Analysis Of Container Handling Damage At Makassar Container Terminal

Yeti Komalasari

Abstract
The purpose of this study was to determine the factors that cause container damage at the Soekarno-Hatta Makassar Container Terminal. This research was conducted at the Container Terminal of Soekarno-Hatta Port, Makassar.

This study uses a qualitative descriptive method that uses information about the occurrence of further damage at the container terminal at Soekarno Hatta port, observations, interviews, with employees and the author looking for literature in the library related to the title of this study.

The results showed that the factors causing damage to containers at the Soekarno-Hatta Port Container Terminal, Makassar Port were the operation of cranes that were not careful in handling containers so that the containers were damaged and the lack of maintenance which resulted in containers corroding.

Keywords: Container Demage, Container Handling

1. Introduction
The increasing development of the container market provides positive feedback on the development of ships serving containers. Along with the increasing interest of service users to ship goods and the advancement of shipping and shipping technology, shipping goods by sea is increasingly efficient. Almost all imported and exported goods are handled using a container system. The use of containers for the transportation of goods both by sea and land has grown since the introduction of trade between countries. But on the other hand it does not mean that the goods in the container can be fully guaranteed from the effects of damage. In general, damaged goods are affected by leaking or rusting of the container so that it damages the contents in the container. Another damage that often occurs is due to the loading and unloading process of the containers.

Judging from the situation and situation at the Makassar Container Terminal, especially the condition of the containers in the container yard (CY), now they are faced with the problem of container damage factors such as corrosion, damage from collisions that can have an impact on containers such as dents, cracks, holes, and others be the main cause of container damage. In assessing the damage to containers that occurred at the Makassar Container Terminal, of course, it is an illustration that becomes a reference in repair and maintenance efforts that intensively need to be improved in handling containers at the time of loading and unloading at the container terminal and it is necessary to improve maintenance of containers so that corrosion does not easily occur. causing the container to rust and the walls to thin.
Based on these problems, the authors are interested in taking the title of the research "ANALYSIS OF CONTAINER HANDLING DAMAGE AT MAKASSAR CONTAINER TERMINAL.

2. Research Method
The type of research used by the author at the time of conducting the research is a qualitative descriptive research type, is the data obtained in the form of information about the discussion, both orally and in writing.

3. Results and Discussion (Main Heading of the Analysis)

Based on the results of data processing in the field, several factors were found that caused container damage at the Makassar Container Terminal, including:

a. Damage during container handling
   This damage occurs when container handling is carried out by Container Crane (CC) or transtainer operations that are less careful from the operator so that sometimes it can cause collisions or improper placement of containers.

b. Damage caused by corrosion
   This damage occurs due to an electrochemical reaction that is natural and takes place by itself, therefore corrosion cannot be prevented or stopped but corrosion can only be slowed down the process of destroying the container so that the container can be used in the long term, the container must be considered.

Referring to the existing data on container damage by place, for a description of where the dominant container damage occurs in the container yard because the damage often occurs during handling, for example, when the activity / process of moving containers from the chassis is lifted using a Container Crane (CC) during the preparation of containers in container yard in this process, collisions often occur between containers with other containers which are usually caused by errors from the Container Crane (CC) operator itself, which is an example of the cause of damage to the more dominant container, namely dents.

4. Closing
   a. Conclusion
   There are several factors that affect container damage at Makassar Container Terminal, namely:

   1. Damage during container handling
      This damage occurs when handling containers carried out by Container Crane or transtainer operations that are less careful from the operator so that sometimes it can cause collisions or container placements that do not match the number of containers that were damaged in 1 year as many as 31, namely damage due to bending as much as 1 box, due to 4 boxes broken, 6 boxes cracked, 13 boxes dented, 3 boxes holes. container Damage caused by corrosion as many as 4 boxes
2. Damage caused by corrosion. Damage during container handling, . This damage occurs due to electrochemical reactions that are natural and take place by themselves, therefore corrosion cannot be prevented or stopped but the corrosion itself can only be slowed or controlled so that it slows down the destruction process of the container.

b. Suggestion

1. Provide training to container crane operators to be more thorough so that container placement is in accordance with its place.

2. Perform maintenance on the container itself and always carry out periodic checks on the physical condition of the container

5. References

Books:

Regulations:
5) Government Regulation Number 61 of 2009, concerning Ports.
6) RI Government Regulation No. 69 of 2001, About the Port Law Number 17 of 2008, concerning Shipping.
7) International Standard Organization (ISO), About Definition and Definition of Container.