

Ferry Management at Banjar Raya Pelambuan Pier, West Banjarmasin District

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ABSTRACT

Ferry Management at Banjar Raya Pier, Pelambuan District, West Banjarmasin This research is based on the important role of ferry management as public transportation, which is still used daily. People use ferries for various purposes such as work, trade, school, and participating in other social activities, especially in areas that are inaccessible by land transportation. The purpose of this study is to determine how the ferry is managed in Banjar Raya. Qualitative methods are used in this study, with the aim of collecting data through observation, interviews, and documentation. The management of the ferry dock, the ship's captain, and ferry passengers at Banjar Raya Pier are the subjects of this research. The data collection techniques include direct observation, in-depth interviews, and documentation. Data analysis is carried out through data reduction stages adjusted to the focus of the study, descriptive data presentation, and drawing conclusions based on field findings. To ensure the validity of the data, the researcher applies triangulation techniques. The results of the study on ferry management at the Banjar Raya Pelambuan pier, West Banjarmasin district, show that ferries continue to be an important means of crossing people and transporting goods for people living along the riverbanks. The conclusion found that ferry management plays an important role as a means of daily mobility and connecting areas separated by rivers, especially without bridges. Ferries facilitate the flow of goods and passengers, support the local economy, operate intensively from morning to night, and provide social benefits and livelihoods for the surrounding community.

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1. INTRODUCTION

A community is a group of individuals living and interacting in a specific area with shared interests (Harahap et al., 2024). Community life is inextricably linked to the geographic conditions of the place where they reside. Each region has distinct natural characteristics, creating distinctive social, economic, and cultural patterns (Abbas et al., 2021). Banjarmasin City is one of the regions in Indonesia that demonstrates a strong connection between its people and its waters.

Geographically, Banjarmasin City is located in a lowland area dominated by swamps and a network of rivers. Large and small rivers interconnect much of the city, making rivers a vital part of community life (Jumriani et al., 2024; Mutiani et al., 2021). Rivers not only serve as natural resources but also serve as the main transportation routes, supporting various community activities from ancient times to the present day.

The life of the Banjar people is closely linked to river culture. The settlements that have developed along riverbanks demonstrate the close relationship between humans and the aquatic environment. Many daily activities, such as bathing, washing, trading, and social interaction, often take place around rivers (Jumriani et al., 2022; Putra et al., 2022). This makes water transportation, such as *jukung* (traditional boat), *klotok* (traditional boat), and ferries, a familiar and routine means of transportation for the community.

River transportation still plays a vital role, especially for communities living in areas without road access. Ferries are a key mode of transportation connecting areas separated by rivers (Abbas et al., 2024; Subiyakto et al., 2020). In addition to transporting passengers, ferries are also used to transport goods, vehicles, and community products, thus contributing to local economic activity.

Banjarmasin City has several piers that serve as hubs for river transportation. One particularly important pier is the Banjar Raya Pier, located in Pelambuan Village, West Banjarmasin District. This pier serves as a ferry service for passengers and goods to various regions, including Central Kalimantan. Its strategic location in a densely populated area and proximity to commercial centers makes this pier bustling with activity.

Ferry management at Banjar Raya Pier is a crucial aspect in maintaining the smooth flow of river transportation. Management encompassing operational arrangements, safety, and facility maintenance is essential to ensure effective transportation services. Amidst various challenges such as limited facilities and the development of land transportation, ferry management remains strategic. Therefore, this situation is interesting to examine through research on ferry management at Banjar Raya Pier in Pelambuan, West Banjarmasin District.

2. METHODS

This study employs a qualitative approach with descriptive methods, aiming to in-depth describe the phenomena encountered in the field (Sugiyono, 2016). Qualitative research explores participants' perspectives using interactive and flexible strategies. The purpose of qualitative research is to understand social phenomena (Mappasere & Suyuti, 2019). Through this method, researchers attempted to explore various dimensions related to ferry management, such as the numerous ferries operating at Banjar Raya Pier. This study aimed to understand the management of ferries at Banjar Raya Pier. Data collection was conducted through in-depth interviews, direct observation, and documentation review, involving informants such as the Pier Master, Ferry Captain, and Ferry Users. By involving these various informants, researchers were able to obtain diverse perspectives to enrich the research findings.

Field observations were conducted to provide a realistic picture of the condition of ferries at Banjar Raya Pier in Pelambuan, West Banjarmasin District. Through these observations, researchers were able to directly observe the social interactions and economic activities occurring at the research location. The results of these observations were then used to strengthen the findings from the interviews and documentation study (Sugiyono, 2017). This study utilizes primary data from interviews and field observations, as well as secondary data from journals, articles, and relevant literature. Utilizing these various data sources is intended to strengthen the validity and deepen the research analysis, so that the resulting findings can provide a comprehensive understanding of Ferry Management at Banjar Raya Pelambuan Pier, West Banjarmasin District.

3. FINDINGS AND DISCUSSION

3.1 Management of the ferry at the Banjar Raya pier

The Banjarmasin City Transportation Agency and the ferry technical unit, part of the regional government, manage the ferry at Banjar Raya Pier. Ferries play a crucial role as a means of water transportation for the community, particularly those living along the banks of the Barito River. River transportation in Banjarmasin City has developed since the Banjar Sultanate era and remains a cultural heritage that persists to this day. Although the construction of roads and bridges has made land

transportation increasingly dominant, river transportation remains in use, especially in areas difficult to reach by land vehicles.

This research was conducted at Banjar Raya Pier, located on Jalan Barito Hulu, Pelambuan Village, West Banjarmasin District, Banjarmasin City, South Kalimantan. This pier has been operating since the 1980s and serves as a hub for river transportation activities connecting South Kalimantan with Central Kalimantan. The route system that is run includes intercity and interprovincial routes, serving areas such as Muara Teweh, Puruk Cahu, and Ampah, as well as local routes such as Banjar Raya–Sakakajang Tamban, so that this pier remains active as the main means of mobility for people along the Barito River.

Figure 1. Banjar Raya Pier Route Map



Source: Personal Documentation (2025)

To support the field data, the following image shows a map of the river transportation network centered at Banjar Raya Pier, Banjarmasin City. This map was compiled by the Banjarmasin City Transportation Agency and illustrates the routes and coverage of ferry and river vessel routes from Banjar Raya Pier to various regions in South Kalimantan and Central Kalimantan (Hapsah et al., 2025). This map, with a scale of 1:1,200,000, shows that Banjar Raya Pier plays a strategic role as a link between regions and provinces via waterways, especially the Barito River. The main routes are marked with dotted red lines representing river transportation routes. Broadly speaking, routes are divided into two types, namely:

1. The Intercity and Interprovincial Route (AKAP) covers the route from Banjar Raya Pier to areas such as Muara Teweh, Puruk Cahu, and Ampah in Central Kalimantan. This route serves as the main route for goods distribution and community mobility between regions via the Barito River.
2. The Intercity and Interprovincial Route (AKDP) covers Banjarmasin and Sakakajang Tamban. This route serves the local community's needs for passenger and logistics transportation.

The map of the Banjar Raya Pier location shown in the image provides a visual depiction of the pier's strategic position within the West Banjarmasin District, specifically in Pelambuan Village. The inset map in the lower right corner clearly shows the connection between the pier area and the ferry route destinations to Sakakajang. This inset serves to clarify the spatial relationship between the center of river transportation activity and the areas served by ferries. The map emphasizes that ferries operating at Banjar Raya Pier not only serve local mobility needs but also serve as interregional and even interprovincial connections, particularly between Banjarmasin City and Barito Kuala Regency and the hinterland of Central Kalimantan (Yuliyanti et al., 2025).

The river route depicted on the map demonstrates that despite the rapid development of land transportation, river transportation remains the backbone of life for the people living along the Barito

River. The river continues to serve as the primary route for mobility for communities in areas not yet fully accessible by bridges or adequate land access (Khadijah et al., 2025). Thus, this map reflects the community's dependence on the river network as a primary means of carrying out daily social and economic activities. The map also represents a spatial approach to understanding water transportation networks, where the connectivity between river routes is a crucial factor in the movement of people and the distribution of goods. This reinforces research findings that ferries along the Barito River, particularly those operating at Banjar Raya Pier, play a central role in supporting the social and economic life of the community (Djaelani & Darmawan, 2021). Ferries are an efficient mode of water transportation for transporting people, vehicles, and goods, especially in areas with limited land transportation access.

The ferry crossing route on the map is indicated by a dotted red line, depicting the main shipping route from Banjar Raya Pier to Sakakajang. This route is important because it connects two distinct administrative areas: West Banjarmasin District in Banjarmasin City and the Sakakajang area in Barito Kuala Regency. This crossing route is part of the daily routine of residents, including workers, students, vegetable vendors, transporters of basic necessities, and motorcyclists and cart drivers who rely on ferries as their primary means of transportation (Ayuningtyas et al., 2025).

The ferries operating at Banjar Raya Pier have specific characteristics tailored to the needs of the community and the geographic conditions of the Barito River. These vessels are generally medium to large in size, with a capacity of around 30–50 passengers and 10–30 motorcycles per trip. Furthermore, ferries are also used to transport various types of merchandise, such as agricultural produce, basic necessities, and building materials, especially to the interior areas of South and Central Kalimantan.

Structurally, the ferry at Banjar Raya Pier features a spacious and sturdy open deck, constructed from a combination of lightweight steel and ironwood, resistant to water and river currents. Lift-and-lower ramps at both ends facilitate loading and unloading of vehicles and goods. The vessel uses a diesel engine as its primary power source, with a manual steering system controlled by experienced operators familiar with the Barito River's currents (Ramadhan et al., 2025).

In addition to its function as a means of transporting passengers, the ferry also serves as a vital logistics facility, particularly during market days or the harvest season, when the vessels are often chartered specifically by traders or middlemen. Ferry operations at Banjar Raya Pier are not tied to a rigid official schedule but operate routinely according to passenger demand and load capacity. Although some vessels are equipped with safety equipment such as life jackets and rubber tires, observations indicate that safety oversight still needs to be improved to ensure safer and more sustainable river transportation (Rusnaedi et al., 2024).

These ferries are the economic backbone of river communities, providing employment as operators, ticket handlers, or cargo carriers, and connecting traditional markets with agricultural and plantation production areas. These characteristics demonstrate that the ferry at Banjar Raya Pier is not just a mode of transportation, but also an economic driver and social bridge that strengthens interregional ties along the river. Its presence is a vital part of the cultural identity of the Banjarmasin River.

The operation of the ferry at Banjar Raya Pier facilitates daily activities for residents and provides a direct livelihood for ferry operators. Affordable fares are used by the lower-middle class. It is more frequently used by local communities than by major trade routes.

Table 1 Kapal Feri Banjar raya

Aspek	Dermaga Banjar Raya
Ukuran Kapal	Sedang - Besar
Trayek	Jarak Jauh (Antar Provinsi) dan penyeberangan lokal
Kapasitas	Penumpang Dan Barang

Fungsi Utama	Distribusi Ekonomi Antar Wilayah dan harian masyarakat lokal
Jadwal Operasi	06.00-23.00
Lama Perjalanan	Bisa Berjam-Jam Atau Harian (15 meni)

Source : Banjarmasin Transportation Agency

The ferry at Banjar Raya pier serves as a regional means of transportation, serving as a local daily transportation for the community, and has a characteristic role in forming a water transportation system based on river culture in Banjarmasin. Explanation of operating hours, as explained by Mrs. Maria, the head of the Banjar Raya pier who oversees each ferry operation, explained that it operates until 10 p.m., but may be longer due to the number of passengers. For example, during haul events, the kelotok (motorboat) may be willing to operate the ferry. As operators, we operate from 6 a.m. to 10 p.m., but sometimes the boat owner is reluctant.

The ferry at Banjar Raya operates according to the set times: 6:00 a.m. WITA from Sakakajang pier to Banjar Raya pier, and from Banjar Raya to Sakajang, the ferry departs at 6:30 a.m. for schoolchildren, workers, and regular passengers going about their daily activities. Two boats per day, according to the set schedule for general crossings, operate until 9 p.m. from Sakakajang to Banjar Raya and 10 p.m. from Banjar Raya to Sakakajang. This is reinforced by the theory of ferries (Arif & Prasetyo, 2020), which states that the use of ferries is essential for the sustainability of society, thus requiring more time for ferry operations at certain times.

Ferries operate a relatively wide range of routes, making them an option for reaching islands/regions that are otherwise inaccessible or require longer journeys by land. The ferry routes operating in Banjarmasin and the local Muara area are shown in the following table:

Table 2 List of Ferry Routes in Banjar Raya

No.	Nama Kapal	Trayek/Tujuan	Gt	Kapal	Kapasitas	Jam Operasi	Keterangan
1	KM. Muara Sumber	Dermaga Banjar raya(BJM)- Dermaga Marabahan- Dermaga Jenamas-Dermaga Buntok-Dermaga Muara Teweh-Dermaga Puruk Cahu	117	BRG	50 Ton/10 Orang	06.00- 23.00	Setiap Hari
2	KM. Kasriyya	Dermaga Banjar raya(BJM)- Dermaga Puruk Cahu	141	BRG	50 Ton/10 Orang	06.00- 23.00	Setiap Hari
3	KM. pancar mas II	Dermaga Banjar raya(BJM)- Muara Teweh	163	PNP	110 Orang	06.00- 23.00	Setiap Hari
4	KM. Barito Usaha I	Dermaga Banjar raya(BJM)- Dermaga Sakakajang(Batola)	68	PNP	46 orang/2 3 roda 2	06.00- 23.00	Setiap Hari
5	KM. Barito usaha II	Dermaga Banjar raya(BJM)- Dermaga Sakakajang(Batola)	51	PNP	54 orang/2 7 roda 2	06.00- 23.00	Setiap Hari
6	KM. Barito usaha III	Dermaga Banjar raya(BJM)- Dermaga Sakakajang(Batola)	53	PNP	40 orang/2 0 roda 2	06.00- 23.00	Setiap Hari
7	KMP. Hikmah bersama	Dermaga Banjar raya(BJM)- Dermaga Sakakajang(Batola)	56	PNP	50 Orang/2 5 Roda 2	06.00- 23.00	Setiap Hari

8	KM.	43	PNP	36	06.00-	Setiap Hari
	Misbahul			Orang/1	23.00	
	Munir	Dermaga Banjar raya(BJM)- Dermaga Sakakajang(Batola)		8 Roda 2		

Source : Dinas Perhubungan Banjarmasin

The transportation activities they carry out at the Banjar Raya and Alalak Tengah piers are connected under 1 management, so there are 2 piers, while the availability of eight ferries at the Banjar Raya pier is divided into 3 ferries (KM. Barito Usaha I specifically for PNP with a capacity of 46 people / 23 2-wheeled vehicles, KM. Barito Usaha II specifically for PNP with a capacity of 54 people / 27 2-wheeled vehicles, KM. Barito Usaha III specifically for PNP with a capacity of 40 people / 20 wheels) owned by 1 private person, 1 ferry (KMP. Hikmah Bersama specifically for PNP with a capacity of 50 people / 25 2-wheeled vehicles) owned by 1 private person and 1 ferry KM. Misbahul Munir specifically for PNP with a capacity of 36 people / 18 2-wheeled vehicles owned by 1 private person which specifically operates for passengers from Banjar Raya Pier to Ska Kajang Pier (Batola) 3 other ferries KM. Muara Sumber is specifically for goods with a capacity of 50 tons/10 passengers bound for Banjar Raya Pier (BJM) - Marabahan Pier - Jenamas Pier - Buntok Pier - Muara Teweh Pier - Puruk Cahu Pier. KM. Kasriyyal is specifically for goods with a capacity of 50 tons/10 passengers bound for Banjar Raya Pier (BJM) - Puruk Cahu Pier. KM. Pancar Mas II is specifically for passengers bound for Banjar Raya Pier (BJM) - Muara Teweh Pier.

According to Mr. Makmur, ferry management in the Banjar Raya area is carried out in rotation by ship owners in agreed-upon working groups. Each vessel has an orderly operational schedule without overlapping, manually recorded, and is considered fair because it provides equal opportunities. Management is carried out independently under the supervision of the Transportation Agency, using deliberations for maintenance and repairs, and supported by experienced captains who have received safety training to ensure the vessels remain safe and functional for the communities along the Barito River.

Figure 2. Ferry



Source : Personal Documentation (2025)

This image shows how traditional ferries remain a vital means of transportation for people living along the banks of the Banjarmasin River. Ferries like these serve as vital links between areas separated by rivers, particularly for the daily activities of people carrying goods or motorized vehicles.

According to theory, ferries are a form of water transportation designed to transport passengers, goods, and vehicles across bodies of water such as rivers, lakes, and seas. In the lives of the people living along the Barito River, particularly in Banjarmasin City, ferries play a crucial role as the primary link between areas separated by wide river channels and not all connected by bridges. Ferries are an integral part of community mobility, enabling them to reach areas difficult to access by land and supporting the smooth flow of local social and economic activities (Nur & Nugroho, 2023).

During peak hours, particularly in the morning and evening, ferries operate intensively, with round-trip crossings every 10–15 minutes and waiting times of approximately 15–20 minutes.

Operations are carried out with caution, especially during strong river currents or high tides, with the support of official piers owned by the Banjarmasin City Government, such as the Banjar Raya Pier. From this pier, ferries serve crossings from the Barito River to Sakakajang and longer routes to areas in Central Kalimantan such as Muara Teweh and Puruk Cahu. Affordable costs, short travel times, and the ability to transport large quantities of goods make ferries a mainstay for the community and reflect the local wisdom of river communities who live in harmony with nature (Suwestian et al., 2024).

3.2 Kapal Feri Tradisional (Feri Kayu)

Traditional ferries are the oldest type of ferry and are still used by some communities. These vessels are made of wood, particularly ironwood, known for its water resistance. Typically small to medium-sized, these vessels are used to transport passengers and two-wheeled vehicles. They use simple diesel engines, and are still operated manually. They have a simple design, an open deck, no dedicated ramp for vehicles, and are typically owned by individuals or families.

Figure 3. Kapal Feri KF.Bersama

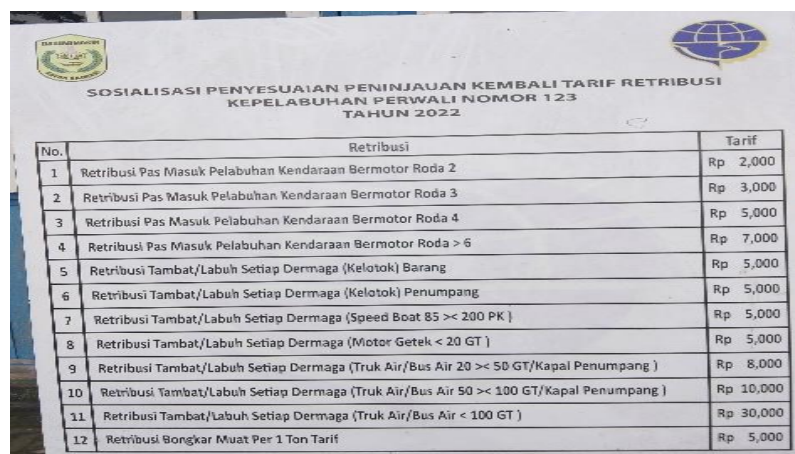


Source: Personal Documentation (2025)

The image above depicts a medium-sized ferry, generally made of wood and equipped with a diesel engine, capable of carrying passengers, motorcycles, and various types of luggage in a single trip. This type of vessel is known for its large carrying capacity, relatively good safety standards, and a more organized appearance than traditional boats. It is managed independently by the ship owner, under the supervision of the Transportation Agency, thus its operation is considered more professional. Due to these characteristics, ferries have become a primary mode of transportation, widely used by local residents and those across provinces for crossings (Karim et al., 2023).

The independently operated ferry fleet is owned by Mr. Hai Hadri, which operates from Banjar Raya Pier. The KF. Bersama and KF. Hidup Bersama vessels serve the Banjar Raya–Sakakajang route daily, while the KM. Hidup Bersama II serves the Banjar Raya–Kapuas route on weekends. Operations begin early in the morning, departing Kapuas at 5:00 a.m. and arriving in Banjar Raya around 6:00 a.m., after which the crossing continues until nighttime. Each vessel is operated by a crew of four, working in two shifts and with an agreed-upon wage distribution. Interviews and field observations indicate that ferry fares at Banjar Raya Pier vary, depending on the vessel type, route, and service function, with medium-sized ferries being the primary choice for the daily Banjar Raya–Sakakajang crossing, as conveyed by Mr. H. Ramli, a traditional ferry operator.

Figure 4. Daftar tarif dermaga Banjar Raya



No.	Retribusi	Tarif
1	Retribusi Pas Masuk Pelabuhan Kendaraan Bermotor Roda 2	Rp 2,000
2	Retribusi Pas Masuk Pelabuhan Kendaraan Bermotor Roda 3	Rp 3,000
3	Retribusi Pas Masuk Pelabuhan Kendaraan Bermotor Roda 4	Rp 5,000
4	Retribusi Pas Masuk Pelabuhan Kendaraan Bermotor Roda > 6	Rp 7,000
5	Retribusi Tambat/Labuh Setiap Dermaga (Kelotok) Barang	Rp 5,000
6	Retribusi Tambat/Labuh Setiap Dermaga (Kelotok) Penumpang	Rp 5,000
7	Retribusi Tambat/Labuh Setiap Dermaga (Speed Boat 85 >< 200 PK)	Rp 5,000
8	Retribusi Tambat/Labuh Setiap Dermaga (Motor Getek < 20 GT)	Rp 5,000
9	Retribusi Tambat/Labuh Setiap Dermaga (Truk Air/Bus Air 20 >< 50 GT/Kapal Penumpang)	Rp 8,000
10	Retribusi Tambat/Labuh Setiap Dermaga (Truk Air/Bus Air 50 >< 100 GT/Kapal Penumpang)	Rp 10,000
11	Retribusi Tambat/Labuh Setiap Dermaga (Truk Air/Bus Air < 100 GT)	Rp 30,000
12	Retribusi Bongkar Muat Per 1 Ton Tarif	Rp 5,000

Source: Personal Documentation (2025)

The image above contains a list of rates at the Banjar Raya pier which contains various provisions set by the government, so that from these provisions there are no errors in determining prices, and also as more complete information for passengers as explained that the current crossing rate is IDR 2,000 for passengers or a levy to be deposited to the Transportation Agency and IDR 9,000 per motorbike. So the total for one motorbike is IDR 11,000 for two-wheeled vehicles so that every day you deposit the levy money to the Banjar Raya Transportation Agency according to the income earned today.

Figure 5. Locket pembayaran Dermaga Banjar Raya



Source: Personal Documentation (2025)

The image above illustrates the well-organized queuing system at Banjar Raya Pier. Ferries depart when they have sufficient capacity or after a maximum waiting time of approximately 15–20 minutes, with a journey time of approximately 20 minutes to Sakakajang. This reflects the ferry's vital role as a means of transportation for riverbank communities operating on both sides of the Barito River. Interviews with field officer Siti Mariani revealed that the fare system has evolved with the implementation of cash and non-cash payments, increasing public interest due to affordable fares and improved service. Ferry fares are tailored to the type of service and user needs, particularly for local residents who rely on ferries for daily mobility. With a structured fare system and increasingly professional management, ferries at Banjar Raya Pier serve not only as a means of transportation but also support the preservation of river culture as an integral part of Banjarmasin's community life (Fitriansyah et al., 2023).

In general, the ferry fare system at Banjar Raya Pier still relies on cash payments and has not yet implemented a digital payment system like the Banua Card. Passengers pay directly to the ferry operator upon boarding, with a fare of Rp2,000 for adults and Rp9,000 for motorcycles. Fares can

increase if passengers bring additional luggage, depending on the volume and agreement with the operator. Furthermore, there are flexible fares for regular residents or the elderly, such as discounts or the ability to pay later, reflecting the strong kinship element in the traditional transportation system of riverbank communities. The ferries in operation are generally made of wood with simple diesel engines, capable of carrying around 50 passengers or 25 motorcycles, and depart flexibly when the load is sufficient or upon passenger request.

Ferry activity increases significantly in the morning and evening, particularly between 6:00 and 8:00 a.m. Central Indonesian Time (WITA) and during the end-of-work period, prompting operators to speed up operations to reduce queues. In addition to carrying passengers, ferries also transport goods such as garden produce, basic necessities, and building materials, at negotiated fares ranging from Rp20,000 to Rp50,000. In the management of the five ferries on the Banjar Raya–Sakakajang route, revenue is generally split 20% for the captain and 80% for the owner. On quiet days, revenue per vessel is approximately Rp 2,000,000 per day, while on busy days such as weekends or holidays, it can reach Rp 6,000,000, with approximately 12 round-trip operations and a fuel requirement of approximately 50 liters of diesel per vessel.

Overall, ferry fares at Banjar Raya Pier reflect the principles of a people's economy, namely adjusting prices to the community's means of living and upholding flexibility in service. Although the payment system remains conventional, this approach keeps river transportation affordable for all. Locally, ferries serve not only as a means of transportation but also as an integral part of the social and cultural identity of the Barito Riverbank communities.

4. CONCLUSION

The ferry management at Banjar Raya Pelambuan Pier, West Banjarmasin District, is carried out independently by the ship owners and operators under the supervision of the Banjarmasin City Transportation Agency. The management system is implemented through rotating operational schedules, deliberation-based ship maintenance, and the implementation of shipping safety principles by experienced and trained captains. The ferry management not only serves as a means of daily mobility such as going to work, school, and business, but also as a vital link between areas separated by rivers, especially those without bridge access. The presence of ferries helps facilitate the flow of goods and passengers, and supports the economic activities of the surrounding community. The presence of ferries has proven to play a vital role in supporting community mobility, facilitating the flow of goods and passengers, and supporting the social and economic activities of the communities along the Barito River. Therefore, the ferry management at Banjar Raya Pier is a strategic component of the river transportation system and has a real contribution to the sustainability of local community life.

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