

Economic Integration And Environment In Organizing Ports Services (Management Of Juridical Analysis Of Tanjung Emas Port In Semarang)

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Abstract. The study "Economic Integration and Environment in organizing Ports Services (Management Of Juridical Analysis of Tanjung Emas Port in Semarang)" aims to: 1) analyze the economic and environmental integration in port management. 2) analyze the economic and environmental integration in the management of the harbor at the port of Tanjung Emas in Semarang. 3) analyze constraints identified in the waste management of Tanjung Emas In Semarang.

Methods of research in this thesis using Legal Social approach. Reresearch socio-legal research is helping to understand and provide the social and political context configurations that affect the law and its implementation. Through interviews with officials in the relevant port of Tanjung Emas Port Semarang, or by observation in the form of observations systematically involved in obtaining the data. Afterwards will be analyzed data obtained from various sources qualitatively. The results showed that: 1) economic integration with the environment which is run by PT. Pelindo III Semarang as a form of sustainable development 2) based on field data. Pelindo participate in environmental protection activities with the implementation of the rules of environmental controls derived from ISO 14001: 2015 and the units participating in the supervisory activities of environmental conservation 3) barriers that exist in the management of waste in the port of Tanjung Emas is not only Pelindo remember their other business entities that participate in managing the port.

Keywords: Economic Integration; Environment; Ports Services Management

1. Introduction

In the Constitution of the Republic of Indonesia Article 33 paragraph (3) call right "Earth, water and natural resources contained within its controlled by the state and utilized for the welfare of the people", in line with the Indonesian government's efforts in implementing paragraph (3) is to strengthen the infrastructure facilities and the maritime economy one of them build a network of marine transport and ports in all regions of Indonesia.

In the Law of the Republic of Indonesia Number 17 Of 2008 on the voyage harbor is a place that consists of land and / or water with certain limits as the place of government activities and the activities of entrepreneurs who are used as a vessel rests, up and down the passenger and / or unloading of goods, such as terminals and places anchored ship that is equipped with safety and security of shipping and port support

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activities as well as a place to move intra- and intermodal transport. According to the Indonesian Government Regulation (PP) Number 11 of 1983 on the development of port Chapter I, paragraph (a): "Ports are areas or places berths and the place of ships and other water vehicles for raising and lowering the passengers, loading and unloading goods and animals, as well as a working area of economic activity ". The role of the port as an economic order that is: the port can play a role in the transport activities of trade and industry, so that the Port plays a central role in advancing the maritime economy of Indonesia.

For the role and functions of the port described in Chapter VII of the Shipping Act 2018 17 paragraph 2 of Article 68, as well as in organizing the harbor that could survive and can be used on an ongoing basis the government should pay attention to the environmental aspects of the one set out in the Regulation Environment Minister life Number 05 of 2009 on Waste Management in Ports that every public ports and special ports required to provide waste management facilities from its business and / or activities of the vessel.

The reason for the port does not serve the waste disposal of three foreign ship when it docked in *Tanjung Priok* is about the late submission of the license, in which parties from PT. IPC said that the application for demolition waste service ships in the Port of Tanjung Priok must be filed by the shipping company or the ship's agent representing at least 2 (two) days (2x24 hours) before the ship docked. Their ships are not served its RF (*reception facilities*) this will be the question of global shipping.³

Based on the description of the background of the above problems, the authors are interested in doing research with the implementation by management of the port at *Tanjung Emas* in Semarang with the title of the research "Economic Integration And Environmental Management Services In Port (Port Management Analysis Jurisdiction Over Semarang In Tanjung Emas)".

The problem of formulation in this study: Are the integration of economic and environmental interests in the management of the port is able to ensure the business continuity of port (sustainable economy)? How economic integration and environmental management in the port of Tanjung Emas port? Barriers anything that happens in the management of port at Tanjung Emas?

Research Methods

The approach used in this study is the Social Legal (socio legal research). Research socio-legal research is helping to understand and provide the social and political

³<https://ekonomi.bisnis.com/read/20150409/98/421102/layanan-limbah-b3-tak-ditangani-citra-pelabuhan-priok-bisa-rusak>, Accessed on May 19, 2019, 10:00 Regulation.

context configurations that affect the law and its implementation. Thus, this study is not only an effort to develop legal doctrine.⁴

This type of research used in this research is descriptive analysis. The author provides an overview of the overall planning, implementation of data collection, analysis and interpretation of data, the writing of data. Descriptive analysis of research that illustrates the applicable laws associated with the positive legal theories concerning the issues under investigation.⁵

Data collection methods used by the author is: Observation literature study Interviews. This study uses descriptive qualitative data analysis. In this method described on research in the field and are arranged in a systematic sentence.⁶

2. Results And Discussion

3.1 Integrating Environmental and Economic Interests in the Management of Ports and Ports Ensures Business Continuity (Sustainable Economy)

The concept of sustainable development was first outlined in a national policy through Presidential Decree Number 13 of 1998 on Five-Year Development Plan (Pelita), and MPR Number II / MPR / 1993 on the Guidelines of State Policy. Thus, since that time continuous development has had no legal basis in national policy. Sustainable development is development that can meet current needs with regard to ability of future generations to meet their needs. There are three important things in the concept of sustainable development, namely:⁷

- Management of natural resources wisely;
- Sustainable development of all time; and
- Improved quality of life.

In this case the strategy to protect the harbor area from pollution by the port management activities and the activities of the vessel, which is when the harbor was built must meet the requirements of the provision of waste storage facilities, as stated in the Regulation of the Minister of Transport Number 51 of 2015 Article 27 paragraph (1) letter a and for the perpetrators of the port business entities manage port described in Article 34 paragraph 1.

3.2 Economic Integration and the Environment in the Management of Port of Tanjung Emas Port in Semarang

⁴<https://herlambangperdana.files.wordpress.com/2008/06/penelitian-sosio-legal-dalam-tun.pdf>

Accessed on May 7, 2019, 13:00 Regulation.

⁵*ibid.*, p. 98.

⁶Afifuddin, et al, 2009. *Metodologi Penelitian Kualitatif*. Faithful Reader. Bandung, p. 15

⁷Rm. Billy P. Soemartono, *Hukum lingkungan Indonesia*, (Jakarta: Sinar Grafika, 1996), p. 199.

Based on Law Number 17 Of 2008 on the voyage, the Company is responsible for the Maritime Safety, Operation Ports, Water Transport, and Maritime Environment. Currently the status of the Company is no longer a "regulator" but "operator" Ports that automatically change the Company's business from the Port Operator into Terminal Operator.⁸ Referring to Law Number 32 of 2009 which explained that every activity is obliged to ensure the sustainability of environmental functions, then Pelindo III as one of the companies involved in the field of port services have a commitment to the environment. The company has had the environment as a reference document for managing the environmental impact resulting from the operational activities of the Company.

Environmental pollution prevention equiRegulationent in the port of Pelindo III at this time that has been applied by using oil booms to minimize the spread of oil in case of pollution of the port area. Oil boom is equiRegulationent used to confine the oil spill in the waters. Oil Boom is a deliberate equiRegulationent purchased with reference to the basic provision of the EIA (environmental impact assessment) which are listed on the RKL (Environmental Management Plan). The device is categorized as environmental control equiRegulationent at the Port of Tanjung Emas Semarang Pelindo III.

3.3 Barriers Found In Waste Organized in *Tanjung Emas*

As explained in the letter e Article 34 Regulation Number 51 2015 that one of the tasks the enterprise is "to maintain and preserve the environment." The meaning here is the environmental surroundings of the port area. It is of note that the waters area of 400ha and a land area of 500 ha *Tanjung Emas* in Semarang are not only managed by *Pelindo* only as a business entity, but with some effort in participating the activities at the port of *Tanjung Emas* Port Semarang.

The main barriers that exist in addition to their other business entities in the management of their ports are different rules for each entity in the handling of the case of pollution and environmental preservation harbor. And of course each of these companies have environmental documents each. So it's hard if IPCs who should be responsible for all the pollution in the harbor.

IPC is only responsible for the pollution caused by the operations of the IPC only. In the case of pollution prevention and environmental protection in this port is listed in accordance with RKL (Environmental Management Plan) and RPL (Environmental Monitoring Plan).

3. Closing

3.1. Conclusion

⁸<https://www.pelindo.co.id/id/about-us>, accessed on August 22, 2019, at 14.30 Regulation.

- The integration between the economic with the environment that is run by PT. Pelindo III Semarang as a form of sustainable development, where the cost of environmental protection to ensure the protection of the environment can be run and maintained environment if it will get some benefit.
- Pelindo participate in maintaining environmental preservation in the port of Semarang. This is real manifested implemented Regulations of ISO 14001 in case of handling of environmental pollution in the port area. Besides the budget funds from the IPC in the case of environmental monitoring proves that protecting the environment Life does not become a burden to the IPC, as this is the IPC in sustainable activities into the future.
- The existence of other entities that participate in the management of Pelindo ports become a bottleneck in environmental conservation because each entity has rules each in the application of conservation and environmental protection.

3.2. Suggestion

- PT. Pelindo accordance with Law Number 32 of 2009 PT. Pelindo the parties shall provide compensation in case of contamination
- Need to have the RSF in the area of PT. Pelindo port because it will make a profit for PT. Pelindo.

4. References

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