

Optimization of Vehicle Loading and Unloading Operations by PT. Bandar Krida Jala Patimban

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Abstract—The purpose of this study is to optimize vehicle loading and unloading operations by PT. Bandar Krida Jala Patimban by knowing the steps taken to overcome obstacles that occur in the yard. The background of this research is the yard conditions and manpower that has not been able to achieve the expected target. The research method used in this study is descriptive with a qualitative approach. The results of the study show that (1) PT. Bandar Krida Jala Patimban is one of the stevedore companies with the least number of incidents at Patimban Port. (2) Loading and unloading operations are carried out in accordance with operational standards to maintain and ensure safety, health and smooth work for workers / man power (3) Obstacles occur due to several factors, namely natural factors, equipment factors, human resource factors, and others. The conclusion of this study recommends the need to hold Operational Standards refreshment activities and competency test training regularly to optimize performance and minimize the occurrence of incidents in the workplace.

Keywords— PT. Bandar Krida Jala Patimban (PT. BKJL), Vehicle Loading and Unloading Operations, Man Power, and Patimban Port

I. INTRODUCTION

Stevedoring activities are the activities of loading and unloading cargo (where each ship has its own type of cargo such as general cargo, dry bulk, liquid bulk, containers, cars and livestock) from the ship using cranes and ship slings to the nearest land on the edge of the ship, which is commonly called a dock, then from the dock using trucks, forklifts, or strollers, are loaded and arranged into the nearest warehouse designated by the port city.

Currently, Patimban Port is only operational to serve ro-ro ship at the Patimban International Car Terminal because it is still under construction, but Patimban Port is considered to

have the potential to become a national economic developer. Patimban Port is growing rapidly in increasing domestic and export-import needs. As for supporting these developments, it is important to ensure that loading and unloading activities run smoothly. Therefore, this study focuses on optimizing the vehicle loading and unloading process carried out by PT. Bandar Krida Jala Patimban and the efforts needed to optimize its effectiveness.

Previous research conducted by Dharmawan and Akhmad (2022) in his research entitled "The Role and Performance of TKBM in PT. Bandar Krida Jala Patimban for Loading and Unloading at Patimban Port Subang" shows that the role and performance of TKBM at PT. Bandar Krida Jala Patimban has a significant impact on the loading and unloading process at Patimban Subang Port. This type of research is descriptive, using a qualitative approach method. The similarity of the previous research with this study is the research method and the object of research is both PT. Bandar Krida Jala Patimban. Meanwhile, the difference between the previous study and this study is the focus of the research.

The related literature shows that several previous studies have discussed the role and performance of workers in the loading and unloading process, but not many have specifically examined the process of loading and unloading vehicles at Patimban Port. Some previous studies, such as those conducted by the authors, highlighted the importance of compliance with operational standards, but did not touch on the procedural details that loading and unloading companies do in the yard. This shows that there is a gap in the understanding and application of operational standards that can affect the smooth and safe loading and unloading process.

This study hypothesizes that with a better understanding of the existing standard operating procedures, loading and unloading companies can reduce or overcome obstacles that occur during loading and unloading operations.

The purpose of this study is to find out the loading and unloading procedures and identify efforts that can be made to optimize the loading and unloading process. Thus, this research is expected to make a positive contribution to the development of domestic needs and export-import in Indonesia.

II. METHOD

This research is carried out in qualitative descriptive writing that prioritizes description or explanation in building a paradigm of social facts. Therefore, the analysis carried out in qualitative research is always sourced from oral and written information in a study. The data collection technique used to obtain objective and subjective data, the author does it in the following way:

1. Observation To obtain this data, the author observes directly in the domestic division of PT. Bandar Krida Jala Patimban to find out and documenting the entire loading-unloading activity starting from receiving and delivery to stevedoring, and vice versa.
2. The author's interview obtained information about the process of loading and unloading vehicles by asking questions directly to the Head of the Warehouse and employees of PT. Bandar Krida Jala Patimban.

The variable of this research is loading and unloading activities. In the Decree of the Minister of Transportation No. KM.88/AL.305/Phb-85 concerning "Companies Loading and Unloading Goods from and to Ships", it is stated that the scope of cargo loading and unloading activities at the Port includes: stevedoring, cargodoring, receiving and delivery.

III. RESULTS AND DISCUSSION

Vehicle loading and unloading operations have been running quite well, as evidenced by PT. Bandar Krida Jala Patimban becoming a stevedoring company with a record of experiencing the least incidents / accidents in the operational area of Patimban Port according to the port operator PT. PICT (Patimban International Car Terminal). However, there are still several obstacles that can hinder the smooth loading and unloading process.

Based on the observations made, the vehicle loading and unloading operations carried out by PT. Bandar Krida Jala Patimban begins with the Receiving and Delivery process, which is the process of receiving cargo units in the form of vehicles from shippers. This process is carried out in the Logistic Quality Area where the unit is checked as a whole starting from documents, unit accessories, and the discovery of defects on the vehicle body. If an abnormal unit is found, it will be reported by the inspector and recap then sent periodically by the admin to the shipper via email. If the unit that has been inspected will be moved to temporary yard and final yard until ship anchored and finally the Cargodoring and Stevedoring process started, namely moving the cargo unit from the final yard to the ship.

A few hours before the ship berthing, man power will re-check the unit in the final yard to ensure that the unit to be loaded into the ship is in good condition and safe. If there is a unloading unit, then the unloading activity is carried out first to facilitate the next loading activity. When shifting the unit from the final yard to the ship, the unit is shifted from the stall to the ship deck area by the driver with a speed limit of 40 km/h and 20 km/h when the unit is already on the ship's deck. All units that are loaded and unloaded will be recorded by the man power in charge of being the tally man, the tally man will count all the units in each deck and give the record to the checker on duty.

After the loading process is complete, the checker checks and ensures that the number of loads and documents is appropriate. Then ship loading and unloading documents (tally sheet, stowage plan, exception list, daily working report, statement of fact, time sheet) will be recapped and archived to then be used as a payment invoice that must be billed to the shipper and the shipping company.

In the overall implementation, there are often obstacles in the loading and unloading process which hinders smoothness and security. Therefore, the author identifies several factors that occur along with efforts to handle them, namely:

1. Natural factors, bad weather such as rain or sandstorms due to the development of port infrastructure often interfere with the course of activities, but to avoid incidents, efforts that can be made are to postpone activities for a while until the weather is clear.
2. Human Resources Factor, in practice, it is often found that man power is negligent in his work resulting in incidents or almost accidents. The supervisor on duty must be more strict in supervising the compliance of man power, because if an incident occurs, it will obviously harm many parties and hinder the stevedoring process. For this reason, efforts are made to overcome this problem by conducting more frequent coaching, briefing and training for man power and supervisors to the applicable operational standards and procedures
3. Equipment Factor, stevedore equipment that does not function optimally can inhibit the stevedoring process, for that the effort made to overcome it is to carry out equipment inspection and maintenance.
4. Communication Factor, There are often delays in the delivery of units from shippers that can take longer in the loading and unloading process because units that arrive late still have to go through the receiving and delivery process in the logistics area first, for that the effort made to overcome it is to communicate regularly with the shipper.

IV. CONCLUSIONS

The results of the study show that PT. Bandar Krida Jala as the stevedore company that carries out vehicle loading and unloading activities at Patimban Port is responsible for the cargo unit during loading and unloading operations starting from the receiving and delivery, inspection area, to the process

of loading the cargo onto the ship, or vice versa. PT. Bandar Krida Jala carries out the loading and unloading process according to applicable operational standards or work instructions

Vehicle loading and unloading operations by PT. Bandar Krida Jala Patimban has been well structured according to operational standards and has minimal incidents or accidents, but there are still several obstacles that affect the smooth loading and unloading process, from natural factors, equipment factors, human resource factors, and communication factors. The importance of understanding and compliance with applicable operating standards is key to ensuring the smooth running of this operations. Refreshment presentations, briefings and training activities regarding vehicle loading and unloading operations need to be improved so that man power can better understand the steps that must be taken. Smooth communication can greatly help the course of activities. Thus, it is hoped that vehicle loading and unloading operations can more optimally and support the development of the maritime sector in Indonesia.

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