Review of Transport and Obligations of Vehicles in Kalabahi – Kupang Tracking, East Nusa Tenggara

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Abstract
Kalabahi ferry port is one of the ferry ports located in Alor district as a transport node is used by locals and tourists. Kalabahi Ferry Port managed directly by the Regional Land Transport Hall business XIII East Nusa Tenggara province. 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 also to the vehicle operator and the operator of the ship. As well as setting the transport and cargo handling vehicles on board, the better arrangement and handling of vehicles on board the better the level of security and safety of vehicles on board and vice versa. Settings transport and cargo handling vehicles on the boat is good for the service user / owner of the vehicle, as well as security and safety for 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 transport vehicle, putting distance between vehicles safe and mounting strap on the vehicle (lashing) contained in the regulation number 115 of 2016 on procedures for the transport of vehicles on board and regulation Number 30 of 2016 concerning the binding obligation on ships crossing transport vehicles.

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

1. Introduction
Transportation is an activity transfer of goods or passengers from one place to another as supporting, driving, and driving force for the growth of a region. Transport Crossing in East Nusa Tenggara Province is still a top priority for connecting a separate area by the waters. 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.

2. Research Method
This research method using primary and secondary data as reference and comparison, while the methods used are:

a. Methods of Observation
Direct observation of actual conditions in the field of observing the process of transporting the vehicle on the vessel, measuring the distance between vehicles on the vessel, laying transverse vehicle, and the number of officers needed to carry out the lashing.

b. Methods of Interviews
The interview method is a method that is done to obtain information related to the binding of a vehicle on board as well as the procedures for loading vehicles to officers aboard the ship, and receive information related to bulk goods.

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c. **Method of Literature**

Library method is to obtain secondary data in the can by studying the theory and literature or books related to research and problem solving.

d. **Institutional methods**

Method is data collection by a visit to the agency or office concerned to obtain secondary data related to this study are as follows:

1) PT. ASDP Indonesia Ferry (Persero) Branch Kupang

2) Land Transportation Office Region Hall business XIII East Nusa Tenggara

3. **Results And Resolution**

a. **Results**

To determine whether conditions at the Harbor Crossing Kalabahi now has to comply with Regulation Number 115 Of 2016 Concerning Procedures in Upper Boat Transportation Vehicles and Transportation Minister Decree Number 30 of 2016 Obligations binding on Ferry Transport Vehicles which is used as a reference in solving the problem as follows:

1) In accordance with the provisions of that each port being used to transport the vehicle by using the ship should prepare scales for vehicles in the port area. However, at the Ferry Port of Kalabahi not provide scales for vehicles in the port area.

2) Each vehicle will be transported on board shall include information on the type and weight of cargo. However, at the Port of Kalabahi vehicles transported on board do not include information about the type and weight of cargo to be shipped.

3) The cargo on ships operating in the port of Kalabahi clean of spills of oil and grease (grease).

4) The vehicle must be placed lengthwise (longitudinal) direction of the bow or stern of the ship and the ship should not cross. There are still placed transversely vehicles that have not been in accordance with the rules regarding the position of the vehicle on board.

5) The room must be sterile loading of the passenger during the voyage. But what happens in the field is still a lot of passengers who were in the vehicle during the sailing.

6) Distance between vehicles

According to the Regulation of the Minister that the distance between the vehicle side at least 60 cm, and the distance between the front and back of each vehicle 30 cm. Based on the results of the survey in the field is still a lot of loading the vehicle on board which are not appropriate, where the distance between vehicles must be addressed to space on space loading in order to do the binding process the vehicle and facilitate the evacuation of passengers in the boat at the time of emergency.

7) **Binding of vehicle**

From observations in the field, there still exists a vehicle being transported on the ship but did not do a good binding of the vehicles in front, rear, and center so that the level of safety of vehicles on the ship is very low.

8) **Binder Tool Needs Vehicles**
In connection with the obligation to make binding the vehicle it is required to provide a tool fastener on the boat, from the analysis that fastener tools required amount of each vessel at least provide as many as 120 units of the vehicle binder.

9) Officers Binding Vehicle

In connection with the obligation to provide a means of fastening the vehicle, based on the calculation that the time required to perform the binding on a vehicle where the point of bonding is done by one person takes over two (2) minutes, so as to complete the binding totaling eight points of the two fastener tools precision it may take as long as 16 minutes for one vehicle.

b. Problem Solution

From the analysis results obtained, it is known that the procedure of transporting the vehicle on board by the Minister of Transportation Regulation Number 115 and Number 30 of 2016, there are still differences in the procedures for transporting vehicles on board the ship at the Port of Kalabahi. 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, laying transverse vehicle, and the unavailability of officers to undertake binding. It is therefore necessary firmness of the government to rule immediately implemented so that the rule goes by the level of safety at the time of sailing safer.

1) Obligations towards the transport vehicle ordinance

To perform the duties assigned to the Minister of Transportation Number 115 of 2016 Article 5, paragraph 2, of the obligation to weigh the vehicle prior to being loaded on board, then the port management should provide a permanent vehicle weighing device or portable in the port area. It aims to obtain information related to vehicle weight and cargo to be transported in order to be used by the officers loading, for typesetting vehicle on the vehicle deck, control the power of the MB and rampdoor, and to consider the stability of the ship.

2) Loading conditions Vehicles in Upper Boat

To carry out the obligations set forth in the Regulation of the Minister on the importance of understanding the relevant officers are supposed distance between vehicles, and to facilitate the loading process carried out by officers on board the ship by using a stick or ruler media with a length of 30 cm and 60 cm to provide a distance between the vehicle in accordance with the applicable rules. Then to simplify the process of unloading and unloading the vehicle, the vehicle being transported must be placed lengthwise in the direction of the position of the bow or stern of the ship. To maintain the cleanliness of the loading space of spilled oils and greases should helmsman making picket schedules in the loading chamber after the load and unload the vehicle, then made a journal as a form of sanitation report in writing. And regarding the sterilization chamber loading of passengers, as long as it does a cruise. Then the officer should direct passengers to the waiting room, if necessary make a picket captain for the crew to guard so that none of the passengers in the vehicle during the voyage.

3) Needs lashing officer on board

Based on the Regulation of the Minister of Transportation Number 30 of 2016 that ferry transport ship operator shall provide personnel to perform the binding of the vehicle. Based on the calculation above that each ship must provide two officers to undertake vehicle fastening strap so that its implementation could run faster and if something happens no one is responsible.
4. CLOSING

a. Conclusion

Based on the data contained in this Working Paper Mandatory, then be concluded as follows:

1) Procedure haulage vehicles at the Kalabahi Ferry Port not in accordance with the rules that have been established due to the unavailability of weighing device for a vehicle that will go on the boat so that no weight information and the type of cargo being transported. On the condition of the loading space, the vehicle is loaded with a transverse position, and yet sterile from passengers during the voyage.

2) Lack of security and safety services to the vehicle that transported related to the distance between the vehicle, do not do binding or clamp on the wheel and the vehicle.

3) Based on conditions on the ground that any ship in the Kalabahi Ferry Port do not have a special officer appointed by the vessel operator to perform the binding of the vehicle, while the Minister of Transportation Regulation Number 30 of 2016 Article 6 paragraph 1 that the ship crossing transport shall provide officers to undertake binding vehicles.

b. Suggestion

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 the ship does not carry rules that there is the necessary firmness of the government to enforce and sanction carriers that do not implement the transport ship vehicles on board based on the rules that have been enacted. As well as the need to be planned construction of a vehicle weighing device that is placed before the counter of vehicles so we know the weight of the vehicle and its cargo to be shipped on board where the information can be used to control the power of the MB and rampdoor and to consider the stability of the ship.

2) In an effort to simplify the process of loading a vehicle made by officers on board is by way of using the media stick or ruler with a length of 30 cm and 60 cm to provide a distance between the vehicle in accordance with applicable regulations. And for vehicles that enter the ship to do the binding using fastener tools such as slings, chain binders, or strap with a force of 120 KN in accordance with established standards.

3) Based on the calculation that each ship must provide two (2) officers to undertake binding straps vehicles, because of the presence of the officer who provided the execution of loading vehicles will be faster and there are officers who are responsible if anything happens while sailing as accidents due to weather bad, but when the ship operator did not have enough officers then ship operators should merrecut new officers and giving knowledge to perform the binding straps vehicles on board.
5. References


3) Act No. 17 of 2008 on the voyage, the President of the Republic of Indonesia, Jakarta

4) Regulation of the Minister of Transportation No. 30 of 2016 on binding obligation on Ferry Transport Vehicles, Jakarta: Minister of Transport of the Republic of Indonesia

5) Regulation of the Minister of Transportation No. 115 of 2016 on Procedures for Transportation Vehicles on Ships, Jakarta: Minister of Transport of the Republic of Indonesia