

# Handling Ship Banking MT. Clarice Loaded Church Liquid On PT. Tirtha Dasa Lintas Nusa Belawan

*by* Dimas Puzakesuma

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## **Handling Ship Banking MT. Clarice Loaded Church Liquid On PT. Tirta Dasa Lintas Nusa Belawan**

**Dimas Puzakesuma**

Politeknik Adiguna Maritim Indonesia Medan

**Fadiyah Hani Sabila**

Politeknik Adiguna Maritim Indonesia Medan

Author correspondence: [puzakesumadimas@gmail.com](mailto:puzakesumadimas@gmail.com)

**Abstract.** To find out more closely how the shipping company PT. Tirta Dasa Lintas Nusa Belawan in handling the docking process of ships loaded with liquid bulk. In this paper, it is explained how to handle berthing of MT ships. CLARICE contains liquid bulk and the ship departure process as well as any agencies involved in the ship berthing process. From handling arrival to departure, the ship must be served efficiently and effectively so that service is maintained well. The methodology used in this paper is first the field observation method and the library approach method. In carrying out ship berthing activities, the agent must notify the ship's arrival to several related agencies such as the harbor master's office, the PT office. (Persero) Pelindo I, Immigration Office, Customs and Excise Office, Port Authority Office, Port Health Quarantine Office.

**Keywords:** handling back up, boat, and dock

### **INTRODUCTION**

With the increasing demand for liquid bulk cargo, many shipping companies are switching from cargo-laden vessels to liquid bulk-laden vessels. This is due to the fact that the time required to handle ships containing liquid bulk is shorter and the costs incurred for operations are lower. According to Soewedo (2015) sea transportation is very good as a means of transporting goods because it has more value than other means of transportation. This is because sea transportation services can be used to transport passengers, goods and animals with very large carrying capacity/capacity. Apart from that, the rates charged are also cheaper, more affordable and safer. Every ship operated by a shipping company that calls at a port, the ship requires service while at the port. The port as a terminal for ships to dock/moor and carry out loading/unloading activities needs to provide various facilities and port services managed by PT. Indonesian Port (Pelindo) and its branches at the port so that activities run smoothly and efficiently. In order to manage the activities of ships and their cargo that stop at and depart from port to port, shipping companies can open branches or appoint shipping companies. as a ship agent if the shipping company does not have a branch due to economic considerations or other reasons. The duties of ship branches and agents, in this case as port agents/branch agents, are the same, namely serving the interests of ships, the only difference is the ownership status of shipping companies by other parties. The role of a ship agent is a representative of the shipping company who appoints a ship agent company called the principal, while its function

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\*Dimas Puzakesuma, [puzakesumadimas@gmail.com](mailto:puzakesumadimas@gmail.com)

is to serve ships calling at the port. Basically, services for ship needs include: preparing mooring areas, clearing in / out, and serving the needs of the ship and its crew.

### THEORETICAL FRAMEWORK

1. Definition of Handling According to the KBBI, handling is a process, method, action, cultivation.
2. Definition of berthing according to Logistics Journal D III Berthing transportation is an activity to berth or dock a ship to land/port for loading/unloading activities.
3. Definition of Ship According to Law No. 17 of 2008, a ship is a water vehicle of a certain shape and type, which moves with wind power, mechanical power, other energy, is towed or towed, including vehicles with dynamic carrying capacity, vehicles carried on the surface water, as well as floating equipment and floating buildings that do not move. According to article 309 paragraph (1) of the Commercial Code, ships are all sailing equipment, whatever their name and nature. This includes sunken ships, mud dredging machines, sand suction machines and other floating transport equipment. Even though these objects cannot move by their own power, they can be classified as "sailing tools" because they can float/float in water. According to Novaliana (2015) a tanker is a ship designed to carry liquid oil cargo in tanks.
4. Definition of Cargo According to Soewedo (2015:32) cargo is goods in the form of break bulk (goods that are not put into containers to be shipped or goods that are put into containers to be shipped). Ship's cargo is the shipper's cargo or the owner of goods in the form of unpackaged cargo (general cargo) or cargo placed in containers. According to Soewedo (2015:32), basically, sea ship cargo includes:
  - a. General cargo (break bulk) is cargo that is packaged separately, not in containers.
  - b. Dry bulk is dry cargo that is in natural form or has been dried like coffee beans.
  - c. Liquid cargo is bulk cargo in liquid form and loaded in tanks or special packaging for liquid cargo, such as coconut oil.
  - d. Grains (ore) are cargo in the form of seeds and loaded on ships in bulk, such as palm oil seeds.
  - e. Cargo in container.
5. Definition of Liquid Bulk According to the national shipping management journal, the definition of liquid bulk is bulk in liquid form which is transported using special vessels called tankers.

## RESEARCH METHODS

When writing a paper, of course you need materials that can support writing that can be understood and understood by readers. The methods used by the author in preparing this paper include:

### 1. Field Observation Method (Field Observation Method)

The method has been carried out directly by the author in the field when carrying out Land Practice (PRADA) for 6 (six) months at PT. Tirtha Dasa Lintas Nusa Belawan Branch. The methods used by the author to search for and collect data in the field include:

- a. Observe and participate directly in shipping agency activities, starting from preparations before the ship arrives, the ship arrives at the port, the ship docks/moots at the pier and carries out the loading/unloading process until the ship leaves, such as checking the ship, processing ship/cargo documents and following ship docking meeting (port meeting) at the One-Stop Service Center (PPSA).
- b. Conduct direct discussions through interviews

1) How is berthing of an MT ship handled? CLARICE loaded with liquid bulk so that it can dock at the dock without obstacles? Answer: Reporting PKKA (Appointment of Foreign Ship Agency) to Customs, reporting to Pelindo and then processing notification of the ship's arrival so that the ship can dock at the port.

2) What documents are required by shipping companies in handling MT ship berthing. CLARICE loaded with liquid bulk so it can dock at the dock? Answer: Port Clearance, Manifest, Crew List and Arival Condition.

### 2. Library Approach Method

This method is used to search for or record books in the library regarding the material discussed by the author, namely regarding handling berthing of MT ships. CLARICE at PT. Tirtha Dasa Lintas Nusa Belawan Branch.

## RESULT AND DISCUSSION

### History Short, Structure Organization, And Description Task Company

#### a. History Short Company

PT. Tirtha Dasa Lintas Nusa Belawan is company branch from PT. Tirtha Dasa Lintas Nusa in Jakarta. The formation of a company has a historical trajectory that begins with process establishment company cruise established date 11 November 2010 address on Jl. Veteran Cottage X environment 3 Belawan 1 which in lead by father Maharsine Wibisono.

PT. Tirtha Dasa Lintas Nusa Belawan provides and serve sea transport and business other move in in the field of shipping agencies, especially tankers Which load derivative oil coconut palm (palms oil product), such as: crude palm oil (CPO), refined bleached deodorized Palm Oil (RBD Palm Oil) and also processed palm oil and mixed with chemicals (oleo chemicals). Agency on PT. Tirtha Dasa Lintas Nusa Belawan serve boat charter that includes foreign companies such as: ICOF Shipping Chartering (Singapore), Pacific Intra-Link (Malaysia), Patch Kaiun Asia PTE LTD (Singapore), and foreign companies other.

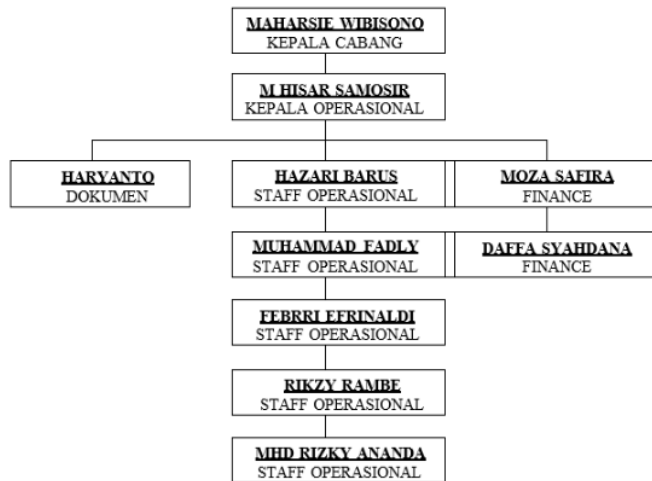
Employee work in PT. Tirtha Dasa Lintas Nusa Belawan has 10 employees. Employees here it is which will do all activity in office and in field, who have expertise and abilities in their field each.

Employee the includes:

1. Head Branch : 1 Person
2. Function Operation : 6 Person
3. Function Administration And Finance : 2 Person
4. Function Document And Payload : 1 Person

**b. Structure Organization**

So that the company's operational activities can run smoothly good and fluent, PT. Tirtha Dasa Lintas Nusa Belawan determine the organizational structure of the company along with the division of tasks and his authority with clear. Following structure organization PT. Tirtha Dasa Lintas Nusa Belawan.



Source PT. Tirtha Dasa Lintas Nusa Belawan

**c. Description Task**

Duties oblige someone to carry out functions and not quite enough answer which has given by leader company is in accordance with the instructions. Based on the organizational structure of PT. Tirtha Dasa Lintas Nusa Belawan writer will explain task and not quite enough answer employee, that is as following:

- a) Branch head
  1. Be responsible answer fully on company
  2. Coordinate member from every field.
  3. Define policy and target main companies, like get profit or profit sake company.
- b) Function Operational
  1. Management activity operational boat and load in field during boat is at in harbor (before And after boat arrive).
  2. Doing work which Good to agency – agency harbor, like Harbormaster, Bea and Excise (BC), Immigration and Quarantine.
  3. Prepare letter – letter permission from party agency related to process backup and departure boat.
- c) Function Administration and Finance
  1. Controlling go out entry finance company (cash flow).
  2. Doing payment bill company.
  3. Billing costs harbor and operational to principal.
- d) Function Documents and Loading
  1. Report to the Owner / General Agent regarding ship activities starting from the ship berthing process, activity demolish load and activity departure boat.
  2. Complete documents – documents which is required for unload or load, such as bill of lading (B/L) documents, delivery order (D/O), Mate's receipt (M/R), manifest and others.
  3. Deliver information to shipper and consignee through telephone for inform development about backup boat and payload.

Company Cruise PT. Tirtha Dasa Lintas Nusa Belawan is one of branch Company PT. Tirtha Dasa Lintas Nusa which there is in Jakarta (General Agent). Company Cruise PT. Tirtha Dasa Lintas Nusa move in the field service cruise specifically in field export import, which the transportation use boat from scale small nor scale big.

Activities carried out by PT. Tirtha Dasa Lintas Nusa Belawan is as following:

1. PT. Tirtha Dasa Lintas Nusa Belawan collaborates with General Agent, Owner and Shipper in carrying out work which order by General Agent and Owner.
2. PT. Tirtha Dasa Lintas Nusa Belawan also serves ships - boat foreign and boat local, with activity export – import goods.
3. PT. Tirtha Dasa Lintas Nusa Belawan takes care of the needs when the ship arrives and the ship departs. Manage all permits and equipment document which required.
4. Serve process arrival and departure boat, like look after place berth, guide, cancel and other other.
5. Take care of all activities, needs of the ship and ship crew, such as charging material burn, extension document boat, and management passport or book sailor on crew.

### **Handling Backup Boat MT. CLARICE Loaded Bulk Liquid On PT. Tirtha Dasa Lintas Nusa Belawan**

#### **a. Function and Role Harbor**

The port is the arrival and departure terminal ships, it is necessary to provide various facilities and services so that the transfer of cargo from ships to land transportation can take place smoothly, safe and efficient. In connection displacement load the there is activity provision place mooring, like dock and service service scouting (guide along with completeness it works delay and kepil).

Furthermore there is activity demolish load from and to boat which done through pipe integrated relate with tank pile it up which is at in region harbor (shore tanks). Other ship needs that need to be served while they are there in harbor is service water clean, material burn, material- food material and logistics boat.

Port as gateway for ships stopping by and leave along with the load must follow legislation invitation and regulation which applies from something area. By therefore every ship that comes/enters and leaves the port must get inspection from agencies government which is in harbor, called clearance in/out. Management activity the in on is activities/businesses from agency boat where harbor can said is land activity agency boat.

## b. Activity – Activity Company Sailing

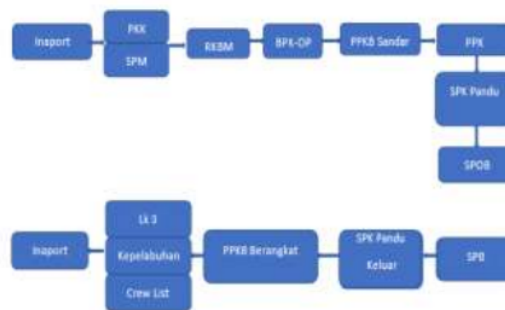
### a) Preparation or Management Matter Which Relate with Arrival Boat

#### 1. Appointment Agency Boat Foreign (PKKA)

Before arrival boat, PT. Tirtha Dasa Lintas Nusa Belawan as agency general report plan arrival boat to Directorate General Relations Sea with data as follows: Name of ship / voyage , flag / call sign, size (dwt / gt / hp), owner / principal, port stop by, estimate time arrival (ETA), harbor origin (last ports) and harbor objective (next ports).

With attach agency agreement / letters of appointments, crew lists, with copy Director General Immigration, Authority Harbor and furthermore answer the letter is Announcement Arrival Boat Foreign Which given to office center PT. Tirtha Dasa Cross Nusa Branch Belawan with copy Head PT. (Persero) Pelindo Which concerned For PT. Tirtha Dasa Lintas Nusa Belawan.

## INAPORTNET SYSTEM



Source : Regulation Minister Relations PM No 28 Year 2022

Information :

PKK : Announcement Arrival Boat

SPM : Letter Login Command

RKB : Plan Activity Demolish Load

PKK : Order Backup Boat

LK3 : Ship Arrival and Departure Reports

SPB : Letter Consent Sailing

#### 1. Management Notification Arrival Ship

PT. Tirtha Dasa Lintas Nusa Belawan, after accept information from principal or accept masters cable from skipper boat. Which its contents "Please given permission For rest as well as use of facilities other".



Boat which addressed to :

- 1) Harbormaster Belawan
- 2) Authority Harbor Belawan
- 3) Health Harbor / Quarantine Belawan
- 4) Immigration Belawan
- 5) Bea And Excise Belawan
- 6) PT. ( Persero ) Pelindo I Belawan its contents between other:
  - i. Name Boat
  - ii. Size Boat
  - iii. Status Boat
  - iv. Principal
  - v. General agent
  - vi. Pattern route
  - vii. Type transport
  - viii. Harbor origin

2. Report Plan Arrival Means Carrier (RKSP) BC.1.0 To Bea and Excise

Before boat arrive in harbor PT. Tirtha Dasa Lintas Nusa Belawan as agency from boat, report plan arrival means carrier with fill in BC.1.0, as well as report inwards manifest for ship arrival and outward manifest for incoming ships depart by receiving a receipt from the customs office and excise.

3. Contact PT. (Persero) Pelindo I

For prepare place berth/mooring and use of services others like: guide services, service delay and use of other port facilities, agent as representative from owner boat submit form Application Service Boat And Goods (PPKB) through Center Service One Roof (PPSA).

**a) Activity Before Boat Rest**

After boat arrive in area anchor (anchorage area), PT. Tirtha Dasa Lintas Nusa Belawan started to carry out his duties and role at the port as a representative of the owner boat (principal), among others:

1. When the ship is in the anchorage area ( Anchorage Area) Belawan, agent contact the officer Harbor Health or quarantine health (quarantine) for do free pratique or examination of circumstances or conditions ship and crewman boat the stated and confirmed bring disease. If results inspection the state healthy so allowed rest which be marked with lowered it flag yellow (yellow flags down) and emit Certificate Health (Health Declaration).

2. At the same time, the agent must also contact the officer immigration office to board the ship and carry out clearance in or checking and validating the stamp in your passport boat, on moment boat the arrive in harbor And clearance out on moment boat will go out/depart.

3. Do checking to boat with bring document that should marked handle it by captain boat (skipper), between other:

1) Vessels Progress / Arrivals Condition

Document state during arrival boat arrive in harbor the goal until the ship do his activities in area anchor. This document can also be said to be a time sheet which is useful for knowing the port of origin (last ports) and harbor the goal (next ports) boat the and know time on moment the boat do exercise motion in waters Belawan.

2) Checking List

Document is list inspection regarding the ship and documents by the harbormaster (harbour master) before boat leave its publication letter permission sail (port clearance). This document must also be signed by the Master and confirmed by harbormaster (harbour master) before do clearance out.

3) Sailing Declaration

This document is filled in and issued by the captain before the departure of the ship stating the ship ready to go and in good condition good or suitable for departure to the port of destination (next ports). This document also useful for departure boat (clearance out).

4) Master's Authority To Sign Bill of Lading

This document must be signed by the captain boat (skipper) which useful for delegation authority from captain boat (skipper) to PT. Tirtha Dasa Lintas Nusa Belawan as agent for make, and revise as well as publish bill of lading on load which will transported by boat.

5) Manifest

This document is signed by the ship's captain (skipper), if boat which concerned come not carrying a load or empty, then manifest is filled with the Nil Cargo Manifest. Whereas boat which concerned come with bring load, But No For dismantled in harbor transit, so filled with Manifest Cargo for Discharge. However on generally boat which come to harbor Belawan without load because boat the on usually will do loading in harbor Belawan for transported to outside country (export). Carrier which means carrier will leave for outside the area customs, by bringing imported goods or goods export must deliver announcement form Outwards Manifest.

In addition to the documents brought by the agent mentioned above, the agent also must take and bring document between other:

- 1) Document For Customs and Excise
  - i. Inwards And outward manifest
  - ii. Crew lists
  - iii. Personal effect
  - iv. Voyage Memo
  - v. Nil List
  - vi. Narcotic List
  - vii. Medicine List
  - viii. Deck Store List
  - ix. Bonded Store List
  - x. Ship Particular
- 2) Documents for Immigration
  - i. All crew passports on board the ship must be valid for no less than 6 months
  - ii. Crew List
- 3) Document For Quarantine health:
  - i. Indonesian Health Book (Green Book)
  - ii. Maritime Declaration
  - iii. Crew List
  - iv. Vaccination List
  - v. Photocopy (Derating or International Ship Sanitation Exemption Certificate (ISSEC)
  - vi. Voyage memo
  - vii. Yellow Paper Certificate all over Crew
- 4) Document For Harbormaster
  - i. Nationality/Registry Certificates, that is certificate which state sign nationality something boat which given by something country.
  - ii. International Tonnage Certificate, namely a certificate or measuring letter that explains the most important measure of ship, such as: net weight of the ship/ Dead Weight Tonnage (DWT), gross weight of the ship/ Gross Tonnage (GT), size long ship/ Length Over All (LOA), wide boat (breadth) And in boat (depth).

- iii. Cargo Ship Safety Construction Certificate, is certificate which state room boat as well as building boat which transport load according to type boat Which in accordance standard And safety boat.
- iv. Cargo Ship Safety Equipment Certificate, is certificate stating and explaining about equipment and equipment boat.
- v. Cargo Ship Safety Radio Certificate, is certificate which explained that boat be equipped with radio receiver and transmitter in accordance with condition certain.
- vi. Safe meaning, that is certificate which state arrangement information Commissioned Officer as well as crewman the ship.
- vii. International Oil Pollution Presentative (IOPP), that is certificate which explained that boat the No do pollution and pollution in sea.
- viii. Fitness Certificate, which is a certificate that explains type boat for transport load goods dangerous such as Palm Oil Products or Chemicals and other etc.
- ix. Classification of Hull Certificate, namely a certificate state type classification boat based on type stomach boat.
- x. International Lode Line Certificate, is certificate which explains the maximum load line limit and minimum boat.
- xi. Safety Management Certificate, namely a certificate states the ship management system according to the system which used based on standard ISM Code (International Safety Management Code).
- xii. Certificate of Insurance or Other Finance, is certificate which explained that boat has been insured to anticipate things that happen will happen in sea.
- xiii. Document of Compliance (DOC) Certificate, that is certificate which explained that boat have authority submit claim on things which there is in boat.
- xiv. International Ship Security Certificate (ISSC), is certificate which explained about level and levels security boat.
- xv. International Ship Security Officer (ISSO), that is certificate from the ship's officer as an officer on the ship the.
- xvi. Continius Synopsis Records (CSR), that is certificate which explained how ship history the before made / built.
- xvii. Ports State Controls (PSC), is certificate which state all condition boat along with certificate which state boat worthy sea along with the drawback.

- xviii. International Ship Sanitation Example Certificate (ISSEC), is certificate which issued by health harbor (quarantine) which state that boat free from pest mouse and disease other.
- xix. Fire Extinguisher Certificate, that is certificate which state that ship be equipped with facility and equipment extinguisher fire when happen fire on boat.
- xx. International Life Rafts (ILR), that is certificate which state that boat own facility And rescue buoyancy equipment used on moment boat sink or terrible emergency.
- xxi. Oil Records Book, that is book include minutes regarding the condition of fuel (oil) Which used by boat
- xxii. Health Book, is book published health harbor (quarantine) which state that the vessel is clean and free from disease infectious.
- xxiii. Crew List and Passport, register which explain sum you ship which there is at above ship.
- xxiv. Last Ports clearance, that is certificate or letter permission sailing issued by the (harbor master) local.

After all the documents or certificate taken from boat immediately checked and completed and included in the memorandum for in/out clearance purposes at the port harbormaster's office Belawan.

The agency submits and plans the determination backup boat agency they in dock in accordance with the size or Gross Tonnage (GRT) of the ship, Length Over All (LOA) boat the And criteria other For berth their ships through a meeting (Port Meeting) at Center Service One Roof (PPSA). Besides attach AL-1 like which stated previously, document backup must attached between other:

- 1) Request Service Boat And Goods (PPKB)
- 2) Decision Determination Backup Boat (PKPK)
- 3) Plan Demolish Load (Operation planning)
- 4) Shipping Instructions (S/I) when load Cargo Manifest when demolish.
- 5) Loading and Unloading Agreement Letter signed by agent and owner of goods (shipper), along with PT. Pelindo-I as underwriter answer Company Demolish Load (PBM).
- 6) The agent submits a request for movement permission to the party syahbandar (harbor master) guna issuance of a permit motion so that boat which agent get permission for

carry out maneuvers from the Belawan anchorage to dock at dock which has determined.

**b) On Moment Boat Rest in Pier**

When the ship docks at dock agents also have them very important tasks and roles in the loading process boat, in among them is as following:

- 1) Agent lean boat in dock, in accordance with the results of the decision to berth the ship (port meeting) at the Center Service One Roof (PPSA).
- 2) After the ship docks at the dock, the agent and surveyor and the loading master boarded the ship for a meeting or discussion loading cargo.
- 3) After all the cargo matters with the surveyor and loading masters finished, agent take notes in Time Sheets Loading the ship master is to be reported to the head office for reporting to the principal/owner's in the making Bill of Lading (B/L).
- 4) When loading is complete, the agent creates a manifest and mate's receipt for the captain regarding the amount of cargo which has been loaded onto the ship for the purpose of making a bill of lading (B/L).
- 5) Serving all the interests and needs of the ship's crew during is at in harbor like charging bunker, fresh water replenishment, ship repairs and all supplies ship during boat the rest.
- 6) Before the ship leaves for port of destination (next ports), agent return document boat to skipper And deliver letter permission sail (port clearance) issued by the head of the (harbour masters).

**c) Document Which Required Company Agency Boat**

Before boat rest and do activity loading crude palms oil agent moreover formerly request document required on moment boat arrive/at moment anchored that is: notice of readiness, ship arrival notification (PKK), Crews List and Voyage Memo.

When the ship has docked dock, agent, surveyor, and loading master will board the ship to collect the documents required. As for document requested between other:

- 1) Notice of Readiness (NOR)
- 2) Stowage Plans
- 3) Cargo Manifest (Nil manifest)
- 4) Ship Condition / Arrivals Condition

## **A. Installation Related**

### **1. Office Harbormaster**

Harbormaster is agency in harbor authorized in providing or issuing a sailing approval letter (SPB) to the ship, and the ship must have documents stating that boat worthy sea and has fulfil condition in cruise.

### **2. Office Authority Harbor**

Authority harbor is agency in harbor facilitate harbor in use waters and mainland with provision regulation legislation – invitation. Implementation arrangement, control and supervision activity then cross and transport sea as well as guarantee smoothness current goods in harbor.

### **3. Office Pelindo**

Pelindo I is company provide and working on port facilities that allow ships to sail anchored with safe as well as can do activity unloading and loading. Pelindo I also set location place mooring and time boat moored and set target production activity unloading and loading.

### **4. Office Quarantine Health**

Office Quarantine Health is agency inspect health boat and crew boat, and this applies on every boat entering the port. The certificate was extended to office quarantine health is book health, SSCEC (Ship Sanitation Control Exemption Certificate) and drug equipment – medicine.

### **5. Office Immigration Belawan**

The Belawan Immigration Office is the agency that inspects all ship crews carrying out activities crossing Indonesia's territorial waters, both in and out. This activity is marked by stamping in/out on crew passports, both foreign and local crew.

### **6. Office Customs And Excise**

The Customs and Excise Office is an agency that checks and collects taxes on export and import activities.

### **1. Problem Which Faced In Process Backup Ship**

The company carries out an activity that has a specific objective in the hope of obtaining efficient, effective and satisfactory results. However, this implementation will not always get the expected results. At PT. Tirta Dasa Lintas Nusa Belawan itself, especially the agency in serving the arrival and departure of ships as well as all the interests or needs of the ship and its crew at the port, often faces several problems which will greatly influence the running of an agency's activities.

The problems faced by PT. Tirtha Dasa Lintas Nusa Belawan, including:

1. Belawan Port is unable to accommodate large tankers due to the shallowness of the port channel.
2. Limited number of fenders and bolders on the dock.
3. The Inaport system often has errors.
4. Export service note payments often have errors resulting in delayed departure of the ship.

## **CONCLUSION AND RECOMMENDATION**

### **Conclusion**

After writing this paper, the author came to a conclusion, namely, handling berthing of MT ships. CLARICE containing liquid bulk is a mechanism from the moment the ship arrives until it departs, requiring handling from the Agent, Harbor Master, Pelindo and Customs and Excise to the Quarantine so that the ship can dock at the pier and carry out loading, until the ship departs again.

### **Suggestion**

After conducting observations at PT. Tirtha Dasa Lintas Nusa Belawan, the author feels it is necessary to convey several suggestions for handling MT. CLARICE Among others:

1. Before the ship arrives at the docking area, the dock should be prepared.
2. If the Inaport system is handling ship berthing errors, it is best to use a manual system so that the ship can berth at Belawan port.

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