**ABSTRAK**

 *Pelabuhan Penyeberangan Kuala Tungkal adalah Pelabuhan Penyeberangan yang melayani lintas antar pulau antar provinsi dengan lintasan penyeberangan Kuala Tungkal – telaga Punggur. Pelabuhan Penyeberangan Kuala Tungkal dikelola oleh Dinas Perhubungan Kabupaten Tanjung Jabung Barat. Dalam sistem transportasi keamanan dan keselamatan sangat diunggulkan sebagai bentuk pemberian jasa yang baik. Seperti halnya pengaturan dan penanganan muatan kendaraan di atas kapal. Namun, pemuatan kendaraan di atas kapal yang beroperasi di Pelabuhan Penyeberangan Kuala Tungkal belum sesuai dengan standar yang telah ditetapkan di dalam Peraturan Menteri Perhubungan Nomor 115 Tahun 2016 tentang Tata Cara Pengangkutan Kendaraan di Atas Kapal dan Peraturan Menteri Perhubungan Nomor 30 Tahun 2016 tentang Kewajiban Pengikatan Kendaraan Pada Kapal Angkutan Penyeberangan.*

 *Penelitian ini bertujuan untuk mengetahui kondisi eksisting terhadap pengangkutan kendaraan di atas Kapal Motor Penyeberangan Satria Pratama sesuai dengan Peraturan Menteri Perhubungan Nomor 115 Tahun 2016, menerapkan kewajiban pengikatan kendaraan sesuai Peraturan Menteri Nomor 30 Tahun 2016 tentang Kewajiban Pengikatan Kendaraan pada Kapal Penyeberangan dan mengevaluasi kebutuhan petugas pengikat kendaraan yang dibutuhkan untuk meningkatkan sistem pengangkutan di atas Kapal Motor Penyeberangan Satria Pratama. Metodologi penelitian yang digunakan adalah observasi, survei dan dokumentasi. Kemudian untuk menganalisa hal tersebut berpedoman pada Peraturan Menteri Perhubungan Nomor 115 Tahun 2016 dan Peraturan Menteri Perhubungan Nomor 30 Tahun 2016.*

 *Analisa yang akan digunakan adalah analisa deskriptif terhadap kondisi dilapangan, analisa kewajiban pengikatan kendaraan di atas kapal dan analisa waktu dan petugas pengikat kendaraan. Hasil penelitian ini yaitu kondisi eksisting tata cara pengangkutan kendaraan di atas Kapal Motor Penyeberangan Satria Pratama pada lintasan Kuala Tungkal – Telaga Punggur masih belum sesuai dengan pemuatan kendaraaan yang telah diatur pada Peraturan Menteri Perhubungan Nomor 115 Tahun 2016, kewajiban pengikatan kendaraan di atas Kapal Motor Penyeberangan Satria Pratama pada lintasan Kuala Tungkal – Telaga Punggur masih belum sesuai dengan tata cara pemuatan kendaraaan yang telah diatur pada Peraturan Menteri Perhubungan Nomor 30 tahun 2016, karena tidak adanya pengikatan kendaraan di atas kapal, tidak adanya petugas lashing di atas Kapal Motor Penyeberangan Satria Pratama pada lintasan Kuala Tungkal – Telaga Punggur sehingga kendaraan ditempatkan tidak sesuai dengan aturan.*

**Kata kunci: Pengangkutan Kendaraan, Kapal Motor Penyeberangan**

**ABSTRACT**

*Kuala Tungkal Ferry Port is a Ferry Port that serves inter-island inter-provincial crossing with the Kuala Tungkal - Telaga Punggur route. Kuala Tungkal Ferry Port is managed by the district transportation department jabung western cape. In the transportation system, security and safety are highly favored as a form of providing good services. As well as the arrangement and handling of vehicle on board. However, the loading of vehicles on ships operating at the Kuala Tungkal Ferry Port is not in accordance with the standards stipulated in the Regulation of Transportation Minister Number 30 of 2016 Concerning the Procedures for Transporting Vehicles Aboard The Ships. This study aims to: 1.)To find out whether the existing conditions for Procedures Transporting Vehicles on the KMP. Satria Pratama is in accordance with the Regulation of the Minister of Transportation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships 2.) To analyze how should the binding obligations vehicle above of KMP. Satria Pratama in accordance with the Regulation of the Minister of Transportation Number 30 of 2016 concerning Obligations to Bind Vehicles to Ferry Transport Vessels, and 3.) To evaluate what the officer needs binder vehicles needed to transport systems over the KMP. Satria Pratama . The research methodology used is direct observation to the field by observing the productivity of passengers and vehicles as well as the process of loading vehicles on the ship, the measurement method is to measure the distance between vehicles, the documentation method is to document the loading of vehicles on the ship and library method (literature). Then to analyze this, it is guided by the Regulation of the Minister of Transportation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships and the Regulation of the Minister of Transportation Number 30 of 2016 concerning Obligations to Bind Vehicles to Ferry Transport Vessels. The analysis that will be used is a descriptive analysis of the conditions in the field, an analysis of the obligation to bind vehicles on a ship and an analysis of time and vehicle binding officers. The results of this study are: 1) The existing condition of the procedure for transporting vehicles on a ferry on the Kuala Tungkal - Telaga Punggur route is still not in accordance with the loading of vehicles that have been regulated in the Regulation of the Minister of Transportation Number 115 of 2016 concerning Procedures for Transporting Vehicles on Ships. . 2) The obligation to tie vehicles on a ferry on the Kuala Tungkal – Telaga Punggur route is still not in accordance with the procedures for loading vehicles that have been regulated in the Regulation of the Minister of Transportation Number 30 of 2016 concerning Obligations to Bind Vehicles to Ferry Transport Vessels due to the absence of binding vehicle on board. 3) There is no lashing officer on board the ferry crossing the Kuala Tungkal – Telaga Punggur route so that the vehicle is not placed in accordance with the rules.*

**Keywords: Loading, Vehicle, Ship.**