

From Muara Angke Port to Kali Adem Dock: The Development of Maritime Transportation in the Seribu Island

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Abstract

This article examines the development of maritime transportation in the Seribu Islands community concerning crossing locations and types of ships. The development of marine transportation in Seribu Island has impacted the local community since 1996. The research implemented the historical method to describe the impact of the development of the Seribu Island Port on the surrounding community and the community around Kali Adem Dock. Passenger ship crossing activities at Muara Angke Fishing Port are not very conducive because of its location adjacent to fishing activities. Ships used for transportation activities in the Seribu Island are still not seaworthy, obstructing crossing activities. As one of the icons of the capital city, the Seribu Island still needs a specific passenger ferry port. Therefore, the government has officiated Kali Adem Dock as a particular port of passenger for the Seribu Island, which is located west of Muara Angke Fishing Port. The construction of Kali Adem Dock has improved the welfare of the people of the Seribu Island. In its development, the activities in Kali Adem Dock caused several obstacles, such as rob, traffic jams, and decreased income for traders around Kali Adem Dock.

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Introduction

As an archipelagic country with more than 17,000 large and small islands, Indonesia has a significant international perspective, especially in the economic and military fields. That is because Indonesia is at the crossroads of world interests and is very strategic for economic development. In other words, it is directly connected to the world market (Kusumoprojo 2009, 2). One of the conditions for ensuring state development is providing efficient transportation, one of which is sea transportation (Gultom 2017, 420). Therefore, ports are the primary alternative for ships to dock as sea transportation to reach most of the islands in Indonesia (Siswoyo 2017, 15).

The Seribu Island sea transportation port is one of the ports that play an essential role in Indonesia's inter-island crossings. After all, there still needs to be more research on the Seribu Islands' maritime transportation as an object of maritime history research. Most existing research focuses on several research themes, such as agriculture, trade and culture. The Seribu Islands are a tourist destination in the capital city, and transportation is crucial when crossing the Seribu Islands (CNN Indonesia 2019). The lack of transportation and telecommunications facilities isolates the Seribu Islands from the rest of Jakarta's Special Capital Region (DKI). The lack of facilities and infrastructure in the Seribu Islands is an obstacle to improving the welfare of its people (Simangunsong 2014, 3).

In 2001 the North Jakarta Administrative City was sprawl and the Seribu Island became a new regency as well as the only regency in the Special Capital Region of Jakarta (DKI Jakarta) Province. The sprawl resulted in regular transportation as a link between the Seribu Island and Jakarta is increasingly needed. In this case, the DKI Jakarta Transportation Agency should act as a ship operator to regulate sea traffic to and from the Seribu Islands. In 2004, the government launched two KM

Lumbaban ships as a means of transportation to the Seribu Islands. Furthermore, in 2012, the name Muara Angke Harbor, without the word “fisheries”, was officially designated by Governor Fauzi Bowo as a crossing port to the Seribu Islands. After the name change, Muara Angke Harbor was also known as Kali Adem Harbor or Kali Adem Dock, and it was just west of Muara Angke Fishing Harbor (INDOPLACE.COM 2012). Establishing the Kali Adem Dock is beneficial for access to passenger ship shipping in the Seribu Islands because its location is still in North Jakarta, not far from the former port. Kali Adem Port, which received special passenger port status in Jakarta, was in line with the plan of the then Seribu Islands Regent, Tri Djoko Sri Murgianto, which was conveyed to Governor Basuki Tjahaja Purnama. According to Tri Djoko Sri Murgianto, building a specific port for passengers is essential, considering that the Seribu Islands have increasing tourism potential (Sudarmo 2013, 4-5). During the construction process of the Kali Adem Dock, obstacles were faced, such as increasing transportation costs, increasing traffic jams, and more severe impacts of tidal waves. So, to anticipate more significant problems, land elevations are carried out periodically to anticipate annual tidal waves which impact the surrounding community.

Based on this background, this research focuses on the sea transportation activities of the Seribu Islands community, which has experienced many changes in crossing ports and types of ships since 1996. It was caused by State-Owned Enterprises (BUMN) and PT *Angkutan Sungai, Danau, dan Penyebrangan* (ASDP), who saw the potential for crossing activities for the Seribu Islands community. Therefore, regular crossing routes were opened to the four islands in the Seribu Islands, namely Kelapa Island, Pramuka Island, Tidung Island and Untung Jawa Island, with the type of ship used by the Betok ship (INDOPLACE.COM 2012).

Research on developing sea transportation is crucial, considering that many islands surround Indonesia, so sea transportation is necessary. The benefits carried out previously to support ports as part of maritime transportation facilities and infrastructure can be felt directly. That can be seen in a study conducted by Putri & Susilowati (2020), which explains the development of sea transportation from Jepara to Karimunjawa. She stated that in 1970, the type of ship used to cross to Karimunjawa was still a wooden ship. Since 1993, iron and steel ships began to be used as crossing ships, so the travel time became shorter because the ships used were classified as fast ships. The development of sea transportation from Jepara to Karimunjawa then impacted the social and economic life of the people of Karimunjawa. The research, which took a temporal period from 1993 to 2014, was then able to reveal that the development of transportation had a significant influence on the social and economic life of the people of Karimunjawa because the more sophisticated the ships used. The more commodities could be transported because the ships were able to break through bigger waves.

Apart from building and developing port facilities and infrastructure, government policies also influence the development of a port. That is explained in a study conducted by Saputra (2019) through his paper, which discussed the development of the Muara Angke port after the government established the transshipment legality regulations. The regulation caused many ports to close or even not operate because no ships could land fish. Therefore, this research differs from previous studies because it focuses on the development of sea transportation in the Seribu Islands, including port development, types of ships, and the impacts resulting from the port development. As one of Indonesia's ten priority tourist destinations, crossing media is essential for developing a region and port.

Method

Historical methods are used to study the development of maritime transportation in the Seribu Islands. The historical method consists of four stages: heuristics, criticism, interpretation, and historiography (Gottschalk 1983, 32). In the process of searching and collecting sources, there are two types of historical sources, namely primary and secondary (Garraghan 1957, 33). Primary sources in this research are archives and documents obtained from the Seribu Islands Transportation Service, the Seribu Islands Regency Central Statistics Agency (BPS), and the Provincial Government of the Special Capital Region of Jakarta (DKI Jakarta). Apart from that, source collection was also used

through interviews with Bahdiar, Hadi Wijaya, Kusnadi, and Saiful Arifin as residents and Yani as a shop owner around the port. Secondary sources complement primary sources obtained from previous studies, journal articles, books, and other forms of publication.

Seribu Island Overview

Based on Law Number 34 of 1999 concerning the Provincial Government of the Special Capital Region of the Republic of Indonesia, Jakarta, the Seribu Islands have been designated as one of the Administrative Districts at level II in the Level I Regional Province, DKI Jakarta (Sachoemar 2008, 110). The Seribu Islands used to be a sub-district included in the government area of North Jakarta Municipality. On November 9 2001, the Seribu Islands were officially designated as their administrative region based on Republic of Indonesia Government Regulation 55 of 2001 concerning Seribu Islands Regency—establishment of the Seribu Islands Administrative District, DKI Jakarta Province. The change in the status of Seribu Islands Subdistrict to become an Administrative District gives great hope to the DKI Regional Government, especially the people of Seribu Islands, to accelerate development activities to overcome the backwardness experienced so far. The government also hopes that the people of the Seribu Islands can increase their income and welfare like other areas around Jakarta (Mujiyani et al. 2002, 96).

The Seribu Islands is the largest area in DKI Jakarta Province, dominated by sea waters (BPS Seribu Islands Team 2010, 2). Seribu Islands Regency is geographically located off the north coast of Jakarta, bordering the Java Sea in the north, east and west, and directly bordering the North Jakarta Municipality in the south (Mujiyani et al. 2010, 19-20). According to Law Number 34 of 1999 concerning the Provincial Government of DKI Jakarta, the number of islands in the Seribu Islands region reaches 110 islands (Mujiyani et al. 2010, 20). However, of the number of islands in the Seribu Islands, not all of them are inhabited by humans (Gunawan et al. 2010, 162). That is because the Seribu Islands region's physical boundaries are less favourable than those of other areas in DKI Jakarta Province. The difficult regional conditions the Seribu Islands face have resulted in minimal transportation and communication facilities (Mujiyani et al. 2010, 19-20).

The Seribu Islands Administrative Regency is divided into two sub-districts, namely North Seribu Islands District and South Seribu Islands District. Based on the Decree of the Governor of DKI Jakarta Number 1986 of 2000, the Seribu Islands region is administratively divided into six sub-districts, namely Panggang Island Subdistrict, Harapan Island Subdistrict, and Kelapa Island Subdistrict, which are included in the Northern region. Seribu Islands Regency, Untung Jawa Island Subdistrict, Tidung Island Subdistrict, and Pari Island Subdistrict are included in the South Seribu Islands Regency (Sachoemar 2008, 111).

The people of the Seribu Islands still depend on the Jakarta area to meet their basic needs. These basic materials are imported from Jakarta, making the prices of necessities in the Seribu Islands very high. Several factors, such as distribution and transportation or ship costs, also cause the high cost of necessities in the Seribu Islands. The availability of inter-island transportation is a vital facility for the Seribu Islands community. However, the availability of inter-island transportation to and from the islands in the Seribu Islands to Jakarta still needs to be improved. Meanwhile, all the people's needs are imported from Jakarta. This problem is faced by most of the islands in the Seribu Islands, except for a few islands close to Jakarta, such as Pramuka Island and Panggang Island, which only take 10 to 15 minutes to get to Jakarta. The problem impacts life in the Seribu Islands, which is isolated from the outside world. Seribu Islands residents experience social limitations regarding development outside the island and cannot freely travel to Jakarta because they have to adjust ship departure times. Seribu Islands residents are forced to rent boats at quite expensive prices to cross if they face an emergency (Mujiyani et al. 2010, 94). The limitations faced by the people of the Seribu Islands result in the high cost of living in the Seribu Islands to meet their daily needs (Simangunsong 2014, 6).

Development of Maritime Transportation

Transportation can be understood as the movement of people or goods from a place of origin to a destination. There are two interrelated things in transportation: the goods or people being transported and the availability of transportation. One of the roles of transportation is as an infrastructure for the movement of people or goods resulting from activities in an area. Therefore, transportation infrastructure is very important for accessibility to destination areas and supports the movement of people or goods (Abadi 2017, 7). The passenger ship ferry port in the Seribu Islands began to be built and redeveloped after the expansion of the North Jakarta Administrative City in 2001, and the Seribu Islands became a new district.

In its development, sea transportation in the Seribu Islands, such as passenger ship crossings, was active before the 1960s. Previously, crossing activities for the Seribu Islands community occurred at Kartika Bahari "Sampur" (Bahdiar 2023). At that time, the Sampur crossing post was relatively quiet and was still very limited. It is because crossing activities are only carried out for specific purposes, such as transporting goods needed by the island community. Entering 1960, the people of the Seribu Islands began crossing at Donggala Harbor using wooden sailing boats. The journey from the Seribu Islands to Donggala Harbor takes two days because sailboats depend on gusts and wind direction (INDOPLACE.COM 2012). In the 1980s, the people of the Seribu Islands started using 15 GT wooden motorboats with an estimated travel time of 6 hours, much faster than previous boats. For the people of the Seribu Islands, crossing transportation does not yet have a fixed route and still depends on the number of passengers and goods that must be transported (Karana 2011, 227). Furthermore, in the early 1990s, residents and entrepreneurs in the Seribu Islands began to open regular crossings or transportation routes using traditional wooden boats. However, the ships, known as motorbike taxis or traditional ships, operate without official maritime permits (Karana 2011, 227). The port that this type of ship is heading to is no longer Donggala Port, but Mauk Port and Krono Port, Tangerang, Banten, because it coincides with the expansion of containers (INDOPLACE.COM 2012).

In 1996, PT ASDP began opening four regular routes to Seribu Island: Kelapa Island, Pramuka Island, Tidung Island, and Untung Jawa Island (Karana 2011, 227). The regular route uses the Betok boat, which docks at Marina Harbor, Taman Impian Jaya Ancol. This type of ship is faster than a 15 GT ship, with an estimated crossing time of 4 hours (INDOPLACE.COM 2012). Meanwhile, in 1998, motorbike taxi boats began docking and crossing the route at the Muara Angke Fishing Harbor. The new route for motorbike taxis has an impact on the existence of betok ships. So, the Betok boat then decided to move to Sunda Kelapa Harbor, which is not far from Muara Angke Fishing Harbor. However, the operation of the betok ship lasted only a short time because it was stopped by PT ASDP in 1999 (INDOPLACE.COM 2012).

After the expansion of the North Jakarta Administrative City area in 2001, which changed the status of Pulau Seribu into a new Regency, sea transportation activities in the Pulau Seribu region were increasingly developed and had a bright spot (Karana 2011, 222). After the government declared Seribu Island a marine tourism destination for Jakarta, the Jakarta Special Capital Region Transportation Service has continued to facilitate crossing modes since 2004. It can be seen from the operation of two fast boats (subsidized boats) for passengers, namely KM Lumba-lumba 1 and 2, with a capacity of 60 people. These fast boats have much better facilities with ticket prices that are not much different from motorbike taxi boats (Karana 2011, 222). A year after KM Dolphin was operated, the government then operated 6 KM Kerapu boats with a capacity of 24 people. The two fast boats carrying passengers have their destination at Marina Ancol Harbor (INDOPLACE.COM 2012). Therefore, motorbike taxi boats are only used as vessels to transport and deliver fish caught by fishermen. Unfortunately, in 2006, these two subsidized fast boats had to be discontinued because there were problems managing them (Karana 2011, 222). If we look at the lives of the people of the Seribu Islands, providing subsidized ships can be said to be inappropriate because the people of the Seribu Islands prefer to cross at Muara Angke Port, which is more affordable than at Marina Port, Ancol (Kurniawati 2010, 1314).

In practice, motorbike taxi boats, which function as goods transport, are still used to transport passengers. In their operation, motorbike taxi boats often carry passengers above their capacity, and the amount of cargo they carry often needs to be clarified (Karana 2011, 222). Therefore, using motorbike taxi boats is inappropriate for operating as passenger transport vessels. In addition, motorbike taxi boats do not meet shipping standards and are too risky for humans to travel on. However, its existence is still used and growing along with the development of maritime activities in the Seribu Islands (Hadi Wijaya 2023). The DKI Jakarta City Government intends to build a new port to serve the Seribu Islands community and increase the number of tourists coming. In early 2012, Governor Fauzi Bowo inaugurated Kali Adem Port to operate as a port for passenger ships bound for Seribu Islands. Therefore, all DKI Jakarta Provincial Government ships were moved from Marina Harbor to Muara Angke Harbor or Kali Adem Dock. The relocation activity was staged because the Kali Adem Dock location was still under construction. Vessels belonging to the Regional Government only started operating regularly in 2016 (INDOPLACE.COM 2012).

During its development, the passenger ship port for Seribu Island residents at Muara Angke Fishing Harbor was then moved to Kali Adem Dock after operating for 20 years. Vessels belonging to regional governments are also being operated again after they stopped operating in 2006 (Kusnadi, 4 October 2022). Apart from that, the relocation of the Seribu Island passenger ship port was also caused by passenger crossing activities, which could not be combined with fishing and shipping activities at the Muara Angke Fishing Port (INDOPLACE.COM 2012).

Through the Ministry of Transportation, the government followed up on changing the Kali Adem Dock into a modern port. This ferry port is included in the pilot project and is being prepared as a modern, well-organized, and comfortable port. The Pilot Project Port is planned to improve services, safety and security. The government plans to prepare digital tickets, ship crew certification, port sterilization, and law enforcement at ports (Directorate General of Sea Transportation 2018).

The Impact of Port Displacement

Impact on Seribu Island People

The development of maritime transportation from the relocation of the crossing port and the construction of the Seribu Island passenger ship crossing port can be felt and seen changes based on the feasibility of infrastructure, services, and port building facilities. Changes and displacements at the Seribu Island crossing port have positive and negative impacts.

The positive impact of the construction of the Kali Adem Dock is that the crossing location makes it more effective and very good compared to the previous port. Even though sometimes flooding is still felt, passengers are no longer affected because it can still be overcome with the presence of various facilities that have been built (Siahaan & Nastiti 2021, 52). Moving the crossing location was the right decision because the management did not give enough attention to the Muara Angke Fishing Harbor facilities. The Muara Angke Fishing Port has facility problems, such as the absence of a port management office, limited waiting rooms, and the port area being integrated with fishing activities. The combination of port activities makes the flow of ships docking very irregular due to ships stretching along the port, increasing crowds at crossing locations (Kurniawati 2010, 849). Another facility owned by the Kali Adem Dock port is a parking area for visitor vehicles so that vehicle owners do not worry about leaving them at the port. The new face of Kali Adem Dock can be said to be equipped with various luxurious facilities, such as a comfortable waiting room with air conditioning and an increasing fleet of ships. These new facilities make crossing activities more accessible for the Seribu Islands community (Kusnadi, 2022).

Apart from the positive impacts, there were also negative impacts felt after the location was moved to Kali Adem Dock. The new crossing location also creates obstacles, such as difficult access to the port because it passes through a dense slum area. Moreover, access to the port with a large amount of cargo makes it difficult for passengers to carry goods because they must climb winding stairs. In addition, constructing a high embankment at Kali Adem Dock has led to the emergence of porters from communities around the port. The presence of these porters becomes an obstacle for

passengers because the fares offered are costly (Saiful Arifin 2023). Not a few porters cheat by charging high prices. That also impacted the selling price of goods, which increased twice the seller's buying price because of the presence of porters (Hadi Wijaya 2022).

Impact on the people of Kali Adem Dock

The construction of Kali Adem Harbor as a ferry port for the Seribu Islands community still has obstacles, namely tidal floods, which are routinely experienced yearly. To overcome tidal flooding, the local Transportation Service has raised land in the port area. However, this construction resulted in locations around the port submerging in floods, such as the Kali Adem Dock Settlement. The flooding was caused by the closure of port access, which shifted to residential areas (Arifin, 7 January 2023). The movement and development of the Pulau Seribu port do not really affect residential life in the area around the Kali Adem Dock. However, the immediate impact of port construction and transfer is the occurrence of sea tides and traffic jams, which some residents in the area around the port have long felt (Setiani, Puspita, Supriyanto 2022, 46).

Another problem faced by the community around Kali Adem Dock is canteen facilities. The canteen is a facility that the port should have. Before the construction of the Kali Adem Dock port, the existing canteens were just ordinary stalls belonging to the local community. After Kali Adem Dock was used as a passenger crossing port, several canteens were forced to move, such as the canteen at the entrance and the canteen on the edge of the landing deck directly adjacent to the sea (Nugroho 2022).

The canteen, located at the port entrance, was being moved because the land was being used to construct a barrier wall between the port and residential areas. The displacement received a response from the people of the area, as the canteen jobs were their livelihoods that depended on buyers at the port. The displacement then led to clashes between stall owners and port people. The residents staged demonstrations to demand justice and hope their livelihoods would return (Arifin, January 7, 2023). The port manager responded by relocating the canteens at Kali Adem Dock and setting up a special port canteen with limited capacity. Thus, only some people could move to the new location, and others were forced to close their canteens. The port manager's efforts could have done more to change the reality and expectations, as conflicts occurred due to the inappropriate building structure. The location of the canteen stalls at the end of the port area and the poor interior of the stalls, with the stalls of each stall not matching, caused a decrease in income from buyer interest because buyers were far away. The canteen stalls were also covered by other people's stalls so that buyers only stopped by the canteen that was visible in front. Therefore, there is a gap between one canteen and another. The change in the Seribu Islands crossing port from Muara Angke Fishery Port to Kali Adem Dock has affected the economic life of residents who own a stalled business. A comparison of income between the two crossing locations shows a far difference for residents who own canteens. At Muara Angke Fishing Port, they can earn a minimum of Rp.100,000 per day, but at Kali Adem Dock, they only earn Rp.10,000 to Rp.20,000 per day (Yani 2022).

Conclusion

The relocation of the crossing port to the Seribu Island from Muara Angke Fishing Port to Kali Adem Dock was carried out because passenger crossing activities were side by side with fisheries activities. The facilities provided at Muara Angke Fishing Port are also poor, and the ships used still need to be seaworthy. In 2012, Kali Adem Dock Port was built, located west of Muara Angke Fishing Port. The relocation of the particular crossing port for Seribu Island passengers to Muara Angke Port or Kali Adem Dock also has a negative impact, such as the occurrence of annual tidal waves and exacerbated by the elevation of the portland, reducing the income of people who work as canteen owners, increasing traffic congestion and density around the port, and the emergence of rogue porters who charge high prices which then cause the high selling price of goods in Seribu Island. Kali Adem Dock is the central port for crossing the Seribu Island people. However, to become the main port that provides public facilities, the services at Kali Adem Dock must be improved.

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Informan

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