

Implementation of Ship Certificate Extension Policy in the Effort to Support the Ship Operation Process at Kesyabandaran Utama Office Tanjung Perak Surabaya



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ABSTRACT: Services and performance in order to improve the quality of ship certificate renewal activities in an effort to support the process of ship operational activities at the Tanjung Perak Surabaya Main Port Office requires an assessment of the completeness of shipworthiness by the Marine Inspector (MI) as the assessment team and ship verification as a means of assisting the issuance of ship certificate extensions. The purpose of this study is to describe and analyze Policy Implementation as well as the supporting and inhibiting factors in the Extension of Ship Certificates, as an Effort to Support the Process of Ship Operations at the Tanjung Perak Main Harbor Office Surabaya.

This qualitative research analyzes the Policy for the Extension of Ship Certificates, in an Effort to Support the Process of Ship Operations by using the Van Mater and Van Horn policy implementation theory. Collecting data in this study using interviews, documentation and observation.

The results of the study show that the extension of the Vessel Certificate is very much needed by service company agents in various parts of Indonesia, but in its operation there are still many obstacles that must be watched out for, namely the data from the investigation by the Marine Inspector (MI) on the ship owner, the captain who still has many weaknesses in supervision is due to inadequate human resources and lack of understanding from users, making it difficult for implementing officers, so that it refers to the Van Metter and Van Horn theory, that the implementation of the policy of extending ship certificates in an effort to support the process of ship operational activities at the Tanjung Perak Surabaya Main Port Office has not been optimal .

KEYWORDS: Implementation, Policy, Certificate, Ship, Marine Inspector.

INTRODUCTION

The increase in the number of ships both for incoming ships, outgoing ships and moving ships at the Tanjung Perak Port of Surabaya has increased from 2017 to 2020. This is what causes the Tanjung Perak port of Surabaya to have an important role to support the growth and development of economic activities in East Java. The incidence of ship accidents in the Surabaya Tanjung Perak Port area that occurred in the last 4 years was in 2017 as many as 1 (one) ship, in 2018 as many as 1 (one) ship, in 2019 as many as 2 (two) ships and in 2020 as many as 3 (three) ships (Source: Tanjung Perak Surabaya Main Harbormaster Office, 2021). This is shown by data that from 2017 to 2020, incoming ship visits, outgoing ships, ships moving to the Tanjung Perak port area, Surabaya, almost on average, the validity period of the ship certificate document will expire, while the ship that is currently applying for an extension of the ship certificate is good. who will carry out docking or who will sail every day as many as 6 to 7 ships to obtain a certificate of safety equipment on board based on SOLAS 1974 which regulates shipping safety standards related to three aspects including; ship construction, equipment, and operations, and is also supported by provisions based on Article 1 point 33 jo. Article 117 paragraph 2 of Law Number 17 of 2008 concerning Shipping, Ship's Seaworthiness. Decree of the Minister of Transportation of the Republic of Indonesia Number PM 57 of 2021 concerning Procedures for Examination, Testing, Extension of Certification

Ship Safety explains that; to issue a ship certificate, an inspection of the requirements contained on the ship and related to the ship's equipment (nautical/technical/ship radio) is carried out by a designated government official, namely a Marine Inspector (MI). If the inspection officer states that all requirements have been met and are in good condition or appropriate to the requirements of the Director of Shipping and Maritime Affairs, it is then recommended in the inspection report, but if there are no principal deficiencies, the ship can be issued a ship certificate document. on inspection and testing.

In the International Maritime Organization (IMO), regarding the 1974 SOLAS rule, all ships are required to have supporting equipment on board such as Nautis/technical/electronic radios for ships which are required to undergo a feasibility test. Every ship is required to comply with the standard rules for non-conventional ships (NCVS) in Indonesia as stated in the Decree of the Minister of Transportation No. 65/2009 concerning Standards for Non-conventional Ships with Indonesian Flags, and the Decree of the

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Director General of Sea Transportation No. UM.008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian Flag Non-conventional Vessels. Article 117 paragraph 2 of Law Number 17 of 2008 concerning Shipping, Seaworthiness of Ships, Tanjung Perak Surabaya Main Harbormaster Office carries out its duties and functions based on the Regulation of the Minister of Transportation Number 34 of 2012 concerning Organization and Work Procedures 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 as well as regulation, control and supervision of port activities at commercially operated ports. The functions of the Tanjung Perak Surabaya Main Harbormaster Office are: one of which has the task of carrying out inspection, testing, and certification of ship safety, based on article 9 paragraph (2) the Ship Safety Certification Section has the task of conducting inspections, supervising ship design, construction supervision, overhaul and docking, ships, inspection and testing of nautical, technical, radio, ship electronics, calculation and testing of ship stability, sailing trials and preparation of ship safety certificate issuance materials. (Source: Tanjung Perak Main Port Office Surabaya, 2020).

In the study (Malisan & Tresnawati, 2019) it was stated that the Tanjung Perak Surabaya Main Port Office has implemented an online Inapornet service system which includes an application letter for the extension of ship certificates and ship docking supervision, as well as a work order in carrying out ship inspections (Nautis/technical/radio). Ship), it is stated that in order to implement the provisions of Article 1 point 33 Jo. Article 117 paragraph 2 of Law Number 17 of 2008 concerning Shipping, Seaworthiness of Ships, while in the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 57 of 2021 concerning Procedures for Inspection, Testing, Extension of Ship Safety Certification and to determine the level of service delivery in the Tanjung Perak Port area Surabaya, which includes aspects of the ship's seaworthiness.

Every ship is required to comply with the standard rules for non-conventional ships (NCVS) in Indonesia as stated in the Decree of the Minister of Transportation No. 65/2009 concerning Standards for Non-conventional Ships with Indonesian Flags, and the Decree of the Director General of Sea Transportation No. UM.008/9/20/DJPL-12 concerning Standard Enforcement. And Technical Instructions for the implementation of Indonesian-flagged non-convention ships. The implementation discussed in this study focuses on the concepts and implementation models of Van Meter and Van Horn. Based on the recapitulation data of the ship certificate renewal document activities, it can be seen from the number and types of ship certificates.

RESEARCH METHOD

The type of research used in this research is qualitative research. One of the reasons for using this type of qualitative research is that the researcher's experience can be used to find and understand what is meant behind phenomena which are sometimes difficult to understand in depth.

This study uses the interactive model data analysis method Matthew Milles and Michael Huberman and Johnny Saldana (Miles, Huberman, & Saldana, 2014) which suggests there are four steps in qualitative data analysis, namely: 1. Data collection is the stage of collecting data obtained from interviews, observations, documentation and other secondary data that have been obtained; 2. Data Condensation Data condensation refers to the process of selecting, focusing, simplifying, abstracting, and transforming the data contained in the transcript field notes in research. 3. Presentation of data, Presentation of data is an activity after the data has been reduced / summarized. Data obtained from observations, interviews and documentation were analyzed and then presented in the form of CW (Interview Notes), CL (Field Notes) and CD (Documentation Notes); 4. Drawing Conclusions, The final step in the qualitative data analysis of the interactive model is drawing conclusions from verification. Based on the data that has been reduced and presented, the researcher makes conclusions that are supported by strong evidence at the data collection stage. Conclusions are answers to the formulation of problems and questions that have been expressed by researchers since the beginning.

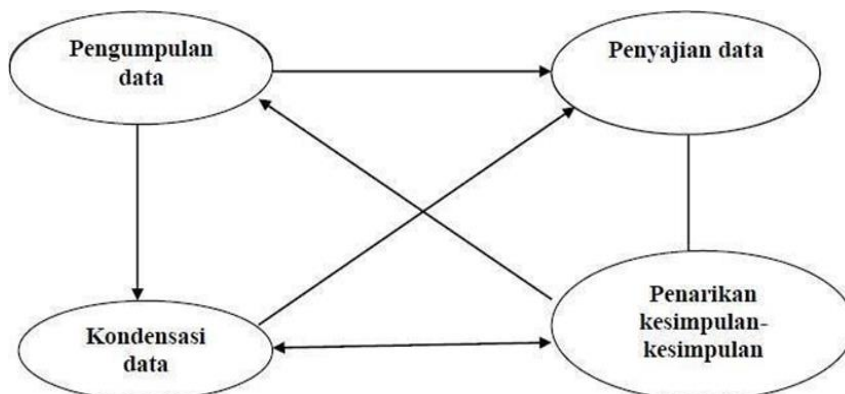


Figure 3.1 Components of Interactive Model Data Analysis Source: (Miles, Huberman, & Saldana, 2014)

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RESULTS AND DISCUSSION

1. Implementation of Vessel Certificate Extension Policy in the Process of Ship Operational Activities.

Implementation of Ship Certificate Extension Policy in an Effort to Support Ship Operational Activities Process. Policy is one way for the government to solve complex problems in the community and also to overcome problems in the government's internal environment by determining in advance the basic measures and objectives of the policy. This variable is based on the main importance of the systems that determine policy achievement. By determining this variable, the policy can be assessed whether it has been realized. In implementing the Ship Certificate Extension Policy in an Effort to Support the Process of Ship Operational Activities at the Tanjung Perak Surabaya Main Port Office, it is very difficult if it is not well supported in the form of human resources, resources in the form of budgets and other supporting resources, communication between organizations and implementation activities (communication). To carry out the Implementation of the Policy for the Extension of the Vessel Certificate at the Port Office, has taken appropriate action by making regulations based on the Decree of the Minister of Transportation of the Republic of Indonesia Number PM 57 of 2021 concerning Procedures for Inspection, Testing and Certification of Ship Safety and Law Number 17 of 2008, Article 1 point 33 jo, Article 117 paragraph 2 concerning Shipping, Ship's Seaworthiness.

From the results of the research that has been stated above, it is known that the policy of extending ship certificates according to Meter and Horn in research. Implementation of the policy of extending ship certificates in an effort to support the process of ship operational activities at the Tanjung Perak Surabaya Main Harbormaster Office has been implemented quite optimally. It can be seen that the extension of the Vessel Certificate is carried out in order to achieve the objectives of the Regulation of the Minister of Transportation that has been made. One of them is firmness in the process of extending the ship's certificate if there is a shortage of ship safety equipment, the issuance of the certificate extension will be pending/delayed according to applicable procedures.

The main tasks and functions in the implementation of the certificate extension are carried out by the section head, where the task is under the Legal Status and Vessel Certification Division, this is explained based on Article 1 point 33 jo. Article 117 paragraph 2 of Law Number 17 of 2008 concerning Shipping, Seaworthiness of Ships with the main tasks that; The obligation to ratify the ship as the basis for Issuing Ship Safety Certificates, in accordance with the applicable rules. Policy implementation according to Van Mater and Van Horn includes: 1) the size and objectives of the policy, 2) the source of the policy, 3) the characteristics or nature of the implementing agency/agencies, 4) communication between related organizations and communication of the activities carried out, 5) the attitude of the implementer, and 6) economic, social and political environment.

The following is the implementation of the policy for extending ship certificates to support the process of ship operational activities, according to Van Mater and Van Horn, namely: 1. the size and objectives of the policy are the stages of the process that must be achieved by tangible or intangible programs or policies, short term or long term. The size and objectives of a policy must be clearly defined and measurable so that they can be realized. From the results of the study it was found that, the size is clear, this can be seen from the policies that are regulated based on: Law No. 17 of 2008 concerning Shipping; Every ship is required to comply with the standard rules for non-conventional ships (NCVS) in Indonesia as stated in the Decree of the Minister of Transportation No. 65/2009 concerning Standards for Non-conventional Ships with Indonesian Flags, and the Decree of the Director General of Sea Transportation No. UM.008/9/20/DJPL-12 concerning the Enforcement of Standards. And Technical Instructions for the Implementation of Indonesian Flag Non-conventional Vessels. Minister of Transportation Regulation Number: PM 34 of 2012, concerning the Organization and Work Procedures of the Main Harbormaster Office: Regulation of the Minister of Transportation number 110 of 2016 concerning ship safety inspectors. Marine Inspector (MI) has the following duties and responsibilities: Carry out inspections, technical supervision, to provisions based on Ministerial Decree No. 132 of 2019 concerning Minimum Shipping Standards at the Maritime Safety Technology Center: Ship safety inspection, testing and certification services, ship cargo testing and certification services, inspection services, repair and maintenance of shipping safety equipment, through the inspection process and testing of equipment for safety on board. In the Issuance of other Cargo Ship Safety Certificates, it includes: 1) Issuance of a Goods Ship Construction Safety Certificate; 2) Issuance of a Certificate of Safety of Ship Equipment Equipment; and 3) a. Issuance of a Freight Ship Radio Safety Certificate; b. Issuance of Passenger Ship Safety Certificate; c. Issuance of Certificate of Worthiness and Manning of Fishing Vessels; d. Issuance of Ship Safety Certificate, High Speed; e. Issuance of Certificate of Eligibility for Goods Carriers. Dangerous; f. Issuance of Fitness Gass and Chemical Certificates; g. Issuance of Additional Certificates in accordance with IMO Convention/NCVS; Shipping safety equipment testing and certification services consist of: a. Fire Protection, Fire Detection, and Fire Extinction; b. Life Saving Appliances. c. Radio communication and safety navigation; d. Visible Distance of Lights for Shipping Navigation Auxiliary Facilities (SBNP) Services for testing and certification of shipping safety materials. Article 1 point 33 Jo. Article 117 paragraph 2 of Law Number 17 of 2008 concerning Shipping, Ship's Seaworthiness is the condition of a ship that meets ship safety requirements, prevention of water pollution from ships, manning, loading lines, loading, welfare of ship crew and passenger health, ship's legal status, safety management and prevention of pollution from ships, and management of ship safety to sail in certain waters, as a condition of a ship that meets ship safety requirements, namely when a ship meets the requirements of material, construction, building, machinery and electricity, stability, arrangement and equipment including auxiliary equipment. And radio, ship electronics, as evidenced by a certificate after inspection and testing.

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In the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 57 of 2021 concerning Procedures for Inspection, Testing and Certification of Ship Safety of certain shapes and types, which are driven by wind power, mechanical power, other energy, towed or delayed, including vehicles with dynamic support, underwater vehicles, as well as floating equipment and floating buildings that do not move. The basic measures of a policy program must be clearly designed and compiled, both seen from the regulations or regulations governing a policy program that has been determined by the decision maker as well as in the implementation of the policy program.

2. Policy Resources.

Policy implementation needs the support of policy resources, which include human and non-human 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, namely human resources in managing or implementing a policy program in the Ship Safety Certification Section only manned by 13 person. At the stage of implementing the ship certificate extension policy at the Port in the Legal Status and Ship Certification (SHSK) Sector, in charge of the Ship Safety Certification Section and Marine Inspector as the spearhead in the field, which is the implementer of the Ship's Seaworthiness Inspection which has 13 members as marine inspectors (MI) consisting of 7 people handles ship certificates at the ports of Kalimas, Mirah, Berlian, Nilam ICT (International Contener Terminal) and Teluk Lamong. Meanwhile, as many as 3 auditors, 2 pollution prevention inspectors and concurrently as Marine Inspector (MI) as an additional task at the Tanjung Perak Main Harbormaster Office, Surabaya Marine inspector (MI) at the Tanjung Perak Main Harbormaster Office. In addition, researchers have also made observations in the field by seeing that Tanjung Perak Surabaya Main harbor personnel carry out duties and responsibilities for ships whose ship certificates will be extended. As a result, HR looks too busy to carry out inspection tasks. Book to carry out inspection tasks.

b. Budget/Financial Resources, Financial Resources are the driving factors in implementing the Implementation of Public Service Policies in handling ship inspections in the context of extending ship certificates. The allocation of financial resources related to the policy of extending ship certificates in an effort to support the process of ship operational activities greatly affects the implementation of effective implementation. The budget support from the Financial Manager of the Tanjung Perak Surabaya Main Harbormaster Office is used for the procurement of facilities and infrastructure, and the mobility of operational vehicles in survey activities in the field. In addition to human resources, infrastructure is also a supporter in the implementation of a policy. It is also used to procure observation tools carried out by researchers as an early detection tool for ship plate thickness (ultrasonictes), which so far did not exist/available before this made it difficult for the implementing officers of the Marine inspector. to implement the policy of extending ship certificates in an effort to support the process of ship operational activities. In this section, it is explained that adequate infrastructure is very important for early identification, which greatly assists in accelerating the ship's seaworthiness inspection. Will make it difficult to achieve a policy implementation. For the process of extending the ship's certificate so far, it has only been done visually by the port officer. The port officer had difficulty taking action, because the thickness of a ship's plate could not be seen and estimated with the naked eye. The implementing officer of the merine inspector Syahbandar only extended the ship's certificate by visual means to a ship, considering that the personal marine inspector did not yet have an early detection tool for ultra sonic test equipment. In the absence of facilities and infrastructure as well as ship plate thickness test equipment, the implementation of the ship certificate extension policy in an effort to support the process of ship operational activities at the Tanjung Perak Surabaya Main Port has not been fulfilled.

c. Technological Resources, it is explained that technological resources or more precisely on adequate infrastructure facilities are very important to know early because they really help accelerate the ship's seaworthiness inspection. However, so far the officers in the inspection are still conventional so that the physical implementation of the ship is not optimal because it has not been supported by an early detection tool, namely the Ultra Sonic Test Tool. In the absence of facilities and infrastructure as well as ship plate thickness test equipment, in carrying out the implementation of the ship certificate extension policy, efforts to support the process of ship operational activities in Tanjung Perak Surabaya Main Harbor have not been fulfilled, that the lack of budget for the procurement of facilities and infrastructure as well as ship plate thickness testing equipment is not available, then its implementation has not been maximized. The author interprets that the Financial Resources according to Van Meter and Horn in research on the implementation of ship certificate extension policies, efforts to support the process of carrying out ship operational activities have not been maximized. It can be seen that the ship's seaworthiness inspection activity has not yet reached its destination.

3. Characteristics of implementing agencies

The characteristics of implementing agencies are bureaucratic structures, norms and patterns of relationships that occur in the bureaucracy, all of which will affect the implementation of a policy. The structure of the bureaucracy in this study is an assessment team appointed as a merine inspector from the Tanjung Perak Surabaya Main Port Office. The norms that are applied and carried out in daily life in working in the main kesyabandaran office are: behaving politely, maintaining relationships between colleagues, being honest, and being disciplined. The patterns of relationships here are not only about completing tasks, following directions

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from superiors, but also establishing relationships with co-workers, because there are people who are flexible in interacting in the office, some are rigid or tend to close themselves off from coworkers.

Marine Inspector as the Spearhead in the implementation of the extension of the ship safety certificate. This can be seen in the organizational structure where the position of the Marine Inspector is. So the results of observations by researchers in the ship inspection field are an absolute requirement so that the extension of the Ship Safety Certificate can be issued by the Tanjung Perak Surabaya Main Harbormaster Office, in an effort to support the process of operational activities in the port area.

4. Inter-Organizational Communication and Implementing Activities

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 provide inconsistent interpretations of policy standards and objectives or if the same source provides conflicting interpretations, then implementers face significant difficulties. Much larger to carry out activities.

1. Policy Communication, 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 the policy 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.

2. Coordination, coordination etymologically the term communication comes from the Latin "Communication" which means notification or words, thoughts. The term communication comes from the word "communis" which means the same. This means, people involved in communication must have the same meaning about what will be conveyed. The opinion of Carl I Hovland quoted by Wijaya in Nawawi (2007) suggests that communication is a process where a person transfers feelings which are usually in the form of symbols, words to change behavior.

Rogers argues that the organization is a structure where the process of achieving goals is carried out through operations and interactions between units in a harmonious, dynamic, and definite manner. Within the organization there is a division of tasks that are simply classified or groups of leaders and groups that are led. Therefore, the interaction between one unit and another can take place vertically, horizontally or diagonally, and what is meant is the interaction between humans in each unit, between leaders and leaders, between subordinates and subordinates at the same level. Horizontally), between leaders and subordinates and vice versa in a straight line relationship (vertical) and in different lines of authority (diagonal). Likewise, Tanjung Perak Surabaya Main Harbormaster at the Head of the Ship Safety Certification Section who is appointed as the executor of the ship certificate extension policy in an effort to support the operational activity process, it is very necessary to have good coordination in the field with related units, namely ship owners and shipping agents.

3. The authority, the main port of Tanjung Perak, in this case the Head of the Ship Safety Certification Section who is appointed as the executor of the implementation of the ship certificate extension policy implementation, is an effort to support the process of ship operational activities in addition to enforcing rules according to Standard Operating Procedures (SOP) by not leaving ethics and courtesy but not yet socializing to ship owners (ship owners) and shipping agents, socialization is carried out at the Tanjung Perak Main Harbor Surabaya.

4. The disposition/tendency of the implementers, some of the reasons why the objectives of a policy are rejected by the people responsible for implementing the policy, namely the predetermined policy objectives may conflict with the personal value system of the implementers, extra loyalty, feelings self-interest, or because of existing and preferred relationships.

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. On the other hand, acceptance of the basic measures and policy objectives that are widely accepted by policy implementers will be the driving force for successful policy implementation.

CONCLUSION

Based on the results of research regarding the implementation of ship certificate extension policies in an effort to support the process of ship operational activities by the Tanjung Perak Surabaya Main Harbormaster Office, it can be concluded as follows:

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The implementation of the ship certificate extension policy in an effort to support the process of ship operational activities by the Tanjung Perak Surabaya Main Harbormaster Office has been running according to applicable regulations and has implemented Standard Operating Procedures that have been consistently carried out, but in the findings of this study there are two indicators that need to be optimized between indicator: Human Resources because in each division of tasks when boarding the ship too many human resources are dispatched so that the HR mapping is not optimal because the human resources in the office are too few so that they are not optimal and the detection tools are also still very minimal or still lacking in number so that when used for inspection of ship's seaworthiness is not adequate. So in its implementation it is necessary to get support from the stakeholders involved so that it can support the smooth operation of ship activities in the Surabaya Tanjung Perak Port area.

Supporting factors in the implementation of the policy of extending ship certificates to support the process of ship operational activities by the Tanjung Perak Surabaya Main Harbormaster Office, the support from all stakeholders related to pilotage such as Director General of Sea Transportation, Head of the Tanjung Perak Surabaya Main Harbormaster Office, human resources in the ship safety certification section in the SHSK field at the Tanjung Perak Surabaya Main Harbormaster Office and shipping companies as stakeholders in the Tanjung Perak Port area

Factors that hinder the implementation of the following policies: 1). In the implementation of the marine inspection policy, the Marine Inspector (MI) does not yet have a vehicle to be used operationally in the service of ship inspection activities and often experiences difficulties so that time is wasted, 2). There is a response from shipping agents who fully support and there is apathy in the policy of extending ship certificates in an effort to support the process of ship operational activities at the Tanjung Perak Surabaya Main Harbormaster Office so that it can have a negative impact on the safety and security of sea transportation.

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