



## Flow Of Container Movement Activities at The Depot PT. Prima Indonesia Logistics

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**Abstract.** *The service of container activity flow in the depot that is not carried out effectively will have an impact on the service users which can have a major impact on the company resulting in a reduction in service users in the company. To avoid service users feeling dissatisfied with the depot service, it is better to supervise the activities in the depot and it is necessary to add workers to activities that require fast processing time. The handling scheme for container activity flow in the depot at PT. Prima Indonesia Logistik Belawan starts from container rental and the depot stacking yard. However, in the handling scheme for container activity flow at PT. Prima Indonesia Logistik Belawan, there is still a manual system so that there are often similarities in the numbers in the input lines and have an impact on repeating data input. And damage to the tools that often occur, such as damage to the Reach stacker (Heavy Equipment) which results in hampered activities in the depot. The method used in this study is the Library Research and Field Research methods.*

**Keywords:** Service, Container, Depot

**Abstract.** Pelayanan alur kegiatan petikemas di depo yang dijalankan tidak secara efektif akan memberikan dampak terhadap pihak pengguna jasa yang dapat memberikan dampak besar bagi perusahaan mengakibatkan akan berkurangnya pengguna jasa di perusahaan tersebut. Untuk menghindari agar para pengguna jasa merasa tidak puas atas pelayanan jasa depo tersebut, maka sebaliknya perlu adanya pengawasan terhadap kegiatan yang terdapat di depo dan perlu adanya penambahan pekerja terhadap kegiatan yang membutuhkan waktu pengerjaan secara cepat. Skema penanganan alur kegiatan petikemas di depo pada PT. Prima Indonesia Logistik Belawan dimulai dari penyewaan petikemas dan lapangan penumpukan depo. Namun, dalam Skema penanganan alur kegiatan petikemas PT. Prima Indonesia Logistik Belawan masih terdapat menggunakan sistem manual sehingga sering terjadi kesamaan nomor pada saat penginputan dan berdampak mengulang penginputan data. Hal kerusakan alat yang sering terjadi, seperti kerusakan pada *Reach stacker* (ALat Berat) yang mengakibatkan terkendalanya kegiatan di dalam depo. Metode yang digunakan dalam penelitian ini adalah metode Penelitian kepustakaan (*Library Research*) dan Penelitian Lapangan (*Field Research*).

**Kata kunci:** Pelayanan, Peti Kemas, Depo

### 1. BACKGROUND

In the current era of globalization, the growth of container transportation flows has a great influence on business development. In handling containers, a container stacking place is needed, namely the PT depot. Prima Indonesia Logistik as a provider of container stacking land (containers), full (contents), empty (empty), and has the tools to facilitate container operations at the depot or in terms of withdrawal (delivery) and return (receiving).

Container depots not only function as a place to accommodate and store containers, but also function as a place for container maintenance and repair, container supply (supply), and container rental, container (lasing). The service flow of container activities in the depot that is not run effectively will have an impact on the service users which can have a major impact on the company resulting in reduced use of services in the Company.

## **2. THEORETICAL STUDY**

In this research there are several underlying and relevant theories.

### **a. Understanding flow**

According to F Rusgiyanto (2017), the container activity flow process is an activity carried out while the container is in the depot, starting from the equipment that transports the container, the position of the container stacking in the depot until the container reaches the hands of the service user.

### **b. Definition of Activity**

According to Government Regulation no. 12 of 2019, Activities are part of a Program implemented by 1 (one) or several regional work units as part of achieving measurable targets in a Program and consist of a set of resource mobilization actions, both in the form of personnel or human resources, capital goods including equipment and technology, and a or a combination of some or all of these types of resources, as input to produce output in the form of goods/services.

### **c. Definition of Movement**

According to the Big Indonesian Dictionary, movement is the matter or state of moving, awakening (for struggle or improvement)

### **d. Definition of a casket**

According to Amir, MS (2018: 41) a container is a place made of metal so that it is shaped like a box to be filled with common goods called general cargo to be transported, besides that it is permanent so that it can be used many times to transport goods.

### **e. Definition of Container Depot**

A container depot is a storage area where there are stacking blocks divided based on stacks of empty containers, filled (ready to ship), shipments (ready to unload), and a warehouse for container inspection and repair.

### **3. RESEARCH METHODS**

The research methods used are:

#### **1. Library Research**

This is research conducted in order to collect data by studying books, other documents related to the title of the final project report, as well as theories that the author obtained during his studies at the Indonesian Maritime Adiguna Polytechnic (POLTEK AMI) Medan.

#### **2. Field Research**

That is a study conducted at the land practice site (PRADA). In this study, the author conducted a survey at the location where the container service was carried out, and also conducted interviews with field officers or employees and field coordinators of the company.

### **4. RESULTS AND DISCUSSION**

#### **A. Container handling process at the depot**

1. Repo In is an activity carried out by the depo if the depot is short of containers, so the depot will request containers from the Container Yard or the nearest depot branch. The process is as follows:
  - a. Receive documents requesting the delivery of empty containers from the depot to CY BICT and a statement stating that the container is empty.
  - b. Next, submit the documents to Customs Cukai to be processed.
  - c. Next, make a letter of request for receiving services from PT. Prima Indonesia Logistik, to be submitted to BICT (Belawan International Container Terminal) to process the service note from Pelindo and make LOLO ( lift on/lift off ) payments at the bank available at BICT.
  - d. After payment, the bank issues a lift on/lift off payment receipt.
  - e. Then a copy of the receipt, service note and receiving request are submitted to BICT (Belawan International Container Terminal) to process and print the announcement list.
  - f. Next, make a cover letter from the depot to CY BICT which is given to the driver (trucking).
  - g. Next is the process of unloading containers at the CY BICT stacking area.
2. Repo Out is an activity carried out by the depot if the nearest branch or company experiences a shortage of empty containers and is taken to the branch of the company that needs the empty containers. The process is as follows:

- a. Receive documents requesting the release of empty containers from CY to the depot along with a statement letter, B/L, manifest and other letters.
- b. Next, bring the document to BICT for the process of issuing a service note from Pelindo and make a LOLO payment at BICT bank.
- c. After payment, the bank issues a LOLO (lift on/lift off) payment receipt.
- d. Then a copy of the receipt, service note and B/L application and manifest are submitted to BICT to print SP2 (submission order).
- e. Next, SP2 is submitted to the trucking party, to carry out the process of removing the container from CY to the depot.
- f. Stacking of empty containers at the depot

Stacking empty containers in the depot is a management in managing a depot, stacking containers is distinguished based on container type, container size, container type, container condition, container duration in the depot and efficient grade so that the activities carried out can run effectively and efficiently so as to meet customer standards or container users. In carrying out container stacking, several things must be considered as follows:

- a) Container size

In the size of the load in loading and unloading container ships, it is stated in TEU (twenty foot equivalent unit), or in one 20" container it is stated as TEU and a 40" container is stated as 2 TEU.

- b) Condition of the container

In container stacking activities, the thing that must be considered is the condition of the container, whether the container is damaged or ready to use.

- c) Duration of container in depot

Duration / length of time the container is in the depot

- d) Container grade

The container grade has been regulated in the stacking yard.

3. Documents related to the handling scheme for container activity flow at the depot at PT. Prima Indonesia Logistik Belawan.

The documents include the following :

- 1) **Delivery Order (DO)**

This document is issued by the shipping company to EMKL service users which is an introductory document or recommendation for the purpose of returning empty containers from the location to the depot, the contents of this empty receipt

document explain the number of containers to be returned by EMKL, the type of cargo, the ship carrying it along with the voyage and which company rented the container.

**2) Receipt (Introductory letter)**

This document is issued by the Shipping and Freight Forwarding Agency (EMKL) as a reference for field officers in returning empty containers. This document contains the type of container number returned and the number of containers returned, both 20ft and 40ft.

**3) SP2 (Container delivery letter )**

Hand over letter is a letter issued by the port operator that the container is permitted to be handed over to the importer / EMKL. In this SP2 also explains the physical condition of the container when it is handed over.

**4) Equipment Interchange Receipt (EIR)**

EIR is a letter of proof or handover and the container owner or shipping company that provides container services, namely the owner of the goods, is used as a sign of handover that describes the physical condition of the container and its equipment. The EIR will be filled in whether there is damage to the container such as bent, broken, perforated, cut, dented, missing, scratched, torn, leaking, bulging.

**5) Daily Report In**

Daily Report is a document or daily report that contains all container prefix numbers and principle names in receiving (in) activities, both 20ft and 40ft, made by field officers (tally). Where after the daily activities are completed, this document is submitted to the operational section for input.

**6) Equipment Operation Production Report**

This document is used to record the container prefix number and to find out the amount of production of heavy equipment such as forklifts per day. After the daily activities are completed, this document is submitted to the operational section to be inputted to find out whether the production of the equipment has decreased or not.

**7) SBO (Opposition Proof Letter)**

This document is issued by the shipping company (EMKL) as a reference for shipping officers in returning empty containers. This document contains the name of the ship with the destination, delivery number, and container number.

**8) Work order letter (SPK)**

This document is a work order to carry out activities to lower (lift off) and raise (lift on) empty containers from the stacking yard onto trucks and vice versa, which will be issued by the shipping company to PT. If the PIL has fulfilled the requirements in its implementation, it is a document issued by the shipping party.

**9) Announcement**

This document is an export list announcement, a document that announces an export list for a repositioning activity. This document explains about the ship, invoice number, quantity and number to be repositioned, both empty and full, and estimate closing for empty / full containers.

**10) Receiving Card (loading card)**

This document is a loading card for repositioning or often referred to as a receiving card / SP2, the Receiving Card is given to the trucking operator when the repositioning activity is carried out where the trucking operator brings the container to the port terminal, this document explains Closing Dry, Closing Reefer, Container number, this document must be the same as the cover letter.

**11) Cover Letter**

This document is issued by PT. Prima Indonesia Logistics as a guide for trucking operators to enter the port terminal gate. This document contains the trucking plate number, recipient whether depot, CFS or CV, ship name, container prefix number, size, and this applies to empty or full container units.

4. Obstacles in the handling scheme of container activity flow at the Depot at PT. Prima Indonesia Logistik Belawan

The obstacles in the flow of container activities at the depot at PT. Prima Indonesia Logistik Belawan include the following:

1. Service activities in the field for services to the Ship Freight Expedition (EMKL) are still manual in delivery, receiving and other activities still use manual so that there are often similarities in numbers when inputting data.
2. There are limitations in loading/unloading equipment and frequent damage which causes activities at the depot to be less effective.
3. The process of arranging containers is not neat, causing the depot to become congested and often experiencing difficulties in finding containers that have been ordered by the service user.

4. The cleaning process is long, due to the lack of workers or laborers who wash the containers, resulting in a pile-up of containers that will undergo the washing (cleaning) process.

## 5. CONCLUSION AND SUGGESTIONS

The handling scheme for container activity flow in the depot at PT. Prima Indonesia Logistik Belawan starts from container rental and depot stacking yard. However, in the handling scheme for container activity flow at PT. Prima Indonesia Logistik Belawan, there is still a manual system so that there are often similarities in numbers when inputting and this results in repeating data input. And frequent equipment damage, such as damage to the *Reach Stalcker*, which results in hampered activities in the depot.

It is recommended that related parties carry out regular maintenance on all equipment used in the depot, as well as repair or implement an online system so that there is no similarity in numbers when inputting data, and there needs to be supervision of the arrangement of the depot so that activities in the depot run better and more effectively and make it easier for workers in the field to find containers that are needed by each service user.

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