

## **THE DISTRIBUTION OF GOODS AND SERVICES IN INDONESIA THROUGH THE HARBOUR**

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### **ABSTRACT**

*Port is the place which consist of land and waters with it boundary as government place and economic activity which used for the ship to lean, anchor, as a transportation or loading and unloading of goods which completed with its shipping safety facility and supporting port facility. Port also as the county's way to come and go to other place and it also the way to export and import; passengers' flow of foreign and domestic or inter-island passenger.*

*In other side, port also becomes the terminal of the out flows of the trucks both inter local and also inter land. All of the flows of course cannot be handled by only one stakeholder, but for the flows will be handled by government or private organization. In detail, the flows of goods' export and import both physics and the documents must be corrected in its administrative, legality, and its truth, furthermore it will be counted the cost of the tax paid by the entrepreneur of export and import business to the perception bank of the country.*

**Keywords:** Industries In Harbour Area, Various Services, Types of Harbour, The Flow of Export Import

### **INTRODUCTION**

The flows of the ships including inter local ships is handled by Master of Harbour. When the ships containing export and import goods from other countries which will enter the harbour, so in the outer area of the harbour, the ships must land or halt orderly through the pool harbour to wait their turns to go overseas. Before the permission is distributed by the office of Master of Harbour, the owner of the ships must show the documents or certificate to protect those ships in passing the other harbours.

Remembering that Nusantara stands from about 13.000 lands, it can be understood that the function of the transportation is as the link to connect one land to others. This transportation is used for getting the baggage and passengers inter insular. Then, this transportation will contain the accommodation goods which are many in quantity but cheap in cost. Therefore, the delay of the schedule of the container ships arriving from Surabaya to other land, such as containing rice, cement, flour, sugar, and so on will cause the extinct effect of the commodity goods. As the result, the prices will increase fast and inflation becomes higher.

For the broad trade, especially export and import, the flows of the goods and service to other countries, both bilateral and multilateral, the professional stakeholders depends on

the baggage industries. The speed, accuracy, professionalism, and also heavy equipment, such as forklift, top loader, suction, land and seas crane, and also the potency is very necessary to make the increasing of the system and equipment of the international seas transportation in balance.

The activity or volume of baggage business, is hoped to be increased to hold the life of industries, decided by the frequency of the ships come and go, both the foreigner and also domestic ships as well as citizens' ships. In other words, that thing depends on the volume of the baggage to be exported and imported in general.

For Indonesia, the export of goods and services can be the source of devise to fulfil the Country Devise, as well as the devise of international certificate, infestations, and so on. This only works if the entrepreneurs have great nationalism to bring back to Indonesia the devise of the transaction and do not save it in the other countries' banks.

The function of export is so dominant for the riel or industrial sector in the country. The de facto states the existence of the factories in Indonesia depends on the flows of the goods export import. This one has been proved factually when the monetary crisis happened in 1997 for some years. This happens since foreign banks did not trust the Letter Of Credit of Indonesia. As the result, MOU or sales contract which is legal by both sides, which are exporter from other countries and importer of Indonesia, cannot be realized. The flows then become decreased makes the goods extinct and expensive. Moreover, the factories are closed because of bankrupt. According to the report of the year of Indonesia Bank, the inflation in 1998 was rising, in the end of 1997 for about 11, 05%, March 1998 became 25, 13%, June became 48, 55%, September 1998 became 75, 47%, and December became 77, 63%.

Specifically, the international trade or export import becomes the most important aspect in the country economy. Nowadays, there is none of countries do not do the international transaction to other countries. The economy of each country practically opened and connected with the international countries. Understanding the export and import professionalism is not only aimed to control the increase of the country trade, but also necessary to the manner of form and characteristics of international trades.

The trade using the overseas transportation media is one of important sectors in the economy of each country as well as the development of the technology nowadays, such as internet. This facility offers the professional efforts of export and import which is aimed to distribute the products to the world. Not only needed this, consumer will also available to catch the information of the products easily.

In other sides, the development of the transportation makes the mobility of the goods and capital grows fast, so the flows of the trade are rising. The international trade, especially export and import, is defined as the trade of goods and services through the area of the countries. This is so because the source is quite limited. This is why the country needs to have a connection to other countries to fulfil this limited source needed. Import becomes the alternative way to provide the goods which cannot be produced or can be produced in the country, but it is inefficient and ineffective, so the cost is high but the quality is low. The import commodity is such as aluminium, industrial goods, onions, plastic, machines, cars/trucks, and so on.

The connection between the flows of export import with the various business and aspects in the country cannot be separated from the existence of Baggage Industries which takes the responsibility to do the export import business on the ships in the seas

harbour generally as well as the other domestic harbours. In doing the job, the professionalism of export import is not decided by the qualification/quantification of the industries their selves. Now, let us jump to the deeper explanation about this topic.

### **INDUSTRIES IN HARBOUR AREA**

Every harbour which serves both the foreign and local ships must have industrial segments, such as:

1. Main facilities, including harbour pool functioned for the ships to halt and wait for their turn to go overseas, the addition facility to make the ships rest so their crane can be moved to left and right easily reach up to the quay, and also the quay facility which makes the ships to be in and out of the baggage quickly.
2. The ships' service, including the guide, it means to guide or pull the ships on every movement in the watery harbour, starts from when the ships are at the outer of the harbour and being pushed on its way to avoid the risks, and also to pull the ships from the pool to the harbour. As well s this guide, they also serve to drive the ships to turn left or right in super quick way. The last is the service to adjust the tamper of the ships to the quay's stall in order to avoid the ships from moving out of control so the workers do not get disturbed in treating the baggage.
3. The baggage service can be done in the store room or baggage field. The baggage which needs to be out of water are placed to the store room, such as corn, textile, machines, spare parts, flour, rice, and so on. Meanwhile, for the baggage which is okay to befriend with water, such as wood, oil, oil in the drum, coconut tree, and so on are placed in the field of baggage.
4. Legal field rent, where on the field, the renter can build office, factory, or even huge LPG tube of PT. PERTAMINA. Even, it is also familiar for the industrialists to do the expansion and enlarge the factory's area till far away near the seas, but still in the legal status. It means that for every period, the renter must pay for the stakeholder of the harbour. The harbour also rents the buildings to be the office, sell healthy water and electricity for the ships logistic and also the civil near the harbour.
5. Other industrial segment, such as harbour sell for the workers in the area of harbour including EMKL employers, ticket at the harbour posts, rent of heavy equipment, and other else.

### **VARIOUS SERVICES PROVIDED IN THE HARBOUR**

The harbour's profitable business is also including providing the services needed by factories and industries in the harbour area, such as:

1. The existence of irrigation and pool of harbour in order to help the traffic way of ships in order, where in periodic way in irrigation and pool, there is always dragging activity to avoid the irrigation drying, to clean it, and so on.
2. The service of guiding and delaying to keep the safety of the ships in doing the movement in the harbour area.
3. Providing the store rooms for the ships to place the baggage to make export-import and inter insular can place their baggage while waiting for the ships come to export or waiting for the fiat document out from taxation of the baggage.

4. Providing the quay as the ships halt as well as treating the baggage to be in and out by preparing the workers in the team of TKBMI, and also electric equipment such as forklift, top loader, land crane, ships sling, lorry, and so on, including providing the facilities for the passengers to get in or out of the ships.
5. Providing the clean healthy mineral water, especially for the ships' logistic as well as the public in the harbour civilization, providing the electricity for the baggage in the quay and Lini Store Room 1 can be stand in 24 hours, providing the fire fighting cars to avoid the fire both on the field and in the ships.
6. Providing fields and buildings to help the seas transportations and hinterland industrial needs in the harbour.
7. Harbour information system.
8. And also other segment of industries to reach the business goal.

In short discussion, the harbour can be defined as the place where the ships take a rest or wait for going overseas, to fulfil the transportation needs in passengers, and also baggage to be well in order.

### **TYPES OF HARBOUR**

These are the various types of the harbour:

- **Public harbour:** the harbour provided for serving the public business and needs.  
Example: Surabaya Tanjung Perak Harbour
- **Profitable harbour:** the harbour provided for serving the personal business and needs.  
Example: Gresik Petrokimia Harbour, Semen harbour, etc.
- **Seas harbour:** the harbour where the ships can halt, regulated by government.  
Example: Surabaya Tanjung Perak harbour, Jakarta Tanjung Priok, etc.
- **Beach harbour:** the harbour where the ships can halt, which not included in the category of seas harbour.  
Example: Malang Sindang Biru Harbour, West Java Ratu Harbour.
- **Undercontrol harbour:** the harbour where the government controls this based on the regulation made for the increase of industries.  
Example: Surabaya Tanjung Perak harbour, Jakarta Tanjung Priok, etc.
- **Uncontrolled harbour:** the harbour which are also controlled by the government but do not reach the industrial goal.  
Example: Nusa Barung Harbour, Sindang Biru Harbour, Sepekan Harbour.
- **Classy harbour (class I, II, and so on):** the harbour is differentiated based on the needs and its frequency of the get in and out of the baggage activity in the harbour.  
Example: Jakarta Tanjung Priok Class I Harbour, Surabaya Tanjung Perak Class I Harbour, Semarang Emas Class I Harbour, etc.

### **FORBIDDEN THINGS TO DO IN HARBOUR**

1. It is forbidden to make the harbour dirty by throwing the trashes to avoid the pollution of water, air, and so on.
2. It is forbidden to do the reconstruction on the ship illegally without the permission of Harbour Master.

3. It is forbidden to do the repairing on the ship illegally without the permission of Harbour Master.
4. It is forbidden to get the dangerous baggage in or out illegally without the permission of Harbour Master.
5. It is forbidden to disobey the transportation's way of shipping.
6. It is forbidden to get closer to other ships which are moving.
7. It is forbidden to land 200 meters from Pilot Station Vessel or even in the distance of 100 meters from traffic or buoy.

#### **THINGS MUST BE DONE IN THE HARBOUR:**

1. The ships must always be kept; it means that there is the legislation system on the ships.
2. The ships must be well in lighting.
3. If the ships are doing place shifting, it is a must to ask the permission legally from Harbour Master.
4. If there is something great happens, it is a must to report it to the Harbour Master, for example when the ship is on fire.
5. If the ships are on fire, it is a must for the ships to get out of the harbour as soon as possible to avoid the worse fire area.

Meanwhile, the responsibility for the owner of the ships on their over boarded ships in the harbour are such as:

1. On the surface of the water right where the ships are over boarded, there must be enough lightening.
2. The parts of the over boarded ships must be taken out of the water to avoid the activities in the harbour get disturbed.

#### **SEVERAL KINDS OF FLOWS PASSING THE HARBOUR:**

A harbour of the seas is also the alternative to get in or out by some flows. The several kinds of flows passing the harbour such as baggage flows or export import local commodities; abroad or overseas or even domestic flows; made by zinc or even wood; service flows for domestic and other country, documents flows, both export import or even ships' documents, documents of passengers and workers; devise flows, it means that it is the tool of barter to foreign countries, such as Us Dollar, Poundsterling, Yen, Dutch Mark, and also including gold, silver, platinum; land transportation flows such as container trucks, trucks of liquid, ankle trucks, double trucks, LPG trucks, and so on; and also animals flows, plants flow, virus or bacteria flows. These whole things will be explained in the next discussion.

#### **THE FLOW OF SHIP (DEAD WEIGHT SHIP'S CALL)**

Ship's flow or dead *weight ship's call* in this context is ships which stop in a port, whether foreign-flagged ship that comes and goes from and to various countries in all over the world, or national-flagged vessels whether liner which wades the overseas route, and domestic's ship that serves domestic route whether inter-island or intercity, and also citizen's cruise ships that is ship that have length around 20-30 meter and width 8-14 meter, made from wind-powered woods when the sail blooms on high seas and helped by motor machine which used when the sail rolled when the ship

approaches the port for tethered or when the ship departed from the tether to go to the high seas. The ocean port typically provides its own tether – departed from tether/dock which reserved for ocean ships or domestic ship that made from iron – for citizen's cruise ships.

These wooden ships are fragile if collided or crashed with iron ship. Yet in various archipelago countries/ maritime countries, these wooden ships still strongly needed. In Indonesia, this wooden ship is very vital to transport daily needs goods and various consumer goods, especially for reach isolated islands which only have pioneering port or emergency port from woods or pile of stones and soil or *breasting dolphin* that protrudes into the sea, which is provided just for wooden ships in order to can load and unload the goods and passengers. In this pioneering port, vessels are not allowed to load and unload the goods and passengers, even though load and unload the goods technically can be done by lightering (load and unload by barge in the middle of the sea), since apparatus of custom, Master of Harbour, and other agencies are not available. This kind of condition is potentially prone to smuggling (illegal activities). Vessels which directly comes from foreign country have to lean and load and unload in ocean ports that already provided by the country.

### **THE FLOW OF EXPORT, IMPORT, INTER-ISLAND, AND SERVICES'S GOODS**

The flow of export, import, inter-island, and services includes export-import goods and inter-island goods, included goods for logistic need of ship. The export goods includes all of export commodity which comes from towns and villages around the port in broader scale, products which comes from all province that sold and ordered in international market and delivered through the port and in the end passed the border of port state. The import goods is goods that comes from various countries passed the border of state's customs area, then enter to port's area and enter to domestic market after passed goods' customs process.

Whereas what is meant by inter-island goods or inter insular is goods which delivered from one city to another city or from one island to another island, but still in a same customs area so that this flow of inter-island goods considered as same as the flow of inter cities goods that located in a same island. Therefore, it is not necessary for the flow of inter-island goods to make customs report in the port of departure or port of destination. Yet, the flows of animals and plants have to pass rigorous examination by animal quarantine officers and plant quarantine when departs from port of departure and arrives at port of destination. This absolutely needs to be implemented in order to prevent/ anticipate the spread of animal and plant viruses/ bacteria from one city to another city or one island to another island in a country.

Sea port also be the exit and entry gate of service's flow which includes tourism, that is tourists, both foreign and domestic, that can bring in US Dollar and another foreign currency. By the flow of ship's service, foreign vessel and national, vessel freight/ ship's mine costs can bring in US Dollar (if the condition CIF) and also can spend US Dollar (if the price condition FOB). Insurance cargo ships (*Marine Cargo Insurances*) also can bring in US Dollar if insured to national insurance agency and can spend US Dollar if insured to foreign insurance agency in overseas, and the other service's flow.

### **THE FLOW OF FOREIGN EXCHANGE/ FOREIGN PAYMENT TOOLS**

Foreign exchange as international payment tools that used for export-import realization much needed in various transactions or activity in port, among others payment of money flow, anchoring fee, guide fee, delay fee, berthing fee, and other purposes. Foreign-flagged ships have to pay in form of foreign currencies *hard currencies* (hard currency), which are US Dollar and Poundsterling. The passengers of luxurious ships who step down to the land and go shopping to the town also spend and pay various transactions in foreign currency, such as US Dollar, Poundsterling, and the others.

In many sea ports there are also many foreign banks at the port's land area. Those foreign banks have function to serve the payment of various purposes of export-import. And of course foreign bank will receive the payment of export transaction from foreign importers in foreign currency, and vice versa. Thus, the port can be said as the doorway of the foreign exchange's flow.

### **THE FLOW OF PASSENGER AND SHIP'S CREW**

Every sea port definitely already sort any ports which is used to load and unload General Cargo's goods; which port to load and unload container; which port that used for society's cruise ships; which port which load and unload goods that potentially make the port dirty, like bulk coal, bulk molasses, bulk cement, and the others; which port which is used for load and unload gas canister (LPG), bulk crude oil; and which is also important is which port that determined for the go up and down of the ship's passenger, both passengers that directly comes from overseas or domestic passengers.

The flow of passenger also significant enough and have to get special service since this passenger's flow is human who can do a protest, claim, or become angry and emotional if get inappropriate treatment or less satisfactory. This is very different from goods charge and animal which quiet and comply to entire service and the port party's treatment.

The flow of passenger also potentially be the modes of virus/ bacteria carrier and potentially do various illegal activities. Therefore, they have to anticipate with the activity of health service from port health center (PHC)'s party and the activity of immigration party and customs duty's party, and also the other apparatus agency.

### **THE FLOW OF DOCUMENT, GOODS, SHIP, PASSENGER, AND SAILOR'S DOCUMENT**

Every export and import commodity, even every ship and passenger/ tourist, have to be protected by document. In the flow of import commodity, the goods that will be enter and loaded and unloaded in port have to be protected by customs' documents in order to be served and accepted by customs duty party. That documents such as: original bill of lading, original perform invoice, original invoice, certificate of weight, certificate of quality, certificate of origin, packing list, phytosanitary certificate, insurance policy, and the others. The document which ordered by importers is already included in Letter of Credit. The importers also have to make PIB report to customs duty.

For the flow of export commodity, exporters' party has to protect their goods with various documents, such as: make PEB to be reported to customs duty and published various documents, like preformed invoice, packing list, and bank note. Whereas the certificate of origin's document ordered and published by RI's Industry Department in

province level; phytosanitary certificate is ordered and published by quarantine hall of plants/ animal, original bill of lading is ordered and published by shipping company *representative agent*, and *certificate of quality* published by PT. Sucofindo.

Ships that passing at the port have to protect their ship with various document in order to make the ship allowed to enter the port's pool and permitted to load and unload goods or passenger in sea ports and those documents such as: *certificate of registry*, *international tonnage certificate*, *international ro ro*, *international load line exemption certificate*, *minimum safe manning document*, *certificate*, *cargo ship safety equipment certificate*, *document of compliance*, *dangerous good manifest*, *international pollution prevention certificate the naxirus liquid substance in bulk*, *certificate of fitness for the carriage of dangerous chemical in bulk*, *international certificate of fitness for the carriage of liquefied gases in bulk*, *certificate of fitness for the carriage of liquefied gases in bulk*, *international certificate of fitness for the carriage of liquefied gases in bulk*, *ISPS certificate (International Ship and Port Security)*, *ISM certificate (International Safety Management)*.

Ship's captain also has to protect the export commodity at the ship's hatch, which that ship consists of various kinds of goods and owned by many owners. Then with the document called *cargo manifest* that published by shipping company or *representative agent*, and *custom manifest* document which published by customs duty's party in port, in every port that visited, the quantity of ship's cargo will be definitely changed. This is caused by goods which unloaded/ derived and goods that raised/ loaded so that the customs duty's party in the visited port will definitely published *custom manifest*.

The passengers who go up and down the ship in a port also have to protect their selves with passport, visa, letter of health, and others. Whereas for the ship's crew or sailor who go up and down the ship towards the town have to complement their selves with various documents, like having marine employment agreement (Perjanjian Kerja Laut/ PKL) with shipping company, sailor's book, nautical experts certificate for basic level (sertifikat Ahli Nautika Tingkat Dasar/ ANTD) or technique experts for basic level (Ahli Teknik Tingkat Dasar/ ATTD).

### **THE FLOW OF INTERCITY SHORE TRANSPORTATION / PROVINCE**

The Flow of Intercity Shore Transportation / Province is export commodity which comes from towns or villages outside port with varied distance, that have to be carried by the truck fleet in order to make the commodity can be backfilled in Lines Warehouse I (Gudang Lini I) in port which pointed where the freighter (Ships Carrier) will lean for load and unload the export-import commodity. Then one day before the D-day or ETA day (Expected To Arrive) all of export commodity's cargo must already buried in Lines Warehouse I. Of course, the role of truck fleet is very important in order to make the commodity can arrive at Lines Warehouse I on time.

Likewise for import commodity, after dismantled above the ship and buried in the Lines Warehouses I or in the yard of Lines Warehouse I, after the maintenance process of the document finished with marked by agreement to release the commodity from the head of local customs duty, then, as soon as possible, those import commodities carried out by using truck fleet from customs area to the warehouses of the commodity's owner.

There are around 6,000 – 10,000 units of trucks that operated in sea port from various kinds, whether it is ankle truck, double truck, truck-trailer, Singaporean truck, truck that

especially designed for container, and the others, which coordinated by local Organda (for example: in Surabaya called Organda Perak, whereas in Jakarta called Organda Priuk, and so on).

### **THE FLOW OF ANIMAL AND ANIMAL PRODUCTS**

Harbor is not only the exit and the entrance way for things and human, but also for animal, such as cows, buffalos, horses, goats, chickens, pigs, and so forth. Besides that, there are the way of animal products such as beef, chicken, pork, mutton, and other animal products such as shuttlecocks, leather bags, leather belts, leather shoes, leather wallets, and so forth. There are many kinds of food products from animal in package from plastic, cans, chests, like exporting dried geckos to Korea and Taiwan for the main ingredient of itching medicine, exporting porcupine jerky, and snakes for pharmacy factories in Korea, Japan, and Taiwan.

### **THE FLOW OF PLANTS AND PLANTS PRODUCTS**

Many kinds of plants, in seeds / trees form, also through harbor such as coffee seeds, grape seeds, and many kinds of plants from abroad and for exporting to many countries. There are many kinds of plants products such as seeds, like wheat seeds that is imported by flour factories in Indonesia as the main ingredient for wheat flour. Of course the ship that comes with thousand tons of wheat seeds with possibility contains insects, fleas, and active insect eggs in large numbers. If Department of Plants Quarantine does not inspect carefully, the fleas can fly and multiply in the jungles and threaten rice in the country. So does in importing other seeds, like soy, corns, and so forth must be treated in same way. The flow of export grade plant and flow of local plant products that go through harbor must be checked thoroughly by Department of Plants Quarantine.

### **THE FLOW OF VIRUS, BACTERIA, FLEAS, INSECTS, AND SO FORTH**

The traffic of animal, human, and plant have potential carrying many times of virus. For instance, in past decade human traffic or passengers from ships and planes from Hongkong brought fearful “souvenirs”, such as flu Hongkong virus / bacteria. The flow from many countries also have potential bringing dangerous “souvenirs” and spread easily to the livestock in the country and also have potential for human. Pet importing such as cats, dogs, and monkeys from abroad, which are liked by rich men, also have potential bringing virus / bacteria. Besides that, importing chickens and birds from abroad also have potential.

Department of Plants Quarantine has responsibility to anticipate the virus / bacteria that come from plants and plants products. Department of Plants Quarantine has to anticipate the virus / bacteria come from animal and animal products. Then, virus / bacteria in human is anticipated by *Porth Health Center* or hospitals in harbor.

As mentioned above, the flow of plants through harbor can bring disaster for farmers. For instance, importing seeds such as wheat, corns, and soy. When they arrive, ships often bring many alive fleas or insects or active insects eggs. It can be happened. When the seeds are in the seeds, the ships have been fumigated and the insects has been died. However, the eggs is still alive. When the ships go from America to Indonesia around thirty one days, the eggs crack and eat the seeds and become adult.

Imagine if the members of the department are careless and having weak mentality. The seeds will be taken apart by *suction units*, then they will be flown through *lopen deban* to the warehouse. The result is the insects are free flying, spreading, and multiplying around the country. This causes the new fleas that have potential to break the harvest day in the country.

### **CONCLUSION**

Remembering that Indonesia is the country of maritime, or the country with thousand lands, then the transportation which can connect one land to others and to distribute the goods and services, is by the overseas transportation which is absolutely through the seas harbor.