



Constraints In The Application of Single Truck Identification Data For Operations At Tanjung Emas Port, Semarang

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Abstract

Single Truck Identification Data is an electronic data collection system for every truck operating at a designated port to support activities at the port. Single Truck Identification Data will later become the single identity of each truck, with an electronic-based system connected to the port management IT system containing a database covering the technical feasibility of trucks and their drivers, including data on truck vehicle police numbers and transportation company owners. However, there are still many trucks and companies that have not registered their companies and have not pocketed a Single Truck Identification Data card; therefore, there are obstacles faced by business actors so that until now they have not registered their companies. The lack of preparation of trucking companies in using the system and the lack of knowledge about the Single Truck Identification Data system are obstacles to implementing the system. The factor of implementing the system is to facilitate the flow of goods at the port. Efforts can be made to reduce existing obstacles by providing socialization and technical guidance to truck drivers and operators, as well as improving services for trucking companies to register their fleets.

Keywords *Constraints, Single Truck Identification Data, Operational*

INTRODUCTION

Through the action plan for structuring the national logistics ecosystem, the port began to develop Single Truck Identification Data (STID), an electronic data collection system for every truck operating at the designated port to support the Truck Booking System and Terminal Operation System. STID will later become the single identity of each truck, with an electronic-based system connected to the port management IT system containing a database covering the technical feasibility of trucks and their drivers, including data on vehicle or truck police numbers and owners or transportation companies. STID is a collaboration program of Pelindo with stakeholders, government at the port, truck associations, and banks to monitor the effectiveness of truck flow at port terminals so that freight transportation is more organized and supervised.

The legal basis for implementing this STID is stated in the decree of the Director General of Sea Transportation number KP-DJPL 513 of 2022 concerning the determination of single truck identification data implementation for port spatial planning in Indonesia. However, until now, many trucks and companies have not registered for notification of conducting business activities and pocketing Single Truck Identification Data; therefore, there are obstacles faced by business actors, so that until now they have not registered a company.

Tanjung Emas Port, Semarang, is one of the ports implementing the system. Starting on June 15, 2022, Tanjung Emas port inaugurated the launch of the program, which was marked by the submission of a Single Truck Identification Data (STID) card to the leadership of the Indonesian Truck Entrepreneurs Association by the Head of the Tanjung Emas City Office and Class I Port Authority. This STID will gradually be applied to all trucks to transport containers. In addition to system uniformity, STID is expected to be one of the meters of loading and unloading flow,

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transportation equipment feasibility, and trucking companies' legality. In order to provide support for the implementation of structuring the national logistics ecosystem, the President instructed the Ministry of Finance to coordinate, synergize, and synchronize with the Corruption Eradication Commission.

One of the responsibilities of the Ministry of Finance is the collaboration of logistics service system systems both internationally and domestically between logistics actors in the government and private sectors. In this collaboration, there is the Ministry of Transportation, which has a role in integrating the licensing system and export, import, and logistics services in the work environment of the Ministry of Transportation with the national logistics ecosystem system through the Indonesia National Single Window (INSW) and arrange port spatial planning and goods distribution channels.

INSW, or Indonesia National Single Window, is an Indonesian national system that allows for the single submission of data and information, single and synchronous processing of data and information, and single decision-making for customs clearance and release of cargoes. In accordance with the mandate in Presidential Instruction No. 5 of 2020 concerning the Establishment of the National Logistics Ecosystem and the arrangement of ports as the movement of international ship activities that function as gateways and hubs for domestic shipping, it is expected to improve service performance and smooth flow of goods continuously. Indonesia is referred to as a maritime country because the territorial waters in Indonesia are wider than the land, and one of the factors is due to its strategic water position. Indonesia has seas and straits that are often used as transportation channels nationally and internationally. The waterway connects Indonesia and surrounding countries with countries on other continents, such as the Americas and Europe. As the largest archipelagic country in the world, Indonesia has great potential to become the world's maritime axis. To make Indonesia the world's maritime axis, efforts are needed to improve national logistics performance. Therefore, the government continues to strive to improve national logistics performance to improve the investment climate and increase the competitiveness of the national economy through structuring the national logistics ecosystem. The Ministry of Transportation arranges port spatial planning and goods distribution channels to improve port services, safety, and security at ports. Each port has several cargo terminals arranged in such a way based on the type of cargo, both domestic and international terminals; each currently has an information technology-based system to record in and out of trucks as a means of transportation.

LITERATURE REVIEW

Definition of Single Truck Identification Data

Single Truck Identification Data is one of the action plans of Stranas PK (National Strategy for Corruption Eradication), which is useful for the identity of each truck driver which is recorded centrally under the supervision of the Port Authority Office as well as in the operating system of all terminals and is used to conduct gate in or out transactions at all terminals in the port area. The electronic-based system is connected to the port management IT system, which contains a database that includes the technical feasibility of trucks and their drivers connected to an electronic-based port management system and terminal managers containing vehicle or truck police numbers and owners or transportation companies. It is hoped that the implementation of STID can provide truck responsibility in the event of accidents, violations of rules and improve the smooth flow of traffic at the port so that the logistics process is more efficient.

Purpose of Single Truck Identification Data

Improve the performance of port services, especially the smooth flow of goods in the port area and its surroundings. Improve safety and security by controlling the roadworthiness of truck

vehicles, the competence and ethics of truck drivers, and truck and driver identity data. Prepare established ports with electronic truck operation systems to support the national logistics ecosystem acceleration program.

The Function of Single Truck Identification Data

Provides a consolidated database for all truck identification data published in the port environment. Provide convenience in identifying all who interact in the port area. Provide data in vehicle pass receipts. Preparing terminals to implement new technologies such as Auto Gate System, Terminal Booking System, and Truck Booking Return Cargo System.

RESEARCH METHOD

The research method used in this study is a qualitative method with a descriptive approach pattern, which, according to Arikunto, descriptive research 2019 is useful for investigating a condition, situation, phenomenon, or event, and then the results become a research report. This research was conducted for six months, from February 2022 to July 2022, during the researchers' land practice period at the Directorate of Traffic and Sea Freight. The primary data source of this study is based on experience where researchers participate or become part of the object of research, which then researchers make direct observations related to the research being studied, supported by discussions and direct interviews with related parties to complement the data obtained. and make data more concrete and reliable supported by literature in the form of guides, manual books, journals, articles, previous research and other sources on the internet related to the application. Researchers make observations or direct observations about the obstacles in the implementation of the STID system applied at the port of Tanjung Emas, Semarang, and are supported by interviews from several sources related to understanding the STID system, the obstacles faced in its application and how to minimize obstacles so that its application can run optimally then supported by documentation and literature. The researcher collects the data that has been obtained and then carries out data reduction by sorting, classifying, and emphasizing the required data, then presenting it in the form of a description and drawing conclusions from the data so that it becomes more concise and easy to understand. The researcher used a triangulation technique, comparing results based on observations, interviews, and documentation.

FINDINGS AND DISCUSSION

Obstacles are faced, such as there are still many truck companies that have not registered their trucks and some truck drivers who have found that their driver's licenses are no longer valid. From the interview results, it can be concluded that when implementing obstacles from the truck company and truck drivers, the operator also experienced problems several times, such as system errors. Moreover, some cards are not readable at the gate when the driver attaches the card, so it becomes an obstacle in its application. In addition, service users still lack knowledge about the system, and it becomes an obstacle to its application for the driver, transporter, and operator lack of understanding to obstacles in implementing the STID system.

The results of research that have been carried out by researchers from collecting data in the field through observation, interviews, and documentation provide results that are some of the findings raised in this study. The data collected, researched, and selected is then decomposed into data findings that are useful as data analysis that will answer the formulation of the problem in this study. The findings in this study are the result of in-depth interviews about the application of STID and are supported by researchers as an instrument through observation to observe the development of the system implementation process and conduct documentation both through the results of personal portraits and archives of other supporting documents.

Many trucking companies still have not registered their trucks to use the STID system

The condition of the truck has not met existing standards. The conditions in question do not meet the standard requirements made by the government, such as tire conditions that do not follow safety standards. There are still many container truck conditions that are perforated, and no requirements must be met. In addition, the company still does not understand this system. Companies still do not understand how to use this system, so trucking companies do not register their trucks. The efforts provided technical guidance to drivers and trucking companies with different guidelines, such as for drivers to be given technical guidance related to road safety and providing facilities for making driver's licenses or license renewals. For trucking companies, socialization related to the STID system can be given, and because there are still many trucks that have not used STID cards to get in and out of the gate because at the time of registration, there are obstacles, the government can provide temporary STID cards until a specified time after which all are required to use STID cards.

The detection gate has not been able to detect perfectly

There are several obstacles when the driver taps his card at the gate; this becomes an obstacle to this system that is felt by the driver, resulting in congestion, such as cards cannot be scanned or read when entering or exiting the gate. This makes it difficult for drivers to enter the port area. The card cannot be scanned because the detection gate is damaged or because the data in the system has not been updated and the trucking company is not registered in the system at the time of registration at STID. The reason the truck company is not registered is because the trucking company has not met the requirements, so the data from the company is stuck in the system and waits until the requirements are met. To reduce these obstacles, there are efforts given, namely updating data and gate maintenance every month to ensure that the data of each truck is valid and there are no changes for that the gate must have an IT team that ensures whether the card is damaged or the data needs to be resent back. Create a guidebook in softfile and hardfile, but if you want to get a softfile, you can download it on the Single TID System homepage. The government has made a video tutorial on registering STID to make the application even more optimal. The video is already available on YouTube titled "Guide to registering STID trucks".

Many service users still do not understand about this system

The lack of understanding of service users towards this system is one of the factors constraining STID implementation, such as drivers who are still unfamiliar with using this system. Regarding the obstacles in the lack of knowledge from service users, the author makes efforts to minimize these obstacles by conducting monthly evaluations, and the report can be given to the port authority to be submitted to the STID center.

In addition, socialization can be held for service users related to the implementation of this system; socialization can be about responses that must be done if a problem occurs so that when it is, the operator will be quick and responsive to deal with it.

CONCLUSIONS**Conclusion**

From the results of the discussion on the optimal application of STID at the port of Tanjung Emas, Semarang is a STID requirement that has not been fulfilled by the transporter (truck owner company), namely the physical condition of the truck that has not met the standards of the STID requirements. The obstacles faced when implementing the system are due to the lack of understanding of transporters and truck drivers, which causes them not to be ready to use the system. Efforts are made to reduce obstacles by creating temporary STID cards, carrying out gate

maintenance and repair, and conducting direct socialization and technical guidance to service users.

Suggestion

Applying the Single Truck Identification Data system is certainly inseparable from shortcomings, and of course, there is a development stage to reduce existing obstacles. Based on the conclusions the researchers have described as corrective steps in the future, the following researchers describe some suggestions in the hope that the application and use of Single Truck Identification Data will run well and smoothly. Conduct direct socialization and technical guidance to card users and operators to provide knowledge and evaluation related to the implementation of the system. Increase storage capacity for applications and evaluate system deployments. Create manuals and video tutorials on STID system registration that can be shared with service users.

LIMITATION & FURTHER RESEARCH

Researchers search for data from various sources in the research and thesis preparation process. However, there are several research limitations experienced by researchers in data collection. The limitations experienced include: Researchers cannot access all data from the STID system because the data is confidential. Some areas in the port area are not allowed for documentation retrieval, and some interviewees were not willing to be interviewed.

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