

Implementation Of Regulation Of The Minister Of Transportation Of The Republic Of Indonesia Number Pm 29 Year 2014 Concerning Prevention Of Maritime Environmental Pollution At Kesyhbandaran Utama Office

¹ Sutaryanto, ² Sudirman, ³ Arie Ambarwati

^{1,2,3}Master of Public Administration, Faculty of Social and Political Sciences
Hang Tuah University, Surabaya, Indonesia

sutaryantoltk@gmail.com, sudirman@hangtuah.ac.id, arie.ambarwati@hangtuah.ac.id

Abstract—Protection of the maritime environment is a form of effort to prevent and overcome pollution of the aquatic environment originating from activities related to shipping. The impact on the operation of ship activities can be negative to the condition of the aquatic environment due to the waste generated so that it becomes the initial cause of maritime environmental pollution. Considering that the impact of marine pollution greatly affects the sustainability of marine ecosystems, the Indonesian government, in an effort to provide maritime protection, issued a Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 29 of 2014 concerning Prevention of Maritime Environmental Pollution.

The purpose of this study is to describe and analyze the implementation of policies on the implementation of prevention and control of pollution in the operation of ships in the working area of the Main Harbormaster of Tanjung Perak Surabaya by using the theory of policy implementation from Van Meter and Van Horn. This research method is descriptive research with a qualitative approach, data collection is done by interview, observation, and documentation techniques. The results obtained are then collected, reduced, presented, and conclusions are drawn.

The results of this study indicate that the Implementation of Pollution Prevention and Control in Ship Operations at Tanjung Perak Surabaya has not been running optimally, it is said that it is not optimal because there is a discrepancy in terms of human resources. There are only 2 Marine Inspector officers in charge of verifying and certifying ships, this greatly hinders the process of checking the next ship. In addition, there are obstacles such as the very long distance so it takes more than one hour especially for large ships weighing over 4,000 gross tons (GT).

Keywords —Implementation, Environmental Kesyahbandaran	Policy, Pollution, Maritime,Kesyahbandaran
---	---

INTRODUCTION

Protection of the maritime environment is every form of effort to prevent and overcome pollution of the aquatic environment originating from activities related to shipping. Likewise with international provisions by the International Maritime Organization (IMO) through the 1973 Marpol convention and 1978 protocol known as Marpol 73/78 the purpose of protecting the maritime environment is divided into 3 categories, namely regulations to prevent pollution, regulations to tackle pollution and provisions to implement provisions the. Considering the impact of marine pollution is very influential on the sustainability of marine ecosystems, the impact will be detrimental to all of us resulting in pollution that changes the balance of the ecosystem. There are several categories that can be classified as marine environmental pollution in terms of substance as a source of waste that pollutes the coast and sea, including: household waste, sludge waste, industrial waste, solid waste, ship waste, agricultural waste, pesticide waste, waste dredging, oil export and production waste, radioactive waste, heat waste, sediment waste from land via rainwater, anti-fouling paint waste (animal prevention attachments) on ships, tailings (mining waste) and fishery waste.

Apart from that, the vulnerability to pollution is one of them is the port, where the port is the gateway for sea transportation by means of ships between islands and between countries, especially economic activities from ancient times to the present which are increasingly advanced and increasingly congested traffic going in and out of the port, for this reason Ports are required to have a share and role in protecting the maritime environment from various kinds of pollution due to port activities and ship operating activities at the port. The following is waste from port activities, including: waste from garbage and sewage disposal from ships, oil or oil waste, tank cleaning waste, ballast water disposal waste and body

prevention waste (anti-fouling paint). By the Government of Indonesia in an effort to provide maritime environmental protection issued various kinds of regulations and decrees to protect marine ecosystems, one of which is based on the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 29 of 2014 concerning Prevention of Maritime Environmental Pollution.

Related to the authority of port activities is the Main Kesyahbandaran Office which carries out the function of shipping safety and security which includes implementation, supervision and law enforcement in the field of transportation in waters, ports and protection of the maritime environment at ports. The Main Kesyahbandaran Office has the task of supervising the ship's seaworthiness, safety, security and order at the port, overseeing the orderly traffic of ships in port waters and shipping lanes, supervising loading transfer activities in port waters, supervising salvage activities and underwater work, supervising ship delay activities, supervising pilotage, supervising the loading and unloading of hazardous materials as well as hazardous and toxic waste, supervising refueling, supervising passenger embarkation and disembarkation order, supervising dredging and reclamation, supervising port facility construction activities, carrying out search and rescue assistance, leading pollution prevention and fire fighting at the port, supervise the implementation of maritime environmental protection. While the choice of the Port of Tanjung Perak Surabaya as research material is because the port is the 2nd largest port in Indonesia after the Port of Tanjung Priok Jakarta, where the intensity of ship operations is quite high and the density of traffic in and out of ships at the port is very risky for pollution of the maritime environment from marine activities. ports, especially the problem of ship waste. In addition, the Tanjung Perak port in Surabaya is a connecting gate for eastern Indonesia, so that it can increase economic growth in the East Java Province due to the increased flow of distribution of goods from and to the East Java region for both domestic goods and international trade (Syarifuddin, Al Musadieg, & Yulianto, 2016).

The Port of Tanjung Perak in Surabaya is the exit and entry point for various types of ships with a fairly high intensity and the tendency is always increasing from year to year, this is in line with the government's policy regarding the existence of the Sea Highway, namely a barrier-free shipping lane that is connected to almost all ports in Indonesia, especially large islands from the west to the east of Indonesia, with a large volume of ships, the ability to sail far enough with more cargo of goods and people and a relatively short travel time so that it is more effective and efficient for the equitable distribution of Indonesia's development. In the context of the success of the Sea Highway program launched by the government, classes of ports have been built so that they can be filled by large ships which cause sea pollution. This also supports the addition of the fleet of ships, which

in turn results in a higher intensity of ships which causes a high risk of pollution. Passenger ships known as roll on-roll of or abbreviated Ro-Ro are types of large ships with the ability to load a vehicle that travels in and out of the ship on its own propulsion.

This is further exacerbated by ship operators who are not aware of preventing pollution from ship waste at sea. This can be seen from the behavior of ship operators at certain national shipping companies where the oil-water in the bilge wells of the engine room is pumped into the ballast tank which then dumps it into the open sea. workers in the shipyard when the ship is docked due to toxic gas or an explosion due to steam from the oil. In supporting the implementation of the Sea Highway policy, it cannot be separated from the role of harbormaster, where Harbormaster is part of the technical implementation unit of the Directorate General of Sea Transportation. Syahbandar as executor of shipping safety and security functions includes implementation of supervision and law enforcement in the field of transportation in waters, ports and maritime protection at ports. In Law no. 17 of 2008 concerning Shipping in Article 216 paragraph (1) that "Ships carrying out repair activities, sailing trials, loading transfer activities at port pools, delaying, and loading and unloading of dangerous goods must obtain approval from the harbormaster. Every ship carrying out its activities at the port is required to obtain approval from the Syahbandar as well as the activities of ships anchored/docked in the Tanjung Perak port area, Surabaya, these ships are required to report and obtain permits under the Tanjung Perak Surabaya Main Harbormaster Office.

The Tanjung Perak Surabaya Main Harbormaster Office carries out its duties and functions based on the Minister of Transportation Regulation Number 34 of 2012 concerning the Organization and Work Procedure of the Main Harbormaster Office which has the task of carrying out supervision and law enforcement in the field of shipping safety and security, coordination of government activities at ports and regulation, control and supervision of port activities at commercially operated ports. The implementation of the duties of the Tanjung Perak Surabaya Main Harbormaster Office refers to the Minister of Transportation Regulation Number PM 34 of 2012 concerning the Organization and Work Procedure of the Main Harbormaster's Office in which there is a Certification Section for Pollution Prevention and Ship Safety Management which has the task of carrying out inspections, equipment testing, verification. Preparation of materials for issuing safety management certificates and prevention of pollution from ships, tank cleaning and pollution compensation protection. This is a form of effort in order to ensure the protection of the maritime environment from ship activities in ports. Tanjung Perak Surabaya Main Harbormaster Office, especially the Certification Section for Pollution Prevention and Ship Safety

Management, which has responsibility for dealing with pollution problems and handling pollution in the waters and ports around Tanjung Perak port due to ship activities at the port, of course, must implement policies according to their duties and responsibilities. The dynamics of the development of the organizational environment both internally and externally greatly influences the success of the organization in achieving the expected performance. In an effort to improve performance, a series of performance management processes is needed, namely from preparing plans to conducting performance evaluations.

From the description above, what is known by researchers feels that the handling of pollution problems from ships at Tanjung Perak port, Surabaya from year to year has increased the number of ships going in and out of the port is very at risk of pollution of the maritime environment, especially passenger ships are more at risk of pollution due to waste produced from ship passengers, for this reason researchers are interested in studying in more depth about the protection of maritime environmental potential as stipulated in the Government Regulation of the Republic of Indonesia Number 21 of 2010 concerning Maritime Environmental Protection. This became the basis for the issuance of the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 29 of 2014 concerning Pollution of the Maritime Environment, where in Chapter I Article 2 Paragraph 1 it states that the implementation of maritime environmental protection is carried out through: a. prevention and control of pollution from ship operations; and b. prevention and control of pollution from port activities. This is also supported by the existence of an SOP (Standard Operating Procedure) issued by the Main Harbormaster of Tanjung Perak Surabaya with number 005/SOP/SYB PERAK-P3 PAT/04/2022. In this study, researchers focused on paragraph 1 letter (a) concerning prevention and control of pollution in the operation of passenger ships and Ro-Ro ships at the Port of Tanjung Perak Surabaya as research material. Prevention of countermeasures from operating ships as referred to in paragraph 1 letter (a) is applied to preventing pollution from operating Indonesian-flagged ships, especially passenger ships originating from ship operating activities and waste generated due to human activities on board, the large number of ships that stop by is very at risk of pollution, it seems that the Tanjung Perak Port in Surabaya has quite a dense passenger ship intensity from year to year.

RESEARCH METHOD

This research on the Implementation of Pollution Prevention and Handling Policies in Ship Operations at Tanjung Perak Surabaya uses qualitative research methods, namely research methods that describe or describe more cases, facts, or certain phenomena

that occur (Sugiyono, 2010). This study 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. Qualitative research methods will produce findings that are truly useful and require serious attention to various things that are deemed necessary.

There are several kinds of qualitative method approach strategies including narrative studies, phenomenology, grounded theory, ethnography, and case studies. The difference between the five strategic approaches is the focus (Creswell 2015). In this study, the researcher uses a case study approach where the focus of this approach is not only to describe a case, but also to analyze it in depth, be it a single case or multiple cases. Qualitative research is a research method based on post-positivism philosophy, used to research on natural object conditions, where the researcher is the key instrument, data collection techniques are carried out in a triangulation (combined) manner, data analysis is inductive or qualitative in nature, and the results of qualitative research emphasize more meaning rather than generalization. Qualitative research requires carefulness, objective attitude, and humility from a researcher (Sugiyono, 2010).

Data Analysis Techniques using Interactive models. Broadly speaking according to Miles and Huberman and Saldana (2014) states that activities in qualitative data analysis are carried out interactively and continuously until complete, so that the data is saturated. Activities in data analysis such as data reduction, data presentation, and conclusions. From this theory it can be concluded that data analysis techniques in research use four methods namely data collection, data reduction, data presentation and conclusions.

RESULTS AND DISCUSSION

Implementation of Pollution Prevention and Management Implementation Policy in Ship Operations

Maritime environmental protection is carried out through prevention and control of pollution from port activities, besides that prevention of maritime environmental pollution is carried out by washing ship tanks, transporting hazardous and toxic waste materials on board, ship recycling, and dumping waste in waters (dumping). In order to comply with the requirements for preventing pollution from the operation of ships and preventing pollution originating from dangerous goods and materials on board, inspection, testing and issuance of pollution prevention certificates are carried out. In addition to preventing pollution carried out in ships, pollution prevention is also carried out in port activities. Every port and special terminal that is operated must comply with the requirements to prevent pollution originating from ship operations by completing reception facilities. In accordance with the systematics of Regulation of the Minister of Transportation of the Republic of

Indonesia Number PM 29 of 2014 concerning Prevention of Pollution of the Maritime Environment, chapter II describes the prevention of pollution from the operation of ships and those originating from dangerous goods and materials on board are broken down into three parts, namely: a. Prevention of Pollution from Ship operations; b. Prevention of Pollution from Hazardous Materials and Goods; c. Procedures for Examination, Testing, and issuance of Certificates.

In this study, researchers focused on the implementation of policies in preventing water pollution. The policy used as one of the regulations in this study is the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 29 of 2014 concerning Prevention of Maritime Environmental Pollution. This policy relates to how the efforts or work of agencies in making efforts to prevent pollution of port waters. In carrying out the implementation of the policy, it is necessary to determine the indicators related to the implementation process of a policy. Based on these indicators, implementers will know the success and failure of a policy that has been implemented, either ongoing or not implemented. In other implementation stages it will be very helpful for repairing and perfecting or evaluating the stages of policy implementation in the future. In this discussion chapter, the researcher discusses how the policy implementation is currently underway using the theory presented by Donald S. Van Meter and Carl E. Van Horn with 6 (six) dimensions, namely: 1) Size and Purpose of Activities, 2) Sources of Policy, 3) Characteristics or nature of the Implementing Agency/Agency, 4) Inter-Organizational Communication and Implementation Activities, 5) Executor's Attitude, 6) Social, Economic, and Political Environment. Furthermore, an analysis of the Implementation of Pollution Prevention and Control in the Operation of Ships at Tanjung Perak Surabaya is as follows:

1. Policy Size and Purpose

Is a stage of the process that must be achieved by programs or policies that are tangible or intangible, short term or long term. The size and objectives of a policy must be clearly defined and measurable so that they can be realized.

a. Policy Base Size

The basic measure of policy is the basic measure of a policy that must be clearly designed and prepared both in terms of regulations and regulations governing policy programs that have been set by policy makers as well as in the implementation of these policy programs. In this study the researchers saw that the Policy on the Implementation of Prevention and Control of Pollution in the Operation of Ships at Tanjung Perak Surabaya has included the dimensions of the basic dimensions and objectives of the policies that have been made. Apart from being stipulated in the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 29 of 2014 concerning Prevention of Pollution of the Maritime Environment, the basic policy measure is also

strengthened by Law Number 17 of 2008 concerning Shipping, and Minister of Transportation Regulation Number PM 34 of 2012 concerning Organization and Work Procedures of Offices Main Partnership. This regulation was made so that the Implementation of the Prevention and Management of Maritime Environment Pollution can be carried out in an orderly manner in accordance with the regulations that have been made so that basic measures can be realized. From the results of the research, the researcher interprets that on the dimensions of the basic size of the policy according to Van Meter Van Horn it has been implemented well. It can be seen that the Implementation of the Prevention and Control of Pollution in the Maritime Environment is carried out in accordance with the laws and regulations of the Minister of Transportation that have been stipulated. This is also supported by the existence of an SOP (Standard Operating Procedure) in Issuing a National Pollution Prevention Certificate (SNPP) with SOP-PMKK-03 number in the process of carrying out ship verification and certification. For ships that meet the requirements to obtain a certificate, it is explained in PM 29 of 2014 in Chapter II, especially in paragraph 1 concerning prevention of pollution from the operation of ships and originating from dangerous goods and materials on board, that ships that are declared to comply with the provisions/requirements will be issued a prevention certificate. pollution by the Director General.

b. Policy Purpose

Implementation measures and objectives will work well if understood by individuals who are responsible for policy performance in accordance with the theory put forward by Van Meter and Van Horn. It is therefore very important to pay more attention to the clarity of the 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 is the purpose of a policy. When viewed from the theory of Van Metter and Van Horn, the Policy on the Implementation of Prevention and Management of Pollution in Ship Operations is considered successful in its implementation, because every party involved in it understands and understands the objectives of the policies set. Each task and responsibility is carried out properly, because the implementor understands the purpose of what he has done. From the results of the study, the authors interpret that on the dimensions of basic measurements and policy objectives according to Van Meter and Horn in the research on the Implementation of Pollution Prevention and Control in the Operation of Ships at Tanjung Perak Surabaya, the implementation has been well implemented. Tanjung Perak Port in Surabaya is a waters that are required to receive maritime environmental protection, in accordance with PM 29 of 2014 concerning Prevention of Maritime Environmental Pollution.

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 utilization of resources, both human resources in managing or implementing a policy program. At the stage of Implementation of the Pollution Prevention and Management Implementation Policy in Ship Operations at Tanjung Perak Surabaya, in the Field of Pollution Prevention and Ship Safety Management (PPMKK) Certification, the implementation of which is carried out by the Head of the Verification and Certification Section has 13 members, of which 7 of them handle ship certificates at Kalimas, Mirah, Berlian, Nilam ICT (International Container Terminal) and Teluk Lamong ports, then 4 people as auditors, and 2 other people as pollution prevention inspectors concurrently as Marine Inspectors at the Tanjung Perak Surabaya Main Harbormaster Office. Implementation of duties in the Verification and Certification Section in carrying out their duties must have a Marine Inspector certificate or PPKK certificate (Ship Safety Inspection Officer), the aim is for officers who go down in the field to have qualified expertise in their fields. The Head of the Verification and Certification Section of the Main Harbormaster of Tanjung Perak Surabaya also conveyed the same thing regarding human resources in preventing and overcoming pollution in the maritime environment.

From the results of the study, the researcher interpreted that the Human Resources dimension according to Van Meter and Horn's theory in the research on the Implementation of Pollution Prevention and Control in Ship Operations was not appropriate. It can be seen that the implementation of ship verification and certification by officers from the Main Harbormaster Office of Tanjung Perak Surabaya has not been optimal in carrying out their duties. This can be seen from the results of interviews that Marine Inspector officers only have 2 officers, where each officer has 4 shifts every day and they work alternately for 8 hours and even on holidays the officers remain on standby to serve, p. This method is very ineffective due to insufficient time if there are more than 2 ships carrying out certification simultaneously.

Furthermore, in addition to the results of interviews with verification and certification section officers, researchers have also conducted field observations to see that the officers in the verification and certification section of the Main Harbormaster of Tanjung Perak Surabaya in carrying out their duties in the field are very competent, this is because each officer is required to have a Marine Inspector certificate. or PPKK certificate (Ship Safety Checking Officer). Even though the officer has a certificate, not all officers can carry out ship inspection. Officers must take a due diligence conducted by a professional certification agency from the Minister of Transportation, after the officer is declared passed, they will be confirmed and given an identity card as a Marine Inspector.

b. Financial Resources

Financial Resources are a driving factor in carrying out the implementation of Public Policy in the Implementation of Prevention and Control of Pollution in Ship Operations, the large allocation of financial resources for the policy of implementing ship verification and certification affects the implementation of effective implementation. Financing for the procurement of facilities and infrastructure requires a budget that requires the involvement of the private sector and BUMN (State Owned Enterprises) in this case the involvement of Shipping Companies to allocate their budgets to support the Implementation of Pollution Prevention and Management Policies in Ship Operations. From the budget needed, everything is fully supported by the Shipping Company such as facilities and infrastructure (cars and boats) then if there is damage to equipment on the ship, the Shipping Company will bear the costs.

From the results of the research that has been stated above that the financial/budgetary resources needed in the process of carrying out ship certification and verification have been well fulfilled by Shipping Companies, so that Financial Resources according to Van Meter and Van Horn in the Implementation of Policies for the Implementation of Pollution Prevention and Management in The operation of the ship at Tanjung Perak Surabaya has been carried out well. This is indicated by the facilities/budget used (cars and boats) for the operation of the Verification and Certification Officer wholly borne by the Shipping Company.

3. Characteristics or nature of the Implementing Agency/Agency

Judging from the perspective of the Van Meter and Van Horn implementation model, the competence of officers and the support of personnel in implementing a policy is one of the specific elements of the dimensions of implementing organizational characteristics that may influence an organization. According to Van Meter and Van Horn, successful implementation often requires institutional mechanisms and procedures. This will actually encourage greater possibilities for high-ranking officials (superiors) to encourage executors (subordinate officials) to act in a way that is consistent with the basic measures and objectives of the policy. Furthermore, Van Meter and Van Horn explore several elements that may influence an organization. in implementing the policy: a. The competence and size of the staff of an agency; b. Hierarchical level of oversight of sub-unit decisions and processes within implementing agencies. c. Political sources of an organization (eg support between members of the legislature and executive) which constitute the vitality of an organization; d. The level of open communications, which is defined as a free horizontal and vertical communication network and a relatively high level of freedom in communication with individuals outside the organization. e. The formal and informal linkages of an agency with decision makers or implementers of decisions.

The characteristics of implementing agencies are bureaucratic structures, norms and patterns of relationships that occur within the bureaucracy, all of which will affect the implementation of a policy. The norms that are applied and carried out in daily life in working at the main Sabantaran office are: polite behavior, maintaining mutual relations between colleagues, honest, disciplined. Relationship patterns here are not only about completing assignments, following superiors' dir

4. *Inter-Organizational Communication and Implementation Activities*

According to Van Meter and Van Horn, the basis and objectives of the policy must be understood by the implementer 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 provide inconsistent interpretations of policy standards and objectives or if the same source provides conflicting interpretations, then implementers will face different difficulties. much bigger to carry out activities. 1). Coordination between organizations, the Main Harbormaster of Tanjung Perak Surabaya in the Certification Section for Pollution Prevention and Ship Safety Management (PPMCK) in the implementation of prevention and control of pollution in ship operations, which is appointed as the executor of pollution prevention in the maritime environment in an effort to support the process of ship operational activities is needed. good communication in the field with external parties namely PT. Pelindo, Shipping Companies and Ship Operators. 2) Policy Communication Communication also determines the success of achieving the objectives of the Pollution Prevention and Control Policy in Ship Operations 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 that they will work on can go well if communication goes well. So that policy implementation must be communicated effectively, briefly, concisely and clearly to the parties involved. In addition, in many policy programs, the implementation of a policy program requires communication so that it can make a good contribution, such as support and coordination, not only coordination within but also with other agencies. Submission of this policy is the main key to 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 optimal implementation. Likewise, in the implementation of the Pollution Prevention and Control Policy in Ship Operations in an effort to support pollution prevention in the Tanjung Perak Surabaya Main Harbor Masters area, good inter-organizational communication is needed. 3) Executor's Attitude, The direction of the executor's tendency towards basic measures and goals is also something very important. Implementers may fail to

implement the policy properly because they reject the goals contained in the policy. And vice versa, acceptance of the basic measures and policy objectives that are widely accepted by policy implementers will be a driving force for successful policy implementation. There are several reasons why the objectives of a policy are rejected by those who are responsible for the implementation of the policy, namely the policy objectives that have been previously set may conflict with the value system of the implementers' personalities, loyalty, feelings of self-interest, or because of the relationship that exists. and preferably. In a state of cognitive dissonance, the individual may try to balance unreassuring messages with his or her perception of what a policy decision should be. 4) Social, Economic and Political Environment. The external environment, namely the environment outside the organization that 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 established public policies. Social, economic, and political environmental factors become one of the important factors in the implementation of a policy. If the environment is not supportive, it can be the core of the failure of a policy implementation. Social, economic and political conditions are the next dimensions identified by Van Meter and Van Horn. Impact on public policy has been the focus of great concern over the past decade. Those interested in comparative politics and public policy are particularly interested in identifying the influence of environmental dimensions on policy outcomes. While the impact of these factors on the implementation of policy decisions has received little attention, they may have a profound effect on the achievements of implementing agencies. The environmental condition dimension has an important bearing on the desirability and capability of the jurisdiction or implementing organization. actions, but also establishing relationships with co-workers.

CONCLUSION

Based on the results of research and discussion conducted by researchers regarding the Implementation of Pollution Prevention and Control in Ship Operations at Tanjung Perak Surabaya, which was measured using policy implementation theory from Van Meter and Van Horn, it can be concluded that:

1. Implementation of the Policy for the Implementation of Prevention and Control of Pollution in Ship Operations at Tanjung Perak Surabaya using the theory of policy implementation by Van Meter and Van Horn with 6 (six) dimensions, namely: 1) Policy Size and Objectives, 2) Policy Sources, 3) Characteristics or Nature of the Implementing Agency/Agency, 4) Inter-Organizational Communication and Implementation Activities, 5) Executor's Attitude, 6) The Social, Economic, and Political Environment has not run optimally, it is said that it has not run optimally due to the dimension of

policy resources, especially Human Resources, namely Marine Inspector officers in carrying out their duties in the field have a very limited number of personnel, namely only 2 people. So that this hampers operations in carrying out ship verification and certification to support the Implementation of Pollution Prevention and Management in Ship Operations at Tanjung Perak Surabaya.

2. Supporting factors in implementing the policy include: full support from the government, the Tanjung Perak Surabaya Main Harbormaster Office, and related agencies such as Shipping Companies, Port Authority, PT. Pelindo and the stakeholders involved in it. Readiness of human resources, namely Marine Inspector Officers who already have the appropriate competence in carrying out their duties. The inhibiting factors in the implementation of the policy are: time discrepancy in checking ship certification, limited human resources in operating ship certification in the field, goods or equipment related to pollution prevention that are not ready stock in stores so it takes a long time to obtain them, and the distance required time of more than 1 hour for Marine Inspector Officers to process the verification and certification of vessels with a large capacity of over 4 (four) thousand gross tons (GT).

REFERENCES

- Akib, H. (2010) Policy Implementation: What, Why, and How. Haedar Akib : Journal of Public Administration, /1(1), 1-11.
- Andriyansah, Juwandi. (2019). Implementation of Article 197 of UNCLOS 1982 in efforts to prevent pollution of the marine environment in the Malacca Strait. Medan : Muhammadiyah University of North Sumatra
- Anwar, S. (2016). Building Indonesian Maritime Security in the Analysis of Maritime Interests, Threats, and Power. Defense Journal Vol. 6 Number 3.
- Aziz, A. (2013). Implementation of Public Policy Studies on Information Center Activities at the Communication and Informatics Office of North Sumatra Province.
- Bachry, BS. (2010). Ensuring Data Validity Through Triangulation in Qualitative Research. Journal of Educational Technology Vol.10 Number 1.
- Borges, Viera. GB. (2014). Post Government Model by Managers and Customer Point of View : a Study at Port of Valencia, Spain. Int Business Res, Vol. 7 No. 8.
- Creswell, John W. (2015). Qualitative Research & Research Design. Yogyakarta: Learning Library.
- Dunn, W.N (2011). Public Policy Analysis (5th ed). New York: Routledge. Edward III, George, C. (1984). Public Policy Implementation. Jai Press Inc, London-England.
- Edyanto, CB. H. (2008). Research on the Aspects of the Physical Environment of the Waters Around the Port of Sabang. Indonesian Journal of Science and Technology. Vol. 10, Number 2.
- Firdaus, Febiola Degita, Desi Albert Mamahi, Edi Suhardono (2021). Implementation of Port Management Policy at Tanjung Priok in Preventing Water Pollution from a Perspective
- Hardiansyah, H., Darma. U.B. (2015). Quality., P., Public, P., Technology, B., Through, I. City, P. (2015). Public Policy Implementation Model in Management (February).
- Miles, M.B, Huberman, A.M, and Saldana, J. (2014). Qualitative Data Analysis, A Methods Sourcebook, Edition 3. USA : Sage Publications. Translated by Tjetjep Rohindi Rohidi, UI-Press.
- Moleong, Lexy J. (2007). Qualitative Research Methodology. Revised Edition. Bandung: PT Juvenile Rosdakarya.
- Mubarok, S., Zauhar, S., & Setyowati, E. (2020). Policy Administration Analysis : Exploration of George Edward III, Marilee S Grindle, and Mazmanian and Sabatier Theories in the Policy Analysis Triangle. Journal of Public Administration Studies, 5(1), 33-38
- Mutawalli, Muhammad. (2021). State Responsibility for Marine Pollution from Wastewater from Power Plant Waste in Coastal Areas. Yudisia : Journal of Islamic Law and Legal Thought, Volume 12 Number 1 June 2021. ISSN : 1907-7262/ e-ISSN : 2477-5339
- Republic of Indonesia. (2010). Government Regulation Number 21 of 2010 Concerning Maritime Environment Protection. RI Cabinet Secretariat. Jakarta.
- Republic of Indonesia. M.P.R. (2014). Ministerial Regulation Number PM 29 of 2014 concerning Prevention of Maritime Environmental Pollution. RI Cabinet Secretariat. Jakarta.
- Republic of Indonesia. M.P.R. (2012). Ministerial Regulation Number 34 of 2012 concerning the Organization and Working Procedures of the Main Kesyahbandaran Office. RI Cabinet Secretariat. Jakarta.
- Solichin, M. (2015). Implementation of Education Policy and Role of Bureaucracy. Journal of Islamic Studies October, 6(2), 148-178.
- Sugiyono. (2010). Quantitative Qualitative Research Methods and R&D. Bandung : Alfabeta.
- Syarifuddin, M.F., Al Musadieg, M., & Yulianto, E. (2016). The Importance of the Port of Tanjung Perak for the East Java Economy (Study at PT. Pelindo III Tanjung Perak Surabaya). Journal of Business Administration (JAB), 35(1), 172-178
- Tarigan, Vita Cita Emia, Eka N.A.M Sihombing. (2019). Pollution Control Policy in the Malacca Strait Due to Ship Accidents. De Jure : Journal of Legal Research No. 10/E/EPT/2019, p-ISSN 1410-5632 e-ISSN 2579-8561
- Wahyudi, Aris, E. Lubis, A.B Pane. (2017). Strategy for Prevention of Environmental Pollution in Fisheries Ports: The Case of Nusantara Fisheries Port Pelabuhan Ratu. ALBACORE Volume 1 No.2 June 2017. ISSN 2549-1326
- Yahya, Rioko Ghofarudin. (2018). Implementation of Oil Pollution Prevention on Ships as an Effort to Reduce Marine Pollution. Surabaya Shipping Polytechnic.