



# Evaluation of The Implementation of The Zoning System at Ketapang Crossing Port, Banyuwangi Regency

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**Abstract.** Ketapang Port is a ferry port in Ketapang Village, Kalipuro, Banyuwangi Regency, East Java which connects Java Island with Bali Island via sea transportation (Bali Strait). The aim of this research is to find out whether the zoning system at the Ketapang Ferry Port is in accordance with Ministerial Regulation Number 91 of 2021 concerning Zoning in Port Areas Used to Serve Ferry Transport and to find out how to regulate vehicle traffic flow patterns at the Ketapang Ferry Port so that it is in accordance with Decree of the Director General of Land Transportation Number SK.242/HK.104/DRDJ/2010 concerning Technical Guidelines for Crossing Traffic Management.

The zoning system and traffic flow patterns of passengers and vehicles at the Ketapang Ferry Port are still not in accordance with applicable regulations because there are still service users who use facilities at the port that are not in accordance with their function and place, crossings between vehicles still occur, zoning signs are incomplete, and there is no land available to be used as Zone E. Therefore, the researcher's suggestion is to recommend land near the port that can be used as Zone E, improving the performance of port officers to be more assertive in giving warnings to service users to comply with existing regulations at the port, placing port personnel at the location where the crossing occurs, as well as the need to add incomplete zoning signs at the port.

**Keywords:** Zoning System, Flow Pattern, Crossing, Zone E

## 1 Introduction

The background to this research is that there are still several zoning signs that have not been installed, the position of zoning signs is not well understood by service users, crossings between vehicles and passengers are still occurring, and there is no available land that can be used as zone e at the Ketapang Ferry Port. Therefore, as a researcher, I provide suggestions such as adding zoning signs, proposing land that can be used as zone e, and planning the traffic flow patterns that should be used. The importance of problem identification and the aim of research is to find out the problems that occur and be able to plan more effective solutions.

## 2 Method

The method used in this research is the observation method where the activity carried out is to directly observe actual conditions in the field, namely observing vehicle and

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passenger traffic flow patterns, as well as observing the availability of zoning signs and information boards about zoning at the Ketapang Ferry Port.

### **3 Results and Discussion**

#### **3.1 Data Presentation**

The data presented will be described descriptively obtained from direct observations in the field. To make the presentation of this data more focused, the researcher will present the data based on the main points discussed.

#### **3.2 Data Analysis**

Based on the results of the observations that have been made, the researchers analyzed the problems with the zoning system and traffic flow patterns that occur at the Ketapang Ferry Port, namely that there are still people fishing and selling around the pier, several zoning signs have not been installed, crossings between passengers and vehicles are still occurring, and the unavailability of land that can be used as zone e. So, as a researcher, I plan to install zoning signs that are not yet available, plan land near the port to become zone e, improve the performance of port officers to be more assertive in directing service users to use the facilities at the port according to their respective functions, plan the construction of a gangway for the wharf. who don't have a gangway,

#### **3.3 Discussion**

The following is a comparison of existing conditions and the planned conditions of the zoning system and traffic flow patterns at Ketapang Port.

Type	Existing Condition	Plan Conditions
Zoning System	<p>The zoning system is not yet in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia Number 91 of 2021 due to incomplete zoning signs and land for vehicles that already have tickets but have not yet entered the port (Zone E), there are still people fishing and selling around the dock area, as well as a lack of passenger awareness and port officers' firmness in providing warnings to passengers to use port facilities and areas in accordance with their respective functions.</p>	<p>The proposal for implementing a zoning system in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia Number 91 of 2021 is planning the addition and placement of zoning signs that do not yet exist at the Ketapang Ferry Port, as well as improving the performance of port officers to be more assertive in appealing to passengers to understand and comply with the regulations. is at the Ketapang Ferry Harbor.</p>
Flow Pattern Traffic	<p>Many passengers do not pass through the gangway so that crossings occur between passengers and vehicles leaving the pier, and there are still crossings between vehicles leaving the port and vehicles going to LCM Pier because MB Pier and LCM Pier are in an area bordered by land. owned by residents so there is a route to LCM Pier which passes through</p>	<p>It is necessary to close access to the passenger lane which is near the vehicle lane entering the pier, build a gangway leading to Ponton Pier and MB III Pier, build a temporary road divider (Barrier) for passengers going to Ponton Pier and MB III Pier, improve performance officers to be more assertive in directing passengers to pass through the gangway, as well as adding additional port personnel who are</p>

## 4 Conclusion

Based on the results of the analysis of existing problems, the following conclusions can be drawn: from the research results, the condition of the existing zoning system at the Ketapang Ferry Port is not in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia Number 91 of 2021 concerning Zoning in Port Areas Used to Serve Ferry Transport. This is due to the fact that Zone E has not been allocated and several zone signs are not yet available and have not been placed in their proper positions. Regulation of vehicle traffic flow patterns at the Ketapang Ferry Port currently still creates a risk of accidents between vehicles and between vehicles and passengers in the port area because there are still crossings both between vehicles and vehicles and passengers.

From several things that have been concluded, the author provides input in the form of suggestions for port managers so that they can provide better services for passengers and vehicles using ferry transportation services. The suggestions that can be given regarding existing problems are: it is necessary to close the passenger lane access adjacent to the parking lot ready to load vehicles. Building a gangway leading to Ponton Pier and MB III Pier. Building temporary roadblocks (Barriers) for service users who will go to Pontoon Pier and MB III Pier while waiting for the gangway to be built. Encourage port officers to be more assertive in giving warnings to passengers to comply with existing regulations and use the facilities at the Ketapang Ferry Port in accordance with their respective functions. It is necessary to provide land near the Ketapang Ferry Port to be used as a queue area for vehicles that already have tickets but have not yet entered the port (Zone E). There needs to be additional and placement of zoning signs that are not yet available.

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