

(2) Operational hours

Saturday to Thursday

1st shift - 07:30 - 12:00 hrs.

13:00 - 15:30 hrs.

2nd shift - 15:30 - 17:00 hrs.

17:30 - 23:00 hrs.

Friday

1st shift - 07:30 - 11:30 hrs.

14:00 - 15:30 hrs.

2nd shift - 15:30 - 17:00 hrs.

17:30 - 23:00 hrs.

(Note) When necessary, overtime operations can be carried out.

(3) Operational hours for delivery and receipt of cargoes

Monday to Thursday

08:00 to 11:45 hrs.

13:00 to 16:45 hrs.

Friday

08:00 to 11:30 hrs.

14:00 to 16:45 hrs.

Saturday

08:00 to 11:45 hrs.

The RPA receives cargo for shipment on a vessel prior to the vessel's loading date in the transit shed and gives free storage to such a cargo for period of seven days prior to shipment. Cargo received into transit sheds after discharge from a vessel is also given a free storage period of seven days from midnight following the time of arrival alongside. (This period doesn't include Saturday afternoons, Sundays or public holidays.)

4.7.2 Container cargo handling

(1) Container cargo handling

Presently, container traffic is confined to the Sibuh Wharf. The containers handled are predominantly of a 20-foot size although 40-foot containers are also handled, as shown in Table-4.7.2.1.

Table-4.7.2.1 Containers Handled at Sibuh by Size in 1989

(Unit: TEU)

	20-Foot	40-Foot	Total
Import	5,896	107	6,003
Export	5,833	80	5,913
Total	11,729	187	11,916

(Source: RPA)

At the wharf, the port workers of the RPA discharge onto/loads from waiting trailers directly by the use of the crane or winch on board the vessel or a lattice boom truck crane of the RPA. These laden containers are then taken to/brought from the yard where they are stacked up to 2-high.

At the container yard, containers are moved by the use of forklifts, and sometimes a lattice boom truck crane is also used. Currently, the RPA has two forklifts. One is a Kalmar, which is for 20-foot and 40-foot containers and is capable of stacking containers 3-high. The other one is a Toyota, which is for 20-foot containers and can stack containers 2-high. Within the Port, handling of containers is carried out by the Mechanical Department of the RPA.

The Container Freight Station (Transit Shed 7) is used for both the stuffing of goods into the containers as well as for unstuffing of goods from the containers. Handling equipment, i.e., small forklifts and labour is provided by the RPA.

(2) Storage of containers

There is a shortage of storage space for empty containers. Although the main storage area is located between the port administrative building and the container freight station (transit Shed 7), empty containers are stored in any other vacant area. The average period of stay is three or

four weeks, but some empty containers stay over three months. This certainly contributes to the buildup of empty containers at the port. The main reason for the buildup of the empty containers is that the quantity of imports is simply very much more than that of exports in terms of TEU. The other reason is that most vessels leaving the Port carrying export commodities usually have little space for empty containers since the export commodities are mostly in the form of loose cargo.

Empty containers are stacked 3-high in the main storage area. Elsewhere, they are stacked 2-high. The fact that no charge is levied on empty containers stacked at the Port may have also encouraged the overstacking of containers.

On the other hand, laden containers are stacked 2-high. Laden containers are cleared within seven days on average.

4.8 Finances of the RPA

4.8.1 Funds for capital expenditure

The principles of the finances of the RPA are prescribed by the Port Authorities Ordinance, 1961. The funds for capital expenditure consist of the following:

(1) Grant

The RPA levies port dues and the dues are accounted for by the State Government and form part of the State Consolidated Fund, according to section 23 of the Port Authorities Ordinance, 1961. The RPA can withdraw a grant from this fund in the range of the amount of its port dues to finance the Authority's capital expenditure. The amount of the grant at the end of 1990 is 10,900,000 ringgit.

(2) Loan

The RPA can borrow money by way of loans, overdrafts or in other ways according to section 18 of the Port Authorities Ordinance, 1961. The RPA has borrowed money from the Asian Development Bank. This loan was made through the offices of the Federal and State Government for the Sibuluan Port Expansion Project and is repayable between 1976 to 1995 (20 years). The annual interest rate is 7.5%. The RPA also can make loans from Federal Government, State Government and other port authorities.

(3) Debenture

The RPA can issue debenture stock with approval of the Yang di-Pertua Negeri in Council but has never issued debenture stock.

(4) Retained earnings

The RPA can use retained earnings for capital expenditure with approval of the Board.

4.8.2 Tariffs

Dues, rates and charges that the RPA collects from users of the ports are provided by the Rajang Port Authority (Dues, Rates and Charges) Regulations, 1980 based on subsection (1) of section 64 of the Port Authorities Ordinance, 1961. They can be classified into three categories: charges for account of vessel, charges for account of consignee or shipper and general charges. Charges for account of vessel subdivided into wharfage, port dues and stevedorage. Wharfage is charged on all cargo loaded or discharged at the Authorities wharves. Port dues are charged for all cargo loaded or discharged by every vessel that enters the Port of Rajang, excluding cargo handled at a wharf belonging to the Authority. Stevedorage is charged for cargo landed to or loaded from the Authority's wharves. Charges for account of consignee or shipper are mainly receiving, sorting and delivery charges. Cargo remaining undelivered at the expiry of the free storage period (7 days) is charged overtime rates, but storage of empty containers is not charged. General charges consist of various charges such as hire of equipment.

These dues, rates and charges are summarized in Table-4.8.2.1.

Table-4.8.2.1 Main Charges of the RPA

Description	Kinds of Objects	Rates	Payers
Wharfage	Cargo to/from wharf	M\$ 2.30/tonne	Shipping lines (agents) Consignees or Shippers
	Cargo to/from overside at wharf	M\$ 1.15/tonne	
Port Dues	Cargo to/from the Port	M\$ 2.00/tonne	
Stevedorage	Rice, Sugar, Salt	M\$ 3.15/tonne	
	General Cargo	M\$ 6.00/tonne	
	Palletised Cargo	M\$ 5.00/tonne	
	Containers	M\$ 60.00/TEU	
Receiving Sorting and Delivery Charges	Rice, Sugar, Salt	M\$ 4.50/tonne	
	Other Cargo	M\$ 7.00/tonne	

(Note) There are special commodities and itemised charges besides the above.

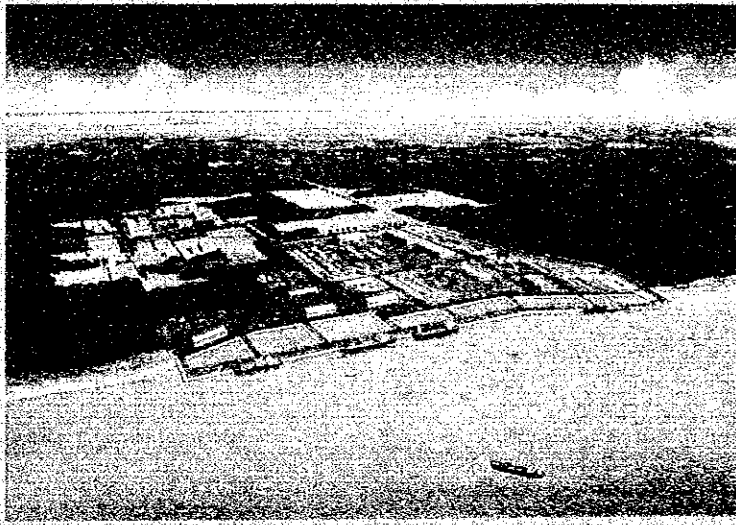
4.8.3 Financial situations

The Income and Expenditure Accounts of the RPA between 1986 and 1990 are shown in Table-4.8.3.1. The finances before taxation registered a surplus in 1986 and 1987, but they showed a deficit from 1988 to 1990. This is mainly because of port dues which were accrued to the State Government from 1988.

Table-4.8.3.1 Income and Expenditure Account

	(Unit: Ringgit)				
	1986	1987	1988	1989	1990
Operating Revenue	8,418,602	10,254,626	10,845,546	11,510,291	12,647,283
Revenue from Vessels	4,870,489	5,939,505	6,292,800	6,777,344	7,351,954
Receiving, Sorting and Delivery	3,482,959	4,221,564	4,424,588	4,658,863	5,106,974
Sundry Income	65,154	93,557	128,158	74,084	188,355
Operating Expenditure	9,026,902	10,440,203	11,407,792	11,842,119	12,943,539
Staff Salaries and Allowances	3,191,656	3,278,133	3,604,718	3,885,886	4,283,283
Labourers' wages	2,134,527	2,619,265	2,620,620	2,673,013	2,940,127
Administrative Expenditures	1,877,592	2,052,704	2,459,720	2,566,469	2,611,278
Repairs and Maintenance	299,700	327,165	544,618	487,000	464,728
Depreciation	1,523,427	2,162,936	2,178,116	2,229,751	2,644,123
Operating Income for the Year	-608,300	-185,577	-562,246	-331,828	-296,256
Non-operating Revenue	8,012,453	8,664,377	1,051,256	491,049	417,982
Port Dues	5,782,429	6,696,262	0	0	0
Interest Income	2,230,024	1,964,354	817,641	452,457	407,536
Other Revenue		3,761	233,615	38,592	10,446
Non-operating Expenditure	1,345,160	710,660	623,774	402,892	349,709
Loan Interest	451,847	412,141	382,391	342,644	293,466
Other Expenditure	893,313	298,519	241,383	60,248	56,243
Non-operating Income	6,667,293	7,953,717	427,482	88,157	68,273
Surplus Before Taxation	6,058,993	7,768,140	-134,764	-243,671	-227,983
Taxation	2,528,000	4,835,228	-929,000	700,500	-7,000
Surplus After Taxation	3,530,993	2,932,912	794,236	-944,171	-220,983

(Note) Port dues accrued to the State Government from 1988.



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