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IMPLEMENTATION OF CENTRAL KALIMANTAN PROVINCE REGULATION NUMBER 8 YEAR 2015 ON TRANSPORTATION OF COAL AND WOOD LOG IN NORTH BARITO REGENCY

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Abstract

The progress of an area is influenced by one of them the existence of transportation modes. The development of transportation in Central Kalimantan Province, especially in North Barito Regency from time to time continues to grow, where before the 1990s there was only 1 (one) type of transportation mode for both people and goods transportation from and out of North Barito Regency, namely River Transportation Mode. In the era of the 1990s, land transportation modes were only opened with the opening of land roads from North Barito Regency to other districts both in Central Kalimantan Province and to South Kalimantan Province and East Kalimantan Province so that it had a positive impact on regional progress. However, the construction of bridges that previously did not take into account the increasing demand for coal mining products hampered the transportation of coal transport vessels. This is because the construction of the bridge poles that are too tight and the currents that change frequently causes ships to often hit the bridge poles of KH Hasan Basri Muara Teweh. The purpose of this study was to analyze the implementation of Central Kalimantan Provincial Regulation Number 8 of 2015 on Coal and Wood Log Transportation in North Barito Regency. This type of research is descriptive qualitative. Data were collected through interviews, observation, and documentation. Data analysis was carried out through data reduction, data presentation, and data verification or drawing conclusions. Based on the results of the study, it was concluded that the implementation of Central Kalimantan Provincial Regulation Number 8 of 2015 concerning River Traffic and Transportation Crossing the Long Span Bridge consists of 4 (four) stages including, Socialization, Supervision, Facilitator and Guidance. The implementation of Regional Regulation Number 8 of 2015 has not yet run as mentioned above so that there are still many obstacles and violations that occur in transportation traffic that crosses the KH bridge. Hasan Basri Muara Teweh. The implementation of Regional Regulation Number 8 of 2015 has not yet run as mentioned above so that there are still many obstacles and violations that occur in transportation traffic that crosses the KH bridge. Hasan Basri Muara Teweh. The implementation of Regional Regulation Number 8 of 2015 has not yet run as mentioned above so that there are still many obstacles and violations that occur in transportation traffic that crosses the KH Bridge. Hasan Basri Muara Teweh.

Keywords: Implementation of Regulations, Modes of Transportation, Coal Transportation, Muara Teweh.

INTRODUCTION

The progress of an area is strongly influenced by the availability of transportation modes to support the movement of people and goods in order to have a higher selling value (Nss et al., 2015). The development of transportation in Central Kalimantan Province, especially in North Barito Regency from time to time continues to grow, where before the 1990s there was only 1 (one) type of transportation mode for both people and goods transportation from and out of North Barito Regency, namely River Transportation Mode. In the era of the 1990s, land transportation modes were only opened with the opening of land roads from North Barito Regency to other districts both in Central Kalimantan Province and to South Kalimantan Province and East Kalimantan Province so that it had a positive impact on regional progress.

The very rapid increase in land transportation modes in North Barito Regency compared to river transportation is due to the speed and shorter travel time when compared to river transportation because it is supported by good road infrastructure so that the movement of people and goods prefers land transportation modes rather than river transportation. river transportation except for transportation of forest products, plantations and mining products still uses river transportation modes. According to Miro (2016), the travel time of a faster mode of transportation affects the user's interest in choosing the type of transportation. Furthermore, according to Pramyastiwi (2013), infrastructure supports activities on public transportation modes.

The existence of adjoining modes of transportation can influence each other (Kartini & Widiyatmoko, 2012). The existence of land transportation greatly affects river transportation modes both in terms of cargo and in terms of infrastructure where with the opening of the highway there are many long-span bridges that cross the river whose existence greatly affects the smoothness of river transportation traffic both in terms of placement position and from the dimensions of the bridge building. less attention to the characteristics of river transport that sails across under the stretch of the bridge.

To support the smooth flow of land transportation traffic, the central government through the Regional Office of the Public Works Office of Central Kalimantan province in 1990 began to build a long span bridge across the Barito river in Muara Teweh which was completed inauguration of its operation in 1995, which was named the KH Hasan Basri Bridge. Each series of main pillars of the bridge is installed with safety fenders consisting of piles so that it narrows the distance between the poles to the poles in the waters that become shipping lanes for passing ships.

With the limited width of the channel that can be navigable under the KH Hasan Basri Muara Teweh Bridge, coupled with the high current speed and the direction of the flow that always changes according to the water level, this also supports the frequent occurrence of bridge safety poles (fenders) being hit by ship traffic. that crosses it.

Based on the history of the construction of the KH Hasan Basri Muara Teweh Bridge in that year, the planning did not take into account the traffic aspects of the river that sailed under it. The main consideration at that time was how to build a bridge to open up the isolation of Muara Teweh City from other areas. One of the considerations in the construction of the bridge is the unavailability of a bridge span that is longer than that size, so that it becomes the only alternative to using a bridge span of that size. Also one thing that was not taken into account at the time of planning was the potential for natural resource traffic in the coal mining sector, where in those years the natural resources exploited were only forest products in the form of logs, so that the North Barito Regency Government in planning the bridge did not take into account the traffic of

coal transportation with large and tall ships. This is proven by the construction of a regional-owned river port through the State Revenue and Expenditure Budget (APBN), which is located downstream of the KH Hasan Basri Bridge.

Along with the passage of time and the world's need for natural resources in the energy sector (coal) which has not been taken into account, especially by the North Barito Regency Government in planning the construction of a long-span bridge that crosses the Barito River, it does not take into account the development and size of coal transport ships that will sail across the Barito River. The KH Hasan Basri Bridge.

At the end of 2005 one of the coal mining companies PT. Marunda Grahamineral, located in Murung Raya Regency, started the production and transportation of coal using ships (barges) that sailed across the KH Hasan Basri Muara Teweh Bridge to be marketed outside Central Kalimantan. Over time and the increasing demand for coal as one of the country's and world's energy sources, so that the exploitation and transportation of coal grows from Murung Raya Regency and North Barito Regency, which is the only mode of transportation via the Barito River.

In terms of time, indeed, transportation by river is longer than other modes of transportation, but in terms of cost and volume of transportation, it is cheaper and larger so that it is more profitable. The average coal production is transported from the port near the mine to the transit port located at the mouth of the Barito River in South Barito Regency or directly to Banjarmasin City, South Kalimantan Province with a distance of between 300 Km to 600 Km. With a long distance that requires a long travel time, it is necessary to consider the size of an efficient means of transport to transport coal from the producing port to the transit port. To reduce the cost of transporting coal and safe sailing on the Barito River, safe and efficient ship sizes are barges of 250 feet to 270 feet with a carrying capacity of ± 4,400 to 5.

The difference between the interval of the bridge pole as a shipping lane and the size of the ship passing by and between the height of the ship/load and the very small clearance of the bridge, so that the process of crossing ships on the KH Hasan Basri Bridge is very risky for collisions between ships and bridge buildings. The crossing process specifically for those sailing from upstream to downstream with loads needs to be assisted by 3 (three) auxiliary ships and before crossing the bridge span, the ship is obliged to turn around for the safety and security of the bridge building so that it requires additional time and cost for the crossing process.

The availability of safe shipping lanes to be crossed is one of the main factors in supporting the safety and security of shipping where the shipping lanes are defined as waters which in terms of depth, width, and free of other shipping barriers are considered safe to navigate.

With the frequent incidents of collisions between ships and bridge buildings, to minimize the above, the Central Kalimantan Provincial Government revised the Central Kalimantan Provincial Regulation Number 8 of 1999 concerning Regulation of River Transport Traffic Crossing Long Span Bridges into Central Kalimantan Provincial Regulation Number 8 2015 concerning Traffic and River Transportation Crossing Long-span Bridges which aims to ensure the safety of long-span bridge buildings so that they can function as expected and river transportation traffic can run safely, orderly, safely, regularly and smoothly.

In the Central Kalimantan Provincial Regulation Number 8 of 2015 the leading sector for compiling and implementing the socialization is the Central Kalimantan Provincial Transportation Service, which is assisted by the Regency/City Transportation Service, while the supervisor and implementation is carried out by the Integrated Supervision Team consisting of

several agencies/agencies. related. while the District/City and Provincial Public Works and Spatial Planning Offices are not involved at all even though the agency is the owner and person in charge of the long-span bridge building in accordance with the applicable laws and regulations.

With the many articles that have not been implemented by districts/cities in regulating ship traffic across long-span bridges, it is influenced by several factors, both for district/city governments in implementing these policies and for shipping service users in complying with these policies.

From the side of the Regional Government of Central Kalimantan Province, the existence of this Regional Regulation aims to ensure the safety of bridge buildings and the smooth running of traffic that crosses them with certain limitations, while for transportation entrepreneurs, these restrictions greatly hinder the smooth flow of transportation traffic. In line with the government's program in implementing development and optimal licensing services so that investment grows and develops in Indonesia, the Ministry of Home Affairs has asked all Regional Governments (Pemda) to review Regional Regulations (Perda) and Regional Head Regulations (Perkada) so that they do not overlap or which has the potential to hinder investment. 3) This is in line with the speech of President Ir. H.

The district/city government has not implemented this policy so that violations often occur in the field by users of transportation services, especially violations of Article 10 paragraph (1) letter a, namely a long span of 60 (sixty) meters, a maximum load of 4,000 (four thousand) tons. . Violations often occur due to the limited availability of ships with such load limits and also limited sailing days due to erratic water level fluctuations which during dry shallow water the ship will run aground and when the water is flooded the ship cannot cross the bridge because of the short free space.

From the table, it can be seen that the average annual sailing day is between six and nine months per year for ships of 240 feet with a carrying capacity of ± 4000 MT. The data is further reduced by the limitation on local regulations with operating hours limits across long span bridges which are only 11 hours per day, so this has a very negative impact on investment development in Murung Raya Regency and North Barito Regency, especially in the coal mining sector.

In the implementation of the Regional Regulation in the field, there are many violations, especially Article 10 Paragraph (1) letter a, because it is difficult for coal mining investors to get the size of the barge with the capacity according to the provisions in the article because the availability of the barge of that size is very limited and less economical for long distance transportation so that many investors operate ships/barges transporting coal in excess of the provisions of the regional regulation.

Based on data on violations of transportation traffic crossing the KH Hasan Basri Muara Teweh Bridge which resulted in frequent accidents between ships and bridge buildings but there is no sanction for these violations as stipulated in the Regional Regulation of the Province of Central Kalimantan Number 8 of 2015, the authors are interested in raising the title in the research by giving the title, namely: "Implementation of Central Kalimantan Provincial Regulation Number 8 of 2015 on Coal and Log Wood Transportation in North Barito Regency."

RESEARCH METHODS

In this study using a qualitative research approach. According to Jamaluddin (2015:52), qualitative research is a method for exploring and understanding meaning by a number of

individuals or groups of people ascribed to social or humanitarian problems. Meanwhile, the reason the researcher chose a qualitative research approach was to be able to explore and obtain in-depth information about facts about the implementation of the sub-district integrated administration service program in the field of building permits by the government in Seruyan Hilir District, Seruyan Regency.

According to Bogdan and Taylor in Rustanto (2015:17) a qualitative approach is a research procedure that produces descriptive data in the form of written or spoken words from people and observable behavior. According to Usman and Akbar (2017: 189) descriptive qualitative research is a type of research with words according to the opinion of the informants as they are. Creswell in Ahmadi (2016:16) argues that "Qualitative research is a process of understanding social or human problems by building a holistic picture, analyzing words, reporting detailed views of informants, and conducting studies in a scientific setting.

In this study, researchers need to determine the focus of research. The focus of this research is to make it easier for researchers to collect data. In addition, the focus of this research is used as a limitation or to limit the problems studied in this study. Based on the formulation of the problem that has been determined, the focus in this research is on the Implementation of the District Integrated Administration Service Program for Building Construction Permits by the Seruyan Hilir District government, Seruyan Regency which focuses on using George C. Edward III's theory of policy implementation.

This research is located in Seruyan Hilir District, Seruyan Regency. Where Seruyan Hilir District is one of the sub-districts that has implemented the PATEN program related to the Seruyan Regent Regulation Number 55 of 2013 concerning PATEN which aims to improve the quality of services to the community. The reason other researchers chose Seruyan Hilir District was because Seruyan Hilir District was the first sub-district to implement the PATEN program in Seruyan District.

The data in this study are primary data and secondary data. Primary data is basic data that is directly related to research problems obtained from interviews with informants and field observations. Where in this case is the implementation of the integrated sub-district administration service program in the field of building permits by the Seruyan Hilir District government, Seruyan Regency. Where the data was obtained by direct observation of Seruyan Hilir District and interviews with all informants who had been previously determined by using questions focused on research problems to obtain data and information through informants related to problems regarding the implementation of the integrated administration service program in the sub-district field. building permit by the government of Seruyan Hilir District, Seruyan Regency. Secondary data sources are supporting data related to research. Secondary data obtained from books, regulations and documentation that have relevance to the research focus.

Data were collected through observation, interviews, and documentation. Data analysis is basically a process of detailing or simplifying data into a form that is easier to carry. Data analysis techniques according to Miles and Huberman in Eddy Lion (2011: 179) state that there are three steps of qualitative data management, namely the data reduction stage, data display, and conclusion drawing verification.

RESULTS AND DISCUSSION

Overview of Research Sites

1. Geographical condition

Seruyan Hilir District is one of the 10 (ten) sub-districts in Seruyan Regency, Central Geographically, North Barito Regency is at coordinates 114020' 3.32" - 115050' 47" East Longitude and 0058'30" North Latitude - 1026'00" South Latitude, which is one of the regencies in Central Kalimantan Province. The North Barito region includes highlands in the north and east and lowlands in the south, which are located at an altitude of about 200-1,750 m above sea level. The mainland of North Barito Regency is divided by the Barito River which flows from North to South for ± 182 km from Benao Hulu Village in the north to Teluk Malegoi Village in the South.

North Barito Regency is bordered by Murung Raya Regency and East Kalimantan Province to the north, South Barito Regency and South Kalimantan Province to the south, East Kalimantan Province to the east and Kapuas Regency to the west.

The area of North Barito Regency is ± 8,300 Km2 (± 830,000 ha) based on BPJS data, while according to digital calculations based on the Attachment Map to the Decree of the Minister of Forestry RI number 529/Menhut-II/2012 dated 25 September 2012, the total area of North Barito Regency is 10,169.73 Km2 (1,016,973 Ha). The biggest potential of North Barito Regency is in the natural resources sector including forestry and mining, while the plantation sector is oil palm and rubber.

Geographically, North Barito Regency can be seen on the map below:

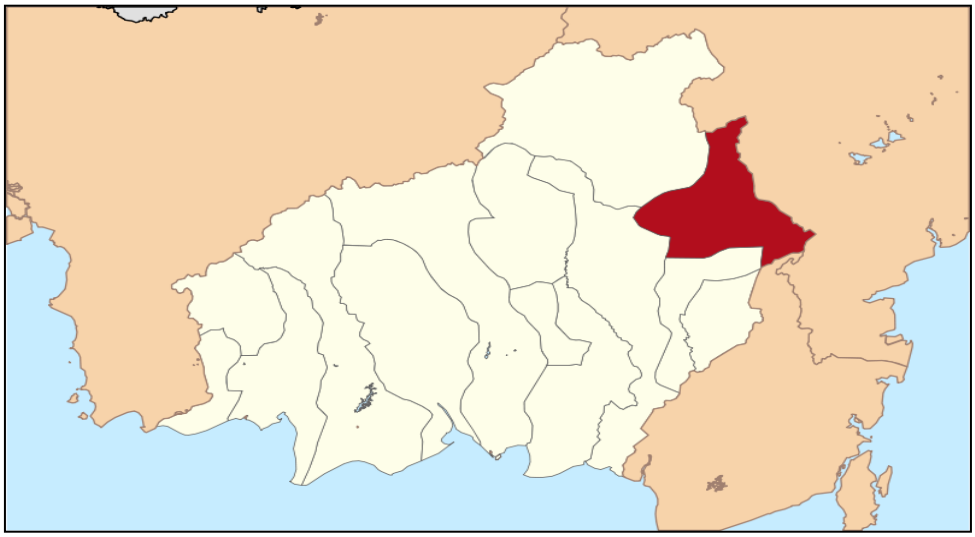

Figure 1 Regional Map of North Barito Regency (Source: id.wikipedia.org, 2021)

2. Population

North Barito Regency was the parent regency prior to the expansion of Murung Raya Regency. The total population in North Barito Regency in 2018 was 129,287 people, 48% women and 52% men. The population of North Barito district is multi-ethnic consisting of various ethnic groups in Indonesia, namely Dayak ethnicity, Banjar ethnicity, Javanese ethnicity and Sumatran ethnicity and Sulawesi ethnicity. The average economy of the population in North Barito

Regency is farming, plantation, forest products, traders, private workers and State Civil Apparatus.

In the private sector, most residents of North Barito Regency work in the plantation, forestry and mining sectors. Especially in the mining sector, which has only started since 2007, there are many employments, both local and outside the region. Based on the number of job seekers registered with the Manpower Office, the employment of North Barito Regency is reflected in the imbalance between the number of local job seekers and the available job opportunities, especially in the coal mining sector due to the weak skills and work experience of local workers so that companies bring in many workers. from outside the North Barito district.

North Barito Regency is one of the regencies of 14 (fourteen) regencies/cities throughout Central Kalimantan. Administratively, it consists of 9 (nine) sub-districts, 10 (ten) sub-districts and 93 (ninety three) villages, this can be seen in Table 1.

Table 1. Area of Sub-districts in North Barito Regency

No	Subdistrict	District Capital	Amount		Area (km2)
			Ward	Village	
1	Middle Teweh	Muara Teweh	2	8	634.14
2	New Teweh	Hajak	2	8	861.38
3	South Teweh	Trinsing	-	10	485.64
4	East Teweh	twine	-	12	494.84
5	Lahei	Lahei	2	11	1,655.00
6	West Lahei	Benao	-	11	1,258,00
7	Montallat	Tumpung Laung	4	6	553.0
8	Mount Purei	Lampeong	-	11	1,468,00
9	Timang Mountain	Kandui	-	16	890.00

Source: Central Bureau of Statistics of North Barito Regency, 2018

The mainland area of North Barito Regency which consists of lowlands and highlands so that there are types of soil layers, namely alluvial found in the area along the river, regosol is spread in the southern part, red yellow podzolic with parent rocks and igneous rocks found in hilly areas, cambisol and oxisol (laterite) are found in the upper region and are the most extensive, undulating and hilly. The distribution of the different types of land is also closely related to the type of livelihood and the economy of the people who occupy it.

The demographic conditions of an area are generally reflected in the population, population growth rate, population structure, population distribution and employment. North Barito Regency which has a population of 129,287 based on BPJS data in 2018 with an area of 8,300 km2, the population density is 16 people/km2, in other words, each area of 1 km2 is inhabited by around 16 people. The highest population density is in Central Teweh District, which is 77 people/km2 which is caused by the city center, both economy and government, in Muara Teweh City which is located in Central Teweh District.

3. Transportation in North Barito Regency

In the description above, it has been described geographically that North Barito Regency is divided by the Barito River from North to South along ± 182 Km and there are several navigable tributaries as transportation infrastructure. Prior to 1995 the movement of people and goods to and from North Barito Regency, both between sub-districts to sub-districts as well as from district to sub-district and to other regencies as well as to the province, there was only one type of transportation mode, namely river traffic. After 1995, with the inauguration of the construction of the KH Hasan Basri Muara Teweh Bridge, land transportation modes began to

open, thereby increasing the movement of people and goods in and out of North Barito Regency. In connection with the opening of land transportation modes which are supported by improvements in road infrastructure so that the time and distance to and from North Barito Regency are shortened, it greatly affects economic growth in North Barito Regency. The KH Hasan Basri Muara Teweh Bridge is the only access in and out of and to Muara Teweh City from other regencies as well as from the capital city of Central Kalimantan Province and other neighboring provinces. The existence of the KH Hasan Basri Bridge is very strategic and very vital to the flow of traffic of people and goods in and out where with the bridge and the connection of the road, the original travel time from Muara Teweh to Palangka Raya was 2 (two) days 2 (two) night via river transportation is now only ± 6 (six) hours.

In connection with the open access to road traffic, it is very influential on the progress of river transportation traffic which for decades has been the only mode of transportation for people to come and go to North Barito Regency, now most of them have switched to road transportation modes, especially road transportation. for the movement of people and groceries. The river mode of transportation is now much reduced, especially for the transportation of people and basic goods as transportation facilities and infrastructure in North Barito Regency, except for areas that are domiciled along the watershed and the land roads are not yet open. The current mode of river transportation is only dominated by the transportation of goods, especially the products of natural resources, including the transportation of logs, coal, Crude Palm Oil (CPO) and forest products because in terms of transportation costs for large quantities of transportation, they are much cheaper than road transportation modes. River transportation modes are starting to lag behind land transportation modes due to several factors, including:

- The number of obstacles sailing along the channel;
- High costs for transporting people;
- long mileage;
- Facilities and infrastructure that are not good and proper;
- Long travel time.

These things are also caused by the government's lack of attention, especially to the safety and security of the sailing lanes for ships traveling on the Barito River. The Barito River is one of the rivers with a very critical water discharge in Indonesia where the fluctuation of the highest water level with the lowest water level is very high so that it greatly affects the security, safety and smoothness of river transport traffic.

The obstacles to river transportation traffic on the Barito River are strongly influenced by the critical water discharge so that at low tide it cannot be navigated because there is a lot of siltation along the Barito River channel. In addition to these natural obstacles, the smooth flow of transportation traffic is also limited by the building span of the bridge that spans the Barito River with the dimensions and height of the bridge floor not in accordance with the size of the ships crossing it. One of the bridge buildings on the Barito River whose existence is very disturbing to security, safety and smooth traffic hindering ships on the Barito River is the KH Hasan Basri Muara Teweh Bridge.

Result Data and Research Discussion

1. Implementation of Central Kalimantan Provincial regulation number 8 of 2015 against coal and log log transport traffic in North Barito Regency

Central Kalimantan Provincial Regulation Number 8 of 2015 is a legal product regarding a policy that must be implemented in order to have the desired impact or goal of an activity in the field. According to Nurdin et al. (2021), implementation is a process in the form of a series of activities, which starts from a policy in order to achieve a goal, then the policy is derived in a program and project.

Implementation is one step in an effort to inform the public or service users of a legal product. Implementation is a very important and very influential aspect in the entire policy process and is a measure of the success of these policies, both national policies and regional policies.

Meanwhile, according to Aliffiandi (2018), the purpose of implementing Regional Regulations in general is to make the community or service users able to understand and be able to implement the meaning and purpose of the Regional Regulation. The wider community, especially service users, knows and understands the development of implementing government programs as a responsibility to the community, being part of the empowerment activities contained in the program cycle of government policies. Meanwhile, specifically according to Fardina (2021) is that there is commitment and cooperation between the government and the community to plan, implement and comply together, can stimulate strategic groups and groups concerned with the supervision of sailing safety and the safety of long-span bridge buildings.

In implementing the Regional Regulation of Central Kalimantan Province Number 8 of 2015 on the KH Hasan Basri Muara Teweh Bridge, so that the Regional Regulation can be known and implemented by the public, especially users of shipping services that sail across the bridge, the duties and responsibilities of the Central Kalimantan provincial government are based on Regional Regulation Number 8 of 2015 article 3 is as follows.

"The purpose of Regional Regulation Number 8 of 2015 is to ensure the safety of long-span bridges so that they can function as expected and river transportation traffic can run safely, orderly, safely, regularly, smoothly and environmentally friendly, as well as useful for the community."

In implementing the Regional Regulation, the Regional Government of Central Kalimantan Province and Regency/City Government as well as assisted by other technical agencies have the right and obligation to conduct socialization; carry out supervision; perform facilitation; and do coaching.

a. Socialization

The socialization team consists of 5 (five) people, namely 1 (one) Head of Division, 2 (two) Section Heads and 2 (two) staff. An interview with Ms. Siti Nur Aini, MT, Head of the Port Section of the Central Kalimantan Provincial Transportation Service said:

"Due to time and budget constraints, we only disseminated Regional Regulation No. 8 of 2015 3 times, 1 time at the Provincial Transportation Service, 1 time at the East Kotawaringin Regency Transportation Service and 1 time at the North Barito Regency Transportation Service. This socialization should have been more than 3 times and the socialization should be prioritized to service users, namely ship captains, port port officers (KSOP/KUPP) and shipping agents as well as goods owners so that the regional regulations are known and obeyed, but this cannot be

implemented. Due to budget constraints. To bridge the socialization, we expect KSOP and KUPP officers to socialize it to service users, namely ship captains and shipping agents."

According to the Head of the North Barito Regency Transportation Service, with the limited socialization, especially to cruise line users (agents and ship captains) sailing across the KH Hasan Basri Muara Teweh Bridge, there are still many ships sailing across the bridge with loads exceeding the limits stipulated in the regulations. the area. Interview with the Head of the North Barito Regency Transportation Service Mr. H. Feri Kusmiadi, SE On 10 February 2021 said:

"Based on data and realities in the field, there are still many coal transport ships that do not heed the load limit specified in Article 10 paragraph (1) The maximum load limit for barges crossing under long span bridges is set as follows letter a). The longest span of the bridge is up to 60 meters, the maximum payload is 4,000 tons; This illustrates that the stages of socializing the regional regulations have not yet been comprehensive to service users or service users know but do not comply. This can be prevented if the harbormaster has carried out the provisions of the regulation before issuing a letter of movement of ships to the North Barito area because it is their authority."

In accordance with Law Number 17 of 2008 concerning Shipping, it is stated that the Kesyahbandaran officer (KSOP/KUPP) as the representative of the central government who is responsible for supervising the safety of ship traffic in the region, should at this stage obtain a permit to sail inland crossing a long-span bridge. UPP Class II Ranggailung officers have socialized the Regional Regulation to the captains/masters of ships sailing across long-span bridges in their area. For ships sailing on the Barito River, one of the long-span bridges being crossed is the KH Hasan Basri Muara Teweh Bridge, the Head of the Class II Ranggailung Port Management Unit (KUPP) should have warned or restricted ships sailing across the KH Bridge.

Interview with implementing staff at KUPP Class II Ranggailung Mr. Dede, ST on November 11, 2020 as follows:

"We only learned about and got a copy of the Regional Regulation Number 8 of 2015 after attending the joint technical coordinator meeting at the Transportation Service of Central Kalimantan Province on September 22, 2019, while the continuity of ship traffic sailing across the KH Hasan Basri Bridge with a ship capacity exceeding the provisions The regional regulations have been around for a long time, we will study them and are ready to help implement them in the field."

From the results of the interview, it can be seen that the lack of socialization of the regional regulations, especially by the regulator to users of transportation services, so that the limits and prohibitions in the Regional Regulations are not known to the service users, which should be the Ranggailung Class II KUPP office as the holder of the safety function for ships sailing in the sea. The Barito River has warned and conveyed the limitations in the local regulation to be obeyed by ships that will sail across the long span bridge. According to Said (2020), the lack of socialization can lead to a misconception between policy makers and implementers in the field.

With the frequent violations of the provisions in the regulation, especially Article 10 paragraph (1) concerning the limit of barge loads crossing under long span bridges, it is stipulated as follows "letter a. The longest span of the bridge is up to 60 (sixty) meters, the maximum payload is 4,000 (four thousand) Tons." Due to the lack of socialization to ship

captains and agents and the weak enforcement of sanctions for these violations, it does not cause a deterrent effect.

A total of 115 violations from 1,035 ships sailing across the KH Hasan Basri Bridge in 2020 over the load limit allowed to cross the bridge. Of (11%) violations, not a single ship has received sanctions or penalties for such violations. The high level of violations is one proof that the socialization stage is not perfect and optimal supervision is not running and there are no sanctions for violations as stipulated in the Central Kalimantan Provincial Regulation Number 8 of 2015. The violation is also caused by the limited size of the ship with the loading capacity as described above. permitted in local regulations making it difficult for entrepreneurs to comply. Most economical ship sizes for transporting coal over long distances are ships with a size of 250 feet to 300 feet with a loading capacity of over 5000 MT. Interview with one of the captains of the TB ship. The Setya VIII fleet on behalf of Tri Budi Santoso who crossed the KH Hasan Basri Muara Teweh Bridge on April 18, 2021 stated:

"I have heard that there are regulations that limit the load and time when crossing the KH Hasan Basri Bridge but I have never seen and read these regulations and also there was no prohibition and notification from UPP Class II Ranggailung when we boarded, even though the size of our barge was 250 feet with a load of ± 5,000 MT and it is impossible for us to only load less than 4,000 MT we can lose and very uneconomical. We know that it violates the rules but this is a simalakama for both us and for the owner of the goods, the ban should have been carried out when we reported and processed the approval letter for movement at the UPP Class II Ranggailung office so that we did not already board and load according to the capacity of our ship's cargo."

The regional regulation has been running since its promulgation in 2015, the socialization should have been known by all parties, especially ship operators, shipping agents and goods owners have been socialized and already know about the provisions in the Regional Regulation, but in its implementation there are still many obstacles and problems. violations in particular on the load capacity limit allowed to sail across the KH Hasan Basri Bridge.

To minimize these violations, especially at the KH Hasan Basri Muara Teweh Bridge, the North Barito Regency Transportation Service has re-socialized on November 11, 2020 by inviting all relevant agencies/services, shipping agents and companies that own goods with the theme Synchronization Between Road Transport Traffic and Traffic. Cross River Transportation refers to the Regional Regulation of Central Kalimantan Province Number 8 of 2015.

The results of an interview with one of the meeting participants, namely Mr. Bustanol, an employee of PT. Maruwai Coal (Adaro Group) as follows:

"We are aware and try to follow all applicable regulations, but the availability of barges with a payload capacity of 4,000 MT is very limited, while the most common barge size is 250 Feet with a loading capacity of ± 5,000 Tons because this size is very economical. The barge of this size does not want to be loaded with only 4,000 tons because it will be a loss and is not economical, so this is a dilemma for us goods owners because on the one hand we have to obey the rules and on the other hand these provisions are difficult to fulfill. We really hope that the regional regulation will be immediately evaluated for revision so that all parties can comply with it."

b. Doing supervision

After conducting socialization related to Regional Regulation Number 8 of 2015 the next step is to supervise the implementation of the Regional Regulation in order to ensure the safety of long-span bridge buildings and the smoothness and safety of ship traffic crossing them.

The supervisory duties regulated in the regional regulations are carried out by the Integrated Supervision Team in accordance with Article 12 paragraph (1) and paragraph (2), namely:

1) Supervision is carried out by an Integrated Supervisory Team consisting of Regency/City Governments, KSOP/KUPP, Resort Police, Military District Command, and related agencies.
2) The Integrated Supervisory Team as referred to in paragraph (1) is stipulated by a Decree of the Regent/Mayor.

The supervisory task according to article 13 paragraph (1) of the Integrated Supervisory Team performs the task of monitoring and supervising the situation and condition of shipping lanes crossing long span bridges.

The implementation of articles 12 and 13 of these regional regulations since their promulgation until now has not yet been implemented by a single district/city, either the establishment of an integrated post or the formation of an integrated monitoring team. Based on the results of the study that this was due to the following factors:

1) Incomplete team member personnel as stipulated in each district/city that has a long-span bridge;
2) The imposition of postal development costs and operational costs of the integrated supervisory team in the district/city APBD;
3) Noavailability budget development post and operational integrated supervision team in the district/city APBD.

Of the dozens of long-span bridges in Central Kalimantan Province, only one long-span bridge has supervisors and traffic controllers who cross the long-span bridge, namely the KH Hasan Basri Muara Teweh Bridge, but the supervision is carried out by officers from the North Barito Regency Transportation Service. Not by the Integrated Supervisory Team as stipulated in Article 12 paragraph (1) of Central Kalimantan Provincial Regulation Number 8 of 2015.

The KH Hasan Basri bridge is one of the long-span bridges with the highest level of risk both in terms of sailing safety and in terms of bridge building safety among several other long-span bridges. It is supposed to improve the safety and security of the related bridge building, monitoring and controlling the traffic of ships sailing across it referring to the regional regulation, but this has not been realized due to one of the reasons as mentioned above. Based on the direction of the Regional Secretary of North Barito Regency, Mr. Ir. Zainal Abidin, MAP, at the meeting on 11 November 2020 as follows:

"In principle, the North Barito Regency Government agrees to establish an Integrated Post and Supervision Team at the KH Hasan Basri Bridge if there are additional crossing hours at night from 06.00 WIB to 23.00 WIB according to special shipping needs for coal transportation,

but the obstacle is the unavailability of budget for financing the construction of the Post and the Integrated Supervision Team. Since the function of the Post and the Integrated Supervision Team is to support the smooth flow of coal transportation traffic, try to study if the financing can be borne by the private sector (goods/transportation owners) or assisting service providers so as not to burden the North Barito Regency APBD."

In connection with the unavailability of the budget, the North Barito Regency Transportation Service sought several alternatives to implement the Regional Regulation in written form by proposing revisions and coordination meetings. One of the meetings discussed this, namely on November 11, 2020 the North Barito Regency Transportation Service held a meeting which was attended by the Head of the Central Kalimantan Provincial Transportation Service, the Kalimantan Provincial PUPR Office Head, the Class II KUPP Head Ranggailung, the Banjarmasin Navigation District Head and all relevant SKPD heads. as well as all transport entrepreneurs/shipping agents and coal mining companies.

The essence of the discussion at the meeting was that with the construction of a long-span bridge that crosses the Barito River so as not to cause obstacles and additional costs for transportation traffic that crosses it, the design and dimensions of the bridge must refer to the characteristics of the ships that pass beneath it. According to Mentayani (2016), river water traffic needs to be supported by surrounding building infrastructure such as settlements and bridges that are made not to hinder the circulation of ships or boats.

In implementing the regulation and supervision of ship traffic on the KH Hasan Basri Bridge, the Department of Transportation of North Barito Regency is also assisted by a guide officer appointed by the company that owns the goods in charge of guiding and directing the captain of the ship from the bridge via a handy talky (HT) communication radio. Ships sailing from upstream to downstream are loaded only during the day from 06.00 WIB to 17.00 WIB while at night it is still not permitted because there is no Integrated Post and Supervisory Team.

Referring to the Regional Regulation of Central Kalimantan Province Number 8 of 2015 that there is no single article that mandates the Regency/City Transportation Service to carry out such supervision, but the policy carried out by the North Barito Regency Transportation Service is a form of responsibility for the security and safety of sailing in the channel. and based on the Regulation of the Regent of North Barito Number 6 of 2012 concerning Supervision of Vessel Transport Sailing in Inland Waters in the Region of North Barito Regency.

This is if ship traffic crossing the KH Hasan Basri Muara Teweh Bridge is not supervised or guided by officers from the bridge and is not limited by time and cargo by the government, traffic safety and bridge building security are very risky for collisions due to very narrow shipping lane conditions. and fluctuating currents.

The author's interview with the head of the Muara Teweh LLASDP Jetty Technical Implementation Unit as the Coordinator of Ship Traffic Supervision on the KH Hasan Basri Bridge on June 14, 2021 with Mr. Muhamad Nurdin as follows:

"Every ship that sails from upstream to downstream with a load that has received an approval letter across the bridge will be monitored and guided from above the bridge together with the scout officers from the company to direct and regulate the speed of the ship when turning direction, crossing the bridge and when turning back. It must be guided from the top of the bridge because of the narrow groove and the swift and changing currents so that it is difficult for the captain of the ship to direct his barge across the bridge for the safety and security of the building."

There are two things that become characteristics in order to boost the performance of the bureaucratic structure towards a better direction, namely: creating and implementing Standard Operating Procedures (SOP) and the implementation of fragmentation itself (Edward III in Agustino, 2012). The actual bureaucratic structure is related to the suitability of the bureaucratic organization itself, where the bureaucracy is the organizer of the implementation of public policies (Edward III in Nugroho, 2012). According to Ramdhani & Ramdhani (2017), SOPs are needed so that the implementation of responsibilities can be regulated, measured, and then evaluated. As a guide in regulating and supervising ship traffic crossing the KH Hasan Basri Bridge, the Head of the North Barito Regency Transportation Service issued a Standard Operating Procedure (SOP).

1) North Barito Regency Regional Regulation Number 2 of 2016 concerning the Formation and Composition of the North Barito Regency Regional Apparatus;
2) Based on Regent's Regulation Number 81 of 2017 concerning SOPs for Licensing and Non-Permitting Management of River and Crossing Transportation in the North Barito Regency Region;
3) Factors of safety and security considering the narrow channel conditions and strong currents, it is necessary to guide the direction of ships that will pass.

Although the Head of the North Barito Regency Transportation Service has issued an SOP and has socialized it to service users, violations by ship captains and goods owners still often occur, including violations of the maximum overload regulated in Central Kalimantan Provincial Regulation Number 8 of 2015 which is 4,000 MT.

The violation illustrates that the implementation of the Central Kalimantan Provincial Regulation Number 8 of 2015 in particular the article on supervision has not been carried out in the field and sanctions have not been applied for the violation because the supervision has not been carried out as instructed by the regional regulation. The North Barito Regency Transportation Service as the temporary supervisor of the KH Hasan Basri Bridge does not have the authority to sanction or detain these violations. To reduce the violation, the field supervisory officer is only limited to giving a warning and asking the goods owners or ship agents to make a statement to be responsible if things happen that are not desirable while sailing across the KH Bridge. Hasan Basri and did not issue a Letter of Approval to Cross the Bridge for ships with loads exceeding the maximum limit. Meanwhile, the task of supervising and guiding in the field

is still carried out to ensure the safety and security of sailing by making a report of supervision which is signed with the owner of the goods or the captain of the ship.

To explore the causes of these frequent violations, we have interviewed one of the staff of a coal mining company, namely Mr. Andre Sutrisno from PT. In Idi as follows:

"Our company has tried to follow the maximum load limit in the Central Kalimantan Provincial Regulation No. 8 of 2015 but there are some of our ships of a certain size that we are forced to load coal exceeding this limit because of our work contract agreement with the carrier who also has to we obey. We also find it very difficult to get ships with a cargo size below 4000 MT which is very rare, because most of the ships operating with a size of 250 feet with a payload above 4000 MT. To ensure the safety of the bridge building when crossing, we are ready to follow all the provisions and risks and add auxiliary ships when crossing."

From the results of the research and the results of interviews with supervisory officers in the field that there are still frequent collisions of bridge safety poles by ships and wooden log rafts, even though they have been guided and supervised, this is caused in addition to natural factors as well as technical factors and human error.

Although this long-span bridge has been guided and monitored for crossings, accidents still often occur, especially if they are not supervised and guided. Ship traffic accidents with bridge safety poles do not only occur on the KH Hasan Basri Bridge, but accidents also often occur on long-span bridges whose bridge spans are more than 100 meters, such as the Bajarum Bridge in East Kotawaringin Regency and the Kalahien Bridge in South Barito Regency. One of the incidents was the collision of a safety pole on the Kalahien Bridge in South Barito Regency by a coal transport ship on May 1, 2019, which resulted in the collapse of a series of fender poles.

c. Become a facilitator

According to the Central Kalimantan Provincial Regulation Number 8 of 2015 concerning Traffic and Transportation Crossing the Long Span Bridge, the facilitators are the provincial government and city district governments as well as porters, KSOPs and UPPs in Central Kalimantan Province.

Based on the tupoksi, the facilitator for drafting regional regulations is the Transportation Office of Central Kalimantan Province, while the facilitator is as a facilitator at the socialization and supervision stage, assisted by the District/City Transportation Service and Syahbandar, KSOP and KUPP throughout Central Kalimantan.

Central Kalimantan Provincial Regulation Number 8 of 2015 is a legal product that was made and agreed upon jointly between the Regional House of Representatives of Central Kalimantan Province and the Governor of Central Kalimantan which aims as stated in Article 3 of Regional Regulation of Central Kalimantan Province Number 8 of 2015 which reads as follows:

"Regional regulations aim to ensure the safety of long-span bridges so that they can function as expected and river transportation traffic can run safely, orderly, safely, regularly, smoothly and environmentally friendly, as well as useful for the community."

The text of the Central Kalimantan Provincial Regulation Number 8 of 2015 is a revision of the Central Kalimantan Provincial Regulation Number 8 of 1999 concerning Transportation Traffic Regulations Crossing Long Span Bridges which is no longer relevant to be implemented in the hope that this latest regional regulation is more effective and efficient.

In this study, the researcher only examined the role of the facilitator after the Regional Regulation became a legal product that was ready to be socialized and implemented in the field, but did not examine the drafting stage and the discussion and ratification stage. The facilitators in this case are the government and private parties related to transportation activities that are supported by the availability of facilities (infrastructure) to accelerate the communication process of a group of people (service users) so that they can understand or implement the provisions contained in the Regional Regulation.

Based on the Central Kalimantan Provincial Regulation number 8 of 2015 the government agency that acts as a facilitator is the Central Kalimantan Provincial Transportation Service assisted by the Regency/City Transportation Service and KSOP/UPP to facilitate the arrival of the Regional Regulation to the intended target, namely users of shipping services, especially ships. who sailed in mainland waters within the province of Central Kalimantan. In this study, researchers examined the role of the Department of Transportation and UPP Class II Ranggailung to what extent the roles of these two agencies were as facilitators in the field.

From the results of research in the field, researchers found several things in the facilitator's function that were not working so that one of the causes of the ineffective implementation of Regional Regulation Number 5 of 2015 was as follows:

1) UPP Class II Ranggailung as a facilitator does not carry out its functions both in the socialization stage and in the implementation stage in the field even though it has the sole authority and authority to issue warnings or sanctions for violations in the field;
2) The North Barito Regency Transportation Office as a facilitator has carried out maximum facilitation duties but in the field implementation it does not have the authority to apply sanctions or prohibitions for violations;
3) The Facilitator Team and supporting facilities at the KH Hasan Basri Bridge have not yet been formed, namely the Integrated Monitoring Team and Post as facilitators for implementing the regional regulations in the field.

d. Conduct training

The task of fostering the implementation of Regional Regulations is not clearly regulated in the Regional Regulation, which only regulates the existence of an Investigation Team consisting of the Provincial, Regency/City Transportation Service, KSOP, Provincial Public Works Service, Regency/City, Police, Central Kalimantan Provincial Inspectorate on duty. conduct an investigation of any damage to long-span bridges and other auxiliary facilities caused by the violation and determine compensation for the damage caused by the said violation.

With no single article that regulates the delegation of guidance tasks in the Regional Regulation, so far there has been no guidance either in the form of an oral warning or in written form for the non-compliance of the Regency/City Government in implementing the Regional Regulation in the field. one warning to the Regent/Mayor for not forming an integrated team and

monitoring post on the existing long-span bridges in the district/city. According to Purnama (2013); Rieden (2017); Darmadjaya te al. (2021), the absence of an article that regulates coaching can cause someone to act arbitrarily. Control is hampered because there is no warning for violations

According to Mitha Thoha, coaching is an action, process, result, or statement that is better, while according to Poerwadarmita, coaching is an effort, action and activity that is carried out efficiently and effectively to obtain better results. by the Provincial Government of Central Kalimantan, both direct guidance and through the Regency/City Government which aims to regulate ship traffic across long-span bridges in order to ensure the smoothness and safety of traffic as well as the safety of bridge buildings.

Referring to Chapter IV regarding the Integrated Supervisory Team and the Investigation Team from the position and elements of its membership, the task of coaching should be carried out by the Investigation Team on the Integrated Supervisory Team, but from the results of research in the field the two teams have not been formed at all so there is no coaching.

Since the two teams have not yet been formed, the implementation of supervision of transportation traffic crossing the KH Hasan Basri Muara Teweh Bridge is carried out by the staff of the North Barito Regency Transportation Service, thus the guidance is carried out by the Head of the North Barito Regency Transportation Service and is always coordinated with the Central Kalimantan Provincial Transportation Office Head. This is in accordance with the statement of the Head of the North Barito Regency Transportation Service H. Fery Kusmiadi, SE as follows:

"Guidance for regulating officers and supervisors of ship traffic crossing the KH Hasan Basri Bridge is carried out by the Head of the North Barito Regency Transportation Service because they carry out their duties in the field based on an Assignment Order from the North Barito Regency Transportation Service Head and always coordinates with the Kalimantan Provincial Transportation Office Head. Central so that transportation traffic that crosses the bridge takes place safely and smoothly. In addition to coaching field officers, the Head of the North Barito Regency Transportation Service also provides guidance to service users through meetings and written guidance so that ship traffic activities are guided by Central Kalimantan Provincial Regulation Number 8 of 2015."

According to him, guidance for service users, especially ships sailing on the Barito River crossing several long-span bridges, should be carried out by KUPP Class II Ranggailung where they have the highest authority over the safety of ship traffic sailing along the Barito River.

From the results of the study that UPP Class II Ranggailung did not or lacked guidance on ships sailing across the KH Hasan Basri Bridge, it can be seen from the data that the same ship committed the same violation repeatedly (violating the permissible load limit) but never received a warning or sanction. from officers who have the authority to issue warnings and prohibitions. Although in this regional regulation the task of fostering is not attached to the North Barito Regency Transportation Service, from its main function the North Barito Regency

Transportation Service is obliged to prioritize the safety, smoothness and security of transportation traffic within its territory. the last three) years, among others as follows:

1) Conducting Guidance through Meetings with Goods Owners and Ship Agents 3 times;
2) Conducting Guidance through Appeals and Letters to Goods Owners and Shipping Agents 10 times;
3) Conducting coaching by going directly to the field to check the load limit of each ship before crossing the KH Hasan Basri Bridge.

In the implementation of the guidance, the Head of the North Barito Regency Transportation Service through the Head of River Transportation (PSP) and Crossing is only limited to socialization, warnings and invitations as well as temporary delays not to the prohibition or sanction as regulated in the Regional Regulation so as not to cause a deterrent effect for violators.

From the results of research in the field, researchers found several things in the coaching function that were not running so that one of the causes of the ineffective implementation of Regional Regulation Number 5 of 2015 was as follows:

1) There is not a single article that confirms the implementation of the coaching task by whom/which agency;
2) One example is the absence of a warning or sanction for non-compliance in the establishment of the Integrated Post and Supervisory Team by the district/city;
3) At the KH Hasan Basri Muara Teweh Bridge, the guidance carried out by the North Barito Regency Transportation Service was only limited to meetings, appeals, warnings and delays but no action was taken for violations.

The results of interviews with several owners of goods and users of shipping services informed that the provisions in the policy are not in line with the reality on the ground, especially regarding the maximum allowable load limit, it is very difficult for goods owners and service users to get the size of the ship according to the provisions in question because of its scarcity and limitations. Meanwhile, there are many available ships with larger payload sizes than these provisions and the ship owners do not want to be loaded in accordance with the load limits based on the Regional Regulations because they have an impact on production costs, this is also influenced by the limitations of sailing days that can be navigable in a year due to natural obstacles.

As demand and world coal prices increase, the demand for traffic also increases, so the need for ships also increases. For transportation cost efficiency, coal transportation entrepreneurs always adjust the distance to the volume of transportation and the availability of ships so that this often conflicts with Regional Regulations which limit the load capacity allowed across long span bridges, this is what causes frequent violations, especially on the KH Hasan Basri Muara Teweh Bridge. These violations keep on repeating because they are caused by the non-functioning of internal factors in the supervision and application of sanctions for these violations because the Regency/Municipal Governments have not implemented the said Regional Regulations.

Based on the results of the research, the implementation of the Regional Regulation will not run optimally if the implementers both at the regency/city and provincial level as well as from the KSOP/UPP sit down together to carry out the policy and also revise the contents of the Regional Regulation which hinders its implementation in the field. so that the Regional Regulation can be implemented optimally in the field and internal and external obstacles can be minimized.

CONCLUSSION

From the results of the research that the author has described above, the authors can conclude several conclusions that the implementation of the Central Kalimantan Provincial Regulation Number 8 of 2015 concerning Traffic and River Transportation Crossing the Long Span Bridge consists of 4 (four) stages including, Socialization, Supervision, Facilitator, and Coaching. The implementation of Regional Regulation Number 8 of 2015 has not yet run as mentioned above so that there are still many obstacles and violations that occur in transportation traffic that crosses the KH Bridge. Hasan Basri Muara Teweh.

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