

RETURN CARGO HANDLING OF BULK UREA FERTILIZER AT KM ABUSAMAH PALEMBANG-BANYUWANGI ROUTE BELONGING TO PT PUPUK INDONESIA LOGISTIK

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ABSTRACT

PT. Pupuk Indonesia Logistik serves various activities that support shipping activities. In running its commercial business in sea transportation services, PT Pupuk Indonesia Logistik has nine ships, and one of them is KM Abusamah. PT Pupuk Indonesia Logistik encountered obstacles during unloading. These happened when KM Abusamah on Voyage 5 transported bulk urea fertilizer belonging to PT Pupuk Sriwidjaja Palembang, sailing from Tanjung Buyut Port in Palembang to Banyuwangi Port. However, when the unloading took place on April 21, 2021, the KRI Nanggala 402 accident occurred, which lost contact in the northern waters of Bali, thus hampering the unloading process. The purpose of the study was to identify the causes of return cargo at KM Abusamah, to know how to handle the return cargo of 124,893 MT of bulk urea fertilizer, and to know the responsibilities of the shipper, carrier, and consignee. This research aims to identify the cause of return cargo on KM Abusamah. The data analysis technique used is the descriptive analysis of fishbone diagrams with the application of 4M, namely Man, Method, Material, and Machine. The data was obtained through documentation, literature study, and interviews. The causes of cargo returns were maintenance activities and the KRI Nanggala 402 accident. How to handle cargo returns by bringing the cargo back to the port of origin and transporting it for the next voyage.

Keyword: return cargo, unloading, maintenance, accident

1. Introduction

PT Pupuk Indonesia Logistik (PILOG) is a company engaged in sea transportation. In its role in the world of sea transportation, PT Pupuk Indonesia Logistik serves various activities that support shipping activities. In carrying out its commercial business in sea transportation services, PT Pupuk Indonesia Logistik has nine vessels consisting of 2 tankers as ammonia carriers, namely MT Salmon Mustafa and MT Sultan Mahmud Badaruddin II, as well as seven bulk carrier vessels to transport bulk cargo, including KM Pusri Indonesia I, KM Abusamah, KM Ibrahim Zahier, KM Julianto Moeliodihardjo, KM Pusri Indonesia, KM Mochtar Prabu Mangkunegara, and KM Soemantri Brodjonegoro. PT Pupuk Indonesia Logistik experienced obstacles during unloading, namely from external factors. These happened when KM Abusamah on Voyage 5, transporting bulk urea fertilizer belonging to PT Pupuk Sriwidjaja Palembang, sailed from Tanjung

Buyut Port, Palembang, on April 8, 2021, with a cargo of 6942,240 MT arriving at Banyuwangi Port on April 11, 2021, and then unloading at the Port of Banyuwangi on April 11, 2021. UPP Mining. However, when the unloading was taking place on April 21, 2021, the KRI Nanggala 402 disaster occurred, which lost contact in the northern waters of Bali, thus hampering the unloading process being carried out by KM Abusamah.

The research objectives are to identify the cause of the return cargo of KM Abusamah with bulk urea fertilizer on the Palembang-Banyuwangi route, to find out how to handle the return cargo of 124.893 MT of bulk urea fertilizer, and to know the responsibilities of shippers, carriers, and consignees in the operational activities of KM Abusamah Voyage. 5.

The benefit of the research is to add a source of knowledge about return cargo carried out during the distribution process of bulk urea fertilizer, and as a source of information for

similar research in the future and can be used as material and input or consideration to be able to optimize unloading activities by prioritizing time efficiency and optimizing unloading equipment so that activities can run better.

The results of previous studies include the following:

a. Research by Dewi Praisma Kartika Septiana and Retno Indriyati (2022:49-59), with the title "Efforts to Improve Handling of Unloading Bulk Fertilizer (Urea) in MV. Pusri Indonesia I", with the result that the factors that cause delays in the unloading of bulk fertilizer (urea) are factors from crew members, loading and unloading equipment factors, and weather factors. In addition, the crew's discipline in the use of work safety equipment is essential to improve the safety of cooperation in unloading bulk fertilizer (urea) unloading activities.

b. Majid Afif Prabowo's research (2019) entitled "Analysis of Cargo Back Pressure During the Unloading of Pyrolysis Gasoline (Pygas) cargo on the MT Ship. Tirtasari", with the result that the cause of cargo back pressure is the lack of knowledge, concern, and supervision of the crew during cargo operation activities, as well as the use of loading arms to connect the ship's manifold with the terminal which is considered less effective during unloading activities.

c. Dadang Suyadi's research. S, Jasief S. Putrahardja, and Rizky Ichwan (2010), entitled "Effect of Effective Working Time on Bulk Unloading Performance from Ships at Special Terminals of PT. Krakatau Bandar Samudera at Cigading Port, Banten" with the results of factors that cause the adequate working time is not optimal due to delays such as the occurrence of trouble on the ship unloader tool, waiting for trucks, the readiness of buffer warehouses so that it interferes with the smooth unloading activities, and weather factors.

This study's object is KM Abusamah Voyage 5 with the Palembang-Banyuwangi route. Data were obtained through documentation, literature study, and interviews. Researchers obtained all information by conducting interviews with the manager of the ship management department and employees of the marketing department.

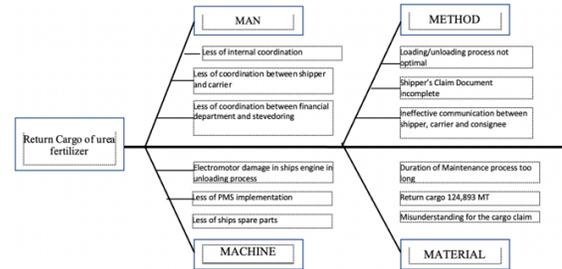
The data analysis technique used is the descriptive analysis of fishbone diagrams with

the application of 4M, Man, Method, Material, and Machine.

2. Result and Discussion

2.1 Causes of Return Cargo

In this study, fishbone diagrams determine the factors that cause a characteristic event. This diagram shows the cause and effect used to find the root and cause of the problem, and the solution, as shown in Figure 1.



Picture 1. Fish Bone Diagram

2.2 Barriers of Unloading Activities

Based on the analysis of the data used, the cause of the return cargo of bulk urea fertilizer at KM Abusamah on the Palembang-Banyuwangi route is according to table 1 below:

Table 1. Inhibiting Factors in Abusamah KM unloading activities

No	Factors	Descriptions
1	There are maintenance activities for ship unloading equipment	Maintenance of the ship's main engine and auxiliary engine at the time of unloading for five days activities
2	Accident KRI Nanggala 402	When the ship was unloading, there was an incident of lost contact with KRI Nanggala 402 so the Port Authority ordered to immediately complete the unloading process within the specified time limit.

2.3 Responsible of the *Shipper, Carrier, dan Consignee*

The transportation on KM Abusamah Voyage 5 is a time charter activity carried out by fellow subsidiaries of PT Pupuk Indonesia (Persero). PT Pupuk Sriwidjaja Palembang, the producer of bulk urea fertilizer, sent goods using a ship owned by PT Pupuk Indonesia Logistik, and the consignee itself, PT PUSRI, was in the regional area. When a claim arises (a fine for transportation billing), the carrier asks PT Pupuk Indonesia (Persero) to mediate over the problems that occur. PT Pupuk Indonesia Logistik then sent a request for exemption from shipping claims for KM Abusamah Voyage 5 on the basis that the billing was not based on the COB 6,942,290 MT bill of lading but was following the results of the unloading and the Minutes of Ex-Halka Unloading, which amounted to: 6,817.347 MT. In other words, the shipper and the carrier agree to calculate the cost of the remaining charge on KM Abusamah Voyage 5 to be charged for voyage six activities or deemed not transported on the Palembang-Banyuwangi route, with the following details:

Table 2. KM Abusamah Voyage 5 Cargo Return Billing Calculation

KM Abusamah voyage billing value 5	Rp 1.949.033.880
A returned value of urea fertilizer	Rp 857.793.109
Amount paid by the consignee	Rp 1.091.240.771

Table 2 shows that the total bill to be paid is Rp. 1,091,240,771, while the remaining Rp. 857,793,109 will be paid on the next voyage.

3. Conclusion

Based on the facts and research on the return cargo of bulk urea fertilizer KM Abusamah Voyage 5 Palembang-Banyuwangi route, the authors can conclude as follows: 1) The factors causing the return cargo of KM Abusamah Voyage 5 are due to internal obstacles, namely the less than optimal performance of ship unloading equipment currently operating and

external obstacles, namely the occurrence of the KRI Nanggala 402 submarine accident which lost contact in the northern waters of Bali which is adjacent to the unloading location, 2) How to handle the return cargo of bulk urea fertilizer at KM Abusamah as much as 124,893 MT, namely by bringing the cargo back to the port origin, then the ship carries out loading adding the remaining cargo of the same type as much as 6,593,059 MT to be transported to voyage 6 to the Port of Cilacap. The billing for transportation services on voyage 5 is reduced by the total cargo that is not unloaded and is combined on voyage 6; 3) The responsibility of the shipper and the carrier is contained in the sea carriage agreement, where the shipper is obliged to carry out transportation and maintain the safety of the goods transported until they are handed over to the consignee at the port of unloading. In contrast, the shipper provides accurate information regarding the nature, type, and a number of goods to be transported and pays the shipping costs.

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