IMPLEMENTATION OF ZONING SYSTEM AND REGULATION OF TRAFFIC FLOW PATTERNS AT BANDAR SRI JUNJUNGAN CROSSING PORT OF DUMAI CITY
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Abstract
Bandar Sri Junjungan Port is a port that manages the Dumai - Tanjung Kapal track. This commercial trajectory connects between districts, namely Dumai City and Bengkalis Regency. In its daily activities, this port serves crossings as many as 8 trips / day with a crossing time of 45 minutes.
Based on the analysis conducted using survey data and also using several sources of legal foundation and theoretical foundation for zoning system improvement activities in this port, determination of land facilities, the determination of traffic flow patterns, and analysis of the placement of existing officers and signs, to provide improved service of service users because the growth rate of passengers is increasing.
From the analysis can be concluded that the zoning system at Bandar Sri Junjungan Crossing Port, has not been implemented based on PM No. 29 of 2016 on Sterilization of Crossing Ports and SK.242 of 2010 on Port Traffic Management.

Keywords: Bandar Sri Junjungan Port, Zoning System, Current Pattern

1. Introduction
Dumai City with 204,674 (two hundred four thousand six hundred and seventy-four) hectares, a territorial waters of 71,393 (seventy-one thousand three hundred and ninety-three) hectares, located at a position between 101º 0' 38" - 101º 43' 33" East Longitude, 01º 26' 50" - 02º 15' 40" North Latitude.
Ro-Ro Dumai Crossing Port named Bandar Sri Junjungan is located in Pangkalan Sesai Village, West Dumai District, Dumai City, Riau Province. The port is located at COORDINATES LU 1°41'40.0" and BT 101°24'57.8". In its management, this port is managed by UPT Port Crossing Region I of Riau Provincial Transportation Office and also supervision carried out by the Land Transportation Management Center of Region IV Riau and Riau Islands.

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RoRo crossing port connects Dumai City and Rupat with a 4-mile route. In a travel time of approximately 30-45 minutes. In its daily activities, ships in this port travel as much as 8-9 trips / day. Ships operating in this port consist of 2 ships including KMP. Muria belongs to PT. ASDP Indonesia as well as KMP. Swarna Dharma belongs to PT. Nusantara Bridge. Dumai Crossing Port is more directed at passenger and vehicle transportation with a maximum weight of 30 tons.

In accordance with the Regulation of the Minister of Transportation No. 29 of 2016 on Sterilization of Crossing Ports, that each crossing port is required to pay more attention to the division of regional zones, layouts, and traffic arrangements at both passenger and vehicle ports and the Decree of the Director General of Land Transportation Number: SK.242 / HK.104 / DRJD / 2010 Concerning Traffic Management Crossings, then every crossing port is required to pay more attention to traffic arrangements at the crossing port both passengers and vehicles so that operational activities at the Port can be more orderly, orderly and smooth.

2. Research Methods

At this stage, after the practice activities are carried out, there are 2 data collected, namely:

a. Primary Data

Primary data is data that is taken directly through a survey at the location in question.

The primary data required in this study are as follows:

1) Field Observation

This activity aims to visit, see, and observe the direct conditions in the field. In this activity the things that are carried out are to visually observe the situation to be examined. The selection of this location takes place at the Port of Bandar Sri Junjungan Crossing of Dumai City.

2) Calculation Method

This method surveyor calculates the number of objects in a given period of time using tools (such as: counters, etc.). Data obtained in the form of accurate quantitative data:

a) Survei Produktivitas Harian

Calculating the productivity of the port per day, survei is carried out for 30 days from April 24, 2021 to May 30, 2021.

b) Port Area Measurement

Measuring the area of the port and its facilities using meter aids, clipboards, and pens.

b. Secondary Data

Secondary data is data obtained based on the observations of other parties and in the form of reports in writing, basically it is supporting the credibility of primary data supporting or background information for field observation. The secondary data needed is as follows:

1) Literary Methods (Literature)

Yaitu by studying theory and literature and lecture modules in the Politektik library of Lake River Transportation and Palembang Crossing, as well as legal bases related to problems that will be studied as a theoretical foundation in analyzing and solving problems.

2) Institutional Methods

This is done by collecting data from agencies related to this research.
3. Results and Discussions

PROBLEM ANALYSIS

1. Land Facility Layout Analysis Of Regional Zoning System
   At this time the counter located at Bandar Sri Junjunagan Crossing Port where the placement is still not good, because the place of purchase of passenger and vehicle tickets is still joined. From the above problems, the location of ticket purchases must be diverted and must also be separated between the passenger counter and the vehicle counter.

2. Analysis of Passenger and Vehicle Traffic Management After Zoning System Layout Is Implemented
   Lanes for passengers and vehicles are currently not running optimally, because passenger lanes and vehicles still use the same lane to board the ship. Therefore, in order to support the servants at a port, there is a need for separation between passenger lanes and vehicles that will board the ship.

3. Analysis of Addition of Support Equipment and Placement of Required Officers
   At Bandar Sri Junjunagan Crossing Port, there needs to be zone system equipment to support the smooth and orderly order of the port. There needs to be signs, road markings, the addition of lighting lights and the addition of officer personnel.

PROPOSED PROBLEM SOLVING

1. Regulate the layout of land facilities from the zoning system at Bandar Sri Junjunagan Dumai Crossing port in accordance with PM No. 29 of 2016 on Sterilization at The Crossing Port

2. Providing information and to the public about the area zone system used for passengers and vehicles at Bandar Sri Junjunagan Crossing Port in accordance with The Director General of Land Transportation Decree No. 242 of 2010 on Crossing Traffic Management

3. Laying a clearer port sign, in accordance with PM No. 13 of 2014, about Traffic Signs around the area of Bandar Sri Junjunagan crossing port

4. Sterilize, regulate and regulate the delivery of passengers, either using vehicles or on foot in accordance with the applicable zone system at the port.

5. To create safe, orderly, orderly and smooth traffic conditions, it is necessary to rearrange vehicle lanes, passengers and vehicle parking lots ready to fit and pick up, so that smoothness at Bandar Sri Junjunagan Crossing Port regularly

6. The flow of traffic both passengers and vehicles both at the time of activities in and out of the port and in and out of Trestle before to the ship.

7. Placing officers in the area needed so that service users better understand the system and order in the company in providing instructions

8. Adding officers at Bandar Sri Junjunagan Crossing Port to provide information and instructions for service users.

9. Improved service by checking passenger and vehicle tickets in the A3 and B2 zones with the specified placement of officers.
4. Conclusion

1. The layout of land facilities has not been applied to the regional zoning system at Bandar Sri Junjungan Crossing Port in accordance with Ministerial Regulation No. 29 of 2016 on Sterilization of Crossing Ports so that operational conditions at the Port have not been running properly.

2. There is still a Crossing in the entrance and exit area in the Port area and has not been in accordance with the Regulation of the Director General of Land Transportation Number SK.242 of 2010 concerning Technical Guidelines for Crossing Traffic Management.

3. There is still a lack of equipment and laying of signs in accordance with PM No. 13 of 2014 on Traffic Signs, as well as the lack of arrangements for the placement of officers who should be able to regulate the traffic activities of Bandar Sri Junjungan Crossing Port, so that services at the port have not worked well because service users feel confused with the existing zone system at Bandar Sri Junjungan Crossing Port.

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