

**Vol.1**

**Final Report**

**The Study**

**on**

**the Development Scheme**

**for**

**the Principal River Ports**

**in Indonesia**



**May 2002**

**Note: The following exchange rate are used in this report**

**US\$ 1.00 = Indonesian Rp. 9,500 = Japanese Yen 118.-**

**September 2001**

Japan International Cooperation Agency (JICA)  
Directorate General of Sea Communication (DGSC)  
Ministry of Communications

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The Overseas Coastal Area Development Institute of Japan (OCDI)  
Pacific Consultants International (PCI)



**Muara Sabak Port (Jambi) Master Plan (2025)**



**Talang Duku Port (Jambi) Master Plan (2025)**



**Palaran Port (Samarinda) Master Plan (2025)**



**Samarinda Port (Samarinda) Master Plan (2025)**

## PREFACE

In response to the request from the Government of the Republic of Indonesia, the Government of Japan decided to conduct "The Study on the Development Scheme for the Principal River Ports in Indonesia" and entrusted the study to the Japan International Cooperation Agency (JICA).

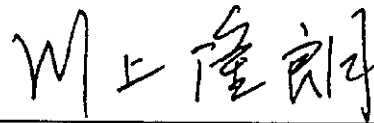
JICA selected and dispatched a study team headed by Mr. Takechiho Tabata of the Overseas Coastal Area Development Institute of Japan (OCDI) and comprised of OCDI and Pacific Consultants International (PCI) to Indonesia four times between February 2001 and May 2002.

The team held discussions with the officials concerned of the Government of Indonesia and conducted field surveys at the study area. Upon returning to Japan, the team conducted further studies and prepared this final report.

I hope that this report will contribute to the promotion of this project and to the enhancement of friendly relations between our two countries.

Finally, I wish to express my sincere appreciation to the officials concerned of the Government of Indonesia for their close cooperation extended to the study team.

May 2002



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Takao Kawakami

President

Japan International Cooperation Agency



## LETTER OF TRANSMITTAL

May 2002

Mr. Takao Kawakami  
President  
Japan International Cooperation Agency

Dear Mr. Kawakami:

It is my great pleasure to submit herewith the Final Report of "The Study on the Development Scheme for the Principal River Ports in Indonesia".

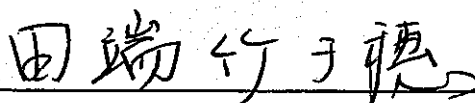
The study team comprised of the Overseas Coastal Area Development Institute of Japan (OCDI) and Pacific Consultants International (PCI) conducted surveys in the Republic of Indonesia over the period between February 2001 and May 2002 according to the contract with the Japan International Cooperation Agency (JICA).

The study team compiled this report, which proposes the future development scenario for the principal river ports and Master Plans and Short-term Plan of Jambi Port and Samarinda Port up to 2025 and 2007 respectively, through close consultations with officials of the Ministry of Communications of the Indonesian Government and other authorities concerned.

On behalf of the study team, I would like to express my heartfelt appreciation to the Ministry of Communications and other authorities concerned for their cooperation, assistance, and heartfelt hospitality extended to the study team.

I am also very grateful to the Japan International Cooperation Agency, the Ministry of Foreign Affairs, the Ministry of Land, Infrastructure, and Transport, and the Embassy of Japan in Indonesia for valuable suggestions and assistance during the course of the study.

Yours faithfully,



Takechiho Tabata

Team Leader

The Study on the Development Scheme  
for the Principal River Ports in Indonesia

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Volume 1

Development Scenarios for the Principal River Ports

Part 1

Introduction

## **Part 1 INTRODUCTION**

### **1. INTRODUCTION**

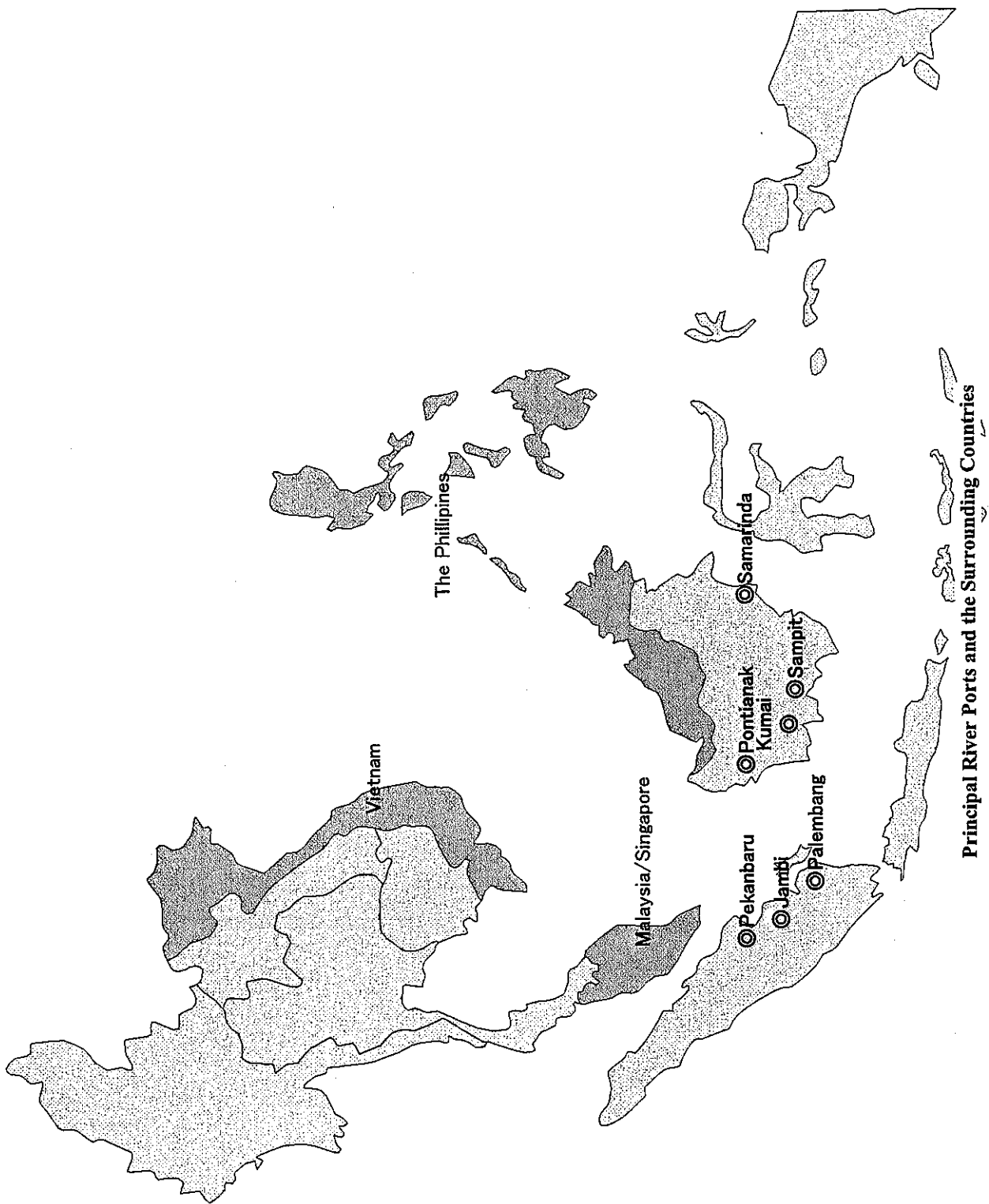
#### **1.1 Introduction**

In response to the request of the Government of the Republic of Indonesia (hereinafter referred to as “GOI”), the Government of Japan (hereinafter referred to as “GOJ”) has decided to conduct the Study on the Development Scheme for the Principal River Ports in Indonesia (hereinafter referred to as “the Study”).

Accordingly, the Japan International Cooperation Agency (hereinafter referred to as “JICA”), the official implementation agency of technical cooperation programs of GOJ, dispatched a preparatory study team to Indonesia in September 2000, and reached an agreement with GOI on the scope of the Study.

JICA dispatched a full-scale study team headed by Mr. Takechiho Tabata (hereinafter referred to as “the Study Team”) in February 2001 to carry out the Study. During the succeeding twelve month, the Study Team carried out interviews and site visits on the target ports and prepared the Progress Report, Interim Report (1), and Interim Report (2) to show the interim results of the Study. The Study was made up of three separate two-month field surveys. Throughout the Study, the Study Team maintained close contact with the Directorate General of Sea Communication (hereinafter referred to as “DGSC”), the counterpart agency of this Study, and responded to the comments and requests of GOI.

The Study Team prepared this Draft Final Report compiling all the study findings and data analysis. This report also includes recommendations on the policy mix to be taken for the development of the principal river ports. The Study Team will finalize this report taking account of the views and comments of GOI.



Principal River Ports and the Surrounding Countries

## **1.2 Background of the Study**

Indonesia is an island country formed by a great archipelago. It is located at the crossroads of the busiest shipping routes linking Europe, the Far East, North America, and Oceania. Accordingly, Indonesian ports have been playing important roles in sustaining the economic activities of the country. They are indispensable for both domestic and international transportation. In the age of global economic integration, ports will continue to serve the nation as one of the key infrastructures.

On the other hand, Indonesia is in a process of decentralization in terms of economy and administration. Port management is no exception in the process, and thus requires an integrated policy which is both economically sound and technically feasible. Among numerous ports in Indonesia, river ports need special attention. That is because those ports require significant efforts and funds to maintain, while they are essential to sustain the regional economy. Out of 25 strategic ports, six are located in rivers and account for 15% of the total cargo throughput. Maintenance dredging of the river ports currently consumes a quarter of the total national budget for the port sector and will become harder to continue unless the costs are properly controlled and distributed among the parties concerned.

Siltation is a chronic problem for river ports and requires a significant amount of study to understand, not to mention to find a way to control. This Study is therefore conceived to collect the data on natural conditions rather in detail. Extensive field surveys will be carried out in the course of the Study, including sedimentation and geotechnical conditions. An economic viewpoint is also important since there could be alternatives to maintaining a river port, including creation of a new seaport. Ever enlarging vessels require deeper draft in the years to come. Introduction of shallow-draft vessels also needs attention as it could reduce the dredging costs.

Taking into account the above situation, the Study addressed both economic and physical aspects of the seven principal river ports and proposed a policy-mix to realize their sustainable development.

### 1.3 Abbreviations

ADPEL	Port Administrator Office
ADB	Asian Development Bank
AMDAL	Environmental Impact Assessment
ASEAN	Association of South East Asian Nations
BAPEDAL	Environmental Management Agency
BAPEDALDA	Provincial Environmental Management Division
BAPPEDA	Provincial Development and Planning Board
BAPPENAS	National Development Planning Agency
BOD	Biological Oxygen Demand
BOT	Built-Operate-Transfer
BPS	Central Bureau of Statistics
BPPN	Indonesian Banking Restructuring Agency
BUMN	State Owned Company
CFS	Container Freight Station
CPO	Crude Palm Oil
DINAS	Provincial government
DGAC	Directorate General of Air Communication
DGLC	Directorate General of Land Communication
DGSC	Directorate General of Sea Communication
DLKR	Port Working Area
DLKP	Port Interest Area
EIA	Environmental Impact Assessment
GBHN	Broad Outlines of the Nation's Direction
GDP	Gross Domestic Product
GOI	Government of Indonesia
GOJ	Government of Japan
GRDP	Gross Regional Domestic Product
GRT	Gross Register Tonnage
GT	Gross Tonnage
IBRA	Indonesian Banking Restructuring Agency
IBRD	International Bank of Reconstruction and Development
INSA	Indonesian National Ship Owner Association

IPC	Indonesia Port Corporation
JBIC	Japan Bank for International Cooperation
JICA	Japan International Cooperation Agency
KANPEL	Port Administration Office (Non-commercial Port)
KANWIL	Provincial Branch Office of the Ministries
KAPET	Integrated Economic Development Areas
MOC	Ministry of Communications
MOF	Minister of Finance
MOU	Minutes of Understanding
NO <sub>x</sub>	Nitrogen Oxide
OD	Origin and Destination
OECF	Overseas Economic Cooperation Fund
PELINDO	IPC (Indonesia Port Corporation)
PELNI	Indonesian National Shipping Company
PERINTIS	Pioneer Ship System to Serve Remote Area
PERUMKA	Indonesia State Railways
PELRA	Traditional Wooden Vessel
PERSERO	State-Owned Company
PERTAMINA	State-Owned Oil Company
PERUM ASDP	State-Owned Ferry Terminal Company
PJP	The Second Long Term Development Plan
PROPENAS	New National Five-year Development Program
P.T.	Limited Company
PT.RUKINDO	Indonesia Dredging Company
REPELITA	National Five-year Development Plan
REPELITADA	Local Five-year Development Plan
RKL	Environmental Management Plan
RPL	Environmental Monitoring Plan
Rp.	Rupiah
RTRW	Spatial Use Plan
SPM	Suspended Particulate Material
SS	Suspended Solid
TEU	Twenty Foot Equivalent Unit