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IMPLEMENTATION OF SHIP CERTIFICATION INSPECTION BY KSOP CLASS I BANTEN

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ABSTRACT

In the waters of Banten, there are still many fishing vessels that should be required to have a certificate but do not have a certificate and have carried out shipping activities, the shipping activities carried out are illegal because they do not have a sailing permit, To get a sailing permit the ship owner must have a ship certificate. Therefore, the purpose of the study is to find out the implementation of ship inspection activities by marine inspectors at the Banten Class I Port Authority and Municipal Office, in order to find out what causes ships that do not have certificates. This study uses a descriptive qualitative method, as well as an interview method to obtain primary data through direct questions and answers with KSOP employees, and uses secondary data in the form of Ship Inspection SOPs and Study Literature. By increasing socialization about the importance of ship certification to ship owners through seminars, training, or socialization. KSOP can also expand information services through websites and call centers to make it easier for ship owners in the certification process.

Keywords: *KSOP Banten; Ship Inspection; Ship Certification.*

INTRODUCTION

Implementation is the process of applying ideas, concepts and policies or innovations in a practical action so that it has an impact in the form of change, knowledge, skills, as well as values and attitudes (Wahyu, 2016). Implementation is a series of processes in which people realize ideas that they apply for certain purposes (Rahman, 2017). From some of these definitions, in simple terms, implementation can be interpreted as the application of information, knowledge and skills that are applied for certain purposes.

Ship certification is the process of checking and certifying that a ship meets applicable safety, security, and environmental protection standards (Aguw, 2013). This process is usually carried out by an internationally recognized ship classification body (Rogers, 2010). Ship certification aims to ensure the safety of the crew, passengers, cargo, and marine environment during ship operations (Wieslaw, 2012). Inspection in the context of ship certification refers to a series of activities carried out to assess the condition and feasibility of a ship before the issuance of a certificate (Hafis, 2021). This inspection is usually carried out by *a Marine Inspector* from a qualified and experienced ship classification body (Widiatmaka et al., 2023). *Marine Inspectors* use applicable standards and regulations to assess the overall feasibility of ships (Hamid et al., 2023). The results of the examination will determine whether the certificate can be issued or renewed.

The Office of Municipal Affairs and Port Authority (KSOP) is one of the government agencies responsible for supervision and law enforcement in the field of shipping safety and security (Widodo et al., 2023). KSOP also has the task of coordinating government activities at ports, as well as regulating, controlling, and supervising port activities at ports that are run commercially. In KSOP Class I Banten,

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there are several fields, the Field of Administration, the Field of Legal Status and Ship Certification (SHSK), the Field of Sailing Safety, Guard and Patrol (KBPP), the Field of Traffic and Sea Transportation and Port Business (LALA). Each field has its own duties and functions, for example, such as the duties and functions of the Field of Legal Status and Ship Certification, namely:

a) Conducting ship surveys, registration, transfer of property rights and mortgages, preparation of citizenship certificates, etc.
b) Design supervision, construction supervision, overhaul and berthing of ships.
c) Carry out navigational, engineering, radio and electronic inspections as well as ship equipment.
d) Carry out calculations and testing of ship stability as well as navigation testing.
e) Inspect pollution and waste pollution prevention facilities, and review ship safety management.
f) Preparation of materials for the issuance of safety certificates, prevention of ship pollution, and ship safety management.

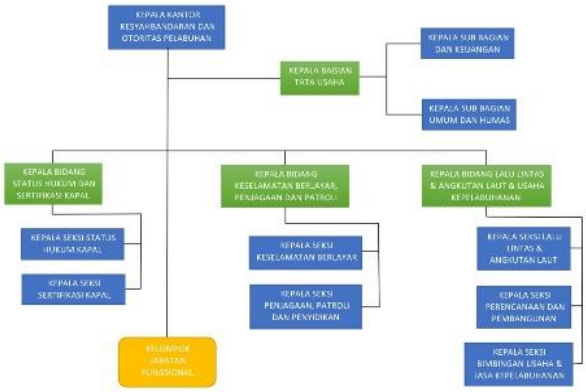

Figure 1. Organizational Structure of KSOP Class I Banten

In one of the fishing ports in the Lebak area, Banten, more than 10 ships were found that were required to have a certificate but did not take care of the ship certification process, because there were several factors that made ship owners not certify their fishing boats, namely it was difficult to complete administrative requirements because of the distance of +/- 100 km from the location of the Class I KSOP Banten and the expensive agent services to take care of ship certification. This situation causes many fishing boats that do not have certificates and do not have sailing permits, this means that the ship is sailing illegally. According to the Regulation of the Minister of Transportation Number PM 17 of 2008, "Ship Safety Certificates are given to all types of ships of size GT 7 or more, except warships, state ships, and ships used for sports purposes. These ships are required to have certification to be able to carry out shipping activities. The discovery of a ship without a certificate will result in the consequences of a sailing ban, fines, sanctions, withdrawal of operating permits, and other legal actions."

METHOD

The purpose of the research is to be able to find data and then develop and then prove the authenticity of the data, to obtain research results in order to gain new knowledge to be able to overcome problems (Sugiyono, 2022). This study aims to determine the implementation of ship inspection activities by KSOP Class I Banten. In this study, the researcher used a descriptive qualitative method. The qualitative method is one of the methods to research the condition of natural objects with more generalized research results (Sugiyono, 2022). The descriptive qualitative research method is the collection of data by explaining each data object using sentences or pictures so that it can be easier to understand (Sugiyono, 2022). The use of this method to obtain detailed information related to the topic discussed, namely Audit Implementation. Ship Certification at the Banten Class I Port Authority and Municipal Office.

Figure 2 Research Design

For data collection, the researcher used the interview method to obtain primary data, as explained by Sugiyono (2022). In addition, researchers supplement the data by using secondary data, such as Laws, Ministerial Regulations related to Ship Certification, as well as literature studies from previous research, articles, journals, books, and relevant internet sites.

Sampling of research was carried out using *non-probability sampling* which is a "sampling technique by selecting a research sample based on the researcher's decision to select people who meet the sampling criteria" (Davis et al., 2012). In this study, the researcher took research samples from the heads of SHSK, KBPP, and LALA who have worked at KSOP Class I Banten for more than 10 years and sampling was also carried out with employees in the field of ship certification, ship certificate issuers and Marine Inspector Officials at KSOP Class I Banten.

RESULTS AND DISCUSSION

Based on the findings at one of the fishing ports in the Lebak area, Banten, 12 fishing boats with a capacity of more than 20 GT were found to not have a ship certificate as show in the table 1, but had carried out shipping activities.

Table 1. Fishing boats that are recorded do not have a certificate

Nomor	Nama Kapal	GT
1	KM. Amazia	29
2	KM. Inka Mina 916	30
3	KM. Kelvin I	30
4	KM. Cakalang	40
5	KM. Barges	60
6	KM. Inka Mina 928	30
7	KM. Inka Mina 723	32
8	KM. Kharisma -1	28
9	KM. Wafa Jaya	26
10	KM. Dua Putri-B	30
11	KM. Suka-1	23
12	KM. Bintang Mariyos	54

As explained in the introduction, every ship that has a minimum capacity of 7 GT should be required to have a ship certificate. When asked for information from the employee informing information related to the reason why there are still many ships that do not have a ship certificate, the employee said that the ship owner found it difficult to take care of the administration of the ship certification application because he had to come directly to KSOP Class I Banten which is located very far +/- 100 km from where the ship owner is located and if using an agent to take care of it requires quite expensive costs.

To be able to meet the administrative requirements needed as show in the table 2, ship owners can search for this information through *internet*, but to carry out the application process, ship owners still have to come directly to KSOP Class I Banten and meet with SHSK employees to discuss what certificates are needed for the ship to be certified. After discussion, the ship owner must complete the administrative requirements to take measurements of the ship.

The SHSK field will carry out ship measurements after the ship owner completes the administrative requirements. When the measurement process is completed and the ship's GT is known, the ship owner must make related payments: measurement services, issuance of survey letters, technical inspection of documents and issuance of registration deeds. The amount of fees paid depends on the result of the ship's GT, the larger the ship's GT, the greater the cost that must be incurred.

Table 2. Administration of ship measurement requirements

Number	Kind	Requirement
1	Shipyard built ships	1. Ship Construction Contract 2. Minutes of Ship Handover 3. Shipyard Certificate 4. Minutes of Keel Laying 5. Photos that have been verified by the DJPL 6. Approval of the use of the ship name from the DJPL
2	Traditionally built boats	1. Builder Certificate known by the Sub-district Head and Village Head / Village Head 2. Builder Certificate attached with a Certificate of Property Rights that 3. known by the Sub-district Head and Village Head / Village Head 4. Copy of Owner's ID Card 5. Copy of Builder's ID Card 6. Copy of the receipt for the purchase of the main machine 7. Certificate of fishing vessel from the authorized agency (for 8. fishing)

Table 3. Ship survey service rates

Number	Component	GT	Price
1	Implementation of Vessel Measurement (per measurement)	7 to 36	IDR 50,000
		36 to 174	IDR 75,000
		174 to 499	IDR 300,000
		500 to 300	IDR 1,000,000
		>3.000	IDR 1,250,000
2	Issuance of survey letters (per survey letter)	7 to 36	IDR 50,000
		36 to 174	IDR 75,000
		174 to 499	IDR 300,000
		500 to 300	IDR 1,000,000
		>3.000	IDR 1,250,000

In Table 3. Ship survey service rates, each ship measuring 20-36 GT is subject to a tariff of IDR 350,000.00,00, for one time to take a ship measurement. After the payment of the ship measurement is completed, the ship owner will be informed what certificates are needed for his ship, there are many types of ship certificates therefore it is important to have a discussion regarding what certificates are needed. There are several important certificates issued in ship certification including:

1. Safety *Construction Certificate*, Certifies that the construction of the ship meets the set safety standards.
2. Safety *Equipment Certificate*, Certifies that safety equipment such as lifeboats, life jackets, and others meet the requirements.
3. Radio Safety Certificate*, Certifies that the ship's emergency communication radio equipment meets the standards.*

Table 4. Ship certification price list

PNBP	GT	KIND	UNIT	FARE
PUP . 01.01	20	Traditional Ship Inspection	per check	IDR 50,000
PUP . 01.04	20	Traditional Ship Certificate	Per certificate	IDR 25,000
PUP . 01.01	20	Construction Inspection	per check	IDR 50,000
PUP . 01.01	20	Equipment Inspection	per check	IDR 50,000
PUP . 01.01	20	Radio Inspection	per check	IDR 50,000
PUP . 01.04	20	Issuance of Radio Certificate	Per certificate	IDR 25,000
PUP . 01.04	20	Issuance of Construction Certificate	Per certificate	IDR 25,000
PUP . 01.04	20	Issuance of Equipment Certificate	Per certificate	IDR 25,000

Each ship certificate inspection and issuance has a different cost depending on the type of certificate and the ship's GT. If the ship is 20 GT in size and only requires a certificate of safety equipment, construction and radio, then the cost required is around IDR 200,000.00,-, but if the ship requires another certificate, then the cost incurred will increase depending on the inspection rate and issuance of the ship certificate. These certificates must be updated regularly in accordance with applicable regulatory regulations.

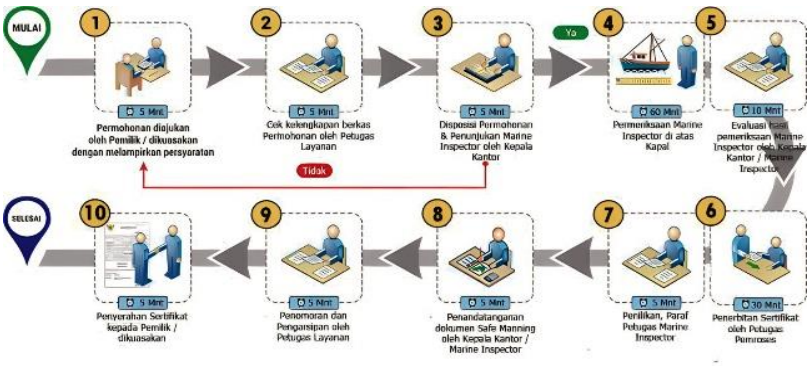

Figure 3 Vessel Certification Flow

In Figure 3, the stages of the ship certification process are explained, namely in carrying out ship certification, the ship owner must apply for certification by completing administrative requirements in the form of:

1. Letter of application from the Owner, Captain and/or Ship Agency;
2. Photocopy of Survey Letter;
3. photocopy of the ship's nationality certificate;
4. Photocopy of the last Ship Safety Certificate;
5. Photocopy of Klass Certificate (for ships that are required to be classified);
6. Photocopy of Indemnity Guarantee Certificate;
7. Stowage Plan;
8. Proof of Payment of Shipping Proceeds (PUP);
9. Marine Inspector Inspection Report

After the administrative requirements have been completed, then the SHSK field appoints a Marine Inspector Officer to conduct an inspection that covers various physical aspects such as ship safety equipment and other aspects in accordance with the SOP for Ship Certification Inspection made based on Law No. 17 of 2008 (UU RI, 2008), MARPOL *(Marine Pollution)* 73/78 (Issa et al., 2019),, and SOLAS *(Safety Of Life At Sea)* 1914 (International Maritime Organization, 2002). After that, *the Marine Inspector* Officer conducts an evaluation, if there is a lack of physical completeness requirements, *the Marine Inspector* Officer will report the findings to the SHSK field then inform the ship owner to complete the missing requirements after the requirements are completed, a re-examination will be carried out on the requirements that are still lacking, but if all the physical completeness requirements are in accordance then the SHSK field will soon process ship certificates to be issued within a period of 2 – 3 days. After obtaining the ship certificate, the ship owner can take care of a Port *Clearance* Letter so that it can carry out shipping activities and the ship is declared seaworthy (Fakhrurozi, 2021).

To be able to get a Sailing Approval Letter, the ship owner must meet all administrative requirements in the form of an Application Letter from the Shipping Agent, Memorandum from the Legal Status & Certification of the Ship, LK3 from the Port Business & Lala Sector, Health Book from the Port Health Office, Statement Letter from the Captain and for the ship the guide must attach form 1A.

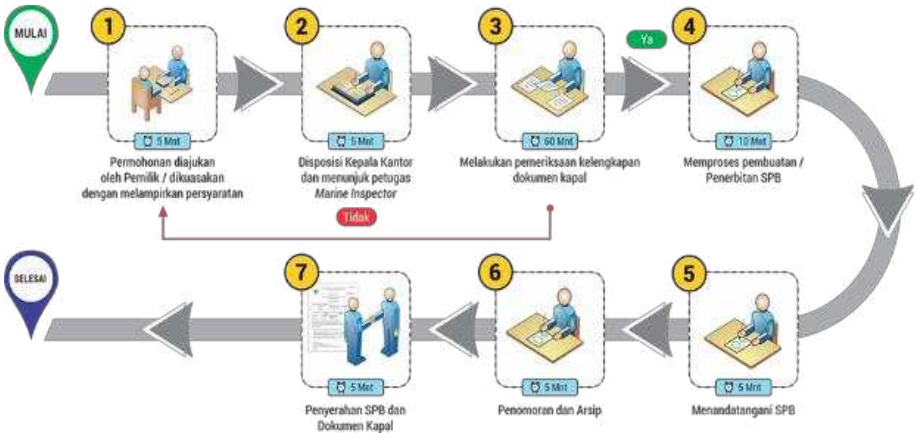

Figure 4 SPB Submission Flow

If a ship that does not have a certificate but has carried out sailing activities, then the ship is carrying out sailing *activities illegally*, because every ship that will sail must have a Sailing Permission Letter, to get a Sailing Permission Letter must have a ship certificate which is one of the administrative requirements. The consequences obtained if the ship carries out illegal shipping activities are by detaining the ship and the ship will be given when the ship owner already has a ship certificate (Lilis et al., 2022; Mulyawan et al., 2019).

Every ship that will make a voyage is required to have a ship certificate, this has been written in the Law of the Republic of Indonesia on Shipping which is mentioned in Chapter IV article 5 which reads "Control as referred to in paragraph (2) letter b includes the provision of direction, guidance, training, licensing, certification, and technical assistance in the field of development and operation." From this article, it is explained that every ship that will sail must take care of certification and after the ship is declared seaworthy, the ship will be allowed to carry out shipping activities. The ship certification process is carried out by the SHSK field which carries out ship inspection procedures referring to the Regulation of the Minister of Transportation Number PM 57 of 2021 concerning Procedures for Ship Safety Inspection, Testing, and Certification. The SHSK field conducts inspection, Calculation and testing of ship stability, navigation testing, equipment testing, review and preparation of materials for the issuance of ship safety certificates, ship safety management and pollution prevention, tank cleaning and pollution compensation protection.

CONCLUSION

From the results and discussions, it can be concluded that the Banten Municipal Office and Port Authority Class I play an important role in supervision, law enforcement, government coordination, and control of activities at commercial ports. One of the fields, the Legal Status and Certification of Ships, is in charge of inspecting, testing, and certifying seaworthiness, safety, pollution prevention, and the legal status of ships. This process is in accordance with the SOPs regulated in Law No. 17 of 2008, MARPOL 73/78 and SOLAS 1914. At one of the fishing ports in Banten, a ship was found that should have a seaworthy certificate but did not have it due to difficulties in completing administrative requirements and high agent costs. This makes the voyage illegal because the ship does not have a sailing permit. Ship owners can face sailing bans, fines, withdrawal of operational permits, and other legal sanctions.

The suggestion for improvement in this study is that KSOP can provide information about ship certification through seminars, training, or socialization, in accordance with the Circular Letter of the Minister of Transportation of the Republic of Indonesia Number 31 of 2016 which emphasizes transparency and accuracy in service. In addition, KSOP is advised to open a Call Center service so that ship owners can easily find out the certification requirements. Collaboration between fishing vessel owners and fishing companies or the formation of fishermen's associations is also recommended to facilitate the certification process. Finally, the operation of the KSOP I Banten website should be equipped with a Self Assessment feature to facilitate the administration needed in the management of ship certificates.

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