

Contemporary Economy



Contemporary Economy
Electronic Scientific Journal
<http://en.wspolczesnagospodarka.pl/>

Vol. 11 Issue 1 (2020) 39-43
ISSN2082-677X
DOI [10.26881/wg.2020.1.04](https://doi.org/10.26881/wg.2020.1.04)

ANALYSIS OF SUPERVISION OF PORT AUTHORITY ON THE ACTIVITIES OF LOADING AND UNLOADING DANGEROUS GOODS IN THE PORT OF TANJUNG PERAK SURABAYA

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Abstract

In this study the focus is on the Enactment of Law No.17 of 2008, concerning shipping has experienced a lot of improvements in the function of Harbor Harbor Safety and Security. Safety and security issues in shipping are a big responsibility in port. Syahbandar (Harbourmaster) has the highest authority to carry out and supervise the fulfillment of the provisions in the legislation to ensure the safety and comfort of the voyage. The aim of this research is to examined the supervision system of port authority on the activities of loading and unloading dangerous goods in the port of tanjung perak surabaya. This type of research carried out in this research is to use descriptive research. The results of the study show that the application of work standards in the field is not yet optimal in accordance with the Standard Operating Procedures so that the task in supervising dangerous goods has not been carried out properly, inadequate facilities and infrastructures at the Port thus reducing the function of the Port in the supervision of dangerous goods and the limited number of personnel at the Port of Tanjung Perak so that services in the supervision of dangerous goods are less than optimal.

Keywords: Syahbandar (Harbourmaster), Supervision, Dangerous Goods, Operating Procedures

JEL classification: L150; L23; L81; M50; M11

Introduction

Safety and Security of Shipping is a condition of fulfilling safety and security requirements concerning transportation in waters, ports and maritime environments (Faturachman, 2013). Safety of the shipping measured by how the system can protect against the damage and danger of shipping system (Ahn, Joung, Kang, & Lee, 2019). Safety and security issues in shipping are a big responsibility in port. Syahbandar (Harbourmaster) as an official charge of harbour has the highest authority to carry out and supervise the fulfillment of the provisions in the legislation to ensure the safety and comfort of the voyage. Safety of shipping at sea involves a variety of public interests, where the safety of passengers and all their belongings must be accounted for, and supervision and guidance for this purpose is needed by a government institution called Harbourmaster, which is led by a Harbourmaster (Seekamp, Fatorić, & McCreary, 2020).

Enactment of Law No.17 of 2008, concerning shipping has experienced a lot of improvements in the function of Harbor Harbor Safety and Security. The safety of the ship is determined through inspection and testing, the ship that has obtained a certificate is inspected continuously until the ship is no longer used. Inspection and testing as well as surveillance must be carried out by government officials who are given special authority and have competence (Masry s, 2004). Effective safeties of the ship become the core on supervision of port authority.

The Tanjung Perak Port Authority and Port Authority Office has a number of deficiencies in controlling or supervising when ships dock or bulk loading and unloading activities which is and loading and unloading of dangerous goods and lack of safety PPE (personal protective equipment) is an equipment to minimize the hazard happen in port and it used by labourers at Tanjung Perak port. To implement loading and unloading activities at the Port, a person should pass the mechanism system by port manager. The service was carried out by an online-based system and procedure which is an administrative service procedure for ship and goods service activities since the ship docked at the dock, carrying out operational activities (loading and unloading) to ship out which is designed (design) electronically (online) so that it can easily accessed by port service users (Gottschalk, 1986).

Moreover, as Safety and security issues in shipping is a big responsibility in port. Syahbandar (Harbormaster) has the highest authority to carry out and supervise the fulfillment of the provisions in the legislation to ensure the safety and comfort of the voyage, this research aims to examined the supervision system of port authority on the activities of loading and unloading dangerous goods in the port of tanjung perak Surabaya.

Methods

Related to the purposes of this study, this research was conducted at the Port Authority Office in Surabaya the data were analysed qualitative-descriptive. This type of research conducted in this research is to use descriptive research. Descriptive research is a basic research method that used a way of analysing the condition by its current state (Erickson, 2017). Qualitative research is a research which focused in the data quality (Sugiyono, 2016) in this case, the focus of the analysis is the quality of surveillance activities for loading and unloading dangerous goods in dangerous situation, and another task as Surabaya Port Services Users.

Research Population and Samples; The population of this study taken from the entire employees of Harbourmaster Office in Surabaya, as a sample of the research, research samples taken from several Employees / Officers of the Harbourmaster Office in Surabaya, who

has an obligation on carrying out surveillance activities for loading and unloading dangerous goods in dangerous situation, and another task as Surabaya Port Services Users

Data Collection Methods used an **Observation** which include the activity of observing the situation around Surabaya Harbourmaster Office, **Interview** which collected the data by questioning a group within multiple choice answers.

Results and Discussion

The Main Port Office of the Port of Tanjung Perak Surabaya has duties including carrying out supervision and law enforcement regarding the field and security of shipping, coordination of government activities at the port as well as regulating, controlling and supervising port activities at commercially managed ports.

The Main Port Office of Tanjung Perak Port Surabaya currently has the task of carrying out supervision and law enforcement in regarding the matter of shipping safety and security, coordination of government activities at the port including the regulation, control and supervision of port activities. In order to make a good realization on carrying out the duties of harbour and port authority, Surabaya have total 51 personnel member, while related to the safety of shipping, it has the member of safeguards and patrol to oversee the sub-sections and it only has total 10 members. Related to the implementation of supervision, several general problems that often faced in the direct fields regarding the quality of personnel performance, among others are the lack of qualified personnel resources, this is indicated by the number of competent personnel which contain of small number which and it causes less than maximum quality employment of submarine personnel in sailing, guarding and patrolling.

Furthermore, the issue of Union placement on Marine and Coast Guard of Republic Indonesia personnel (KPLP) and placement in positions, which has not been implemented properly, is indicated by the fact that educational background, competence and mastery of the task area, have not been the main factors of placement and determination process. There are some points on the result of this analysis. This is explained as below:

1. Under the Standard

The first topic related to the supervision of authority, based on the field observation, Standard operating procedures for ports have not been carried out yet to maximum effort. Supervision of Syahbandar (Harbourmaster) in an effort to realize a proper safety, security, and orderliness of passengers in Surabaya port is the current Standard Operating Procedures that have not been carried out optimally by all relevant parties, especially in the process of loading and unloading of goods which prioritizes the safety factor. Lack of discipline among employees who are on duty in the field of safety and security supervision in ports and the lack of socialization and inadequate Risk Assessment capabilities are the main factors in this problem.

2. Inadequate Facilities and Infrastructure at the port

Security and order facilities and the passenger terminal at Tanjung Perak port are still inadequate due to the lack of quality and quantity required. Crime prevention equipment and security support several equipment such as metal detectors that serve as se-

curity support facilities to provide security for users of services that are not owned by port management officers (Sarundajang, 2005). By having safe facilities, it will make security and order at the passenger terminal at Tanjung Perak Harbor safer and more comfortable. by looking at the conditions and other conditions, therefore it made the passengers more safe and comfortable, it is expected that the facilities at Tanjung Perak Harbor will be equipped according to the necessary amount.

3. Limited number of Dangerous Goods Surveillance personnel

The Main Port Office of Tanjung Perak Surabaya regulation should be followed by the regulation of enough personnel number and it task observing the dangerous goods loading and unloading activities surveillance because it is not appropriated, it will lead into the dangerous situation. As a main port, it has a task of carrying out supervision and law enforcement in the field of shipping safety and security, coordination of government activities at the port as well as the regulation, control and supervision of port activities (Wilkinson & Leifer, 2007). Safety in shipping is needed to decrease the high potential of accident (Hetherington, Flin, & Mearns, 2006) To carry out its duties the harbor and port authority of Surabaya have 51 personnel, while in the shipping safety, safeguards and patrol sub-sections only have 10 members. Related to the implementation of supervision, several problems generally faced in certain fields within the quality of personnel performance, the problems included such as the lack of qualified personnel resources, this is indicated by the number of competent personnel is still small which causes less than the maximum quality employment of submarine personnel in sailing, guarding and patrolling. Furthermore, the issue of the placement of Union of Marine and Coast Guard of the Republic Indonesia personnel (KPLP) and its placement of each positions, which has not been implemented properly, it is indicated by the fact that educational background, competence and mastery of the task area, have not been the main factors for the employee placement and determination process of dividing the personnel.

Conclusion

Based on the analysis and the result of this analysis, it can be concluded that; the implementation of authority on the activities of loading and unloading dangerous goods in the port of Tanjung Perak Surabaya Lack of supervision in field includes the supervision regarding when the ship arrives, when the ship is in Bandar sail and when the ship will sailing, and it happens due to lack of officers on field.

Another problem happens caused by inadequate facilities and infrastructures at the Port of Tanjung Perak thus reducing the function of the Port in carrying out service activities to port service users and limited number of personnel in supervision of dangerous goods at the Port of Tanjung Perak, therefore port services for users are not optimal.

The third problem is the problem regarding Limited number of Dangerous Goods Surveillance personnel. The Main Port Office of Tanjung Perak Surabaya regulation should be followed by the regulation of enough personnel number and its task observing the dangerous goods loading and unloading activities surveillance because it is not appropriated, it will lead into the dangerous situation.

Based on the conclusion above, overall conclusion of examining the problem of supervision on port authority based on the activities of loading and unloading dangerous goods in main

port of Tanjung Perak Surabaya, it concludes a result that the implementation of work standards in the working field is not being implemented optimally yet, it can be seen by several problems occurred which are related to the activities that did not meet the Standard of Operating Procedures, the system, quality and quantity of the personnel is under the standard. Therefore, according to the analysis by observation and interview, it has a result that the tasks of each sub-section could not be carried out properly.

Suggestion

As an effort to develop the system, regulation of Tanjung Perak Port should be repaired in several ways such as creating new standards that meet the requirements, developing the quality of facilities and infrastructure and making new requirements on employee placement and determining a better process of dividing the personnel.

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