Overview Of Land Facilities In The Port Of The Kepok Rasau Jaya Ship Kubu Raya District, West Kalimantan Province

Paulina M Latuheru¹, M Khairani² dan Sausan Fadila³

ABSTRACT
The Klotok Rasau Jaya Port is one of the routes that serves passengers from and out of the Kubu Raya Regency to the interior such as Teluk Batang and Padang Tikar. The existence of this route is very important in an effort to support economic development in the West Kalimantan Province. The level of service felt by service users is quite influencing in the implementation of transportation activities, especially the service felt at the port which must comply with the regulations that have been set.

The method used to analyze the existing problems is the analysis of the calculation of the need for a passenger waiting room, an analysis of the construction of a counter building for passengers, an analysis of fire fighting facilities, and an analysis of the suitability level of port facilities according to existing conditions.

Based on the analysis, it can be concluded that there is no waiting room facility for passengers, causing passengers to often wait on board or in the canteen around the pier, there is no special room for purchasing tickets for passengers, there is no fire fighting facility such as APAR, and it is still not suitable. land facilities based on established regulations.

Keywords: Service User Services, Mainland Facilities, Level of Needs.

1. Introduction
Kubu Raya Regency is one of the areas in West Kalimantan, which is fed by the Kapuas River as a transportation infrastructure for river transportation development. Where geographically this area has hundreds of large and small rivers. Some of them can and are frequently navigable. The main major river is the Kapuas River which is also the longest river in Indonesia. Generally, this area relies on river transportation fleets as a means of mobilizing goods, passengers, vehicles and their cargoes from one area to another. Therefore, river transportation is one of the priority needs for transportation in this region. The area of Kubu Raya Regency, which is separated between land and water, is the gateway for the flow of goods, vehicles and passengers from and out of the Kubu Raya Regency in particular, and West Kalimantan Province in general. This is supported by the existence of the Klotok Rasau Jaya Ship Port. The Klotok Rasau Jaya Port is currently served by klotok ships with the Rasau Jaya-Teluk Batang and Rasau Jaya-Padang Tikar ships which operate from 11.00 to 20.00 WIB.
In an effort to improve ferry transportation services, adequate port facilities are needed in order to create security, comfort, safety and order for passengers, vehicles and ships so that it is necessary to repair and add to the existing land facilities at the Klotok Rasau Jaya Ship Port. Therefore, pay attention to increasing the process of mobility of people and goods through rivers at this time. However, service is often interrupted because there are still many limitations. Facilities such as:

This passenger waiting room and fire extinguishing facilities have made the facilities at this port less optimal. As now, people only rely on the canteen and small stalls around the pier as a waiting room, waiting on the boat, and even often, people who bring motorized vehicles wait by sitting on their own motorbikes.

2. Research Methods

   Method of collecting data

   The method used

   In this Mandatory Working Paper research, several data approach methods are used as reference materials and the steps taken in conducting research in achieving the expected goals, this approach is also adjusted to the conditions and location or place where the object is located. In the data collection process, several survey methods were used to obtain data, namely:

   a. Secondary Data

   Secondary data is data obtained based on written reports conducted by other parties. Secondary data collection is carried out by visiting agencies related to research. The methods used are:

   b. Literature Method

   The library method is an effort to collect data and information based on reference books and regulations that are related to research. In this study, literature or books in the library or others are used in this research.

   c. Institutional Method

   Institutional method is an effort to collect data obtained from various agencies related to this research, namely:

   1) District Transportation Office. Kubu Raya, West Kalimantan Province.

   2) Office of the XIV Region Land Transportation Management Office of West Kalimantan Province.

3. Results and Discussion

   a. Waiting Room Analysis

   The Klotok Rasau Jaya Boat Port, Kubu Raya Regency, West Kalimantan Province does not have a waiting room. Therefore it is necessary to do an analysis of the waiting room, in order to support the activities at the Klotok Rasau Jaya Ship Port, Kubu Raya Regency, West Kalimantan Province. The analysis of the size of the waiting room that is suitable for the Klotok Rasau Jaya Ship Port to serve the users of the port services:
The following terminal building facilities:
Where:
\( a1 = \) The area of the waiting room (m²)
\( a = \) requirements for space area for 1 person (1.2 m² / person)
\( n = \) The number of passengers in one ship
\( N = \) Number of ships arriving / departing at the same time
\( x = \) concentration ratio (1.0 to 1.6)
\( y = \) Average fluctuation (1,2)

Determination of the number of passengers in 1 (one) ship is taken based on the largest passenger carrying capacity, namely 195 people. Meanwhile, the determination of the number of ships coming and going at the same time is determined to be 1 (one) because the ships and docks available / used are only 1 (one) unit.

Table 5.1 Passenger Productivity Data for 15 Days

<table>
<thead>
<tr>
<th>No</th>
<th>Tanggal</th>
<th>Trip</th>
<th>Penumpang</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>08/06/2020</td>
<td>6</td>
<td>192</td>
</tr>
<tr>
<td>2</td>
<td>09/06/2020</td>
<td>6</td>
<td>186</td>
</tr>
<tr>
<td>3</td>
<td>10/06/2020</td>
<td>6</td>
<td>182</td>
</tr>
<tr>
<td>4</td>
<td>11/06/2020</td>
<td>6</td>
<td>183</td>
</tr>
<tr>
<td>5</td>
<td>12/06/2020</td>
<td>6</td>
<td>171</td>
</tr>
<tr>
<td>6</td>
<td>13/06/2020</td>
<td>6</td>
<td>191</td>
</tr>
<tr>
<td>7</td>
<td>14/06/2020</td>
<td>6</td>
<td>185</td>
</tr>
<tr>
<td>8</td>
<td>15/06/2020</td>
<td>6</td>
<td>187</td>
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<tr>
<td>9</td>
<td>16/06/2020</td>
<td>6</td>
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</tr>
<tr>
<td>14</td>
<td>21/06/2020</td>
<td>6</td>
<td>188</td>
</tr>
<tr>
<td>15</td>
<td>22/06/2020</td>
<td>6</td>
<td>179</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>2766</strong></td>
</tr>
</tbody>
</table>
From the table above, it can be seen that to determine the passenger concentration ratio, the following formula can be used:

Concentration Ratio (x) = □ ("Maximum number of pnp per day" / "Capacity of pnp in one ship × number of trips")
= "195 passengers" / "77 passengers × 6"
= 0.45 ~ 1.0
So, the concentration ratio (x) is 1.0

From the table above, it can be concluded that the number of ship passengers taken from passenger productivity for 15 days is 195 people.
Thus the calculation of the waiting room becomes:
A1 = a. n. N. x. y
a1 = 1,2 m² / person. 77 people. 1 ship. 1.0. 1,2
a1 = 110.88 m²

So the waiting room requirement for now is 110.88 m². At the Klotok Rasau Jaya Boat Harbor, there is a building that is not currently in use, which covers an area of 290 m². So that the unused building can be used as a place for the waiting room for future passengers, therefore for the use of the current waiting room, the empty building can be used with an adequate area of 290 m².
To determine the holding capacity of the waiting area based on the above analysis, the following formula can be used:
= 95 Seats

Based on the calculation of the area of the waiting room requirement, a passenger waiting room of 110.88 m² is required and a total of 95 seats is required.

The waiting room area of the analysis results is needed for
The current waiting room is 110.88 m², based on measurements made there is an unused (empty) building with an area of 290 m² which can be used as an alternative to the currently needed waiting room.
Room for counters
Additional space to serve passenger ticket buyers so that they are no longer jostling when buying tickets for ship passengers.
based on the analysis carried out, it is necessary to build a counter so that passengers will be more orderly when queuing to buy tickets.

Fire fighting facility analysis
There are no fire extinguishing facilities at the Klotok Rasau Jaya Ship Port, and there are no fire facilities at the office, such as foam, carbon dioxide, and others. This fire extinguisher facility is very necessary in an office because it does not cover the possibility of an accident such as a fire.
3. Closing

Conclusion
Based on the results of the problem analysis that has been done in the previous chapter, the following conclusions can be drawn:

a. The Klotok Rasau Jaya Boat Port currently does not have a suitable waiting room, and there are no supporting facilities in the waiting room. The area needed at this time is to determine the number of passenger arrivals per day and the current planned waiting room area is 110.88 m² and the number of seats required is 95 seats. Currently, Klotok Rasau Jaya Ship Port also does not have fire fighting facilities, so it is not in accordance with government regulations.

b. Repair and use of buildings that are no longer used as waiting rooms and additional fire fighting facilities.

4. Suggestion

From several things that have been concluded, it can provide input for the organizers and managers of the Klotok Rasau Jaya Ship Port in order to provide good service for service users and the subsequent development of the Klotok Rasau Jaya Ship Port. The things that are suggested are as follows:

a. The currently unused empty space which is 290 m² in size can be used for the current planned waiting room because based on the calculation of the planned waiting room needed at this time is 110.88 m² and the need for additional seats in the waiting room is 95 seats. As well as the need for the addition of other facilities in the waiting room such as television and other supporting facilities that are useful for providing comfort to service users while using port facilities.

b. Developing facilities at the port, including:
   1) Fire extinguishing facility which functions to cope with a fire at the port.
   2) Construction of counters for ticket purchases
   3) Repair toilets that were broken and not in use.

5. Bibliography

1) 2008. Law Number 17, PELAYARAN
2) 2009. Government Regulation No. PP 61 KEPELABUAN
3) Abubakar, Iskandar. 2013. AN INTRODUCTION TO TRANSPORTATION CROSS