Vehicle Loading System on KMP. PORT LINK III for Sea Transportation Safety

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Abstract

Loading is a process of loading by transferring cargo from land to ships that are carried or transported to the destination safely which is carried out according to procedures at the port by ship crews and land parties with existing loading and unloading tools, either from the ship itself or from land.

This qualitative research is a descriptive approach. The data analysis used is a qualitative approach to primary data through interviews, observations, documentation and secondary data in the study of legislation, books or literature related to the vehicle loading system on board.

It can be concluded about the vehicle loading system for marine transportation safety. In the implementation of transportation services, loading constraints are still found, such as vehicle loading procedures that are still not in accordance with existing regulations. This results in the process of regulating vehicle loads on the loading deck only based on feeling and the absence of lashing for securing vehicle loads.

Keywords: Loading, Vehicle, Procedure, Rules, Deck

1. Introduction

In an effort to complement each other's needs between regions in Indonesia, the delivery of an item from one region to another must be done. In the process of completing the needs between regions in Indonesia, sea transportation plays a very important role. Sea transport has a relatively large carrying capacity and a lot. The distance traveled is longer and can reach areas that cannot be reached by land vehicles or air vehicles and transportation rates are cheaper and safer.

Sea transportation is a means of transportation that developed earlier compared to other transportation. Ships are often used to transport goods from one island to another. This is because transportation through ships is more efficient, cheaper and can transport large quantities of goods. One example of a ship that is often used to transport goods is a RoRo type ship. This type of ship is often used to transport trucks loaded with food from one island to another. For this type of ship, all cargo (trucks, cars, motorcycles) are arranged in one deck

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called the car deck. In addition to transporting goods, this ship is also used to transport passengers.

One of the tracks in the Port of Merak-Bakauheni with a distance of 15 nautical miles. Merak - Bakauheni track is served by KMP. Port Link III. The track can be reached in a travel time of 1 (one) hour with an average speed of 15 knots. Merak - Bakauheni track is one of the Commercial tracks in the sunda Strait that connects Java and Sumatra islands. All users of sea transportation facilities in Indonesia in particular and in the world in general, always give priority to safety and security issues, which are then followed by aspects of affordable cost, speed and timeliness, as well as aspects of comfort.

In the transportation system, safety and security are the top priorities. In an effort to improve the transport crossing required a loading plan, handling of cargo and information on the type of appropriate cargo on board. It is undeniable that the better the handling on board, the better the level of security on board.

From the results of observations during the practice of marine work, the authors found the condition of the cargo arrangement plan at KMP.Port Link III is still not in accordance with the existing loading and handling plan, in accordance with the regulation of the Minister of Transportation number 115 of 2016 it can endanger the cargo on the ship when the weather is bad. Based on the description of the background above, the authors took the following research, “Vehicle Loading System on KMP. PORT LINK III for Sea Transportation Safety”

2. Research Methodology

This study uses a qualitative approach. According to David Williams (1995) qualitative research is the effort of researchers to collect data based on the natural background. Of course, because it is done naturally or naturally, the results of the research are also scientific and can be held accountable. According to Badgan and Taylor (Moleong, 2002: 3) qualitative research is a research procedure that produces descriptive data in the form of written or oral words from people and observable behavior. The author chose the qualitative research approach because the qualitative assessment method relies on data collection through direct interviews with sources and viewing and researching directly at the research site.

3. Results and Discussion

The following is a documentation about the condition of the vehicle load on the loading deck of the KMP ship.Port Link III.

a. Placement of vehicles on board

   Existing conditions in the ship's upperdeck still found 4-wheeled vehicles placed transversely, not placed longitudinally in the direction of the bow or stern of the ship.
Existing conditions in the ship's cardeck still found 4-wheeled vehicles placed transversely, not placed longitudinally in the direction of the bow or stern of the ship.

b. Loading space condition
   Existing condition of vehicle loading space floor above KMP.Port Link III is clean of oil and grease.
c. Information about the type of charge

Manifest cargo on board to find out the information on the cargo transported on board the ship.

![Figure 4. Manifest charge](image)

From the results of the analysis obtained, it is known that the condition of the plan and transportation of cargo on board the Merak-Bakauheni crossing is still not in accordance with the procedures for transporting vehicles on board based on Minister of Transportation Regulation No. 115 of 2016 and Minister of Transportation Regulation No. 30 of 2016.

1. Placement of vehicles on board

The ship operator has not placed all vehicles on the ship longitudinally in the direction of the bow or stern of the ship. It is still found transversely placed vehicles on board during voyages. This can affect the stability of the ship and slow down the process when loading and unloading vehicles. The effort that must be done is that the officer on the ship regulates the placement of the vehicle on the ship, the vehicle must be placed longitudinally in the direction of the bow or stern of the ship.
2. Sterilization of the floor of the vehicle loading space from oil and grease spills. After the completion of the loading process, the crew immediately clean the vehicle loading space so that the floor of the vehicle loading space is clean from oil and grease when loading the vehicle. This is done in an effort to avoid vehicle accidents during sailing. The ship operator must also provide a reservoir of oil and grease as an effort to prevent pollution of the maritime environment.

3. Load type information
As stipulated in the regulation of the Minister of Transportation No. 115 of 2016 that every vehicle entering the ship must be equipped with information about the type and weight of the cargo. This serves as information for officers on board to determine the type and number of safeguards to be used and determine the position of the vehicle on board. The type of cargo is informed through the cargo manifest to the crew.

4. Closing
a. Conclusions
1) In the implementation of transportation services on board the vehicle is still found cargo handling is still not appropriate.
2) The location of the vehicle should be longitudinal in the direction of the bow and stern but there are still vehicles that are located transversely.
3) The condition of the loading space is suitable clean of oil and grease (grease).

b. Suggestion
1) In order for the loading process to run properly, of course, procedures and rules regarding vehicle loading must be carried out and applied on board to improve the safety of sea transportation
2) The crew is obliged to place the vehicle in accordance with existing regulations, namely longitudinal and not transverse.

5. References
[2] Muyadi (2016:5) understanding the system