

Summary of Indonesian 25 Strategic Ports Information (4/7)

No.	Name of Port	P-13 Tanjung Emas	P-14 Tanjung Perak	P-15 Benoa	P-16 Tenau/Kupang
1	Position (Type of port)	6°-53' South 110°-24' East Sea Port	7°-12' South 112°-43' East Sea Port	8°-45' South 115°-13' East Sea Port	10°-12' South 123°-31' East Sea Port
2	Management Operation	ADPEL PELINDO III	ADPEL PELINDO III	ADPEL PELINDO III	ADPEL PELINDO III
3	Channel				No special channel
	1) Length	18 miles	24 miles	2 miles	
	2) Width	150m	100m to 150m	150m to 200m	
	3) Depth	-7m	-10m	-9m	
	4) Tide		HHWS 2.5m	HHWS 2.7m, LLWS 0.1m	
4	Bert Length (Depth)	Cont Terminal: 350m (-10m) Convent : 880m (-4.5 to -9m) Small ship: 1,700m (-3m) Fertilizer Berth: 1,017m (-6m) Others 1,234m	TPS: 1,450m (-6.5 to 10.5m) CT 1,2,3: 1,870m (-9 to 10.5m) Convt: 3,710m-6.7 to 9m) Dry Bulk : 849m (-9m) Others : 3900m (-2 to -9.7m)	General : 206m (-5 to -6m) Small ship 150m (-3m) Passenger 290m (-9m)	Conventional: 223m (-8m) Passenger: 100m (-6m) Traditional 50m (-5m) Fuel & Oil Jetty (Pertamina)
5	Facility				
	1) Closed Storage	47,790 m2	Many transit sheds /warehouses	1,614 m2	1,000 m2
	2) Open Storage	246,648 m2	Container yards	21,700 m2	4,000 m2
	3) Others	3,564 m2 (CFS)			
6	Equipment	Shore Crane : 3 Cont. Crane : 4 RTG : 8	Quayside Cont. C: 24 RTG : 45 units	Truck Mounted crane : 1	Mobile Crane 1
7	Ship calls	Total 5,748 (2002)	Total 11,137 (2002)	Total 24,544 (2002)	Total 1,837 (2002)
	1) Domestic	4,823	9,275	23,944	1,743
	2) International	925	1,862	600	94
8	Cargo throughput	Total 6,043,661 tons (2002)	Total 27,619,339 tons (2002)	Total 1,059,347 tons (2002)	Total 926,836 tons (2002)
	(In which containers)	(Total 312,908 TEUs)	(Total 555,596 TEUs)	(Total 21,723 TEUs)	(Total 8,665 TEUs)
	1) Domestic	5,322,625 tons	21,577,394 tons	1,045,605 tons	786,894 tons
	(In which containers)		(555,596 TEUs)	(21,723 TEUs)	(8,568 TEUs)
	2) International	721,036 tons	6,041,945 tons	13,742 tons	139,942 tons
	(In which containers)				(97 TEUs)
9	Kind of Cargo				
	1) Load	Container, GC, Furniture, Textile, Plywood	Container, GC	Container, GC	Container, Fuel Oil
	2) Unload	Container, GC, Hardware, Chemical, Sawm Timber	Container, GC	Container, GC	Container, Fuel Oil
10	Cargo Handling Productivity (T/G/H)				
	1) General cargo	30.00	21.00	25.00	17.00
	2) Bagged cargo	37.00	18.00		40.00
	3) Liquid bulk cargo	60.70	84.60	-	-
	4) Dry bulk cargo	77.60	-	-	-
	5) Container Ship's Gear (TEU/G/H)				
	6) Container Crane (TEU/G/H)				
11	Ship Service Performance				
	1) Waiting Time (H)	1.00	1.50	1.00	44.00
	2) Approach Time (H)	2.00	3.50	1.00	1.00
	3) Effective Time (H) *	45.50	37.50	55.00	60.00
	4) Berthing Time (H)	72.50	46.50	65.60	112.00
12	Port Facility Utilization (%)				
	1) Berth Occupancy Ratio	47.00	71.00	57.00	82.00
	2) Shed Occupancy Ratio	9.80	6.70	-	-
	3) Yard Occupancy Ratio	-	5.20	-	-
13	Max. Size of vessel				Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
14	Present Issues	Due to land subsidence, the ground level of berth is nearly the same as sea level on high water and .			No tug boat is available.
15	Future Plan			There is Master Plan of port facilities development and the implementation schedule until 2018.	Multi-purpose berth (239.68 m, - 10m) is under construction.

Source: DGSC, Pelindo I, II, III, IV

Remark: Effective Time means cargo operation time

Summary of Indonesian 25 Strategic Ports Information (5/7)

No.	Name of Port	P-17 Banjarmasin	P-18 Samarinda	P-19 Balikpapan	P-20 Bitung
1	Position (Type of port)	03°-20' South 114°-33' East Barito River Port	00°-30' South 117°-08' East Mahakam River Port	01°-17' South 116°-49' East Balikpapan River Port	01°-26' North 125°-11' East
2	Management Operation	ADPEL PELINDO IV	ADPEL PELINDO IV	ADPEL PELINDO IV	ADPEL PELINDO IV
3	Channel				
	1) Length	22 miles	37 miles	12 miles	9 miles
	2) Width	60m	80m	150m	600m
	3) Depth	-3.2 to -4m	-6m	-13m	-17m
	4) Tide	HHWS 2.9, LLWS 1.6m	HHWS 2.6, LLWS 0.4m	HHWS 2.7, LLWS 1.2m	HHWS 180, LLWS 120cm
4	Bert Length (Depth)	Semi cont. : 200m (-9m) Convent : 590m (-5 to -9m) Cement : 40m (-7m) Others : 500m (-4 to -9m)	Convent : 715m (-7m) Passenger : 112m (-7m) Small vessel : 50m (-6m)	Conventional: 351m (-7m) Passenger: 138m (-6m) Small vessel: 100m (-3m)	Convent : 1,069m (-3 to -9m) Passenger: 242m (-3 to -9m) Small ship: 60m (-1 to -3m)
5	Facility				
	1) Closed Storage	12,250 m2	4,400 m2	2,450m2	13,392 m2
	2) Open Storage	123,954 m2	19,650 m2	12,528m2	30,047 m2
	3) Others				
6	Equipment	Mobile Crane 5 Super Stacker : 4 Top Loader : 2	Mobile Crane 2	Mobile Crane 2	Mobile Crane 1 Reach Stacker 1
7	Ship calls	Total 8,298 (2002)	Total 11,387 (2002)	Total 7,540 (2002)	Total 5,217 (2002)
	1) Domestic	7,552	10,492	6,852	4,883
	2) International	746	895	688	334
8	Cargo throughput	Total 13,081,026 tons (2002) (Total 149,302 TEUs)	Total 11,216,430 tons (2002) (Total 88,043 TEUs)	Total 56,587,255 tons (2002) (Total 52,632 TEUs)	Total 3,598,139 tons (2002) (Total 83,861 TEUs)
	1) Domestic	4,000,096 tons (133,854 TEUs)	2,947,919 tons (85,751 TEUs)	17,374,040 tons (52,632 TEUs)	2,921,997 tons (81,333 TEUs)
	2) International	9,080,930 tons (15,448 TEUs)	8,268,512 tons (2,292 TEUs)	39,213,215 tons	676,142 tons (2,528 TEUs)
9	Kind of Cargo				
	1) Load	Container, GC, Coal, Plywood, Rubber, Cement, Fuel Oil	Container, GC, Coal, Sawm Timber, Plywood	Container, GC, Plywood, Coal, Fuel Oil, LNG/LPG	Container, GC, Copra, Sea Products, handicrafts
	2) Unload	Container, GC	Container, GC, Oil and Gas	Container, GC, Fuel Oil	Container, GC
10	Cargo Handling Productivity (T/G/H)				
	1) General cargo	20.00		15.50	18.00
	2) Bagged cargo			18.00	21.00
	3) Liquid bulk cargo	-	16.00	-	60.00
	4) Dry bulk cargo	-	18.00	-	40.00
	5) Container Ship's Gear (TEU/G/H)				
	6) Container Crane (TEU/G/H)				
11	Ship Service Performance				
	1) Waiting Time (H)	14.00	3.50	1.16	1.00
	2) Approach Time (H)	7.00	8.00	1.55	0.35
	3) Effective Time (H) *	43.00	41.50	34.30	45.83
	4) Berthing Time (H)	81.50	80.50	56.12	100.00
12	Port Facility Utilization (%)				
	1) Berth Occupancy Ratio	101.00	64.58	84.10	73.77
	2) Shed Occupancy Ratio	-	8.30	57.75	2.78
	3) Yard Occupancy Ratio	-	81.81	88.71	18.63
13	Max. Size of vessel	Maximum Draft 5.0 + 0.5m	LOA 153m Draft 6.8m with tide.	In the Balikpapan Bay,	LOA 130m, Draft 8m
14	Present Issues	The estuary of the river is very shallow and then the channel partly converted. The volume of annual dredging is 2.5 - 3 mill m3. Coal loading operation is made in Taboneo Anchorage from barge to bulk.	The siltation of the long 59 km long access channel is serious problem annual maintenance dredging has been carried out to secure more than 5m water depth. (1.4 million m3 / year)	Sediment discharge is relatively low compared with other rivers in Kalimantan. Access channel was developed and is maintained by Pertamina. The land area of the port is very limited and access road is seriously congested.	Passenger ship occupies conventional berth.
15	Future Plan	There is Master Plan of port facilities development and the implementation schedule until 2018.	The port has plan to transfer port to Palaran.	Development plan until 2018 including GC and container terminals in Karingau Industrial Estate Area.	145m (-10m) cont. terminal is under construction. There is Master Plan of port facilities development until 2018

Source: DGSC, Pelindo I, II, III, IV

Remark: Effective Time means cargo operation time

Summary of Indonesian 25 Strategic Ports Information (6/7)

No.	Name of Port	P-21 Makassar	P-22 Ambon	P-23 Jayapura	P-24 Biak
1	Position (Type of port)	5°-08'South 119°-24' East Channel Port	3°-41'South 128°-10' East Channel Port	2°-33'South 140°-43' East Channel Port	1°-11'South 136°-05' East Channel Port
2	Management Operation	ADPEL PELINDO IV	ADPEL PELINDO IV	ADPEL PELINDO IV	ADPEL PELINDO IV
3	Channel				
	1) Length	2 miles	15 miles	1.62 miles	1.5 miles
	2) Width	150m	1,000m	2) 500 m	360m
	3) Depth	-13m	-10m	3) -27 m	-10 to -16m
	4) Tide	HHWS 140, LLWS 5cm	HHWS 1.5m, LLWS 0.1m	MHWS 1.5m, MLWS 1.0m	HHWS 13m, MLWS 10m
4	Bert Length (Depth)	Cont. Terminal : 850m (-12m) RORO : 210m (-5m) Convent. : 1,360m (-9m) Small Ship : 510m (-3m)	Conventional : 462m (-10m) Passenger: 114m (N/A) Small vessel: 73m (-4m)	Conventional : 248 m (-11m)	Conventional: 120m (-7m) Passenger: 142m (-10m)
5	Facility				
	1) Closed Storage	19,200 m2	5,030 m2	3,025 m2	3,800 m2
	2) Open Storage	36,213 m2	8,400 m2	9,430 m2	10,000 m2
	3) Others	4,000 m2 (CFS)			
		Cont yard : 114,000 m2			
6	Equipment	Cont. Crane 2 Mobile Crane 2	Mobile Crane 2	Mobile Crane 1	Mobile Crane 3
7	Ship calls	Total 5,770 (2002)	Total 2,813 (2002)	Total 894 (2002)	Total 774 (2002)
	1) Domestic	5,403		864	761
	2) International	367		30	13
8	Cargo throughput (In which containers)	Total 7,422,772 tons (2002) (Total 207,485 TEUs)	Total 91,899 tons (2002)	Total 671,228 tons (2002) (Total 4,276 TEUs)	Total 173,526 tons (2002) (Total 353 TEUs)
	1) Domestic	5,773,459 tons		641,131 tons	160,466 tons
	(In which containers)	(197,496 TEUs)		(4,276 TEUs)	(353 TEUs)
	2) International	1,649,313 tons		30,097 tons	13,060 tons
	(In which containers)	(9,989 TEUs)			
9	Kind of Cargo				
	1) Load	Container, GC, Cement, Wheat Flour, Car	Fuel, Steel, Concrete Iron	Container, GC, Crude Oil, Fuel	Container, GC, Plywood, Fish
	2) Unload	Container, GC, Fertilizer, Vehicle, Coal		Container, GC	Container, GC
10	Cargo Handling Productivity (T/G/H)				
	1) General cargo	18.00	12.00	18.00	
	2) Bagged cargo	20.00	11.00	-	
	3) Liquid bulk cargo	-	-	-	
	4) Dry bulk cargo	-	-	-	
	5) Container Ship's Gear (TEU/G/H)				
	6) Container Crane (TEU/G/H)				
11	Ship Service Performance				
	1) Waiting Time (H)	1.00	0.15	4.03	4.00
	2) Approach Time (H)	1.05	0.15	1.16	2.00
	3) Effective Time (H) *	59.88	30.70	47.77	62.50
	4) Berthing Time (H)	70.93	32.70	111.73	79.50
12	Port Facility Utilization (%)				
	1) Berth Occupancy Ratio	53.41	39.55	86.44	65.00
	2) Shed Occupancy Ratio	19.46	32.50	53.42	33.86
	3) Yard Occupancy Ratio	2.27	4.70	21.08	1.29
13	Max. Size of vessel				
14	Present Issues	At the present, the port is not affected by sedimentation, hence no dredging work was carried out.			Detatched pier for conventional vessel collapses for long time and does not rehabilitate, while it was does not rehabilitate, while it was built in 1920 by Dutch company. Vessel waits at anchorage for berthing frequently due to shortage of berths.
15	Future Plan	For the future expansion of the port area, Lae-Lae will be reclaimed 200 Ha.			There is Master Plan of port facilities development and the implementartion schedule until 2018.

Source: DGSC, Pelindo I, II, III, IV

Remark: Effective Time means cargo operation time

Summary of Indonesian 25 Strategic Ports Information (7/7)

No.	Name of Port	P-25
	Item	Sorong
1	Position (Type of port)	0°-53' South 131°-14' East Channel Port
2	Management Operation	ADPEL PELINDO IV
3	Channel	
	1) Length	3.5 miles
	2) Width	926m
	3) Depth	-20m
	4) Tide	HHWS 1.8m, LLWS 0.1m
4	Bert Length (Depth)	Conventional: 160m (-9m) Passenger: 120m
5	Facility	
	1) Closed Storage	1,950 m2
	2) Open Storage	6,400 m2
	3) Others	
6	Equipment	Mobile Crane 1
7	Ship calls	Total 2,981 (2002)
	1) Domestic	2,865
	2) International	116
8	Cargo throughput	Total 1,370,933 tons (2002)
	(In which containers)	(Total 14,670 TEUs)
	1) Domestic	957,551 tons
	(In which containers)	(14,670 TEUs)
	2) International	413,382 tons
	(In which containers)	
9	Kind of Cargo	
	1) Load	Container, GC, Plywood, Log, Crude Oil, Gas, Sea products
	2) Unload	Container, GC
10	Cargo Handling Productivity (T/G/H)	
	1) General cargo	
	2) Bagged cargo	
	3) Liquid bulk cargo	
	4) Dry bulk cargo	
	5) Container Ship's Gear	
	(TEU/G/H)	
	6) Container Crane (TEU/G/H)	
11	Ship Service Performance	
	1) Waiting Time (H)	45.00
	2) Approach Time (H)	1.50
	3) Effective Time (H) *	50.00
	4) Berthing Time (H)	142.50
12	Port Facility Utilization (%)	
	1) Berth Occupancy Ratio	80.06
	2) Shed Occupancy Ratio	6.81
	3) Yard Occupancy Ratio	4.48
13	Max. Size of vessel	
14	Present Issues	
15	Future Plan	Master plan concept until 2018 is to improve the existing facilities for multi-purpose use.

Source: DGSC, Pelindo I, II, III, IV

Remark: Effective Time means cargo operation time

3.3 Distance Chart



