

ANALISIS EFISIENSI PELAYANAN BONGKAR MUAT KOMODITAS CPO DI PT. PELABUHAN *MULTIPURPOSE* TANJUNG PRIOK

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ABSTRAK

Sejalan dengan berkembangnya kegiatan pengangkutan di laut maka pemerintah mengatur kegiatan perusahaan pengangkutan yang ada di laut melalui penerbitan Inpres No. 4 tahun 1985 tentang kebijakan arus barang untuk menunjang kegiatan ekonomi yang kemudian diperbarui dengan Inpres No. 3 tahun 1991 tentang kebijakan kelancaran arus barang untuk menunjang kegiatan ekonomi. Di dalam inpres tersebut antara lain mengatur bahwa untuk mengurangi biaya bongkar muat barang yang meliputi stevedoring, cargodoring, receiving dan delivery maka sebab itu kegiatan bongkar muat tersebut harus dilakukan oleh instansi yang diberi wewenang oleh pemerintah yaitu perusahaan bongkar muat (PBM). Keikutsertaan pengusaha bongkar muat petikemas yang kegiatannya antara lain stevedoring, cargodoring, receiving dan delivery dapat tidak langsung memajukan perekonomian dan membangun pelayanan pada masyarakat demi kelancaran dan keamanan lalu lintas barang di pelabuhan. Kondisi dari pelabuhan khususnya pada PT. Pelabuhan Tanjung Priok Indonesia sangat terbatas dikarenakan lapangan penumpukan kurang memadai. Proses bongkar muat CPO tidak seperti bongkar muat peti kemas, lebih memakan waktu, jadi bagaimana cara untuk mempercepat proses dan efektif, mengurangi waktu bersandar. Dari penjelasan dan kajian yang dilakukan oleh peneliti diatas mengenai khasiat bongkar muat peti kemas khususnya muatan CPO(Crude Palm Oil) terhadap kelancaran pergerakan di PT. Pelabuhan Tanjung Priok menyimpulkan factor-faktor yang mempengaruhi kelancaran proses bongkar muat di PTP Multipurpose, seperti alat bongkar muat, kinerja TKBM dan kualitas, kondisi fasilitas yang digunakan.

Kata Kunci: Bongkar muat, *Crude Palm Oil*, Efisiensi.

EFFICIENCY ANALYSIS OF CPO COMMODITY UNLOADING SERVICES AT PT. TANJUNG PRIOK MULTIPURPOSE PORT

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ABSTRACT

In line with the development of transportation activities at sea, the government regulates the activities of transportation companies at sea through the issuance of Presidential Instruction No. 4 of 1985 concerning the policy of the flow of goods to support economic activities which was later updated with Presidential Instruction No. 3 of 1991 concerning the policy for the smooth flow of goods to support economic activities. In the Presidential Instruction, among others, it stipulates that to reduce the cost of loading and unloading goods which includes stevedoring, cargodoring, receiving and delivery, the loading and unloading activities must be carried out by an agency authorized by the government, namely the loading and unloading company (PBM). The participation of container loading and unloading entrepreneurs whose activities include stevedoring, cargodoring, receiving and delivery can indirectly promote the economy and build services to the community for the smooth and secure traffic of goods at the port. The condition of the port, especially at PT. Indonesia's Tanjung Priok Port is very limited due to inadequate stacking fields. The process of loading and unloading CPO is not like loading and unloading of containers, it is more time consuming, so how to speed up the process and effectively, reduce lean time. From the explanations and studies conducted by the researchers above regarding the efficacy of loading and unloading containers, especially CPO (Crude Palm Oil) cargo on the smooth movement of PT. Tanjung Priok Port concluded the factors that affect the smooth loading and unloading process at PTP Multipurpose, such as loading and unloading equipment, TKBM performance and quality, condition of the facilities used.

Keywords: Loading and Unloading, Crude Palm Oil, Efficiency.