

Handling and Supervision of Stowaways at Km. Sabuk Nusantara 86

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ABSTRACT

The rapid development of the national and international maritime world has brought many aspects that must be considered within the maritime sector. The international maritime community has established an international regulation known as the ISPS Code (International Ship and Port Facility Security Code). The ISPS Code is a regulation aimed at ensuring that ships are always in a secure condition in order to prevent threats to ship security. This study aims to determine the handling and supervision of stowaways, as well as the risks caused by the presence of stowaways on KM. Sabuk Nusantara 86. Data collection was carried out through observation, interviews, and documentation. The data sources consist of primary and secondary data. The results of the study indicate that stowaways often create various risks and problems for both the shipping company and the ship itself. In addition, ship delays frequently occur due to inadequate passenger services during embarkation and disembarkation processes.

Keywords: Ship Security, Service, Cooperation, Human Resource Development

ABSTRACT

Pesatnya perkembangan dunia kemaritiman nasional maupun internasional membawa banyak hal yang harus diperhatikan dalam sektor maritim. Komunitas maritim internasional telah menetapkan suatu peraturan internasional yang dikenal sebagai ISPS Code (International Ship and Port Facility Security Code). ISPS Code merupakan peraturan yang bertujuan untuk memastikan kapal selalu berada dalam kondisi aman guna mencegah ancaman terhadap keamanan kapal. Penelitian ini bertujuan untuk mengetahui penanganan dan pengawasan penumpang gelap, serta risiko yang ditimbulkan akibat adanya penumpang gelap di KM. Sabuk Nusantara 86. Pengumpulan data dilakukan melalui observasi, wawancara, dan dokumentasi. Sumber data terdiri dari data primer dan data sekunder. Hasil penelitian menunjukkan bahwa penumpang gelap sering menimbulkan berbagai risiko dan permasalahan bagi pihak perusahaan maupun pihak kapal. Selain itu, keterlambatan kapal juga sering terjadi akibat kurang optimalnya pelayanan penumpang pada saat embarkasi dan debarkasi.

Kata kunci: Keamanan Kapal, Pelayanan, Kerja Sama, Peningkatan Sumber Daya Manusia

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1. INTRODUCTION

The development of science and modern technology, as well as the rapid development of the national and international maritime world, demands greater attention to seaworthiness, ship safety, and maritime environmental security. Security threats at sea, such as theft, smuggling, immigrants and stowaways, piracy, sabotage, and terrorism, have prompted the international maritime world to establish international security regulations. These regulations emerged after the bombing of the World Trade Center (WTC) in the United States on September 11, 2001, which triggered efforts by countries to improve security, including in the maritime sector.

One such regulation is the ISPS Code (International Ships and Port Security Code). The ISPS itself is a code designed to ensure ships are in a state of security readiness to prevent threats to ship security. Improving the quality of security onboard ships requires knowledge and skills to address these issues. Therefore, implementing the ISPS Code on ships and ports is crucial for improving maritime security coordination. Crews are required not only to possess safety skills but also to understand ship security, including threats such as bomb threats, piracy, terrorism, drug smuggling, illegal immigration, stowaways, and theft.

To avoid the dangers posed by stowaways, all crew members must be more prepared and assertive in conducting supervision, especially during embarkation and disembarkation. Based on this, this scientific paper, entitled "Handling and Supervision of Stowaways on KM. Sabuk Nusantara 86," aims to optimize supervision and minimize losses for both the company and passengers.

2. METHOD

2.1. Research Approach

This research uses a qualitative descriptive method, which aims to examine and resolve real-world problems through in-depth data collection from the research subjects, which is then processed and analyzed. A qualitative

approach facilitates researchers' understanding of the research subjects and the phenomena that occur in everyday life.

2.2. Research Location and Subjects

The research was conducted on the KM. Sabuk Nusantara 86, located in Palembang, South Sumatra. KM. Sabuk Nusantara 86 is a national shipping company that provides maritime transportation services, including passenger and inter-island cargo services. The research subjects included:

- a) The captain is fully responsible for the safety of the ship, crew, passengers, and cargo during the voyage. The captain oversees all ship operations, maintains order on board, and ensures compliance with all shipping regulations.
- b) The mate is tasked with assisting the captain in navigation, cargo supervision, and ship safety. The mate is also responsible for safety equipment, sea watch schedules, and supervision of the deck crew during the voyage and while the ship is in port.
- c) The helmsman is responsible for steering the ship's rudder as directed by the officer in charge of the watch or captain. He also assists with navigational duties, maintains the cleanliness of the deck area, and assists with ship operations.
- d) The KKM is responsible for all operations, maintenance, and repairs of the ship's engines. The KKM ensures the main and auxiliary engines are operating properly to ensure a smooth and safe voyage.
- e) The engineer assists the ship's crew in operating and maintaining the ship's engine. The engineer performs routine checks, repairs engine damage, and ensures the ship's entire machinery system remains in good working order.
- f) The foreman is responsible for supervising and organizing the work of the ship's crew, particularly on deck. The foreman ensures that maintenance, cleaning, loading and unloading, and other operational activities are carried out in an orderly manner and in accordance with the ship's officers' instructions.

2.3. Data Collection Technique

Data collection is carried out to obtain accurate, factual information that meets research needs. In this study, the author used several data collection techniques, namely:

- a) Interview: The author conducted direct Q&A with sources from operational staff to obtain the required information.
- b) Observation: During the implementation of the onshore practice (Prada), the author observed the operational activities of the shipping agency, such as processing port documents, coordination between related parties, arranging ship schedules, quality of service, and handling operational obstacles.
- c) Case Study: The preparation of this scientific work is supported by a study of previous research and related scientific sources as a theoretical basis and comparative material regarding the performance of shipping agencies in increasing operational efficiency.
- d) Literature Study: The author uses various relevant scientific references and literature to strengthen the theory and as consideration in discussing the performance of shipping agencies on operational efficiency.

2.4. Data Analysis Techniques

The data analysis in this study used a qualitative descriptive method, which included the process of grouping, managing, selecting, compiling, and examining data patterns to gain understanding and learning value. The data analysis techniques used included:

- a) Data Collection: Data collection is carried out using various research instruments as tools to obtain information, such as interview guidelines, observations, questionnaires, and other supporting tools that suit research needs.
- b) Data Reduction: The data obtained is then summarized and selected based on the most important and relevant aspects to the research problem. Because field data is diverse, systematic grouping and organization are necessary to make the required information easier to obtain.
- c) Data Presentation: After analysis, the data is structured and presented comprehensively for easy understanding by the reader. Data presentation can be done in the form of brief descriptions, tables, charts, or flowcharts to facilitate understanding of the research results.

- d) Drawing Conclusions: The final stage of research involves drawing conclusions based on the data analysis. In qualitative research, conclusions can be developed based on verification results and field findings, resulting in results that reflect actual conditions.

2.5. Validity and Reliability

To ensure the validity and consistency of data, this study applies several techniques, namely:

- a) Source Triangulation: Data was obtained through various methods, such as interviews, observation, and documentation, and involved several informants with different positions and backgrounds within the company. This technique was used to ensure the data obtained was more comprehensive and reflected various perspectives.
- b) Data Verification: Researchers re-check the interview results and observation notes to ensure that the data obtained is correct, accurate, and free from misinterpretation.
- c) Membership Examination: The interim findings were conveyed back to several informants to ensure the information corresponded to actual experiences and conditions.

2.6. Theoretical Approach

This analysis supports the development of maritime operational management concepts, particularly for national shipping companies engaged in maritime transportation and passenger transport, including improving document management efficiency. The results of this study can be used as a reference in developing a more effective and applicable performance evaluation model for shipping companies. Furthermore, this study emphasizes the importance of the readiness and assertiveness of all crew members in conducting supervision, particularly during the boarding and disembarkation of passengers.

2.7. Urgency of Study

Ensuring effective, efficient, and regulatory compliance with ship operations requires comprehensive and measurable performance evaluation. Through systematic analysis based on performance indicators, companies like KM Sabuk Nusantara 86 can continuously improve work procedures, enhance service quality, and strengthen competitiveness in the maritime industry.

Therefore, officer supervision and firmness regarding stowaways are crucial factors in supporting smooth operations and the company's long-term sustainability.

3. RESULTS AND DISCUSSION

Data analysis in this study was conducted to determine the quality and factors that influence human resource performance in supporting smooth service at KM. Sabuk Nusantara 86. Data obtained through interviews, observations, and documentation were analyzed to identify technical obstacles, service waiting times, HR capabilities, and company steps in improving performance to meet operational needs and work standards in order to achieve service efficiency.

3.1. Handling and Supervision of Stowaways on KM Sabuk Nusantara 86

A ship is a vehicle used to transport passengers and goods at sea or in rivers. A passenger ship is a vessel used to transport passengers. Frequent problems on passenger ships (PELNI) include theft, alcohol smuggling, and stowaways, which have caused unrest among passengers and crew on the KM Sabuk Nusantara 86.

The ship's efforts to combat stowaways include using subtherapy, or providing counseling, to prospective passengers. Passengers found without valid travel tickets will be subject to a penalty of double the stated ticket price. They will also be firm in taking action against ticket scalpers, who are the cause of the emergence of stowaways on board. The steps to handle and monitor stowaways are as follows:

1. Checking tickets when the ship docks

When the ship docks, the ship's party coordinates with land authorities such as the police and the Indonesian National Armed Forces to provide security and supervision when checking tickets at the port before passengers board the ship and then the ship's party also participates in supervising and checking the tickets of passengers who will board the ship.

2. Conduct ticket checks while the ship is sailing

When checking tickets on the ship while the ship is sailing, those who participate in the inspection are the deck officers who are not on duty,

waiters, cadets and the ship's security personnel, namely the ship's security guards, by checking all passengers and rooms that are usually used as hiding places for stowaways on the ship, for example, lifeboats, cargo spaces and the ship's top deck.

3. Imposing strict sanctions

Upon arrival at the destination port, the ship's crew, tasked with handling and monitoring, must impose strict sanctions on the perpetrators if they discover stowaways, based on the provisions of the Criminal Code (KUHP). Article 472 reads:

"Anyone who travels on a ship as a stowaway shall be punished by imprisonment for three months. Other sanctions that may be imposed on stowaways include:"

- a. Paying double the normal ticket price
- b. Disembark at the next port
- c. Handed over to ground security.

3.2. The risks posed by stowaways on KM. Sabuk Nusantara 86

A stowaway is someone who secretly boards a ship without the knowledge of the ship's crew, which can pose a risk to both material and human life. The following are the risks that stowaways can pose on ships:

1. The material risk in the form of money and valuables belonging to passengers being lost or stolen while they are sleeping or while they are in the bathroom and these theft cases usually occur to passengers in economy class or passengers occupying first class rooms.
2. The risk of a ship accident is a fire that could be caused by stowaways who board the ship, for example by accidentally setting fire to something that could cause a fire on the ship.
3. The risk of losing lives can occur if stowaways do unexpected things, such as threats or assaults on passengers or crew.
4. The moral risk that can be felt by the company and the ship is the lack of confidence of the passengers in the safety of the ship.
5. The risk is that the ship will be delayed due to stowaways, so that ground officers who coordinate with the ship's crew must try to disembark the stowaways, thus causing delays in the ship's departure.

3.3. Passenger service during embarkation and disembarkation on KM Sabuk Nusantara 86

During embarkation and disembarkation, each port must establish a set of passenger embarkation and disembarkation regulations to ensure orderly passenger movement. When a ship docks at a port, both the ship and the port communicate with each other regarding the passengers embarking and disembarking.

After the ship docked, the ship's crew and port authorities worked together to ensure passengers disembarked without rushing to leave. Passengers were also advised to exercise caution when disembarking to prevent any untoward incidents.

To provide sincere and honest service, teamwork is paramount. Coordination with the embarkation point before opening the ship's doors to allow passengers to board is essential to avoid inconvenience. Avoid leaving the ship's doors open, the ship's ladders unraveled, and the embarkation gates already open. This can lead to a buildup of passengers in front of the ladders and onto the harbor platform.

4. CONCLUSION

Based on the research results, it can be concluded that operational delays on the KM. Sabuk Nusantara 86 were influenced by the presence of stowaways and suboptimal passenger service during embarkation and disembarkation. The lack of supervision and handling of stowaways can lead to various risks and loss for both the company and the ship. Therefore, good cooperation is needed between port security and the ship to improve supervision, handling, as well as passenger arrangements so that ship operations can run more safely, orderly and efficiently.

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