

## Efforts To Overcome Obstacles In The Process Of Issuing Sailing Approval Letters At The Banjarmasin Class I Port Authority And Municipal Office

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**Abstract**—Based on ‘Law of the Republic of Indonesia Number 17 of 2008 concerning Shipping, Ship Airworthiness is the state of a ship that meets the requirements of ship safety, prevention of water pollution from ships, manning, loading lines, loading, crew welfare and passenger health, ship legal status, safety management and prevention of pollution from ships, and ship safety management to sail in certain waters. The Sailing Approval Letter is specifically regulated in the Law of the Republic of Indonesia Number 17 of 2008 concerning Shipping’. One of the problems in ship accidents in shipping is the problem of a person's ability and expertise in carrying out their duties in providing ship seaworthiness letters, sailing permits, shipping safety and security, as well as all sea transportation shipping activities in Indonesian waters. The research method used is descriptive qualitative research, using direct observation to the object of research, namely by carrying out land practice for 6 months at the Banjarmasin Class I Port Authority and Municipal Office. The results of the study show that obstacles in the process of issuing sailing approval letters can be overcome by: 1) Implementing an effective and efficient bureaucracy, it can overcome the complaints of some service users so that the process of issuing a Sailing Approval letter does not take a long time, 2) Adding staff or implementing personnel on duty, and providing knowledge and skills about the knowledge of using the Inapornet system and overcoming Inapornet system disruptions, 3) Communication determines the success of achieving the objectives of carrying out work. Knowledge of what will be done can run if communication goes well, so that every decision and implementation rule must be communicated to the right staff or executor.

**Keywords**— *Sailing Approval Letter; Inapornet; Shipping*

### I. INTRODUCTION

Sea transportation as one of the transportation capital is arranged in an integrated national transportation unit in realizing the provision of transportation services that are in accordance with the needs and availability of safe, comfortable, orderly, and efficient transportation services. In an effort to realize this, of course, the government has an important role to support smooth shipping, namely by enforcing the law at sea.

Law enforcement at sea is the supervision of ships sailing in the waters of Indonesia. Based on the ‘Law of the Republic of Indonesia Number 17 of 2008 concerning Shipping, Ship Airworthiness is the state of the ship that meets the requirements of ship safety, prevention of pollution of waters from ships, manning, loading lines, loading, welfare of crew and health of passengers, legal status of ships, safety management and prevention of pollution from ships, and the safety management of ships to sail in certain waters’.

Ship documents are one of the main components in supporting shipping activities and are an important factor in shipping flows because good documents will support the achievement of orderly administration and in the context of efforts to achieve the goal of improving service quality.

One of the important ship documents is the Sailing Approval Letter, which is specifically regulated in the ‘Law of the Republic of Indonesia Number 17 of 2008 concerning Shipping, especially in article 219 which reads: “Every ship sailing must have a Sailing Approval Letter issued by the Syahbandar.” The Sailing Letter is a state letter given to every ship that leaves the port after fulfilling administrative requirements and being technically feasible.

‘The legal basis for the issuance of a Sailing Approval Letter is set out in several statutory provisions, among others:

- Indonesian Law No.17 on Shipping, 2008.
- Government Regulation of the Republic of Indonesia No.31 on the Implementation of the Shipping Sector, 2021.

- c. Regulation of the Minister of Transportation no: PM 28 on the Procedures for Issuing Sailing Approval Letters and Approval of Ship Activities in Ports, 2022.'

'According to the Minister of Transportation Regulation no: PM 28 concerning Procedures for Issuing Sailing Approval Letters and Approval of Ship Activities at Ports (2022), Sailing Approval Letters are important documents from the state and are issued by the Syahbandar to every ship that will sail leaving the port after the ship has fulfilled the ship's seaworthiness requirements and other obligations.'

'At this point the role of the syahbandar is so important, including checking the condition of the ship and checking all ship documents, and determining the sailing permit.

The Sailing Approval Letter is authentic evidence that:

- a. The ship has been inspected;
- b. Fulfills the ship's marine calibration requirements;
- c. Fulfills other obligations in the field of shipping'.

But in reality there are still ships that are not equipped or have letters in sailing. 'Criminal provisions for ships that do not have a Sailing Approval Letter are regulated in Article 219 paragraph (1) of Law Number 17 of 2008 concerning Shipping'. Criminal sanctions that can be imposed are imprisonment and fines. Service standards that should aim to become service guidelines in the issuance of Sailing Approval Letters are still not well realized.

The flow of the process of issuing a 'Sailing Approval Letter' is as follows:

- a. The applicant submits an application for a Sailing Approval Letter to the Syahbandar at the port;
- b. The administrative examiner checks the completeness of the file;
- c. Technical and nautical inspectors examine the vessel;
- d. If the documents are complete and the ship meets the requirements, registration and printing of the Sailing Approval Letter is carried out;
- e. The Syahbandar checks and certifies the Sailing Approval Letter;
- f. The Sailing Approval Letter is handed over to the ship owner;
- g. The ship owner reports the departure of the ship.

Documents required for the issuance of a Sailing Approval Letter include:

1. Application letter for Sailing Approval Letter;
2. Master sailing declaration;
3. The cargo/passenger document (Manifest);
4. Crew list;
5. Proof of fulfillment of obligations in accordance with the checklist of fulfillment of ship obligations;
6. Letters, documents, and ship notes.

One of the problems in ship accidents in shipping is the problem of a person's ability and expertise in carrying out his duties in providing shipworthiness letters, sailing licenses, shipping safety and security, and all sea transportation shipping activities in Indonesian waters. The service user community, especially the people who take care of the issuance.

The implementation of maritime law enforcement through maritime security and safety patrol operations, partly carried out

by various main agencies (stakeholders) or in coordination organized by the Maritime Security Coordinating Agency, there are several records that already exist in the Sailing Approval Letter, but when checked at sea it turns out to be unseaworthy. Vessels are considered unseaworthy because they do not meet the requirements and regulations of ship safety such as dead seaman's books, dead ship certificates, inappropriate crew certificates, ship cargo does not match the cargo manifest, overloading/over draft, ship registration marks are not installed, safety equipment is not functioning and inadequate, and so on. The importance of the role of Syahbandar in carrying out the function of shipping safety and security is in accordance with Law of the Republic of Indonesia Number 17 of 2008 Article 207 paragraph 1 concerning the functions, duties and authorities of Syahbandar. Therefore, it is necessary to supervise and inspect the ship and its documents before issuing the Sailing Approval Letter.

Providing effective and efficient ship and goods services involving agencies and stakeholders at the port through a single integrated internet-based service system, it is necessary to establish a Minister of Transportation Regulation on the implementation of inaportnet for ship and goods services at the port.

Regulation of the Minister of Transportation of the Republic of Indonesia number 8 of 2022 article 1 paragraph (1) concerning procedures for ship services through inaportnet. Inaportnet is an electronic port service system or Indonesia Portnet, hereinafter referred to as Inaportnet, is a unified port service system for ships and other activities related to ships that are implemented electronically and standardized. To obtain access rights as referred to in paragraph (1), Inaportnet users must submit a registration application to the port organizer.

## II. METHOD

The research method used by the author is descriptive qualitative research and data collection techniques using direct observation to the research object, namely by carrying out land practice for 6 months at the Banjarmasin Class 1 Port Authority and Municipal Office, so that the data collected is in accordance with the reality that exists during the research. Thus, data that is believed to be true will be obtained. The type of research method used to obtain objective and subjective data, the author does it in the following way:

- a. Observation

The author uses the field observation method directly, by using direct field observation the author can observe the activities where the author conducts land practice at the Banjarmasin Class 1 Port Authority and Municipal Office, and record all the available information to support this writing.

- b. Interview

An interview is a conversation with a specific intent. The conversation was carried out by two parties, namely the interviewer who asked the question and the interviewee who gave the answer to the question (Lexy J. Meleong, 2010: 186). The main characteristic of an interview is direct

contact with face-to-face between the seeker of information and the source of information. In the interview, various kinds of questions have been prepared, but various other questions arise when researching. Through these interviews, the researcher explores data, information, and the frame of description of the research subjects. The interview technique carried out is a free guided interview, meaning that the questions asked are not fixed on the interview guidelines and can be deepened or developed according to the situation and conditions in the field. Interviews were conducted with officials and also employees of the Banjarmasin Class 1 Port Authority and Municipal Office.

c. Literature Study.

Literature study is a critical method used in research to gather data by analyzing existing theories, concepts, and findings documented in various scholarly works. This method involves several systematic stages that ensure comprehensive understanding and effective utilization of the literature relevant to the research topic (According to Zed, 2004). The data collection uses the method of finding sources and constructing from various sources, for example books, journals and researches that have been carried out. The library materials obtained from these various references are critically analyzed and must be in- depth in order to support their propositions and ideas.

### III. RESULT AND DISCUSSION

At first the Banjarmasin Class 1 Harbor and Port Authority office used a manual method in managing ship service correspondence permits, which took one to two days. Over time and with various considerations, the management team then looked for a more effective and efficient way, namely through the use of inaportnet technology.

Inaportnet is an electronic single service system implemented by the Ministry of Transportation to streamline and enhance the efficiency of port operations. This system serves as a centralized platform for various agencies and stakeholders involved in maritime activities, including shipping companies, customs authorities, port operators, and logistics providers.

The organizer of inaportnet is carried out by the Directorate General of Sea Transportation and came into force on January 13, 2016 or three months after it was enacted. The implementation of inaportnet ship and goods services at the port is carried out in accordance with the duties, functions, authorities and responsibilities of each government agency and related stakeholders at the port based on the provisions of laws and regulations.

In its implementation, ship and goods services use the domain address: <https://inaportnet.dephub.go.id> inaportnet is integrated with the 'Indonesia National Single Window (INSW) system and systems owned by the Directorate General of Sea Transportation and other relevant stakeholders at the port'. If the implementation goes well, the implementation of the policy can be said to be running effectively. In essence, the Sailing Approval Letter is an important document because it concerns

the smooth operation of the ship and the safety of the ship, captain and crew.

In previous research, Edwad Mandala in his journal entitled: "Implementation of Policies on the Issuance of Sailing Approval Letters (Case Study at the Syahbandar Office and Kijang Port Authorization)", the results of the research obtained discuss the implementation of the Sailing Approval Letter policy is still not going well. There are still many users of the Sailing Approval Letter service who do not know how to make the letter. Not having this letter can result in the safety of service users being threatened. And there is still dishonesty from the syahbandar office and the kijang authority towards the budget provided for the Sailing Approval Letter policy. Communication between the apparatus and the community has not been fully implemented properly. Facing these problems, the syahbandar office and the kijang authority should conduct more socialization to service users so that unwanted violations do not occur and their safety is maintained and safe.

In this research, based on the facts found in the field, more about the obstacles and efforts in the process of making sailing approval letters at the Banjarmasin Class 1 Syahbandar and Port Authority Office can be explained as follows:

1. What obstacles occur in the process of issuing a sailing approval letter at the Banjarmasin Class 1 Port Authority and Municipal Office?
  - a. Bureaucratic Structure. The Sailing Approval Letter, is often faced with so much uncertainty when they are dealing with time certainty, they often experience delays in issuance as a result of which the schedule of ships that will sail is hampered. Another problem is that service users do not understand the rules for making the Sailing Approval Letter and from physical checks many ships do not meet the specified standards.
  - b. Human Resources. The company staff has little difficulty in using the Inapornet system, as it is known that the Banjarmasin Class I Port Authority and Harbor Authority Office has implemented an online-based system, namely Inapornet, in every ship management. This happens when user services want to get a sailing approval letter, of course there are several documents that must be attached through the Inapornet system, but the staff master and understand the system so that they have difficulty in completing their duties. The limited number of officers in the field in the process of issuing delivery approval letters. This limited number of officers can hinder the shipping process, especially in situations where there are many applicants while the number of officers is very limited. And erratic ship schedules with working hours of Banjarmasin Class 1 Harbor and Port Authority officers and the limited number of officers on duty, especially those in charge of the physical inspection of ships because in this process service users often experience time delays because there are very limited officers.
  - c. Communication. Lack of communication will prevent a job from being done properly. Unclear directions and orders to staff or implementing personnel are an obstacle

in conveying information to service users/applicants so that applicants are still confused about the first steps that must be taken before applying for a sailing approval letter.

2. How are efforts to overcome obstacles in the process of issuing sailing approval letters at the Banjarmasin Class 1 Port Authority and Municipal Office?
  - a. The expected bureaucratic structure has carried out its duties and functions properly. Understanding the bureaucratic structure at the Banjarmasin Class 1 Harbor Master and Port Authority Office can be interpreted as a pattern of authority and coordination relationships between implementing agents (agencies) related to the implementation of organizational structure policies. With the implementation of an effective and efficient bureaucracy, it can overcome the complaints of several service users so that the process of issuing a Sailing Approval letter does not take a long time.
  - b. Efforts in dealing with problems related to the lack of staff or labor to be adjusted to the work ratio. As for staff or workers who do not understand their duties well or lack of knowledge and skills, they must immediately be given socialization of knowledge of the use of the Inaportnet system and overcome Inaportnet system disruptions. Because under certain conditions inaportnet cannot be used, ship services can be carried out manually. Manual services due to disruptions in information and communication technology systems and/or infrastructure are provided in the following conditions:
    - (a) Disruption occurs for more than 2 hours for cargo ships;
    - (b) Disruption occurs for more than 1 hour for passenger ships; and
    - (c) For passenger ships with a berthing time of less than 1 hour, manual service can be provided at the time of the disruption.
  - c. Efforts to improve communication. Communication determines the success of achieving the objectives of the work implementation. Knowledge of what will be done can work if communication goes well, so that every decision and implementation regulation must be communicated to the right staff or implementing personnel. Strive to continue to conduct socialization by providing invitations for socialization between the Head of the Office or the Head of the Banjarmasin Class 1 Port Authority and service users in order to understand the process of issuing sailing approval letters through the Inaportnet system. And also increase knowledge for officers on duty, especially those in charge at the time of physical checks and examination of ship administrative requirements.

#### IV. CONCLUSIONS

According to the results of the research and discussion that has been stated above, it can be concluded that efforts to

overcome obstacles in the process of issuing sailing approval letters at the Banjarmasin Class 1 Port Authority and Municipal Office are:

1. The Head of the Office or Head of the Sailing Safety, Guard, and Patrol Division and the Banjarmasin Class 1 Port Authority strives to continue to socialize by giving socialization invitations to users services to understand the process of issuing a sailing approval letter.
2. Increase the officers on duty, especially those on duty in the physical inspection and inspection of ship administrative requirements.

In the process of issuing a sailing approval letter at the Banjarmasin Class 1 Port Authority and Municipal Office, it has switched to an online system, namely Inaportnet, to integrate port information in each related agency, in order to serve ships and goods both for import and export ship activities and dosmetic. Under certain conditions Inaportnet cannot be used, then ship service can be done manually, manual service is given if it has been more than 1 hour according to the decision of the head of office, but if the Inaportnet system experiences a technical problem from the Directorate General of Sea Transportation, there will be a notification letter of Inaportnet disruption and have been given permission to carry out services manually. According to data from 2016 to June 2023, Inaportnet has been utilized by 149 ports or 50 percent of the total target of 260 ports by the end of 2023.

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