Overview Of Vehicle Transport At KMP.Mutis On The Tanjung Kalian - Tanjung Api - Api Route

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Abstract. In the transportation system, security and safety are highly prioritized as a form of providing good services. Such as arranging and handling vehicle cargo on board. However, the procedures for transporting and fastening vehicles on board the KMP.Mutis ship operating at Tanjung Kalian Port on the Tanjung Kalian-Tanjung Api-Api route do not comply with the standards stipulated in Minister of Transportation Regulation Number 115 of 2016 concerning Procedures for Transporting Vehicles On board the ship and Minister of Transportation Regulation Number 30 of 2016 concerning the Obligation to Tie Down Vehicles for Ferry Transport. The research method used is direct observation in the field (field research) to obtain data regarding Procedures for Transporting Vehicles on Ships and Obligations for Fastening Vehicles on Ships.

The results of this research are: Suitability of distance between sides of vehicles at KMP. Mutis is not in accordance with Minister of Transportation Regulation Number 30 of 2016, There is no fastening in the mandatory lashing line, KMP. Mutis has not provided sufficient fastening equipment on board the ship, KMP. Mutis has not provided sufficient wheel clamps on board the ship and KMP.Mutis must provide special lashing officers. The suggestion that can be concluded by the author is that human resources related to ABK (service providers), BPTD (supervisory officers) and ASDP (port managers) must be given socialization regarding the implementation policies of PM Number 115 of 2016 and PM Number 30 of 2016.

Keywords: *Transportation, Vehicles, Ships*

1. Introduction

KMP ship. MUTIS is one of the crossing ships with a route at Tanjung Kalian-Tanjung Api-Api Harbor with a distance of 30 nautical miles. This route can be reached in 4 (four) hours with an average speed of 10 knots. The Tanjung Kalian-Tanjung Api-Api route is one of the routes in the Bangka Strait that connects Bangka Belitung Island and Sumatra Island.

National Transportation Safety Committee (2014), For example, the ship that had an accident was KMP. Munawar Ferry operated by PT Pemberangan Munawar, Lombok. KMP Munawar Ferry is a Ro-Ro Ferry type ship with GT 522 which sank in the waters of the Alas Strait, Lombok on January 31 2014 at a position of 8° 29' 19.49" South Latitude and 116° 44' 39.57" East Longitude or about 4 miles sea or (nautical mile/NM) from Kayangan Harbor. At the time of the incident, the crew heard the impact of the Engineer on Duty's vehicle, then came down from the bridge to check the situation and saw that the right ladder had been blocked by the movement of some of the vehicles which were thought to be the 3 vehicles in the right row, namely a minibus, a medium truck and a large truck. .

The vehicle shifted to the right side due to the ship tilting to the right and the floor becoming slippery, while the vehicles were not fastened with lashing as they should be. When sea water has inundated the vehicle deck floor, the static friction force is reduced, so that due to the weight of the vehicle it becomes easier to shift even though the vehicle is on the parking brake (handbrake) and in gear. The calculation results show that this vehicle shift causes a change in tilt of 13.7° to the right. At around 04.00 WITA, shortly after the lights went out at KMP. The Munawar Ferry capsized until the keel appeared on the surface where the right side entered the sea first. When the KMP Munawar Ferry capsized, the passengers and crew of the KMP. Munawar Ferry started jumping into the sea. At that time KMP Gading Nusantara arrived earlier at a distance of ± 300 meters from KMP. Munawar Ferry to help evacuate KMP Munawar Ferry passengers. It was recorded that 3 passengers died, from the complaint post 6 passengers were declared missing and all crew members were declared safe.

Therefore, this research discusses the Transportation Review Vehicles at KMP.MUTIS on the Tanjung Kalian – Tanjung Api-Api route.

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2. Research methodology

The type of research used in this research is the Quantitative Descriptive method. Quantitative Research is a type of research that is used to analyze data by describing or illustrating, explaining, summarizing various conditions, situations, phenomena or various research variables according to the data events that have been collected as they are.
According to Arikunto (2006), the quantitative descriptive research method is a method that aims to create a picture or description of a situation objectively using numbers, starting from collecting data, interpreting the data as well as its appearance and results.
Meanwhile, the data used in this research is primary data in the form of direct field observations and secondary data taken from literature and several studies that have been conducted.

3 Results and Discussion

3.1. Data Presentation

The data presented will be described descriptively obtained from direct observations in the field. In order to make the presentation of this data more focused, the researcher will present the data based on the main points of discussion. The following is a presentation of data regarding procedures for transporting vehicles on ships and obligations for tying vehicles on ships.

3.2 Data Analysis

The results of the analysis show that the procedures for transporting vehicles on ships do not comply with the transportation procedures regulated in the Minister of Transportation Regulation Number 115 concerning Procedures for Transporting Vehicles on Ships and the Minister of Transportation Regulation Number 30 of 2016 concerning Obligations for Attaching Vehicles on Ships. These discrepancies include:
a. The distance between vehicles and the distance between vehicles and the ship's wall does not comply with applicable regulations which should have established provisions. In fact, there are still many vehicle gaps between vehicles and vehicles with very close ship walls at KMP.MUTIS that do not comply with applicable regulations.
b. The vehicle tie-down at KMP.MUTIS did not comply with the applicable regulations because no one used the vehicle tie-down device in accordance with the applicable regulations in the front, middle and rear rows. Therefore, it is clear that the level of vehicle safety when sailing on this ship is very low and dangerous during the voyage as is the existing condition.
c. The provision of vehicle tie-down equipment at KMP.MUTIS is not in accordance with applicable regulations. Providing sufficient lashing equipment for sailing is an obligation for every ship. However, KMP.MUTIS has not provided sufficient lashing tools.
d. The provision of vehicle wheel clamps at KMP.MUTIS does not comply with applicable regulations. Providing sufficient wheel clamps for sailing is an obligation for every ship. However, KMP. MUTIS does not yet provide wheel clamps.
e. The survey results showed that the number of vehicles that had to be lashed on the KMP.MUTIS ship was 11 ships. So the time needed to tie up a vehicle for 1 vehicle is 5 minutes carried out by 1 officer, so the time needed to tie up a vehicle that must be lashed is 11 x 5 minutes = 55 minutes.

4 Closing

4.1 Conclusion

Based on existing data and the results of the analysis in this mandatory working paper, the following conclusions are drawn:
1. Based on the results of observations of the existing conditions, the position of vehicles transported at KMP.MUTIS, the distance between vehicles and the distance between vehicles and the ship's walls is not

in accordance with Minister of Transportation Regulation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships.

2. Obligation to tie up vehicles with KMP. MUTIS is not in accordance with Minister of Transportation Regulation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships Article 19 paragraph (1) every vehicle must be tied down during the voyage and Minister of Transportation Regulation Number 30 of 2016 concerning Obligations for Tying Vehicles on Ferry Transport Ships Article 4 paragraph (1) Every vehicle must be tied up during shipping. Article 4 paragraph (2) Vehicle lashing must be carried out on vehicles located in the front (bow), middle (midship) and rear (stern) rows. However, every vehicle above the KMP.MUTIS, be it the front (bow), middle (midship), rear (stern), is not tied up during the voyage.

3. The availability of lashing tools on KMP.MUTIS is not in accordance with Minister of Transportation Regulation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships. Article 12 paragraph (1) every ship is required to provide sufficient lashing tools on board. Meanwhile, only 42 lashing tools are available on board the ship, where the highest demand for lashing tools requires 96 vehicle fastening tools. So KMP. MUTIS needs to provide 54 more lashing tools so that the need for lashing tools is met

4. The availability of wheel clamps on KMP.MUTIS is not in accordance with Minister of Transportation Regulation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships Article 2 Ferrying vessels are required to provide vehicle lashings and vehicle wheel clamps. Where the highest number of wheel clamps required at KMP.MUTIS is 9 vehicle wheel clamps.

5. The number of officers at KMP.MUTIS is sufficient, but due to the lack of vehicle lashing, there are no officers specifically appointed to carry out lashing.

4.2 Suggestions

Based on the conclusions above, there are several suggestions
or enter as follows:

1. Ship operators can evaluate the implementation of vehicle transportation in accordance with PM Transportation regulations Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships and PM Number 30 of 2016 concerning Obligations for Attaching Vehicles on Ships.

2. During the voyage, ship operators are required to use vehicle tie-down equipment and regulate the distance between vehicles in accordance with PM Transportation regulations Number 115 of 2016 concerning Procedures for Carrying Vehicles on Ships and PM Number 30 of 2016 concerning Obligations for Tying Vehicles on Ships.

3. Ship operators can provide sufficient fastening equipment in accordance with applicable regulations to cover when the load is full or crowded in accordance with PM Transportation Regulation Number 115 of 2016 concerning Procedures for Carrying Vehicles on Ships.

4. Ship operators can provide sufficient wheel clamps in accordance with applicable regulations in accordance with Minister of Transportation Regulation Number 30 of 2016.

5. Special officers are available to carry out tie-ups on ships in accordance with Minister of Transportation Number 30 of 2016 concerning Obligations to Tie Down Vehicles on Ships. Where according to the analysis results, 1 (one) officer is required to tie up the vehicle on the KMP.MUTIS ship.

6. Human Resources (HR) related to ABK (service providers) BPTD (supervisors) and PT. Obligation to Attach Vehicles to Ferry Transport Vessels.

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