



# Review of Completeness of Safety Equipment and Certification for Traditional Ships at Simanindo Port, Samosir Regency, North Sumatera Province

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**Abstract.** Simanindo Port is a very important ferry port in connecting Sumatra Island with Samosir Island via waterways. In the transportation system, security and safety are highly prioritized as a form of providing good services. Safety is demonstrated not only to service users, but also to ship operators/ship owners. In this case the author compares the completeness of safety equipment and certification, but the current conditions are not in accordance with the Regulation of the Director General of Land Transportation Number: KP.3424/AP.402/DRJD/2020 concerning River and Lake Ships. Based on the analysis carried out, the level of compliance with safety equipment on 17 ships traditional vessels operating at Simanindo Port, namely Baju Helper 12%, Lifebouy 47%, Rocket Parachute 0%, Tali Buangan 100%, and Peluit 100% of the ships already have and are in complete certification condition on 17 traditional ships operating at Simanindo Port, namely Ship Measurement Letters 100%, 0% Ship Registration Certificate, 100% Ship Nationality Certificate, 24% River Lake Ship Safety Certificate, and 30% Ship Crew Proficiency Certificate. Based on the analysis carried out, ships operating on the Simanindo-Tigaras route have not been equipped with safety equipment and certification as regulated in the Director General of Land Transportation Regulation Number: KP.3424/AP.402/DRJD/2020 concerning River and Lake Ships. So it is necessary to fulfill the completeness of safety equipment and certification by ship operators/ship owners. This can happen by means of the Lake Toba KSOPP providing outreach regarding the importance of complete safety equipment and certification as well as holding an inspection of the completeness of safety equipment and certification.

**Keywords:** Ships, Safety Equipment, Certification, Ship Operators.

## 1 Introduction

Simanindo Ferry Port is a port in Samosir Regency which has an important role in connecting all activities between districts around Lake Toba. The Simanindo Ferry Port is a crossing that connects Samosir Regency and Simalungun Regency which are

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separated by water. This route has a very important role in efforts to support economic development in the Samosir Regency and Simalungun Regency areas. According to the Central Statistics Agency (2014), North Sumatra is a province located on Sumatra Island, bordering Aceh to the north and West Sumatra and Riau to the south. North Sumatra Province is located at  $1^{\circ}$  -  $4^{\circ}$  North Latitude and  $98^{\circ}$  -  $100^{\circ}$  East Longitude. The land area of North Sumatra Province is 71,680 km<sup>2</sup>.

Crossing transportation is transportation that functions as a bridge that connects the road network and/or railway network separated by water to transport passengers and vehicles and their cargo.

In terms of organizing inland water transportation, there are things that need to be taken into account, one of which is the fulfillment of ship safety requirements as evidenced by the fulfillment of ship safety equipment and the ship's seaworthiness as evidenced by the presence of ship certificates or documents in accordance with applicable regulations to guarantee safety when sailing for passengers, as well as making it easier to regulate and supervise by the Harbor Master's Office and the Lake Toba Ferry Port Authority.

Based on a survey conducted by the author, there are still many ship owners who do not complete safety equipment and ship certification. Many ship operators/ owners do not realize the importance of complete safety equipment and ship certification which serves as a legal or valid ship for sailing.

Based on the background above, the researcher is interested in conducting research as a final assignment for the Mandatory Working Paper (KKW) with the title review of the completeness of safety equipment and certification of traditional ships at Simanindo Port, Samosir Regency, North Sumatra Province.

## **2 Methods**

The type of research used is qualitative research. According to Sugiyono (2015:9) Qualitative research is research based on the philosophy of postpositivism, used to research the conditions of natural objects where the researcher is the key instrument, data analysis is investigative/qualitative and research results emphasize meaning rather than generalization. In this research, the research method used is descriptive. Because this research describes and describes the condition and amount of life safety equipment on board the ferry motorboat on the Kupang – Rote route.

## **3 Result and Discussion**

### **3.1 Data Presentation**

The data presented will be described descriptively obtained from the results direct observation of researchers in the field. To make the presentation of this data more focused, the researcher will present the data based on the main problems that the researcher identified when carrying out the research. The following is a presentation of

data regarding the Review of Completeness of Safety Equipment and Certification of Traditional Ships at Simanindo Port, Samosir Regency, North Sumatra Province.

### 3.2 Data Analysis

The results of the analysis on traditional ships show that the Life Safety Equipment and certification on board the ship is still lacking in terms of condition and quantity which is not in accordance with the Regulation of the Director General of Land Transportation Number: KP.3424/AP.402/DRJD/2020 concerning River Ships, namely:

a. Life Suit

The following table is data on the level of compliance with life jackets on traditional motorboats operating at Simanindo Port in accordance with the above regulations as follows:

No	Name Boat	Amount At the moment (Units)	Passenger Capacity	Amount Crewman Boat	Amount Gob	Amount Re-quired (Sailor + (Sailor* 10%))	Level Fulfillment
1	Lamhotma 01	80	70	3	73	81	No Fulfil
2	Lamhotma 02	53	55	3	58	64	
3	Romauli 07	31	50	3	53	59	
4	Romauli 08	52	50	3	53	59	
5	Marsada Hole 1			3			
6	Marsada Holong 01			3			
7	Marsada Holong 03			3			
8	Sea Bargain 01			3			
9	Sea Bargain 02			3			
10	Simanindo 06			3			
11	Simanindo 05			3			
12	Galungan Get up			3			
13	Patience Farmer 02			3			
14	Patience Farmer			3			

	03						
15	Patience Farmer 08			3			
16	Sinta Dame 02			3			
17	Sinta Dame 03						

### 3.3 Discussion

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

Types of Analysis Data	Existing Conditions	Plan Conditions
Zoning system	Zoning System not yet appropriate Ministerial regulation Republican Communications Indonesia Number 91 2021 because Regional division still causes existing conditions,	Proposal for Implementing a Zoning System in accordance with Ministerial Regulations Republican Communications Indonesia Number 91 of 2021, namely the division of regional planning in accordance with Regulations like Addition of Zone A2 (Waiting room), B1 (Weigh Bridge), D2 (Commercial Area) and Zone E (Parking Pocket) and Awu Counter Relocation awu at Tollgate
	There are individuals who not interested (Traders and fisherman) entered to the Harbor area resulting in Port conditions not sterile.	Increase the number and performance of security units and port officers so that they can take action and impose sanctions People do not interested ones break the rules and educate users services in understanding and complying with existing regulations at the Port Batulicin Crossing.
	Port Facilities like waiting room, Gangway, areas Commercial, Bridge Weigh and Buffer Zone which has not been fulfilled standard and not yet	Improving Facilities which has not been fulfilled Standard (Waiting Room) and Provide No facilities yet owned at the Port Crossing (Gangwang, Bridge

	available so cause it to happen accumulation at times total passenger increased (Homecoming holiday Eid and Christmas and New Year holidays).	Weigh,Area Commercial, andBuffer Zone)
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## 4 Conclusion

Based on the results of the analysis of existing problems, the following conclusions can be drawn:

1. From the results of the research, the existing conditions of the zoning system and traffic flow patterns as well as the Zoning Signs at the Batulicin Ferry Port are not in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia Number 91 of 2021 due to the division of regional planning which still causes the existing conditions where the Condition of Area A2 (Waiting Room) does not meet standards, Weighbridge facilities are not available in Area B1, Area D2 (Commercial Area) and Zone E (Parking Pocket) are not available, there are still many people fishing and selling in the area around the Batulicin Ferry Port so that the Port is not sterile.
2. 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: Division of regional planning in accordance with regulations such as the addition of Zones A2 (Waiting Room), B1 (Weigh Bridge), D2 (Commercial Area) Zone E (Parking Pocket) and Relocation of Awu-awu Counters in Tollgate area B1 and Increasing the number and performance of security units and port officers so that they can take action and impose sanctions on unauthorized people who violate regulations and educate service users in understanding and complying with existing regulations at the Batulicin Ferry Port.

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