Evaluation Of Vehicle Transportation System At KMP Merak On The Siwa - Tobaku Track

Pierre Marcello Lopulalan¹, Purboyo², Irwan³, & Herdi Agem Priyono⁴

¹Politeknik Transportasi Sungai Danau dan Penyeberangan Palembang
*email:

Abstract

Siwa Ferry Port with 3 units of ships, namely KMP New Rose, KMP New Camellia and KMP Merak, with the Siwa - Tobaku crossing service having an important role for regional development in Wajo Regency and several surrounding areas. In managing the Siwa Ferry Port, the Regional Government of Wajo Regency as the port operator, together with the Region XIX Land Transportation Management Center of South Sulawesi and West Sulawesi Provinces as regulator functions always supervise aspects of safety, security and order. The research method used is direct observation in the field (Field Research) by measuring the distance between vehicles and lashing tools as well as literature/documentation. This research analysis is guided by the Regulation of the Minister of Transportation Number 115 of 2016 regarding Procedures for Transporting Vehicles on Ships and the Regulation of the Minister of Transportation Number 30 of 2016 regarding Obligations to Bind Vehicles to Crossing Transport Vessels. The analysis that will be used is the analysis of vehicle weighing equipment needs, analysis of vehicle placement on ships, analysis of vehicle loading space cleanliness, analysis of the distance between vehicles, analysis of vehicle loading space sterilization from passengers, analysis of vehicle binding and analysis of administrative sanctions to ship operators. Based on this analysis, it was concluded that the conditions of transportation at the Siwa ferry port are still not in accordance with the Regulation of the Minister of Transportation Number 30 of 2016 and Regulation of the Minister of Transportation Number 115 of 2016 in terms of vehicle binding, range between vehicles, sterility of loading space from passengers and spills of grease and oil, availability of fasteners and binding officers.

Keywords: Vehicle, Lashing, Transportation.

1. Introduction

In the transport system of vehicles at KMP Merak track Siwa-Tobaku not in accordance with the procedures for the transport of vehicles on board, found the fact on the ground that every vehicle that goes up to the ship is not tied / lashing, the distance between each vehicle is very

¹Lecturer of Inland Waterways Journal Transport Polytechnic Of Palembang, email : purboyo@dephub.go.id
²Direktor Inland Waterways Journal Transport Polytechnic Of Palembang, email : irwan2906@dephub.go.id
³Alumni of Inland Waterways Journal Transport Polytechnic Of Palembang, email :
close and the position of the vehicle is arranged crosswise, the deck of the ship is not sterile from passengers, loading space is not sterile from oil spills, even though it is supposed to pay attention to safety and security factors for passengers and vehicles during the voyage.

Based on the regulation of the Minister of transportation of the Republic of Indonesia number 115 of 2016 on procedures for transporting vehicles on board, vehicles must be equipped with information on the type and weight of cargo, vehicles on board that will make the crossing must be tied (lashing), vehicles must be placed lengthwise (longitudinal) in the direction of the bow or stern of must not cross, and has been determined the minimum distance of the vehicle on board, as well as the regulation of the Minister of transportation of the Republic of Indonesia number 30 of 2016 concerning the obligation of vehicle binding on ferry transport ships, the presence of a qualified and competent vehicle binding officer is required so that the loading service can run properly and in accordance with safety factors.

Therefore, in the writing of this final project, the author tries to provide a study of the transport of vehicles at KMP Merak operating in the Port of crossing Siwa which will directly impact the safety and security for ships that transport vehicles, then the results of this analysis can be used as input and study materials for transport operators/ships to develop good service quality and meet safety and security standards that have been determined in accordance with applicable regulations.

Based on the background that has been described above, in writing the mandatory research title is taken, "EVALUATION OF VEHICLE TRANSPORT SYSTEM AT KMP MERAK ON SIWA - TOBAKU TRACK."

2. Research Methodology

The research method used by the author in this study is a qualitative research method with descriptive presentation of data, to describe and describe the studied. According to I Wayan Suwendra in his book entitled "qualitative research methodology (2018), states that "qualitative research is research that wants to capture the meaning behind phenomena (events, perceptions, attitudes, activities, social and thoughts) in a social context. Qualitative research aims to gain a general understanding of social reality from the perspective of participants. This understanding is not determined in advance, but is obtained after analyzing the social reality that is the focus of the study. Based on the analysis, conclusions are then drawn in the form of an abstract general understanding of the facts.

Data Sources / Research Subjects:

a. **Primary Data**

Primary Data is data obtained directly from the source, observed and stored about things that happen in the field during the implementation of research. Primary Data needed in this study include:

1) Siwa ferry port productivity Data for 14 (fourteen) days of research.
2) Distance Data between vehicles on the KMP Merak operating at the Port of crossing Siwa.
3) Existing condition Data on KMP Merak operating at Siwa ferry port.

b. **Secondary Data**

Secondary Data is data obtained not from direct observation but obtained from various
agencies related to the research object which is then processed and recapitulated into one data that can be used for material in research. The secondary data needed in this study include:

1) Characteristic Data of Shiva crossing Port.
2) Characteristic Data of ships operating in the crossing Port of Siwa.
3) Passenger and vehicle productivity Data for the last 5 (five) years.

3. Results and Discussion

a. The Need For Weigh Bridges
Based on the results of the presentation and analysis of data, it can be seen that the Shiva crossing port does not have a vehicle weighing device which should be an important aspect to find out information about the weight of the vehicle before entering the ship that can be used as a basis in determining the tool and the number of vehicle fastening tools on board. Therefore, the Siwa crossing Port should provide a minimum of 1 portable weighbridge or permanent weighbridge.

![Weighbridge Type Portable and Permanent Type](image1)

Figure 1. Weighbridge Type Portable and Permanent Type

b. Placement of vehicles on board
Based on the results of the presentation and analysis of data, that there are still vehicles that do not match the placement on the ship that there are vehicles that are placed transversely, especially two-wheeled vehicles. this resulted in difficulty in the passage of passengers in and out of the ship.

![Transversely placed vehicles](image2)

Figure 2. Transversely placed vehicles
c. Cleanliness Of Vehicle Loading Space

Based on the results of the presentation and analysis of data, that the ship KMP Merak operating in the Port of crossing Siwa has a loading space that is not clean and there is oil spill. It is dangerous for vehicles and passengers who will enter the ship, the vehicle could have slipped or passengers fell due to the loading space is not clean and there are oil spills. In this case, the ship operator in order to pay more attention to the cleanliness of the loading space of the vehicle on board.

![Figure 3. KMP Merak Loading Space Is Not Clean And There Is Oil Spillage.](image)

(d. Distance Between Vehicles

Based on the results of the presentation and analysis of data, that the distance between vehicles at KMP Merak operating in the Port of crossing Siwa not in accordance with applicable rules, this can endanger shipping activities, where the distance between vehicles that are too close to the risk of collision between vehicles that are dangerous for the on going shipping activities.

(e. Sterilization Of Vehicle Loading Space From Passengers

Based on the results of the presentation and analysis of data, that on the ship KMP Merak operating in the Port of crossing Siwa there are still passengers in the vehicle during the voyage. This can endanger passengers in the event of an emergency because it is difficult to help due to the difficulty of evacuation routes and also the risk of passengers being squeezed by vehicles in bad weather.

![Figure 4. The Condition Of The Vehicle Loading Space That Is Not Sterile From The Presence Of Passengers.](image)
f. Vehicle Fastening
Based on the results of the presentation and analysis of data, the vehicle is not binding on the front (bow), middle (midship), rear (Stern). It is dangerous for the ongoing activities of the voyage, whereas the application of lashing is very important, if the vehicle in it not in lashing can result in a collision between vehicles and vehicles shifted to the low side and this can cause an accident and result in the ship capsized.

![Vehicle Lineup Binding Required]

Figure 5. Vehicle Lineup Binding Required

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g. Administration Of Administrative Sanctions To Ship Operators
Based on the results of the presentation and analysis of the data, the administration of administrative sanctions to ship operators has not gone as expected. This resulted in the existence of ship operators who carry out vehicle transportation activities that are not in accordance with applicable rules, namely the distance of vehicles that are too close, the loading space is not clean and sterile from the presence of passengers, vehicles placed transversely, and vehicles that are not fastened. In this case, the firmness of the regulator is needed in enforcing the rules. The regulator can provide information about the correct procedures for transporting vehicles in accordance with the rules, if there are still ship operators who violate, sanctions can be given in the form of freezing the approval for the operation of ferry transport ships; and revocation of the approval for the operation of ferry transport ships.

4. Closing
a. Conclusions
1) The current conditions for the transportation of vehicles on ships operating in the Siwa ferry port are as follows:
   a. Unavailability of vehicle weighing devices.
   b. There is a transverse placement of vehicles
   c. The loading space is not clean and there is oil spills
   d. Very close vehicle range
   e. Non-sterile loading space of people / passengers.
   f. The vehicle is not carried out fastening on the front (bow), middle (midship), rear (Stern).
   g. There are no sanctions for ship operators who do not bind vehicles.
That the transportation procedures at KMP Merak operating at the Siwa ferry port are not in accordance with the Minister of Transportation regulation number 115 of 2016 concerning the procedures for transporting vehicles on board.
2) The obligation to bind vehicles at KMP Merak operating at the Siwa ferry port is not in accordance with the Minister of Transportation Regulation Number 30 of 2016 and Minister of Transportation regulation number 115 of 2016, that there are still vehicles that are not tied at the front (bow), middle (midship), rear (Stern) and the distance
between vehicles that are very close.

b. Suggestion

1) The conditions for transporting vehicles on the Merak KMP operating at the Siwa ferry port must be in accordance with the procedures for transporting vehicles that have been regulated in the Minister of Transportation regulation number 115 of 2016, which are as follows:
   a. We recommend that the Siwa crossing Port immediately add vehicle weighing facilities and be placed in the area before purchasing tickets. Because the vehicle must be weighed and known the weight of the cargo information before entering the ship, this is done so that the transportation conditions can run smoothly and safely and minimize the occurrence of accidents while sailing;
   b. We recommend that the placement of the vehicle is adjusted to the regulation of the Minister of Transportation No. 115 of 2016 Article 17 paragraph (1) that the vehicle must be placed lengthwise (longitudinal) in the direction of the bow and stern of the ship and must not cross the ship;
   c. Ship operators should pay more attention to the cleanliness of the loading space as mandated in the Minister of Transportation Regulation No. 115 of 2016 article 15 Paragraph (1) that the loading space must be clean from oil and grease;
   d. We recommend that every vehicle that is in the bow, middle, and stern of the ship must be carried out lashing to prevent the movement of vehicles while sailing which has the potential to cause accidents on the ship.
   e. The ship operator should be able to discipline the passengers who are on the vehicle deck to be able to go to the passenger room which refers to the Minister of Transportation Regulation No. 115 of 2016 Article 17 paragraph (2) that the vehicle placement space must be sterile from the presence of passengers during the voyage.

2) Ship operators must carry out binding on vehicles that are in the mandatory lashing can be lashed in accordance with Minister of Transportation Regulation Number 30 of 2016 and Minister of Transportation regulation number 115 of 2016.

3) The need for firmness from the regulator in the application of sanctions against ships that do not carry out vehicle binding in accordance with applicable regulations, sanctions can be in the form of administrative sanctions, this is contained in the Minister of Transportation Regulation Number 30 of 2016 article 10 paragraph (2), namely administrative sanctions as referred to in paragraph (1) form:
   a. suspension of approval for the operation of ferry transport ships; and
   b. revocation of approval for the operation of ferry transport ships.

5. References


