ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

IMPLEMENTATION OF *TALLY MANDIRI* (INDEPENDENT TALLY) BUSINESS POLICY

(CASE STUDY AT MARUNDA PORT)

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Abstract: This paper aims to study the implementation policy on the Implementation of Service Businesses Related to Transportation at the Port, especially the issue of independent tally (*Tally Mandiri)* business at Marunda Port. During this time, the amount of cargo stated on the manifest is not the same as the calculation of the actual cargo amount when the ship is carrying out unloading activities at Marunda Port, so there is the potential for many problems to arise. The research method used is a descriptive method with data collection techniques using direct observation and investigation in the field (inductive) when the author served as Head of the Class IV Marunda Harbormaster and Port Authority (KSOP) Directorate General of Sea Transportation of the Ministry of Transportation of the Republic of Indonesia from November 2020 to June 2022. With the implementation of this independent tally business, it is hoped that: 1) data on the number of dry bulk cargoes of coal and sand unloaded at Marunda Port are accurate, so that they can be used as accurate statistical data, 2) There is no state loss due to loss of non-tax state revenue (PNBP) due to different amounts of cargo, 3) Marunda Port is clean from persons who carry out illegal fees (extorted) Ports, 4) Lower logistics costs so that product prices are reasonable and affordable, 5) fair and mutually beneficial business competition between all parties.

***Keywords**: Implementation, Tally Mandiri, data accuracy, logistics costs, service business*

I. Introduction

A. *Tally Mandiri* Business Activities

Government Regulation Number 31 of 2021 concerning the Implementation of the Shipping Sector CHAPTER III Maritime Transport Article 9 paragraph 2 letter e mentioned *Tally Mandiri* as part of the related service business for smooth transportation activities in the waters. In Article 26 paragraph 1, it is states that independent tally business activities are service activities for independent tally as part of related service businesses for the smooth running of transportation activities in the waters. In article 26 paragraph 1, it is stated that independent tally business activities are service activities for calculating, measuring, weighing and making records regarding cargo for the benefit of the cargo owner and/or carrier. In detail, the implementation and operation of independent tally have been regulated in the Regulation of the Minister of Transportation of the Republic of Indonesia number PM 59 of 2021 concerning the Implementation of Service

ISSN: 2622-5778 (online)
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http://proceedings.itltrisakti.ac.id/index.php/altr

Businesses Related to Transportation in Waters, article 2 letter e.

In article 37 of the Regulation of the Minister of Transportation number PM 59 of 2021 article 37, it is explained that the independent tally business activities are carried out by a business entities established specifically for independent tally business. Independent tally business activities can be carried out on stevedoring activities for every Indonesian-flagged ship or foreign ship that carries out loading and unloading activities for goods from and to ships in the port area, at the request of users of independent tally services.

Based on the observations of the researcher who served as the Head of the Class IV Marunda Harbormaster Office (KSOP), found the facts in the area of port Marunda that there is no self-employed tally activity. It seems that the existence of independent tally companies tends not to be needed in the field, either by the goods owners, loading and unloading companies or shipping companies, because tally activities have been inherent in loading and unloading activities and tend to have an impact on increasing costs that must be incurred while at the port. If a tally is needed from another party, it is usually done by an independent surveyor. Moreover, in other ports, it is felt that the performance, equipment and human resources of independent firms are inadequate, as a result, the quality and quantity of independent metering companies' operations are declining. The non-obligation of independent tally activities is also reflected in the previously explained rule that the position of independent tally is part of the water transportation service business, so in general this activity is not a mandatory activity in the process of loading and unloading goods at the port.

Relating to the application of the rules, whether independent tally activities will become mandatory (obligation) or not, of course, it must be comprehensively reviewed and evaluated in the wider interest with business administration arrangements that adhere to the principles of efficiency and openness. To optimize the role of independent tally at the port, it may be enforced so that these activities are included in the formal systems and procedures for ship service and loading and unloading activities. On the other hand, the users of the independent tally service certainly want transparency, especially in the process of setting tariffs and procedures in the implementation of these activities

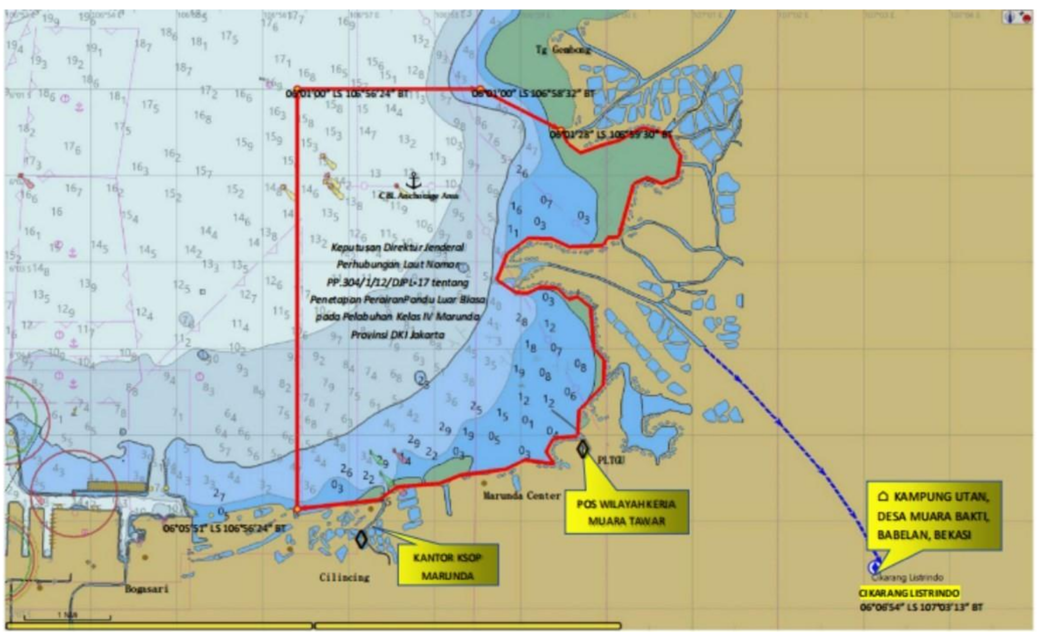
B. Object and Library Studies

In accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia number PM 76 of 2018 concerning the Second Amendment to the Regulation of the Minister of Transportation number PM 36 of

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

2012 Regarding the Organization and Work Procedures of the Port Authority and Port Authority Office, the Class IV Marunda Harbormaster and Port Authority (KSOP) Office located in North Jakarta, DKI Jakarta with the working areas of Tarumajaya, Tarumanegara, Marunda Center and Muara Tawar, is a Collection Port that functions as a buffer from Tanjung Priok Port, especially for unloading dry bulk cargo activities, namely Sand and Coal which are transported using Barges ranging in size from 270 feet to 300 feet.

In accordance with the Decree of the Director General of Sea Transportation of the Ministry of Sea Transportation of the Republic of Indonesia number: PP/I/12/DJPL-17 concerning the Determination of Extraordinary Guided Waters at Marunda Port, DKI Jakarta province, the following is a picture of the Marunda Port area:



Based on the explanation above, it is necessary to study the implementation of the Regulation of the Minister of Transportation of the Republic of Indonesia number PM 59 of 2021 article 2 letter e, namely the implementation of independent tally business activities at Marunda Port. This includes the implementation of independent counting activities in the port of Marunda, which carries out activities to calculate, measure and weigh cargo unloaded from barges and recorded with precision and accurately. So that the data record of loading/unloading cargo so that it can be used for the benefit of the Cargo Owner and/or carrier and meets the legal aspects can be legally accounted for.

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

II. Method

The research method used is a descriptive method with data collection techniques using direct observation and investigation in the field (inductive) when the author served as Head of the Class IV Marunda Harbormaster and Port Authority (KSOP) Directorate General of Sea Transportation Ministry of Transportation of the Republic of Indonesia from November 2020 to June 2022 by reading and reviewing Government Regulations, Regulations of the Minister of Transportation of the Republic of Indonesia and the Decree of the Director General of Sea Transportation of the Ministry of Transportation of the Republic of Indonesia.

III. Discussion and Result

A. Flow of Goods at Marunda Port

Marunda Port as a buffer for Tanjung Priok Port in unloading activities of dry bulk cargo of sand and coal transported by barges ranges in size from 270 feet amp with 300 feet from loading ports on the islands of Kalimantan and Sumatra.

According to the record data on the amount of cargo in loading/unloading activities at Marunda Port, both recorded manually and through inaportnet data from 2020 to the end of 2021, information is obtained in the following table:

No	Year	Unloading activities	Load Activity	Total Load
1.	2020	14. 670. 459 Ton	1. 643. 438 Ton	16. 313. 897 Ton
2.	2021	15. 632. 525 Ton	1. 805. 248 Ton	17. 437. 773 Ton

The data was obtained information from the Manifest document of the ship when loading at the Loading Port, while the fact in the field after the completion of the unloading activity of all cargo was obtained from the result of the amount of tonnage or cargo volume of each barge reaching 5% (five percent) more than the manifest document data. This can be seen from the number of truck fleets that carry dry bulk loadings of sand and coal from ships to stockpiles.

There is a large difference in the amount of cargo, especially accumulated over a long time, then the parties harmed are the Cargo Owner, Carrier, Loading and Unloading Company (PBM) and Non-Tax State Revenue (PNBP).

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Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

B. Independent Tally Business.

Independent tally business is a service business activity of calculating, measuring, weighing, and making notes on cargo for the benefit of the cargo owner and/or carrier. Here are some things that are the background for the need for independent tally:

1. There are no system and mechanism for collecting data and monitoring the movement of goods at the port that is effective, integrated, accurate, transparent, accountable and can be accessed at any time by parties in need;
2. There is no uniformity of data from various relevant agencies due to the data collection of goods traffic in accordance with the needs of each stakeholder;
3. The government and the business world urgently need accurate and accountable data as a consideration in establishing various economic development policies, both macro and micro.
4. Therefore, a mechanism for recording, measuring, and calculating the load flow (Tally) is needed to meet the universally applicable port implementation requirements in Marunda.
5. Calculations/recordings are carried out by Tally Mandiri enterprises in every movement of goods to and/from the ship based on documents and making records reports, explained as follows:

1.	Stevedoring	Record and inspect the physical state of goods loaded/unloaded from/to the vessel in connection with the claim including Chief Tally, Tally Clerk and Watchman.
2.	Cargodooring	Record and check the physical condition of the goods after they have been unloaded from the ship at the dock to the warehouse or place of accumulation or vice versa
3.	Receiving	Record and check the physical state of the goods when receiving goods from outside into the Port.
4.	Delivery	Record and check the physical state of the goods when sending goods outside the Port.
5.	Stuffing	Record and check the physical condition of the goods in the activity of putting goods into the container.
6.	Stripping	Record and check the physical condition of goods in the activity of distributing goods from containers.

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

The role of the tally itself in loading and unloading activities at the port includes the preparation of ship Stevedoring administration, as follows:

1. Accurate tally, both when the goods are on board the ship and on land. What is meant by tally here is the recording of the calculation of the number of goods;
2. Prepare and work on labor & time sheets, short landed and overloaded lists, damage cargo lists and others and try to be signed by the ship at the right time.
3. Draw up statements of fact and time sheets. Then prepare all the necessary documents from the Stevedoring department to compile bill notes within a short time limit and in accordance with applicable provisions

With regard to the document, for the goods loaded, the shipping agency makes a draft of the consecration based on the data from the shipping instruction (SI). The record made in a mate's-receipt must be the same as the record that will be on the bill of lading (B/L). If there is a record of deficiency or damage in the B/L, then what is issued is a dirty Bill of Lading. If the four B/Ls are to be replaced with a Clean Bill of Lading, then the shipper will attempt to make a Letter of Indemnity, which is a statement from the shipper that he will be responsible and pay the claim if there is one. Usually, the captain will refuse to sign a Letter of Indemnity, because the B/L is a traded document.

For unloaded items, the contents of the tally and the damage record made by the tally officer will determine whether the consignee will file a claim against the Loading and Unloading Company or the shipping company that transports the goods. Therefore, it is worth holding a double tally, that is, a tally on ships and on land or warehouses. When there is an unloaded load damaged or lacking Then the tally officer together with the claim officer makes a claim report. Shortage of goods can occur because they are still left on the ship due to being squeezed by other cargo or difficult to recognize because the brand is not clear.

The daily report will be made every day and after being signed by the ship and then sent to the loading and unloading company office for evaluation. In addition, a statement of facts is also made after unloading/loading coupled with notes as necessary. Tally sheet contains about the following:

1. *Wharf tally* (Counting of cargo at the dock)
2. *Tally in/out* (Calculation of the load in the staple of the goods)
3. *Tally stripping/stuffing* (Calculation of time load stripping/stuffing to and

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

from containers)

The implementation of tally in loading and unloading activities at the port is usually carried out by:

1. Chief Tally who is in charge of preparing plans for the implementation and control of physical calculations, recording and surveying the condition of goods on every movement of loading and unloading goods and documentation as well as making periodic reports. Tally Clerk as the executor of activities that calculates and records the number, brand and condition of each movement of goods based on documents and makes reports.

C. Regulation of the Minister of Transportation Number PM 59 to 2021

Review of the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 59 of 2021 concerning the Implementation of Service Businesses Related to Transportation in Waters in the following articles:

1) Article 2, regulates the implementation of service businesses related to water transportation in the form of:
   a. Loading and unloading of goods;
   b. Transportation Management Services;
   c. Water Transport at the port;
   d. Rental of sea freight equipment or water services related to sea freight;
   e. Independent Tally;
   f. Container Depo;
   g. Ship Management;
   h. Intermediaries for Buying and Selling and/or Renting Ships;
   i. Ship Agency;
   j. Ship Maintenance and Repair;
   k. Crew Agency.

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

Independent tally is provided for in Article 2 item e.

In CHAPTER VII, the Implementation of Independent Tally, starting from Article 37 to Article 44 regulates the business activities of Tally Mandiri at the Port, as follows:

No	PM 59 of 2021	Description
a.	Description of Tally Business Activities	Is a service activity to calculate, measure, weigh and make records of cargo for the benefit of the cargo owner and/or carrier; Can be done on ships on Stevedoring, Cargodoring, Receiving, delivery, stuffing and stripping activities at ports, terminals. Container Depot or warehouse at the request of users of independent tally services; By using equipment that must meet the requirements of operating eligibility and ensure occupational health, safety and security as well as using tally labor.

No	PM 59 of 2021	Description
b. i t h t h e	Enterprises W	Independent tally business activities are carried out by a business entity established specifically for the independent tally business. Can be done by a national Sea transportation company loading and unloading company (PBM) or transportation management service company for stevedoring, cargodoring, receiving, delivery, stuffing and container stripping activities for its own interests.
c. R e g u l a t i o n	Reporting	If it has been appointed by the sea transportation Ccompany or the owner of the goods or its power of attorney, the independent tally company must report to the Port Operator before carrying out its activities ; Independent tally companies must report tally activities to the Governor and local Port Organizers ; Reporting can be submitted through an online application in accordance with the provisions of thelegislation and is carried out in accordance withlaws and regulations in the field of Risk-Based Business Licensing Implementation.
d. o f t h e	Cost / Fee	independent tally business activities carried out by the independent tally company, are subject to cost whose amount is determined by the independent tally company based on an agreement between the provider association and users of independent tally services according to the type and rate structure set by the Minister.

ISSN: 2622-5778 (online)
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http://proceedings.itltrisakti.ac.id/index.php/altr

e. M i n i s t e R e g u	Evaluation	The Governor and Port Operators evaluate the number of independent tally companies and service users, based on reports on the realization of activities; The results of the evaluation will be followed up by the Governor to be able to provide recommendations to online single submission agencies not to issue new Business Permits or temporarily stop the issuance of independent business licenses.
f. l a t i o n	Responsibility	The Independent tally company is responsible for the results of the activities of calculating, measuring, weighing and making records regarding cargo for the benefit of the cargo owner and/or carrier and is responsible for losses to the cargo owner and/or carrier caused by errors in the implementation of tally activities.

The Minister of Transportation of the Republic of Indonesia number PM 59 on 2021 states that independent tally companies have been established. This independent tally company serves as a supporting business for sea transportation. This independent tally is needed for accuracy and openness of data and so that there is no debate among goods owners, port operators, and loading and unloading companies. The implementation of independent tally is carried out by a company especially established one to play a role in representing the interests of the Owner of Goods / Cargo, Carrier, Loading and Unloading Company (PBM), Transportation Management Services (JPT), Port Implementation/ Management, Loading and Unloading Manpower to facilitate the flow of goods and assist the Government in this case the Ministry of Finance, and the Central Statistics Agency (BPS) in the process of placing economic and trade policies.

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

D. Tally Rate Calculation

The formula for the Tally rate calculation guidelines is:

Description:

$$T = F \times \frac{(S+M+A)}{P}$$

T = Large
S = Tally Supervision Fee
M = Tally Equipment Cost
A = Tally Company Administration
P = Loading and unloading work productivity per working mill/crane (Crain)
F = Coefficient Factors

Explanation of the calculation as follows:

1. Tally service fee amount = T
2. The Tally Supervision Fee (S) consists of the Chief Tally Clerk, with a share of the supervision costs of each activity each crane / faucet as well as the supervision salary as follows:

No	Description	Cost for each activity	Supervision fee
1.	Chief Tally Clerk	2.00 x (W+H+I)	0.50
2.	Assistant Chief Tally Clerk	1.75 x (W+H+I)	0.50
3.	Time Keeper	1.75 x (W+H+I)	0.50
4.	Goods Inspector	1.75 x (W+H+I)	0.50
5.	Tally Clerk	1.50 x (W+H+I)	1.00

Note:
W = Wages of TKBM member for each activity, for each ship crane
H = Labor Welfare, which is composed by :

a	Work equipment	=	$\frac{\text{(The price of 2 pieces of workwear)}}{\text{12 x 25 times a job.}}$ +	$\frac{\text{(The price of a face covering.)}}{\text{2 x 25 times a job}}$
b	Education Employee benefits	=	$\frac{(31\ W)}{300}$	

I = Labor Social Security = (13.74 % x Basic salary of the job.)

ISSN: 2622-5778 (online)
Advances in Transportation and Logistics Research
http://proceedings.itltrisakti.ac.id/index.php/altr

3. The price of Tally Equipment (M) is composed of:

a. Scales $= \dfrac{\text{(Scales price)}}{4 \times 5 \times 900} + \dfrac{\text{(tera cost)}}{4 \times 450}$

b. Electronic Checker $= \dfrac{\text{(Tool price)}}{900}$

c. Flow meter $= \dfrac{\text{(Tool price)}}{600 \text{ hr}}$

d. Tank Thermometer $= \dfrac{\text{(Tool price)}}{300 \text{ hr}}$

e. Hydrometer $= \dfrac{\text{(Tool price)}}{600 \text{ hr}}$

f. Tank Sounding Type $= \dfrac{\text{(Tool price)}}{600 \text{ hr}}$

g. Technology Information $= \dfrac{\text{(hardware price)}}{4 \times 3 \times 900} + \dfrac{\text{(network monthly fee)}}{4 \times 75}$

4. Company Management Tally (A) is the cost of office staff, office equipment, marketing and other office requirements (building, telephone, electricity and water with the following wording:

$$A = 45\,\% \times (S + M)$$

5. The coefficient factor (F) composed of 12% profit, 2% money cost and 1% risk, then F is calculated using the following formula:

$$F = \frac{100\%}{100\% - 15\%} = 1.18$$

6. Productivity of tonnes/aisles/hours (TGH) in accordance with the results of the local harbour survey, with the productivity for each hour formula:

$$\frac{\text{1 hour (60 sec) x Minimum mass of goods (tonnes) carried.}}{\text{Cycle time (minutes) 1 time (mean) per crane/valve.}}$$

Productivity per quarter/lane is calculated:

7 x (TGH) / (M3 GH) / (UGH) / (BCH)

IV. Conclusion

Following a meeting with the stakeholders and owners of the independent tally company, the following conclusions have been reached:

1. The amount of dry bulk cargo of sand and coal transported by barges in the manifest document does not match the amount of cargo unloaded in real time at Marunda Port, so it cannot be used as a reference;
2. The difference in the amount of cargo reaches 5% more which is not stated in the manifest document, thus harming many parties, namely the owner of the cargo, the carrier and the Government, because the loss of Non-Tax State Revenue (PNBP) causes state losses, let alone accumulates over a long enough period of time;
3. There are illegal removals by port authorities that take advantage of inappropriate situations and conditions, leading to high logistics costs.

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