

22.9 Administrative Framework

22.9.1 Outline of Jambi Port

Jambi port is located in Jambi Province, which has a population of about 3 million. Jambi City is 20 minutes' drive from the Jambi airport. Jambi Port consists of three areas, Talang Duku, Muara Sabak, and Kuala Tungkal. Within the provincial government, BAPPEDA and DINAS are responsible for port development projects. DINAS used to be a part of the Ministry of Communications, but it merged with the local government in January 2001.

IPC II Jambi branch office serves as the port authority and manages Jambi port. The port is located in the upstream of the Batang Hari River about 145 km from the river mouth. Port functions in Jambi used to be carried out near the city center, but the old port was abandoned and Talang Duku took over its place in 1997. The old port is still used for local traffic of passengers and daily commodities as it is inside the urban area. Talang Duku is located 15 km downstream from the city. New port facilities were constructed in 1996. IPC II Jambi branch office has already been relocated to the Talang Duku area. Port Working Area has still not been established for this 50-ha area. Port facilities were constructed by a sector loan of JBIC at Muara Sabak, 15 km upstream from the river mouth of the Batang Hari River. One third of the 50 km access road to the site is not yet paved. Although Muara Sabak has a jetty and a yard of 150 ha, Port Working Area is not established in this area either.

The main exports of Jambi port are rubber and logs. Jambi Port is classified as Class 4. IPC II Jambi Branch Office also manages Kuala Tungkal area at the mouth of the Tungkal River. There are two passenger piers in Kuala Tungkal, but there is no room for further port development.

Jambi ADPEL is responsible for the safe navigation along the Batang Hari River, while Tungkal ADPEL is responsible for safe navigation along the Tungkal River. The Port Working Area (Land Areas and Water Areas) and the Port Interest Area (Water Areas) exactly overlap in both rivers. The channel buoy administrative office in Palembang takes care of buoys and a lighthouse.

22.9.2 Port Management in Jambi

(1) IPC II and IPC II Jambi Branch Office

The organization and the composition of the staff are as follows:

The number of employees of IPC II is 512, that of IPC II branch office is 2,793 and that of Jambi Branch Office is 100.

Figure 22.9.1 shows the organization chart of IPC II.

Figure 22.9.2 shows the organization chart of Jambi office.

Figure 22.9.3 shows the number of staff of IPC II branch office in 2001.

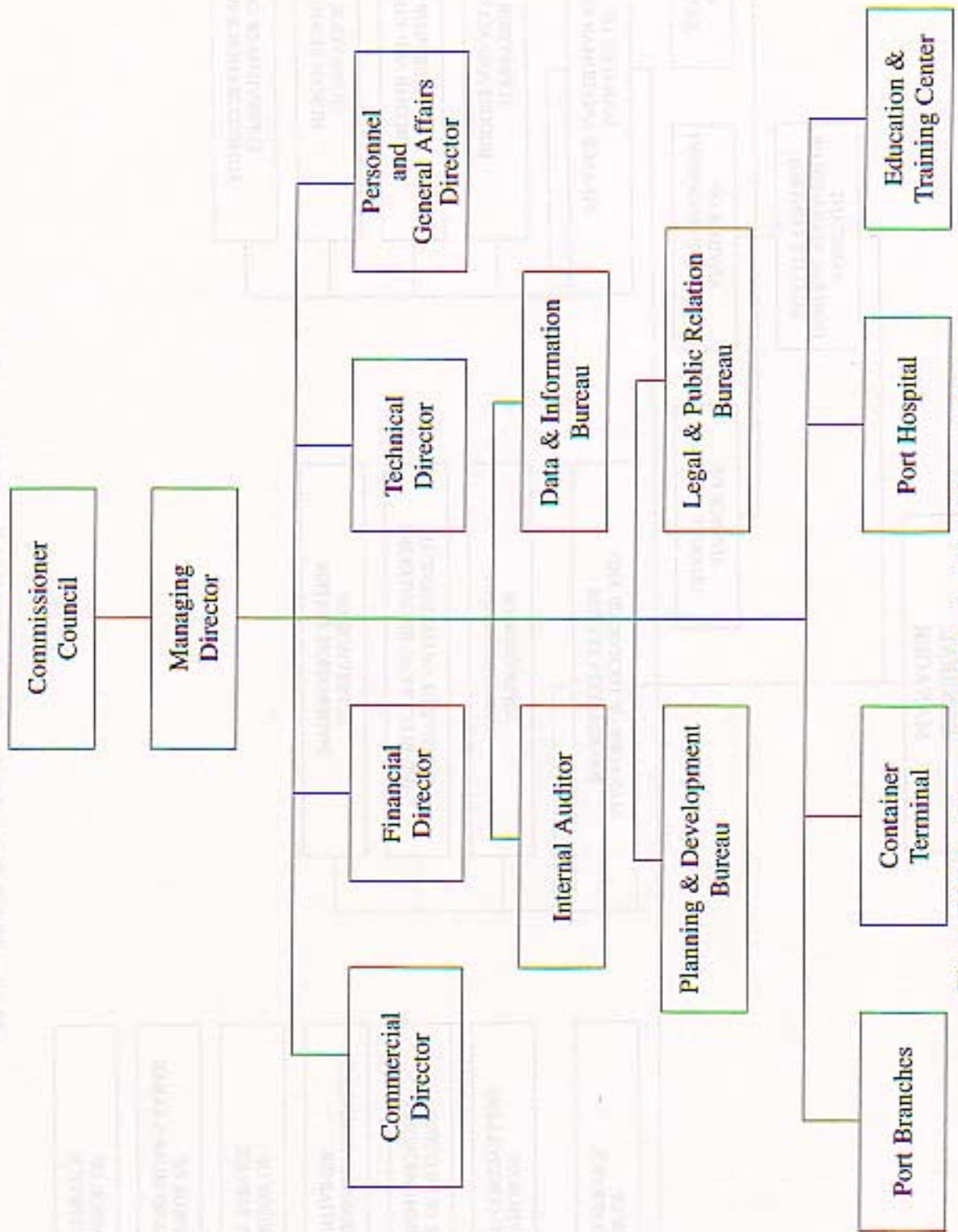


Figure 22.9.1 Organization Chart of IPC II Head Office

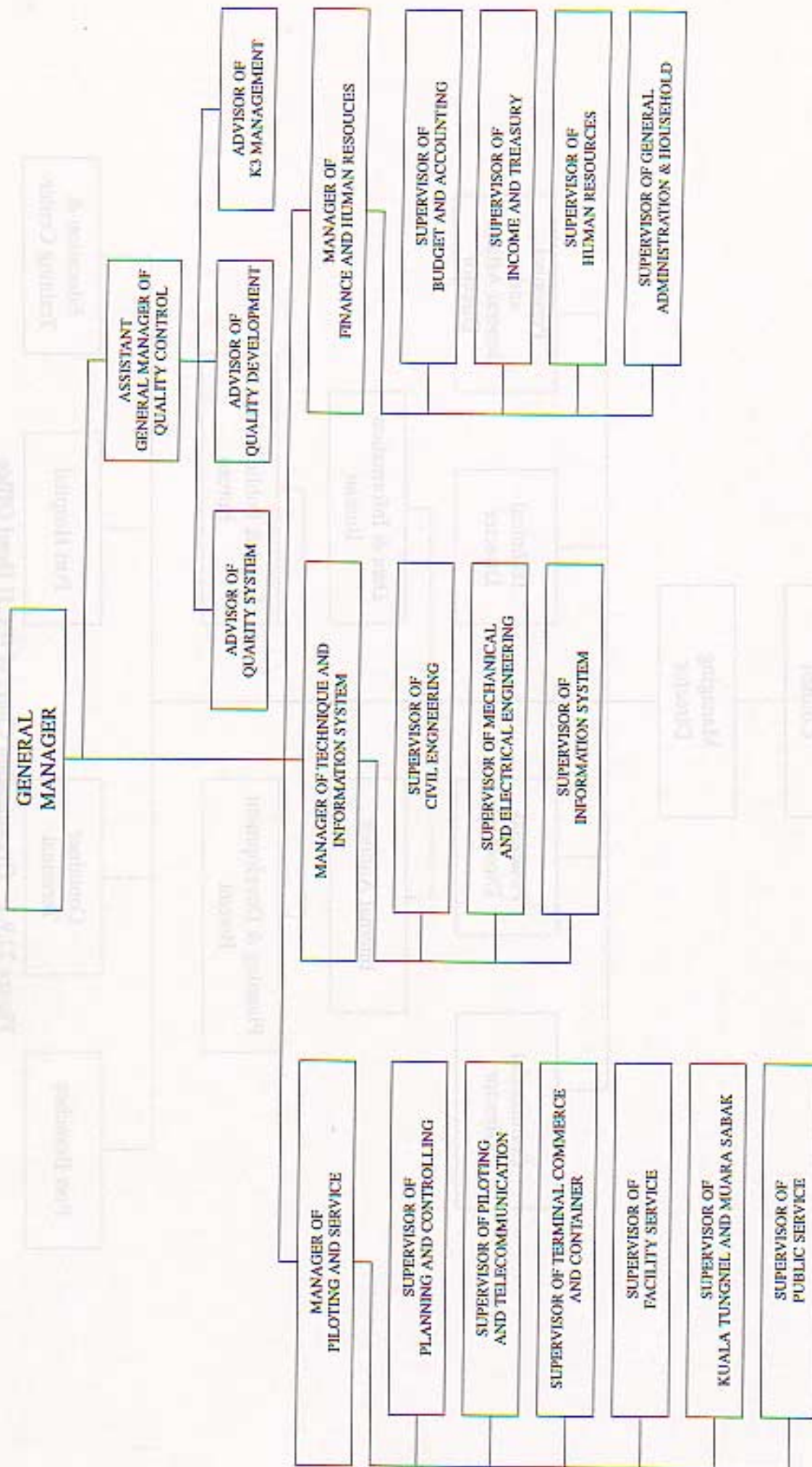


Figure 22.9.2 Organization Chart of IPC II Jambi Branch Office

Table 22.9.1 The Number of Staff at IPC II's Branch Office in 2001

NO	BRANCH OFFICE	GM	PERS. & GEN. AFFS DIVISION			FINANCIAL DIVISION			TECHNICAL DIVISION			PLANTING DIVISION			GENERAL SERVICES DIVISION			CONTAINER DIVISION			QC DIVISION			PROCESSEMENT DIVISION			TERMINAL DIVISION			PROPERTY DIVISION			PPSA DIVISION			TOTAL				
			Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks	Manager	Supervisor	Clerks					
1	TANJUNG PRIOK	1	4	9	261	4	11	85	4	10	108	4	7	282	4	5	27	-	-	-	1	3	9	4	-	13	4	10	106	3	5	07	5	13	168	37	73	1,146	1,256	
2	PAJANING	1	4	6	17	3	6	16	4	6	14	3	2	57	4	6	29	4	9	98	1	3	2	-	-	-	-	-	-	-	-	-	-	-	-	-	23	38	233	294
3	PALEMBANG	1	4	7	25	3	7	15	4	6	17	3	3	74	4	7	67	3	5	32	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	38	230	290
4	PONTIANAK	1	4	6	4	3	6	7	4	6	7	3	3	39	4	8	25	3	7	21	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	39	101	163
5	TELUK BAYUR	1	4	6	19	3	6	15	4	6	13	3	2	42	5	9	47	-	-	-	-	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	19	32	139	190
6	CIBEDON	1	5	8	19	-	-	-	5	4	11	5	10	46	-	-	-	-	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	24	76	116
7	BARTEI	1	1	3	19	1	3	12	1	4	10	1	3	22	1	4	19	-	-	-	1	3	9	-	-	-	1	3	18	-	-	-	-	-	-	7	23	109	139	
8	JAMBU	1	1	4	19	-	-	-	1	3	8	1	6	53	-	-	-	-	-	-	-	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	4	16	80	100
9	BENGKULU	1	1	2	2	1	2	5	1	3	5	1	5	16	-	-	-	-	-	-	-	1	1	1	-	-	1	3	8	-	-	-	-	-	-	5	16	37	58	
10	SUMBA KULAPA	1	1	4	15	1	3	11	1	4	5	-	-	-	1	6	50	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	4	18	81	103	
11	PAHANGAL BALAPI	1	1	2	18	-	-	-	1	2	2	-	-	-	1	4	16	-	-	-	-	1	1	1	-	-	-	-	-	-	-	-	-	-	-	3	9	37	49	
12	TARUBUNG PANDEMA	1	1	2	6	-	-	-	1	2	1	-	-	-	1	4	16	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	3	9	23	35	
	TOTAL	12	31	59	424	19	44	166	31	56	201	24	41	631	25	53	296	10	21	151	6	27	25	4	-	13	6	16	132	3	5	07	5	13	168	164	335	2,294	2,793	

Note:

- Head Quarter and Port Training Center are excluded.

- Clerks : Implementor & Operator.

: Joined.

(2) Workforce of IPC II Jambi Branch Office in 2007 and in 2025

1) Workforce of Staff for Cargo Handling

Currently, Talang Duku is the main public cargo terminal of the Jambi Port. Muara Sabaku has not started operation. Kuara Tungkal is mainly used as a passenger terminal. The staff of IPC II Jambi branch office should be strengthened responding to the container port development at Muara Sabaku proposed by the master plan (Table 22.9.2). This table assumes that all cargo handling will be taken by the IPC II Jambi branch office. Consequently, the size of the staff can be reduced if a part of the handling operation is privatized. As for general cargo handling, private companies will provide additional workers in response to the cargo increase. Therefore expansion of the IPC II Jambi branch office staff is not proposed for general cargo handling.

Table 22.9.2 Size of the Staff of IPC II Jambi Branch Office in 2007 and in 2025

Port District Name	Current in 2000		Short-term Plan in 2007		Long-term Plan in 2025	
	Size of Staff	Public Cargo Volume	Size of Staff	Cargo Volume	Size of Staff	Cargo Volume
Jambi Branch Office	101 persons		158 persons		192 persons	
of which Talang Duku	101 persons	2 Berths	101 persons	2 Berths	101 persons	4 Berths
General Cargo		86,000t		41,000t		84,000t
Container Cargo		13,000 TEU		10,000 TEU		71,000 TEU
of which Muara Sabak	0		57 Persons		91 Persons	
General Cargo		0		76,000t 2 Berths 3 Mobile Crane 10 Forklift		225,000t 2 Berths 3 Mobile Crane 10 Forklift
Container Cargo		0		18,000 TEU/year 1 Birth (4.5m) 1 Gantry Crane 1 Mobile Crane 2 RTG 4 Yard Tractor 1 Reach Stacker		132,000 TEU/year 3 Births (6m) 3 Gantry Crane 1 Mobile Crane 6 RTG 12 Yard Tractor 2 Reach Stacker

The Study Team estimated the number of the required workers of the Jambi branch office in 2007 and in 2025 taking into account common practices of port cargo handling.

a. Muara Sabak Container Terminal in 2007

Administration Section

6 persons × 1 shift = 6 persons (Senior 3, Junior 3)

Operation Section

Gantry Crane 1 Unit × 1.5 persons/Unit × 2 shift = 3 persons (Junior 3)

Transfer Crane 2 Unit × 1.5 persons/Unit × 2 shift = 6 persons (Junior 6)

Tractor & Trailer 4 Unit \times 1 person/Unit \times 2 shift = 8 persons (Junior 8)

Yard Control Section
 2 persons \times 2 shift = 4 persons (Senior 2, Junior 2)

Gate Operation Section
 2 gates (in and out) \times 2 line \times 1 person/line \times 2 shift = 8 persons (Junior 8)

Documentation Section
 2 persons \times 2 (Import/Export) = 4 persons (Senior 4)

Maintenance Section
 Electrical 3 persons \times 2 shift = 6 persons (Senior 3, Junior 3)
 Refrigeration 3 persons \times 2 shift = 6 persons (Senior 3, Junior 3)
 Vehicle 3 persons \times 2 shift = 6 persons (Senior 3, Junior 3)

Total 57 persons (Senior Staff 18 persons, Junior Staff 39 persons)

b. Muara Sabak Container Terminal in 2025

Administration Section
 6 persons \times 1 shift = 6 persons (Senior 3, Junior 3)

Operation Section
 Gantry Crane 3 Unit \times 1.5 persons/Unit \times 2 shift = 9 persons (Junior 9)
 Transfer Crane 6 Unit \times 1.5 persons/Unit \times 2 shift = 18 persons (Junior 18)
 Tractor & Trailer 12 Unit \times 1 person/Unit \times 2 shift = 24 persons (Junior 24)
 Yard Control Section 2 persons \times 2 shift = 4 persons (Senior 2, Junior 2)

Gate Operation Section
 2 gates (in and out) \times 2 line \times 1 person/line \times 2 shift = 8 persons (Junior 8)

Documentation Section
 2 persons \times 2 (Import/Export) = 4 persons (Senior 4)

Maintenance Section
 Electrical 3 persons \times 2 shift = 6 persons (Senior 3, Junior 3)
 Refrigeration 3 persons \times 2 shift = 6 persons (Senior 3, Junior 3)
 Vehicle 3 persons \times 2 shift = 6 persons (Senior 3, Junior 3)

Total 91 persons (Senior Staff 18 persons, Junior Staff 73 persons)

2) Mandatory Pilotage for Calling Vessels

Vessels of 105 GRT or larger should be accompanied by a pilot between Muara Sabak and Talang Duku. The Number of Pilots of IPC II Jambi branch office should be increased to cope with the increase in the calling vessels (Table 22.9.3).

Table 22.9.3 Size of Pilot of Jambi Branch Office and Calling Vessel in Jambi Port

Berth	Cargo Type	Vessel Calls Current in 2000	Vessel Calls Short-term Plan in 2007	Vessel Calls Long-term Plan in 2025
Talang Duku				
Public	General Cargo	720 vessels	60 vessels	120 vessels
	Container	260	73	552
	CPO	0	238	597
	Coal	0	274	374
Muara Sabak				
Public	General Cargo	0	85	48
	Container	0	134	294
Private	General Cargo	0	945	284
	Coal	0	50	217
Sub-Total		0	1,214 *	843 *
Other Area of Jambi				
Private	General Cargo & Container	1,072	346	1,041
	CPO	0	238	597
	Coal	0	55	125
Total		2,152 vessels	2,498 vessels	4,249 vessels
Increase Ratio		100 %	116 %	197 %
Proposed Number of Pilots		15 pilots	17 pilots (+ 2)	30 pilots (+17)

Note: * since Muara Sabak is 15 km from the outer bar, the number of pilots can be reduced to half.

(3) Staff Training

IPC II has many training courses for its staff. After port administration is decentralized, it will become important to develop port experts at the local level (Table 22.9.4).

Table 22.9.4 Staff Training of I PC II (in 2000)

No	Name of Training	I PC II	Jambi Office
1	Improving Port Performance	41	7
2	Improving Port Performance II	45	6
3	Improving Port Performance	28	2
4	Port Operation and Management	47	8
5	Container Terminal Operation	45	18
6	Conventional Terminal Operation	39	13
7	Port Tariff	34	7
8	Supervisor for Operation	43	11
9	Basic Safety Training	60	-
10	Dangerous Cargo Handling	46	8
11	Bulk Cargo Handling for Operation	29	2
12	Bulk Cargo Handling for Supervisor	30	2

13	Warehousing	46	12
14	Export - Import & Boomzaken	26	
15	Quay Crane & Transtainer Operator	16	10
16	Mobile Crane Operator	7	
17	Forklift Operator	34	2
18	Top Loader Operator	8	
Total		624	108

Source: IPC II and IPC II Jambi Branch Office

Note: In addition, IPC II Jambi Branch Office performs some Training.

(4) Revenue and Expenditure of IPC II and Jambi Branch Office

1) Port Development Budget of IPC II

The national budget for port development is allocated not only to non-commercial ports but also to commercial ports. In 1996, non-commercial ports received 30% of the budget, with the remainder taken up by commercial ports. The central government had been responsible for channel dredging and navigational safety. Depending on the financial situation of IPC, the government also subsidizes the development of basins, wharves, and roads. The financial sources of IPC II are operational revenue and foreign loans. Private sector participation is also encouraged. IPC II was established in April 1983, based on the Gov. Regulation No. 17 of 1983. In 1992, IPC became a corporation (PELINDO). However, the government still holds its entire equity. The head office of IPC II is in Jakarta/Tanjung Priok. It covers 29 commercial ports in 8 provinces, West Sumatra, Jambi, South Sumatra, Bengkulu, Lampung, West Java, D.K.I. Jakarta, and West Kalimantan. Compared with other IPCs it has a much larger budget as it operates Tanjung Priok, a lucrative port. IPC II is not dependent on a subsidy from the central government. Since January 2001, the fiscal year of Indonesia coincides with the calendar year. The consolidated balance sheets of IPC II are as follows (Table 22.9.5) (Table 22.9.6).

2) Income Statement of IPC II Jambi Branch Office

The income statement of IPC II Jambi Branch Office is as follows (Table 22.9.7).

(5) Simplification of Port-related Procedures

IPC II Jambi Branch Office provides various port services such as ship service, cargo service, terminal service and building service. Official procedures relative to those services should be transparent, fair and rapid. Port users are requested to submit an application and ask permission of IPC II Jambi branch office prior to calling the port and using facilities.

Table 22.9.5 Consolidated Balance Sheets of IPC II in 1998-2000

Indonesia Port Corporation II (IPC II)

As of December 31, 2000, 1999 and 1998

(in Million Rupiah)

DESCRIPTIONS	2,000	1,999	1,998
ASSETS			
CURRENT ASSETS			
Cash and Cash Equivalent	159,897	191,759	144,412
Time Deposits	17,104	40,538	122,761
Short Term Investment	423	285	0
Account Receivable	63,413	46,851	55,893
Receivables from Employees	468	624	858
Other Receivables	35,763	36,042	30,263
Prepaid Tax	101,138	393,528	36,794
Prepaid Dividend	692,817	943,064	0
Prepayments	1,529	776	628
Accrued Revenue	89,307	44,715	45,822
Inventories	11,301	9,777	11,450
Prepaid Expenses	4,204	5,032	5,588
Total Current Assets	1,177,364	1,712,991	454,469
LONG TERM INVESTMENT	251,702	187,267	42,849
FIXED ASSETS			
Land	607,484	542,022	539,853
Fixed Assets Other Than Land	2,461,080	2,141,762	2,327,886
Fixed Assets Acquisition Value	3,068,564	2,683,784	2,867,739
Accumulated Depreciation	-357,259	-261,982	-266,549
Book Value of Fixed Assets	2,711,306	2,421,802	2,601,190
Construction in Progress	55,830	223,140	183,379
Total Fixed Assets	2,767,136	2,644,942	2,784,569
OTHER ASSETS			
Deferred Charges	18,586	12,346	63,521
Deposits and Guarantee Costs	618	385	384
Fixed Assets Operated by Third Parties	0	0	0
Unused Inventory	459	459	459
Non Operating Fixed Assets	2,413	2,413	3,389
Intangible Assets	115,799	0	0
Total Other Assets	137,874	15,602	67,752
TOTAL ASSETS	4,334,076	4,560,804	3,349,280

Liabilities and Stockholder's Equity

DISCRIPTIONS	2,000	1,999	1,998
LIABILITIES AND STOCKHOLDER'S EQUITY			
CURRENT LIABILITIES			
Account Payable	76,398	60,222	78,736
Revenue Reduction Payable	4,787	1,292	12,209
Customer's Deposit	4,984	5,025	4,001
Excess Customer's Deposit	9,054	24,583	5,740
Tax Payable	7,256	317,374	126,000
Bonus Payable	0	0	0
Accrued Expenses	8,447	41,875	27,991
Deferred Revenues	106,015	27,279	21,769
Current Portion of Long Term Debt	16,030	13,347	9,114
Person Payable	209	9,543	11
IMTN interest Payable	26,927	20,757	23,573
Dividend Payable	0	67,045	0
Account Due to PUKK	6,928	0	0
Other Current Liabilities	131,729	148,431	1,877
Total Current Liabilities	398,764	736,773	311,021
DEFERRED TAX LIABILITIES	110,131	88,633	72,577
LONG TERM LIABILITIES			
Investment Payable	382	11,615	19,525
Bond Payable	0	0	100,000
Liabilities to the Government of Indonesia	34,537	43,411	52,526
Overall Development Fund Payable	0	0	9,449
Guarantee Payable	825	823	813
IMTN Payable	1,544,795	1,171,500	1,388,325
Other Long Term Liabilities	347,924	319,059	333,518
Total Long Term Liabilities	1,928,463	1,546,408	1,904,156
Total Liabilities			
Deferred Exchange	0	0	-372,686
Non Stipulated PMP	4,317	4,317	2,413
Minority Interest	23,647	19,499	19,425
EQUITY			
Issued and Paid in Capital of 1,000,000 shares	1,000,000	1,000,000	1,000,000
Donated Capital	25,778	25,778	25,778
Capital Reserved	2,667	2,667	2,667
General Reserved	745,847	328,040	60,847
Retained Earnings	-98,818	-72,577	-33,598
Net Profit of Current year	193,280	881,267	356,682
Total Equity	1,868,754	2,165,175	1,412,376
TOTAL EQUITY AND SHAREHOLDER'S EQUITY	4,334,076	4,560,804	3,349,280

Table 22.9.6 Consolidated Statement of Income of IPC II in 1997-2000

PT(PERSERO) PELABUHAN INDONESIA II
CONSOLIDATED STATEMENTS OF INCOME

(in Million Rp)

DESCRIPTIONS	2000	(RESTATEMENT)		
		1999	1998	1997
OPERATING REVENUES				
Vessel Services	289,124	246,286	223,382	89,479
Piling Facilities	51,499	32,177	31,963	45,595
Terminal Services	76,622	48,556	30,228	29,582
Container Terminal Services	72,055	183,550	647,567	279,897
Land, Building, Water, and Electricity Services	38,403	31,177	35,065	24,535
KSO/Joint Operation	141,269	83,724	65,700	17,274
Royalty and Compensation	116,531	67,588	0	0
PT EDI Indonesia Shared Revenue	28,244	28,215	28,839	12,256
Port Hospital	49,655	27,693	28,169	19,075
Special Port/Berth Services	40,865	25,203	20,543	15,937
Revenue from JICT Profit Share	126,804	54,553	0	0
Other Business Services	57,441	31,750	14,878	27,010
Gross Operating Revenue	1,088,512	860,472	1,126,334	560,640
Revenue Reduction	119,824	100,013	175,144	278
Total Net Operating Revenue	968,688	760,459	951,190	560,362
OPERATING EXPENSES				
Personal	97,439	83,253	83,986	50,708
Materials	42,939	48,840	68,392	55,449
Maintenance	41,783	39,893	36,367	32,918
Depreciation and Amortization	94,786	81,545	72,987	50,341
Insurance	5,715	3,233	1,962	2,755
Rent	25,945	23,610	23,640	112,126
General Administration	12,731	14,397	187,195	14,362
Overhead	92,051	79,795	81,426	69,594
PT EDI Indonesia Operating Expenses	21,094	15,531	14,475	9,614
Port Hospital Operating Expenses	47,200	26,574	0	0
Joint Operation Expenses	46,030	26,600	11,376	5,352
Total Operating Expenses	527,713	443,271	581,806	403,219
Operating Profit(Loss)	440,976	317,188	369,385	157,144
NON OPERATING INCOME (EXPENSES)				
Non Operating Income	432,562	104,025	323,504	134,397
Non Operating Expenses	681,211	291,765	261,690	59,864
Non Operating Income(Expenses)	-248,649	-187,740	61,814	74,533
Profit (Loss) Before Special Assignment	192,327	129,457	431,199	230,580
SPECIAL ASSIGNMENT COST	1,095	4,154	4,008	0
Profit/Loss Before Extraordinary Items	191,232	125,303	427,191	231,677
EXTRAORDINARY ITEMS	31,040	1,089,621	95,327	-1,097
Profit(Loss) Before Income Tax	222,272	1,214,924	522,518	230,580
INCOME TAX	25,476	327,431	158,797	50,278
Profit(Loss) Before Minority Interest	196,796	887,493	363,721	180,302
MINORITY INTEREST	3,515	6,226	7,038	1,294
NET PROFIT	193,281	881,267	356,683	179,008
Operating Profit per Share	440.976	317.188	369.385	
Net Profit per Share	193.281	881.267	356.682	

Note: For the year ended December 31, 2000, 1999, 1998 and 1997

Table 22.9. 7 Income statement of Jambi branch office in 1 996-2 000

PER KIND OF COST		unit : 1,000 Rp				
No.	Description	1,996	1,997	1,998	1,999	2,000
I OPERATING REVENUES						
1	Vessels Services	1,197,438	1,130,244	2,709,768	2,724,096	3,252,593
2	Piling Facilities	208,067	250,156	420,271	305,005	402,438
3	Equipment Developing	0	0	0	0	0
4	Terminal Services	520,842	842,179	912,410	1,119,774	1,769,622
5	Container Terminal Services	0	0	0	0	0
6	Land, Building, Water and Electricity Service	78,860	103,243	276,126	231,799	285,919
7	Special Port/ Berth Services	803,092	840,501	951,417	905,804	1,359,064
8	Other Business Services	98,067	96,237	164,376	125,071	224,587
9	Joint Operation	0	0	0	0	0
10	Indah Kiat UPO	0	0	0	0	0
11	EDI Indonesia Shared Revenue	0	0	0	0	0
12	Port Hospital	0	0	0	0	0
13	Royalty and Compensation	0	0	0	0	0
	Gross Operating Revenue	2,906,366	3,262,560	5,434,368	5,411,549	7,294,223
II Revenue Reduction						
		6,500	104,380	103,680	120,426	127,897
	Total Net Operating Revenue	2,899,866	3,158,180	5,330,688	5,291,123	7,166,326
III OPERATING EXPENSES						
1	Personnel	910,578	944,792	1,706,184	1,996,421	2,711,827
2	Materials	218,862	240,921	301,795	412,050	469,991
3	Maintenance	174,885	169,039	419,362	463,580	488,035
4	Depresiation and Amortization	684,057	703,985	760,757	842,718	862,623
5	Insurance Cost	0	0	13,487	25,634	27,232
6	Rent	242,204	291,729	327,263	372,313	374,964
7	General Administration	85,657	91,613	138,343	184,408	264,852
8	Overhead	327,415	298,296	464,794	874,348	930,356
9	Joint Operation Expenses	0	0	0	0	0
10	Indah Kiat UPO	0	0	0	0	0
11	PT EDI Indonesia Operating Expenses	0	0	0	0	0
12	Port Hospital Operating Expenses	0	0	0	0	0
	Total Operating Expenses	2,643,658	2,740,375	4,131,985	5,171,472	6,129,880
	Operating Profit(Loss)	256,208	417,804	1,198,703	119,652	1,036,536
IV NON OPERATING INCOME (EXPENSES)						
	NON OPERATING INCOME	56,999	214,705	0	112,279	326,665
	Non Operating Expenses	12,499	9,010	27,313	124,125	12,205
	NON OPERATING INCOME (EXPENSES)	44,500	205,695	-27,313	-11,846	314,460
V EXTRAORDINARILY ITEMS						
	PROFIT/LOSS BEFORE MINORITY RIGHT	0	10,304	0	-397,132	-23,164
		300,708	633,803	1,171,390	-289,326	1,327,832
VI MINORITY RIGHT BY PROFIT/LOSS						
	Port Hospital Cooperation	0	0	0	0	0
	EDI Indonesia Agency	0	0	0	0	0
	PROFIT/LOSS WITHOUT TAX	300,708	633,803	1,171,390	-289,326	1,327,832
	RATIO OPERATION (%)	91.16	86.77	77.51	97.74	85.54
	WORKING OPERATION (%)	67.58	64.48	63.24	81.81	73.50

(5) Simplification of Port-related Procedures

IPC II Jambi Branch Office provides various port services such as ship service, cargo service, terminal service and building service. Official procedures relative to those services should be transparent, fair and rapid. Port users are requested to submit an application and ask permission of IPC II Jambi branch office prior to calling the port and using facilities.

22.9.3 Channel Management in Jambi

(1) Jambi ADPEL Office

Jambi ADPEL is responsible for the channel management in Batang Hari River. Jambi ADPEL is now controlled by DGSC, MOC, though it used to be under the guidance of KANWIL. ADPEL has five sections. Its business is to exercise and coordinate government functions relative to ports. Its organization and business is specified by MOC Decree 89/85 as follows.

- 1) To provide port services in cooperation with other government agencies
- 2) To secure navigational safety, and to implement various port regulations
- 3) To maintain security in ports and adjacent areas and assist in search and rescue missions

The staff and the organization chart of Jambi ADPEL are shown in Table 22.9.8 and Figure 22.9.3.

Table 22.9.8 Staff Composition of Jambi ADPEL (July 12, 2001)

No	Grade	Persons
1	Grade	0
2	Grade	27
3	Grade II	53
4	Grade	1
Total		81

Source: Jambi ADPEL

Port users are required to obtain permission from ADPEL for various matters (Table 22.9.9). The Team learned that a considerable period of time elapses before permission is granted. Applications by port users need to be treated in a fair and swift manner (Table 22.9.10) (Table 22.9.11).

Table 22.9.9 Permission of Jambi ADPEL

No	Kinds of Permission	Number of Permissions	Average time needed for granting permission
1	Shipping License	3,736 ships	10.2 days/ ship
2	Movement License	766 ships	2.0 days /ship
3	Towing License	1,093 ships	2.9 days /ship

The revenue and expenditure of Jambi ADPEL are shown in Table 22.9.12.

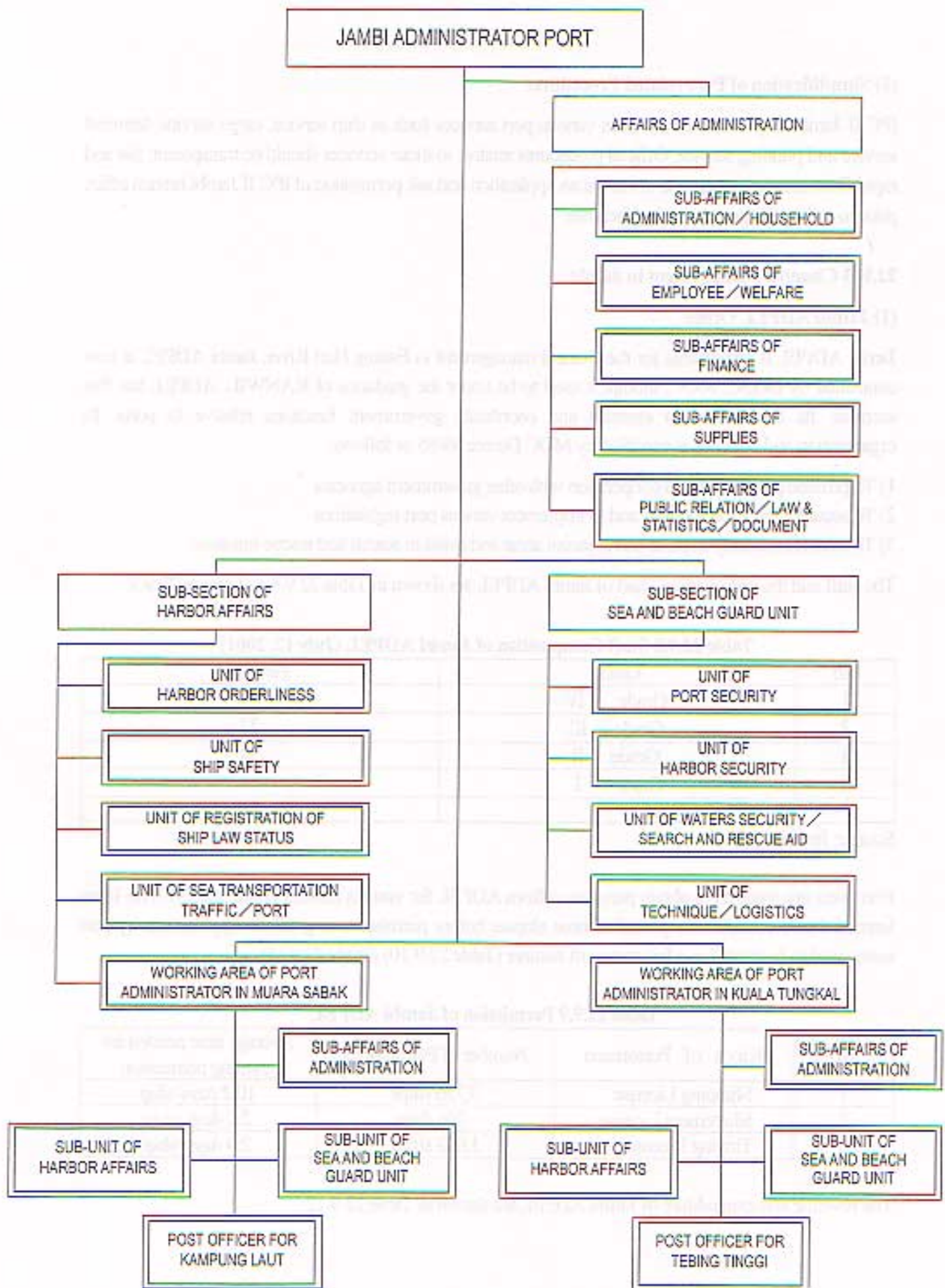


Figure 22.9.3 Organization Chart of Jambi Administration Port Office

Table 22.9.10 License to Tow the ship

LICENSE TO TOW THE SHIP

Number: PY.640/ / /A.JBI

Based on the proposal from Number: date after the inspection to the condition and towing equipment, either for the ship towing or the ship towed, here awarded the license to Mr/Mrs/Miss: Certified The ship's captain of the motor ship as follows:

- Name of Ship :
 - Kind of Ship :
 - Gross Tonnage/PK Machine :
 - Owner / Agent :
 - To tow from : to
1. Name of Ship :
 - Kind of Ship :
 - Gross Tonnage/PK Machine :
 - Owner / Agent :
2. Name of Ship :
 - Kind of Ship :
 - Gross Tonnage/PK Machine :
 - Owner / Agent :
3. Name of Ship :
 - Kind of Ship :
 - Gross Tonnage/PK Machine :
 - Owner / Agent :

Based on the stipulation that during the towing should fulfill the requirements as follows:

- a. Rescue equipment should be available completely.
- b. Meal and Drinking for ship's crew should be available during the trip.
- c. Towing rope should be strong and long as decided.
- d. Ship is not allowed to carry the passenger.
- e. Ship is not allowed to stop in other ports, except in emergency/damage.
- f. Navigation light should be according to the stipulation.
- g. When the weather is bad, the ship is not allowed to sail and find the protection soon.
- h. When the ship arrives in the destination, they should report soon to Harbormaster.

This license is valid for 1 time way from:

ISSUED IN : JAMBI
DATE :

JAMBI PORT ADMINISTRATOR

Table 22.9.11 License to Move

LICENSE TO MOVE
 Number: PY.684/ / A.JBI-2000

Who signs as follows
 Number: date

Here we give the license for the Motor Ship as follows:

Name of Ship :
 Ship's Captain :
 Kind of Ship :
 Flag :
 Gross Tonnage :
 Owner /Agent :

To move from:

By following the stipulations as:

- 1. Without making sea pollution
- 2. Without disturbing the shipping channel
- 3. Done at noon/night
- 4. When the position is in the pilot obligation area:
 - a. It should use the pilot
 - b. It should inform the pilot
- 5. In case of installation of information board should be appropriate
 with the valid stipulation
- 6. Number of pilot boat should be sufficient
- 7. Length of tugging rope should be sufficient
- 8. Number of crew is sufficient
- 9. Letter/Document of ship should be kept in the Office of Port Administrator /
 Harbormaster
- 10. No Overdraft
- 11. They should obey all valid legislation

This license is given only for above need and valid:

ISSUED IN : JAMBI

DATE :

In the name of JAMBI PORT ADMINSTRATOR,

HARBORMASTER,

Table 22.9.12 Revenue and Expenditure of Jambi ADPEL

(Unit: 1,000Rp.)

	1999	2000	2001
Revenue		269,272 (Oct-Dec)	508,675 (Jan-Jun)
General Tax	15,434	10,731	2,789
Government Budget	1,075,809	594,229	883,028
Expenditure		269,273	508,675
Administration Cost	1,297,235	795,788	492,356

Source: Jambi ADPEL

(2) Outline of the Access Channel and the River Channel

1) General

Jambi is located around 93 miles from the river mouth (Table 22.9.13). The distance between the anchorage area and the pilot station (Teluk Majelis) is about 10 miles. In order to maintain the water depth of 4.5m around the river mouth, maintenance dredging is carried out over an area of 5-6 miles of the channel from the estuary. Maintenance dredging is carried out every two years at a cost of Rp.2.6 billion.

Table 22.9.13 Access Channel and River Channel of Jambi (Batang Hari River)

Anchorage Area - Pilot station (Teluk Majelis)	
Distance	10 miles
Width	80 m
Depth	4.5 m(LWS), 7.5 m(High Tide)
Buoy	6 nos.
Pilot Station - Jambi	
Distance	83 miles
Width	50 m(at Narrow Points)
Depth	LWS 2.5-3.3 m (at Shallow Areas)

Source: MOC Local Office

2) Navigation Rules

The Jambi Port Administrator (ADPEL) issued a decree on navigation in February 2001 determining the maximum vessel size navigable in the Batang Hari River (Table 22.9.14). Vessels are requested to ask the pilot station (Teluk Majelis) about the channel situation. Pilot is required for vessels over 105 GRT. Ten pilots are currently available as three more pilots were added in April 2001. Night navigation and two-way traffic are allowed throughout the channel.

Table 22.9.14 Maximum Vessel allowed in the Batang Hari River

	Maximum LOA(m)	Maximum Draft(m)	Clearance Draft (m)
Anchorage - Muara Sabak	115	6.5	0.7
Muara Sabak - Jambi		5.0	0.5
Rainy Season/Higher Water	75	6.5 - 4.5(Kemingking)	
Dry Season /Lower Water	75	2.8 - 3.5(Talang Duku)	

Source: MOC Local Office

According to the above decree, vessels over three meters in draft, when passing the Kelemak Channel, are requested to wait until three hours after high tide at the following places:

- a. Vessels going to Talang Duku should berth at Muara Sabak /Sabak Indah
- b. Vessels going out of Talang Duku should berth at Simpang Tua/Keramat Orang KayoItam.

3) Traffic Constraints

ADPEL in Jambi identified several problem areas in the Batang Hari River (Table 22.9.15). Sharp bends, shallow depth and narrow points are found in many areas along the river. Among them, Kelemak Channel poses the biggest constraint for vessel navigation.

Table 22.9.15 Problem Points along the Batang Hari River

Problem Points	Navigation Constraints
Tanjung Pasing	Shallow
Dendang River	Shallow
Tanjung Balam Loran	Sharp Bend,
Teluk Keladi	Sharp Bend, Shallow, Narrow
Kelemak River	Sharp Bend, Shallow(2.5M LWS), Narrow
Tanjung Puding	Sharp Bend
Air Hitam	Shallow
Simpang Tua	Sharp Bend, Shallow, Narrow
Tanjung Olak Badar	Sharp Bend, rotating currents
Muara Jambi	Shallow , Ferry (2.8M LWS)
Tanjung Johor	Shallow Bend, (2.8M LWS)

Source: MOC Local Office

4) Navigational Aids

In total 14 light aids are in operation in the access channel.

Table 22.9.16 shows the details of the existing navigation aids in the Batang Hari River.

Table 22.9.16 Existing Navigational Aids in Jambi
(from Estuary of Jambi / Batang Hari River to Port of Jambi)

No.	ILL NR	Location	Latitude / Longitude	Range	Remark
1	1210	Jambi River (Kualaniur)	01 05 48.5 S 103 50 48.1 E	7 NM	Leading Light(Front)
2	1211	Jambi River (Kualaniur)	01 05 43.0 S 103 50 48.0 E	7 NM	Leading Light(Rear)
3	1219	Talang Duku	01 32 00.5 S 103 39 54.6 E	12 NM	Light Beacon
4	1220	Jambi River (Ma.Sabak)	01 07 07.8 S 103 50 42.0 E	7 NM	Leading Light(Front)
5	1221	Jambi River) (Ma.Sabak)	01 07 02.9 S 103 50 40.0 E	7 NM	Leading Light(Rear)
6	1230	Jambi River (Kampung Laut)	01 01 53.0 S 103 49 03.0 E	11.5 NM	Leading Light(Front)
7	1240	Jambi River (Tg.Bedada)	01 03 21.5 S 103 49 23.0 E	14.5 NM	Leading Light(Rear)
8	1260	Jambi River (Kampung Baru)	01 34 00.0 S 103 38 00.0 E	12 NM	Light Beacon
9	1200	Jambi River	00 54 35.0 S 103 47 28.0 E	6 NM	Light Buoy Nr.0
10	1201	Jambi River	00 56 58.0 S 103 47 54.0 E	4 NM	Light Buoy Nr.1
11	1202	Jambi River	00 56 36.0 S 103 47 52.0 E	4 NM	Light Buoy Nr.2
12	1203	Jambi River	00 58 35.0 S 103 48 13.0 E	4 NM	Light Buoy Nr.3
13	1204	Jambi River	00 58 35.0 S 103 48 20.5 E	4 NM	Light Buoy Nr.4
14	1205	Jambi River	01 00 35.0 S 103 48 50.0 E	4 NM	Light Buoy Nr.6

22.9.4 Proposed Port Management Scheme

(1) Port Management Scheme

The Team proposed a management scheme for Jambi port as shown in Table 22.9.17.

Table 22.9.17 Port Development Scheme (Common-user Wharves) in Jambi Port

Development and Management of Facility	Central Government	I PC II (Port Authority)	Local Government (Province/Municipality)	Private Sector
Port Management				
Commercial Activities		○		
Navigational Safety	○			
Development of Facilities				
Navigational Aids	○			
Basins		○		
Wharf		○		P
Maintenance Dredging	○	○		
Initial Dredging	○	○		
Storage/Marshalling Yard		○		P
Handling Equipment		○		P
Port Road (inside Port Area)		○		
Access Road (outside Port Area)	○		○	(Santa Fe)
Industrial Estate and related Infrastructure			○	P

Note: ○ Principal Responsible Party

○ Secondary Responsible Party (providing Subsidy or Sharing Costs)

○ Special Charge for Port Users requiring Deep Draft

P Private Sector Participation

Maintenance Dredging and Initial Dredging include Outer Channel and River Channel

(2) Port Working Area and Port Interest Area of Jambi Port

The Study Team proposes the new port working area and port interest area as shown in Figure 22.9.5.

The new port waters working area covers the entire river channel and it is managed by IPC II. On the other hand, the revised port interest area covers the anchorage basin and the access channel in the outer bar and it is administered by the central government.

Figure 22.9.4 shows the port working area (current) and Figure 22.9.5 shows the port working area and the port interest area (new proposal).

The Port Working Area of Talang Duku, Muara Sabak, and Kuala Tungkal will be designated as follows:

1) Port Waters Working Area

a. Port Waters Working Area in Batang Hari River

The border of Jambi Port Waters Working Area starts from point P1 in Sengeti at coordinates: 01°-29'-04" South Latitude/103°-30' -40" East Longitude and goes along left/West side of Batang Hari River to the estuary at point P2 (*-1) in Muara Sabak, then goes to the opposite point 14 (*-2) in the outer bar of Muara Sabak, goes along right / East side of Batang Hari into point P15 and P16 in Simpang at coordinate: 01°-15'-00" South Latitude/104°-05'-38" East Longitude and 01°-16'-10" South Latitude/104°- 05'-38" East Longitude, then goes along the right / East side of Batang Hari River into upstream at point P17 in Sengeti at coordinates: 01°-29'-08" South Latitude/103°-30'-24" East Longitude and goes back into point P1.

Note: Points *-1 and *-2 are located at the outer bar.

b. Port Waters Working Area in Kuala Tungkal River

The border of Kuala Tungkal Port Waters Working Area starts from point P3 (*-1) in the outer bar of Kuala Tungkal, goes along the bank of Pengabuan River in the right / East side into upstream at point P4 and P5 in Taman Raja at coordinates: 01°-05'-40" South Latitude / 103°-02'-30" East Longitude and 01°-02'-40" South Latitude/103°-02'-25" East Longitude, then goes along the bank left / west of Pengabuan River into the estuary at point P6 (*-2) and goes back into point 3.

Note: Points -1 and *-2 are located at the outer bar

2) Port Land Working Area

a. Border of Talang Duku Port Land Working Area

Talang Duku Port Land Working Area is 50 hectares in area. Its border starts from point I at coordinates: 01°-32'-05" South Latitude/103°-39'-40" East Longitude, then goes to point II at coordinates: 01°-31'-52" South Latitude/103°-40'-04" East Longitude, then goes to point III at coordinates: 01°-32'-13" South Latitude/103°-40'-04" East Longitude, then goes to point IV at coordinates: 01°-32'-14" South Latitude/103°-40'-03" East Longitude, then goes to point V at coordinates: 01°-32'-20" South Latitude/103°-39'-57" East Longitude, then goes to point VI at coordinates: 01°-32'-13" South Latitude/103°-39'-46" East Longitude, then goes to point VII at coordinates: 01°-32'-09" South Latitude/103°-39'-44" East Longitude, then goes back to point I.

b. Border of Muara Sabak Port Land Working Area

Muara Sabaku Port Land Working Area is 189 hectares in area and shown in Figure 22.8.2.

c. Border of Kuala Tungkal Port Land Working Area

Kuala Tungkal Port Land Working Area with is 5 hectares in area. Its border starts from point T1 in the bank of Pengabuan River at coordinates: 00°-49'-10" South Latitude/103°-27'-25" East Longitude, goes along the river bank into the estuary to point T2 at coordinates: 00°-48'-15" South Latitude /103°-28'-10" East Longitude, to the South into point T3 at coordinates: 00°-49'-15" South Latitude/103°-27'-55" East Longitude, then goes straight along Kemakmuran Street into point T4 at Coordinates: 00°-49' 10" South Latitude/103°-28'-00" East Longitude then goes straight into point T1.

2) Port Interest Area (Waters)

a. The border of Jambi Port Interest Area is designated on the basis of the shorelines at the highest tide.

b. The border of Jambi Port Interest Area starts from point 6 (*-1) at coordinates: 00°-48'- 20" South Latitude / 103°-28'-40" East Longitude, then goes straight to point P8 at coordinates: 00°-40'-00" South Latitude/103°-39'-30" East Longitude, then goes straight to point P9 at coordinates: 00°-50'-00" South Latitude/103°-48'-40" East Longitude, then goes straight to point 10 on land, then goes to point 3 (*-2) and goes back to point 6.

Note: Points *-1 and *-2 are located at the outer bar

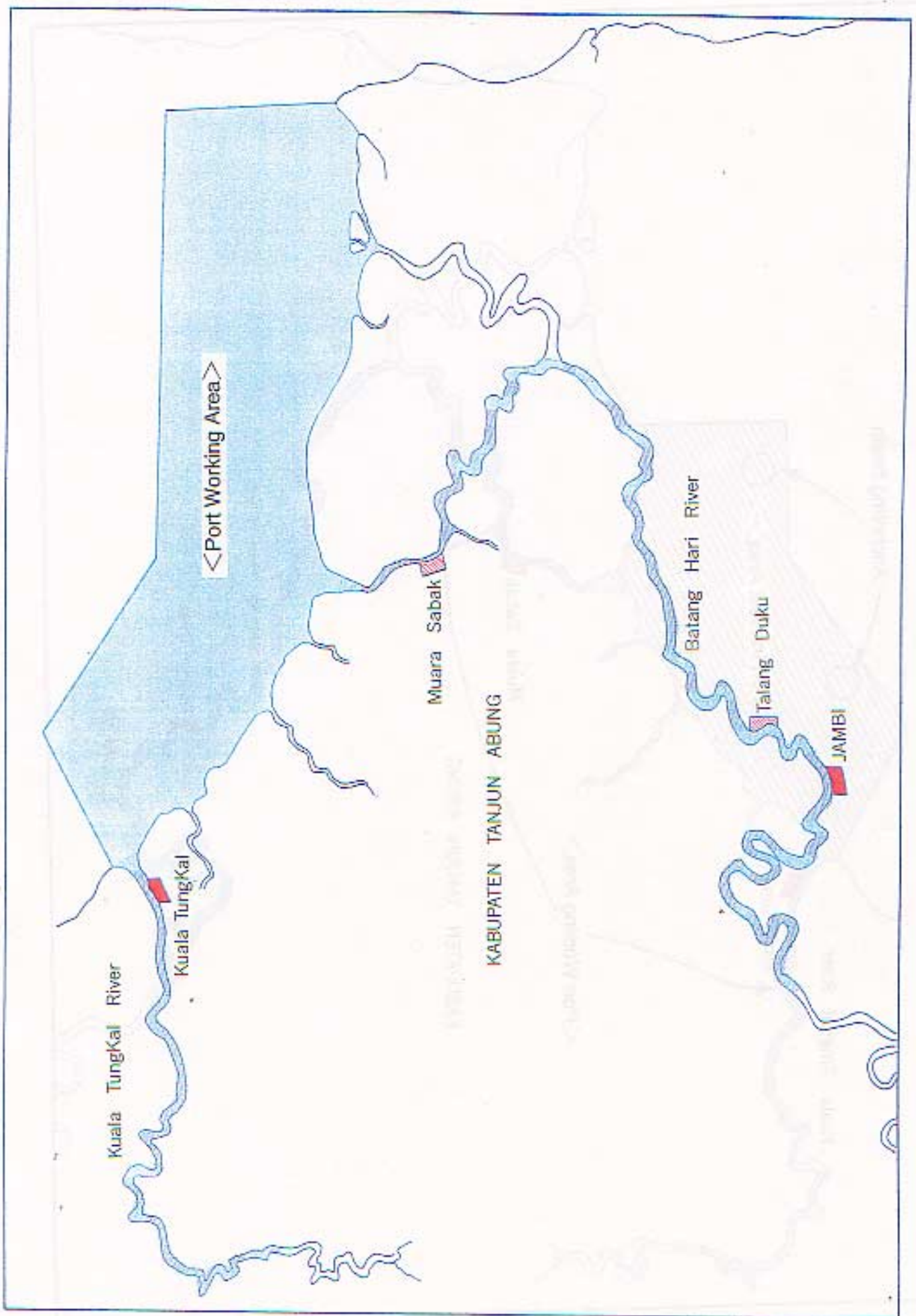


Figure 22.9.4 Port Working Area (DLKR) and Port Interest Area (DLKP) along the Batang Hari River and the Kuala Tungkal River

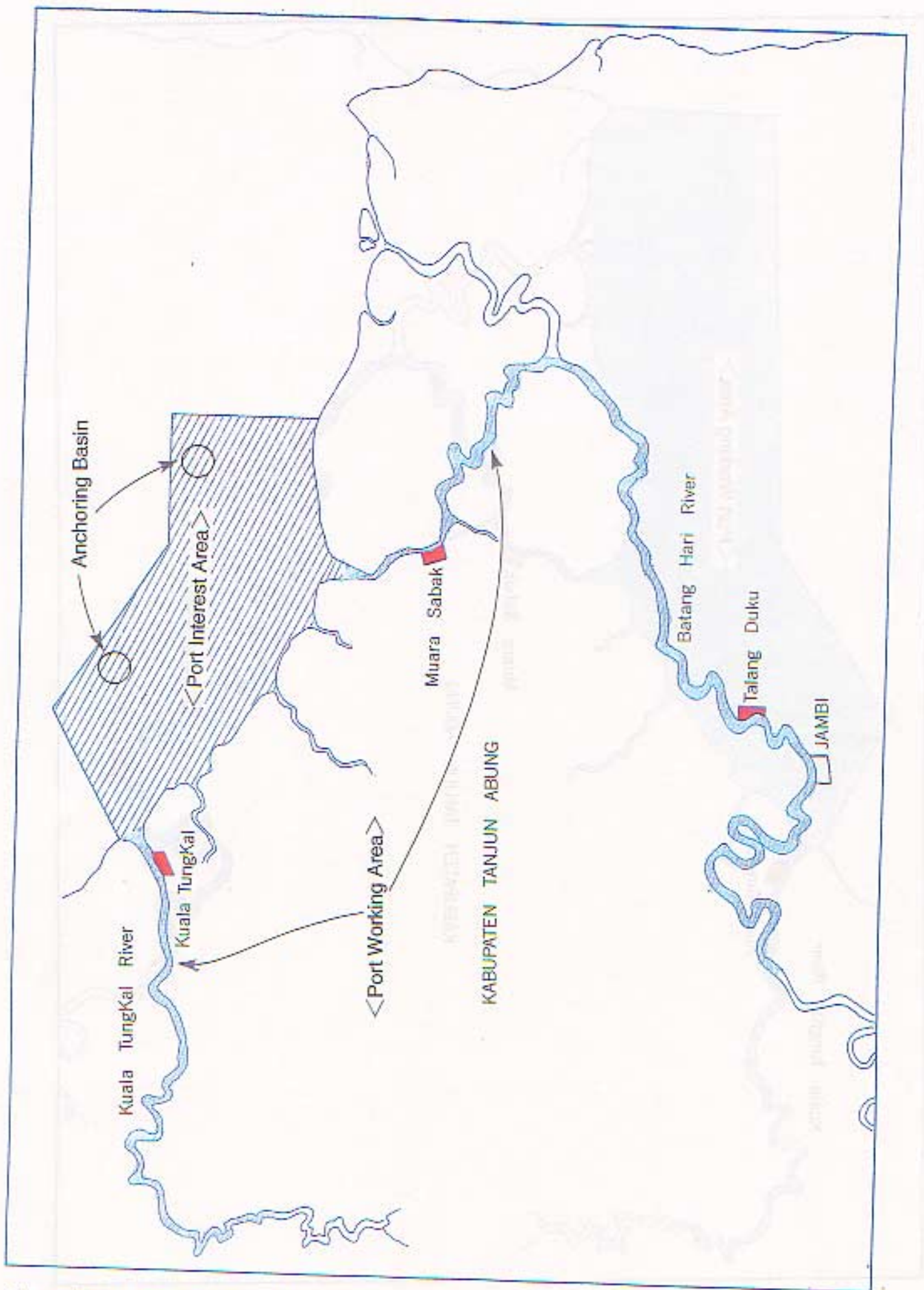


Figure 22.9.5 Port Working Area (DLKR) and Port Interest Area (DLKP) along the Batang Hari River and the Kuala Tungkal River (PLAN)



Figure 22.9.6 Port Waters Working Area in Batang Hari River and Kuala Tungkal River Port Interest Area in Jambi Port

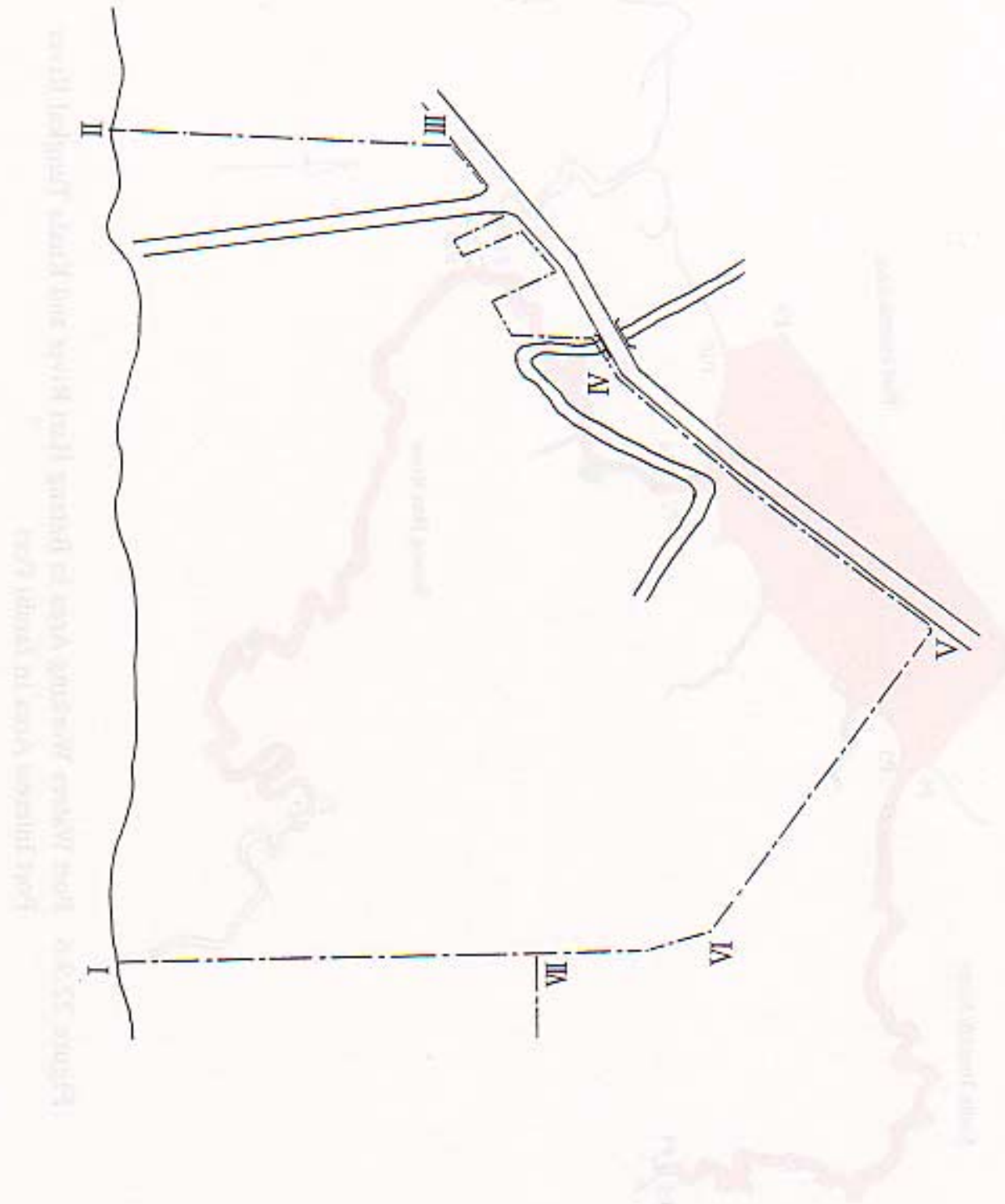


Figure 22.9.7 Port Land Working Area in Talang Duku

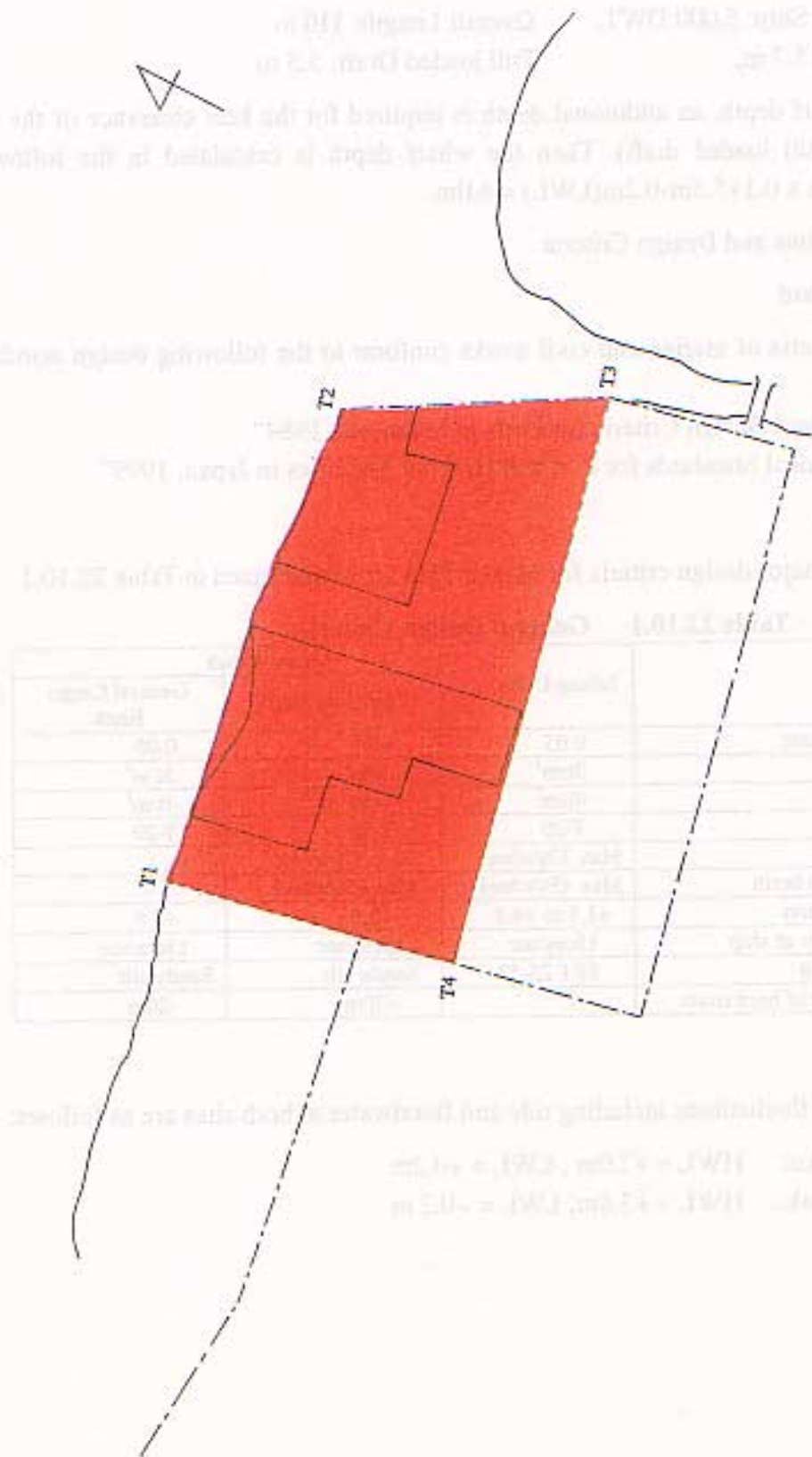


Figure 22.9.8 Port Land Working Area in Kuala Tungkal