Procedure For Managing The Ship Operation Plan In The Simlala System To Support Ship Operational Activities At The Port Of Pt. Usda Seroja Jaya Batam

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Abstract. PT. Usda Seroja Jaya is a company engaged in the fields of Shipping, Shipyard, and Agency. During the process of a ship's arrival at Batam port, it is necessary to manage the Ship Operation Plan (RPK). The Ship Operation Plan (RPK) is a document that serves as proof of the placement of an Indonesian-flagged vessel at a port to support domestic sea transportation activities. There are two types of shipping routes in the Ship Operation Plan (RPK): Regular and Scheduled Routes (Liner), which refer to scheduled and regular sea transport services with specified stopover ports, and Irregular and Unscheduled Routes (Tramper), which refer to sea transport services that are not fixed or scheduled.In this paper, the author uses field research, observation, and library research methods to address the handling of the Ship Operation Plan (RPK) within the SIMLALA system. Common challenges include unstable internet connections, which hinder the processing of the RPK, frequent server errors or troubles within SIMLALA, and large file sizes. Therefore, it is crucial to ensure timely processing of the RPK in SIMLALA. The purpose of this study is to understand the process of managing the RPK within SIMLALA so that ship operations are not disrupted. In conclusion, the management of the Ship Operation Plan (RPK) at PT. Usda Seroja Jaya must be carried out properly to ensure that the RPK process runs smoothly.

Keywords: Ship Operation Plan, SIMLALA System, Ship Operations

1. INTRODUCTION

The web-based online system, namely the Maritime Transport Management Information System (SIMLALA), is used to submit applications for the Ship Operation Plan (RPK) for maritime traffic and transport online, and facilitates the monitoring of the application process for these services to achieve transparent and standardized service delivery. The function of the SIMLALA system is to support the smooth process of service applications entering the ports located in Indonesia.

One of the functions of the SIMLALA System that is believed to enhance maritime transportation services in Indonesia is the improvement of soft infrastructure. This improvement can be achieved by providing an Information Technology (IT) platform for shipping companies that operate in the region. In the SIMLALA System (Loading and Unloading Ports), it integrates the information system standards of two ports in serving ships and goods in real-time from all related agencies. The information system implemented must consider factors of security, convenience, smoothness, and efficiency in terms of time and cost. The Director of the Ministry of Transportation has created the Traffic and Sea Transportation Information System (SIMLALA) as a manifestation of improvements in the

soft infrastructure aspect. The Traffic and Sea Transportation Information System (SIMLALA) serves to facilitate online public service requests for sea transportation traffic and to simplify the monitoring of the service process, aiming to achieve transparent and efficient service delivery. One of the applications available in the system, the Maritime Traffic and Transportation Information System (SIMLALA), is the management of the Ship Operation Plan, commonly known as the Ship Operation Plan (RPK). The Ship Operation Plan (RPK) is a letter of approval for the placement of Indonesian-flagged vessels at ports where they will dock, serving both regular and scheduled routes (liner) as well as irregular routes (tramper) to support the implementation of domestic maritime transportation operations.

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2. THEORETICAL FRAMEWORK

a. Theoretical Framework

1) Procedure

According to Capt. I Kadek Laju (2020:3), a procedure is a set of methods or work guidelines that must be followed in carrying out an activity to achieve good results.

2) Management

According to the Great Dictionary of the Indonesian Language (KBBI), management is the process, method, or act of managing.

3) Port

According to Juli Panglima Saragih (2020:48), a port is a fundamental infrastructure that must be established and constructed by the state (central government). Thus, a port is one of the public goods needed by many people, not only by business actors but also by the residents of a country like Indonesia.

4) Ship Operation Plan (RPK)

Is a document indicating the placement of Indonesian-flagged vessels at a port to support domestic maritime transportation activities.

5) System

According to Djahir and Pratita (2015:2), it is a collection or group of subsystems, parts, or components that are interconnected and work together to achieve a specific goal.

6) Simlala

The Maritime Transport Management Information System (Simlala) is a system or application used to enhance ship services regarding the renewal of ship documents and certificates that have expired. Through Simlala, it will facilitate shipping companies and expedite the public service application process, thereby realizing standard and transparent public services in the maritime sector. (Oktaviansyah, W. 2022).

7) Activities

According to the Great Dictionary of the Indonesian Language (KBBI), an activity is an action, effort, work, or strength and skill as well as enthusiasm.

8) Ship

According to Herman Budi Sasono (2014:152), a ship is a water vehicle with a specific shape and type, powered by wind energy, mechanical energy, or other forms of energy, towed or pushed, including vehicles below the water surface, as well as floating devices and structures that do not move.

9) Shipping Company

According to Meyti Hanna Ester Kalangi in "Administrasi Pelayaran Niaga" (2020:50), a Shipping Company is a company that operates ships, whether owned or chartered, and is referred to as the carrier. (carrier).

3. RESEARCH METHODS

a. Field Research

In the preparation of this paper, the author employs two methods used for the collection of data and supporting information for this paper, namely:

1) Observation Method

Observation is a data collection technique conducted through observation accompanied by notes on the conditions or behaviors of the target object during the author's internship at PT. Usda Seroja Jaya Batam. In this method, the researcher directly engages in the field to observe how the RPK management procedures work within the SIMALA system at PT Usda Seroja Jaya Batam. In this observation method, the researcher also collects data using a mobile phone camera to capture images and record objects related to the research.

2) Library Research

Through this method, the author obtained data by reading books in the library and through the guidebook of Politeknik Adiguna Maritim Indonesia Medan that relates to the discussion of the author's paper. This method helps writers understand terms and concepts that cannot be explained by field research.

4. RESULTS AND DISCUSSION

Stages of Managing the Ship Operation Plan in the Simlala System

a. Preparation for registration and enrollment

  1) Initial Preparation

    a) Make sure you have a SIMLALA Account. If you don't, please register first

    b) Prepare the necessary supporting documents such as the SIUPAL application leter for RPK, Ship Specifications, voyage report, and other relevant documents

  2) Login to the SIMLALA System

    a) Open website https://simlala.deiphub.go.id/pusatdata/

    b) Enter the Company's username and password

    c) Select the Application menu

    d) Select RPK Tramper

  3) Entering Data for port of call

  4) Filling out the Cargo List

  5) Fill out the ship's Voyage Report

  6) Uploading the Requested requirement documents

  7) Submit once all columns have been filled and the document has been uploaded

b. Verification of Implementation

The verification team will review the submitted application; if there are any document deficiencies, it will be revised through the SIMLALA application system. If there are no revisions, it will be forwarded to the sub-directorate for verification.

c. Verification Kasubdit

The verification party will examine the submitted application; if there are any document deficiencies, it will be revised through the SIMLALA system. If there are no revisions, it will be forwarded to the verification section.

d. User Received an invice

After receiving the non-tax state revenue (PNBP) billing, the company will make the payment according to the specified amount.

e. User to download and print the RPK

In the Simlala System, by opening the application list menu, search for the ship name that matches the RPK, and download the confirmation proof listed in the application list corresponding to the ship name.

Understanding Simlala: Maritime Traffic Management Information System (SIMLALA)

Online service through the SIMLALA application can be registered at any time, and payment can be made within 24 (twenty-four) hours. As of now, the Ministry of Transportation has registered 23 ports for enrollment. This public service can be carried out online by accessing the website https://simlala.deiphub.go.id/simlala/

a. Online Licensing Service for Telecommunications Organizer (E-Licensing):

  1) SIUPAL

  The Sea Transportation Business License (SIUPAL) is a permit issued for shipping companies with the aim of providing comfort in business operations so that they can operate effectively in accordance with applicable regulations.

  2) SIOPSUS

  The Special Sea Transportation Company Operating License (SIOPSUS) is a permit granted to national businesses specifically to serve their own interests and not to serve the interests of others in Indonesian waters, issued by the head of the BPKM after receiving a recommendation from the Director General of Sea Transportation.

b. Online Licensing Electronic Internet (E-Service)

  3) Ship Operation Plan

  Ship Operation It is a letter of placement for Indonesian-flagged ships at a port to support domestic maritime transportation activities. RPK is divided into two parts: irregular and non-scheduled shipping (tramp service) and scheduled shipping. (lineir service).

  4) Notification of Foreign Ship Agency

  The approval of foreign ship agency is a letter of consent for national shipping companies/special shipping activity organizers to represent foreign ships through ports that are open to foreign trade.

  5) National Ship Operation Approval Service

a) Approval for the Operation of National Vessels (PPKN) for Overseas Sea Transportation

b) Approval for the Operation of National Vessels Abroad (PPKN) cross trading

Related Agencies in Managing the Vessel Operation Plan in the SIMLALA System

In carrying out the procedure for managing the Ship Operation Plan (RPK) conducted by the shipping company agents through the SIMLALA system, there are several challenges that arise during the document issuance process for the Ship Operation Plan (RPK), including:

a. Directorate General of Sea Transportation

The Directorate General of Sea Transportation has the task of formulating and implementing policies and technical standards in the field of maritime transportation.

1) Formulation of policies in the field of maritime transportation

2) Implementation of policies in the maritime transport sector.

3) The Formulation of norms, standards, procedures, and criteria in the field of maritime transportation.

4) The Implementation of technical guidance and evaluation in the field of maritime transportation.

5) Implementation of administration of the Directorate general of Sea Transportation.

b. Harbormaster's Office and Port Authority

Harbormaster's Office and Port Authority has the task of implementing supervision and law enforcement in the field of maritime safety and security, coordinating government activities at the port, as well as regulating, controlling, and supervising port activities at commercially operated ports.

In carrying out this task, the Port Authority and Harbor Office organizes the following functions:

1) The implementation of oversight and compliance with the seaworthiness of ships, ship certification, prevention of pollution from ships, and the determination of the legal status of ships.

2) Implementation of safety management inspections of ships.

3) The implementation of safety and security oversight in shipping related to the loading and unloading of hazardous materials, special goods, hazardous and toxic waste (B3), fuel filling, port facility construction, as well as the issuance of Sailing Approval Letters.

4) The implementation of ship accident inspections, fire prevention and extinguishing in port waters, disaster management at sea, the execution of maritime environmental protection, and the enforcement of laws in the field of navigation safety and security.

5) The implementation of coordination of government activities at the port related to the enforcement and law enforcement in the field of safety and security of navigation.

6) The implementation of the preparation of the Port Master Plan, Work Environment Area, and Port Interest Environment Area, as well as the supervision of its use, and the proposal of tariffs to be established by the Minister.

7) The implementation of the provision, arrangement, and supervision of the use of land and water in ports, maintenance of wave barriers, port basins, shipping lanes, and networks, as well as navigational aids.

8) The implementation of environmental assurance and maintenance at the port, security and order, and the smooth flow of goods at the port.

9) The implementation of traffic regulation for ships entering and leaving the port through pilotage, the provision or service of port services, as well as the granting of concessions or other forms to Port Business Entities.

10) Provision of materials for establishing evaluation standards for operational performance in services and port management.

11) Implementation of financial, personnel and general affairs, legal and public relations, as well as reporting.

Documents in the RPK management procedure.

The following are the ship documents that must be prepared in the RPK processing procedure, namely:

a. Application Letter for RPK

b. Original scan of SIUPAL/SIOPSUS

c. Original scan of Ship Specifications

d. Previous RPK

e. Docking Letter (required if the ship is docking)

f. Crew list signed by the captain and stamped

g. Voyage Report (sesua format PM. 93 Tahun 2013)

Obstacles Encountered During the Publication of the Ship Operation Plan Document (RPK) Through the Simlala System

According to the research conducted by the author during the field practice (PRADA) at PT. Usda Seroja Jaya Batam, several obstacles were found during the submission of the RPK on SIMLALA, which are as follows:

a. As the documents sent through the system are not approved due to the employees in the Simlala system not being on standby 24/7, this will hinder the issuance of RPK documents.

b. Following the occurrence of an error notification, the company reported to the Harbor Master and Port Authority to evaluate the documents that had been submitted through the Simlala application.

c. The error in calculating the expiration date on the old RPK to the new RPK could hinder the issuance of documents due to the need for a revision that will be reported by the KSOP to the company.

5. CONCLUSION AND SUGGESTIONS.

The procedure for managing the Ship Operation Plan (RPK) at PT Usda Seroja Jaya Batam has been implemented well and effectively, and it is running smoothly. Because the implementation of the SIMLALA system can provide benefits for the company in every process of a ship's arrival. However, several obstacles were still encountered during the implementation of the activities. For instance, network disruptions, server errors on SIMLALA, and excessively large files have led to the discovery of solutions to prevent obstacles, namely by preparing all the necessary requirements for the agency services in the RPK (Ship Operation Plan) processing procedure. To ensure that the RPK processing at PT. Usda Seroja Jaya Batam runs optimally, the author recommends that operational staff monitor the SIMLALA system daily to prevent delays in ship departures.

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