



Something Review on Procedure Reception Goods Import from Loading Port with Full Container Load (FCL) Container Status

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ABSTRACT

This research aims at describing the procedure of receiving imported goods from loading port with container loading status of Full Container Load (FCL) Terms CIF on PPJK PT Glorious Interbuana. This research also aims at exploring the problems contained in the company for future improvement. This research is a case study research using primary data resulting from interviews with management and observation in the field. We then compared the results in the field with previous research to be analyzed descriptively. The results showed that there were different procedures but not very significant. Some of the problems faced by companies in importing include the changing customs regulations and weak relationships between government ministry agencies and customs. Therefore, continuous improvement of customs is required in order to support import activities in the future.

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INTRODUCTION

From January to November 2017, Indonesia experienced an increase in export value of US\$ 153.90 billion or around 17.16 percent compared to 2016 in the same period. Likewise, import activities increased in November 2017 by US\$ 15.15 billion or around 6.42% from October 2017 (Central Statistics Agency, 2017). Based on this data, it can be concluded that export and import activities cannot be underestimated. Even though Indonesia's export activities have increased, import activities have also increased from month to month increased. This should be a concern for the government in terms of international trade.

It doesn't only happen in Indonesia, all countries in the world will definitely interact with surrounding countries. Usually, the form of cooperation or interaction takes the form of trade between countries or what is better known as international trade. One example is China, the

Reuters news agency reported that the value of China's exports increased by 11.1 % from 2017. In addition, the value of China's imports experienced a jump of 36.9 % from February 2017. Based on this information it can be said that A country like China, which is one of the largest exporting countries in the world, still carries out international trade activities.

Although a country does import Because experience deficiency in produce goods and services for the needs of its people. However, imports have an important role in the development of domestic industry in particular and in economic development in general. The important role of imports can be seen from the function of imports in a country's economy. The function of imports is to procure basic necessities (consumer goods), procure raw materials for domestic industry, and to procure capital goods that cannot be produced domestically. Another function is to pioneer the domestic market, stimulate the growth of new industries, and expand and develop existing industries. One way to find out whether or not a market is available for a particular commodity domestically is to look at import activity. Imports are an indicator that a market exists because from the import figures you can know which goods have a growing market in the country (Hanifah, 2022).

Entering foreign markets is not as easy as entering the domestic market, because export-import activities tend to require a long and gradual process. Likewise, exporters and importers who are new to the world of international business will definitely have problems regarding procedures for sending export goods and receiving imported goods. So that exporters and importers who have just entered the international market in processing international trade administration documents can use the services of freight forwarding (FF) which operates in cargo expeditions or sending goods by land, sea or air (Iasha, 2021).

This international business activity provides challenges and opportunities for service companies engaged in exports and imports, such as Freight Forwarding companies. Freight forwarding (FF) can act as an intermediary between exporters and importers. Freight forwarding also resolves costs arising from transportation activities and document administration which will then be paid by the order giver and added to the service fees (Ahmad, & Firmansyah, 2018). according to Supriyanto (2022) describes that the procedure for accepting imported goods requires effective coordination between the port and customs to reduce waiting times. goods [2]. In line with research from Adlia (2020) which explains the importance of applying information technology in the process of documenting and tracking goods to increase efficiency [3]. This research is supported by Harris et al. (2014) which explains that good information system integration can speed up the process of releasing goods from the port and reduce logistics costs [1]. Meanwhile, the opposing opinion regarding freight forwarding services is that exporters and importers can export or import themselves without using freight forwarding services, but with the condition that the exporter and importer must have permission to carry out document processing from Customs and Excise which will later be called a Customs Services Management Company (PPJK) (Kartini, & Setiawan, 2019).

However, by using freight forwarding services, exporters and importers get more benefits than the losses. Because by using freight forwarding services, exporters and importers can minimize the level of risk and mistakes and errors which can later become obstacles and problems in international business activities. Starting from the problems described by us above, so we are interested in conducting research on import procedures carried out by freight forwarding companies and the obstacles that occur during the import process.

Based on the description that has been presented in the background above, the purpose of this research is in including to know the import procedures and issuance of import documents at PPJK PT. Glorious Interbuana; know the procedures for receiving imported goods from the loading port with full container load (FCL) terms CIF container status at PPJK PT. Glorious Interbuana; know and reveal the obstacles faced by PPJK PT. Glorious Interbuana in receiving imported goods from loading ports with full container load (FCL) terms CIF container status.

METHODS

This research uses a case study method which is a method that describes certain events, processes, activities or groups of individuals (Creswell, 2010). This method also provides an explanation of what it was like and why an event occurred (Yin, 2011). This method is not only used to answer ' what ' questions but also to answer ' how ' and ' why ' questions about an event. Judging from its type, this research is descriptive research which describes variables without see the correlation (Hidayat, 2012). The data used in this research is primary data which is data collected and processed by researchers themselves directly from respondents and also secondary data which is data in ready-made form, namely that which has been processed and presented by other parties.

The data collection technique is through participant observation, namely by observing directly the object being studied (Supriyanto, 2009). In this case, we directly observed and practiced the activities carried out by PT. Glorious Interbuana, especially in receiving imported goods from loading ports with full container load (FCL) terms CIF container status. Apart from that, interviews are also used, namely through direct questions and answers (Supriyanto, 2009), both with company leaders and department heads and/or parties representing them, especially those related to procedures for receiving imported goods. Besides that, this research also carried out literature studies originating from journal articles, books and others. Primary data collection in this research was carried out at PT. Glorious Interbuana which is located at Jalan Medan Blok C, Marunda, Cilincing, North Jakarta 14120, DKI Jakarta, Indonesia for one month starting from February 2018 to March 2018.

RESULTS AND DISCUSSION

Procedure Import and Publishing Document Import on PPJK PT. Glorious Interbuana

While we were carrying out internship activities at PPJK PT. Glorious Interbuana, we studied the import procedures and issuance of import documents carried out by PPJK PT. Glorious Interbuana. The following is the import procedure at PPJK PT. Glorious Interbuana:

1. Obtain documents from the importer/ *consignee* (Bill of Lading, Invoice, Packing List, Certificate of Origin, Notice of Arrival);
2. Make *drafts* Announcement Import Goods (PIB);
3. Drafts PIB sent to importer for checked its accuracy in accordance with documents Which sent by previous importer;
4. Wait boat berth/arrive in harbor Cape Priuk;
5. Get data manifest BC 1.1;
6. Sending/transferring Announcement Import Goods (PIB) to duty excise;
7. Get response e- billing;
8. E-billing sent to importer;
9. Party importer pay Tax In Frame Import (PDRI);

10. CEISA system (Customs-Excise Information System and Automation) Customs publishes import routes (red, yellow, green);
11. Party importer/PPJK do management on routing duty excise until finished;
12. Bea Excise will publish Letter Order Expenditure Goods (SPPB);
13. PT. Glorious Interbuana carries out the process of making SP 2/Tila (Movement Port Deposit Payments, etc.);
14. SP 2 submitted to division trucking for withdrawal containers;
15. Process delivery container from harbor to warehouse/factory importer;
16. Party importer open fill container/ stripping;
17. If container Already empty, container blank the sent from factory to depot Which has appointed;
18. Party PPJK PT. Glorious Interbuana request Equipment Interchange Receipt (EIR) container to be submitted to shipping;
19. PT. Glorious Interbuana do withdrawal guarantee container in cruise and do checking if there are container repair costs;
20. PT. Glorious Interbuana do billing all cost Which related with activity import to importer.

Judging from previous research, the import procedures that occur at PT. Asiamaju Aligned in importing Oil and Grease begins with business correspondence, after that ordering goods, providing proforma invoices, appointment surveyor, reception document shipping, receiving arrival notification, document processing through PPJK, and payment (Wibowo, 2008). In this research there are several differences with the research we conducted at PPJK PT. Glorious Interbuana is in terms of procedures import in where Because PT. Asiamaju Aligned is company Which Not yet own permission for take care of customs from Customs and Excise so that they hand over the import procedures to the Import Agent/Freight Forwarding (Nurohman, et al., 2022).

Apart from that, the procedure for importing Railway Bogie Components at PT. The Madiun Railway Industry (INKA) is not much different from what happened at PT. Asiamaju Selaras which includes: business correspondence, after that ordering goods, providing proforma invoices, appointment of surveyors, receipt of shipping documents, acceptance arrival notification, management document through PPJK, And payment (Antona, 2014).

So, it can be concluded that the entire import process can start from correspondence carried out by the importer with the exporter, business correspondence, after that ordering goods, providing a proforma invoice, appointment surveyor, reception document shipping, receiving notification of arrival, processing documents through PPJK, and payment, payment, collection of imported goods. Meanwhile, PPJK PT. Glorious Interbuana published several documents. The following is the Procedure for Issuing Import Documents by PPJK PT. Glorious Interbuana:

1. After the importer sends the documents (*Bill of Lading, Invoice, Packing List, Certificate of Origin*) to PT. Glorious Interbuana, PT. Glorious Interbuana makes a *draft* Goods Import Notification (PIB) so that it is checked again in accordance with the initial documents (*Bill of Lading, Invoice, Packing List, Certificate of Origin*);
2. After That, letter power taking *delivery orders* submitted to airline cruise;
3. Airline cruise publish letter *delivery orders* and letter return containers;
4. Letter *delivery orders* submitted to harbor for making SP 2/ tila;
5. Letter return container submitted to depot *empty containers*;
6. Letter return *empty containers* And *Equipment Interchange Receipt* (EIR) which published the depot is handed over to shipping for collection/withdrawal of containers;

7. Airline cruise will do estimation cost repair if There is damage on containers;
8. If No There is cost damage container, cruise will melt container guarantee;

Procedure Reception Goods Import from Harbor Load with Status Chest Pack It Full Containers Load (FCL) terms CIF on PPJK PT Glorious Interbuana

Below is the Procedure for Receiving Imported Goods from the Port of Loading with Container Status Full Container Load (FCL) terms CIF on PPJK PT. Glorious Interbuana:

1. After Party importer pay Tax in Frame Import (PDRI);
2. Furthermore, system CEISA (*Customs-Excise Information Systems and automation*) Bea Excise publishes import routing (red, yellow, green);
3. Party importer/PPJK do management on routing duty excise until finished;
4. Bea Excise will publish Letter Order Expenditure Goods (SPPB);
5. PT. Glorious Interbuana carries out the process of making SP 2/Tila (Movement Port Deposit Payments, etc.);
6. SP 2 submitted to division *trucking* for withdrawal containers;
7. Process delivery container from harbor to warehouse/factory importer;
8. Party importer open fill container/ *stripping*;
9. If container Already empty, container blank sent from factory to depot Which has been appointed;
10. Party PPJK PT. Glorious Interbuana request *Equipment Interchange Receipt* (EIR) container for handed over to shipping lines;
11. PT. Glorious Interbuana do withdrawal guarantee container in cruise and do checking if there are container repair costs;
12. PT. Glorious Interbuana do billing all cost Which related with activity import to importer.

If viewed from previous research that occurred in the import procedure for procuring machine spare parts at PT. Kusumahadi Santoso Karanganyar starts from a request made by the user. Then the Logistics Manager receives the request for price and quantity of machine spare parts, then forwards it to procurement section I for make a purchase until with making purchase order Which then for the import procedure done based on procedure Which has arranged in INSW. Storage And distribution goods (spare parts) carried out by PT. Kusumahadi Santoso at the Logistics Warehouse (Astuti, 2017).

Obstacles Faced by PPJK PT. Glorious Interbuana in Receiving Imported Goods from Loading Ports with Full Container Load (FCL) Container Status CIF terms

In process reception goods import from the port load with Full Container container status CIF load terms contain obstacles faced, namely:

1. Regulation Bea and Excise tax changing
2. Weak connection antra agency ministry government with duty excise
3. Process licensing Which No One door
4. Too late reception document original (*Bill of Lading, Invoices, And others*)
5. Importer No quick pay tax in frame imports so that process expenditure container in harbor long
6. If the container is affected by OB (*Over Brengen*) / the temporary storage warehouse is not operating 24 hours, resulting in delays in withdrawing the container from the port
7. The issuance of the Goods Release Approval Letter cannot be predicted so PPJK PT. Glorious Interbuana often encounters problems in preparing a fleet of *trucks* to carry out the

container towing process

8. Some importing factories do not operate 24 hours so there are delays in container withdrawal then the process of removing goods from the container will be carried out the following day.
9. *Delivery Orders* of shipping there is an expiration date, when it has expired containers cannot be withdrawn from the port or *empty container* cannot be returned to the depot

Receiving imported goods from the loading port certainly undergoes several quite lengthy processes. Once the goods arrive at the port of destination, shipping will be carried out. This has also been experienced by PT. Jasco Logistics Semarang in importing raw materials Glucose Syrup is a food ingredient that has a high risk of misuse. So, the documents required must match the description and type of goods and importing glucose is an import process that must go through a physical inspection by Customs on the red route. Glucose imports that pass through the red route must be accompanied by documents including, Import Authorization Letter, Invoice (differentiated into 3 types: Proforma Invoice, Commercial Invoice, Consular Invoice), Packing List, Goods Import Notification (PIB), Delivery Order, Job Order, Letter Customs Excise and Tax Deposit (SSPCP), Bill of Lading (B/L), RI POM Agency Letter, Road Certificate. Meanwhile, the documents used as complements are SPJM and SPPB, in order for goods can be issued and sent to the importer (Pahlevi, 2011).

Not only happen in Indonesia, in a country other even in do international trade, especially imports also experienced a number of constraint and obstacles. That to happen in Germany, frequency German exporters and importers trade given goods with specific countries. Imports and exports show levels high lethargy. On year 2014 around half from all combinations good-country-company recorded only once or twice for trade with EU countries, and this is the case for more than 60 percent of all company-country combinations in trade with non-EU countries. The frequency of recorded transactions tends to decrease as the number of transactions per year increases. This is in accordance with the existence of a fixed fee per shipment which provides incentives for trading companies to carry out cross transactions rare limit. Model empirical show that for German, Transaction frequency at the firm-country level tends to decrease as per-shipment costs increase if firm and item characteristics are not monitored (Wagner, 2016).

CONCLUSIONS

Full Container Load (FCL) Container Status terms CIF on PPJK PT Glorious Interbuana started after Party importer pay Tax In Import Framework (PDRI); Furthermore, the CEISA (Customs-Excise Information System and Automation) Customs system publishes import routes (red, yellow, green); The importer/PPJK handles customs clearance until completion; Customs and Excise will issue a Goods Release Order (SPPB); PT. Glorious Interbuana carries out the process of making SP2/Tila (Movement Port Deposit Payments, etc.); SP 2 is handed over to the trucking division for container towing ; The process of sending containers from the port to the importer's warehouse/factory; The importer opens the contents of the container/ stripping ; If the container is empty, the empty container is sent from the factory to the designated depot; PPJK PT. Glorious Interbuana request the Equipment Interchange Receipt (EIR) container to be handed over to the shipping airline; P T. Glorious Interbuana collects container guarantees on shipping and checks if there are container repair costs; PT. Glorious Interbuana collects all costs related to import activities from importers.

In carrying out international trade activities, of course PT. Glorious Interbuana experienced several problems and obstacles. The obstacles faced by PPJK PT. Glorious Interbuana in Receiving Imported Goods from Loading Ports with Full Container Load (FCL) Container Status CIF terms, including changing Customs and Excise regulations; weak relations between government ministry agencies and customs; a licensing process that is not one-stop; late receipt of original documents (Bill of Lading, Invoice, etc.); importers do not immediately pay taxes on imports so that the process of releasing containers at the port takes a long time; if the container is affected by OB (Over Brengen)/the temporary storage warehouse does not operate 24 hours resulting in a delay in withdrawing the container from the port; the issuance of the Goods Release Approval Letter cannot be predicted so PPJK PT. Glorious Interbuana often encounters problems in preparing a fleet of trucks to carry out the container towing process; some importing factories do not operate 24 hours so that if there is a delay in withdrawing the container, the process of removing the goods from the container will be carried out the following day; Delivery orders from shipping have an expiry date, if the container has expired it cannot be withdrawn from the port or the empty container cannot be returned to the depot.

Based on data from PT. Glorious Interbuana, importers in conducting international trade more often use containers with Full Container Load (FCL) container status compared to Less Than Container Load (LCL). This is because importers usually buy goods in quite large quantities. PT. Glorious Interbuana in carrying out international trade more often exports compared import, caused import more emit capital very big and much compared to export activities. Basically, this research takes Full Container Load (FCL) container status with CIF terms because most importers prefer to use containers with FCL status compared to LCL with CIF terms compared to other terms that occur in PPJK PT. Glorious Interbuana.

In do trading international, PT. Glorious Interbuana already do with Enough well based on applicable Standard Operational Procedures. However, there are several things that need to be improved so that the international trade process runs smoothly, namely transparency of regulatory information and also outreach from customs to the public, coordination between government agencies and international trade actors must be clear so that bureaucracy can be made easier. Party company Which will import goods in order not to late in make and send documents (Bill of Lading, Invoices, Packing List) to PPJK PT. Glorious Interbuana so that import activities do not experience delays. If E-billing has been issued, the importer immediately pays the import tax so that the container release process at the port does not take long. Customs should notify the maximum time for SPPB release, so that PPJK can prepare containers earlier. To avoid delays, PPJK PT. Glorious Interbuana makes estimates of ship opening and closing schedules in order to minimize delays in acceptance goods import. On Basically, all parties involved in international trade must understand their rights and obligations so that each can benefit from international trade activities.

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