

Execution Optimization *ISPS Code* and Then There's Mt.

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ABSTRACT

This study discusses the application of *International Ship and Port Facility Security (ISPS) CODE* in MT. Kirana Nawa. The purpose of this research is to optimize *the ISPS CODE* on board the ship to improve the safety of the ship and crew. The research method is qualitative research, data collection is carried out on MT. KIRANA NAWA with data collection techniques by conducting interviews and direct observation of the subject to be researched, then analyzing data by collecting data, developing themes, and interpreting the meaning of data from the results of the analysis that the regulations for the implementation of *ISPS CODE* on MT ships. KIRANA NAWA needs to be improved because it is in accordance with *ISPS CODE* rules to achieve good optimization. Therefore, it is recommended that the implementation of security training and *drills* be carried out periodically 1 time in 3 months according to the rules and directly supervised (SSO). It is recommended to do Role and Responsibility Enhancement (SSO) according to applicable regulations. It is recommended to add security facilities to the position and coverage of CCTV cameras, deck lighting, patrol or place personnel in each area beyond the reach of CCTV and where there is little lighting, as well as the availability of security equipment and it is recommended that the guard schedule and the level of security level must be adjusted to where the ship is located.

Keywords: *ISPS CODE, Ship Security, Port, Shipping, Maritime Surveillance.*

ABSTRAK

Penelitian ini membahas penerapan *International Ship and Port Facility Security (ISPS) CODE* Pada MT. Kirana Nawa. Tujuan penelitian ini untuk mengoptimalkan *ISPS CODE* di atas kapal guna meningkatkan keselamatan kapal dan kru. Metode penelitian adalah penelitian kualitatif, pengambilan data dilaksanakan diatas MT.KIRANA NAWA dengan teknik pengumpulan data dengan melakukan wawancara dan observasi secara langsung terhadap subjek yang akan diteliti, kemudian menganalisis data dengan cara mengumpulkan data, pengembangan tema, dan interpretasi dari makna data. Dari hasil analisis bahwa peraturan penerapan *ISPS CODE* di kapal MT.KIRANA NAWA perlu ditingkatkan dikarenakan agar sesuai dengan aturan *ISPS CODE* untuk mencapai optimalisasi yang baik. Oleh karena itu Sebaiknya penyelenggaraan pelatihan dan *Drill* keamanan secara berkala dilakukan 1 kali dalam 3 bulan sesuai aturan dan diawasi langsung (SSO). Disarankan melakukan Peningkatan Peran dan Tanggung Jawab terhadap (SSO) sesuai aturan yang berlaku. Disarankan menambahkan fasilitas keamanan terhadap posisi dan cakupan kamera CCTV, pencahayaan dek, patroli atau

menempatkan personil dimasing-masing area diluar jangkauan CCTV dan tempat minimnya pencahayaan, serta ketersediaan alat-alat keamanan Dan Sebaiknya jadwal jaga dan tingkat level keamanan harus di sesuaikan dengan tempat kapal berada.

Kata kunci: *ISPS CODE*, Keamanan Kapal, Pelabuhan, Pelayaran, Pengawasan Maritim.

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1. INTRODUCTION

Related to the scale of national and international trade, commercial or commercial shipping has an important role in supporting and supporting the distribution of goods. Most export and import activities rely on sea transportation as the main means of transportation. Although among the many places there are also land and air transportation facilities that are quite efficient, both in terms of time and process, but using sea transportation is in great demand because the number of goods transported is larger and cheaper than by land or air which can result in an increase in the cost of transportation and transportation of goods. To support the smooth and safe process of distributing goods and passengers, so that therefore in the shipping process, in accordance with the government regulation of the Republic of Indonesia Number 31 of 2021 concerning the implementation of the shipping sector Article 1 paragraph 1 which reads "Shipping is a unit of systems consisting of transportation in waters, ports, safety and security, and protection of the maritime environment. It is based on *Safety of Life at Sea (SOLAS) 1974*.

This through Chapter XI-2 of the *International Ship and Port Facility Security Code* on specific measures to improve maritime security. *The ISPS CODE* is a mandatory instrument for all countries to the convention. Therefore, we must ensure the safety of the area that will be the destination of the voyage by following the guidelines and rules that have been in force to minimize the occurrence of things that can endanger the ship, cargo, and passengers on board. This can be avoided by preparing things that must be prepared by the ship in accordance with the applicable rules to avoid things that can harm the company or the ship and all crew on board.

2. METHOD

2.1 Types of Research

Using this type of qualitative research by utilizing descriptive data in oral and written form from individuals or actors who want to be observed, the goal is to understand and analyze various phenomena related to individuals and groups, including events, social dynamics, attitudes, beliefs and views.

2.2 Variable Operational Definition

According to Sugiyono (2022), an operational definition is an elaboration of a variable that is formulated by explaining its meaning in detail, or by determining the steps and procedures needed to measure the variable.

The explanation of the variables used by the author in the study is:

1. Implementation

Implementation can be concluded as one of the efforts to make planning a real success, with stages such as briefing and motivation so that everyone who has responsibility in the organization can carry out their activities optimally in accordance with their respective roles, duties, and obligations.

2. ISPS CODE

ISPS CODE stands for *International Ship and Port Facility Security Code*, which is an international framework established by the *International Maritime Organization* (IMO) to detect and assess threats to ships and port facilities and take preventive actions to improve maritime security.

2.3 Data Collection Techniques

Researchers need to conduct direct interviews with the subjects being researched and be able to observe social conditions as they are in the field. The use of the right data collection methods is an important key in producing a standard-compliant analysis process. On the other hand, if the data is obtained in a way that is not in accordance with procedures, then the quality of the analysis will also be affected. Therefore, researchers must carefully record and pay attention to each data source obtained to be used as material in the analysis process.

As for the data collection technique.

1. Observations

Conducting direct observation by systematically observing actions and behaviors in the *ISPS CODE implementation process* carried out by the entire MT crew. KIRANA NAWA to find out whether all procedures that have been set in accordance with regulations are carried out properly and correctly.

2. Interview

The interview was conducted by involving the officers on board, namely Mualim one, Mualim two, Mualim three A and Mualim three B, as well as the crew from MT. KIRANA NAWA by providing questions that have been adjusted to the needs of the data that you want to conclude and know the results.

2.4 Data Analysis Techniques

Creswell and Poth (2023) state that qualitative data analysis involves the process of data collection, data organization, thorough reading of data, data coding, development of themes from code, and interpretation of data meaning. This approach is used to understand the meaning of various issues and topics through the perspective of participants.

1. Organizing and preparing data for analysis: This includes interview transcription, material scanning, field record typing, and data sequencing.
2. Read or review the entire data: The researcher reads all the data to gain a thorough understanding and record general impressions.
3. Begin the coding process: Identify meaningful segments of data and label or "code" those parts.
4. Using the coding process to generate descriptions and themes: Grouping codes into broader themes that reflect the meaning of the data.
5. Present descriptions and themes: Develop a narrative or visualization that describes the research findings.
6. Interpreting the meaning of the data: Interpreting the findings in the context of relevant research and literature questions.

3. RESULTS AND DISCUSSION

When the researcher carried out the Marine practice at MT. KIRANA NAWA for 12 months and 6 days, the researcher observed firsthand that the procedure for

implementing *ISPS CODE* on board the MT ship. KIRANA NAWA has not run optimally because there are some of the above procedures that have not been carried out properly by the entire ship crew including *the Ship Security Officer (SSO)* who as *the SSO* is *the MT Master*. KIRANA NAWA which is given special authority by *the Company Security Officer (CSO)* but does not give directions to raise the level of security in the Philippines, Batangas which is an area that has a risk of theft and piracy of ships, as a result of not receiving directions from the *Master*, the crew of the ship does not strictly maintain the security of the ship in accordance with existing procedures.

Because of this, the lack of guards makes theft can occur on board MT ships. KIRANA NAWA. Indications that the perpetrators of theft went up through the stern or through the *upper right deck* due to the lack of guarding and lack of lighting so that it was less visible at night and also the sound of the ship's engine blowing exhaust made the stern noisy and made less noise of the activities that occurred in the stern and *upper deck right*. Due to the lack of application, theft occurred which resulted in the loss of some equipment on board such as *the Nozzle Hydrant*, coupling lock or hydrant hose *fastening lock*, and also *the Scupper plug* as shown in figure 2 and figure 3 which are all made of brass. All missing parts are located on the right side of the ship which escapes the monitoring of the person on guard duty and is not reached by the CCTV installed on the ship, the range of CCTV on the ship only covers *the Bridge* and the front as shown in figure 1.

Figure 1 CCTV MT. KIRANA NAWA



Source: MT Primary Data. KIRANA NAWA

Figure 2 Nozzle, Coupling Hydrant, dan Scupper plug.



Source: MT Primary Data. KIRANA NAWA

Figure 3 Nozzle



Source: MT Primary Data. KIRANA NAWA

As for after finding out that theft had occurred after seeing and checking the *open Hosebox* with the condition that there was no proper tool, AB Jaga reported to the platform about the incident that occurred and *the Officer of The watch (OOW)* forwarded the report to *the Master*, but the *Master* did not forward the incident and the report received to the office.

1. Drill Maintenance

Therefore, the implementation of periodic training for all crew members on security procedures and the implementation of *ISPS CODE* must be carried out in order to provide an understanding that dangerous circumstances can occur at any time, as for the point in this statement, as long as the author carries out sea practice for 1 year and 14 days there is no training or *Drill Anti Piracy watch* which is carried out on the ship, because it is so that the crew of the ship, especially the crew, do not understand the implementation procedures and also what actions or rescue procedures will be taken when a dangerous situation occurs on board the ship in

directly implementing *the ISPS CODE* on the ship. Based on *the Class NK report (2017)*, shipping companies that consistently conduct safety simulations and *drills* tend to have lower incidence rates compared to companies that rely solely on written procedures because they can:

- a. Improving Security Preparedness, Drill training helps all personnel understand the procedures to be taken in an emergency situation, such as terrorist threats, infiltration, or sabotage.
- b. Ensuring Compliance with International Regulations, Regular training is part of the obligations in *the ISPS CODE* to demonstrate that ships and port facilities comply with international safety standards.
- c. Training Coordination and Communication Between Personnel, *drills* help train cooperation between ship, port security officers, and relevant authorities such as *the Coast Guard* and the Police.
- d. Identifying and Fixing Safety System Weaknesses, Simulations in drills allow for the evaluation of security systems and the identification of gaps that may not be visible in normal operation.
- e. Increase Sense of Security and Discipline, with consistent training, all staff have confidence and discipline in dealing with potential security breaches.

Therefore, to ensure the compliance and understanding of the crew regarding the implementation of *ISPS CODE*, *the Company Security Office (CSO)* must take a role and have an important role to continue to supervise the implementation of routine drills and be directly involved in the monitoring and implementation process to avoid the lack of implementation of *ISPS CODE* on ships, by focusing on monitoring and evaluation at the *Ship Security Office (SSO)* who is in charge of the implementation and supervision on board.

Table 1 Drill Implementation Table.

Time	Actions	Person in Charge
3 Months	Carry out security drills and evaluation of CCTV functions	<i>Ship Security Officer (SSO)</i>
6 Months	Conducting an external audit by a <i>Recognized Security Organization (RSO)</i>	<i>Company Security Officer (CSO)</i>
1 Year	Upgrade of communication systems and ship safety monitoring	Company Management
1 Year	Regular training and periodic security simulations every 3 months	<i>Ship Security Officer (SSO) & the entire crew</i>
18 Months	Evaluation of the effectiveness of SSP implementation and document updates	<i>Company Security Officer (CSO) & Ship Security Officer (SSO)</i>
2 Years	Implementation of additional surveillance technology (e.g. drone or smart fence system)	Corporate Management & CSO

Source: *ISPS CODE 2003 Edition*

1. Increased awareness

Increasing awareness of potential threats and ways to prevent them, is one way for ship crews to understand that in certain circumstances or situations we can experience very fatal dangerous conditions and can have a very bad impact if we do not know what procedures and measures will be taken when experiencing these conditions or dangerous situations. Therefore, *Company Security Officers (CSOs)* and *Ship Security Officers (SSO)* are obliged to provide training or *drills* related to safety procedures on board ships as well as prevention of things that will happen in order to minimize dangerous incidents that will occur in the future.

2. Implementation of monitoring systems

To ensure compliance with the implementation of *the ISPS Code*, in several conditions and situations, the implementation of *the ISPS CODE* which should be carried out and implemented according to the regulations set but not carried out can endanger the ship and passengers which can result in losses to the ship owner and the entire crew. Therefore, to ensure the compliance of all ship crews in implementing *ISPS CODE*, *the Company Security Officer (CSO)* as the person in charge of security from the direct company, must take an active role in monitoring and providing understanding to *the Ship Security Officer (SSO)* about the dangers and consequences that occur if they do not implement *the ISPS CODE* measures properly in accordance with existing regulations so that there is safety and comfort on board the ship when entering areas that are considered dangerous to navigate.

3. Regular Security Audits

In order to evaluate the effectiveness of implementation, *Company Security officers (CSOs)* are required to carry out routine security audits by directly checking and interviewing the crew of the ship how the procedures are carried out when implementing *ISPS CODE*, not only that the CSO is also obliged to check the equipment when the implementation of *ISPS CODE* is applied on board, such as Communication equipment whether it works properly, *Razor wire (Barbed Wire)* is available on board, *Visitor logbook* (To record boarding and disembarking hours, date, year, name, company of duty, reason for arrival) is filled in correctly and CCTV installed is working properly and covers areas that are important to enter the camera monitoring area.

4. Coordination between various parties

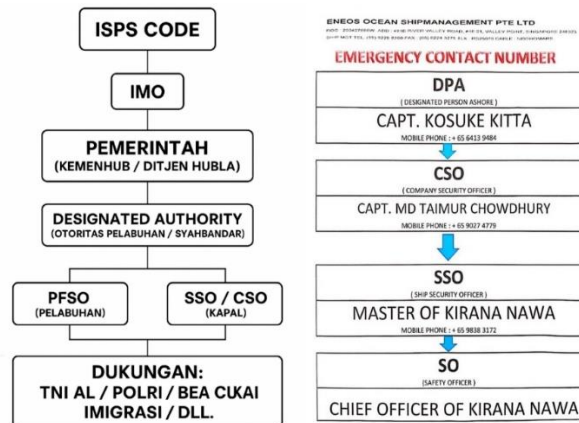
Coordination between parties involved in the implementation of *ISPS CODE*, One of the factors for creating good security to support smooth shipping and distribution is good coordination from various parties involved, both from the shipping company, the entire ship's crew, the port or the relevant government. If coordination runs systematically and in accordance with existing regulations, security can be achieved more easily. The coordination structure of the related parties is:

- a. The peak of coordination occurs from the *International Maritime Organization (IMO)*, which is the institution or party that issues and makes *ISPS CODE* rules mandatory to be carried out by the entire shipping world which is member countries.
- b. At the national level, the Government is an important authority, in the Indonesian country itself the Ministry of Transportation, especially the Directorate General of Sea Transportation. The government as the authority and authority holder at the national level that sets the *ISPS CODE* regulations at the national level appoints a *Designated Authority (DA)* in charge of coordinating the implementation of *the ISPS CODE*, in Indonesia itself Syahbandar is one of the authorities appointed by the national government.
- c. The port and ship are the last part of the systematic coordination material to support security, for the port itself there is a *Port Facility Security Officer (PFSO)* who is in charge of implementing, supervising, and maintaining security plans at the port, Under which there is a *Company Security Officer (CSO)* who coordinates all security of all ships in one shipping company and provides support to *Ship Security Officer (SSO)* is the person in charge of ship security who is in charge of directing the ship's crew in the process of implementing *ISPS CODE* on board.
- d. The other security support parties are the military or related government parties that can contribute as in Indonesia, namely: the TNI, the National Police, Basarnas, Customs, Immigration, Quarantine.

When the researcher carried out the Marine practice at MT. KIRANA NAWA for 12 months and 6 days, the researcher observed firsthand that the procedure for implementing *ISPS CODE* on board the MT ship. KIRANA NAWA has not run optimally because there are some of the above procedures that have not been carried out properly by the entire ship crew including *the Ship Security Officer (SSO)* who as *the SSO* is *the MT Master*. KIRANA NAWA which is given special authority by *the Company Security Officer (CSO)* but does not give directions to raise the level of security in the Philippines, Batangas which is an area that has a risk of theft and piracy of ships, as a result of not receiving directions from the *Master*, *the crew* of the ship does not strictly maintain the security of the ship in accordance with

existing procedures. The chart of the ISPS CODE implementation structure can be seen in figure 4 which has been adjusted to international regulations and national regulations.

Figure 4 Chart of the Coordination Structure of the Implementation of *the International and Onboard ISPS CODE*.



Source: MT Primary Data. KIRANA NAWA, MT secondary data. KIRANA NAWA

During the implementation of this research. The researcher focuses on the implementation of *ISPS CODE* as an effort to maintain the safety of ships to make every voyage can run properly without any significant obstacles due to the shipping area passed by MT. Kirana Nawa, like Indonesia, the Philippines, and its surroundings, is known to have a fairly high level of maritime security risk, especially related to theft and piracy. According to a report from *the International Maritime Bureau (IMB)*, some ports such as Batangas (Philippines) and the waters around the Strait of Malacca and the Sulu Sea are often the sites of maritime incidents, be it theft on docked ships or attacks by armed groups. According to the *International Maritime Bureau's (IMB)* annual report for 2024, there were 116 incidents of armed piracy and robbery of ships, with 94 ships successfully hijacked, 13 attempted attacks, six ships fully hijacked, and three ships shot down. In order to suppress the occurrence of incidents that can be detrimental and dangerous to many parties related to the case, the implementation of *ISPS CODE* on MT Ships. KIRANA NAWA includes several procedures, namely:

1. Supervision.

Ship Security Officer (SSO) is a *Master* who is appointed directly by the *Company Security Officer (CSO)* to regulate, direct, and supervise the implementation of security procedures or implementation and make a schedule for the division of *ISPS CODE tasks* on ships so that they run systematically.

2. Checking the tool

Before carrying out the assigned tasks, all guard devices check related to the equipment that will be used to support smooth and safety when carrying out tasks. The equipment used is such as *Handy Talkie (HT)* which is used to communicate and also CCTV as an additional monitoring tool and the results of the recordings can later be used as evidence.

3. Security.

Ensure that all areas and corners of the ship are maintained and can be properly supervised by all crew members on duty in accordance with the schedule and rules that have been prepared by the *Ship Security officer (SSO)*. Not only when the ship is anchored or docked at the port, when the ship is sailing, the *ISPS CODE* is still carried out according to the existing rules by involving local security forces to accompany and escort when the ship is sailing in the ocean which is indicated to be many incidents of piracy and piracy. When the ship is *sailing*, the implementation of *the ISPS CODE* must still be carried out to ensure the safety of the ship, crew, and cargo.

4. Checking goods and *visitor data*

The procedure that must be carried out when there is a *visitor* visit on the ship is to check *visitor* data related to the name, company, officer id *card* number or ID and the purpose of arrival, after that check the *visitor's* luggage and record how many and types of goods are brought then written in the *visitor logbook* which is always *on standby* stored around *the gangway* or personal basket to ensure that there are no dangerous items smuggled to harm the crew on board.

The author concludes that the regulations for the implementation of *ISPS CODE* on MT ships. KIRANA NAWA is not optimal because the entire crew does not carry out the implementation of *the ISPS CODE* in accordance with the existing rules and the lack of awareness of the crew about the implementation, the entire

crew just waits for directions from *the Master as the Ship Security Officer* without taking action or being able to convince and advise the master that the *ISPS CODE* implementation procedure must be applied at this port to prevent theft cases from occurring in MT. KIRANA NAWA. *Ship Security Officers (SSO)* who found a theft case did not report this incident to the *Company Security Officer (CSO)* and also *the Port Security Facility Officer* because they were afraid of getting sanctions given by the company or the local port authority because of the position they held.

4. CONCLUSION

Based on the results of interviews with informants and direct observations during the implementation of the above research. KIRANA NAWA, researchers can see and draw conclusions that the *implementation of ISPS CODE* in MT is not optimal. KIRANA NAWA is due to the lack of *regular training or security drills*, the uneven implementation of guard duties, especially at night, the lack of coordination between the crew and *the Ship Security Officer (SSO)* in the implementation of *ISPS CODE*, and the lack of awareness of the MT crew. KIRANA NAWA in maintaining security which causes weak supervision and security so that theft incidents can occur on MT ships. KIRANA NAWA.

There are several suggestions that researchers can give, namely: It is recommended that the implementation of training and *security drills* be carried out periodically 1 time in 3 months according to the rules set and supervised directly by the *Ship Security Officer (SSO)* as the supervisor on board the ship as an extension of *the Company Security Office (CSO)*. It is also recommended to increase the role and responsibility of *Ship Security Officers (SSO)* who should be more active in supervising, guiding, and ensuring that the implementation of *ISPS CODE* runs correctly and properly in accordance with applicable regulations. It is recommended to add and adjust security facilities to the position and coverage of CCTV cameras, deck lighting at night, as this is also recommended to maximize patrols around or place personnel in each area outside the reach of CCTV and places where there is a lack of lighting, as well as the availability of security tools such as *razor wire*. And it is better that the guard schedule and the level of security level must be adjusted to where the ship is located so that in this way the implementation *of ISPS CODE*

on MT ships is optimized. KIRANA NAWA can be achieved well according to the applicable rules.

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