

10.2.4 Pontianak

(1) Problem Areas

The Study Team identified the problem areas of Pontianak as follows:

1) Mixed-use of 710m long Wharves

There are 3 container wharves at Pontianak, but each container wharf is separated from the other wharf. There is a small creek between No.6 and No.7 container wharf. There is a general cargo wharf (No.5 wharf) between No.4 and No.6 container wharf. The mixed-use of 710m long wharves is inevitably decreasing the efficiency of cargo handling activity at Pontianak. Wharf allocation for each specific cargo handling must be improved.

2) Demarcation of Port Roles between Pontianak and Nipah Kuning

The Port of Nipah Kuning is located some 7km down the stream from the existing Pontianak port, and has been developed to accommodate traditional and small cargo vessels. But, the thorough accommodation of traditional and small cargo vessels at Nipah Kuning has not been carried out yet, because quite a lot of traditional and small cargo vessels are berthing at No.2 wharf at the existing Pontianak port to load/unload their own cargoes. Needless to say, it takes a long time for traditional and small cargo vessels to load/unload at port due to their own way of cargo handling by means of human power. In order to increase the efficiency of cargo handling at the Pontianak port, the existing port must be specialized for a container/general cargo terminal in the West Kalimantan. On the other hand, the Port of Nipah Kuning must be specialized for a base port for handling of traditional and small vessel cargoes.

3) Obstacles of Yard Operation at Pontianak

There is a small creek, named “Sei Jawi“, between No.7 and No.6 container wharf. In order to carry out cargo handling activities as efficiently as possible, the port needs both a long and continuous wharf and a broad and solid yard. In this sense, the Sei Jawi creek has been obstructing the efficient container cargo handling at Pontianak. On the other hand, the Sei Jawi creek is playing an important role when local residents need free access to the riverfront. Accordingly, landfill of the creek to construct continuous container wharves, will deprive residents of the right of free access to the river. Appropriate port improvement other than landfill should be implemented. There is also a broken part in the container yard behind No.6 container wharf. This broken part of the yard is obstructing the smooth container handling. The restoration of the broken yard is very urgent.

4) Maintenance Dredging at the Mouth of the Kapuas Kecil River

In order to maintain the water depth of 5m around the river mouth, maintenance dredging is required in 15km of the channel from the estuary. On average, 1.3 million cubic meters of

riverbed materials is dredged annually, costing Rp. 5.1 billion.

5) Poor Port Road behind the Port of Pontianak

Pavement of the port road behind the port is not complete to endure the heavy weight by truck. The width of the port road is also not enough to accommodate a wide and long vehicle. In addition, the Port of Pontianak is located in the city center. This causes the port road to attract a great amount of city traffic on road. Due to the above reasons, the port road is always congested, and port cargoes are obliged to be transported to/from the port hinterland by means of small trucks. The reinforcement and widening of the port road at Pontianak is a pressing issue.

(2) Development Potential

1) Prospective Industries

Plantation of oil palm, rubber and coconut is the main industry of Pontianak. Logs production is low compared with the Central and East Kalimantan. Per capita GRDP of the province is the lowest among provinces of the East, Central and West, requiring economic development measure. The Study Team identified the following prospective industries for the West Kalimantan Province: Plantation of oil palm, CPO processing factory.

Table 10.2.7 Economic Indicators of the West Kalimantan Province

Item	Indicators	Remarks
Area (km ²)	146,807	
Population (,000)	3,636	In 1995
GRDP with oil & gas (billion Rp.)	15,666	Market price in 1998
GRDP without oil & gas (billion Rp.)	15,666	Market price in 1998
Industrial output (billion Rp.)	4,316	Non oil and gas manufacturing, market price in 1998
Area for crop (ha)	719,164	
Area for forestry production (ha)	1,506	
Crude oil production (BBLs)	NA	
Natural gas production (MSCF)	NA	

2) Demand Forecasts

Table 10.2.8 Preliminary Demand Forecast for Pontianak

(1,000 t)

Year	International	Domestic	Total	Public	Total container cargo
1988/89	918	648	1,566	803	267
2000	961	2,520	3,481	1,400	903
2007	1,366	3,995	5,613	2,470	1,996
2025	3,579	10,017	15,458	6,547	5,233
Growth rates per year					
1988/9-2000	0.4%	13.1%	7.5%	4.7%	27.6%
2000-2007	5.2%	6.8%	7.1%	8.4%	12.0%
2007-2025	5.5%	5.2%	5.8%	5.6%	5.5%
2000-2025	5.4%	5.7%	6.1%	6.4%	7.3%

Figure 10.2.7 Location Map of Pontianak and Nipah Kunig

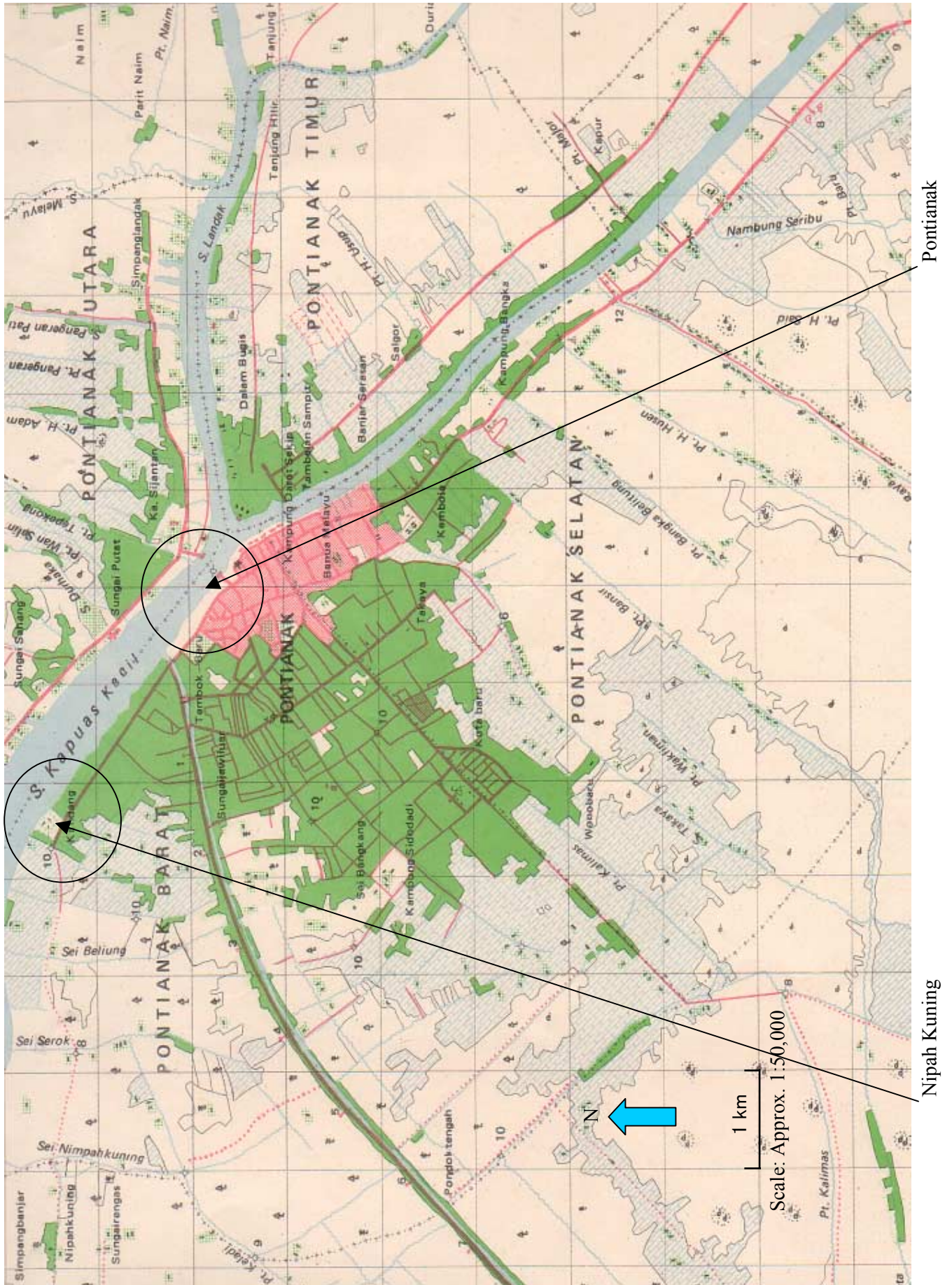


Figure 10.2.8 Location Map of Jungkat



Jungkat

10.2.5 Kumai

(1) Problem Areas

The Study Team identified the problem areas of Kumai as follows:

1) Narrow Cargo Handling Space

The Port of Kumai is equipped with 322m long wharves, and handled 575 thousand tons cargoes in 1999. But, the port has a very narrow cargo handling yard. The width of wharves is only 10m long. Thus, the port is always filled with cargoes. In addition, passenger ships call at the port frequently, and this causes the Port of Kumai to be busy and crowded all the time.

2) Lack of Cargo Handling Equipment

There is no efficient cargo handling equipment at Kumai. In general, loading/unloading activity at Kumai must be carried out by ship cranes and human power. This causes the inefficiency of cargo handling at Kumai. The port needs urgent introduction of efficient cargo handling equipment.

3) Limited Expansion Potential at Kumai

The expansion potential of the Port of Kumai is considered by land-use around the port. The existing port facilities are located on the right bank of the Kumai River, and the central business district of Kumai is just behind the port, therefore the port is not able to step back toward the city to expand the port capacity. In addition, the port is not able to expand alongside of the river, because the central business district has already occupied the riverfront areas. Accordingly, a new port other than the existing Kumai port is required to be developed to handle rapidly growing port cargoes.

4) Maintenance Dredging at Mouth of the Kumai River

In order to maintain the water depth of 5m around the river mouth and in the river channel, maintenance dredging is required in 10 km of the channel from the estuary. On average, 400 thousand cubic meters of riverbed materials is dredged annually, costing Rp. 1.7 billion.

(2) Development Potential

1) Prospective Industries

Plantation of palm oil and rubber is the main industries of Kumai. Production of logs and plywood is another mainstay of the province's economy. Those industries greatly contribute to the economy of Kumai Province. The Study Team identified the following prospective industries for the Kumai Province: Plantation of oil palm and rubber, CPO processing factory and forestry production.

Table 10.2.9 Economic Indicators of the Central Kalimantan Province

Item	Indicators	Remarks
Area (km ²)	153,564	
Population (,000)	1,627	In 1995
GRDP with oil & gas (billion Rp.)	8,610	Market price in 1998
GRDP without oil & gas (billion Rp.)	8,610	Market price in 1998
Industrial output (billion Rp.)	NA	Non oil and gas manufacturing, market price in 1998
Area for crop (ha)	369,920	
Area for forestry production (ha)	4,302	
Crude oil production (BBLs)	NA	
Natural gas production (MSCF)	NA	

2) Demand Forecasts

Table 10.2.10 Preliminary Demand Forecast for Kumai

(1,000 t)

Year	International	Domestic	Total	Public Excluding CPO	Total container cargo
1993	241	250	491	253	-
2000	252	462	696	393	-
2007	275	703	1,259	610	68
2025	360	1,336	2,796	1,313	789
Growth rates per year					
1993-2000	0.6%	9.2%	5.1%	6.5%	
2000-2007	1.3%	6.2%	8.8%	6.5%	
2007-2025	1.5%	3.6%	4.5%	4.4%	14.6%
2000-2025	1.4%	4.3%	5.7%	4.9%	

Figure 10.2.9 Location Map of Kumai

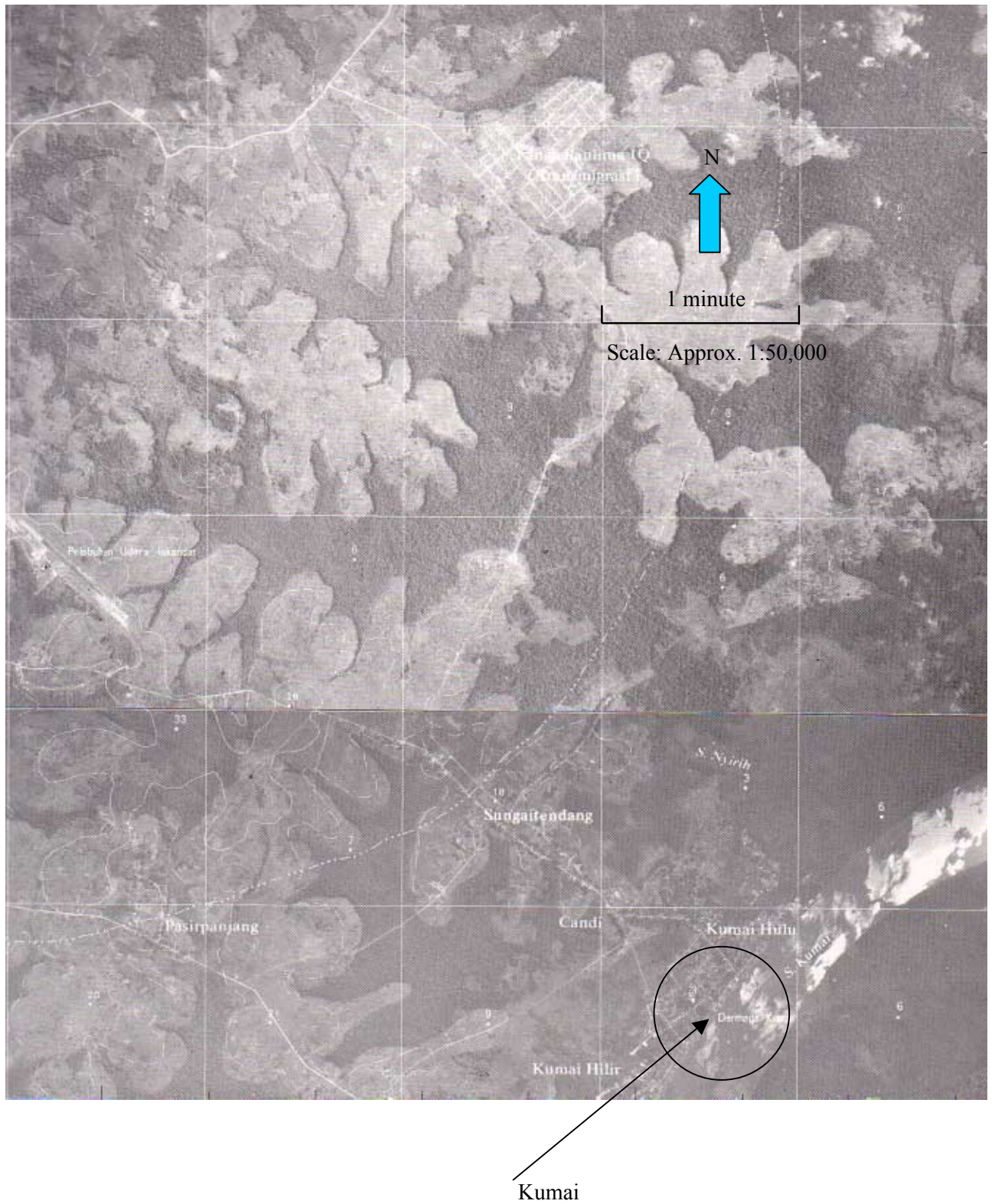
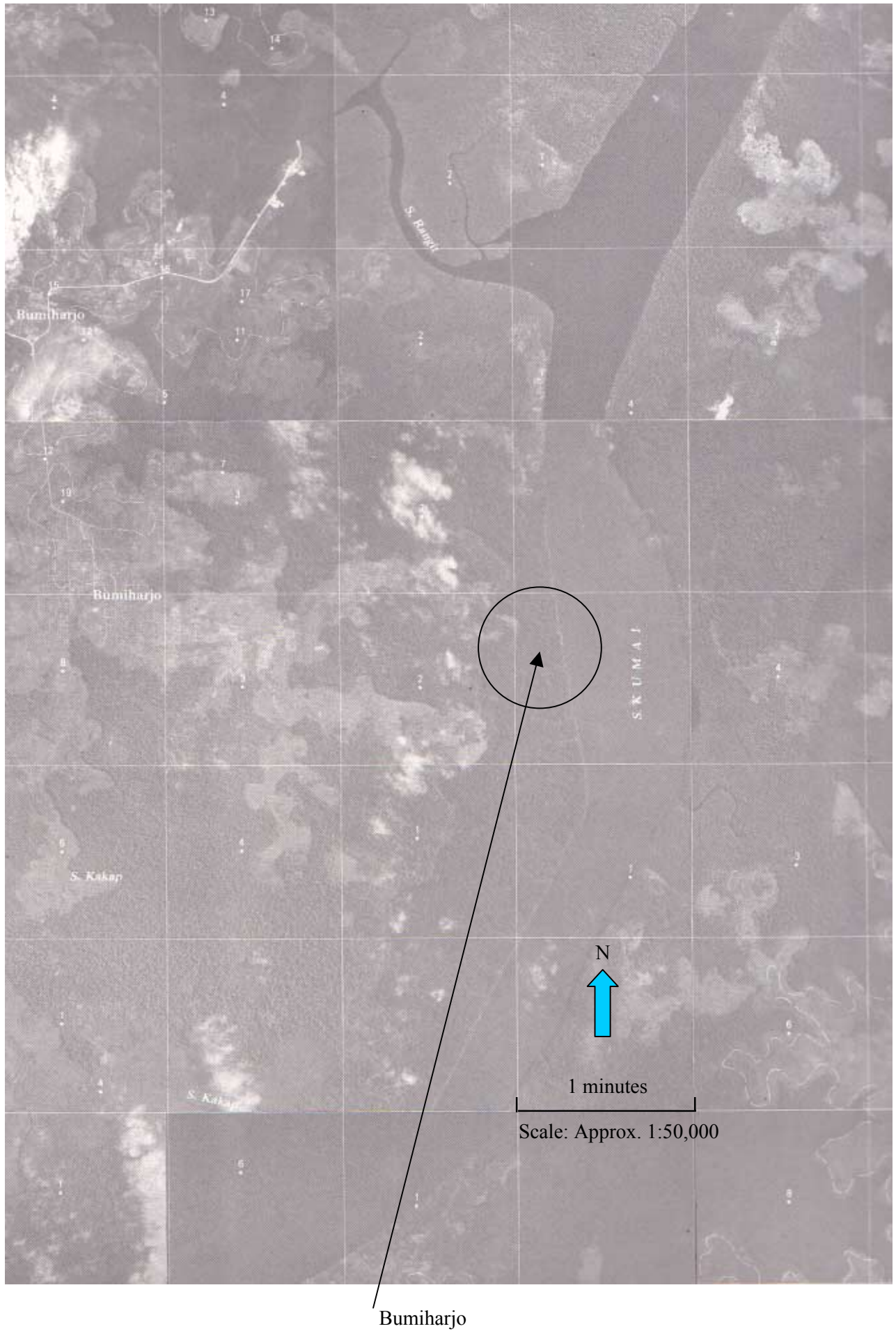


Figure 10.2.10 Location Map of Bumiharjo



10.2.6 Sampit

(1) Problem Areas

The Study Team identified the problem areas of Sampit as follows:

1) Narrow Cargo Handling Space

The Port of Sampit is equipped with 316m long wharves, and handled 286 thousand tons cargoes in 1999. But, the port has a very narrow cargo handling yard. The width of wharves is only 10m long. Thus, the port is always filled with cargoes. In addition, passenger ships call at the port frequently, and this causes the Port of Sampit to be busy and crowded all the time.

2) Lack of Cargo Handling Equipment

There is a mobile crane and a forklift at Sampit, but only one unit of each cargo handling equipment is provided for the port. Therefore, the greater part of loading/unloading activity is depending on ship cranes and human power. This causes the inefficiency of cargo handling at Sampit. The port needs urgent introduction of a necessary number of cargo handling equipments.

3) Limited Expansion Potential at Sampit

The expansion potential of the Port of Sampit is considered by land-use around the port. The existing port facilities are located on the right bank of the Mentaya River, and the central business district of Sampit is just behind the port, therefore the port is not able to step back toward the city to expand the port capacity. In addition, the port is not able to expand alongside of the river, because, the central business district has already occupied the riverfront area. Accordingly, a new port other than the existing Sampit port is requires to be developed to handle rapidly growing port cargoes.

4) Maintenance Dredging at the Mouth of the Mentaya River

In order to maintain the water depth of 4.5m around the river mouth and in the river channel, maintenance dredging is required in 15 km of the channel from the estuary. On average, 700 thousand cubic meters of riverbed materials is dredged annually, costing Rp. 2.8 billion.

(2) Development Potential

1) Prospective Industries

Plantation of palm oil and rubber is the main industry of Sampit. Production of logs and plywood is another mainstay of the province's economy. Those industries greatly contribute to the economy of Sampit Province. A preliminary survey identified the following prospective industries for Sampit Province: Oil palm plantation, CPO processing factory and forestry

production.

Table 10.2.11 Economic Indicators of the Central Kalimantan Province

Item	Indicators	Remarks
Area (km ²)	153,564	
Population (,000)	1,627	In 1995
GRDP with oil & gas (billion Rp.)	8,610	Market price in 1998
GRDP without oil & gas (billion Rp.)	8,610	Market price in 1998
Industrial output (billion Rp.)	NA	Non oil and gas manufacturing, market price in 1998
Area for crop (ha)	369,920	
Area for forestry production (ha)	4,302	
Crude oil production (BBLs)	NA	
Natural gas production (MSCF)	NA	

2) Demand Forecasts

Table 10.2.12 Preliminary Demand Forecast for Sampit

(1,000 t)

Year	International	Domestic	Total	Public	Total Container Cargo
1991	57	707	764	135	40
2000	80	897	977	218	119
2007	108	1,099	1,608	427	262
2025	191	1,870	2,961	1,298	1,048
Growth rates per year					
1991-2000	3%	2%	2%	7%	25%
2000-2007	4%	3%	7%	10%	12%
2007-2025	3%	3%	3%	6%	8%
2000-2025	4%	3%	5%	7%	9%

Figure 10.2.11 Location Map of Sampit

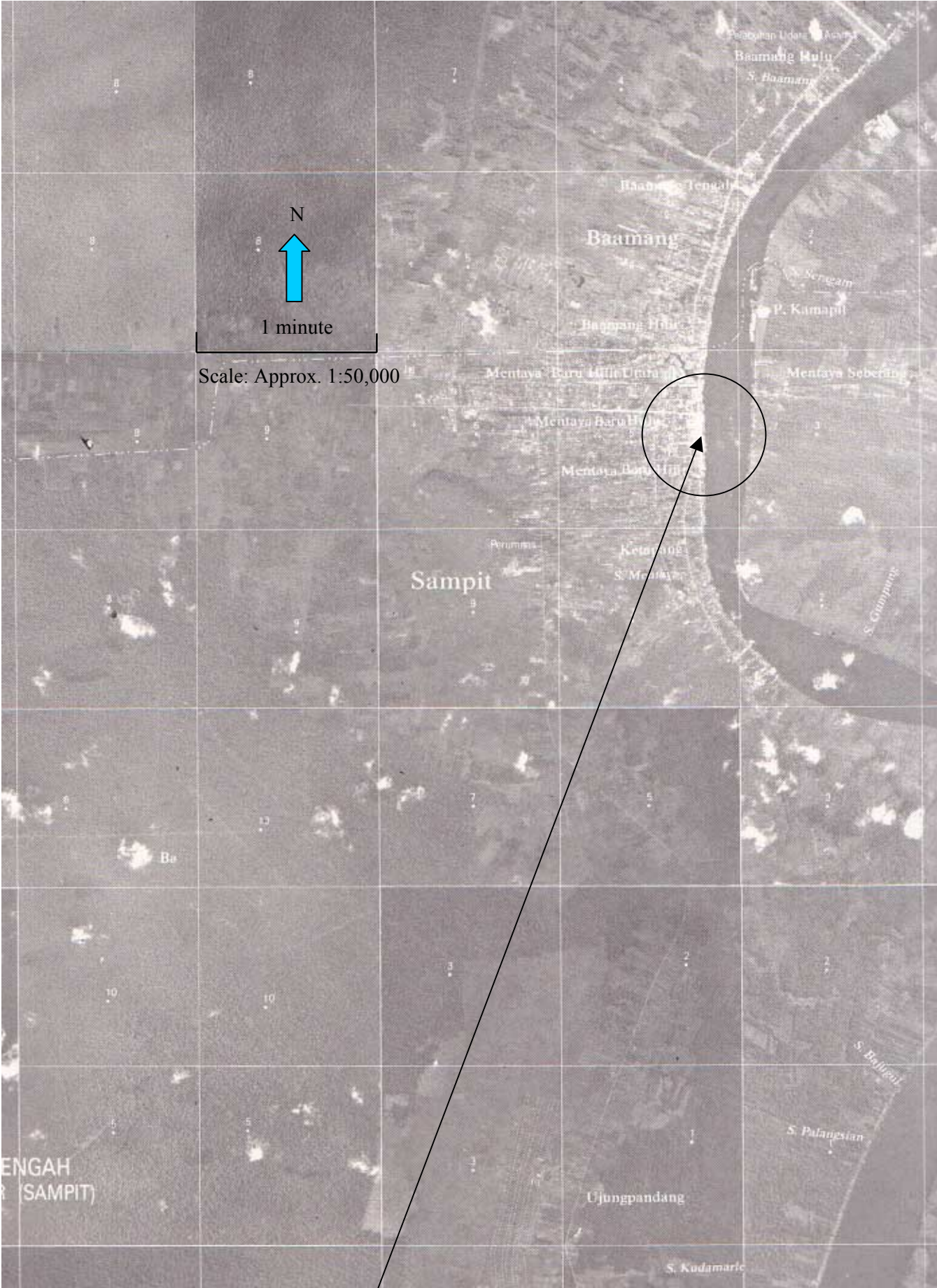


Figure 10.2.12 Location Map of Bagendang

