

Synchronization of Function Arrangements Related Institutions in Supporting Flows of Export-import Goods in Belawan Ports

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Abstract: As an archipelagic country with 17,250 islands with two-thirds of its territory as a part of the oceans, then the port has a critical and strategic role in supporting the economic development that functional to serve for wharf, anchored, up and down passengers and/or loading and unloading in and out of goods from ports in export-import activities. Noticed critical the port role as suggesting the smooth flow of import-export goods, need to the synchronous regulation of the various related institutions operate in ports. The most important, the things that manage the function of the various relevant agencies in ports such as Belawan is effective coordination between institutions to secure the port of services including export and import goods flow to runs well. Efficiently managed ports and quality services of all relevant agencies equipped with good facilities will bring benefits and positive impacts such as profits as well as in trade and industry to foster not only regional and national economic growth but also general society. Therefore, the Port of Belawan as an international port should able to synchronize the service functions are carried out by various agencies, in supporting the smooth flow of import-export goods.

1 INTRODUCTION

Port is a strategic installation that is needed in the service of the flow of export-import goods. Ports as an important means in supporting economic development must be managed efficiently and effectively, so that the existence of legal rules that form the basis of port management must be available according to what is needed in managing ports professionally. The importance of the presence of the rule of law in the field of port will be the basis for all stake holders associated with port operations.

Given that there are various relevant agencies in the port work environment, each of which has its own duties and authorities in accordance with the regulations that are the basis for the implementation of the tasks of each agency, it is necessary to synchronize each agency in order to avoid clash or overlap in the exercise of authority which in turn can result in less optimal quality of port services, or can even complicate / inhibit the smooth flow of export-import goods to and from ports such as the Belawan port. Therefore, research on the synchronization of the relationship management function between relevant agencies in supporting the smooth flow of export-import goods at the port is very important,

including at Belawan Port as one of the main ports in Indonesia that serves goods transportation internationally.

Research on this topic is also very urgent because Belawan port as an international port, must be able to support the economy through the provision of excellent port services, in order to increase the volume of export of goods to generate foreign exchange. For this reason, the commitment of all stakeholders must be ascertained whether all relevant agencies have been able to carry out the synchronization of their respective tasks and functions in the port to support optimal performance of the port.

As for the main issue in this report are, how is the effectiveness of port law in supporting the smooth flow of export-import goods in Belawan Port, and how to synchronize the functions of each of the relevant agencies in the Port in supporting the smooth flow of export-import goods in Belawan Port.

2 RESEARCH METHODS

This research was carried out in the work environment of Belawan Port. As for the type of this research is a joint study of document studies with field studies. Data retrieval was carried out by distributing questionnaires and conducting interviews with respondents related to service activities for the smooth flow of export-import goods in Belawan Port.

The data obtained, both from document studies and field studies, are then processed and analyzed and interpreted to be used as a basis for drawing conclusions in this study.

3 RESULT AND DISCUSSION

3.1 The Role of Ports in Supporting Economic Activities

The port as a gateway to import-export goods has a strategic role to support Indonesia's international trade. The smooth flow of goods in and out of export-import in the port's activities are the concern of the government and business actors, to obtain excellent service from all institutions involved in the service of import-export goods through the port.

As known that the port is an area or working environment where ships can dock safely and easily also smoothly in the activities of loading and unloading of goods, especially import-export goods. This strategical position makes the port become "terminal point" (Purba, 2005) for ships is a part of the economic development system to support develop industry, trade, and shipping.

The port is a place that consists of land and water with certain limits as a place of government activity and economic activity which used for ship to leaning, anchored, and up and down passengers and or loading and unloading of goods equipped with safety facilities of shipping and passenger activities ports and various intro and intermodal modes (Soedjono, 1987) of transportation.

In general, ports have multiple functions not only in the activity in and out of goods but also include various functions such as (Salim, 1994) :

Interface, the Port as meeting place of two modes/transportation system such as sea transportation and land transportation. That means that the port must give various facilities and services needed for the transfer of goods from ships to land transportation or vice versa;

Link, the port is the link of the transportation system. As a chain, the port (both seen in performance and cost) will affect the overall transportation activities;

Gateway; the port function as a gate from a country or region. The notion the port as a gateway can show in terms; the Port as the entrance or the exit of goods from/to the country or region. In this case, the port functioned very importantly for the economy of a country or region, the Port as gateways of ships entrance shall obey the constitution of the country/region to which the port is located, namely the provisions of Customs, Immigration, Quarantine, export-import regulations and onwards;

Industry Entry; develop an export-oriented industry from a country/region, the port function is increasingly important.

The port as a multifunctional facility and a functioned that cannot separate from the activities and economic development of a country/region. Ports have a contribution to the economy of the country. Two things that were contributed by the port to increase the national economy are tangible or intangible (Gultom, 2007). Tangible: taxes or dividends that given from the Central Government and region as income from various business types carries out by society in the port (Gultom, 2007). The intangible is the growth of other business in hinterland areas caused by activity in the port and at the turn will offer added value economically in the area around the port (Gultom, 2007).

In addition to support the national economy, the port also serves to support traffic and international trade, then the port has the legal status of having the deed with other countries for the country itself, the traffic must be fluent (Purba, 2005). Therefore, various support facilities to support port service functions should also available, such as having a warehouse; get docks, crane equipment, and other facilities must be standards and support of good port needs services. On the other hand, realize that the role of a good port will support economic development, regulatory aspects and terms of delivery of service port should be concerned.

Regulation and formality of supply and delivery services of the port should be simple and uncomplicated, which can lead to delays service and high economic costs. Commitment to offering good services by the port is critical to streamlining the port's act in supporting economic activities.

3.2 Legal Basis for Port Management in Indonesia

Since the time of Dutch East Indies regulation in the field of the port has felt very important considering that at that moment the port became the center of trade and the outflow of goods transported between countries and between regions. For the first time, the seaport arrangements manage in Indische Scheep Voortswet In The Year 1936 number 700. In the Dutch East Indies sea transport activities had strategic activities, so the function and role of the port became an important factor in economic activity;

Government Regulation Number 11 In The Year 1983 Concerning Port Development In the regulation more emphasized the status, function, and port guidance. In addition, the government regulation is more strictly regulated on the alteration of port services;

Government Regulation of the Republic of Indonesia Number 23 of 1985 on Amendments to Government Regulation Number 11 In The Year 1983 about Port Development. Through the regulation, port guidance carries out in the framework of arranging the functions and roles of each related institution in the procurement and port services;

Several subjects which become the perfection of the port organization in government regulation such as: view of the port administrator and the work units within the department of communication and other government agencies in the working environment of the port, as well as their working arrangements, and withdrawal of port charges and port services generally.

From the arrangements made under the government regulation, it intended that offer services in the work environment of ports by government agencies including port agencies can take place in an integrated, fast and simple and does not cause a high-cost burden.

Presidential Decree Number 46 In The Year 1986 about the Ratification of the International Convention for the Prevention of Pollution From Ships, 1973 and the Protocol In The Year 1978 Relating to the International Convention for the Prevention of Pollution From Ships, 1973 (State Institute In The Year 1986 Number 59);

The 1973 International Conference of pollution has produced "International Convention for the Prevention of Pollution From Ships, 1973" which replaces the OilPOL Convention 54/69. The 1973 MARPOL Convention has further modified the 1978

protocol relating to it and endorsed by international competence, 1978, MARPOL, 1978 is closely linked and became a single instrument which was later dissolved by MARPOL 73/78. Furthermore, MARPOL 73/78 has been applying internationally since October 2, 1983, the provisions in MARPOL 73/78 concerning reception facilities that state that each participating country requires to take steps to procure facilities at the port ports and terminals enough to meet the needs of ships that need them. Similarly set categories;

Law Number 21 In The Year 1992 about Shipping, one of the substances of Law Constitution. is to regulate port problems, namely Chapter VI Article 21 to Article 34. It is important to regulate the port issue in accordance with the provisions of the law is to ensure the various activities in the harbor conducted by various parties, in this case, coördination need which includes government activities and service activities;

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Government Regulation Number 70 In The Year 1996, one of the Government Regulation of implement Constitution 21 In The Year 1992 about Shipping is Government Regulation Number 70 In The Year 1996 of Port. Specifically, the regulation governs the organization and governance of ports in expediting the flow of goods and functions of various related agencies at the port;

Government Regulation Number 69 In The Year 2001 on Ports.

Related to changes in local governance structures through regional autonomy policy, the port regulation must also synergize with the rules of regional autonomy, then issued Government Regulation Number 69 In The Year 2001 as a substitute for Government Regulation Number 70 In The Year 1996. Publication of Government Regulation Number 69 In The Year 2001 that intended to synergize with pass legislation Law Number 22 In The Year 1999 about regional government and Government Regulation Number 25 In The Year 2000 on Government Authority and Provincial Authority as an autonomous region, so that regulate port problems must also adjust to bring autonomy laws and regulations in the area;

Law Number 17 In The Year 2008 on Shipping is a law that intended to offer a strong legal foundation and develop the maritime industry including developing port functions and roles in supporting economic development and other development. Specifically, the port problem regulated in articles 67 to 115 of Law Number 17 In The Year 2008;

Government Regulation Number 61 In The Year 2009 about Port and Government Regulation Number 64 In In The Year 2015 about Amendments to Government Regulation Number 61 In The Year 2009 on Port; and regulation of the Minister of Transportation of the Republic of Indonesia Number: PM 51 In The Year 2015 on implement Sea Port. This regulation essentially regulates bring about activities at seaports used to serve sea transportation.

3.3 Coordination of Relation of Related Institution at Port

In carrying out activities at the port involves various parties that can generally be grouped into 2 (two) groups, namely the first institutional group of government that has the duty and function of offering services to all parties of port services users both for passenger and freight transport for various parties or institutions of business, port services users both private and state-owned enterprises (SOEs). The functions and roles of each agency operating in a port environment generally have a legal basis in question, in carrying out its duties and functions.

Port Authority.

As a legal basis, regulate port authority is, constitution 17 In the Year 2008 about Shipping, government Regulation Number 61 In the Year 2009 about Port and c. Regulation of the Minister of Transportation No. KM 63 In the Year 2010 on the organization and Working Procedures of the Port Authority Office.

The tasks and responsibilities of the port authority are: provide land area and port waters; provide and keep up wave retaining, harbor pool, sailing, and road network; provide and keep up navigational aids; ensuring port security and order; ensuring and maintaining environmental sustainability at the port; preparation of the port master plan (RIP), and DLKN and DLKP; propose tariffs to set by ministers; ensuring the smooth flow of goods; conduct the activities of providing and/or servicing port services required by service users who have not provided by BUP.

The port authorities also an ability to: arranging and supervising land use and land use at ports; supervise the use of DLKN and DLKP; arranging ship traffic in and out of harbor through ship guides; and Establish operational performance standards for port services.

Harbormaster; Regarding the main duties and functions of harassment regulated in the Minister of Transportation Regulation Republic of Indonesia: PM 34 In The Year 2012 which essentially determines that harbormaster has the task of carrying out supervision and law enforcement in the field of shipping safety and security, as well as coordination of government activities in ports.

The function of harbormaster covers: Implementation of supervision and fulfillment of marine vessels, safety, security and order in the port and issuance of sailing approval letters; implementation of orderly supervision of ship traffic in port waters and shipping lanes; implementation of loading and unloading activities in port waters, salvage activities, and underwater work, vessel guidance and delays; implementation of supervision of shipping safety and security related to activities of loading and unloading dangerous goods, special goods, hazardous and toxic waste materials (B3), fuel filling, an order of passenger embarkation and debarkation, construction of port facilities, deployment and reclamation; implementation of search and rescue assistance (Search and Rescue / SAR), control and coordination of prevention of pollution and fire suppression in ports and supervision of the implementation of maritime environmental protection; implementation of ship accident inspection; implementation of law enforcement in the field of shipping safety and security; implementation of coordination of government activities in ports related to bringing supervision and law enforcement in the field of shipping safety and security; and implementation of managing administrative affairs, staffing, finance, law and public relations.

Customs and Excise.

Customs is a government institution under a finance ministry organized tally established by the Directorate General of Customs and Excise led by the Director General of Customs and Excise. The Directorate General of Customs and Excise has the task of organizing the formulation and implementation of policies in the field of supervision, law enforcement, service and optimization of state revenues in customs and excise fields accordance the provisions of the legislation. The term comprehending and regulation of Customs

and Excise institution regulated in Law Number 17 In The Year 2006 about the amendment to Law Number 10 In The Year 1995 on Customs.

The Functions of Customs and Excise is: Formulation of policies are in the field of law enforcement, service, and supervision of state revenue optimization around customs and excise duty;

Implementation of policies are in the field of supervision of law enforcement, service and optimization of state revenues in customs and excise fields;

Formulation of norms, standards, rules, and criteria are in the field of supervision, law enforcement, services and optimization of state revenues in customs and excise fields;

Provision of technical guidance and supervision in the field of supervision, law enforcement, service and optimization of accepting a country in the field of customs and excise;

Conduct administer the Directorate General of Customs and Excise;

Conduct implement other functions assigned by the finance minister.

For the import of export goods, the customs law basis is: Law Number 10 in The Year 1995 about Customs as has amended by Law Number 17 of 2006; Regulation of the Minister of Finance Number 144/PMK.04/2007 about the expenditure on imported goods for use, Regulation of the Director General of Customs and Excise Number P-42/BC/2008 about Guidelines for the Expenditures of Imported Goods for use as amended by Regulation of the Minister of Finance Number P-08/BC/2009.

Goods import activities are to enter goods into customs areas. Goods entered into customs areas are treated as imported goods and are subject to import duty.

Whereas export is activities of removing goods from Indonesian customs areas and/or services from the territory of the Republic of Indonesia (Article 1, Law No 2 Year 2009).

The customs area is the territory of the Republic of Indonesia which covers the land, water, airspace above it, as well as certain places in the Exclusive Economic Zone and Continental Shelf.

As a government institution assigned to offer oversight and import clearance of goods, the Customs and Excise have an important role in supporting the smooth flow of imported goods traffic in customs areas. The purpose of supervision by the government through Customs and Excise is to increase state income or foreign exchange; as a tool

to protect domestic products (Protection), and to supervision so that not all goods can freely enter and exit illegally (smuggling) from and to Indonesian customs areas.

The Animal and Plant Quarantine Agency-regulated in several laws and regulations such as :

Law Number 16 Year 1992 on Animal, Fish and Plant Quarantine; Government Regulation No. 82 In The Year 2000 on Animal Quarantine; Government Regulation No. 14 In The Year 2002 on Plant Quarantine; Constitution 25 In The Year 2009 About Public Delivery; and Constitution 14 In The Year 2008 about Public Information Openness.

The plant quarantine hall has the task of carrying out working activities in quarantining animals and plants as well as biosafety, animal and vegetable supervision, conducting inspection, exile, observation, treatment, restraint, rejection, destruction and release of media carrying quarantine plant disturbing organisms (organisme pengganggu tumbuhan karantina/OPTK) and pest carrier media animal quarantine diseases (media pembawa hama penyakit hewan karantina /HPHK).

Plant Quarantine Center is obliged to carry out work activities in the field of animal and plant quarantine and biosafety, animal and vegetable control, inspection, isolation, observation, maintenance, restraint, rejection, destruction and release of carrier media of quarantine plant disturbing organisms (organisme pengganggu tumbuhan karantina/OPTK) and pest carrier media animal quarantine diseases (media pembawa hama penyakit hewan karantina /HPHK).

Implementation of regional monitoring on HPHK and OPTK, implementation of acquisitions of HPHK and OPTK, Implementation of security supervision of biosafety, animal, and vegetable;4. Implementation of animal and plant quarantine work services:

Implementation of operational service provision for the control of animal and plant biosafety; Management of information systems, documentation, and facilities for animal and plant quarantine techniques, Implementation of supervision and prosecution, violation of laws and regulations in the field of animal quarantine, plant quarantine, and biodiversity, administration Sub-division has a duty to make plans, evaluation, and reporting, as well as business and household affairs, Animal Quarantine Section has the duty to offer animal quarantine operations, animal biosafety supervision and technical facilities as well as management of information systems and documentation as well as supervision and

enforcement of violations of laws and regulations in the field of animal husbandry and biosafety, and Plant Quarantine Section has the duty to provide services for plant quarantine operations, biosafety control, and technical facilities and management of information systems and documentation as well as supervision and law enforcement and regulatory breaches in plant quarantine and biosafety.

PT (Persero) Pelabuhan Indonesia is a state-owned enterprise (SOE) that tasked to use and manage the ports cultivated throughout Indonesia. Especially for Belawan Port, the existence of PT (Persero) Pelabuhan Indonesia I as a business entity arranged and port service providers in the environment Belawan Port also serves port services for export-import activities of goods and/or services.

In providing port services especially in the export-import goods, PT (Persero) Pelabuhan Indonesia I divides two types of business units, each led by a General Manager of Pelabuhan Indonesia I Belawan Branch which has a working area at Belawan Ujung Baru Port and Belawan Lama Harbor. Then for import-export goods by the container served by business unit Belawan International Container Terminal (BICT).

For port services of goods export-import PT (Persero) Pelabuhan Indonesia I Belawan Branch has implemented service loading and unloading activities for 24 hours. Implementation of 24-hour service system into a form of service to support the activities and smooth flow of import-export goods, with mechanical and non-mechanical work system. A mechanical work system is a service that fully utilizes machine tools by assigning to the type and nature of the goods. While the non-mechanical service system is a service that fully uses human labor in this case loading workshops (Tenaga Kerja Bongkar Muat/ TKBM) which managed by TKBM cooperatives in Belawan Port.

To support achieve the work target of port services of export-import goods, PT (Persero) Pelabuhan Indonesia I Belawan Branch seeks to make improvements such as; Improved port facilities that always keep abreast of technology and information, Improving the quality of human resources in all service sectors, Improvement of quality and performance of TKBM laborers through a cooperation agreement with TKBM cooperatives, Establish standard operating service regulations (SOPs) for every port service including the smooth flow of import-export goods, and establish work targets that must meet by all parties as an effort to improve port work.

Furthermore, for port service maids for import-export goods by the container is done by Belawan International Container Terminal (BICT) service unit. As an international-class port, BICT Gabion Belawan is a scalable work system intended for providing excellent port service to its customers, while increasing the work volume achievement of the national average set by the government.

The increase of this working volume can see from the data of the last 3 In In The Years are: In The Year 2016 working capacity: 32 Box / Hour, In The Year 2017 work capacity: 45 Box / Hour, In The Year 2018 work capacity: 50 Boxes / Hour.

Achieve the increase in work capacity is quite far above the government's average achievement of 38 Box / Hour.

Based on working performance data it avoids a significant increase in the last 3 (three) period. Improv work achievement cannot separate from the improvement in various supporting bodies/sectors such as: Increased HR, Competence, Capability; The pattern of coöperation with all stakeholders; 24 hours system service to suppress Dwelling Time at Gabion Belawan Harbor; Formulation of work patterns and service SOPs rigorously; and Approach and socialization of various rules of work to all related parties, both government agencies and service users to jointly build a commitment to supporting behave port services conducted at BICT.

4 CONCLUSIONS

The port is a strategic facility in supporting economic activities, especially in supporting the smooth flow of goods and exports, it depends on the coordination of all institutions that exist and run in the work environment of Belawan Port; the arrangement must always prioritize aspects of harmonization and synchronization so as not to cause conflict between one agency and another.

To support the smooth flow of export-import goods at the port, each government institution such as the Port Authorize; Syahbandar Port; Customs and Excises; Animal and Plant Quarantine Center; PT (Persero) Pelabuhan Indonesia I, Belawan Branch, Belawan International Container Terminal (BICT) and all parties using port services in export-import activities must jointly start supporting commitments through enforce their concerned functions and duties in a professional way.

All relevant parties in the port in export-import activities belong the world of port service users, jointly show a joint arrangement that includes a

committed to supporting the smooth flow of export-import goods from/to Belawan Port.

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