Evaluation Of Vehicle Loading On Board KMP. Kerapu On The Rasau Jaya - Teluk Batang Track, West Kalimantan Province

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Abstract
Rasau Jaya Port is a port located in Kubu Raya Regency, in West Kalimantan Province which has an important trajectory, namely Rasau Jaya - Teluk Batang which can be navigable by KMP. Kerapu. This line connects Kubu Raya Regency with North Kayong Regency. This port is an inland port which is the most important transportation access place in West Kalimantan. In the transportation system, security and safety are the top priorities as a form of providing good services for service users. Safety is shown not only to service users and ship operators, but also to vehicles transported on board. As is the handling of vehicle loading on board.

The better the handling of cargo on board, the better the level of security and safety of the vehicle on board. The level of conformity of vehicle loading on ships has been regulated in Government Regulation Number 62 of 2019 concerning minimum service standards for crossing transportation, this study was conducted to determine the level of conformity of vehicle loading and find out the load capacity based on SUP with current conditions.

Efforts that need to be improved are the supervision of the loading of vehicles on board ships, port operators are required to weigh and measure cargo to carry out safe loading, and socialization is held to service providers with minimal services on board ships on safe, safe and comfortable loading of vehicles.

Keywords : Vehicle loading, suitability level, carrying capacity

1. Introduction
Rasau Jaya Port is a port located in Kubu Raya Regency, in West Kalimantan Province. This port serves two routes, namely Rasau Jaya - Teluk Batang which is 72 miles away which is navigable by KMP. Kerapu. In the transportation system, security and safety are the top priorities as a form of providing good service. Safety is shown not only to service users and ship operators, but also to vehicles transported on board. As is the handling of vehicle loading on board.

On the Rasau Jaya - Teluk Batang route, there is a ship owned by PT ASDP, namely KMP. The Kerapu, a ship that has a GT of 288 tons, carries passengers, vehicles and goods with a range of ± 12 hours. On the vehicle loading system above the KMP. Vehicle Kerapu is too tight, adjustment of vehicle arrangements is not appropriate, also vehicles on board are not secured using ropes which are very dangerous for ship operators and vehicle operators on board ships.

2. Research Method
The research method is optional for original research articles. This method is written in in a study, research methods and techniques relate to the quality of the data obtained. Namely by using methods including:

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Issn 2723-3294
a. Primary Data

Primary data are specifically carried out to answer research questions.

1) Observation Method
   The activities carried out are to make observations starting from vehicles entering the ship, the process of handling cargo on the ship, measuring the distance between vehicles on board the ship and observing the type of vehicle class on the ship in the loading vehicle.
   a) Observation of Distance Between Vehicles
   b) Measurement Methods
   c) Documentation

b. Secondary Data

In obtaining secondary data the author uses the following methods:

1) Literary Studies (Literature)
   This method is done by looking for literature or documentation from various sources, existing journals regarding the theory.

2) Institutional Studies
   Researchers obtained additional data through various relevant agencies in West Kalimantan. Data collected from various related agencies, namely:
   b) Office of PT ASDP Indonesia Ferry (Persero) Pontianak Branch.

3. Results and Discussion

<table>
<thead>
<tr>
<th>Types of Services</th>
<th>Suitability Level</th>
<th>Percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Appropriate</td>
<td>Not Appropriate</td>
</tr>
<tr>
<td></td>
<td>Appropriate</td>
<td>Not Appropriate</td>
</tr>
<tr>
<td>Salvation</td>
<td>10</td>
<td>-</td>
</tr>
<tr>
<td>Security</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Ease</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Average</td>
<td>15</td>
<td>3</td>
</tr>
</tbody>
</table>

Based on the results of the observation of the level of conformity of the Vehicle Loading SPM according to the Regulation of the Minister of Transportation Number 62 of 2019, it was found that there were several things that were not appropriate, namely the distance between vehicles that was too close, which should be the distance between vehicles at least 30 cm. The total level of suitability of loading services at KMP Kerapu is below:

Service suitability rate = \( \frac{\sum \text{Appropriate Type of Service}}{\sum \text{Total Type of Service}} \times 100\% \)

\[ \frac{15}{18} \times 100\% = 83\% \]
From the results of the calculation above, the percentage rate in accordance with the vehicle loading SPM is 83% while those that are not in accordance with the vehicle loading SPM are 17%.

a. Cargo Handling based on PM 62 of 2019
   In accordance with the previous analysis, the regulation of cargo and cargo handling must be adjusted to the regulations that have been set to regulate the minimum service standards for vehicles and passengers in accordance with PM 62 of 2019 concerning Minimum Service Standards on board ships.

b. Handling distance between vehicles based on PM 62 of 2019
   The distance between vehicles is not in accordance with the applicable rules. Which should be this provision has been set to improve security and safety. However, there are still many vehicles parked at KMP. Kerapus do not comply with applicable regulations. As supervision should be carried out so that the distance between vehicles must be in accordance with applicable regulations, between one side, which is 60 cm. To prevent the occurrence of impacts.

c. Vehicle Binding based on PM 62 of 2019
   Vehicle fastening is not in accordance with the applicable rules because fastening tools are not used on board the ship in accordance with the rules that apply to the front, middle and rear rows. Which is very dangerous the level of vehicle safety when sailing on the ship is very dangerous. As it should be, fastening must be carried out during the voyage on the bow, midship and stern parts to prevent any shifting of the vehicle.
4. Closing

a. Conclusion
Based on the results of data analysis and discussion of problems, the following conclusions were drawn:

1) The degree of suitability of the loading of vehicles in the KMP. Kerapu of 83% with SPM (Minimum Service Standards) Based on Government Regulation Number 62 of 2019. Aspects that meet this suitability are safety aspects, namely information, appeals and loading safety facilities as well as convenience aspects, namely loading and unloading facilities. Meanwhile, the distance between vehicles is not in accordance with applicable regulations.

2) The distance between vehicles is not in accordance with government regulation number 62 of 2019, which says that the distance between the interface is at least 30 cm, the distance between the left side and the right side is 60 cm.

b. Suggestion
The proposed suggestion is to improve the operational performance of crossing ships, especially on the Rasau Jaya – Teluk Batang crossing track for vehicle loading services above KMP. Kerapu:

1) It is necessary to socialize service providers with minimal services on the ship regarding the loading of vehicles that are safe, security and convenience in accordance with government regulation number 62 of 2019.
2) Increasing supervision of vehicle loading on board ships, port operators are required to carry out weighing and loading to carry out safe loading. 3. Increase supervision of ship operators while vehicle loading is in progress

5. References

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