

THE DISTRIBUTION OF COMMODITIES AMONG ISLANDS IN INDONESIA THROUGH THE HARBOUR

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ABSTRACT

According to recent data, Indonesia consists of ±60.000 islands spread in whole Nusantara area under the equator line; of course it needs sea transportation handling which is neat and reliable. By using ships with huge Dead Weight, hopefully it make the distribution of commodity flow in the whole country can be equal, quick, and cheap, with purpose that the price of commodity and service in one island which has more production and in other island which is lack not much different.

Sea channels, especially when about to enter to the local and pioneer parts which have many inhabitants must at Dredging (rich the deep of 15-20 meter, wide of 30-50 meter in minimal); port's medium like: dock, building's warehouse or field's warehouse, land crane, gantry crane, vorklift, navigation, postpone ship, guide ship and SDM (human resource) are prepared and built, and also land streets and bridges to / from industrial centrals / hinterland to the sea port have to be built.

Trade – interinsular certainly have economic aspect, because in their realization appears various cost and revenue that have to be received by the agent (consignee) namely: commodity's owner, cruise office, Perusahaan Bongkar Muat (PBM) / Unload Loading Company, line warehouse manager – I, truck transportation entrepreneur / Pengusaha Angkutan Truk (Organda), fumigation service entrepreneur, superindent service entrepreneur, and so on. Many problems that appears when interinsular realization are: nature disturbance like heavy rain that not stop and cause the ship's unload loading process blocked, hurricane and sea wave which can shake the content when fly and pulled by shape crane / gantry crane; this situation caused unload loading have to be delayed, and also the deep of set and subside of sea water surface (tide tables) that not maximal, it make bulk carriers (kapal curam) with the contain of 100.000 metric ton that will enter to Tanjung Priok Port, Tanjung Emas, Tanjung Perak, and others must do sea lightering (unload in the midst of sea) first until they remains 50.000 Metric Ton, so the ship can move to the port's dock to continue unload the rest of the contain; and if also line warehouse - I have been full by export commodities – whereas the flow of export commodity interisland still continually come to be loaded to ship, then have to be done Truck Lossing / Truck Loading, and it is certainly concern with cost.

Keyword: distribution, commodity, harbour industry

INTRODUCTION



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.

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 that ships in passing the other harbours.

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.

METHODOLOGY

Methodology that used in this research is qualitative descriptive method because this research is searching causes of the problems, results of the problems, and solution that offered for even distribution of things in Indonesia in order to press the different of price of commodity and service. This analysis uses analysis of qualitative descriptive.

ANALYSIS

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.

This wooden ships are fragile if collided or crashed with iron ship. Yet in various archipelago countries/ maritime countries, this 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, eventhough 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, syahbandar, 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 incudes 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 interinsular 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 intercities 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 flow 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, both 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 Insurance*) 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, kepil fee, berthing fee, and other purposes. Foreign-flagged ships have to pay in form of foreign currencies *hard currencies* (hard currency), that is 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.

CONCLUSION

We know that Indonesia has more than 60.000 islands. The only way to connect the islands is boarding. The operation of the boards must have many harbours for many usages like loading and discharging many things and transportation through the sea.

SUGGESTION

Indonesia is a maritime country that has many islands. Indonesia must have strong naval peed in order to avoid foreign ships in taking over Indonesia's sea. Besides that, we must make the condition in making fair distribution in all of area. So, the area which lack of good things can enjoy good and cheap things.

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