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IMPLEMENTATION OF POLICY FOR HANDLING OF HAZARDOUS GOODS IN THE EFFORT TO ACHIEVE THE SAFETY AND SECURITY OF RO-RO SHIPS IN TANJUNG SILVER UTAMA KESYAHBANDARAN

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ABSTRACT

North Jamrud Terminal, Tanjung Perak Port, Surabaya, has an operating function to accommodate passengers who will carry out embarkation/debarkation activities and coordinate vehicles that will get on or off the ship. Some of the areas that are the destination and origin of shipping services at the Gapura Surya Nusantara Passenger Terminal include Banjarmasin, Makasar, Maumere, Batulicin, Tanjung Priok, Bena, Sampit, Kumai, Balikpapan, Waingapu, Sorong, Manokwari, Ende and several other cities.

The purpose of this study is to describe and analyze the implementation of the Pilot Assessment and Vessel Verification Policy as a Guiding Assistance Facility at the Tanjung Perak Surabaya Main Harbormaster Office to the supporting and supporting factors.,

This qualitative research explores Policy, Handling of Dangerous Goods, Safety and Security of RO-RO (Roll On-Roll Off) Ships using Van Mater and Van Horn's theory of policy implementation. Collecting data in this study using interviews, documentation and observation.

The results obtained are then collected, reduced, presented and conclusions drawn.

The results obtained are RO-RO (Roll On Roll Off) Ship Transportation is very much needed by all people in various parts of Indonesia, but in its operation there are still many obstacles that must be aware of. Starting from the results of the investigation by the KNKT (National Committee for Transportation Safety) the RO-RO (Roll On-Roll Off) ship accident caught fire from the Tanjung Perak Port, Surabaya in the middle of the sea, from 2011 to 2019 as many as 5 ships indicated that they came from loaded trucks contained cargo of dangerous goods. Due to weak supervision of cargo of dangerous goods due to inadequate facilities and infrastructure, namely not having an early detection device (Xray), making it difficult for officers. Regarding the problem of the policy of handling dangerous goods cargo at the Tanjung Perak Main Harbor, it seems that it is not fully implemented, so that if it refers to the Van Metter and Van Horn theories, that the current conditions are policies for handling dangerous goods cargoes in an effort to realize the safety and security of RO-Ships. RO (Roll On-Roll Off) has not been fulfilled properly.

Keywords: Policy, Handling, Cargo, Goods, Dangerous.

INTRODUCTION

Indonesia as a maritime country has a very important role in the existence of sea transportation modes, sea transportation policy is a strategic key in building relations between regions and islands, especially islands that cannot be reached by land and air modes. Indonesia, which is an archipelagic country, has diverse resources both in variety and number. Transportation is the lifeblood of the economy of the Indonesian people and nation. Transportation development activities in Indonesia which consist of various dimensions (sea transportation and other transportation) are increasing. This is the impact of economic activities and socio-cultural and community activities. Sea transportation transportation services are needed by all people in various parts of Indonesia, especially RO-RO (Roll On Roll Off) ships departing from the Port of Tanjung Surabaya, which can facilitate connectivity and the economy between regions.

Based on the Shipping Law Number 17 of 2008 Article 1 point 3, water transportation is the activity of transporting and/or moving passengers and/or goods using ships. Transportation transportation is needed by all people in various parts of Indonesia, especially Roll On Roll (Ro-Ro) ships. departing from the Port of Tanjung Surabaya can facilitate connectivity and the economy between regions.. sea transportation facilities RO-RO (Roll On Roll Off) Ship Services can provide relatively cheaper transportation costs, both for passengers and goods, because they can carry out loading and unloading of goods which is not too long compared to other ships. This is one of the reasons why the RO-RO (Roll On-Roll Off) ship is needed to be developed as the backbone of the marine transportation system, but in its operation, although economically it is very profitable but there are still many obstacles which must be watched out for. It can be seen that there are still frequent occurrences of shipwreck accidents in the middle of the sea which are indicated to come from truckloads of goods that board the ship, so that it has an impact on material and material losses and even lives.

Tanjung Perak Port is managed by PT Pelabuhan Indonesia III (Persero) through the East Java Region which is led by a CEO (Chief Executive Officer) while according to the Shipping Law of 2008 article 207, the supervision is under the supervision of the Main Port Authority while

shipping safety and security is carried out by the Harbormaster Main. The Gapura Surya Nusantara (GSN) passenger terminal, which is located in the North Jamrud Terminal area, Tanjung Perak Port, Surabaya, has an operating function to accommodate passengers who will carry out embarkation (departing) activities to the destination port and debarkation (arrival) as well as coordinating vehicles that will board or disembark. from the ship. Some of the areas that are the destination and origin of shipping served at the Gapura Surya Nusantara Passenger Terminal include Banjarmasin, Makasar, Maumere, Batulicin, Tanjung Priok, Bena, Sampit, Kumai, Balikpapan, Waingapu, Sorong, Manokwari, Ende and several other cities. the fleet and carrying capacity of RO-RO (Roll On-Roll Off) vessels operating at the Gapura Surya Nusantara Passenger Terminal, Tanjung Perak, Surabaya.

Armada Kapal RO-RO (Roll On-Roll Off) setiap harinya yang sandar di Terminal Penumpang Gapura Surya Nusantara kurang lebih 6 kapal s/d 7 kapal Dalam hal penanganan muatan yang berkaitan dengan bahan/barang berbahaya yang diangkut oleh kapal di Indonesia harus sesuai dengan ketentuan International Maritime Dangerous Goods (IMDG) Code . Pada tahun 2008, International Maritime Organization (IMO) melakukan amandemen terhadap International Maritime Dangerous Goods (IMDG) Code melalui keputusan yang dituangkan dalam “maritime safety committee”(MSC).resolution . Tujuan dari penerapan International Maritime Dangerous Goods (IMDG) Code ini adalah untuk meningkatkan keselamatan dalam mengangkut barang berbahaya melalui kapal serta menjaga lingkungan laut. Jika terdapat muatan yang diklasifikasikan sebagai barang berbahaya dan barang itu akan di angkut dengan menggunakan kapal maka penanganannya harus sesuai dengan ketentuan dalam International Maritime Dangerous Goods (IMDG) Code.

Decree of the Minister of Transportation Number: Ministerial Decree 02 of 2010 as amended by Ministerial Regulation 16 of 2021 concerning Procedures for Handling and Transporting Dangerous Goods in Ports in this Ministerial Regulation in article 1 what is meant by Dangerous Goods are substances, materials, and/or objects that can potentially endanger health, safety, property and the environment, as stated in the International Maritime Dangerous Goods (IMDG) Code and its amendments. as a guideline for handling hazardous materials/goods in shipping activities in Indonesia. (Document of Compliance for Ship Carrying Dangerous Goods) means: the ship is not allowed to load dangerous goods. The procedure for issuing an adjustment confirmation document to carry this dangerous cargo is carried out by means of the ship owner submitting an application for the issuance of the certificate which is addressed to the Director of Shipping and Maritime Affairs and further requirements will be issued that must be provided on board the ship in accordance with the International Maritime Dangerous Goods (IMDG) Code . To issue the certificate, the ship must first be checked against the requirements that must be contained on the ship related to dangerous cargo by a government official appointed by the Marine Inspector (MI). If the inspecting officer states that all requirements have been met and are in good condition or appropriate to the requirements of the Director of Shipping and Maritime Affairs for Sea Transportation, then it is stated in the inspection report and if there are no principal deficiencies, the ship can be issued an adjustment confirmation document to carry dangerous cargo. The International Maritime Dangerous Goods (IMDG) Code was created by the International Maritime Organization (IMO), which contains rules for carrying dangerous goods safely by sea. The International Maritime Dangerous Goods (IMDG) Code loading certificate has been regulated in accordance with , Safety Of Life At Sea (SOLAS)

chapter VII regulation 3 concerning procedures for handling safe loading, storage and transportation of such hazardous cargo in accordance with the International Maritime Dangerous Goods (IMDG) Code.

RO-RO (Roll On-Roll Off) vessels operating at Tanjung Perak Port do not have a document confirming the adjustment certificate to carry dangerous cargo. According to the International Maritime Dangerous Goods (IMDG) Code, these vessels are prohibited from carrying dangerous goods. Meanwhile, to unravel the presence of dangerous goods in RO-RO (Roll On-Roll Off) shiploads, it is impossible for effective handling due to observations of researchers in the field. Trucks loaded with various types of cargo are stacked together, while shipping large quantities of goods will adjust to the truck's carrying capacity. . Heavy loads are arranged at the bottom while light loads are arranged at the top of the tailgate and then covered with plastic tarpaulin to prevent damage to the cargo from rain.

Furthermore, the Marine Cargo Expeditionary (EMKL) fills out a statement of data on the type of goods and vehicle number, to the ship/shipping operator. In filling out the list of goods, the Expeditionary Cargo Ship (EMKL) only lists some of the types of cargo that will be transported in the truck. Four hours before the ship's departure, the trucks enter the port area and then wait their turn for loading onto the ship. Before boarding the ship, the loaded truck is visually inspected by the Harbormaster Officer to ensure the suitability of the type of cargo delivered by Shipping. After the ship is ready to be loaded, then the truck gets on the ship. Furthermore, the ship's officers set the position of the truck so that the ship remained balanced and the crew lashed the vehicle. In the process of delivering the goods, there is a gap that allows the Ship Cargo Expedition (EMKL) to enter cargo or the truck driver receives a deposit of dangerous goods in the middle of the journey when the truck moves from the place of origin to the port. Weak supervision of cargo of dangerous goods because it is not supported by adequate facilities and infrastructure, in particular, the management of sea transportation does not have an early detection tool (Xray), as is the case with passengers' luggage in the Gapura Surya Nusantara Terminal before boarding the ship, they must go through (Xray) . making it difficult for officers to find out what types of goods are in the truck's cargo, and this can be used by some perpetrators / truck drivers whose Marine Cargo Expedition (EMKL) will board RO-RO (Roll On-Roll Off) Ships. intentionally transporting dangerous goods from outside the port.

From the investigation data of the KNKT (National Transportation Safety Committee) the RO-RO (Roll On-Roll Off) ship accident caught fire from the port of origin of the Gapura Surya Nusantara Passenger Terminal in the middle of the sea, from 2011 to 2019 as many as 5 ships were indicated to have come from Truck cargo in it contains a cargo of dangerous goods.

This shows the importance of the role of the Stakeholders, namely: Regulators, port managers, Marine Cargo Expeditionary (EMKL) and shipping companies synergize in giving attention to ensuring that cargo trucks carry goods that will board RO-RO (Roll On-Roll Off) Ships. in a safe condition, because dangerous goods have the potential to become a time bomb if their handling is not carried out in accordance with Standard Operating Procedures (SOP). The reason is, if there is an accident when the ship catches fire and even the ship sinks, the investment value of a ship is not comparable to all the vehicles and their cargo though. Seeing the importance of handling cargo of dangerous goods at a port to support shipping safety and security, this task must be supported by adequate facilities and infrastructure and disciplined

and competent human resources in the field of handling cargo of dangerous goods according to applicable regulations.

RESEARCH METHOD

According to Sugiyono (2011), qualitative research methods are research methods based on post-positivism philosophy, used to examine the condition of natural objects, (as opposed to experiments) where the researcher is the key instrument, sampling data sources is done purposively and snowball, collection technique with tri-angulation (combined), data analysis is inductive or qualitative, and the results of this study emphasize meaning rather than generalization.

Research focus

This research uses qualitative research. In qualitative research, the thing that must be considered is the problem under study and also the focus of the research. According to Moleong (2014) the focus of research is the core obtained from the experience of researchers or through knowledge obtained from scientific literature studies. In this study, the researcher uses an appropriate method so that it can hit the target, namely by using the Van Mater and Van Horn model implementation (Hardiyansyah et al., 2015). cargo of dangerous goods in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships at the Tanjung Perak Main Port, Surabaya, are: The implementation of the Van Meter & Van Horn model policy has independent variables that are interrelated while providing a link between policy and achievement work.

Data Analysis Techniques

This study uses an interactive model data analysis method by Matthew B. Milles and A. Michael Huberman and Johnny Saldana (Matthew B. Miles, A. Michael Huberman, (2014) which suggests that there are four steps in qualitative data analysis, namely:

1. Data Collection

Data collection is the stage of collecting data obtained from interviews, observations, documentation and other secondary data that were successfully obtained.

2. Data Condensation

Data condensation refers to the process of selecting, focusing, simplifying, abstracting, and transforming the data contained in the transcript field notes in research.

3. Data Presentation

Presentation of data is an activity after the data has been reduced/summarised. Data obtained from observations, interviews and documentation were analyzed and then presented in the form of CW (Interview Notes), CL (Field Notes) and CD (Documentation Notes). The data that has been presented in the form of interview notes, field notes and documentation notes are coded data to organize the data, so that researchers can analyze quickly and easily. The researcher made an initial list of codes that were in accordance with the interview, observation and documentation guidelines. Each that has been coded is analyzed in the form of reflection and presented in the form of text.

4. Drawing Conclusion

The last stage is drawing conclusions from the analysis that has been carried out and re-checking with evidence that has been found in the field. The conclusion drawn is the result of research that answers the focus of research on the implementation of policies for the Handling of Dangerous Goods in the Safety and Security Efforts of RO-RO (Roll On-Roll

Off) Ships at the Tanjung Perak Main Harbormaster Office, Surabaya. (Matthew B. Miles, A. Michael Huberman, 2014)

RESULTS AND DISCUSSION

Public Policy Stages

At the public policy stage, the implementation of public policy is the most important stage and must be passed to achieve the outputs of the policies that have been formulated previously. Public policy implementation is a dynamic process, where policy implementers carry out an activity or activity, so that in the end they will get a result that is in accordance with the goals or objectives of the policy itself. A policy implementation can be measured or seen from the process and achievement of the final goal, namely whether or not the goals to be achieved are achieved.

To carry out the implementation of the policy, it is necessary to determine the variables related to the process of implementing a policy in question. Based on these variables, implementors will know the success and failure of a policy that has been implemented, is in progress or has not been implemented. At other stages of implementation, it will be very helpful for improvement and refinement or evaluation of the stages of policy implementation in the future. In this discussion chapter, the researcher discusses how the policy implementation is currently underway using the theory presented by Donald S. Van Meter and Carl E. Van Horn that a policy implementation will succeed or fail by pre-determining the variables that form the linkage.) between policy and achievement (performance). In this study, the implementation of the policy for handling cargo of dangerous goods in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) ships at the Utamma Tanjung Perak port of Surabaya can be described by a policy analysis model from the Van Meter and Van Horn models, namely variables related to basic sizes. and policy objectives are made, policy resources in the form of human resources, resources in the form of budgets and other supporting resources, communication between organizations and implementation activities (communication) in carrying out a policy, characteristics of policy implementing agencies , economic, social and political conditions that will affect the implementation of a policy in the field, as well as the disposition (attitude of the implementers) between the policy implementor and the target group (target group) of a policy. The implementation of predetermined policies through the variables presented by Van Meter and Van Horn is expected to run according to the stated objectives, and achieve maximum success.

Policy Implementation Stages

Implementation of the Policy for Handling Dangerous Goods in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships at the Tanjung Perak Main Harbor Surabaya. Policy is one way for the government to solve complex problems in the community and also to overcome problems in the government's internal environment by determining in advance the basic measures and objectives of the policy. This variable is based on the main importance of the systems that determine policy achievement. By determining this variable, the policy can be assessed whether it has been realized. In carrying out the implementation of the Policy for Handling Dangerous Goods in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships at the Utamma Port of Tanjung Perak Surabaya, it is very difficult if it is not supported properly in the form of human resources, resources in the form of budget and resources. - other supporting resources, inter-organizational communication and

implementation activities (communication). To implement the Policy for the Handling of Dangerous Goods at Ports, the government has taken appropriate action by making regulations KM 02 of 2010 as amended by PM 16 of 2021 regarding procedures for handling and transporting dangerous goods at ports and in its implementation referring to KP/1011/DJPL/2021 (SOP) Regarding Inspection Procedures for the Handling and Transport of Dangerous Goods at Ports.

Based on the Regulation of the Minister of Transportation No. 16 of 2021 concerning procedures for handling and transporting dangerous goods at ports as a reference for handling cargo of dangerous goods carried out for the purposes and objectives stated in PM 16 No. 2021 Article 1 Dangerous goods are substances, materials, and/or objects that can potentially endanger health, safety, property, and the environment as stated in the International Maritime Dangerous Goods (IMDG) Code and its amendments. Article 14 (1) Ship owners, ship operators, and/or agents of national sea transportation companies transporting Dangerous Goods are obligated to give notification to the harbormaster before or arriving at the port. Article 18 Ships carrying dangerous goods in packaging must meet the requirements for loading and separating dangerous goods in accordance with the provisions of the IMDG Code and its amendments.

In its implementation, the Minister of Transportation Regulation No. 16 of 2021 concerning procedures for handling and transporting dangerous goods at ports is meant. In its implementation, it refers to KP/1011/DJPL/2021 (SOP) regarding the inspection procedures for handling and transporting cargo of dangerous goods at the port.

Based on the results of interviews that researchers found that the regulations above are the main tasks and functions in the implementation of handling dangerous goods cargoes carried out by the Guard section which carries out tasks under and is responsible to the Head of Guard, Patrol and Investigation, this is explained in Ministerial Regulation No. 34 of 2012 Article 20 The Section Head has the main task and function of guarding, securing and controlling the embarkation and debarkation of passengers at the port, supervision of loading and unloading activities of special goods, dangerous goods, refueling, hazardous and toxic waste (B3), construction of port facilities and dredging and reclamation of the main port of Tanjung Perak.

Policy Size and Objectives

The basic measures of a policy program must be clearly designed and compiled, both in terms of the regulations or regulations governing a policy program that has been determined by the decision maker as well as in the implementation of the policy program. In this study, the researcher saw that the policy for handling cargo of dangerous goods has included the basic size variables and the policy objectives that have been made. In addition to being stated in Ministerial Decree 02 of 2010 as amended by Minister of Transportation Regulation No. 16 of 2021, the basic measures and policy objectives are also strengthened in regulation KP/1011/DJPL/2021(SOP) concerning Procedures for Handling and Transporting Goods. dangerous in the harbor. From this regulation, the Directorate General of Sea Transportation has made basic measures and policy objectives through KP/1011/DJPL/2021 (SOP) concerning Procedures for Handling and Transporting Dangerous Goods at Ports. This regulation is made so that the handling of dangerous goods cargo can be carried out in an orderly manner in accordance with the regulations that have been made so that the basic measures and policy objectives can be realized. This is also seen from the results of the researcher's observations.

From the observations of researchers in the parking lot of the queue of loaded trucks that will board the RO-RO (Roll On-Roll Off) ship at the Gapura Surya Nusantara Terminal passenger terminal, Jamrud Terminal, it can be seen that employees of the Main Kesyahbandaran Tanjung Perak Surabaya are checking the queue of loaded trucks that will go up to the airport. RO-RO (Roll On-Roll Off) vessels This is done to achieve the policy objective variable, where one of the policy objectives for handling dangerous cargoes is in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) vessels in the office. The main port of Tanjung Perak Surabaya. From the results of the research that has been put forward, the author interprets that on the basic measurement variables and policy objectives according to Meter and Horn in the study of implementing policies for handling dangerous goods cargo in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) ships at the Tanjung Main Harbor Office. Perak Surabaya. has been implemented quite optimally. It can be seen that the handling of cargo of dangerous goods is carried out in order to achieve the objectives of the Regulation of the Minister of Transportation that has been made. One of them is firmness in refusing if there is a cargo of dangerous goods that will go up via Trucks on ships in order to achieve the goals of RO-RO (Roll On-Roll Off) ship safety and security.

Policy Objectives

Measures and objectives - Implementation will run well if it is understood by individuals who are responsible for policy performance in accordance with the theory proposed by Van Metter and Van Horn. It is therefore very important to pay more attention to the clarity of basic measures and policy objectives. According to Van Metter and Van Horn implementors may fail in implementing the policy, because they refuse or do not understand what the objectives of a policy are. If viewed from the theory of Van Metter and Van Horn, the policy for handling cargo of dangerous goods is considered to have failed in its implementation, because the policy targets are Stakeholders, Ship Operators, Ship Loading Expeditions (EMKL) and other users of sea transportation services. do not understand do not even know the contents of the policy. The policy should be socialized to Stakhorder, at least once every 1 (one) year so that the policy target for handling dangerous cargoes in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships will be realized. From the results of the data in the field, the researcher interprets that the basic size variables and policy objectives according to Van Meter and Horn in research on the implementation of policies for handling dangerous goods at ports in implementation have not been maximized. It can be seen that the handling of cargo of dangerous goods has not yet reached its destination.

Policy Objectives

There are still many deviations made in the implementation of dangerous goods, especially on RO-RO (Roll On-Roll Off) Ships. Because the indicators assess the extent to which the basic measures and objectives of a policy that have been implemented will not succeed if the goals and objectives policy is not considered. Implementation will run well if the measures and goals are understood by individuals who are responsible for policy performance in accordance with the theory proposed by Van Metter and Van Horn. It is therefore very important to pay more attention to the clarity of basic measures and policy objectives. According to Van Metter and Van Horn implementors may fail in implementing the policy, because they refuse or do not understand what the objectives of a policy are. If viewed from the theory of Van Metter and Van Horn, the policy of handling dangerous goods cargo on RO-RO (Roll On-Roll Off) Ships

is considered to have failed in its implementation, because the policy targets are Ship Operators or Shipping Agents, Marine Ship Loading Expeditions (EMKL), Other sea transportation service users. do not understand do not even know the contents of the policy. The policy should be socialized to the users of sea transportation services at least once every 3 months so that the target of the policy knows the contents of the policy. Thus, the policy objectives for handling dangerous goods cargo on RO-RO (Roll On-Roll Off) Ships run as expected. From the results of the data in the field, the researcher interprets that the basic variables and policy objectives according to Van Meter and Horn in the research implementation of policies for handling dangerous goods at the port are not optimal. It can be seen that the handling of cargo of dangerous goods has not yet reached its destination. This can be seen from the results of the interview that the handling of cargo of dangerous goods still seems overlapping and there is a lack of understanding from both the Marine Expeditionary and Truck Drivers, especially those who want to board RO-RO (Roll On-Roll Off) ships at Tanjung Perak Port. Surabaya.

Human Resources

Resources are the most influential thing in the implementation of a policy program, the success of implementing a policy program can be seen from the use of resources, both human resources in managing or implementing a policy program. At the stage of implementing the policy for handling cargo of dangerous goods at the port, in the Field of Guarding, Patrol and Investigation (P3), the implementation of which is carried out by the Head of the Guard Section, has 50 members consisting of 25 people who handle cargo of dangerous goods at Kalimas, Mirah, Berlian, Nilam Terminals. ICT (International Contener Terminal) and Teluk Lamong. Meanwhile, as many as 22 members were assigned to oversee the embarkation/debarkation of passengers as well as handling cargo of dangerous goods at Gapura Surya Nusantara Terminal and 3 staff. The implementation of work tasks at Gapura Surya Nusantara Terminal is divided into 3 (three) shifts, in one shift it is carried out for 8 working hours, then members have 3 shifts every day and work alternately for 1X24 Hours, human resources in this case are sufficient as personnel handling cargo of dangerous goods, because handling of cargo of dangerous goods at Gapura Surya Nusantara Terminal is carried out for a full 1 X 24 hours, even holidays or holidays handling of cargo of dangerous goods is still carried out. From the results of field data, the researcher interprets that on the Human Resources variable, the policies according to Van Meter and Horn in the research implementation of policies for handling dangerous goods at the port are appropriate. It can be seen that the handling of cargo of dangerous goods. Personnel from the Harbormaster have performed their duties maximally. It can be seen that the handling of dangerous goods cargo is carried out continuously for 1 X 24 hours for vehicles or trucks, especially those that will board RO-RO (Roll On-Roll Off) ships at Tanjung Perak Port, Surabaya. Furthermore, in addition to the results of interviews with personnel handling dangerous goods in the field, researchers have also carried out field observations by seeing that Tanjung Perak Surabaya Main Harbormaster personnel carry out handling of dangerous goods cargo, namely in the parking lot of the Gapura Surya Nusantara dock before loaded vehicles and trucks board the ship. RO-RO (Roll On-Roll Off).

Financial Resources

Financial Resources is a driving factor in implementing the Implementation of Public Service Policies in Handling Dangerous Goods The amount of financial resource allocation for policies for handling dangerous goods cargoes on RO-R (Roll On-Roll Off) Ships. affect the

implementation of effective. Financing the procurement of facilities and infrastructure requires a large budget of funds that requires involvement from the private sector and BUMN (State Owned Enterprises) in this case the involvement of PT Pelindo III to allocate its budget to support the implementation of policies for handling dangerous goods cargo on RO-RO (Roll On) Ships. -Roll Off). From the results of interviews with researchers who have stated above that the handling of cargo of dangerous goods is still not fulfilling the budget for the procurement of adequate facilities and infrastructure, so that the Financial Resources according to Van Meter and Horn The policy of handling cargo of dangerous goods in the Main Port of Tanjung Perak Surabaya has not been implemented optimally.

Support Facilities and Infrastructure

Budget support from the Port Management Agency (BUP) for the provision of facilities and infrastructure for early detection (Xray) trucks loaded with goods before boarding the RO-RO (Roll On-Roll Off) Ship. In addition to human resources, infrastructure is also a supporter in the implementation of a policy. Budget support from the Port Management Agency (BUP) for the provision of facilities and infrastructure for early detection (Xray) trucks loaded with goods before boarding the RO-RO (Roll On-Roll Off) Ship. The existence of facilities to handle cargo of dangerous goods at the Gapura Surya Nusantara Passenger Terminal from the results of observations made by facility researchers such as early detection devices (Xray) does not yet exist, this makes it difficult for officers to implement policies for handling cargo of dangerous goods on RO-RO (Roll) Ships. On-Roll Off). In this section, it is explained that adequate infrastructure is very important to detect early the presence of goods in trucks that will board the RO-RO (Roll On-Roll Off) ship, which will make it difficult to achieve a policy implementation. For the process of handling dangerous goods so far, it is only done visually by the port officer. Communication, sometimes the harbormaster officer has difficulty taking action. Because the presence of dangerous goods cannot be seen with the naked eye. Syahbandar officers only carry out handling of cargo of dangerous goods only visually to the presence of loaded Tuks that will board the RO-RO (Roll On Roll Off) Ship, considering that the Sea Transportation Management does not yet have an early detection tool (Xray). According to Van Metter and Van Horn suggest that resources have a big role in influencing the success of achieving an organizational goal. The success of the policy implementation process is highly dependent on the ability to utilize the available resources. In the view of Vann Metter and Van Gunh (Subarsono, 2013), resources are very important if the implementor lacks resources for implementation, the implementation will not run effectively. In the absence of adequate facilities and infrastructure, in implementing the policy for handling cargo of dangerous goods in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships at the Tanjung Perak Surabaya Main Port has not been fulfilled.

CONCLUSION

Whereas the implementation of the policy for handling dangerous goods cargo in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships at the Tanjung Perak Surabaya Main Harbormaster Office was measured using the Van Metter Van Horn Theory and based on the results of the analysis of indicators and the findings of the discussion of the chapters Previously the researcher concluded that the factors that hindered the policy were:

- a. Resources in the implementation of the policy for handling dangerous goods, that the Sea Transportation Management does not yet have an early detection tool (Xray) Loaded trucks

that will board the RO-RO (Roll On-Roll Off) ship so that the Harbormaster Officer has difficulty taking action due to the presence of dangerous goods cannot be seen with the naked eye, the officer only handles the cargo of dangerous goods only by visual means.

- b. The Tanjung Perak Surabaya Main Harbormaster Office has never carried out transparent communication in the form of a notice board for types and classifications of dangerous goods that are not allowed to board ships around the port area so that loaded truck drivers and other sea transportation users don't know or even know the same. very.
- c. There is a response from implementing agents who fully support and there is apathy in the policy of handling dangerous goods cargo in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships at the Tanjung Perak Surabaya Main Harbormaster Office so that it can have a negative impact on safety and security. to the safety of sea transportation
- d. The existence of external sea transportation service users, who are only concerned with economic benefits, without paying attention to safety and security aspects in this case can be seen from the loaded trucks that will board the RO-RO (Roll On.-Roll Off) Ship loading goods at will. without thinking about the risks that will occur.
- e. So, according to the Van Metter Van Horn theory and based on the results of the analysis of indicators and the findings of the discussion of the previous chapters, the researcher concludes that the Policy for the Handling of Dangerous Goods in an effort to realize the safety and security of RO-RO (Roll On-Roll Off) Ships has not been fulfilled.

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