



# **IMPLEMENTATION OF REGENT REGULATION NUMBER 6 YEAR 2012 CONCERNING SUPERVISION OF SHIP TRANSPORT IN RIVER WATERS OF BARITO NORTH BARITO REGENCY**

**Mihrab Buanapati\*, Setia Budhi, Taufik Arbain**

Master of Government Science Study Program, Faculty of Social and Political Sciences, Lambung Mangkurat University, Banjarmasin City, South Kalimantan, Indonesia

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**\*Corresponding author**

## **Abstract**

Transportation through river routes, especially in North Barito Regency, still dominates as a means of transporting passengers and goods, especially large-scale goods transportation such as wood, mining materials, fuel oil, basic necessities and other natural products that are not optimally navigable throughout the year due to constraints from conditions. very critical line. The presentation of an Accountable Database is one of the benchmarks for the success of the program implementation carried out by each sector in the SOPD, and this also applies to the River and Crossing Transportation Sector, so that its existence is very urgent and even very serious to be immediately refined every year so that the data collected is very important. presented has a high accuracy and can be accounted for. Qualitative Descriptive Research Intended to study intensively about the background of the problem, the situation and position of an event that is currently taking place, as well as the environmental interactions of certain social units that are given. The data used is secondary data. Research subjects can be groups, institutions. Based on the results of research and discussion, it can be concluded that the implementation of Regent's Regulation No. 6 of 2012 concerning Supervision of ship transportation sailing in inland waters within the North Barito district is quite good based on Edward's theory.

**Keywords:** Database, Transportation, Ship Transportation, Barito River, North Barito Regency

## **INTRODUCTION**

The Barito River channel stretches from the north of the Lauser Mountains on the border of Murung Raya in Central Kalimantan with West Kalimantan Province and empties into Banjarmasin, South Kalimantan Province with a navigable river length of  $\pm 900$  km. The area of North Barito Regency is divided in two by the Barito River which stretches from Karamuan Village in West Lahei District to Teluk Malegoi Village in Montallat District along  $\pm 168$  km with a river width of  $\pm 250$  m - 400 m and a depth varying between 8 m - 18 m at normal water surface conditions.

Transportation via river routes, especially in North Barito Regency, until now still dominates as a means of transporting passengers and goods, especially large-scale goods transportation such as wood, mining materials, fuel, basic necessities and other agricultural products, which are not optimal to be navigable throughout the year due to obstacles in the flow conditions. very critical. To reduce this risk, it is necessary to map the obstacles in the shipping lane. The database is one of the most important things for the River and Crossing Transportation Sector, considering that a well-presented database will be able to provide convenience in the preparation of programs that will be implemented to support the North Barito Regency Government program, namely "Acceleration of Development in all Fields of Community Life".

The presentation of an Accountable Database is one of the benchmarks for the success of the program implementation carried out by each sector in the SOPD (Handayani, 2020), and this also applies to the River and Crossing Transportation Sector, so that its existence is very urgent and even very serious to be immediately refined every year so that the data collected is very important. presented has a high accuracy and can be accounted for. In order to support this research, we need support from the Head of the North Barito Regency Transportation Service, Head of Division, Head of Section and all general functional positions and certain functional positions so that this change project plan can synergize with all activities to be implemented. As an illustration, the current database has not been updated/updated, so the data must be reprocessed when it will be given to third parties in need.

The information submitted through the website of the North Barito Regency Transportation Service is very important in connection with the urgency of the frequent occurrence of ship accidents that pass by because they do not understand the terrain of the North Barito Regency river transportation route which experiences various obstacles such as information on river water levels, shallow water, and location points. which endanger the ship because of the presence of large objects under water which, if forced, will cause accidents and have an impact on the shipping of other ships, then the lack of socialization carried out by the North Barito Regency Transportation Service regarding river transportation information in North Barito Regency so that many people do not know about transportation information. North Barito Regency river in connection with this background, researchers are interested in conducting research with the title Implementation of Regent's Regulation No. 6 of 2012 concerning Supervision of Ship Transport in Barito River Waters, North Barito Regency.

## **RESEARCH METHOD**

This research approach uses a qualitative research approach. The researcher intends to obtain an in-depth description of the implementation of Regent's Regulation No. 6 of 2012 concerning Supervision of Ship Transport in Barito River Waters, North Barito Regency, and what are the influencing factors in the Implementation of Regent's Regulation No. 6 of 2012 concerning Supervision of Ship Transport in Barito River Waters. The North Barito Regency area. This

research belongs to the type of qualitative descriptive research which is intended to study intensively about the background of the problem, the situation and position of an event that is currently taking place, as well as the environmental interactions of certain social units that are given. Research subjects can be individuals, groups, institutions or communities. This research was conducted at the Department of Transportation for River and Crossing Transportation in North Barito Regency. The key informants of this research consisted of the Head of the Department of Transportation, the Secretary of the Department of Transportation, the Head of the Financial Planning Sub-section, all Heads of Sections and Heads of Sections, the website management team, and all staff. Data obtained through interviews, observation, and documentation.

## **RESULTS AND DISCUSSION**

### **Regional Geographical Conditions and Population**

The position of North Barito Regency is located in the equator, namely at 114° 20' 33.2" - 115° 50' 47" East Longitude and 0° 49' North Latitude - 10° 27' South Latitude which is one of the regencies in Central Kalimantan Province. The North Barito area covers the interior of the Barito River watershed which is located at an altitude of about 200-1,750 m above sea level. The southern part is lowlands and the northern part is highlands and mountains. North Barito Regency in the North is bordered by Murung Raya Regency and East Kalimantan Province, in the South by South Barito Regency and South Kalimantan Province, in the East by East Kalimantan Province and in the South by East Kalimantan Province. In the west with Kapuas Regency (Profil Kabupaten Barito Utara, 2014). The area of North Barito Regency is approximately 8,300 Km<sup>2</sup> and has the largest potential in this area in the forestry sector, mining, while for the plantation sector it is oil palm and rubber (Hairudinor, 2019). The total population of North Barito in 2018 was 129,287 people, 48% women and 52% men (Pemerintah Kabupaten Barito Utara, 2019).

The total population of North Barito consists of immigrants from outside Central Kalimantan, who live in North Barito to trade, they are residents of South Kalimantan and some are even from Java. Based on the number of job seekers registered with the Manpower Office, it is reflected in the imbalance between job seekers and available job opportunities. Even though now there are several active coal companies, they use workers from outside more than workers who are residents of North Barito Regency. North Barito Regency is one of the 14 regencies/cities in Central Kalimantan. Administratively, it consists of 9 (nine) sub-districts, 10 sub-districts and 93 villages. The North Barito area covers the interior of the Barito River Basin which is located at an altitude of about 200-1,730 m above sea level. The southern part is lowlands and the northern part is highlands and mountains.

The total population of North Barito Regency in 2017 was 129,287 people. With an area of 8,300 km<sup>2</sup>, the population density in 2017 is relatively rare, at 16 people/km<sup>2</sup>. This means that each area of 1 km<sup>2</sup> is inhabited by around 16 people. The highest population density is in Teweh Tengah District, which is 77 people/km<sup>2</sup>. The reason is that the economic center of the North Barito Regency community is in Muara Teweh City which is located in Central Teweh District. Profession / Occupation of Family Heads in 2016. Of the 44,761 Heads of Families (HF) in North Barito Regency (Over 15 Years Old), the largest are working as Farmers / Planters with a total of 18,278 families (40.8%), then as Private Employees with a total of 6,756 HF (15.1%), Self Employed: 5,045 HF (11.3%), Civil Servant: 2,889 HF (6.5%), Farmer/Plantation Workers: 1,930 HF (4.3%), Taking care of the household: 1,198 HF (2.7%), Traders: 1,133 HF (2.5%),

Casual Daily Workers: 967 HF (2.2%), Not yet/Not Working: 956 HF (2.1%) and Retirees: 677 HF (1.5%).

### **Overview of the North Barito Regency Transportation Service**

In 2016 the North Barito Regency Transportation Service was formed on the basis of the North Barito Regency Regional Regulation Number 2 of 2016 concerning the Formation and Composition of the North Barito Regency Regional Apparatus with the task of carrying out the decentralization authority in the transportation sector which is the authority of the North Barito Regency Government and other tasks assigned by the Regent.

Furthermore, in accordance with the latest developments in 2016, in accordance with the Regulation of the Regent of North Barito Number 38 of 2016 dated December 14, 2016 concerning the Organizational Structure and Work Procedure of the Regional Apparatus of North Barito Regency. Referring to the Regional Regulation and the Regent's Regulation, the Department of Transportation, Communication and Information was later changed to the Department of Transportation of North Barito Regency by carrying out duties and functions, including:

- 1) Formulation of technical policies in the field of transportation;
- 2) Providing recommendation on licensing and implementation of public services in the field of transportation;
- 3) Fostering the implementation of tasks in the field of transportation;
- 4) Development of the Service Technical Implementation Unit.

The vision of the North Barito Regency Transportation Service is "The Realization of Accelerated Development Through Improved Transportation Services that are extensive, Smooth, Safe, Comfortable and Efficient".

The missions of the North Barito Regency Transportation Service are:

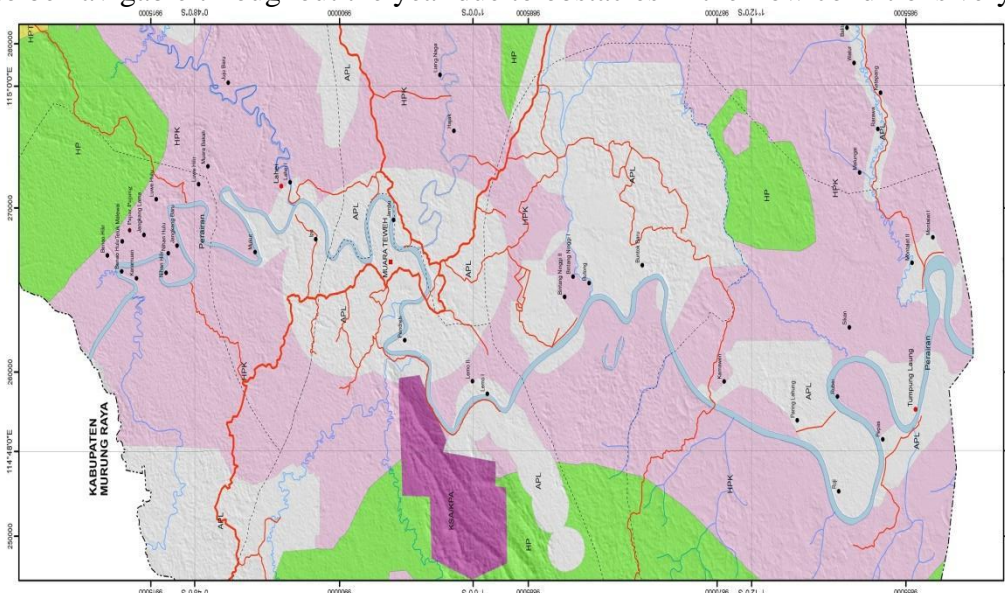
- 1) Increase the participation of all development actors, both on the government and private sides;
- 2) Acceleration of capacity building of human resources through technology assignment and transportation management;
- 3) Acceleration in realizing the development of systems and operations in the field of productive transportation services;
- 4) Improve the management of transportation services;
- 5) Improve integration between modes of transportation.

### **The Actual Condition of the Barito River Channel in the North Barito Region**

#### **1. Barito River Flow Data in North Barito Regency**

In general, shipping lanes are waters which in terms of depth, width and free from other shipping barriers are considered safe and safe for ships to navigate at sea, river or lake (Fisu, 2018). The Barito River channel stretches from the north of the Lauser Mountains on the border of Murung Raya in Central Kalimantan with West Kalimantan Province and empties into Banjarmasin, South Kalimantan Province with a navigable river length of  $\pm 900$  km. The area of North Barito Regency is divided in two by the Barito River which stretches from Karamuan Village in West Lahei District to Teluk Malegoi Village in Montallat District along  $\pm 168$  km with a river width of  $\pm 250$  m - 400 m and a depth varying between 8 m - 18 m at normal water surface conditions.

Transportation via river routes, especially in North Barito Regency, until now still dominates as a means of transporting passengers and goods, especially large-scale goods transportation such as wood, mining materials, fuel, basic necessities and other agricultural products, which are not optimal to be navigable throughout the year due to obstacles in the flow conditions very critical.



Source: Regional Government of North Barito Regency

## 2. River Transport Traffic Barriers Data

Barriers and obstacles in sailing safety for ships on the Barito river are the same as river ships, namely silting, both expanses of sand and stones and other buildings along the shipping lane. In the dry season these conditions greatly hamper river transport traffic and in areas Certain vessels are not navigable, especially for large vessels, except for small vessels whose draft is below 100 cm.

Based on supervision of safety activities, supervision of operations and licensing as well as supervision, application of witnesses and violations, it can be explained that implementation orders tend to be ineffective if the implementation of Supervision of Ship Transport in Barito River waters lacks supporting resources, one of the important sources is facilities or infrastructure such as equipment related to supervision as a tool used in the supervision process.

Implementation will be effective if the measures and policy objectives are understood by the individuals who are responsible for achieving the policy objectives (Mustanir, 2016). The clarity of the size and objectives of the policy thus needs to be communicated appropriately with the implementers. Consistency or uniformity of the basic measures and objectives need to be communicated so that implementers know the exact size and objectives of the policy. Communication in organizations is a very complex and complicated process. In addition, different sources of information will also give birth to different interpretations.

For implementation to be effective, those responsible for implementing a decision must know whether they can do it (Syani et al., 2018). In fact, the implementation of the policy must be accepted by all implementers and must clearly and accurately understand the aims and objectives of the policy. If the policy implementers are confused about what they will do and if they are forced, they will not get optimal results. Insufficient communication to implementers seriously affects policy implementation. In the discussion of the results in the communication factor that occurs in the implementation of policies for Supervision of Ship Transport in Barito



River Waters. Researchers will also describe it into 3 (three) indicators contained in the communication factor. The discussion of these communication factors is as follows:

The process of submitting policy information for Supervision of Ship Transport in Barito River Waters is carried out by the Government to the Department of Transportation, implementing the policy, then forwarded to the captain of the ship and the community, this is done so that the policy of Supervision of Ship Transport in Barito River Waters can be properly transformed to the captain of the ship and the community. The information is conveyed directly, billboards and also through the website by officers. Submission of this information is done so that the ship's captain and the public can understand the Regent's Regulation No. 6 of 2012 concerning Supervision of Ship Transport in Barito River Waters, North Barito Regency.

Based on the results of the communication clarity indicator, there are two methods of counseling carried out, namely direct counseling and indirect counseling, namely through print media. It can be seen that the clarity of the implementation of Supervision of Ship Transport in Barito River Waters in the North Barito Regency is good, this is because the policy targets already know about the Supervision of Ship Transport in Barito River Waters, North Barito Regency. This happened because the implementer had carried out counseling in the form of delivering information through officers. This direct submission is considered the correct way by carrying out socialization that is given directly to the target or target object so that with direct notification by the North Barito Regency Transportation Service which has been held so far, the captain of the ship and the public can directly view it on the website. However, it takes more patience and consistency in its application so that the results are maximized and can improve Supervision of Ship Transport in Barito River Waters, North Barito Regency.

## **Implementation**

### **1. Supervision of Safety, Security and River Channel Activities**

Implementation of Ship Transport Supervision Policy in Barito River Waters. This was revealed by the Head of the North Barito Regency Transportation Service who stated that:

*"The form of communication related to the policy of Supervision of Ship Transport in Barito River Waters is quite good. We have socialized this by informing directly about this policy, through billboards and also through the website of the transportation agency."* (12 December 2020)

According to him, this is done so that the captain of the ship and the community can properly implement this policy. As for the interview with the Captain / Captain TB. BINA MARINE, as one of the captains of ships operating in the Barito River, stated:

*"I know very well the policy for Supervision of Ship Transport in Barito River Waters, the information comes directly from the transportation service, billboards and there is also a website, but some of the captains don't know."* (15 December 2020)

Based on the results of the interviews that have been carried out, it can be concluded that with the implementation of the Ship Transport Supervision policy in the Barito River, the delivery of information and communication for the community is quite good. It's just that according to the informant, the captain of the ship and the community, there are shipmates who are not aware of the policy on the implementation of Supervision of Ship Transport in Barito River Waters.

Then this was also confirmed by the Head of River Transportation:

*"It is hoped that this supervision will no longer have ships running aground on the river, so that the safety and smoothness of river traffic will run smoothly." (15 December 2020)*

Based on the results of interviews conducted by researchers, it can be concluded that the success of a policy requires that the implementer knows what the goals and objectives of the policy (target group) are so that it will reduce implementation distortions. If the goals and objectives of a policy are not clear or even change, it is likely that resistance from the target group will occur. Policy implementation cannot run effectively if the implementation process is not carried out with full readiness, guidance and good communication with full responsibility. The process of readiness, coaching and good communication will encourage the apparatus to be able to further improve its good service to the targets.

## 2. Supervision of Licensing Operations

The bureaucratic structure that is owned in implementing the policy of Supervision of Ship Transport in Barito River Waters in the North Barito Regency already has a Standard Operating Procedure (SOP), this was expressed by Ms. NILA HELMIDA as the Head of the Planning and Finance Subdivision stated:

*"For the SOP for the Office of Transportation, we already have, our basis in implementing this implementation is in accordance with the existing SOP so that it can run optimally." (15 December 2020).*

Based on the results of the interview, the implementation of the Vessel Transport Supervision policy in Barito River waters is in accordance with the SOP that has been set, so that in terms of SOP it is quite good. Regarding the supervision of licensing operations, it is the scope of the Investment Service and One Stop Integrated Licensing Service (DPM-PTSP) of North Barito Regency.

## 3. Supervision and Implementation of Sanctions / Violations

In the context of supervision, the Regional Government has the authority to:

- a. Regulating and supervising as well as taking action so that every ship that is holding and or pulling a barge and or wooden raft sails across the KH Bridge area. Hasan Basri from upstream to downstream must be assisted, assisted or towed by auxiliary ships.
- b. Implement arrangements, prohibitions or temporary delays in sailing for the captain or ship owner if it will cause accidents and obstacles both for ships and for bridge buildings and shipping lanes.
- c. Claiming compensation or repairs to the captain or ship owner for damage and / or obstacles to the bridge building / fender mast and shipping lanes caused by the operation of the ship.
- d. Take administrative action against the captain or ship owner who violates the provisions in this Regent's Regulation.

The implementation of the supervision as intended is carried out by the North Barito Transportation Service. The administrative actions referred to may be in the form of:

- a. Verbal reprimand.
- b. Written warning.
- c. Temporary suspension of activities.

The North Barito Regency Transportation Service in carrying out supervision can coordinate with the Police and related agencies in the event of a violation of the law against the shipping barrier area.

The attitude of implementation in the implementation of the Ship Transport Supervision policy in the Barito River is quite good. This was conveyed by Mr. Rizalfi as the Head of the River and Crossing Transportation Division who stated that:

*"In this case, the policy implementer, namely the Department of Transportation, has implemented this policy well in accordance with our expectations, so that no more ships run aground and do not interfere with water traffic on the Barito River, if they do not comply with what has been stated in the regent's regulation number 6 of the year. 2012 will be subject to sanctions."* (15 December).

According to Mr. Romansyah as the Head of the Traffic Management Section for River & Crossing Transportation said:

*"The Department of Transportation has implemented this policy well and in accordance with our expectations, but there are indeed many obstacles in the field regarding the Supervision of Ship Transport in Barito River Waters, if they do not comply with Perbup number 6 of 2016, the captain will be subject to sanctions."* (15 December 2020).

Based on the results of interviews conducted by researchers, the attitude of implementation in the implementation of the Ship Transport Supervision policy in the Barito River is quite good. In this case, the implementers of the policy for Supervision of Ship Transport in Barito River Waters carry out their duties and responsibilities as expected in accordance with the objectives of Regent Regulation No. 6 of 2012 concerning Supervision of Ship Transport in Barito River Waters, North Barito Regency. Because when the implementer has a different nature or perspective from the policy maker, the policy implementation process also becomes ineffective.

## **CONCLUSION**

Based on the results of research and discussions that have been carried out by researchers, it can be concluded that the implementation of Regent's Regulation No. 6 of 2012 concerning Supervision of ship transportation sailing in inland waters within the North Barito district is quite good. Communication indicators in implementation are quite good, but there are still captains who do not know the policy. The conclusion of the policy implementation in terms of human resources is still not good, because in its implementation the officers lack personnel in terms of supervision in the field. Furthermore, the implementation of policies in terms of non-human resources is also still not good and tends to be ineffective, because in the implementation of business licensing services there are still weaknesses, namely lack of support for equipment related to supervision and also lack of budget.

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