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Implementation Of Pollution Management Policy In Waters And Ports

(Case Study in Tanjung Perak Surabaya Main Harbormaster Working Area)

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***Abstract*—The port has a very vital function for trade activities and sea transportation. Ships entering the port tend to increase every year both coming from within the country and abroad. With the increase in the number of vessels, the volume of waste containing oil also tends to increase. If this pollution is not handled immediately, it will damage the harbor water environment. The purpose of this study is to describe and analyze the implementation of oil pollution control policies and analyze the supporting and inhibiting factors of oil pollution prevention in the Tanjung Perak Main Harbormaster Working Area, Surabaya.**

This qualitative study analyzes the implementation of oil pollution control policies in the Tanjung Perak Surabaya Main Harbormaster Work Area, in an effort to ensure that pollution control is carried out quickly, precisely and coordinated by using the theory of implementing Van Mater and Van Horn policies. Collecting data in this study using interviews, documentation and observation.

The results of the study show that there are still Tersus/TUKS or shipping companies/Stakeholders who do not have supporting tools and human resources who are not yet competent in the implementation of pollution control in waters and ports, and infrastructure facilities that are not optimal to support patrol officers in carrying out pollution control, and lack of awareness Stakeholders about the importance of overcoming pollution in waters and ports, thus referring to the theory of Van Metter and Van Horn, that the implementation of pollution control policies in waters and ports in the Tanjung Perak Surabaya Main Port has not been fulfilled.

Keywords—Implementation, Policy, Oil Pollution, Harbormaster, Surabaya

INTRODUCTION

As an archipelagic/maritime country, the role of shipping in Indonesia is very important for social, economic, government and defense/security life. The field of shipping activities is very broad which includes passenger and freight transportation, coast guarding, hydrography, and many other types of shipping. To support these sea transportation facilities, infrastructure in the form of ports is needed. The port is a place to stop (terminal) ships after sailing. At this port, ships carry out various activities such as loading and unloading passengers, loading and unloading goods, refueling and fresh water, repairing ships, providing supplies, and so on. To be able to carry out these various activities, ports must be equipped with facilities such as breakwaters, piers, mooring equipment, loading and unloading equipment, warehouses, stockpiling fields, offices for both port managers and shipping airlines, waiting rooms for passengers, refueling equipment. fuel and the provision of clean water, and so on (Triatmodjo, 2015)

Tanjung Perak Port is one of Indonesia's gateways in the Eastern Region, because of its very strategic role as a center for collectors and distributors of goods to Eastern Indonesia in general, and East Java Province in particular. the potential in the East Java area, the Tanjung Perak Port is also the center of local, regional and international trade shipping flows. The existing facilities at the Tanjung Perak Port of Surabaya are Jamrud Terminal, Berlian Terminal, Nilam Terminal, Mirah Terminal, Kalimas Terminal, Passenger Terminal, Ro Terminal -Ro, and Container Terminal.
(http://dephub.go.id/org/ksutanjungperak/sejarah).

The port has a very vital function for trade activities and sea transportation. Ships that enter the port tend to increase every year both those coming from within the country and abroad. With the increase in the number of vessels, the volume of waste containing oil also tends to increase. If this pollution is not handled immediately, it will damage the harbor water environment. This is because the coastline or harbor is the breeding center for most populations of marine animals and seabirds, when compared to the open sea (Manan Abdul, 2018).

Tanjung Perak Port of Surabaya as a port with quite dense traffic with the number of ships that dock every day an average of 40 ships, but with the high intensity of traffic at the Tanjung Perak port of Surabaya, it can also lead to new consequences, namely the tendency to increase the volume of ship discharges, especially contain oil. This is made worse by the existence of a shipbuilding industry around the Tanjung Perak port of Surabaya, such as several shipyards at Tambatan Nilam, PT. PAL Indonesia, and PT. Surabaya Dock and Shipping. Which of course this can result in pollution of port waters which can significantly damage the surrounding aquatic ecosystem. Damaged ecosystems can reduce the number of fish caught by fishermen. And what's worse is that the fish caught will be contaminated by hazardous substances such as heavy metals, for example, which can cause Minamata disease or Minamata syndrome, which is a syndrome of neurological dysfunction caused by acute poisoning with mercury or mercury. The cause of Minamata disease is because the central nervous system is disrupted due to consuming fish or shellfish contaminated with heavy metals arsenic and mercury in large quantities or even human gene mutations and many other consequences that will be caused. (http://dephub.go.id/org/ksutanjungperak)

In the operation of a ship of any type, it is very difficult to be able to avoid 100% of the sources that allow oil pollution to occur to the surrounding sea, oil spills are one of the occurrences of marine pollution that can be caused by the results of tanker operations. Ballast water is water used by ships to adjust the slope and design of the ship when the cargo is empty or half filled as ballast to maintain ship stability and balance, ship repair and maintenance (docking), loading and unloading of CPO (Crude Palm Oil) crude palm oil, bilge water is water that collects in areas that do not flow from the side of the deck or hull (can contain water, oil, urine, detergents, solvents, chemicals, particles and other materials), ship scrapping, and the most common is ship accidents/collisions. . (https://kkp.go.id/djprl/p4k/page/2626-tumpahan-oil-oil-spill). This is further exacerbated by ship operators who do not have awareness in preventing pollution of ship wastes at sea. This can be seen from the behavior of ship operators at certain national shipping companies where the oil-water in the engine room bilge well is pumped into a ballast tank which then dumps it into the high seas. workers in the shipyard when the ship is docked due to toxic gas or explosion due to steam from the oil. The method used in the port's storage and processing facilities must be able to separate seawater from the oil contained in it. Or even able to separate other harmful pollution particles such as heavy metals, mercury, pesticides and others that contaminate seawater

These things are actually not in accordance with the rules contained in the Act. No. 17 of 2008 concerning Shipping, namely in Article 134 Paragraph (1), namely "Every ship operating in Indonesian waters must meet the requirements for pollution prevention and control." in paragraph (2) "Prevention and control of pollution is determined through inspection and testing." Further on the Management of Safety and Pollution Prevention from Ships Article 169 paragraph (3), namely “Certificates of safety management and pollution prevention from ships as referred to in paragraph (2) in the form of a Safety Management Adjustment Document (Document of Compliance/DOC) for companies and a Certificate of Safety Management (Safety Management Certificate/SMC) for ships. Article 232 explains that further provisions regarding the prevention and control of pollution due to ship operations are regulated by a Government Regulation, while Article 236, namely the Port Authority, Port Operator Units, Port Business Entities, and special terminal managers are required to tackle pollution caused by port operations. One alternative to the guidelines required by the International Maritime Organization (IMO) is to provide an oil ship wastes reception facility as well as the processing of ship's oil wastes at the port. This is also required by the government, especially regarding storage facilities at ports, and for international ports such as Tanjung Perak Port, Surabaya, the provision of storage and processing facilities for ship's oil waste at ports is a must, as decided by IMO in Regulation 12Annex I. , Marpol 73/78. The International Convention for the Prevention of Pollution from Ships, also known as MARPOL 73/78 (an acronym for Maritime Pollution, number 73 as the year the convention was signed, and number 78 as the year the convention was amended by the 1978 Protocol) is an international convention on the prevention of pollution at sea. from the ship as a result of operational activities on board or ship accidents. This Convention, which focuses on establishing regulations for the prevention of pollution of the marine environment from certain pollutants associated with ships, is convened by the International Maritime Organization (www.imo.org).

The following are some pollution prevention regulations issued by MARPOL 73/78 which are summarized in Annexes I-VI, among others as follows: First, ANNEX I . Prevention of pollution by oil, MARPOL 73/78 ANNEX I regulates matters relating to handling oil while on board. Requirements in terms of ship operations as an effort to prevent pollution at sea by oil; Second, ANNEX II. Prevention of pollution by

toxic chemicals in bulk. the definition of a toxic chemical category; Third, ANNEX III. Prevention of pollution by hazardous materials in the form of packaging; Packages containing a hazardous material are given a sign or label that can last a minimum of three months when dropped into the sea and is marked with Marine Pollutant. The written content of the package must use the technical name of the material, not the trade name; Fourth, ANNEX IV. Pollution Prevention By Dirt, What is meant by dirt; Fifth, ANNEX V. Prevention of Pollution by Garbage, Garbage means all types of food, domestic and the rest of the domestic operations of ships, excluding fresh fish; Sixth, ANNEX VI. Prevention of Air Pollution by Ship Chimney Exhaust. Syahbandar Tanjung Perak as part of state institutions has an important role in dealing with oil pollution in the sea, as explained by Siagian (1992), that the Government or the State essentially functions to regulate and serve. The regulatory function is usually associated with the nature of the modern state as a legal state, while the service function is associated with the nature of the state as a welfare state.

RESEARCH METHOD

This research on the implementation of policies for overcoming oil waste pollution at the Port of Tanjung Perak Surabaya uses qualitative research methods, namely research methods that describe or explain cases or facts or certain phenomena that occur. This research intends to exploit and clarify a phenomenon or social reality by describing a number of aspects related to the problem under study. The data collected is in the form of words, so it does not emphasize numbers (Sugiyono, 2014). Qualitative research methods produce findings that are really useful and require serious attention to various things that are deemed necessary. This type of qualitative research method is a method with data collection on a natural background, which uses natural methods. This research method is used to examine natural subjects, the researcher is the key instrument, the data collection technique is done by triangulation (combined), the data analysis is inductive and the research results require generalization meaning, qualitative research requires accuracy, objective and humble attitude of a researcher (Sugiyono, 2014).

This study used qualitative research methods. Creswell (2014) in his book entitled “Qualitative Inquiry And Research Design” reveals five qualitative research traditions, namely: biography, phenomenology, grounded theory, case studies and ethnography. This study uses a case study in an effort to understand the implementation of waste oil pollution prevention policies at the Port of Tanjung Perak, Surabaya. Creswell explained that the focus of a case study is the specification of a case in an event that includes an individual, a cultural group or a portrait of life that has several characteristics: (1) identifying the “case” for a study; (2) the case is a “system bound” by time and place; (3) case studies use various sources of information in collecting data to provide a detailed and in-depth description of the response to an event and (4) using a case study approach, researchers will "spend time" in describing the context or setting for a case.

RESULTS AND DISCUSSION

In implementing the Oil Pollution Control Policy in the Tanjung Perak Surabaya Main Harbormaster Work Area, it is very difficult if it is not supported properly in the form of human resources, budgetary resources and other supporting resources, inter-organizational communication and implementation activities (communication) which of course very supportive of the implementation of the policy. The implementation of the Oil Pollution Control Policy in the Tanjung Perak Main Port work area has referred to the Regulation of PM 39 of 2021 concerning the prevention of pollution in waters and ports. In its implementation, it refers to 005/SOP/SYB PERAK-P3.PAT/04/2022 (SOP) on Marine Pollution Management. Based on the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 39 of 2021 concerning Amendments to the Regulation of the Minister of Transportation Number PM 58 of 2013 concerning Control of Pollution in Waters and Ports. Article 4A explains that (1) in the event that the equipment and materials on board the ship are unable to cope with pollution in the waters and the port, the captain shall immediately report to the nearest harbormaster. (2) The harbormaster as referred to in paragraph (1) coordinates the pollution control using personnel, equipment, and pollution control materials available at the port. (3) The control of pollution from ships in the waters and ports as referred to in paragraphs (1) and (2), and environmental restoration due to pollution from ships is carried out in accordance with the provisions of laws and regulations. Based on the results of interviews by researchers, it was found that regulations related to the main tasks and functions in the implementation of handling pollution in waters and ports are carried out by the Patrol Section which carries out tasks under the responsibility of the head of the guard, patrol, and investigation. This was explained in PM 39 of 2021 regarding the prevention of pollution in waters and ports.

In this study, the implementation of the Oil Pollution Control Policy in the Tanjung Perak Surabaya Main Harbormaster Working Area, whether it has been going well or not, in this study refers to the implementation theory by Van Meter Van Horn including: 1) the size and objectives of the policy, 2) the source of the policy. , 3) the characteristics or nature of the implementing agency/institution, 4) the attitude of the implementer, 5) communication between organizations and between implementers, and 6) the economic, social and political environment. The following is the implementation of overcoming oil pollution in the Tanjung Perak Surabaya Main Harbormaster Working Area according to Van Mater and Van Horn, namely:

1. Policy Measures and Objectives are stages of the process that must be achieved by a tangible or

intangible program or policy, short term or long term. The size and objectives of a policy must be clearly defined and measurable so that they can be realized. Basic Policy Measures, Basic policy measures are the basic measures of a policy that must be clearly designed and compiled both in terms of regulations and regulations governing policy programs that have been determined by policy makers as well as in the implementation of these policy programs. In this study, the researcher saw that the policy for controlling pollution in waters and ports has included the dimensions of the basic dimensions and objectives of the policies that have been made. In addition to being stated in the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 39 of 2021 concerning Amendments to the Regulation of the Minister of Transportation Number PM 58 of 2013 concerning Control of Pollution in Waters and Ports, the basic policy measures are also strengthened in SOP number 005/SOP/SYB PERAK-P3.PAT /04/2022 Regarding the Prevention of Marine Pollution. The regulation is made so that the implementation of pollution control in waters and ports can be carried out in an orderly manner in accordance with the regulations that have been made so that the basic measures can be realized. For the size of the policy refers to the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 39 of 2021 and SOP 005/SOP/SYB PERAK-P3.PAT/04/2022 Concerning Marine Pollution Control. the basic policy according to Van Meter Van Horn has been implemented well. It can be seen that the control of pollution in waters and ports is carried out in accordance with the regulations of the minister of transportation that have been made. One of the firmness in the regulation is the existence of administrative witnesses as stated in PP 21 of 2010 article 38 which contains a). Written warnings 3 times in a row for a period of 10 days each; b). If the third written warning ends, the obligation is not carried out, it is subject to sanctions in the form of temporary suspension of business activities; c). If within 30 days of being imposed with a temporary suspension of activities, the obligation has not been fulfilled, the sanction of revocation of business license will be imposed.

Policy Objectives, Measures and implementation objectives will run well if understood by individuals who are responsible for policy performance in accordance with the theory put forward by Van Metter and Van Horn. It is therefore very important to pay more attention to the clarity of basic measures and policy objectives. According to Van Metter and Van Horn implementors may fail in implementing the policy, because they refuse or do not understand what the objectives of a policy are. If it is seen from the theory of Van Metter and Van Horn, the policy and control of pollution in waters and ports is considered to have failed in its implementation, because the policy target is that the shipping company understands and knows but cannot afford the pollution control equipment contained in the existing policy. With the PM 39 of 2021, data collection and socialization to stakeholders will be carried out so that the policy targets for controlling pollution in waters and ports can be realized. The purpose of overcoming pollution in waters and ports is to realize shipping safety and security as well as protection of the maritime environment from the risk of ship accidents. with the established SOP. "From the results of the research that has been stated above, the author interprets that the basic dimensions and policy objectives according to Van Meter and Horn in the research on Implementation of Pollution Control Policies in Waters and Ports have been running well in their implementation. Surabaya Tanjung Perak Port is a waters that must receive maritime environmental protection, in accordance with the stipulation of PM 39 of 2021 regarding pollution control in waters and ports. This is done for the safety of the ship in the port environment. Control of pollution in waters and ports as regulated in PM 39 of 2021 concerning prevention of pollution in waters and ports. This is in accordance with article 4A paragraph (2) that the harbormaster as referred to in paragraph (1) coordinates pollution control using personnel, equipment, and pollution control materials available at the port.

2. Policy Resources

a. Human Resources, Resources are the most influential thing in the implementation of a policy program, the success of implementing a policy program can be seen from the use of resources, both human resources in managing or implementing a policy program. At the stage of implementing the policy for controlling pollution in waters and ports, in the Field of Guarding, Patrol and Investigation (P3), the implementation of which is carried out by the Head of the Patrol Section, has 36 members consisting of 12 people on class III ships with hull number KN. 378, 5 people on a class IV ship with hull number KN. 436.5 people on a class IV ship with hull number KN. 468, Rib Sea Raider 10 people (2 who have met the competence) and 2 people administration. The implementation of guard duties in the Patrol Section is divided into 2 (two) shifts, in one shift, the guard is carried out alternately for 1x24 hours, human resources in this case are sufficient as personnel for handling oil pollution because on holidays or holidays, supervision is still carried out, The Head of Guard, Patrol and Investigation (P3) of Tanjung Perak Surabaya Main Harbormaster also conveyed the same thing related to human resources for dealing with pollution.

b. Financial resources, financial resources are the driving factor for implementing the implementation of public policies in overcoming pollution in waters and ports, the amount of allocation of financial resources for pollution management policies affects the implementation of effective implementation, financing for the procurement of facilities and infrastructure requires a large budget. involvement of the private sector and BUMN (State-Owned Enterprises) in this case the involvement of PT. Pelindo III to allocate its

budget to support the implementation of pollution prevention policies in waters and ports. “Procurement of facilities and infrastructure for pollution control equipment is expensive, so later we will invite shipping companies in the Tanjung Perak Main Port for a meeting on how to overcome pollution control at the port and invite a third party from PT. OSCT to offer pollution prevention equipment, facilities and infrastructure is really needed by shipping companies because the price is indeed expensive but what can you do if you want to avoid the risk if pollution occurs”.

c. Support for Facilities and Infrastructure, Budget support from the Port Management Agency (BUP) regarding the procurement of facilities and infrastructure for pollution prevention equipment. In addition to human resources, infrastructure is also a supporter in the implementation of a policy. In this section, it is explained that adequate infrastructure is very important for overcoming pollution at the wharf if there is pollution the tool is ready to be used but in fact the tool is not yet in every TUKS/Tersus of course it will be very difficult for the process of controlling pollution by the Patrol Section Officer. . Communication, sometimes the Patrol Section Officers have difficulty knowing the occurrence of pollution because they cannot be seen with the eye, the Patrol Section Officers only supervise pollution prevention by patrolling and supervising ships that are docked and anchored, according to Van Meter and Van Horn suggest that the facilities and infrastructure has a major role in overcoming pollution in waters and ports. The success of the policy implementation process is highly dependent on the ability to utilize the available facilities and infrastructure. In the view of Van meter and Van Horn (Sudarsono, 2013), facilities and infrastructure are very important if there is a lack of facilities and infrastructure for implementation, implementation will not run effectively. In the absence of adequate facilities and infrastructure, the implementation of pollution control policies in waters and ports in an effort to realize shipping safety and security in the Tanjung Perak Surabaya Main Port has not been fulfilled. "There are no facilities and infrastructure for handling pollution carried out by officers, Mas, so in carrying out the task of controlling pollution, it is difficult because there are no facilities and infrastructure in each TUKS/Tersus, so it is not sufficient to carry out this handling."

3. Characteristics or Characteristics of Implementing Agency/Agency

Viewed from the perspective of the Van Meter and Van Horn implementation models, the competence of staff and support from patrol personnel in implementing a policy is one of the specific elements of the characteristic dimensions of implementing organizations that may affect an organization (Winarno, 2002). According to Van Meter and Van Horn, successful implementation often requires institutional mechanisms and procedures. This will actually encourage a greater possibility for high-ranking officials (superiors) to encourage implementers (subordinate officials) to act in a way that is consistent with the basic measures and policy objectives. Van Meter and Van Horn explore several elements that may affect an organization in implement policies: a. Competence and staff size of an agency. b. The level of hierarchical supervision of sub-unit decisions and processes in implementing agencies. c. Political sources of an organization (eg support among members of the legislature and executive) The vitality of an organization. d. The level of open communication, which is defined as a free horizontal and vertical communication network and a relatively high degree of freedom in communication with individuals outside the organization. e. Formal and informal links between an agency and decision makers or decision implementers. In explaining policy implementation, it can be seen that there must be a clear and targeted policy implementation mechanism. Mechanisms for implementing policies are usually established through work procedures. What is called a good Standard Operating Procedure (SOP) should include a clear, systematic and uncomplicated framework, easy to understand and serve as a reference in the work of the implementor. SOPs serve as guidelines for every implementer in acting so that the implementation of policies does not deviate from the goals and objectives of the policy. Tanjung Perak Main Harbormaster Surabaya through the Head of Guard, Patrol and Investigation (P3) who assigned the Head of the Patrol Section to Socialize PM 39 of 2021 regarding the prevention of pollution in waters and ports. The characteristics of implementing agencies include bureaucratic structures, norms, and patterns of relationships that occur in the bureaucracy, all of which will affect the implementation of a Pollution Control policy in Waters and Palabuhan is one of the policies that exist at the Head of the Tanjung Perak Surabaya Main Port. as the leading sector of pollution prevention policies in waters and ports is the Head of Guard, Patrol and Investigation P(3).

4. Implementing Attitude

Some of the reasons why the goals of a policy are rejected by those responsible for implementing the policy, namely the predetermined policy objectives may conflict with the personal value system of the implementers, extra loyalty, feelings of self-interest, or because of existing relationships and which is more preferable. In a state of cognitive dissonance, the individual may try to balance an unsettling message with his or her perception of what a policy decision should be. The direction of the implementers' tendencies towards the basic measures and objectives is also very important. Implementers may fail to implement the policy properly because they reject the objectives embodied in the policy. And vice versa, acceptance of the basic measures and policy objectives that are widely accepted by policy implementers will be the driving force for successful policy implementation.

The attitude of the implementing patrol officers in the inspection of pollution control equipment in the waters and ports is said to have been optimal and said to be good. This can be evidenced by the

firmness of the Patrol Officers in carrying out SOP 005/SOP/SYB PERAK-P3.PAT/04/2022 concerning Countermeasures for Marine Pollution in Ports by not forgetting the ethics of politeness. Policy implementation will be carried out well if all parties provide support for the policy, if their behavior or perspective is opposite then the policy implementation process will be increasingly difficult. Because according to Van Metter and Van Horn, the intensity of implementing tendencies will affect the performance of the policy itself.

5. Communication

According to Van Meter and Van Horn (1974) what is the basis and purpose of the policy must be understood by the implementor who is responsible for achieving the goals and objectives of the policy. Therefore, policy standards and objectives must be communicated to policy implementers, if different sources of information will give inconsistent interpretations of policy standards and objectives or if the same source provides conflicting interpretations, implementers will face significant difficulties. much larger to carry out activities. Communication also determines the success of achieving the objectives of the ship certificate extension policy in an effort to support the process of ship operational activities. Effective implementation occurs when decision makers already know what they are going to do. The knowledge they will work on can work well if communication goes well. So that the implementation of policies must be communicated effectively, briefly, concisely and clearly to the parties concerned. In addition, in many policy programs, the implementation of a policy program requires communication in order to make a good contribution such as support and coordination, not only internal coordination but also with other agencies. Submission of this policy is the main key in the success of the policy. Communication is needed so that policy makers and policy implementers will be more consistent in implementing each policy that will be applied to the objectives of the policy. Communication within and between organizations is a way for implementation to run optimally. The researcher interprets that the dimensions of communication between organizations intended by Van Meter Van Horn in determining one of the successful implementations of policies in its implementation at the Tanjung Perak Surabaya Main Port through handling pollution control activities in waters and ports have not been maximally carried out by the Tanjung Perak Surabaya Main Port. It can be seen that the communications made with various organizations ranging from patrol officers in the field, stakeholders in the Tanjung Perak Port Surabaya environment, this is supported by interviews of researchers with stakeholders who do not heed the existence of this policy.

6. Economic, Social, and Political Environment

The external environment, namely the environment outside the organization, which also needs to be considered in order to assess the performance of public implementation is the extent to which the external environment contributes to the success of the public policies that have been set. Economic, social and political environmental factors become one of the important factors in the passage of a policy implementation. If the environment does not support it can be the core of the failure of a policy implementation. the economic, social and political environment in the handling of cargo of dangerous goods is not optimal, this is seen from the social and economic environment, the lack of participation in activities in the safety and security of the ship. However, when viewed from the economic environment, it turns out that shipping companies only take money profits, without paying attention to the safety and security aspects of the ship. What also needs to be considered in order to assess the performance of public implementation is the extent to which the external environment contributes to the success of the public policies that have been established, when viewed from a theoretical point of view, this dimension is still not optimal or has not been running well, due to the social, economic environment and still exist. which is a policy constraining factor. Economic, social and political conditions are the next dimensions identified by Van Meter van Horn. Impacts on public policy have received great attention over the past decade. Advocates of comparative politics and public policy are particularly interested in identifying the influence of environmental variables on policy outcomes. Although the impact of these factors on the implementation of policy decisions has received little attention, they may have profound effects on the performance of implementing agencies.

Supporting Factors and Inhibiting Factors

In the implementation of handling dangerous goods cargo in an effort to realize the prevention of pollution in waters and ports at Tanjung Perak Surabaya Main Harbor, there are 2 (two) factors, namely:

1. Supporting Factors in Policy Implementation, a. Pollution prevention policy activities in waters and ports in an effort to realize the safety and security of ships at the Tanjung Perak Surabaya Main Port has full support from the Minister of Transportation of the Republic of Indonesia Number PM 39 of 2021 concerning Control of Pollution in Waters and Ports. b. Pollution prevention policy activities in waters and ports in an effort to realize the safety and security of ships at the Tanjung Perak Surabaya Main Harbormaster have full support from the Head of the Tanjung Perak Surabaya Main Harbormaster Office and issue Standard Operational Procedures (SOP) 005/SOP/SYB PERAK-P3.PAT /04/2022 Regarding Countermeasures for Marine Pollution in Ports. c. Support from related agencies starting from the TNI/Polri, Port Authority, PT. Pelindo III, the ship operator, is doing quite well. d. Readiness of Human Resources in officers or patrol sections in supporting the implementation of pollution control in waters and ports in an effort to realize ship safety and security which is carried out continuously in rotation for 1x24 full hours even on holidays.

2. Inhibiting Factors in Policy Implementation, a. Resources in the implementation of pollution control in waters and ports are that the Sea Transportation Management does not yet have pollution control equipment so that the Harbormaster Officer has difficulty taking action because pollution control equipment is still not available so that officers only patrol by visual means. b. Lack of facilities and infrastructure in the implementation of pollution control in waters and ports, so that patrol officers find it difficult to implement pollution control policies in waters and ports because there are no facilities and infrastructure in each TUKS/Tersus. c. Shipping companies are only concerned with economic benefits, without paying attention to the aspects of preventing pollution in waters and ports for safety and security and without thinking about the risks that will occur.

CONCLUSION

Based on the results of research on the Implementation of Pollution Control in Waters and Ports by the Main Harbormaster (KSU) Tanjung Perak Surabaya, it can be concluded as follows:

1. Implementation of Pollution Control Policies in Waters and Ports by KSU Tanjung Perak Surabaya has not met the required standards and is in accordance with applicable regulations. This is because in its implementation it has not received appreciation from the stakeholders involved so it has not been able to support the prevention of pollution in waters and ports.

2. Supporting factors in the Implementation of Pollution Control in Waters and Ports are the existence of policies, SOPs, administrative sanctions, human resources, and communication so that their implementation can be carried out. While the inhibiting factors in the Implementation of Pollution Control in Waters and Ports by KSU Tanjung Perak Surabaya are the absence of facilities and infrastructure (tools) that must be owned by Stakeholders, and there is no support from shipping agents/ Stakeholders for purchasing equipment because the price is still not affordable. while the stakeholders are still focused on profit alone.

3. So that according to the Van Meter and Van Horn theory and based on the results of the dimensional analysis and the findings of the discussion, the researcher concludes that the Pollution Control Policy in the waters and ports of the Tanjung Perak Surabaya Harbormaster work area has not been fulfilled.

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