

## HUMANITIES-BASED APPROACH IN HUMAN TRAFFICKING PREVENTION THROUGH CLEARANCE IN- OUT OF MARINE TRANSPORTATION AGENCY

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### Abstract

*PT. Pertamina Trans Kontinental is a company that handles Pertamina port agency activities regarding loading and unloading, especially ships operating under Pertamina in the management of in-out clearance of Pertamina agency ships at Pontianak Port. The purpose of this study was to determine the efforts of PT. Pertamina in preventing human trafficking through the clearance out of marine transportation agencies. This research method uses qualitative methods and data collection techniques using observation, interviews, or documentation. The results showed that the efforts made by PT. Pertamina Trans Kontinental Pontianak Branch in preventing human trafficking by properly optimizing clearance in and out systems and procedures at Pontianak Port. Optimization of activities carried out starting from handling the application for ship arrival at the office to re-applying the departure of the ship to the office) for the application for the issuance of a sailing approval letter.*

**Keywords:** Clearance in, Clearance out, System, Procedure

### INTRODUCTION

Sea transportation is essential in Indonesia (Gultom, 2017). A naval fleet that can increase the unity and unity of the nation, where Indonesia is the largest archipelagic country in the world (Arianto, 2021). Sea transportation services can result in the movement of goods and people between islands to survive and improve the economy of the Indonesian people (WIRADIGDA, 2019).

In its activities, the port has a significant and strategic role in growth and trade and is a business that can contribute to national development (Iswanto et al., 2023). This has consequences for the management of the port business segment so that its operation can be carried out properly so that port services become smooth, safe, and fast at an affordable cost (Adris.A.Putra & Djalante, 2011).

Shipping companies that provide shipping agency services must carry out their duties effectively and efficiently (Ratnawati et al., 2021). Here, the agent

acts as a party representing the ship owner in preparing everything so that the ship's activities at the port can run smoothly according to plan (Anwar et al., 2021). Agents must also prepare before the ship arrives and ensure loading and unloading activities run well to provide full service to the ship's needs while in port (Fry & Rosariasanti, 2022).

PT. Pertamina Trans Kontinental is a subsidiary of PT. Pertamina (Persero) (Yulius & Lubis, 2019). PT Pertamina Trans Continental is a company engaged in handling Pertamina port agency activities regarding loading and unloading, especially ships operating under Pertamina in the management of in-out clearance of Pertamina agency ships, Pertamina ships operating in Pontianak Port get excellent service at PT. Pertamina Trans Kontinental Pontianak Branch. To strengthen its credibility and loyalty, PT. Pertamina Trans Kontinental is supported by 23 knowledgeable and experienced employees who carry out their duties well by their

duties or jobs (job description). The importance of clearance in and out is PT's task of agency activities. Pertamina Trans Kontinental to report the arrival and departure of ships, the condition of ships, and crews, pay for the administration of facilities at sea and submit sailing approval letters at the local syahbandar carried out by agents representing the ship owner, and handle documents such as crew lists, clearance applications, sailing approval letter, tonnage certificates, health certificates, bills of lading, ship particulars and so on (Muslim et al., 2022).

Based on the description above, this study aims to discover the systems and procedures in the agency field to explore the In-Out Clearance procedure at PT further. Pertamina Trans Kontinental Pontianak Branch.

## LITERATURE REVIEW

Clearance is a process of supervision carried out by the syahbandar on ships that will arrive at the port to ensure that the ship, sailing crew, and its cargo are technically administratively by the requirements of shipping safety and security and maritime environmental protection (Fattah et al., 2022). Every ship that sails must have a Port Clearance issued by Syahbandar after the ship meets the ship's seaworthiness requirements and other obligations. Ship clearance out is a sailing activity of a Port Clearance ship or sailing approval letter (Widyanto & Astriawati, 2023). According to the Regulation of the Minister of Transportation Number PM 82 of 2014, a Sailing Approval Letter is a state document issued by the syahbandar to every ship that wants to sail. Every ship that wants to sail must have a sailing approval letter issued by the syahbandar. Meanwhile, Clearance out is a supervision carried out by the syahbandar on ships that will sail out of port to ensure that the ship, crew, and its cargo technically-administratively have met the requirements for shipping safety and security and maritime environmental protection (Pratama et al., 2023).

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In the 2023 Port Business Book Chapter in chapter II, page 17, the Agency is a party representing for and on behalf of shipping companies or ships in preparing everything so that ship activities while at port can run according to plan, preparing facilities before the ship arrives and completing financial obligations after the ship departs, to provide full service to the interests of the ship while at port (Fernando et al., 2022). If the implementation of ship agency activities is considered good and considered following the needs of customers and the burden of costs to be paid by customers is considered reasonable, it is open to the possibility that customers will still appoint the agent to serve ships operated by customers on subsequent visits (Mudiyanto & Khuzaini, 2020).

According to Law No. 17 of 2008 concerning Shipping, states that a port is a place consisting of land and waters with

specific limits as a place for corporate activities used as a place for ships to dock, get on and off passengers, and load and unload goods, in the form of terminals and ship berths equipped with shipping safety and security facilities and port support activities as well as places for intra and intermodal transport. Ports are everything related to the implementation of port functions to support the smoothness, security, and order of ship, passenger, and goods traffic flows, sailing safety and security, intra and intermodal movement places, and encourage national and regional economies while still paying attention to regional spatial planning (Burns, 2018).

According to the Government Regulation of the Republic of Indonesia No. 69 of 2001 concerning Ports, what is meant by a port is a place consisting of land and surrounding waters with certain boundaries as a place for government activities and economic activities to be used as a place for ships to dock, dock, get on and off passengers and load and unload goods equipped with overnight shipping facilities and port support activities as well as a place for intra and intermodal transfers Transportation.

## **METHOD**

In this study, researchers used qualitative research methods. Qualitative research is research that is descriptive and tends to use analysis. Process and meaning are highlighted in qualitative research (Moleong, 2021). The theoretical foundation is used as a guide so that the research focuses on the facts in the field. This research was carried out at PT. Pertamina Trans Kontinental Pontianak Branch located in North Pontianak. Location of PT. Pertamina Trans Kontinental Pontianak branch located on Jl. Khatulistiwa No. 282 Kel. Siantan Hilir, North Pontianak District, West Kalimantan. The data sources used in this study are primary data and secondary data. When conducting research, primary data is obtained from direct observations ( Ali

Maksum, 2012). The data in this study was obtained by survey, namely by observing and recording directly at the research location (Morrison, 2012). Secondary data is data obtained from a second source or an existing data source. As for this study, secondary data were obtained from references related to the preparation of research, as well as data obtained from agencies involved in the research. Researchers used observation, interview, and documentation methods to collect this research data. The observation method is carried out by directly observing the object of research (Morrison, 2012). Researchers study and look for adjustments between the information obtained and the actual field conditions. In this case, observations are made at the Office of PT. Pertamina Trans Kontinental Pontianak Branch, at the port, and other related agencies. The interview method or interview is carried out using interviews or interviews directly with related parties related to the problem studied (Valenzuela & Shrivastava, 2002), including agents directly at PT. Pertamina Trans Kontinental Pontianak Branch. The Documentation method is carried out by collecting documents obtained by researchers that are relevant to the documents needed during the Clearance in and Clearance out process of the ship by PT. Pertamina Trans Kontinental Pontianak Branch.

*Data analysis* is an activity carried out to change the data from research into new information that can be used in making conclusions. After the data is collected, both from the results of field research and research from references that have been analyzed using qualitative analysis, the analysis of the data carried out is explanations by the object of research in the form of words, sentences (writing), and images. In this study, researchers conduct qualitative analysis where, in this case, researchers analyze data in the form of information and descriptions in the form of Indonesian and then associate it with other

data to get clarity on truth or vice versa (Suharsiwi et al., 2022).

## **RESULTS AND DISCUSSION**

During research at PT. Pertamina Trans Kontinental researchers can directly find out how the system and procedures for in-out clearance of agency ships, starting from the ship coming to leaving the port area and heading to the next port, as well as ship documents needed to facilitate the management of ship in-out clearance before sailing, a ship must complete the completeness of ship documents first. This is done so that shipping activities become legal and violations are avoided. The ship's completeness document is also proof that the ship is fit to sail and has completed bureaucratic affairs by applicable laws, agencies involved in the ship's in-out clearance process, and obstacles or obstacles that occur in the ship's in-out clearance process during operation at Pontianak port.

### **Optimization of Clearance Systems and Procedures in ships**

Before the ship enters the port area, the ship owner/skipper will provide information about the arrival of the ship via telephone and email; regarding the planned arrival of the ship, the agent will make a notification of the arrival of the ship to the Kesyahbandaran and port authorities through the internet system, For submission of ship arrival services (Clearance in) and loading and unloading operations within a maximum period of 1x24 hours the shipping agent will first apply for appointment agency to be verified to the port operator so that the status of the agency service will change to the status for the ship's news. The agent will complete the data on the ship's news; after completing the data, the ship's news will be sent to the port operator as a Ship Arrival Notification and to the syahbandar as a Port Entry Ship Approval Letter.

After the Notification of Ship Arrival and Port Entry Ship Approval Letter are approved (approved), the Loading and Unloading Company can only submit a Loading and Unloading Activity Plan as data used to supervise the activities of Unloading Activities and withdraw Non-Tax State Revenue Supervision of Loading and to unload 1% by the type of goods/cargo that has been determined. The Port Business Entity will send data on the Ship Moor Plan and Operation Plan to the port operator from the Ship and Goods Service Request submitted by the agent whose data is part of the verified Ship Arrival Notification, data entered into the port operator in the form of Ship Arrival Notification service For ship docking and issuance of Ship and Goods Guide Service Request determined by the port operator and Motion Processing Approval Letter can be issued since the Ship Approval Letter Enters Pandu Port Published.

When the ship arrives at the port, the agent will board the ship to check the documents; the agent is tasked with checking the completeness of the ship's documents; if there are documents/ship certificates that have expired, then an extension of the validity period of the certificate will be carried out in order to facilitate the management of Clearance into the Kesyahbandaran office and port authority, after completing the inspection of ship documents and the document is stated complete and still valid for its seaworthiness period, the agent will immediately bring the ship's documents to be made a memorandum and given to the city authorities and port authorities for Clearance in. The ship's documents are as follows: Measuring Letter, Sea Letter, Large Pass, Construction Safety Certificate, Safety Certificate of Ship Equipment and Goods, Safety Certificate radio, loading line certificate, manning safety certificate, IOPP certificate, ISPP certificate, IAPP certificate, CLC bunker, CLC liability, anti-fouling system, garbage certificate, wreck

removal insurance, oil record book, HULL, marcher safety management certificate, document of compliance, IRL certificate, PMK / CO2 certificate, last port clearance, crew list, RPT / PKKA. After completing the Clearance memorandum, the ship is ready to be towed and docked to carry out predetermined loading and unloading activities.

### **Optimization of Ship Clearance Out Systems and Procedures**

When the ship has been declared finished carrying out loading and unloading activities, the ship departure will be submitted; for submission of ship departure services (Clearance out), the agent will apply for ship departure services using the inaportnet system whose data will enter the port operator in the form of Ship Departure Reports and Ship Arrival and Departure Reports and port yah in the form of Sailing Approval Letters.

The symphony will automatically respond to the Ship Departure Report that the port organizer has verified in the issuance of the Billing Code, which then the agent will make Non-Tax State Revenue payments from the billing code obtained if the agent has paid it; the Ship Arrival and Departure Report and the port can automatically verify the data so that the Sailing Agreement Letter can be issued immediately. Suppose the Ship Departure Report, the Ship Arrival and Departure Report, and Kesyahbandar have been approved. In that case, the Request for Ship and Goods Services will be ordered to depart after waiting for Approval from the Kesyahbandaran and port authorities; after being approved by the Kesyahbandaran and port authorities, a Sailing Approval Letter will be issued. After issuing the Sailing Approval Letter, the ship will leave the port area and head to the next port. Before the ship leaves the port, the agent will carry out his duties towards the ship's departure: submitting the necessary documents for Clearance and making a Port Clearance Letter. The documents are as follows:

Documents required for issuing a sailing approval letter (Port Clearance) include berthing payment receipt, BMB payment receipt, payment receipt, health quarantine sailing license, port clearance application letter, crew list, and master sailing declaration. After the port clearance is issued, the agent goes directly to the ship, returns the ship's documents, and submits the port clearance to the ship's master.

### **Documents related to the ship's in-out clearance process**

Before sailing, a ship must first complete the ship's documents. This is done so that shipping activities become legal and violations are avoided. The ship's completeness document is also proof that the ship is fit to sail and has completed bureaucratic affairs by applicable laws. These documents are (1) Measuring Letter / International Tonnage Certificate. A letter of measurement is a certificate that explains a shipping document that describes more clearly the deadweight of the ship, the maximum load weight of the ship, and the dimensions of the ship. (2) Sea Letter, given to vessels of 500 m or more in size (gross contents) that are not fishing boats or cruise ships. (3) Document Of Compliance (DO, which is a fulfillment document, which is document issued to every company that meets the requirements of the International Safety Management Code. (4) Certificate of Nationality / Certificate of Registry, which contains a declaration of Nationality. (5) Cargo Ship Safety Equipment Certificate. The freighter safety equipment certificate explains that the ship is equipped with safety equipment that is still valid and suitable for use. (6) Construction Safety Certificate of Freighter Safety. A certificate certifying the construction of the shipbuilding. (7) Freighter Radio Safety Certificate. A *freighter radio safety certificate* is a certificate that specifies that the ship is equipped with a qualified radio receiver and transmitter aircraft in the class concerned. (8) National Certificate of Prevention of

Pollution from Ships. A national certificate of pollution prevention from ships is a certificate for ships that have met the safety management requirements and prevention of pollution from ships. (9) The International Oil Pollution Prevention (IOPP) Certificate is a certificate for the prevention of pollution by oily liquids. (10) Standard Ship Manning Certificate / Minimum Safe Manning Certificate. A *standard ship manning certificate* states the minimum limit of the crew who must be on board a ship to travel by sea according to Safety of Life at Sea (SOLAS) regulations. (11) Embossed Hull Certificate / International Load Line Certificate. An *embossed hull certificate* is a certificate that stipulates the hull of ships that are allowed to rise above minimum and maximum sea level. (12) Engine Classification Certificate means a certificate certifying that the installation of tugboat engines (main engines and auxiliary engines) has been surveyed and is operating properly (Purjiyono & Astriawati, 2019). (13) Load Line Certificate, explaining the embossed hull/loading line used on the ship, the sizes of the loading line adjusted to the tropical hot engine/summer, winter, the loading line certificate has a validity period of 5 years from the year issued and has an inauguration/endorsement period. (14) Classification Certificate A classification certificate states the class of a ship, issued to a ship by a classification bureau, and must always be on board as long as the ship remains in the declared class. (15) Safety Management Certificate (SMC), which is a certificate that must be issued by the government or an organization recognized by the government for each vessel. (16) Fire Extinguishing Certificate certifying that the ship has been equipped with a fire extinguisher. (17) Life Raft that explains the safety on board the ship used and states that the completeness has been checked; this certificate has a validity period of 1 (one) year from the year it was issued. (18) Port Clearance is a document stating that the ship has obtained

permission from the Port Authority and Port Office to sail for the destination. (19) The Indonesia Health Book (Green Book) or Indonesian Health Book is a book that contains health records on board ships, and this book is valid in Indonesia. (20) RPT (Route Pattern Plan) is a certificate issued by the sea transportation general containing a route pattern plan/port plan to be visited. This certificate has a validity period of (three) months from the month of issuance. (21) Crew List means an official list containing the names of crew members along with their respective ranks and positions on board. (22) Sijil Book is a book that contains a list of crew members who want to send on / send off from the ship. (23) Bill of Lading means a mark of delivery of goods given by the carrier to the shipper stating that the goods have been received and approved by the carrier to be transported to the destination port, which is then handed over to the consignee. (24) Cargo Manifest A Cargo manifest is a document that contains all types of cargo that are on board the ship, complete with Quantity; this list contains the sender name, recipient name, brand of goods, quantity/weight of goods, type of goods and size of goods. Master Sailing Declaration is a statement letter made by the Master explaining that the ship, cargo, and crew have met the requirements of shipping safety and security and maritime environmental protection to sail to the destination port.

## CONCLUSION

Overall, agents at PT. Pertamina Trans Kontinental Pontianak Branch has carried out its duties as a shipping agent well. This is an effort of PT. Pertamina in preventing human trafficking through the clearance out of marine transportation agencies. PT. Pertamina Trans Kontinental Pontianak Branch optimizes ship in-out clearance at Pontianak port starting from arrival request management activities ship at the Kesyahbandaran Office and port authority until re-submitting the application for ship

departure to the Kesyahbandaran office and port authority For an application for issuance of sailing approval letter). A ship must complete the ship's documents in advance so that shipping activities become legal and avoid violations. The ship's completeness document is also proof that the ship is fit to sail and has completed bureaucratic affairs by applicable laws at PT. Pertamina Trans Kontinental Pontianak Completeness of Documents is complete following applicable regulations.

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