance to the vessel wall is 60 cm.
5. References


8) Act No. 17 of 2008 on Voyage, Jakarta: Directorate of Land Transportation

9) Act Government Regulation No. 61 on the seaport, Jakarta: the Directorate of Land Transportation

10) Act No. 2016 Regulation of the Minister of Transportation No. AM 115 on Procedures For Transport On Board, Jakarta: Directorate of Land Transportation