



Review of Transport Vehicles on Ferry Board At Bira - Pamatata Tracking

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Abstract

The ferry port of Bira are harbor crossings which serve traffic between provinces and between islands by crossing trajectory Bira - Labuan Bajoe and Bira - Pamatata. The ferry port of Bira is managed by the Regional Technical Implementation Unit (UPTD) the ferry port for infrastructure and PT.ASDP Indonesia Ferry (Persero) Branch Selayar to ingredients. The ferry port of Bira is closely associated with the economic development of the community because many people who do activities in the region and the Bulukumba district of Makassar and Selayar Island is an area (Hinterland) who really need both parts of clothing and food. In the security and safety of the transportation system highly favored as a form of good service delivery. Safety was shown not only to the service users, but also to the ship operator. As well as setting up and handling of cargo vehicles on board. The better regulation and vehicle handling on board the better the level of security and safety of vehicles on board and vice versa. The setting and handling of cargo vehicles on board is good for the service user / owner of the vehicle, as well as for the security and safety of vehicles on board and are not harmful to the operator of the vessel that can be done by means of an approach based on the arrangement of the vehicle by placing a distance between the vehicle safe and mounting strap vehicle (lashing) contained in the PM number 115 of 2016 on procedures for the transport of vehicles on board. As well as setting up and handling of cargo vehicles on board. The better regulation and vehicle handling on board the better the level of security and safety of vehicles on board and vice versa. The setting and handling of cargo vehicles on board is good for the service user / owner of the vehicle, as well as for the security and safety of vehicles on board and are not harmful to the operator of the vessel that can be done by means of an approach based on the arrangement of the vehicle by placing a distance between the vehicle safe and mounting strap vehicle (lashing) contained in the PM number 115 of 2016 on procedures for the transport of vehicles on board.

Keywords: Port; Ships; Services; Loading; User Services; Ship Operator.

1. Introduction

The increasing transport interaction between economic and social activities in one area causes more need for transport systems that are not limited to those areas, although limited due to geographical conditions such as water, mountains, or islands. Economic and social development of a region is also strongly influenced by the transportation system that ultimately will enhance the development of the region. The success of the development of a region is strongly influenced by the role of transport as the pulse of life in a good area of political, economic, social and cultural as well as defense and security. Transport plays a very important in the successful development of one area to another. To achieve a good

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transportation system and needs to be supported by means of reliable and adequate transportation infrastructure in accordance with the standards - standards that have been determined. Crossing the river transport and has a very important role for the areas not yet reached by land transportation that is as an access link.

To improve the quality palayanan and management services Transportation, reliable, competitive and provide value-added that is able to support the recovery of national economy, especially in the field of Inland And Ferries Transport (ASDP) then, the port as a transport node is considered necessary to improve the quality and quantity as well as performance in service to the community and users of port services.

The ferry port of Bira is the port for loading and unloading activities where ships Ro-Ro. The ferry port of Bira is managed and organized by the Provincial Transport Department and the ingredients are managed by PT. (Persero) Lake Crossing River Transport (ASDP) Branch Selayar and supervised Care Unit (Satpel) BPTD Region XIX South Sulawesi and West Sulawesi. Seaport Ferries Bira, Bulukumba located at coordinates $5^{\circ} 20' N - 5^{\circ} 40'$ latitude and $119^{\circ} 50' BB - 20^{\circ} 28'$ East with a population of 349.560 inhabitants in 2016, has four ships operating on the trajectory harbor Ferries Bira - Crossing the harbor Pamatata ie KMP Bontoharu, KMP Balibo, KMP.Sangke Palangga, and KMP.Kormomolin. PT. ASDP Indonesia Ferry (Persero) Branch Selayar as one of the executors ferry transport that provide public services to the public should be able to perform its functions by providing excellent service to the service user. Services provided by PT. ASDP Indonesia Ferry (Persero) must be related also to the safety of passengers and vehicles during the trip. Reviewing the events that occurred on the ship KMP. Lestari Maju which was sailing from the port to the islands Selayar Bira on 03 July 2016 at 14.30 which sank in the waters of the islands of a screen due to a leak in the hull left the ship, structuring charge is not based on the weight of the vehicle but based on data from the slope of boats and vehicles are just in chock does not binding (lashing) make the ship experienced a fast ramp rates due to scrape charge is not tied. Shifting vehicle resulted in point G (gravity) the vessel is no longer in the middle of the boat (center line) and move towards shifting the load, then it is proper PT. ASDP Indonesia Ferry (Persero) Branch Selayar more attention to safety and security for passengers and vehicles on board.

In the security and safety of the transportation system highly favored as a form of good service delivery. Safety was shown not only to the service user, but to the vessel operator. As well as setting up and handling of cargo on board the vehicle. The better regulation and vehicle handling on board the better the level of security and safety of the vehicle onboard and conversely the bad arrangement and vehicle handling on board got worse also the level of security and safety of vehicles on board.

In an effort to ensure the safety of passengers and vehicles, the Ministry of Transportation issued Ministerial Decree No. 115 of 2016 on Procedures for Transportation Vehicles in Upper Boat and Ministerial Regulation No. 30 of 2016 concerning binding obligation on Ferry boat transport vehicles. The regulation aims to improve the safety of Ro-Ro passenger vessels, compliance with safety standards onboard the transport vehicle, minimize overweight cargo, vehicle loading and placement errors of less bonding strength of the vehicle on board.

2. Research Methodology

in obtaining primary data and secondary data the author uses the following method:

a. Methods of Observation

Direct observation of actual conditions in the field of observing the process of handling cargo on the vessel, measuring the distance between vehicles on the vessel, as well as



observing the types of groups of vehicles on the vessel, laying transverse vehicle, the number of officers needed doing lashing.

b. Measurement Methods

Measurements were performed to obtain the distance information loading vehicle that does not comply with existing regulations that may affect the safety of the ship and dig deeper into the factors that cause it.

c. Literature Method

Secondary data were obtained from the literature or books - books in the library of Inland And Ferries Transport Polytechnic Of Palembang (*POLTEKTRANS SDP*) Palembang and books - more books related to the research.

d. Institutional methods

Data - data collected from the various agencies involved, namely:

- 1) Hall business Land Transport (BPTD) Region XIX South Sulawesi and West Sulawesi
- 2) PT. ASDP Indonesia Ferry (Persero) Branch Selayar
- 3) The Central Bureau of Statistics Bulukumba and Islands District Selayar south Sulawesi province.

3. Analysis And Discussion

To this writer using a reference by the Minister of Transportation Regulation Number 115 Of 2016 and Regulation of the Minister of Transportation No. 30 of 2016 as a reference in solving the following problems with the existing condition in the Port Ferries Bira PT. ASDP Indonesia Ferry (Persero) Branch Selayar:

1. Each port is used to transport vehicles by ship should prepare scales for vehicles in the port area to weigh the vehicle before being taken on board.
2. Each vehicle will be transported on board shall include information on the type and weight of cargo.
3. Each ship is required to provide a sufficient charge fastener tools on board.
4. Load space must be clean of oil spills and grease (grease).
5. The vehicle must be placed lengthwise (longitudinal) direction of the bow or stern of the ship and the ship should not cross.
6. Every vehicle shall be binding during the voyage, as referred bonding is performed on the vehicle which is located at the front (bow), middle (midship) and rear (stern).
7. Requirements for cargo distance between vehicles is:
 - a. The distance between one side of the vehicle at least 60 cm.
 - b. The distance between the front and rear of each vehicle 30 cm.
 - c. For vehicles beside the side adjacent to the wall of the vessel, within 60 cm calculated from lining the inner wall or outer side of the joist.
8. Crossing transport vessel operators are required to provide officers to perform the binding of the vehicle and the number of officers to bind a vehicle adapted to the schedule of ships.

a) Solution to Problem

From the analysis results obtained, it is known that the procedure of transporting the vehicle on board by the Minister of Transportation Regulation No. 115 and No. 30 of 2016 is different from the procedure of transporting the vehicle on board which are in Port Bira. Where there are many rules that still have not been fulfilled as the distance between vehicles which are very close together, which is not in the vehicle-lashing, unavailability of officers to carry out the lashing of vehicles, and the laying of a transverse vehicle. It is therefore necessary firmness



of the government that rules be implemented so that the rule goes by the level of safety at the time of sailing to be safe.

Proposed Troubleshooting Based on Minister of Transportation Regulation No. 115 Of 2016 on Procedures for Vehicles Transporting Boats Above:

1) Payload Type Information

In Bira harbor, to obtain information about the type cargo vessel operators must carry out checks on vehicles crossing and the vehicle can perform the weighing of vehicles on the highway weigh stations and provide the results to the vehicle Weigh ship operators.

2) Vehicle condition of the room and at the moment Loading

- Loading arrangement should be aligned with the bow and the stern there is no longer a vehicle transverse
- All passengers should be in a special room of passengers and not in the loading space.
- Vehicle distance to the vessel wall must also be 60 cm in order not to close the access road

All vehicles will be transported in KMP. Kormomolin, KMP. Balibo and KMP. Sangke Palangga should be in the lashing.

Proposed Troubleshooting Based on Minister of Transportation No. 30 of 2016 on concerning binding obligation on Ship Transport Vehicles Crossing.

a) Officers Binder Vehicle

On Bira port should be provided officers to undertake binding or clamp the vehicles on board.

Based on calculations of each ship requires first officer appointed to perform the lashing straps binding the vehicle, but it would be better if each ship to provide two officers to undertake vehicle fastening strap so that the implementation is faster, so we can say that the clerk needs are met.

b) Binding supervisor Vehicles

At the ferry port there should Bira responsible for overseeing the process of binding a vehicle to ascertain whether all the vehicles that will sail made binding or clamp on the wheel. This is necessary so that the vehicle in KMP. Kormomolin, KMP. Balibo and KMP. Sangke Palangga sailing in the security situation. In this case the party or parties BPTD Technical Implementation Unit (UPT) should The ferry port of Bira from the field to monitor and supervise the activities of the binding of the vehicle before implementation process of the cruise.

4. Closing

a. conclusion

Based on existing data and survey results, it is concluded as follows:

- 1) The procedure for transporting vehicles on the ship Bira – Pamatata ferries tracking still not in accordance with the procedures for loading vehicles are already regulated in Regulation of the Minister of Transportation No. 115 of 2016 as vehicles that transport is not weighed beforehand because Weigh damaged, the vehicle is not equipped with the weight and type of cargo information, lashing straps that do not fit and are not sufficient, the load space KMP. Kormomolin is clean of grease, whereas on the KMP. Balibo and KMP. Sangke Palangga there are pools of water and grease, there are vehicles that cross, and only a few vehicles that do the binding.
- 2) Obligations binding vehicle on the boat crossing on Bira - Pamatata ferries tracking still not in accordance with the procedures for loading of vehicles which have been arranged on



the Regulation of the Minister of Transportation No. 30 of 2016 as, equipment lashing incompatible and inspectors lashing just watching because vehicles are close together so no access road.

- 3) Based on the circumstances on the ground that each ship no special officer appointed directly by the operator of the ship, while the Regulation of the Minister of Transportation No. 30, 2016, article 6, paragraph 1 ship crossing transport is required to provide officers to perform the binding of the vehicle and the result of analysis that ideally every ship must 2 officers fastening straps provide the vehicle. It can be concluded the transport vehicles carried on the ship Bira - Pamatata ferries tracking deemed not comply with applicable regulations.

b. Suggestions

Based on the results of the above conclusions, there is some feedback as follows:

- 1) Need to do the socialization of ship operators on procedures for transporting vehicles on board because in the way of the transport vehicle should really be based on rules that have been implemented, so that the level of safety in sailing could be secured and no one harmed and if it still exists on the ship do not implement the rules it is necessary firmness of the government to enforce the rules and sanction carriers that do not implement the transport ship vehicles on board based on the rules that have been enacted.
- 2) Operating ships need to hold a fastener tool in accordance with the type of vehicle required type of binding vehicles and Supervision must be done carefully and responsibly.
- 3) Based on the calculation that each ship must provide two officers to undertake vehicle fastening strap, the implementation will be faster loading of the vehicle and no one is responsible.

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