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Correlation of Vessel Document Supervisor with The Obedience of Fishing Vessel Businessmen in Banjarmasin Fishing Port of South Kalimantan Province, Indonesia

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Abstract: The research is aimed to analyze the institutional capacity, identify the inhibiting factors for supervision SPB vessel documents and analyze the correlation of the number of days of joint patrol operations in the waters of South Kalimantan with the number of SPB spending in Banjarmasin Fisheries Port of South Kalimantan Province. The research was conducted in Banjarmasin Fishing Port with the object of the Fishing vessel (Vessel Captain). The sample used was 40 units of fishing vessels randomly. The analysis method that used are: (1) analysis of descriptive institutional capacity and inhibiting factors for supervision fishing vessel SPB documents, (2) analysis of correlation coefficient between joint patrol operations in the waters of South Kalimantan with the number of SPB spending in Banjarmasin Fisheries Port of South Kalimantan Province. Institutions Supervisory Fisheries Control Unit (SATWAS) PSDKP Banjarmasin, Fisheries Supervisor institution in the Marine and Fisheries Agency of South Kalimantan Province has a conformity percentage of 70% and 68.42%, then put in a category GOOD ENOUGH/COMPLETE ENOUGH. The inhibiting factor in management of the Fishery vessel SPB Document at Banjarmasin Fisheries Port are extreme weather, delay in fulfilling supplies/logistics, the fulfillment of fuel oil (BBM) and fulfillment of SPB supporting documents. Pearson correlation analysis obtained a correlation between the number of days of operation with the number of SPB published is -0.910, showed that there was a correlation between the number of operation days and the number of SPB issued. While the direction of the correlation is negative because the value of "r" is negative, mean a greater number of days of operation the less number SPB published in Fishery Port Banjarmasin but if look at the overall SPB published in Fisheries Ports in South Kalimantan the number of operation days has a positive correlation of 0.951.

Keywords: Supervision, Fishery Vessel Documents, Fisheries Port

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I. Introduction

Indonesia has enormous fisheries resource potential, both in terms of quantity and diversity. The potential of capture fisheries resources is estimated at 6.4 million tons per year spread in the ZEE and Indonesian territorial waters, while the potential that can be exploited (allowable catch) and becomes the leading sectors of the national economy, as well as a shared responsibility of the government and the public by 80% of the ZEE supervision of MSY is 5.12 million tons per year but there has been an imbalance in the level of utilization of fisheries resources between regions and species of resources [1](Mochtar, 2016). In some areas, there have been overfishing indication such as in the waters of the Exclusive Economic Zone (ZEE) west of Sumatra, Sulawesi Sea and Tomini Bay, ZEE waters to the north of Papua, and sea waters in Madura and Nusa Tenggara. This is due to the use of fishing gear and fishing lines that do not satisfy with the provisions continuously and unconsciously occurred overfishing which results in a decreased quantity and quality of the catch [2](Sularso, 2002), while in most eastern regions the utilization rate is still below the sustainable potential [3](Adisanjaya, 2016).

The Province of South Kalimantan has the potential of the marine and fisheries sector, in 2016 amounted to 339,437,3 tons, which consisted of catch fisheries of 24,704.2 tons and aquaculture of 97,733.1 tons [4](Department of Maritime Affairs and Fisheries of South Kalimantan Province, 2016)

The fishing port function supports the management and utilization of fish resources and the environment, ranging from pre-production, production, processing to marketing. The fisheries port must be able to encourage other economic activities so that it can become a fishing industry development area. Besides its presence stimulating local economic growth that can provide a positive impact on the economy of surrounding communities [5](Setianto, 2007).

Fisheries Port of Banjarmasin is one of the UPTD of the Department of Marine and Fisheries of South Kalimantan Province, based on the regulation of the Minister of Maritime Affairs and Fisheries Regulation Number: PER.16 / MEN / 2006 that Fisheries Ports have the function of supporting activities related to the management and utilization of fish resources and their environment ranging from pre-production, production, processing to marketing.

Fishing vessels in the territorial waters of South Kalimantan, especially fishing vessels carrying out loading and unloading at the Banjarmasin Fisheries Port, as in Table 1

Table 1.The Fishing Vessel Data Loading and Unloading at the Fisheries Port Banjarmasin Year 2012 - 2017

Based on the group Tonnage	Number of vessels (Unit / Year)					
	2012	2013	2014	2015	2016	2017
1 - 10 GT	49	51	57	55	56	57
1 - 30 GT	184	211	245	281	288	298
Jumlah	233	262	302	336	344	355

[6]Source :Banjarmasin Fisheries Port, 2017

The Department of Marine and Fisheries Resources Control of South Kalimantan Province always conducts supervision activities of fishing vessel documents through Patrol activities carried out jointly with relevant agencies, to ensure businessmen fishing vessels used fishing gear that is in accordance with the verification by fishery inspectors will issue a document when the fishing vessel, in accordance with Article 66 B (2) of Law Number 45 the Year 2009 on the Amendment of Act No. 31 of 2004 on Fisheries, The Minister of Maritime Affairs and Fisheries on April 14, 2014, has established a legal instrument for Fisheries Supervisors in , the form of Minister of Maritime Affairs and Fisheries Regulation Number 17 / PERMEN-KP / 2014 concerning the Implementation of the Duties of Fisheries Supervisors, As for the duty and authority of the Fisheries Supervisor to oversee the orderly implementation of laws and regulations in the fisheries sector, in carrying out its duties it has the authority to inspect fishing vessels and examine licensing documents and other supporting vessel documents [7](Directorate General of PSDKP, 2017).

Other provisions that regulate the activities of fishing vessel inspection of documents contained in Article 98 of Law No. 45 of 2009 which reads "Fishing vessel captain who hasn't sailed approval letter referred to in Article 42 paragraph (3) shall be punished with imprisonment of one (1) year and a maximum fine Rp200.000.000,00 (two hundred million rupiahs)"

Harbourmaster and Supervisory Fisheries in this case as part of law enforcement officers who have been mandated by law have their respective roles to perform the tasks, functions, and authorities. Harbourmaster at Fisheries Port has several main functions, one of which is issuing Sail Approval (SPB) for fishing vessels that will carry out fishing activities, whether fishing or transporting fish [8](Directorate General of Capture Fisheries, 2017).

Fisheries Supervisory duties and functions of one of them are doing the fishing vessel inspection documents, to examine the vessel documents made instruments such as patrol activities in the sea waters. One of the vessel documents inspected by fisheries supervisors for fishing vessels carrying out fishery activities is the Sail Approval Letter, this document is a very important feature because the fishing vessel has SPB, it is certain that the fishing vessel has complied with the provisions of legislation in force fisheries including the completeness of ship documents such as SIPI / SIKPI and SLO.

The Department of Maritime Affairs and Fisheries has conducted patrol activities since 2012, the number of patrol operation days each year from 2012 - 2017, can be seen in table 2.

Table 2.Number of Operation Days for Patrol of the Department Marine Affairs and Fisheries of South Kalimantan Province from 2012 – 2017

Year of Patrol	Number of Operating Days
2012	20
2013	20
2014	20
2015	30
2016	45
2017	60

[10]Source :Department of Maritime Affairs and Fisheries of South Kalimantan Province, 2017

Of all activities implemented found violations such as administration disorder (Vessels don't have documents, the documents don't match the physical of vessel and fishing gear used), besides administration, it was also found using prohibited fishing gear. patrols will be implemented in order to prevent illegal fishing activities including inspection of the vessel documents, It is expected that patrolling will affect the compliance of fishing vessel owners to have a Sailing Approval Letter (SPB) for each fishing activities, but in the period of 2012 until now when fisheries supervisors conduct sea patrol activities, there are found fishing vessels don't have SPB. [11]

(Armain, 2016), in his research explained that the types of violations committed by fishing vessels were without permission, The violation was stated as illegal fishing crime, so this is the rationale of writing this research.

The research is aimed to analyze the institutional capacity, identify the inhibiting factors for supervision SPB vessel documents and analyze the correlation of the number of days of joint patrol operations in the waters of South Kalimantan with the number of SPB spending in Banjarmasin Fisheries Port of South Kalimantan Province.

II. Research Methods

Object and Location Of The Study. This research was conducted at the Fisheries Port (PPI) Banjarmasin, location selection in this study purposely (Purposive Sampling) because Banjarmasin PPI is the first port in South Kalimantan, so that other supporting devices are adequate including Headquarters Fisheries institutional equipment, Fisheries Supervisor and Location of PPI Banjarmasin is very strategic because it is closer to other licensing facilities. In addition to the technical matters above, PPI Banjarmasin also has a large number of loading and unloading vessels at the port so that the researchers set the research at this location because it was representative of the problem. This research was conducted from April to August 2018.

Method of Collecting Data.The method of data collection in this study consisted of several methods according to the purpose of this study plan, in the first research objective using the method of observation of institutions that played a role in Fishing Vessel Document Supervision, then for the second research purpose using primary data collection methods as the study population Fisheries Vessel Unit (Skipper / Vessel Captain) at Banjarmasin Fisheries Port, set samples taken randomly as many as 40 units of the next Fishing Vessel to achieve the final research objective using secondary data at Headquarters Banjarmasin Fisheries Port

Data Analysis. The data analysis technique is based on the purpose of the study and to answer the problem formulation in this paper, based on the first objective, which is analyzing the institutional capacity of Fisheries Ship document supervision, used descriptive analysis of the role of the South Kalimantan Province Marine and Fisheries Service, especially the Marine and Fisheries Resources and institutional supervision unit (SATWAS) of Marine and Fisheries Resources of Banjarmasin in conducting supervision, descriptive method is a method that aims at solving existing problems in an object with a way to collect data, compile, analyze, explain and draw conclusions. Descriptive method is fact finding with the right interpretation of objects that exist in society [12] (Nazir, 2003), so it is expected that in this study it can be able to compare or see the suitability between the tasks and functions of fisheries supervision institutions as contained in the Guidelines and Technical (JUKNIS) Supervision of Fishing Vessels by carrying out activities in the field.

JUKNIS used in the assessment to be compared is the Director General of Maritime and Fisheries Resources Supervision Regulation Number 12 of 2017 concerning Technical Guidelines for Fishing Vessel Surveillance.

The measurement results for these variables are calculated through calculations according to [13] Sudjana (1992) as follows:

$$\text{Percentage} = \frac{\text{Appropriate Answer}}{\text{umber of Answers}} \times 100 \%$$

So based on the percentages above, the suitability of the JUKNIS Fishing Vessel supervision with the implementation of field activities will be seen based on the percentage category according to [14] Arikunto (2006) as follows:

- 76% - 100% = Good / Appropriate
- 56% - 75% = Good / Appropriate enough
- 40 % - 55 % = Poor / Inappropriate
- Under 40 % = Not Good / Not Appropriate

Second, analyzing the inhibiting factors of the Fishery Vessel SPB document at Banjarmasin Fisheries Port used descriptive analysis of various forms and roles carried out by fishing vessels in participating to increase compliance of ship document ownership, the method of descriptive analysis was conducted to interpret respondents' answers, both regarding profiles respondents and answers of questions on the questionnaire in the form of tabulations. The tabulation method is done by grouping the answers into each answer option. Furthermore, the distribution of answers will be expressed in the percentage value that states the percent of answers to the total number of respondents, the expected output is able to provide an overview of the inhibiting factors to the compliance level of the Fishing Vessel Document.

Third, that is analyzing the relationship between the days number of joint patrol operations in the waters of South Kalimantan to the number of issuance of Fisheries Vessel SPB at Banjarmasin Fisheries Port, taken by the data of SPB issuance by harbormaster Fisheries from 2012 to 2017.

Statistical analysis was carried out to test the research hypothesis by using correlation coefficient calculations, where Simple Correlation is a Statistical Technique that is used to measure the strength of the relationship of 2 Variables and also to be able to know the form of the relationship between the 2 variables with quantitative results. The strength of the relationship between the two variables referred here is whether the relationship is TIGHT, WEAK or NOT TIGHT while the form of the relationship is whether the Positive correlation or Linear Negative correlation, the strength of the Relationship between 2 Variables is usually called the Correlation Coefficient and symbolized by the symbol "r". Coefficient value r will always be between -1 to +1, the Simple Correlation Coefficient is also called the Pearson Correlation Coefficient because the calculation formula for this simple correlation coefficient is put forward by Karl Pearson [15] (Setiawan, 2004).

III. Result

The institutional role related to the results of JUKNIS variable measurement of fishing vessel supervision with the implementation of activities carried out by the Fisheries Supervisor SATWAS PSDKP placed at Banjarmasin Fisheries Port has 70% percentage of suitability, then the suitability of implementation is categorized as GOOD ENOUGH/COMPLETE ENOUGH.

The measurement results of the JUKNIS variable of Fishing Vessels supervision with the implementation of activities in the field carried out by Fisheries Supervisors at the Department of Marine and Fisheries of South Kalimantan Province has 68.42% percentage of suitability, then the suitability of implementation in the field is categorized as GOOD ENOUGH/COMPLETE ENOUGH

Overall the indicator variables specified in JUKNIS can be implemented, but there are similarities in several variables that have not been matched or not implemented according to the JUKNIS by the two Fisheries Supervisory Institutions, namely on the variables:

- Monitoring location (Tangkahan port)
- Object of supervision (fishery training vessels, research vessels and operational support vessels for fish farming)
- Follow-up of fishing vessels suspected that committing fishing crimes
- Fishing vessels are indicated to violate TPP, fisheries supervisors report to fisheries PPNS for further processing.

Table 3. Below Shows a Number of Inhibiting Factors for Fishing Vessel Businesses to Have Fishing Vessel SPB.

No.	Indicators/Responses	Frequency	Percentage (%)
1.	Cost	0	0
2.	Distance from domicile	0	0
3.	Availability of BBM	5	12,5
4.	Fulfillment of SPB Supporting Documents	8	20
5.	Supplies / Logistics	12	30
6.	Extreme weather	15	37,5
Total		40	100

The biggest inhibiting factor is extreme weather in this study the percentage rate of inhibitors reached 37.5%, the weather factor is purely the policy / decision of the Fisheries Headquarters to decide to issue SPB to Fisheries Vessels that make an application for the SPB issuance, the decision of the Headquarters is very considerate of fisheries ship safety for shipping.

Results Analysis of the relationship between the number of days of joint patrol operations in the waters of South Kalimantan to the number of issuance of Fisheries Vessel SPB at Banjarmasin Fisheries Port, obtained from analyzing data on the number of joint patrol operations days from the South Kalimantan Province's Marine and Fisheries Control Sector and data on fishing vessel SPB issuance taken from the Fisheries Shahata report at Banjarmasin Fisheries Port, as in the table below this data was taken from 2012 to 2017.

To test the hypothesis using the Pearson correlation test to determine the closeness of the relationship between variables in the form of nominal (number of operating days) and nominal variable (number of SPB). Based on the SPSS data processing, the following results are obtained.

Table 4. Pearson Correlation Test Results with SPSS between Number of Operating Days with Number of SPB Issued at Banjarmasin Fisheries Port

Correlations

		Number of Operating Days	Number of SPB published
Number of Operating Days	Pearson Correlation	1	-.910*
	Sig. (2-tailed)		.012
	N	6	6
Number of SPB published	Pearson Correlation	-.910*	1
	Sig. (2-tailed)	.012	
	N	6	6

*. Correlation is significant at the 0.05 level (2-tailed).

The results of the Pearson correlation analysis obtained a correlation between the number of operating days with the number of SPB published was -0.910. According to the level of closeness between the independent variables and the dependent variable, it shows that there is a high and strong relationship between the number of operating days and the number of SPB published. While the direction of the relationship is negative because the value of "r" is negative, meaning that the more the number of days of operation, the less the number of SPB is published at Banjarmasin Fisheries Port.

Based on the probability value, if the probability is >0.05 then there is no correlation and if the probability is <0.05 then there is a correlation, the results of this study can be seen in Table 4 shows that the number of operating days with SPB number is obtained = 0.012 <0.05 then there is a relationship between the number of operating days and the number of SPB published at Banjarmasin Fisheries Port.

IV. Discussion

Based on the results of this study, it was found that the factors that play a role are several JUKNIS variables that have not been matched or have not been implemented such as limited facilities and infrastructure also the number of supervisors, [16] Indri *et al* (2013) also concluded that the institutional performance of PSDKP work units for supervision in the sea it is not good, this is due to facilities and infrastructure that do not support the supervision.

Location Control variables, especially supervision at Tangkahan Port have not been implemented due to the constraints of facilities and infrastructure, this is because the location is very difficult to reach and the number of Tangkahan ports is quite large, with limited facilities and infrastructure and the number of supervisors then the fisheries supervisor is only able to supervise official fishing ports, the results of this study are also relevant to the results of research [17] Dharma (2015) which explains that the cause of Illegal Unreported Unregulated (IUU) fishing in Indonesian aquatic and the Indonesian Exclusive Economic Zone is the weak national fishing fleet and weak supervision and law enforcement at sea.

Variable Objects of Supervision in particular fisheries training vessels, Research Vessels and Supporting vessel for fish farming operations, the supervision has not been carried out because these vessels have not obtained information on activities in the marine waters of South Kalimantan.

Fisheries Vessel follow-up variables suspected of committing fisheries and fishing vessels are indicated to violate TPP, fisheries supervisors report to Fisheries PPNS for further processing not carried out properly due to limited number of personnel and firmness of Fisheries PPNS has not been maximized, as a follow up to cases The fishery supervisor prioritizes aspects of coaching to carry out in accordance with applicable laws and regulations. [18] Risnain, (2017), explains that one of the causes of Illegal Fishing is the reduced ability of countries to control fishing vessels and monitoring fisheries activities.

The problems above are the main obstacles in achieving supervisory performance at the two Fisheries Supervisory institutions, as shown in Table 5 that the facilities and infrastructure owned by the department Maritime and Fisheries in the Field of Marine and Fisheries Resources Control in this case supporting facilities and infrastructure Supervision of SDKP activities at sea carried out by Fisheries Supervisors is very minimum and in Table 6 it is also illustrated that Kalimantan Province has a limited number of personnel who are directly responsible for the supervision of Fisheries Vessel documents in the field, such as Fisheries Supervisors, Fisheries PPNS and Fisheries Headquarters. The results of the study [19] Kurniawati *et al* (2018) also showed that the supervision of fishing vessels conducted by supervisors had not been maximized due to the lack of maximum program implementation, limited human resources and budget, this was relevant to other studies conducted by [20] Permana, (2016), that the obstacles in supervising fisheries crime are internal factors such as lack of quality and quantity of infrastructure, human resources, and budgeting.

Table 5. Facilities and Infrastructure Monitoring of Marine and Fishery Resources in The South Kalimantan Province

No.	Items Name	Placement Location	Number of Units	Description
1	Speed Boat Patkamla	Fisheries Port Banjarmasin	1 unit	6 meters long Severe Damaged Conditions
2	Speed Boat Napoleon	Fisheries Port Batulicin	1 unit	8 meters long Severe Damaged Conditions
3	Speed Boat Marline 07	Fisheries Port Banjarmasin	1 unit	6 meters long Severe Damaged Conditions
4	Speed Boat Marline 05	Fisheries Port Kotabaru	1 unit	6 meters long Severe Damaged Conditions

[10]Source : Department of Maritime Affairs and Fisheries of South Kalimantan Province, 2017

Table 6. Monitoring Personnel for Marine and Fishery Resources of South Kalimantan Province

No.	Position	Number of people who have SK	Job Placement	Description
1	Fisheries Supervisor	3 persons 7 persons	DKP Prov. Kalsel Fishery Ports	SK Dirjen PSDKP SK Dirjen PSDKP
2	Fisheries PPNS	2 persons 8 persons	DKP Prov. Kalsel District/ City	
3	Fisheries Headquarters	2 persons	Fishery Ports of Banjarmasin dan MuaraKintap	

[10]Source : Department of Maritime Affairs and Fisheries of South Kalimantan Province, 2017

This is also accordance with the results of the study [21] Auliaet al. (2017), who stated that the task of the Fisheries Supervisor is to examine the completeness and validity of Fisheries Vessels documents carried out on vessels, but in carrying out supervision and inspection of vessel documents, Fisheries Supervisors have not been able to fully implement according to the rules due to the lack of human resources .

[22] Bayuet al. (2017), states that the solution in an effort to achieve the optimization of the application of national regulations related to the safety of fishing vessels is the suitability of requirements with aspects of technical considerations, then firmness of rules by considering legal aspects and seriousness of related institutions in enforcing the rules. Law enforcement activities provide enough deterrent effects to the perpetrators of illegal fishing.

The discussion of the research results is known to be directly proportional to the report on the results of activities carried out by the Department Maritime and Fisheries during the Joint Patrol at sea in order to examine fishing vessel documents during 2017.

Table 7. Types of Violations of Fishing Vessels found during the 2017 Joint Patrol activity

No	Types of Violations	Follow-up on Violation Handling
1.	Gill Net Ship documents, operational using basic lampara	Submit lampara basic fishing gear and make a statement
2.	Ship Gill Net documents, the validity period of SIPI runs out, operational using basic lampara	Submit lampara basic fishing gear and make a statement Oral reprimand for not carrying out fishing activities before possessing ship documents
3.	Not Owning Ship Documents (still in the process of making permits at KKP)	Submit lampara basic fishing gear and make a statement
4.	No Documents, operational using basic lampara	Submit lampara basic fishing gear and make a statement
5.	No Documents, operational using basic lampara	Submit lampara basic fishing gear and make a statement
6.	No Documents, operational using basic lampara	Oral reprimand is given and can not do fishing activities before having permission from Andon
7.	No Documents, operational using basic lampara	Oral reprimand
8.	No Documents, operational using basic lampara	Oral reprimand
9.	Don't have Andon permission	Oral reprimand
10.	No Documents, operational using basic lampara	Oral reprimand
11.	No Documents, operational using basic lampara	Oral reprimand

	No Documents, operational using basic lampara	Oral reprimand
12.	No Documents, operational using basic lampara	Oral reprimand
13.	No Documents, operational using basic lampara	Oral reprimand
14.	No Documents, operational using basic lampara	Oral reprimand
15.	No Documents, operational using basic lampara	Oral reprimand
16.	No Documents, operational using basic lampara	Oral reprimand
17.	No Documents, operational using basic lampara	Oral reprimand
18.	No Documents, operational using basic lampara	Oral reprimand
19.	No Documents, operational using basic lampara	Oral reprimand
20.	No Documents, operational using basic lampara	
21.	No Documents, operational using basic lampara	
22.	No Documents, operational using basic lampara	

[10]Source : Department of Maritime Affairs and Fisheries of South Kalimantan Province, 2017

The biggest limiting factor is extreme weather, headquarters to declare that fishing vessel security is feasible or not based on the ability of the vessel to deal with the current weather, one of which is the size of the vessel, the size of the vessel greatly affects the ability of the vessel to face the weather during fishing activities. facing extreme weather is very risky for shipping, [23] Singgihet *et al.* (2016), also concluded that shipping activities and supervision at sea have the greatest potential for the risk of occupational accidents, an overview of extreme weather information on the aquatic of the South Kalimantan Province seen in weather reports issued by relevant agencies as in Table 8.

Table 8. Recapitulation of the Days Number Experiencing High Waves Per Year in the 2014 - 2017 Period on The Aquatic of South Kalimantan

Weather Type	Years			
	2014	2015	2016	2017
High Wave (% Days)	18.63 %	18.90 %	15.07 %	12.33 %

[24]Source : BMKG 2017

The weather report received by fishery headquarters is the next 7 (seven) day high wave forecasts submitted by the Meteorology, Climatology and Geophysics Agency in the form of an Indonesian ocean wave map which given color symbols high levels of sea water waves, then translated into daily wave height information by fishery headquarters to be forwarded to fishermen as initial information which is used as the basis for fishing vessel activities.

[25]Nikodemuset *al.* (2018), explained that the number of vessels entering the fishing port decreased, which could be caused by the surging sea conditions and the limited availability of clean water.

The delay in fulfillment of supplies / logistics is also a very large inhibiting factor, this percentage factor reaches 30%, it is explained that the negligence of fulfillment of supplies / logistics is an internal inhibiting factor of the Fishing Vessel, this delay is caused by the cost of purchasing the vessel not yet obtained by the Vessel Business Fisheries, the cost of purchasing supplies is very dependent on the speed or slowness of the sources costs obtained such as the results of previous fish sales and capital loans from vessel owners, if the source of funds can be quickly obtained, the fulfillment of supplies / logistics will also be quickly resolved so that affect the readiness of the vessel to sail. In principle, the availability of fuel oil also requires financing to fulfill it, so this factor also acts as a barrier but the percentage is smaller at 12.5%, in contrast to supplies / logistics for fuel fulfillment, because fishing vessels are unloading and loading at Banjarmasin Fisheries Port is dominated by vessel under the size of 30 GT and entitled to receive fuel subsidies from the government, so the percentage factor can be reduced.

Another inhibiting factor is the fulfillment of SPB supporting documents, this inhibiting factor is greater than the percentage of fuel that reaches 20%. The SPB supporting documents are the fishing vessel documents that are required to be fulfilled before submitting an application for SPB issuance to Fisheries Headquarters such as SLO, SIUP, SIPI or SIKPI and other documents, based on the interview results that the captain or shipowner often does

not pay attention to the ship permit documents apply, so it is very inhibiting when the ship will carry out fishing activities, while costs and domicile are not a limiting factor for the issuance of Fishing Vessel SPB at Banjarmasin Fisheries Port, because SPB issuance is not subject to fees and the availability of individual managed document service providers. On the basis of agreement between the two parties without any coercion from anywhere, this is very helpful to simplify and become a solution for fishing vessels in remote locations, so that these two factors are no longer an obstacle.

Decree of the Maritime Affairs and Fisheries Minister of the Republic Indonesia number 52A / KEPMEN-KP / 2013 about Requirements for Quality and Safety Guarantees of Fisheries in the Processing and Distribution Process, according to these rules fishing vessels in the sea must be designed and equipped with equipment to maintain fish freshness during fishing time with storage duration of more than 24 hours, the implementation in the field of fishing vessels gradually changes the design of fishing vessels which were not initially equipped with refrigerators and fish storage into fishing vessels equipped with freezer machines, according to [21] Auliaet al. (2017), that fishing vessels must meet the requirements to maintain freshness of the catch, one of which is fishing vessels must be equipped with clean sea water cooling machines to ensure that the water temperature in the hold reaches $<3^{\circ}\text{C}$ within 6 hours after the fish is put into the hold .

Based on the description above, it is confirmed that the decrease in the number of Fishing Vessel SPB in Banjarmasin Fisheries Port is due to changes in the pattern of fish distribution

Which originally fishing vessels were very helpful with the presence of transport vessel to bring the catch to the Fishery Port for further distribution, so the role of the transport vessel are very important because they can reduce the operational costs of fishing vessels, but since the issuance of these rules fishing vessels that have been equipped with freezers can directly bring their own catch to other Fisheries Ports in the province of South Kalimantan such as the Fisheries Port of Batulicin,

Research conducted by [26] Aprililianet al. (2016), explains that the criminal offense given to vessel captains who carry out transshipment both from overseas ships and illegal shipping vessels given deterrent effects, [27] Rizqi, (2017), explains in his research that the prohibition on the sale and purchase of fish in the middle of the sea affects the frequency of fishing vessels carrying fish, this also occurs in the frequency of fishing vessel arrivals in Banjarmasin Fisheries Port which is 100% is Fish Transport vessels, then there is a change in alternative objectives for fishermen to carry out loading and unloading fishery products as shown in table 9 below, there is an increase in the number of SPB issued at Batulicin Fisheries Port and Kotabaru Fishery Port.

Table 9. Recapitulation of The Number of SPB Issued in The Province of South Kalimantan

No	Years	Number of issued SPB				Total
		PPI BANJARMASIN	PPI MUARA KINTAP	PPI BATULICIN	PPI KOTABARU	
1	2015	1,192	151	-	-	1,343
2	2016	1,103	444	1,114	94	2,755
3	2017	802	300	1,646	403	3,151

Table 10. Pearson Correlation Test Results with SPSS between Number of Operating Days with Number of SPB Issued in Fisheries Ports of South Kalimantan Province.

Correlations		Amount of Operation Day	Number of SPB published
Amount of Operation Day	Pearson Correlation	1	.951
	Sig. (2-tailed)		.200
	N	3	3
Number of SPB published	Pearson Correlation	.951	1
	Sig. (2-tailed)	.200	
	N	3	3

*. Correlation is significant at the 0.05 level (2-tailed).

From the results of the Pearson correlation analysis above obtained a correlation between the number of operating days with the number of SPB published in the overall Fisheries Ports in South Kalimantan is 0.951, according to the level of closeness between the independent variables and the dependent variable shows that there is a high relationship and strong between the number of operating days with the number of SPB published in South Kalimantan with the direction of the relationship is positive because the value of r is positive, meaning that the more the number of days of operation, the more the number of SPB is issued in Fisheries Ports in the South Kalimantan Province.

This study is partially limited to Banjarmasin Fisheries Port, which has the result that the Joint Patrol activity has a negative relationship direction, in addition to the above factors that influence the direction of the negative relationship, fishing vessel domicile contributes to the direction the relationship occurs, the results this study also mentions that the address of fishing vessels carrying out loading and unloading fisheries products in the PPI Banjarmasin is 70% addressed outside the Banjarmasin area in the South Kalimantan Province, other data explain the number of fishing vessels in South Kalimantan Province mostly from Tanah Laut Regency and Kotabaru Regency as in Table 11.

Table 11. Number of Fishing Vessels in The Sea District / City of South Kalimantan Province

No	District / City	Number of Ships
1	Tanah Laut	2,021
2	Banjar	418
3	Barito Kuala	15
4	Tanah Bumbu	65
5.	Banjarmasin	55
6.	Kotabaru	3,462

[10]Source :Department of Maritime Affairs and Fisheries of South Kalimantan Province,2017

The distance factor of the Banjarmasin PPI towards the fishbase of the fishing vessels majority will result in the small operational costs incurred by fishing vessels when loading and unloading at the PPI Banjarmasin, on the other hand the Batulicin Fisheries Port which is strategically located in the middle between Tanah Laut Regency and Kotabaru has begun to actively provide adequate services and facilities to carry out the duties and functions of the Fisheries Port.

V. Conclusion

Based on the results of measurements of JUKNIS for fishing vessel supervision at the Fisheries Supervisory Agency at the Supervisory Unit (SATWAS) PSDKP Banjarmasin and the Fisheries Supervisory Agency in the Department of Marine and Fisheries of South Kalimantan Province has a conformity percentage of 70% and 68.42%, then put in a category GOOD ENOUGH/COMPLETE ENOUGH.

The results of the study explained that The inhibiting factor in management the Fishery vessel SPB Document at Banjarmasin Fisheries Port are extreme weather, delay in fulfilling supplies/logistics, the fulfillment of fuel oil (BBM) and fulfillment of SPB supporting documents.

Pearson correlation analysis obtained a correlation between the number of days of operation with the number of SPB published is -0,910, showed that there was a correlation between the number of operation days and the number of SPB issued. While the direction of the correlation is negative because the value of "r" is negative, mean a greater number of days of operation the less number SPB published in Fishery port Banjarmasin but if look at the overall SPB published in Fisheries Ports in South Kalimantan the number of operation days has a positive correlation of 0.951

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