Handle the shortage of containers in the provision of export containers in PT Meratus Lines Branch Makassar

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Abstract

Export activity is a source of income for companies and countries that can increase revenue. In order for the implementation of export activities in PT Meratus to run smoothly, the company implements the system for customer satisfaction. During job training in PT Meratus, it is still finding the consignee that does not return the container in a timely manner. This causes a shortage in the depot. Delays in container return will hamper export activities at PT Meratus Line where shipment in the form of exports is a large load of activities that can increase the income of a company.

From the results of analysis and discussion of the research, it is seen that the efforts of PT Meratus have overcome it optimally because it is very necessary once the efforts of various parties for export activities within the company are successful, and can increase corporate earnings. If the above process is done then export process will run smoothly.

Keywords: Handling, Shortage Container, Export.

1. Introduction

The trend of the flow of goods throughout the world from time to time is increasing. In line with the growth in the flow of goods, there has been a shift in the pattern of shipping goods from conventional methods to using containers. The use of containers for the transportation of goods, both by sea and land has grown rapidly since the seventies Indonesia has been involved in this new transportation system which has developed widely in world transportation patterns, even though the system contains several things, one of which has an impact on reducing opportunities. work, because the container operating system involves less labor when compared to conventional systems.

In international trade, sea transportation services are one of the most efficient transportation services, especially in export / import activities. Shipping by sea transportation system is relatively more economical and efficient, because it can carry approximately 80% of the total cargo with using container and semi container ships. Customs area is the territory of the Republic of Indonesia which includes land, water and space thereon, as well as certain places in the exclusive economic zone, Warsidi (2003:97).

A shipping company provides provisions for each container user to return the container on time. This provision is to return the container according to the time limit given by the company, which is 5 days for the free time period for returning the container. If the free time period has expired and the owner of the goods has not returned the container, the shipping company will provide a fine (penalty) which is usually called a demurrage.
The imbalance in trade volume between regions causes an excess of empty containers in one area, and a shortage of empty containers in another. Limited storage area capacity in areas with excess empty containers causes problems for terminal managers to manage terminal operational activities. This problem is caused by the limited space at the container terminal. This resulted in a shortage (shortage) of containers at the depot. Delay in returning containers will hamper export activities at PT. Meratus Lines, where shipping in the form of exports is a large loading activity that can increase the income of a company.

Based on the background description above, the authors chose the title: "Handling of Shortage Containers in the Context of Providing Export Containers at PT.Meratus Lines Makassar Branch ".

2. Research Method

a. Population and Research Sample

The data population in this study were all employees of PT. Meratus Lines, amounting to 17 people. The sample is part of the population or part of the characteristics possessed by the population. The samples taken were 5 people from the employees of PT. Meratus Lines in the Operation Department. The sampling method uses a simple random method, namely sampling in which the selection of population elements is carried out in such a way that each element has an equal opportunity to be selected.

b. Data Collection Techniques and Research Instruments

To obtain the data needed in this paper, the author uses several ways as follows:

1. Primary data is data that is collected and processed by the researcher directly from the research subject.
   
   The method of observation is research with
   
   a. The method of observation is research by making direct observations of PT. Meratus Lines. Then the research instrument of the observation method is a check list.
   
   b. The interview method is to conduct interviews in person or in writing to the head of the branch and to the operational staff at PT. Meratus Lines. So the research instrument of the interview method is an interview form.

2. Secondary data

   Secondary data are collected in the following ways:
   
   a. Library research method is a method used by the author to obtain data through library research, books, articles on internet sites and literatures that are closely related to the material discussed.
   
   b. Documentation technique is a way to obtain or collect data through pictures and other appropriate documents.
3. Results And Discussion

a. Description of Export Activities at PT. Meratus Line

From January to March 2016, PT Meratus experienced an increase in container bookings for export, due to the large number of bookings the operation took to reduce the overdue rate by obtaining a supply container from a port that had an empty container to be immediately supplied to Jakarta.

This process takes a long time due to the long shipping distance, besides that the company will also suffer losses if it only ships empty containers to Jakarta. To overcome these losses, Marketing usually offers the empty space to customers who want to ship their goods to Jakarta.

To get an ex-imported supply container, it needs to be approved from the principle after which the container will be shipped to the Makassar port, after arriving in Jakarta the container will be reused to fulfill export requests. The increase in booking demand for export containers was experienced by PT. Meratus from January to March 2016. Below is a table of export bookings which states the shortage of containers and the comparison with the number of containers in the depot

<table>
<thead>
<tr>
<th>AREA</th>
<th>Container 40 HQ</th>
<th>Container 40’</th>
<th>Container 20’</th>
</tr>
</thead>
<tbody>
<tr>
<td>Makassar</td>
<td>17.121</td>
<td>25023</td>
<td>30090</td>
</tr>
<tr>
<td>Jakarta</td>
<td>7.025</td>
<td>17.963</td>
<td>18.243</td>
</tr>
<tr>
<td>Belawan</td>
<td>4.523</td>
<td>7.082</td>
<td>5.690</td>
</tr>
<tr>
<td>Surabaya</td>
<td>7.123</td>
<td>8.002</td>
<td>8.291</td>
</tr>
<tr>
<td>Total (Box)</td>
<td>35.792</td>
<td>58.070</td>
<td>62.314</td>
</tr>
</tbody>
</table>

Source: Kantor Administrator PT. Meratus Line

The table above is a list of export cargo bookings at PT. Meratus during 2016, booking export cargo was the number of export containers located in several branch areas of PT. Meratus. Where the highest number of exports occurred in the Makassar region and the lowest number of exports was in the Belawan region which is quite far from one another. This is due to the higher level of export demand in this area as well as the condition of the depots.
TABLE 2
Comparison Export & Import at PT.Meratus Lines 2016

<table>
<thead>
<tr>
<th>NO</th>
<th>POL</th>
<th>EKSPOR</th>
<th>IMPOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JAKARTA</td>
<td>71.329</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>MAKASSAR</td>
<td>43.231</td>
<td>31.895</td>
</tr>
<tr>
<td>3</td>
<td>BELAWAN</td>
<td>17.295</td>
<td>15.558</td>
</tr>
<tr>
<td>4</td>
<td>SURABAYA</td>
<td>23.416</td>
<td>9.293</td>
</tr>
<tr>
<td></td>
<td>TOTAL (TEUS)</td>
<td>156.176</td>
<td>128.075</td>
</tr>
</tbody>
</table>

From the table above, it can be concluded that the export at PT.Meratus is more than the import activity, where in the export activity it requires a lot of containers for each shipment. However, in export activities where shortage containers are still found in this activity which results in losses for the company and the customer. This also resulted in a decrease in company revenue and customer dissatisfaction with company services.

TABLE 3
Export container stock position at the Makassar depot and branches

<table>
<thead>
<tr>
<th>AREA</th>
<th>40 HQ</th>
<th>40’</th>
<th>20’</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAKASSAR</td>
<td>17.035</td>
<td>24.998</td>
<td>30.000</td>
</tr>
<tr>
<td>JAKARTA</td>
<td>7.010</td>
<td>17.931</td>
<td>18.213</td>
</tr>
<tr>
<td>BELAWAN</td>
<td>4.499</td>
<td>7.010</td>
<td>5.621</td>
</tr>
<tr>
<td>SURABAYA</td>
<td>7.102</td>
<td>7.983</td>
<td>8.204</td>
</tr>
<tr>
<td>Total (Box)</td>
<td>35.646</td>
<td>57.922</td>
<td>62.038</td>
</tr>
</tbody>
</table>

Source: PT.Meratus Line

From the table above, it can be concluded that there is a difference in the number of containers at PT. Meratus in 2016, this can be seen in the total number of export containers in 2016 that experienced a shortage of containers in their shipment. The number of export cargo
bookings which is 156,176, but only 155,606 available at the depot is less than the export container booking list, which should be the same number of both. The difference in this amount is called the shortage container. Where the container shortage amount is obtained through:

\[
\text{EXPORT BOOKING CONTAINER} - \text{VOLUME CONTAINER IN DEPO} = \text{AVERAGE SHORTAGE (number of shortage containers)}.
\]

4. Closing

a. Conclusion

There is a difference in the number of containers at PT. Meratus in 2016, this can be seen in the total number of export containers in 2016 that experienced a shortage of containers in their shipment. The number of export cargo bookings which is 156,176, but only 155,606 available at the depot is less than the export container booking list, which should be the same number of both. The difference in this amount is called the shortage container.

b. Suggestion

The increase in export bookings to stock containers at the depot has a very significant effect, which hinders the export process, this is due to the factors that have been mentioned above. The suggestions that the authors make as input for PT. Meratus is as follows:

1. By keeping the overdue rate to a minimum so that the supply of containers to Jakarta will run smoothly and demand for demand. export containers can be fulfilled because that way the company can get a good image for each customer in its services. For delays, consignees who experience delays in returning the company's container can provide high demurrage costs so that there is a timeliness in returning the empty container.

2. Besides the above methods, the company can expand the import market by means of promotion for import activities, because in this way the number of automatic containers is widely used for imports and the returns are faster than exports because the distance and time of import shipment is faster and closer than exports. This helps export shipments because the company can use ex-import containers for further export activities. Meanwhile, for damaged containers, it is necessary to repair them in order to increase the number of containers available at the company.

5. References

1) Fogarty (1991) Pengertian Shortage
5) Peraturan Pemerintah No. 61 Tahun 2009, Tentang Kepelabuhanan.