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Analysis of Logistics Costs and Dwelling Time on Distribution

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Abstract: "The Influence of Logistics Costs, Logistics Regulations, and Dwelling Time on Distribution: A Literature Review". The purpose of this scholarly article is to build hypotheses regarding the impact of independent variables on dependent variables, which will be used in future research. The research objects are drawn from online media sources such as Google Scholar, Semantic Scholar, Elsevier, Zotero, and other online journals. The research method involves qualitative descriptive analysis based on e-books and scholarly journals. The article's findings are as follows: 1) Logistics costs have an impact on distribution. 2) Logistics regulations affect distribution. 3) Dwelling TIME influences distribution.

Keywords: Distribution, Logistic Price, Logistic Regulation, Dwelling Time

INTRODUCTION

Background of the problem.

Many questions arise as to why logistics costs in Indonesia are still high. For this reason, the aim of the paper is to look at the causes of logistics costs in Indonesia which are still high, as well as the effectiveness of current logistics activities such as dwelling time and distribution. The research was conducted qualitatively using a literature review method by searching for secondary information from various books, journals and websites. Indonesia continues to make various efforts to improve domestic logistics. However, national logistics performance has not shown significant improvement. The poor performance of logistics can be seen from the costs of moving goods which are still very expensive, thus hampering Indonesia's competitiveness at the international level, especially in the fields of industry and trade.

This article analyzes the influence of logistics costs, logistics regulations, and dwelling time on distribution, a literature review study in the field of logistics and distribution.

Based on the background, **the aim of writing** this article is to build a hypothesis for further research, namely to formulate: 1) The effect of logistics costs on distribution; 2) The influence of logistics regulations on distribution; and 3) The effect of dwelling time on distribution;

METHOD

The method for preparing literature review articles is by using a literature review method of previous articles that are relevant to the discussion of variables in qualitative analysis based on findings from Google Scholar, Semantic Scholar, Elsevier and other online journal publication media. The design used in this research is a literature review or literature study. Literature review is a search and research of the literature by reading and reviewing various journals, books and various other published manuscripts related to the research topic to produce an article relating to a particular topic or issue.

RESULT AND DISCUSSION

Results

Based on the phenomena, objectives and analytical tools used in analyzing the previous article, the following conclusions can be drawn from the research results:

Distribution

In general, the definition of distribution is the activity of distributing products, both goods and services, from producers to consumers. There are other definitions of distribution. Distribution is a marketing activity in order to facilitate the delivery of products from the hands of producers to consumers. The function of distribution in this case is to form utility and transfer ownership of a product. Therefore, distribution activities are activities that create added value to goods and services. These added values include the value of use, place and time. Distribution activities usually occur in marketing activities. Distribution activities also create marketing channel flows or distribution channel flows. (Zulkarnaen et al., 2020)

Logistics distribution management control policies will have an effect on increasing the company's performance in distributing requests to customer outlets and managing product inventory in distribution centers. In line with the logistics distribution philosophy which requires integration between systems, performance measurement in logistics distribution is designed to be process-based. A process is a collection of activities that cross time and place, have a beginning, end and clear inputs and outputs. Good inventory management and the right transportation model will be able to improve the performance of logistics distribution in the supply chain. This research proposes an inventory and distribution control system called an inventory and distribution planning system or IDP (inventory distribution plan). (Afridel, 2013) Performance of logistics distribution Distribution is one of the logistics activities on the outbound side, with

Distribution performance can be measured in the form of on-time delivery, which shows the perfection of delivery, and reflects the level of customer service. Stewart (1995) identified distribution performance measures, namely: order fulfillment level, delivery according to due date, lead-time order fulfillment, perfect invoice amount, and delivery system flexibility to meet specific customer needs and productivity. The logistics distribution performance construct in this research consists of 6 indicators. (Susanto et al., 2021)

Logistics distribution is thought to consist of a set of facilities, each of which each consists of a production plant with a connected warehouse, and a set of customers. Each factory has a known and limited capacity. And each customer is assigned or connected to a facility with a specific plan because customer demand usually forms a seasonal pattern. Because each warehouse is connected to a particular factory, it is assumed that transportation costs between the factory and warehouse are included in production costs, and there is no transportation between warehouses. Decisions made must take into account i) Customer assignment of

facilities and ii) location and size of inventory. These two things must be regulated in a policy where placing customers with facilities by taking into account location and the amount of inventory must be optimized as a function of customer placement. (Chandra, 2013)

From several theories above, researchers synthesize that distribution is the process of transferring goods or services from producers or service providers to final consumers. This process includes various activities that ensure products are available at the right place and time to meet consumer demand. Here are some important aspects of distribution:

- Distribution Channels:
- Direct Distribution: Manufacturers sell products directly to consumers without intermediaries.
- Indirect Distribution: Using intermediaries such as wholesalers, retailers, agents, and distributors to sell products to end consumers.

- Distribution Type:
- Intensive Distribution: Products are available in many locations to maximize accessibility, usually for daily necessities.
- Selective Distribution: Products are available in a few carefully selected locations, usually for items that require product explanation or demonstration.
- Exclusive Distribution: Products are only available in a few locations or through one exclusive retailer, usually for luxury goods or specialty products.

- Supply Chain Management:
- Warehousing: Storing goods in a warehouse to maintain inventory.
- Delivery: Transportation of goods from the warehouse to the point of sale or consumer.
- Inventory Management: Managing stock to ensure the availability of goods without overstock or understock.

- Technology in Distribution:
- Distribution Management System (DMS): Software used to manage and optimize the distribution process.
- Tracking and Tracing: Technology that allows real-time tracking of goods in the distribution process.

- Distribution Strategy:
- Push Strategy: Manufacturers push products through distribution channels by using promotions and incentives for intermediaries.
- Pull Strategy: Producers attract demand from end consumers through direct advertising and promotions.

- Digital Distribution:
- E-commerce: Selling products via online platforms.
- Marketplace : An online platform that allows various sellers to offer their products to consumers.

- Logistics in Distribution:
- Route Optimization: Determining the most efficient delivery route to reduce costs and time.
- Freight Forwarding: Managing the transportation of goods through various modes of transportation, both local and international.

Effective distribution ensures that products can be reached by consumers easily, reduces logistics costs and increases customer satisfaction.

Logistics costs

The high logistics costs in Indonesia are triggered by logistics systems and infrastructure that are still not optimized. The high cost of logistics is caused by various factors: 1) The logistics system is not yet good due to a lack of human resources; 2) The amount of goods supplied is still not evenly distributed, resulting in differences in logistics costs between the western and eastern regions of Indonesia; 3) The two-way system which often does not occur, ships transporting to the area should bring back cargo from the area to make it more efficient. (Johnson Kennedy, 2019)

Transportation costs can be done in several ways, as can be seen the largest cost components are HR costs and fuel costs. However, HR is included in fixed costs so that the costs incurred for HR will be the same as long as operational activities are carried out. Therefore, it can optimize transportation costs by streamlining fuel costs. (Elisabeth & Nurhayati, 2019)

True (2015). This means, we must support the transfer of transport to balance the use of modes using multimodal methods so that logistics costs decrease and become more effective. Thus, trade follows the ship and not vice versa. Where there is high economic growth, that is where multiple, strong and efficient multimodal systems are needed, so that this country is not only focused on truck transportation. The lack of maximum influence of the multimodal system in efficient logistics costs has resulted, among other things, in Indonesia's lack of transportation capacity for overseas transportation, resulting in relatively high transportation costs. (Wibowo & Chairuddin, 2017)

From several theories above, researchers synthesize that **logistics costs** are the costs incurred to manage the movement and storage of goods from the point of origin to the point of destination. This cost includes various components, including:

- Transportation Costs: Includes fuel costs, vehicle maintenance, driver, and shipping rates.
- Storage Costs: Warehouse rental costs, utilities, security, and labor to manage inventory.
- Packaging Costs: Costs of packaging materials and labor to package the product.
- Handling Costs: Labor and equipment costs for loading and unloading goods.
- Administrative Costs: Costs for logistics management, including planning, supervision and administration.
- Technology Costs : Investments in transportation management systems (TMS), warehouse management systems (WMS), and other logistics software.
- Insurance Costs: Costs for insuring goods while in transit or storage.
- Compliance Costs: Costs associated with complying with customs regulations and requirements.

Factors that influence logistics costs include delivery distance, type of goods, transportation methods, and operational efficiency. Managing logistics costs effectively can increase a company's profitability and competitiveness.

Logistics costs have previously been extensively researched by (Johnson Kennedy, 2019) (Elisabeth & Nurhayati, 2019) (Wibowo & Chairuddin, 2017)

Logistics regulations

In providing logistics services, Law Number 22 of 2009 requires the use of goods cars. Law Number 22 of 2009 does not further regulate the specific criteria that must be met for goods cars to provide logistics services. Special criteria are only required for special goods transport as stipulated in the law. This means that as long as it is not designated as special

transportation goods, the only requirement to be able to provide logistics services is a goods vehicle.

Meanwhile, in carrying out goods transportation activities, Article 166 paragraph (3) and Article 168 of Law Number 22 of 2009 jo. Article 57 and Article 58 of Government Regulation Number 74 of 2014 require goods cars to be equipped with travel documents in the form of a transportation agreement and a bill of lading. What is meant by "goods carriage agreement letter" is proof of legal payment between the goods carrier and the goods sender. What is meant by "letter of lading" is a letter that explains the quantity and type of goods as well as the origin and destination of delivery. (Putra, 2019)

Management of subsidized fertilizer distribution warehouses is one aspect that is of concern to the audit activity process carried out by the Financial Audit Agency (BPK) AKN IV and AKN VII every year. Distribution warehouse operational costs are one of the cost components charged in collecting subsidies from the Government. Therefore, an increase in fixed warehouse operational costs due to the absence of adjustments to the number of warehouses related to a decrease in the allocation of subsidized fertilizer will have the potential to cause state losses. This can happen because the fixed costs of warehouse management will be charged to subsidized fertilizer products. By adjusting the number and location of subsidized fertilizer distribution warehouses, it is hoped that this can reduce the risk of potential state losses due to the high fixed costs of subsidized fertilizer distribution warehouses and increase the efficiency of the company's operational costs.

The process of determining distribution warehouse locations, also known as the Facility Location Problem (FLP), is an approach to determining optimal and efficient facility locations by considering the components of cost, quality and product availability (Lambiase et al., 2013). In resolving distribution facility location problems. (Erwin Indra Prasetyo & Usman, 2023)

The leadership knows. Regarding duties and responsibilities, overall K3 is held by the branch head, and K3 during activities is held by Koorlap. Commitment to K3 is an important component and can influence good team work. The K3 policy must be signed, and K3 responsibilities have been determined by the company. [3,7] From this stage, the company has an K3 policy that is known to the leadership, as well as K3 duties and responsibilities that have been divided.

The company has not found any K3 plan documents due to limited documents, as well as the company's status as a branch office. As a result, branch leaders did not know the flow of preparing the document. Existing K3 problems include indiscipline in the use of PPE, minor work accidents, and safety and security of goods. (Pratama et al., 2021)

From several theories above, researchers synthesize that **logistics regulations** are a set of rules and policies that regulate logistics operations, including transportation, storage, distribution and supply chain management. This regulation aims to ensure that logistics operations are carried out efficiently, safely and in accordance with applicable laws. Following are some of the main aspects of logistics regulations:

- Transportation Regulations:
- Licensing and Certification : Carriers and logistics operators must have appropriate licensing and certification.
- Safety: Regulations regarding work safety, vehicle maintenance and roadworthiness.
- Weight and Dimension Limits: Rules regarding the maximum weight and dimensions of vehicles that may operate on certain roads.
- Driver Regulations: Limits the driver's work and rest time to prevent fatigue.
- Customs and Import/Export Regulations:
- Documentation : The obligation to provide proper documentation for imported or exported goods.
- Tariffs and Taxes: Regulations regarding import duties, tariffs and taxes that must be paid.

- Customs Inspection: Procedure for inspection and clarification of goods by customs authorities.
- Storage Regulations:
- Warehouse Standards: Requirements related to warehouse construction, maintenance and operations.
- Safety and Security : Rules regarding the storage of hazardous materials, fire protection, and security systems.
- Environmental Regulations:
- Emission Control : Rules to reduce vehicle emissions and the environmental impact of logistics operations.
- Waste Management: Requirements for the handling and disposal of waste generated from logistics activities.
- Electronic Trading Regulations:
- Data Protection: Rules regarding the privacy and security of consumer data.
- Consumer Rights: Regulations that protect consumer rights in e-commerce transactions.
- Insurance Regulations:
- Goods Protection: Insurance requirements to protect goods during transit and storage.
- International Trade Regulations:
- Trade Agreements : Bilateral and multilateral agreements that affect tariffs and cross-border trade.
- International Standards: Compliance with international standards such as ISO in supply chain and logistics management.

Effective logistics regulations help create reliable and efficient systems, reduce risks and ensure compliance with applicable laws and standards.

Dwelling time

In order to make improvements, the dwelling time at Tanjung Priok Port is the longest dwelling time and reaches 6.7 days, while Singapore is an example of very fast dwelling time movement with only 1.1 days. To improve it, integration and synchronization between parties should be created. , which involves several institutions, between institutions must work together by eliminating sectoral egos, for example as follows:

a. Simplifying the process of settling related goods between institutions.
b. Have a transparent integrated system.
c. Has a service center with an integrated and controlled system
d. Education for property owners and port service users
e. Reducing the complexity of bureaucracy at the port

The following table is proposed in order to develop a strategy to reduce dwelling time:

1. 1.Impose large fines on goods lying idle at the port
2. Adjustment of transportation rates to stimulate truck operations
3. Stabilize market conditions and reduce price fluctuations that can stimulate employee demands
4. Utilize regular training to increase staff and operator efficiency
5. Improve bank services and property owners (collaboration) to facilitate credit disbursement.
6. Eliminate additional regulations. Speed up goods permit procedures
7. 7.Issuing computer-based services and permits
8. Using a single permit in a one-stop service facility
9. Establish appropriate service collaborations with international companies
10. Providing good facilities for importers and exporters, holding good training for staff and employees to master the system

11. customs
12. Avoid and eliminate complicated documents
13. Increase warehousing facilities and costs
14. Improve inter-organizational relations and collaboration to issue permits
15. Build special warehouses in port supporting areas/regions
16. provide the right incentives for property owners who have the right permits
17. Employ the right (special) people to handle the transfer of goods
18. Increasing the number of trucks and locomotives and their network 20 Non-stop operations (24 hours per day and 7 days a week)
19. 19 prepare and harmonize intermodal
20. Use electronic and network based work methods (internet/web based)

(Salaudin, 2016)

Standard Procedures for Dwelling Time Public Services at Large Indonesian Ports Law Number 17 of 2008 concerning Shipping and PP Number 61 of 2009 concerning Ports, the agencies that carry out port operations include: Port Authority, PT. Pelindo, customs, immigration, health services and phytosanitary services. On the other hand, after the enactment of Law Number 17 of 2008, port administration changed completely, before May 7 2008, PT. Pelindo (Indonesian Ports) is the sole authority to handle and manage port issues in an exclusive capacity, including the rights as regulator (ruler and policy maker), facilitator (infrastructure provider) and operator (port operations themselves). After the issuance of the Maritime Transportation Law which came into effect on May 7 2008, PT. Pelindo no longer monopolizes these three institutions. PT. Pelindo only acts as an operator, with the government acting as a regulator and facilitator.

Therefore, ports need to be improved in order to achieve these goals

its actual function according to law. Port officials and administrators are the key bodies directing operations. The placement and pattern of placement and involvement in port activities must be clear and transparent. Government activities, PT. Pelindo, third party activities, etc. must be explained to avoid abuse of duty. Because ports are a public interest service that is as important as the stability of the country's economy. (Sudarsono, 2022)

In discussing national logistics, it is closely related to dwelling time, namely how long it takes

the time the container is stored in the temporary storage area (TPS) at the port, unloaded from the ship until the goods leave the TPS. To measure the smooth flow of goods and logistics costs, "dwelling time" is used as a measuring tool.

The process that determines the length of dwelling time at the port, in general, goes through the following stages: pre-clearance, custom clearance and post-clearance. (Johnson Kennedy, 2019)

From several theories above, researchers synthesize that **dwelling time** is the time required to process goods from the time they arrive at the port or terminal until the goods leave the port or terminal. Dwelling time is often used as an indicator of port or terminal operational efficiency in handling cargo.

Some of the main components that influence dwelling time include:

- Loading and Unloading Time: The time required to move goods from the ship to the dock or vice versa.
- Stockpiling Time: The time goods spend in the stockpiling area or warehouse within the port.
- Documentation Processing Time : The time required to complete all related customs and administrative documents.
- Inspection Time : Time spent on inspection and checking of goods by the relevant authorities.

- Transportation Waiting Time: The time spent waiting for land transportation to transport goods out of the port.

Reducing dwelling time is important to increase port efficiency, reduce logistics costs, and speed up the movement of goods in the supply chain. Several steps that can be taken to reduce dwelling time include:
- Infrastructure Improvement: Increase port facilities and capacity.
- Process Digitalization: Adopt digital systems for document processing and cargo tracking.
- Better Coordination : Improve coordination between port authorities, customs and logistics operators.
- Process Optimization: Identifying and eliminating bottlenecks in operational processes.
- Government Policy: Implement policies that support operational efficiency and speed up the customs clearance process.

Lower dwelling time usually indicates better port performance and can increase the port's competitiveness at regional and global levels.

Discussion

Based on theoretical studies, this literature review article is discussed is to carry out an in-depth analysis of relevant previous articles **,** analyze the influence between variables and create a thinking structure for the research plan:

Based on the research results, the discussion of this article is to analyze relevant articles **,** analyze the influence between variables and create a thinking structure pattern for the research plan:

The influence of logistics costs on distribution.

According to the analysis and review we conducted, logistics costs are Logistics costs are the total expenditure related to planning, controlling and implementing transportation, storage, distribution and inventory management activities from the point of origin to the final destination.

The concept of logistics costs is

Transportation costs:

1) **Shipping Costs**: Expenditures for transporting goods using land, sea, air or train modes of transportation.
2) **Fuel Costs**: Expenses for fuel used by delivery vehicles.
3) **Tolls and Road Taxes**: Additional costs associated with the use of toll roads or other road taxes.

Logistics costs influence distribution. If logistics costs are perceived well then distribution will be perceived well. That in an effort to increase distribution.

Several factors that influence logistics costs are fuel, warehouse storage and taxes to improve distribution by paying attention to logistics costs, what leaders must do is optimize delivery times, which must minimize delivery delays.

Logistics costs affect distribution, many have researched this, including previous researchers.

The influence of logistics regulations on distribution.

According to research and reviews that have been carried out the concept of logistics regulation is The concept of logistics regulation involves the regulation and supervision of logistics activities to ensure efficiency, safety, legal compliance and environmental protection. Following are some of the main aspects of logistics regulations:

- Customs and Excise:
  - Customs Procedures: Regulations regarding the import and export process of goods, including inspection, declaration and payment of customs duties.
  - Documentation : Obligation to provide necessary documents such as bill of lading, certificate of origin, and commercial invoice.

- Transportation Regulations:
  - Licenses and Permits : Requirements for obtaining operating licenses and permits for transportation companies.
  - Vehicle Worthiness: Rules regarding vehicle maintenance and inspection to ensure safety and roadworthiness.
  - Driver Working Hours: Limiting work and rest time for drivers to reduce fatigue and increase safety.

- Security and Safety:
  - Security Standards: Security protocols to protect goods from theft and damage during shipping.
  - Work Safety: Regulations regarding work safety in logistics facilities and during transportation.

- Environmental Protection:
  - Emissions and Pollution : Rules to reduce emissions and pollution from vehicles and logistics facilities.
  - Waste Management: Regulations regarding the management and disposal of waste generated during the logistics process.

- Standards and Certification:
  - ISO 9001 and ISO 14001: International standards for quality management and environmental management that are often applied in the logistics industry.
  - Third Party Certification: Certification from an independent body that guarantees that logistics companies comply with certain standards.

- International Trade:
  - Trade Agreements: Agreements between countries that affect tariffs, quotas, and other trade rules.
  - Quarantine Regulations: Rules regarding the import and export of animal and plant products to prevent the spread of diseases and pests.

- Technology and Digitalization:
  - E-documentation: Regulations regarding the use of electronic documents to speed up logistics processes.
  - Data Security: Rules regarding data protection and privacy in the use of information technology in logistics.

- Competition and Monopoly:
  - Anti-Monopoly : Regulations to prevent monopolistic practices and ensure fair competition in the logistics industry.
  - Price Control: Rules regarding pricing and tariffs for logistics services.

By understanding and complying with these regulations, logistics companies can operate efficiently, safely and responsibly towards the environment and society.

Logistics regulations affect distribution. If logistics regulations are perceived well then distribution will be perceived well. That in an effort to improve distribution we must optimize logistics costs and regulations as distribution indicators several factors that influence logistics costs are:

Transportation costs:

- **Type of Transportation** : Shipping costs by truck, train, ship, or plane vary.
- **Distance and Route** : The distance traveled and the route chosen affect fuel costs and delivery time.
- **Availability of Transportation** : The availability of adequate modes of transportation can affect costs.

Storage costs:

- **Warehouse Rental** : Costs for renting or owning a warehouse.
- **Inventory Management** : Costs for managing stock, including labor and technology used.

Labor Costs:

- **Wages and Salaries**: Salaries for logistics workers, drivers, warehouse staff and other personnel.
- **Overtime and Overtime**: Additional costs for overtime work.

To improve distribution by paying attention to logistics regulations, what leaders must do is establish appropriate logistics regulations in certain areas where many things must be considered, one of which is human resources.

Logistics regulations affect distribution, many have researched this, including previous researchers.

The effect of dwelling time on distribution.

According to several sources, dwelling time is the period of time spent by containers or goods in a port terminal, airport, or storage facility before being further processed or sent to their final destination. The concept of dwelling time is very important in logistics and supply chain management because it can affect operational efficiency and costs.

Dwelling time influences distribution. If dwelling time is perceived well then distribution will be perceived well. That in an effort to increase distribution and dwelling time as distribution indicators

Several factors that influence dwelling time include:

a. Customs Process Efficiency: Slow customs inspection and approval processes can cause delays.
b. Port Capacity and Infrastructure: The availability of facilities such as cranes, trucks, and warehouses affects how quickly goods can be moved.
c. Port Operational Management: A good management system, including efficient work schedules and coordination between the parties involved, can reduce dwelling time.
d. Administrative Procedures: Complicated or inefficient documentation and administration procedures can prolong the stay of goods at the port.
e. Land Transportation Conditions: The availability and condition of roads, as well as the effectiveness of the land transportation system, influence the speed of goods delivery to and from the port.
f. Ship Frequency and Schedule: Ships that arrive not on schedule or rarely can cause a buildup of goods at the port.

g. Security and Surveillance: Strict security measures and repeated inspections can increase the dwell time of goods.
h. Inventory Management: Shippers and recipients who do not have a good inventory management system can cause delays in picking up goods from the port.
i. Economic and Trade Conditions: Fluctuations in international trade activity can affect the volume of goods processed and residence time at ports.
j. Weather and Natural Conditions: Bad weather and natural disasters can cause delays in port operations.

By identifying and managing these factors, ports and related parties can strive to reduce dwelling time and increase operational efficiency.To improve distribution by paying attention.

Dwelling time has an effect on distribution, many have researched this, including previous researchers.

Conceptual Framework for Research

Based on the findings of the problem formulation, very relevant previous research and research discussion, the conceptual framework of this article is structured as in Figure 1.

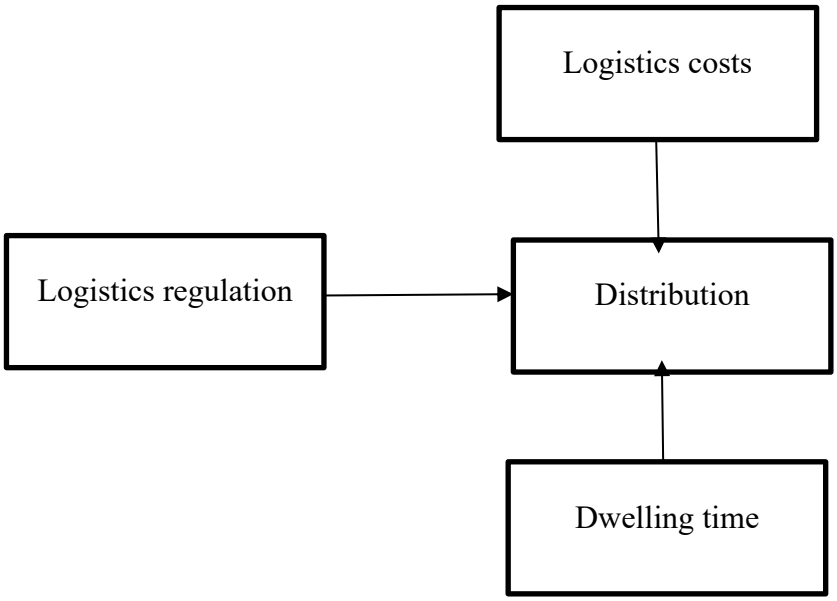

Figure 1: Conceptual Framework

Based on the conceptual framework above, then: logistics costs, logistics regulations, and dwelling time influence distribution. Apart from the three independent variables that influence the dependent variable, namely distribution, there are still several other variables that can influence distribution, including the following:

1) HR: Human Resources
2) Natural Resources: Natural Resources
3) SCM: Supply Chain Management

CONCLUSION

Based on the objectives, results and discussion, the conclusion of this article is to formulate a hypothesis for further research, namely:

1) logistics costs have a significant and influential effect on distribution
2) logistics regulations have a significant and influential effect on distribution
3) dwelling time has a significant effect on distribution

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