



Juridical Analysis of the Issuance of Sailing Approval Letters at the Municipal Office and Port Authority to Obtain Legal Certainty (Research Study on the Batam Special Port Authority and The Municipal Office)

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Abstract The issuance of a Sailing Approval Letter (SPB) by the Office of Municipal Affairs and Port Authority (KSOP) is a crucial process that ensures that ships operating in Indonesian waters meet safety and seaworthiness requirements in accordance with applicable maritime regulations. This study was conducted against the background of the importance of SPB in providing legal certainty for all parties involved in shipping, as well as various obstacles faced in the issuance process at the Batam Special KSOP. This study aims to analyze juridically the procedure for issuing SPB in the Batam Special KSOP in order to obtain legal certainty, identify existing obstacles, and offer relevant solutions. The research methods used are normative juridical and empirical sociology. The normative juridical approach is carried out by analyzing related laws and regulations, such as Law Number 17 of 2008 concerning Shipping, Government Regulation Number 51 of 2002 concerning Shipping, and Regulation of the Minister of Transportation Number 39 of 2017 concerning Registration and Nationality of Ships. An empirical sociological approach is carried out through direct observation and interviews with KSOP officers, ship operators, and other related parties to get a practical picture of the implementation of SPB issuance in the field. The results of the study show that although the procedure for issuing SPB at the Batam Special KSOP is in accordance with applicable regulations, there are various obstacles such as limited human resources and equipment, ineffective coordination between agencies, and non-compliance of ship operators with regulations. To overcome these obstacles, efforts are needed to increase resource capacity, invest in technology, and improve coordination between agencies. Suggestions given include: (1) Batam Special KSOP needs to increase the number and skills of officers through training and recruitment, (2) The government should provide a budget for investment in modern equipment and technology, and (3) the community, especially ship operators, should increase compliance with regulations through participation in socialization and education programs. Thus, it is hoped that the SPB issuance process can run more effectively and efficiently, providing better legal certainty for all parties involved.

Keywords: Issuance of Sailing Approval Letter, KSOP, Legal Certainty

1. INTRODUCTION

The port is the main gateway for shipping and trade activities of a country. In the port area, there is the Harbormaster and Port Authority Office (KSOP) which is responsible for the regulation and management of ship traffic and services in the maritime sector. One of the permits required for a ship before sailing is the Sailing Approval Letter (SPB), which confirms the seaworthiness and permission of the ship to carry out sailing activities. Indonesia is an archipelagic country consisting of thousands of islands located on two continents, the Asian continent and the Australian continent, and two oceans, the Pacific Ocean and the Indian Ocean, located on the equator and playing an important and vital role in international affairs. Shipping has an important role in the socio-economic welfare of people in a maritime country like Indonesia. Likewise, shipping plays an important role in general government administration, as well as in the context of national security and other issues. Domestic and

international shipping activities take place within the borders of the country. (F.D.C. Sudjarmiko,2009)

Transportation helps economic growth. improves and helps national defense and security, which can improve international relations and increase national unity. It also helps achieve the vision of the archipelago. The importance of transportation is shown by the implementation of transportation that affects all aspects of national and international life, as well as the increasing need for transportation services to transport people and goods both domestically and abroad. Ships are the most common way to ship goods between islands because they are much cheaper, can carry more goods, and can reach remote locations. By maintaining regional autonomy, the responsibility of state administrators, and technological progress, shipping companies must emphasize shipping security and safety for the benefit of the state.(Sapto Sardjono,2014)

Port authorities and vessels operated for maritime law enforcement work together. The purpose of maritime law enforcement is to ensure that laws and regulations governing space for transportation and communication and the sovereignty of the country's territorial sea are implemented. Optimizing the use of natural resources, environmental resources, and marine ecosystems is essential for law enforcement. To enforce the law at sea, security and safety patrols are carried out, some of which are organized by various stakeholders and supervised by the maritime security coordination authority. The role, duties, and authority of the harbor master are regulated in the shipping law. The harbor master plays an important role in carrying out the safety and security functions of shipping. Therefore, before issuing a letter to sail (SPB), supervision and checking of the ship and its documents are required.

The importance of Sailing Approval Letter is specifically regulated in Law Number 17 of 2008 concerning Shipping. Even though there are regulations governing Sailing Approval Letters, it is not uncommon to find several maritime transportation accidents caused by negligence in granting sailing permits. Safety and security issues and all activities in shipping are the responsibility of the port. One of the biggest problems in ship accidents in shipping is the issue of a person's ability and expertise in carrying out his harbormaster's duties in issuing ship seaworthiness certificates, sailing permits, safety and security of shipping, and all maritime transportation activities in Indonesian waters Thus, this study aims to optimize the role and function of the Special KSOP Batam in issuing SPB, so that the process can run more effectively and efficiently. The results of this study are expected to provide theoretical benefits in a broader understanding of the legal aspects of issuing SPB, as well as practical benefits for KSOP and stakeholders in the maritime sector to improve legal certainty and smooth ship

traffic in the Batam port area.

With a deeper understanding of the legal aspects of SPB issuance, it is hoped that this study can contribute to the improvement of regulations and procedures at the Batam Special KSOP Office, so that SPB issuance becomes more effective, efficient, and in accordance with the needs and demands of services in the maritime sector. In addition, this study will also provide theoretical benefits in a broader understanding of the role and function of the KSOP Office in issuing SPBs as well as practical benefits in increasing legal certainty for stakeholders in the shipping sector and the smoothness of ship traffic in the Batam port area. Based on the background description above, the author raises several problems that will be discussed further. The problems are as follows:

1. What are the legal regulations for issuing a Sailing Approval Letter (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty?
2. How is the implementation of issuing a Sailing Approval Letter (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty?
3. What are the obstacles and efforts in implementing the issuance of a Sailing Approval Letter (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty?

Based on the formulation of the problem stated above, it can be seen that the objectives of this research are:

1. To find out and analyze the legal arrangements for the issuance of Sailing Approval Letters (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty.
2. To find out and analyze the implementation of the issuance of Sailing Approval Letters (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty.
3. To find out and analyze the obstacles and efforts in implementing the issuance of Sailing Approval Letters (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty.

2. LITERATURE REVIEW

Sailing Approval Letter (SPB) is an official document issued by the port authority that grants permission for a ship to depart from the port of origin to the next destination. This document is an important part of the shipping administration process that ensures all ships meet the applicable requirements and regulations before starting a voyage. (Iskandar Abubakar, 2013)

The Sailing Approval Letter is not only proof of the legality of the voyage but also a guarantee that the ship has met all safety, security and environmental standards criteria set by both national and international maritime authorities. Sailing Approval Certificate (SPB) acts as a crucial proof of legality of sailing, ensuring that all vessels operating in international or domestic waters have met the requirements and standards set by maritime authorities. This covers aspects such as ship safety, navigation security, and protection of the maritime environment. By obtaining SPB, a vessel is officially recognized and given the right to sail from one port to another.

By ensuring that a vessel complies with environmental regulations before being granted an SPB, maritime authorities ensure that the vessel has adopted sustainable and environmentally responsible practices. Through this process, the SPB becomes an instrument that supports international efforts to address maritime environmental issues, such as marine pollution and climate change, while promoting greener shipping operations. The issuance of SPB usually involves checking and verifying various aspects, including the physical condition of the ship, the readiness and completeness of navigation and safety equipment, the existence of valid ship documents such as safety certificates, and compliance with regulations for the carriage of goods or passengers. In addition, the ship must have paid all administrative and financial obligations, such as port fees and other services. In the environmental context, SPB also ensures that the ship has complied with regulations related to waste and emission management, as part of the global effort to protect the maritime environment. (N Djewed,2020).

The Sailing Approval Letter (SPB) issuance procedure is a series of administrative steps and technical inspections designed to ensure that a ship meets all safety, security and environmental requirements before being granted permission to sail. This process involves coordination between the ship operator and the port or maritime authority. (Chandra Motik,2013) The following is an outline of the SPB issuance procedure:

1. Application Submission
2. Required Documents
3. Inspection and Verification
4. Payment of Fees
5. Issuance of SPB
6. Communication with Destination Authorities

The Harbormaster and Port Authority Office (KSOP) is a technical implementing unit under the Directorate General of Sea Transportation, Ministry of Transportation of the

Republic of Indonesia. KSOP has an important role in the management and operation of ports in Indonesia, covering various aspects such as shipping safety and security, operational efficiency, and port service delivery. As a port authority, KSOP is tasked with ensuring that all activities at the port, from loading and unloading goods, passengers, to ship maintenance, run in accordance with applicable standards and regulations. The main tasks of KSOP include regulating ship traffic, granting permits for berthing and ship operations, managing port facilities, and supervising the implementation of shipping safety and security standards. One of the main tasks of the Harbormaster and Port Authority Office (KSOP) is the regulation of ship traffic, which includes managing the arrival, departure, and movement of ships within the port area.

This includes granting berthing permits for ships that will be loading and unloading goods or passengers, as well as ensuring that the ship's operation process runs smoothly and according to the established schedule. This task requires close coordination with various parties, including ship agents, port operators, and other agencies related to port activities. By effectively managing ship traffic, KSOP contributes to the operational efficiency of the port, which is essential to support the smooth flow of maritime trade and transportation. KSOP also monitors and evaluates the implementation of safety and security procedures by all stakeholders in the port, including pollution prevention and emergency response. This supervision is carried out through routine inspections and security audits to ensure that all port operations are carried out in a safe condition and in accordance with national regulations and international standards, such as the ISPS (International Ship and Port Facility Security) code. (Hengky Supit,2019)

The Harbormaster and Port Authority Office (KSOP) plays a strategic role in encouraging improvements in the quality of port services through various initiatives, including facilitating improvements to port infrastructure and superstructures. This includes efforts to maintain and develop physical port facilities such as docks, access roads, lighting systems, and supporting facilities. On the other hand, KSOP also took the initiative in implementing information technology in the port system as a step to improve efficiency and transparency of services. The implementation of an integrated port management information system, for example, allows automation of administrative processes, real-time operational data management, and increased coordination between various stakeholders in the port. This includes the use of technology for container tracking, ship queue management, and other digital-based services that can speed up the loading and unloading process and reduce waiting times.

These efforts are aimed at supporting Indonesia's vision as the world's maritime axis, which requires a port system that is not only efficient and modern, but also safe, environmentally friendly, and inclusive. KSOP plays a strategic role in advancing Indonesia's maritime sector through optimal port management, which in turn supports economic growth, improves connectivity between regions, and strengthens the integration of the national economy with the global logistics system.

3. RESEARCH METHOD

The specification and/or type of this research is normative legal research while combining it with sociological (empirical) legal research using secondary data obtained directly from the first source through field research through interviews and primary data as a source/information material in the form of primary legal materials, secondary legal materials and tertiary legal materials.

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The location of this research was carried out in the Riau Islands Province, precisely at the Harbormaster and Port Authority Office (KSOP) of Batam City. This location was determined based on the data that was the object of this research. The population is all elements related to the object of research. The sample used by the researcher is a random technique to find out for sure related to the research to be studied. As for the sample used by the author is a purposive sampling technique in determining respondents and informants who will be interviewed to meet the primary data needed to complete the research.

4. RESULTS AND DISCUSSION

Legal Regulations for Issuance of Sailing Approval Letters (SPB) at the Harbor Master and Port Authority Office (KSOP) to Obtain Legal Certainty

The issuance of the Sailing Approval Letter (SPB) by the Harbor Master and Port Authority Office (KSOP) has a strong legal basis, which aims to ensure the safety, security, and order of ship traffic in the port area. This legal basis includes several laws and regulations

as follows:

a. Law Number 17 of 2008 concerning Shipping

Article 1 number 27 of Law Number 17 of 2008 concerning Shipping defines the Sailing Approval Letter (SPB) as an official document issued by the harbor master to a ship that has met all the requirements to sail. The SPB is legal proof that the ship has gone through a series of strict inspections and verifications, covering aspects of safety, seaworthiness, and compliance with environmental regulations. This document not only ensures that the ship is ready to sail safely but also serves as a mechanism to prevent incidents that can be detrimental, both in terms of safety and environmental damage.

b. Government Regulation Number 51 of 2002 concerning Shipping

Government Regulation Number 51 of 2002 concerning Shipping regulates the technical and administrative requirements that must be met by ships before obtaining a Sailing Approval Letter (SPB). Technically, this regulation stipulates that every ship must undergo a series of seaworthiness checks that cover various important aspects such as the physical condition of the ship, the structure of the ship, and safety equipment that must be available and in good condition.

c. Government Regulation Number 61 of 2009 concerning Ports

Government Regulation Number 61 of 2009 concerning Ports explains in detail the duties and responsibilities of the harbor master in port supervision, including the issuance of Sailing Approval Letters (SPB). One of the main duties of the harbor master is to ensure the safety and security of navigation in the port area. To that end, the harbor master is responsible for conducting inspections of the physical condition of the ship, safety equipment, and seaworthiness of the ship before the ship is allowed to sail. This inspection includes an evaluation of the navigation system, fire extinguishers, lifeboats, and seaworthiness certificates that must be owned by every ship.

d. Regulation of the Minister of Transportation Number 39 of 2017 concerning Ship Registration and Nationality

Minister of Transportation Regulation Number 39 of 2017 concerning Ship Registration and Nationality regulates in detail the documents that must be completed for ship registration and other administrative requirements related to the issuance of a Sailing Approval Letter (SPB). One of the main documents that must be completed is the ship registration certificate, which is proof of the legality and identity of the ship under the Indonesian flag. To obtain this certificate, ship owners must include various supporting documents, including a ship construction certificate, a ship seaworthiness certificate, and

a tonnage certificate.

- e. Regulation of the Minister of Transportation Number 12 of 2022 concerning Seaworthiness of Indonesian-flagged High-Speed Ships

Regulation of the Minister of Transportation Number 12 of 2022 concerning the Seaworthiness of Indonesian-flagged High-Speed Vessels stipulates the seaworthiness requirements that must be met by high-speed vessels to obtain a Sailing Approval Letter (SPB). These requirements are designed to ensure that high-speed vessels operate with a level of safety and seaworthiness that meets national and international standards. High-speed vessels must undergo a series of technical inspections covering the condition of the ship's hull, propulsion system, navigation equipment, and communication system.

Implementation of Issuance of Sailing Approval Letter (SPB) at the Harbor Master and Port Authority Office (KSOP) to Obtain Legal Certainty

The process of issuing a Sailing Approval Letter (SPB) at the Batam Special Harbormaster and Port Authority Office (KSOP) involves several important stages that must be passed by the ship operator to ensure the ship is ready to sail. The stages of submitting an application for a Sailing Approval Letter (SPB) begin with the ship operator or shipping agent submitting an official application to the Harbormaster and Port Authority Office (KSOP). In this application, the operator must include various important documents including a valid ship safety certificate, seaworthiness certificate, complete list of ship crew along with their competency certificates, and cargo manifest that provides detailed information about the goods to be transported. Additional documents such as insurance policies that cover legal liability to passengers and third parties must also be included.

All of these documents are intended to provide evidence that the vessel has met all applicable legal, safety and environmental requirements. After the application and documents are submitted, KSOP will conduct an initial verification to ensure the completeness and validity of the documents before proceeding to the physical inspection stage of the vessel. This submission process is a crucial initial step to ensure that the vessel is seaworthy and complies with all existing regulations, so that the issuance of SPB can be carried out on a strong and transparent basis. The document verification stage in the process of issuing the Sailing Approval Letter (SPB) is a crucial step taken by the Harbor Master and Port Authority Office (KSOP) to ensure that all documents submitted by the ship operator have met the specified requirements. At this stage, KSOP officers will check the validity and completeness of documents including the ship's safety certificate, seaworthiness certificate, list of ship's crew and their competency certificates, insurance policy, and cargo manifest.

The issuance stage of the Sailing Approval Letter (SPB) is the final step in the process carried out by the Harbor Master and Port Authority Office (KSOP) after all technical, administrative, and financial requirements have been met by the ship operator. After document verification, physical inspection, and payment of administrative fees are completed and declared complete and appropriate, KSOP will proceed with the issuance of the SPB. The implementation of the issuance of SPB at the Special KSOP Batam is carried out by following the established procedural stages. This process aims to ensure that every ship sailing from Batam Port has met the safety and seaworthiness standards regulated by laws and regulations.

In the context of the theory of justice, the implementation of the issuance of SPB by the Special KSOP Batam is expected to reflect the principles of justice that are equal for all parties involved in shipping. The theory of justice according to John Rawls underlines the importance of two main principles: equality in rights and opportunities and redistribution of resources to help the less fortunate. The theory of legal certainty emphasizes the importance of clear, orderly, and predictable laws, thus providing a sense of security for the community and business actors. In the issuance of SPB, legal certainty is achieved if all stages of the process from submitting an application, verifying documents, physically inspecting, to issuing SPB are carried out in accordance with established procedures without deviation.

The implementation of SPB issuance at the Batam Special KSOP, although based on clear regulations and an established legal system, still faces challenges in its implementation. By analyzing using the theory of justice, legal system, and legal certainty, it is seen that there is an urgent need for increased resources, improved coordination between agencies, and more consistent enforcement of regulations. Only with these steps can the Batam Special KSOP ensure that the SPB issuance process runs fairly, effectively, and provides the necessary legal certainty for all parties involved in shipping.

Obstacles and Efforts in Implementing the Issuance of Sailing Approval Letters (SPB) at the Harbor Master and Port Authority Office (KSOP) to Obtain Legal Certainty

Obstacles to the implementation of the issuance of the Sailing Approval Letter (SPB) at the Batam Special Harbor Master and Port Authority Office (KSOP) in order to obtain legal certainty, namely:

One of the main obstacles in the implementation of SPB issuance at KSOP Khusus Batam is the limited human resources and equipment. Limited number of officers and inadequate equipment often hamper the process of physical inspection and verification of ship documents. This limitation can cause delays in the issuance of SPB, which ultimately reduces the operational efficiency of the port and lowers the level of legal certainty for ship operators.

Solutions to this problem include increasing the number of trained officers and investing in more sophisticated and effective inspection equipment.

Ineffective coordination between KSOP and related agencies such as customs, immigration, and quarantine is also a significant obstacle. The long and complex bureaucratic process often increases the time required to complete the SPB issuance procedure. Inefficiencies in this coordination can cause delays and uncertainty for ship operators. Improved communication and cooperation between agencies through better and more integrated coordination mechanisms are needed to overcome this obstacle.

There are still vessels that do not fully comply with safety and seaworthiness regulations, which are the main requirements for obtaining an SPB. This often requires additional inspections and repair time, which can delay the SPB issuance process. This non-compliance can be caused by a lack of understanding of the regulations or difficulty in meeting the standards set. To overcome this, more intensive education efforts are needed for ship operators regarding the importance of regulatory compliance and the provision of technical assistance to ensure that they can meet all the necessary requirements.

The slow document verification process is also one of the obstacles in issuing SPB. The completeness and validity of documents such as safety certificates, crew lists, and cargo manifests must be verified carefully, but limited manpower and a less than optimal administrative system often cause this process to take longer than expected. Implementing a digitalization system and automation of the document verification process can be a solution to speed up and simplify this process, thereby providing better legal certainty.

Administrative obstacles such as errors in filling out documents, regulatory changes that are not immediately socialized, and unexpected administrative costs can also hamper the SPB issuance process. Ship operators often face difficulties in adapting to rapid regulatory changes that are not always accompanied by adequate socialization. This adds uncertainty and administrative burden for them. To overcome this, KSOP needs to ensure that new regulations are well socialized and provide clear and transparent guidance on the procedures and costs associated with SPB issuance.

Obstacles in the implementation of SPB issuance at the Special KSOP Batam indicate an urgent need for increasing human resources and equipment, improving coordination between agencies, increasing compliance with regulations, accelerating the document verification process, and resolving administrative and cost issues. Efforts to overcome obstacles in the implementation of the issuance of Sailing Approval Letters (SPB) at the Batam Special Harbor Master and Port Authority Office (KSOP), namely:

To overcome the limitations of human resources and equipment, KSOP Khusus Batam needs to take several strategic steps such as increasing the number of officers through recruitment and improving their skills through intensive training. This training should cover technical aspects, maritime regulations, and ship safety and seaworthiness procedures. Investing funds to purchase more sophisticated and adequate inspection equipment. The latest technology in ship inspection and safety equipment can speed up and improve the accuracy of the inspection process.

Effective coordination between agencies is key to overcoming bureaucratic obstacles. Efforts that can be made include forming a coordination team between related agencies, such as customs, immigration, and quarantine, to facilitate better communication and collaboration. Developing and implementing a data integration system between agencies that allows for real-time information exchange, thereby minimizing administrative obstacles and accelerating the SPB issuance process.

To improve ship compliance with regulations, KSOP can take steps such as holding intensive socialization and education programs for ship operators on the importance of safety and seaworthiness and how to meet the established requirements. Providing technical assistance and consultation to ship operators to help them meet the established safety and seaworthiness standards.

The document verification process can be accelerated by implementing a digitalization and automation system for document management and verification. The use of technologies such as e-filing and electronic document management systems can speed up the verification process and reduce the risk of administrative errors. Establishing an integrated service center for SPB issuance that allows all verification and inspection processes to be carried out in one place, thereby speeding up and simplifying the process.

To overcome administrative and cost constraints, KSOP can provide clear guidance and transparent information on procedures and costs associated with SPB issuance. This includes proactively disseminating regulatory changes to all stakeholders. Review and simplify the fee structure to avoid unexpected costs that can burden ship operators. This can be done by designing a more transparent and structured fee scheme.

By implementing these efforts, the Special KSOP Batam can overcome obstacles in the implementation of SPB issuance. These steps will not only improve the efficiency and effectiveness of the SPB issuance process, but will also provide better legal certainty for all parties involved in shipping. In addition, improvements in coordination, compliance, and administrative services will create a safer, more transparent, and highly competitive maritime

environment.

5. CONCLUSION AND SUGGESTION

Conclusion

Based on the discussion in the previous chapter, the following conclusions can be drawn:

- a. The legal regulation for the issuance of Sailing Approval Letter (SPB) at the Harbormaster and Port Authority Office (KSOP) in order to obtain legal certainty is based on Law Number 17 of 2008 concerning Shipping, Government Regulation Number 51 of 2002 concerning Shipping and Government Regulation Number 61 of 2009 concerning Ports regulating technical and administrative requirements as well as the duties and responsibilities of the harbormaster in port supervision.
- b. The implementation of the issuance of Sailing Approval Letter (SPB) at the Harbormaster and Port Authority Office (KSOP) Specifically for Batam has not been running optimally because there are still challenges in the vital process to ensure that ships sailing meet all safety and seaworthiness requirements, as well as compliance with applicable maritime regulations. Although there are clear procedures that include submitting applications, document verification, physical inspection, payment of administrative fees, and issuance of SPB, its implementation often faces obstacles such as limited human resources and equipment, lack of coordination between agencies, and non-compliance with regulations.
- c. Obstacles to the implementation of the issuance of the Sailing Approval Letter (SPB) at the Batam Special Harbormaster and Port Authority Office (KSOP) face various obstacles that hinder the achievement of legal certainty, including limited human resources and equipment, lack of coordination between related agencies, and non-compliance with regulations by ship operators. However, to overcome these obstacles, several strategic efforts can be made, such as increasing the number of trained officers and improving skills through intensive training, investing in more sophisticated inspection equipment, forming a coordination team between agencies, and developing a data integration system to speed up the bureaucratic process.

Suggestion

From this conclusion, the author can provide several suggestions, namely:

- a. It is recommended that the Batam Special KSOP needs to increase the number and skills of officers through new recruitment and ongoing training. This training should cover technical and procedural aspects, as well as an in-depth understanding of maritime

regulations to ensure that each officer is able to carry out their duties effectively and efficiently.

- b. It is recommended that the Government support the Batam Special KSOP with adequate investment in inspection equipment and digitalization technology. Providing a budget to purchase modern equipment and develop an electronic document management system will accelerate the verification and inspection process of ships, improve operational efficiency, and ensure compliance with applicable regulations.
- c. It is recommended that the public, especially ship operators and maritime industry players, need to improve compliance with safety and seaworthiness regulations. This can be achieved through active participation in socialization and education programs held by the KSOP and the government, as well as by continuously updating knowledge regarding applicable safety standards and maritime regulations. Awareness of the importance of safety and legal compliance will help create a safer and more orderly shipping environment.

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