

Delay In Procurement Of Ship Parts Owned By Pt Sumberbumi Global Niaga In Consumer Legal Protection

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Abstract

This research analyzes the impact of delays in spare parts procurement on PT Sumberbumi Global Niaga's ship operations at PT Sumberbumi Global Niaga, one of the most important shipping companies in Indonesia, especially specializing in ship ownership and transshipment services. Company vessels are used in time charter voyages because the vessels are leased to shippers for individual voyages. Disruptions to spare parts procurement are notorious for their impact on the operating efficiency and effectiveness of these vessels, resulting in lower productivity, higher costs and potential safety hazards. The purpose of this research is to explore the reasons and impact of delays in spare parts procurement on PT Sumberbumi Global Niaga's fleet operations, such as ship downtime, preventive maintenance schedules, and general business results. It is hoped that the results obtained from this research will provide useful information for companies to improve the spare parts procurement process as well as reduce delays and improve operational performance.

Keywords: Procurement of Spare Parts and Ship Operations

INTRODUCTION

PT Sumberbumi Global Niaga is a shipping company that operates in the field of ship ownership and transshipment services. Transshipment is the activity of transferring goods or cargo carried out in the middle of the sea from ship to ship (Ship to Ship), because the condition of the area is safe from natural disturbances such as storms or strong winds (a special area in the middle of the sea for transshipment activities). Examples of commodities that become cargo in



the transshipment process include bulk fertilizer, iron ore and coal. This company uses a charter system where ship rentals are based on one or more specific voyages called time charters. Owned ships will be leased to other parties who own the cargo or are called shippers, but the operating process remains the full responsibility of the company. In its operating system, PT Sumberbumi Global Niaga manages its own ships. This company has 5 vessels, namely MV (Mother Vessel) Cahaya MustikaLaut 01 with a bulk carrier type that transports coal, bulk fertilizer, steel strip and iron ore, CLB (Coal Loading Barge) Cahaya Mustika Laut 02 and CLB Anugrah Lautan 09 barges coal carriers, TB (Tug Boat) Cahaya Mustika Laut 06 and TB Mitra Anugrah 05 tug boats or tugs that tow barges. For To support smooth ship operations, good procurement management and good ship performance are also required.

Good ship performance must be supported by the availability of adequate spare parts. The availability of spare parts is one of the important things in supporting ship operational activities so that they can continue operating without experiencing engine damage or a decrease in engine performance. The arrangement of main machine spare parts both in the distribution and storage procurement processes must receive serious attention from company management as one of the supporting elements in achieving company goals, which in procurement must go through predetermined procedures and times. If the goods that arrive do not match the ship's request, it will result in the ship having to wait time after loading to wait for the appropriate spare parts to arrive on the ship.

Purchase Orders (PO) are often rejected by management if information on stock quantities and the latest spare parts supply data are not included, so the Purchase Order (PO) with the rejected request attached is returned by the procurement division to the engineering department to be equipped with the required data. Next, the engineering department will contact the ship to obtain information on the number of spare parts and the latest data on supply via email. On the other hand, if the availability of spare parts is in accordance with planning, the ship will produce good performance and make the ship's departure smooth so that it can meet optimal needs. Management must also pay attention to coordination between the ship, suppliers and head office regarding the procurement of goods or spare parts. Lack of awareness and expertise of ship crew is also one of the factors causing delays in the procurement of ship engine spare parts. Ship crews often do not pay attention to the availability of goods and machine spare parts on board, so ship crews often order goods and spare parts suddenly and in emergency situations, while procuring goods and machine spare parts is quite time consuming and goes through a complicated process. By carrying out timely ship departures, it does not rule out the possibility of getting greater profits for the PT Sumberbumi Global Niaga Shipping Company. However, in the last year operational





problems have often occurred at PT Sumberbumi Global Niaga. Another cause is the ineffective procurement of goods or spare parts because procurement management is not well planned and the process has to go through several stages which take a long time so that it is not carried out according to the specified time.

THEORETICAL BASIS

The operational understanding/definition related to the title of the thesis that the author is researching is "The Effect of Delays in Procurement of Spare Parts on the Operational Activities of Ships Owned by PT Sumberbumi Global Niaga".

1. Procurement of Spare Parts

a. According to Presidential Regulation Number 54 of 2010 concerning procurement of government goods/services, procurement of government goods/services is an activity to obtain goods/services by ministries/institutions/work units of regional/other institutions whose process starts from needs planning until completion of all activities to obtain goods/services. The scope of procurement activities includes planning, procurement processes, receipt and storage, use of goods and asset management, and three transactions, namely goods/services purchase transactions (contracts), goods receipt transactions and goods expenditure transactions.

b. Based on Presidential Regulation of the Republic of Indonesia Number 16 of 2018 concerning Procurement of Goods/Services, this is the activity of Procurement of Goods/Services by Ministries/Institutions/Regional Apparatus which is financed by the APBN/APBD, the process starts from identification of needs, to handover of work results.

2. Ship Operations

a. According to Law no. 17 of 2008 concerning Shipping, the definition of a ship is a water vehicle of a certain shape and type, which is driven by wind power, mechanical power, other energy, towed or towing, including vehicles with dynamic carrying capacity, vehicles below the water surface, as well as floating equipment and floating buildings that don't move.

b. In accordance with Minister of Transportation Decree No. 14 of 2002, ships are all types and forms of water vehicles controlled by mechanical power, wind, or suspension, including dynamically supported vehicles, underwater vehicles, as well as floating equipment and immovable floating structures.

According to Ervianto (2005), delay is implementation time that is not utilized according to the activity plan, causing one or more of the following activities to be delayed or unable to be completed exactly according to the planned schedule.

According to Novitaningrum (2014), procurement is an activity to obtain goods or services





in a transparent, effective and efficient manner according to the needs and desires of users.

According to Arifin & Haryani, (2014) procurement of goods is an effort to obtain the desired goods which is carried out on the basis of logical and systematic thinking (the system of thought), following applicable norms and ethics, based on standard procurement methods and processes.

According to Turban, (2008) believes that procurement or procurement management is the coordination of all activities related to the purchase of goods and services needed to complete the organization's mission.

According to the Indonesian English Dictionary (John M. Echols, Hassan Shadily (2014:236), spare parts are spare parts. If interpreted in the large Indonesian dictionary spare parts are spare parts. The use of spare parts on a ship greatly influences the process of repairing and maintaining the engine ships, both in the engine room and on the deck/bridge.

According to Ulaş Özen (2024) spare parts are equipment that has an important role in many production and service systems. Spare parts are a significant investment and are needed to keep equipment or a machine operating. Based on the opinions above, the author concludes that delays in spare parts procurement are implementation time that is not utilized in accordance with planned activities in an effort to obtain goods from suppliers including purchasing and storage for ship engine repair and maintenance needs, both in the engine room and on the deck/ platform.

Ship Operations

According to Hanjoyo Bono Nimpuno in the Big Indonesian Dictionary (2014:44) operations are operations that are based on rules. Meanwhile, operations are the implementation of plans that have been developed. According to Eddy Herjanto (2018: 150), operational activities are complex activities that involve not only the implementation of managerial functions and coordination of various activities to achieve operational goals, but also technical activities. According to Jay Haizer, quoted by (Rismawati, 2013), operational management is a series of activities that produce value in the form of goods and services by converting input into output. According to Suyono (2007: 121) a ship is a vehicle that carries passengers and goods at sea just like canoes and smaller boats.

Based on Article 309 paragraph 1 of the Commercial Code, a ship is a water vessel of a certain shape and type, which is propelled by wind power, mechanical power, other power, all navigation tools, all their names and characteristics. In accordance with Decree of the Minister of Transportation No. 14 of 2002, ships are all types and forms of water vehicles that are controlled by mechanical power, wind, or suspension, including dynamically supported vehicles, underwater





vehicles, and floating equipment. And the floating structure does not move.

Based on this problem, various alternatives will be put forward to solve the problem so that a solution emerges which becomes the choice for solving the problem.

RESEARCH METHODS

The process of processing data by breaking the data into several main parts which are then used to test hypotheses is called the data analysis process, so that the data becomes simpler, easier to read and easier to interpret. Data were analyzed using quantitative methods, namely statistical analysis techniques, namely as follows:

1. Descriptive Statistical Analysis This test shows the results of data processing by describing or illustrating the data that has been collected without intending to make general conclusions or generalizations (Sugiyono, 2019:206). Consists of table, mode, median, mean, and standard deviation calculations.

2. Validity Test "A test or test is said to be valid if the test can accurately measure what it wants to measure" (Arikunto, 2013: 80). If researchers use questionnaires or questionnaires in collecting data, then the tool must measure what it measures. Validity testing should be carried out on each question/statement. To calculate each validity test for each instrument question item, you can use the Pearson product moment correlation technique formula

ANALYSIS AND DISCUSSION

PT Sumberbumi Global Niaga is also a shipping company that has bulk cargo carriers and towing tug vessels which are used to assist ship movements in ports and floating cranes are floating vessels which have cranes that do not have main engines and steering gear whose movements are controlled by the tugboat. . PT Sumberbumi Global Niaga has a vision, namely to become a company that contributes to the development of the global and maritime economy. To achieve the company's vision and mission, PT Sumberbumi Global Niaga sets policies that the company complies with, as follows:

- a. Maximizing national resources through the development and implementation of innovative solutions with a firm commitment to the value of safety and satisfaction and providing competitive sea transportation services.

- b. In achieving healthy, safe and efficient ship operations, the company guarantees a working environment that is safe and free from illegal drugs and alcohol both in the office and on the ship.

- c. Maintaining a business environment with good work ethics, work professionalism to



uphold the value of honesty and anti-corruption measures.

d. Strive to meet the standards set by government classification bureaus, maritime industry organizations and others relating to quality, K3 and the environment and comply with applicable legal regulations both nationally and internationally.

e. Consistently implement the requirements of the quality assurance system (ISO 9001), occupational health and safety management system (ISM Code), and ship and port security management system (ISPS Code).

The following is data from PT Sumberbumi Global Niaga:

- 1) Sea Transportation Company Business License (SIUPAL)
- 2) Registered certificate from the Ministry of Finance of the Republic Indonesian Directorate General of Taxes, in the form of NPWP
- 3) Limited liability company registration certificate
- 4) Company domicile certificate

In its implementation, PT Sumberbumi Global Niaga has a special department such as duties between fleets and ships which is led by a technical manager/technical superintendent under the auspices of the fleet department which basically has a different division of tasks and responsibilities. The Technical Superintendent has the task of preparing and assisting the ship's maintenance planning system. The following is data on ships belonging to PT Sumberbumi Global Niaga, which are managed by the Fleet Department division.

Table 1 PT Sumberbumi Global Niaga

NO	NAMA KAPAL	DWT	YEAR	TYPE
1	MV. Cahaya Mustika Laut 01	25.000	1996	bulk carrier
2	CLB. Cahaya Mustika Laut 02	4000	2014	barge/tongkang
3	CLB. Anugrah Lautan 09	5000	2013	pontoon
4	TB. Cahaya Mustika Laut 06	278	2008	tugboat
5	TB. Mitra Anugrah 05	287	2007	tugboat
6	TB. Pancaran 510	230	2010	tugboat

Sumber: Data Kapal PT Sumberbumi Global Niaga

Problem solving is a solution choice that is considered the most optimal for solving a



problem. In some cases, the parties involved in this problem may also be able to carry out trials with the best solution to the problem by trying the most effective alternative and in accordance with the company's conditions to optimize the procurement of spare parts so that ship operations run smoothly. The author provides the following problem solving decisions:

1. Companies need to carry out accurate planning and estimates, namely by making a list of spare parts needed with realistic procurement time estimates, considering factors such as ship location, waiting time for spare parts, logistics delays and potential unexpected delays, then carrying out an analysis history to understand spare parts usage patterns and anticipate future needs. Furthermore, by implementing an effective inventory system to track the movement of spare parts, identify items that need to be reordered, and prevent excess stock.
2. To have a management system for recording stock of spare parts available on board the ship. With regular documentation and reporting by the ship regarding spare parts inventory, the company will easily track spare parts needs and minimize delays in procurement. The results of the t test for the spare parts procurement variable (X) on ship operations (Y) show a significance value of 0.000, this value is smaller than 0.05 ($0.000 < 0.05$) and the t-count is greater than the t-table ($19.762 > 2,045$). So the conclusion drawn is that H_a is accepted and H_0 is rejected. This means that the spare parts procurement variable has a significant effect on ship operations. CONCLUSION
3. The following conclusions were drawn from the procurement of spare parts for PT Sumberbumi Global Niaga's ship operations:
 - a. Correlation Coefficient Analysis Results: from the data results showing the output results, it is known that the r count is 0.931 with a significance level of $0.000 < 0.05$, so the spare parts procurement delay variable (X) is correlated with the ship operational variable (Y).
 - b. Results of Analysis of the Coefficient of Determination or Determining Coefficient: from the output results it is known that the relationship between the R value is 0.966 while the R square is 0.933 which means that delays in the procurement of spare parts (X) on ship operations (Y) have an influence of 93.3% while 6.7% influenced by factors outside the research model such as ship condition, weather, ship management, completeness of documents and others.
 - c. Results of Simple Linear Regression Analysis: the data results show that the regression coefficient output for the constant is 2.204. The regression coefficient value on the spare parts procurement variable has a significant effect, namely 0.916. This can be



interpreted as meaning that if the procurement of spare parts increases by 1 unit, it will increase ship operations.

- d. Hypothesis Test: the results obtained are $t_{\text{count}} > t_{\text{table}}$ ($19.762 > 2.045$) meaning that H_a is accepted and H_0 is rejected. This means that the spare parts procurement variable has a significant effect on ship operations.

Procurement of spare parts is proven to have a positive and significant effect on ship operations. Based on correlation coefficient analysis, an r value of 0.931 is obtained and based on validity tests, the results obtained are $r_{\text{calculated}} > r_{\text{table}}$ ($0.931 > 0.361$) so that the research between delays in spare parts procurement (X) on ship operations (Y) is said to be valid. Furthermore, in the analysis of the coefficient of determination, the value of $r^2 = 0.933$ was obtained, which means that there is an influence between delays in spare parts procurement on ship operations of 93.3% and the remaining 6.7% is due to other factors. Based on the hypothesis test, the results obtained were $t_{\text{count}} > t_{\text{table}}$ ($19.762 > 2.045$), meaning that H_a was accepted and H_0 was rejected. This means that the spare parts procurement variable has a significant effect on ship operations. Based on the analysis carried out, there is a significant correlation between delays in spare parts procurement and ship operations. Delays in spare parts procurement are caused by suboptimal spare parts procurement processes and lack of maintenance. Therefore, it is important to reduce delays in spare parts procurement if the spare parts procurement process is not optimal. Maintenance strategies are the best way to overcome problems that can cause off-hire in ship operations. Maintenance carried out correctly and regularly is an important factor in adjusting the ship so that it does not experience damage. If maintenance is carried out properly, the possibility of off hire will be reduced.

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