

## **The Comparison of Export-Import Flow in Makassar and Surabaya Container Terminals**

Sitti Syamsiah<sup>1</sup>, Sahabuddin Sunusi<sup>2</sup>, Senitriany Beatrix Nimot<sup>3</sup>, Firnayanti<sup>4</sup>  
<sup>1,2,3,4</sup> Lecturers at Makassar Maritime Polytechnic

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**Abstract:** This study aims to compare the flow of loading and unloading of export and import containers through the Makassar and Surabaya Container Terminals. This research is a type of comparative research using quantitative-qualitative data. The results of this study indicate the volume of import and export in Surabaya Container Terminal 1,464,258 TEUs per year more, compared to Makassar Container Terminal which only ranges from 5660.6 TEUs per year. The condition of the hinterland, the services, and regulations related to import exports greatly affect the volume of containers through Surabaya and Makassar Container Terminals.

**Keywords:** comparison, export, import, Surabaya, Makassar.

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### **I. Introduction**

In conducting trade activities both nationally and internationally, the port has a very important role as the entry and exit of logistics and passengers to and from an area where the port is located [1]. The port is a connecting facility with other regions to carry out trading activities. Indonesia's maritime network is significantly more advanced than air almost 90% of international trade is carried out by sea [2]. To expedite the flow of trade both domestically and internationally, the port needs to be equipped with a container terminal.

Indonesia has a number of container terminals that are supervised by PT. Pelindo I, II, III, and IV. Each segment has a first-class container terminal. The Makassar and Surabaya container terminals are the main-class container terminal. Surabaya Container Terminal is the main class at PT. Pelindo III is located in the Port of Tanjung Perak, East Java. This port is one of the gateways for Eastern Indonesia and is a collector and distributor of goods to Eastern Indonesia [3,4].

While Makassar Container Terminal is the first class container terminal at PT. Pelindo IV Makassar South Sulawesi. Geographically, it is in the middle of the Indonesian Archipelago Sea Lane II [5]. Thus the Makassar Container Terminal has a very important role for logistics distribution in Eastern Indonesia.

Although the two container terminals are both located in strategic areas, however, both the import and export activities have very significant differences both in terms of container volume and in terms of service.

### **II. Methodology**

This research is a comparative descriptive study using a qualitative-quantitative approach. This research was conducted at Makassar and Surabaya Container Terminals conducted in April to October 2019. Quantitative data analysis was carried out by comparing the flow and growth of containers at the Makassar and Surabaya Container Terminals. Qualitative analysis was carried out by analyzing the factors affecting the volume of export-import between Makassar and Surabaya Container Terminal.

### **III. Results And Discussion**

#### **Export-Import Flow between Makassar and Surabaya Container Terminals**

There is a significant difference between the volume of import and export in the Makassar and Surabaya container terminals which can be seen in Table 1.

**Table 1.** The volume of Loading and Unloading of Export and Import Container in Makassar Container Terminal

| Year        | Import |      | Total Exports |       | Total Exports-Imports |       | Percentage of growth (%) |
|-------------|--------|------|---------------|-------|-----------------------|-------|--------------------------|
|             | Box    | TEUs | Box           | TEUs  | Box                   | TEUs  |                          |
| 2014        | 4203   | 5534 | 16576         | 22363 | 20779                 | 27897 | -                        |
| 2015        | 4086   | 5199 | 16253         | 22810 | 20339                 | 28009 | 0.40                     |
| 2016        | 7123   | 9913 | 15192         | 21705 | 22315                 | 31618 | 12.89                    |
| 2017        | 6763   | 9057 | 18705         | 26794 | 25468                 | 35851 | 13.39                    |
| 2018        | 6128   | 7763 | 19279         | 27284 | 25407                 | 35047 | -2.24                    |
| Growth rate |        |      |               |       |                       |       | 6,11                     |

Source: Makassar Container Terminal, 2019

Table 1 shows the volume of import and export in Makassar Container Terminal which is experiencing fluctuating developments. However, it is seen that the export volume is higher than the import volume, with an average export of 17201 TEUs per year while imports are only 5660.6 TEUs per year.

Imported goods through Makassar Container Terminal include machinery, ceramics (display), spare parts, corn syrup, furniture, plastic seeds, refractory stones, air conditioners, pipes, animal vitamins, paper roll, flour, and project goods. While the main export commodities such as cashew, nickel, marble, and seaweed [6].

To see the export-import volume in Surabaya Container Terminal over the past 5 years, see in Table 2.

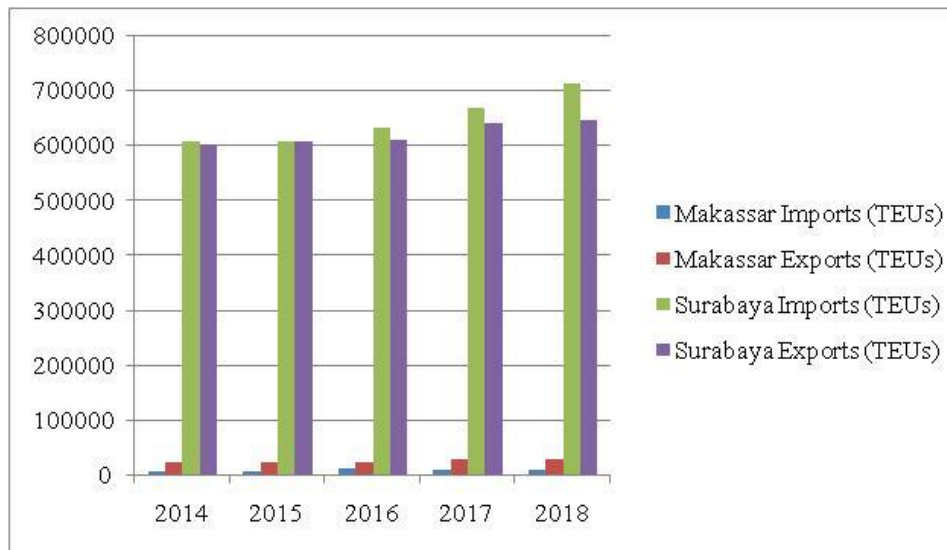
**Table 2.** Container Export-Import Volume of Surabaya Container Terminal

| Year        | Total Imports |        | Total Exports |        | Total Exports-Imports |           | Percentage of growth (%) |
|-------------|---------------|--------|---------------|--------|-----------------------|-----------|--------------------------|
|             | Box           | TEUs   | Box           | TEUs   | Box                   | TEUs      |                          |
| 2014        | 428996        | 606574 | 430862        | 600067 | 1,006,359             | 1,375,101 | -                        |
| 2015        | 427828        | 607195 | 433568        | 605002 | 1,009,339             | 1,368,428 | 1.62                     |
| 2016        | 441639        | 630959 | 436345        | 610266 | 1,018,646             | 1,397,428 | 2,12                     |
| 2017        | 463610        | 667881 | 450850        | 638995 | 984,611               | 1,385,687 | 0,84                     |
| 2018        | 496127        | 710342 | 454512        | 645018 | 1,051,048             | 1,464,258 | 5,67                     |
| Growth rate |               |        |               |        |                       |           | 1,61                     |

Source: Secondary data processing results, 2019

Table 2 shows the development of the volume of loading and unloading of export and import containers through the Surabaya Container Terminal, where the highest development occurred in 2018, amounting to 5.67% from 2017 and also the highest number over the past 5 years namely 1,464,258 TEUs.

Export commodities through Surabaya Container Terminal are dominated by horticultural products, handicrafts, and textiles. Meanwhile, imported commodities consist of mechanical machinery/aircraft, iron and steel, plastics and plastic goods, fruits and pulp from the food industry as for the country of origin of imports namely China, Asian countries and the European Union. While the direct call export destination countries include: Japan, China, Taiwan, Hong Kong, Thailand, Australia, Korea, Dili, Singapore, and Malaysia, with a cruise schedule once a week. A comparison of import and export volume between TPS and TPM can be seen in Figure 1.



**Figure 1.** Comparison of Makassar and Surabaya Container Import and Export Volume

Figure 1 shows that the volume of containers through Makassar and Surabaya has fluctuated. However, the difference between the two shows a very significant average of containers going through Makassar to 31684.4 TEUs per year, while containers passing through Surabaya averaged 1,398,174 TEUs per year.

#### **Factors affecting the volume of export-import at Surabaya and Makassar Container Terminals Hinterland conditions**

The hinterland area of a port is very influential on the number of logistics to be served or across the container terminal. The Makassar Container Terminal has a hinterland area which covers all regions in South Sulawesi, which consists of 20 districts. Entry and exit of containers from the hinterland area will go through the Makassar Container Terminal first. Hinterland Container Surabaya covers East Java, which is one of the manufacturing-based provinces. Surabaya and its surrounding areas are the fastest growing areas of economic development in East Java, and one of the most advanced in Indonesia is that most of the population is engaged in services, industry, and trade.

From an industrial point of view, the difference is very striking between the Surabaya and Makassar Container Terminal hinterland. East Java has a number of Industrial Estates, namely the KIG (Gresik Industrial Area), KIT (Tuban Industrial Area), Ngoro Industrial Park (NIP), Java Integrated Industrial and Ports Estate (JIPE), Maspion Industrial Area, Sidoarjo Rangkah Industrial Estate (SIRIE). It is differences of Makassar, which has only one Industrial Region, namely KIMA (Makassar Industrial Area).

Makassar Container Terminal facilitates trade in South Sulawesi and Eastern Indonesia. The Surabaya Container Terminal not only facilitates trade in East Java but also facilitates Kalimantan and Eastern Indonesia.

#### **Constraints on the Direct Export-Import Call Program in the Makassar Container Terminal**

Import-export commodities from the Makassar Container Terminal through direct and transit calls. For transit calls, container ships from the Makassar Container Terminal will transit in Surabaya and Jakarta, before being transported to the destination country, imported commodities that pass through Surabaya or Jakarta before going to Makassar.

Direct calls at the Makassar Container Terminal began in 2015, with the first voyage to Makassar-Hong Kong and Makassar-Dili [7], and in 2016 it was opened to Korea and Japan. Until 2016 direct call shipping was conducted by SICT, even though the direct call program was opened by other shipping lines. This is due to the lack of export back mutants from the Makassar container terminal [8]. This requires cooperation. In 2018 direct calls will be opened from Makassar to Europe and the United States.

In addition to the lack of transfer of cargo, another obstacle for export and import at Makassar Container Terminal is that the one-stop export-import service has not been effective. One-stop services in Makassar and Eastern Indonesia Container Terminal are generally not effective. A number of cargo owners say that they have not been included in the one-stop service, namely agricultural quarantine [9]. So that import-export activities especially for agricultural commodities still have to go through Surabaya or Jakarta Container Terminal. This condition is very different from the service at Surabaya Container Terminal which has put in place an online quarantine document service system making it easier for exporters.

Documents that must be completed by exporters, such as SKA (certificate of origin), which are documents that must be included when the logistics enter the destination country of export. The arrangement must go through Surabaya or Jakarta [10], this will cause PEB (Notification of Export of Goods) to be recorded in this region. In 2018 the management of PT Pelindo IV began to realize the establishment of facilities for the Office of the IPSKA (Issuer of Origin Certificate) in the Makassar Container Terminal which could facilitate exporters in handling export documents as required [11].

#### **IV. Conclusion And Recommendations**

The difference in export-import volumes between Makassar and Surabaya Container Terminals experiences a very significant difference. Import exports at the Surabaya Container Terminal reach an average of 1,464,258 TEUs per year, while the volume of import and export through Makassar Container Terminal is only around 5660.6 TEUs per year. This is due to the hinterland condition of each container terminal. In addition, the one-stop service at the Makassar Container Terminal has not been effective; there are still documents such as SKA that still have to be issued in Surabaya or Jakarta. Agricultural Quarantine at the Makassar Container Terminal has not been able to accommodate all exports which pass through the Makassar Container Terminal, so exporters must go through Surabaya and Makassar.

To increase commodity import-export activities in South Sulawesi, the government and stakeholders should work together to make regulations so that import and export activities do not need to go through Surabaya or Jakarta so that they are more effective and efficient.

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