

IMPLEMENTATION OF SUPERVISION ON PEOPLE'S CROSSING TRANSPORTATION EQUIPMENT (KEMPANG) IN KEPULAUAN MERANTI REGENCY

Afrizal¹, Afrinaldy Rustam², Martha Hasanah Rustam³ Ahmad Khairi⁴

¹ Universitas Islam Negeri Sultan Syarif Kasim Riau

² Universitas Islam Negeri Sultan Syarif Kasim Riau

³ Universitas Islam Negeri Sultan Syarif Kasim Riau

⁴ Universitas Islam Negeri Sultan Syarif Kasim Riau

Corresponding Author Email: ocu_1974@yahoo.com

ABSTRACT

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This study aims to identify and analyze the implementation of exposure to the Pedestrian Transport Equipment (Kempang) in the Meranti Islands Regency and to analyze the constraints faced by the local government regarding the implementation of supervision of the Pedestrian Transport Equipment (Kempang) in the Meranti Islands Regency. The type of research used is descriptive research with a qualitative approach. The results of this study indicate that the implementation of supervision carried out by the Meranti Islands Regency Government for cross-Kumpang has not been carried out properly or has not been optimal. Starting from planning supervision, implementation of supervision to the evaluation carried out. Therefore, the kumpang as a means of public transportation needs serious attention from the Regional Government through the Ministry of Communication and Information, both in terms of budget management and planning programs, bearing in mind that many people depend on the kumpang to facilitate their daily activities. Factors hindering the implementation of supervision of the People's Crossing Transport Equipment (Kumpang) in Meranti Islands Regency are the absence of a communication forum between the Department of Transportation, kumpang owners, and the community in an effort to create safe and comfortable kumpang crossing transportation, lack of supporting facilities and infrastructure in the kumpang crossing process, there is no seriousness from the Department of Transportation in carrying out supervision, even though the kumpang crossing is an alternative transportation used for shopping, work, school and other needs and the local government's lack of attention to public transportation (kumpang).

1. INTRODUCTION

In Law Number 23 of 2014 in article 12 it is stated that The Department of Transportation, Communication and Information is included in the mandatory affairs organized by the provincial government and district government. Service Transportation, Communication and Informatics is a government organization who carry out transportation activities, be it land or sea transportation nor air. The

Department of Transportation, Communication and Informatics is implementing elements in the field of transportation, communication and informatics headed by the head of the service and is under the responsibility of the bupati.

To carry out work programs that have been prepared as well support the achievement of objectives as planned and expected, then the presence of an agency is needed. Likewise with a series of regional

development programs that require financial support very large.

order to build a better Meranti Islands Regency, it is necessary to support facilities and infrastructure that can be utilized by the community in supporting their daily activities to make them more effective. To find out the description of the Area, Number of Villages, Total Population and Population Per KM in Meranti Islands Regency are as follows:

TABLES AND FIGURES

Table 1.1.

Area, Number of Villages/Kelurahan, Number of Population and Population Density of PerKM in Islands District Meranti by District in 2021

No .	Subdistrict	Area Km ²	Number of Villages/Kelurahan	Residents (soul)	Density / Km ²
1.	High cliff	81.00	9	74,305	917,346
2.	West High Cliff	587,33	14	20,877	162,847
3.	Highest in the East	768,00	10	21.422	52,106
4.	Stimulate	411,12	14	17.130	29,166
5.	Stimulate the West	128,20	12	15,497	35,544
6.	Coastal Stimulus	371,14	11	15.515	40,786
7.	Merbau	436,00	10	13.188	17,158
8.	Merbau Island	380,40	11	18.111	32,869
9.	Putri Puyu Lake	9 551,00	10	19,649	52,942
Amount		3.714.19	101	215,692	58.07

Source: Central Statistics Agency Year 2021

Geographically Meranti Islands Regency is in the coordinates between approx. 00 42' 30" – 10 28' 0" N, and 1020 12' 0"- 1030 10' 0" E, and located on the east coast of the island of Sumatra, with a coastline that borders with a number of neighboring countries and is included in the

Triangle area Economic Growth in Indonesia, Malaysia, Singapore and indirectly has become the Hinterland area of the Batam Free Trade Zone (FTZ), Tj. Balai Karimun.

In order to take advantage of the opportunities and advantages of geographical position and encourage economic growth in border areas with neighboring countries Malaysia and Singapore, then the territory of the Meranti Islands district is very much has the potential to function as a Cross-Border Gate or a Gate International which connects mainland Riau with neighboring countries by sea, this is to complete the first city of Dumai designated and functioning as a city center for strategic activities of the State , namely those serves as the front porch of the country, international gateway, commerce and industry.

As the youngest Regency in Riau Province geographically the Regency Meranti Islands is an archipelago. With geographical conditions Therefore, an effective and efficient transportation service is needed. Service The transportation is Kempang. Most of creative people, have taken advantage of the population density opportunity as an eye search for their economy by providing sea transportation facilities with kempang boats.

Kempang according to the Big Indonesian Dictionary (KKBI), is a a boat made of wood, in another sense kempang is a boat motorized wood modified to be able to load a lot of goods in particular vehicles such as motorbikes, carts and bicycles. 4 to 5 wide meters and 15-20 meters long. No wonder the kempang is more like a walking box, compared to other boats that have a sharp bow. One bias load 15 to 20 motorcycles, depending on the size of the kempang itself. Usually driven by one person, and another person as a crew (child ships). Since the existence of motorized boats designed in such a way, the number vehicles crossing is increasing.

The needs of the people of the Meranti Islands Regency for using inter-island crossing services is quite high. This matter because until now, there is no connecting bridge that can be passed by the community, so that the Kempang is the only means of crossing transportation in the Meranti Islands Regency that is used by the community in carrying out their daily activities, especially related to the mobility of people in various sub-districts in the Meranti Islands Regency.

The existence of kempang in Meranti Islands Regency currently has enormous benefits, especially for community in Meranti Islands Regency. This is because it can help various community activities, such as carrying out office duties, trading activities to other matters to be resolved in the Long Strait. The following is the number along with Kempang travel routes in Meranti Islands Regency, namely:

Table 1.

Number of Kempang and Routes in Meranti Islands Regency

No.	Route		Amount (Units)
	From	Purpose	
1	Pergas	Long Strait	5 Units
2	Lemang	Long Strait	3 Units
3	Damn Pasung	Long Strait	5 Units
4	Baran Melintang Village	Belitung Bay	1 Unit
5	Extensive	Banglas Barat Village	4 Units
6	Cape Sari	Tanjung Samak	2 Units
7	Topang Village	Tanjung Samak	5 Units
8	Ant Village	Mekong Village	3 Units
9	floor	Ketapang	2 Units
10	Cape Kulim	Tanjung Peranap	2 Units
11	Beting Village	Sokop Village	2 Units
12	Kundur Village	Tempur Village	3 Units
13	Tanjung Peranap	Luke Village	2 Units
14	Brothers and sisters	Semu k ut	3 Units
15	Balak village	Meranti pregnant	2 Units
16	Cape Kulim	Swamp River	4 Units
Amount			49 Units

Source: Processed Data for 2021

Based on the route table above, it is known that there are forty-six kempang units operating in the Meranti Islands Regency. Besides being effective, the price for the Kempang crossing is also relatively affordable, for each departure a tariff of Rp. 25,000 motorbikes for round trip with a three-day ticket validity. However, the crossing facilities that help the mobility of thousands of Meranti Islanders do not have official tickets. Even though some time ago there had been a ticket for passengers, for some reason lately there have been no sales of kempang tickets. Another problem is the lack of complete public transportation facilities, for example inadequate passenger seats, including life jackets or safety suits for passengers.

Because there are not enough seats for the passengers. Sometimes you have to sit in various places. Some climbed onto the roof and some sat on the edge of the ship. All of that will be very risky with the safety of the passengers themselves.

In accordance with the Act. Article 5 No. 17 of 2008 which regulates shipping explains that sea transportation is a people's business that is traditional and has its own characteristics to carry out water transportation by using sailing ships, motorized sailing ships, and/or simple motorized ships with the Indonesian flag of a certain size. UU no. 17 of 2008 concerning shipping as stated in article 32 that shipping safety and security is a condition of fulfilling safety and security requirements relating to water transportation, ports and the maritime environment. Then explained again in Law no. 17 of 2008 article 34 which reads: *"Ship safety is the condition of the ship that meets the requirements for material, construction, building, machinery and electricity, stability, layout and equipment including auxiliary equipment and radio, ship electronics, as evidenced by a certificate after inspection and testing"*.

The importance of a more intensive supervision by the Regency government, especially the Transportation, Communication and Information Service of the Meranti Islands Regency for the Kempang crossing, besides that, supervision of passenger safety standards is also very important, bearing in mind that this will later have an impact on the comfort of the kempang passengers. So far there are indications that the Department of Transportation, Communication and Information of the Meranti Islands Regency has not played a role in supervising the kempang crossings of the Meranti Islands Regency, this can be seen from several phenomena that have occurred in the Meranti Islands Regency, especially related to supervision by the Meranti Islands Regency Government, including:

1. There are still low standards and safety support facilities at the Kempang crossing in the Meranti Islands Regency, such as a lack of benches for passengers, no buoys for safety, no oxygen cylinders for safety purposes in the event of an accident. The transportation service should have anticipated this by conducting a survey and providing signs related to safety facilities at crossings.

2. Each kempang owner does not measure the load capacity in a kempang, how many motorbikes and how many passengers can be accommodated in the kempang crossing transport, because it is only to gain big profits without thinking about the impact which often results in overcapacity, thus worrying public safety. Here the role of the Transportation Agency is required to carry out testing and monitoring of the quality of motorized vessels so that ship accidents do not occur due to over capacity.
3. There is no special port for crossing kempang for passengers, so the berth location which only rides behind shophouses is irregular and this will have an adverse impact on passengers. The Transportation Agency should carry out the determination of special berth locations for kempang crossing boats.
4. There was disappointment from the people of Meranti Islands Regency, especially the people of Meranti Islands Regency, towards the Department of Transportation, Communication and Information of Meranti Islands Regency due to the lack of supervision carried out on kempang ferry transport so that the safety and comfort that should be obtained by the community as consumers of kempang sea transportation was not optimal

2. METHODS

The method used in this study is a qualitative method and triangulation from previous literature studies, media searches and interviews with informants. The reason why using this method is because it is in accordance with the focus of research to examine cases that are limited but in-depth (In-dept) and comprehensive (Holistic). in the sense of not knowing conceptual selections of Symptoms into aspects that we know as variables. According to Straus and Corbin, Qualitative research is also very suitable for revealing something behind little-known phenomena or for studying multiple dimensions of complex and little-known phenomena (Polit & Beck, 2004). This research uses informant formation as primary data where informants are expected to be able to provide explanations and information through semi-investigative interviews to identify problems and discrepancies behind the implementation of supervision

on People's Crossing Transportation Equipment (Kempang) in Meranti Islands Regency.

This method is expected to be able to describe the reality of the research object regarding government supervision of Kempang to further provide interpretation and meaning by linking the results of the analysis to existing theories. Related to the reasons for selecting qualitative research methods and reviewing about Several reasons are used to describe the study area, the main elements of which will be studied and the inherent characteristics of qualitative research. Research method with approach phenomenology. As the research objectives to be achieved, namely analyzing the implementation of supervision on the People's Crossing Transportation Equipment (Kempang) in the Meranti Islands Regency. , then this study uses descriptive data with the aim that be able to know and build understanding related to experiences, conditions and conditions experienced by research subjects .

3. RESULTS AND DISCUSSION

Kempang helps the mobility of the Meranti Islands community , however its use has not been equipped with an official ticket , lack of facilities such as seats, buoys or safety jackets for passengers, so this condition can endanger the safety of passengers. Law Number 17 of 2008 concerning Shipping (article 32) explains that shipping safety and security is a condition of fulfilling safety and security requirements relating to water transportation, ports and the maritime environment . Included in safety here is the condition of the ship that meets the requirements for materials, construction, buildings, machinery and electricity, stability, layout, auxiliary equipment and radio, ship electronics, as evidenced by a certificate after inspection and testing.

Service Relations, Communication And Informatics as government organizations carrying out tasks and functions related to activities transportation including sea transportation, of course it is necessary to supervise all crossing activities, including the Kempang crossing. It is hoped that all related parties , including the Kempang owner, will have standards in crossing goods and passengers in an effort to improve service and safety for the community as users.

So far This there are indications Service Relations, Communication And Informatics Regency Island Meranti Not yet role in supervision crossing kempang, p This seen of several phenomena found among them;

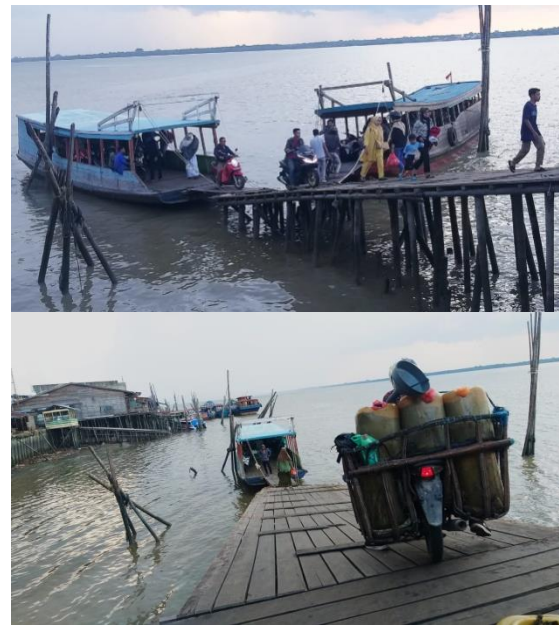
- a. The standard of safety support facilities at Kempang is still low
- b. Over capacity made kempang owner
- c. There is no special location for the Kempang port, so that in general Kempang only leans behind shophouses in an irregular manner
- d. There is disappointment from the user community to get comfort and safety on shipping to the Department of Transportation, Communication and Informatics as the Organizational Unit that supervises sea transportation (Kempang).

To analyze the implementation of supervision on the People's Crossing Transportation Equipment (Kempang) in the Meranti Islands Regency , several indicators were used as a measuring tool in its implementation include:

A. Supervision Planning

Every activity that has a direction and purpose requires an appropriate planning . To facilitate supervision which is conducted Dishub Kominfo in kempang crossings, including the plan to create a special port for kempang crossings. There is development plan special port Kempang crossing has been a growing issue in the community. From the interviewed informants, information was obtained that the issue of special port development kempang has been a long time rolled and heard from all sides, However its realization so far has not There are signs that construction is underway. The long distance between the villages that need kempang transportation is one of the reasons development has not yet been implemented harbor.

Besides that, the location where is the port of Kempang will not be built yet clarity. Moment This is the activity of loading and unloading passengers goods done by the owner kempang through a bridge or the people's port which is behind the shop owned by the residents.



Source: Research Results, 2021

The condition of Kempang and the bridges used are felt to be lacking provide a sense of comfort, security and safety for the community. Another source explains during high tide, some of the bridges used are submerged, and if the conditions are receding back, causing the bridge to become slippery. This phenomenon is felt every day by people who use kempang and not infrequently endangering their safety.

In addition to the plan to create a special port to carry out supervision of kempang crossing, another aspect that is needed is the existence of guidelines and technical instructions regarding shipping safety issued by the Transportation and Information Agency as reference for monitoring. Based on the information provided by the community and kempang owners, so far no technical guidelines have been provided The Ministry of Transportation and Information Technology is related to the safety of kempang crossings. This statement is reinforced by the Dishubkominfo that so far there has been no technical technical guide given to the landlord. However, an appeal to always maintain the safety of passengers is always conveyed by the Transportation and Information Agency. Hopefully in the future indeed it is necessary to have guidelines and technical workbook for kempang crossing safety in the effort improve oversight and provide a sense of security , comfort and safety passenger.

Figure 1.

Kempang activities when loading and unloading goods/passengers and condition of bridges in Meranti Islands Regency

The absence of a technical guideline for the kempang crossing has resulted in unclear supervision being carried out, as well as the impact on not providing passenger safety facilities (such as life jackets), not limiting the number of passengers that can be carried by the kempang owner. The next aspect is an operational plan for safety at sea. Plans to determine the location of kempang berths, Supervision of seaworthiness in operation. Based on the data put forward by the research informant, it is known that the parties Dishubkomininfo has not carried out its duties and functions, especially in planning for the maximum supervision of public transportation crossings (kempang). Even though there is actually a plan for supervision carried out, the Dishub Komininfo has not socialized and realized the plan. Seeing the problems above, the Dishubkomininfo should be able to understand and recognize the problem of the kempang crossing well, identify issues that are developing, the urgency of the problems that occur at the kempang crossing and the consequences of the problems that occur so that the monitoring plan can work as it should be.

B. Supervision Implementation

Supervision is intended to find out whether an activity is running according to a predetermined plan. Supervision of kempang crossings if carried out can provide a sense of comfort, the realization of safety and provide smooth sailing for managers and users of kempang services. Several plans to realize supervision have been described above, then other supervision implementations include ;

1. Sea safety operations. The informant from the Transportation and Information Agency explained that his party always sends members to existing public ports directly to see the safety of shipping at sea. However, on the contrary, from the observations made and the data obtained from other informants, the statements made are not always found in the field. This means that supervision with safety operations at sea is rarely carried out. Moreover, marine safety operations using the marine fleet owned by the Dishubkomininfo are not even known to us at all, explained the kempang owner.
2. Supervision of the kempang berth location. Based on the data obtained, it was found that the location

of the kempang berth did not have a good place, considering that in general the berth location was behind the shophouse with conditions that did not provide comfort for the user and there was even a kempang berth that had begun to rot. Even though the location of the kempang berth is not officially owned by the Regional Government, each kempang berth location as a place of access for crossing should not escape the supervision of the Ministry of Transportation and Communication and Informatics. However, based on observations and information received, supervision of the kempang berth location used by kempang owners and the community is still not carried out by related parties.

3. Kempang Feasibility Test. For the sake of safety in shipping, every transportation used must first pass an adequacy test. So far, regarding the feasibility of the kempang that will be used by the community, it was found that the adequacy test was never carried out by the Department of Transportation and Communication and Information, but what was done was only limited to monitoring when the kempang was in operation. In general, it was found that related to supervision of seaworthiness tests had never been carried out. In fact, supervision of seaworthiness is very much needed in order to maintain safety in shipping.
4. Accident prevention. Accident management is an important thing that should be done by the Meranti Transportation Agency so that things that harm many people do not happen. The condition of safety facilities at kempang is indeed very minimal, budget is the main problem so safety facilities to guard against accidents will be provided in stages. Accident prevention facilities are urgently needed by the Kempang owner and the user community. So far, the countermeasures facility Accidents are only provided by kempang owners based on their abilities. However, not all kempang owners provide it. Supervision related to accident prevention has also not been maximally carried out.

C. Evaluation of Supervision Implementation

Evaluation is the process of determining the value of a program, or other initiative towards the ultimate goal of making a decision regarding the acceptance, rejection or improvement of an innovation. Purpose as a reference to determine the efficiency and effectiveness of activities .

Evaluation can be carried out continuously, periodically and or at any time before, during and or after the program is implemented. Evaluation is an important activity to find out whether the goals that have been set can be achieved, whether the program is in accordance with the plan, and or what impact occurs after the program is implemented. Evaluation of kempang crossing activities in Meranti Islands Regency, researchers revealed several evaluations that need to be carried out, including:

- a. The evaluation is carried out before the activity or program is carried out and this evaluation is an assessment of the possible effects that may occur in the future if planning to improve Kempang crossing access is not carried out .
- b. Evaluation to improve performance during the implementation phase of a program or activity
- c. Evaluation to assess the results obtained. It is used to provide information about the value of the program
- d. Evaluation to provide information about the errors of a program,
- e. Evaluation is carried out when a program or activity has been completed.

Based on data from informants and observations made, it was found that the implementation of a special evaluation related to crossing public transportation (kempang) had not been carried out properly by related parties, especially the Communication and Information Transportation Service. This can be understood as the data disclosed previously, that the monitoring planning and implementation activities are not carried out optimally. Based on the data presented above, it can be seen that the implementation of the main tasks and functions of the Ministry of Communication and Information has not been carried out properly.

Kempang) in Meranti Islands Regency are the absence of a communication forum between the Department

of Transportation, kempang owners, and the community in an effort to create safe and comfortable kempang crossing transportation, lack of supporting facilities and infrastructure in the process of crossing the kempang , there is no seriousness from the Department of Transportation in carrying out supervision , even though the kempang crossing is an alternative transportation that is used by the community for shopping, work, school and other needs and the lack of attention from the local government to public transportation (kempang)

4. CONCLUSION

Based on this research, it can be concluded that the implementation of supervision carried out by the Meranti Islands Regency government on the Kempang crossing tool has not been carried out properly or has not been optimal . Starting from the planning of supervision, implementation of supervision to the evaluation carried out. Therefore, the kempang as a means of public transportation needs serious attention from the Regional Government through the Ministry of Communication and Informatics, both in terms of budget provision and program planning, given that many people depend on kempang to facilitate their daily activities

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