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

	Name of Port	-9 8 99	P-14	P-15	P-16
	Item	Tanjung Emas	Tanjung Perak	Benoa	Tenau/Kupang
	Position	6°-53'South	7°-12´South	8°-45´South	10°-12′South
1		110°-24 East	112°-43'East	115°-13'East	123°-31 East
	(Type of port)	Sea Port	Sea Port	Sea Port	Sea Port
	Management	ADPEL	ADPEL	ADPEL	ADPEL
2	Operation	PELINDO III	PELINDO III	PELINDO III	PELINDO III
Ī	Channel				No special channel
	1) Length	18 miles	24 miles	2 miles	
3	2) Width	150m	100m to 150m	150m to 200m	
_	3) Depth	-7m	-10m	-9m	
		-7111			
_	4) Tide	0 17 1 1 050 (10)	HHWS 2.5m	HHWS 2.7m, LLWS 0.1m	
	Bert Length (Depth)	Cont Terminal: 350m (-10m)	TPS: 1,450m (-6.5 to 10.5m)	General : 206m (-5 to -6m)	Conventional: 223m (-8m)
		Convent : 880m (-4.5 to -9m)	CT 1,2,3: 1,870m (-9 to 10.5m)	Small ship 150m (-3m)	Passenger: 100m (-6m)
4		Small ship:1,700m (-3m)	Convt: 3,710m-6.7 to 9m)	Passenger 290m (-9m)	Traditional 50m (-5m)
		Fertilizer Berth: 1,017m (-6m)	Dry Bulk : 849m (-9m)		Fuel & Oil Jetty (Pertamina)
		Others 1,234m	Others : 3900m (-2 to -9.7m)		
	Facility				
	1) Closed Storage	47,790 m2	Many transit sheds /warehouses	1,614 m2	1,000 m
5	2) Open Storage	246,648 m2	Container yards	21,700 m2	4,000 m
	3) Others	3,564 m2 (CFS)			
					<u> </u>
	Equipment	Shore Crane: 3	Quayside Cont. C: 24	Truck Mounted crane : 1	Mobile Crane 1
	_qa.pmon	Cont. Crane: 4	RTG: 45 units	Track Modified Glaffe . 1	linesia ordine i
6		2 2 3 3 30 30 30	INTO . TO WING		
		RTG: 8			
_			= % & V*		
	Ship calls	Total 5,748 (2002)	Total 11,137 (2002)		Total 1,837 (2002
	1) Domestic	4,823	9,275	23,944	1,74
7	2) International	925	1,862	600	9.
Ī	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 8,665 TEUs
	1) Domestic	5,322,625 tons	21,577,394 tons		786,894 tons
0		5,322,023 toris			
8	(In which containers)		(555,596 TEUs)		(8,568 TEUs
	2) International	721,036 tons	6,041,945 tons	13,742 tons	139,942 tons
	(In which containers)				(97 TEUs
	Kind of Cargo				
	1) Load				
		Container, GC, Furniture, Textile,	Container, GC	Container, GC	Container, Fuel Oil
9		Plywood	Control of the Contro		Control Contro
	2) Unload				Container, Fuel Oil
			Container CC	01-1	
		Container, GC, Hardware,	Container, GC	Container, GC	
		Chemical, Sawn Timber	Container, GC	Container, GC	
	Cargo Handling Productivity (T/G/H)		Container, GC	Container, GC	
	Cargo Handling Productivity (T/G/H)	Chemical, Sawn Timber			17.00
	1) General cargo	Chemical, Sawn Timber	21.00	25.00	17.00
	1) General cargo 2) Bagged cargo	Chemical, Sawn Timber 30.00 37.00	21.00 		17.00 40.00
0	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo	30.00 37.00 60.70	21.00		
0	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo	Chemical, Sawn Timber 30.00 37.00	21.00 		
0	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo	30.00 37.00 60.70	21.00 		
0	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo	30.00 37.00 60.70 77.60	21.00 		
0	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear	30.00 37.00 60.70 77.60	21.00 		
0	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H)	30.00 37.00 60.70 77.60	21.00 		
0	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) Ship Service Performance	30.00 37.00 60.70 77.60	21.00 18.00 84.60		
_	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEU/G/H) 6) Container Grane (TEU/G/H) Ship Service Performance 1) Waiting Time (H)	30.00 37.00 60.70 77.60 1.00	21.00 18.00 84.60	25.00	44.00
_	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H)	30.00 37.00 60.70 77.60	21.00 18.00 84.60 	25.00 	44.00 1.00
	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H)	30.00 37.00 60.70 77.60	21.00 18.00 84.60 	25.00 - - - 1.00 1.00 55.00	44.00 1.00 60.00
_	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H)	30.00 37.00 60.70 77.60	21.00 18.00 84.60 	25.00 	44.00 1.00
_	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H)	30.00 37.00 60.70 77.60	21.00 18.00 84.60 	1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00
11	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) 5) Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%)	30.00 37.00 60.70 77.60 1.00 2.00 45.50 72.50	21.00 18.00 84.60 1.50 3.50 37.50 46.50	25.00 - - - 1.00 1.00 55.00	44.00 1.00 60.00
11	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) 6) Container Crane (TEU/G/H) 7) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio	30.00 37.00 60.70 77.60	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00
11	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%)	30.00 37.00 60.70 77.60 1.00 2.00 45.50 72.50	21.00 18.00 84.60 1.50 3.50 37.50 46.50	1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00
11	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	30.00 37.00 60.70 77.60 1.00 2.00 45.50 72.50 47.00 9.80	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00
11	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	30.00 37.00 60.70 77.60 1.00 2.00 45.50 72.50 47.00 9.80	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00
11	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	30.00 37.00 60.70 77.60 1.00 2.00 45.50 72.50 47.00 9.80	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00
11	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	1.00 2.00 45.50 72.50 47.00 9.80	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
11	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	30.00 37.00 60.70 77.60 1.00 2.00 45.50 72.50 47.00 9.80	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called
11	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
112	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
2 3	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
2 3	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
112	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m.
111 112 113	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60 57.00	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m. No tug boat is available.
11 12 13	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel Present Issues	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60 57.00	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m. No tug boat is available.
111	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) 6) Container Crane (TEU/G/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel Present Issues	30.00	21.00 18.00 84.60 1.50 3.50 37.50 46.50 71.00 6.70	25.00 1.00 1.00 55.00 65.60 57.00	44.00 1.00 60.00 112.00 82.00 Usually 5,000 to 10,000 DWT vessel calls. Max size ever called 12,000 DWT with 9m. No tug boat is available.

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	AND SECURITY OF THE SECURITY O	P-18	P-19	P-20
	Item	Banjarmasin	Samarinda	Balikpapan	Bitung
J	Position	03°-20´South	00°-30′South	01°-17´South	01°-26´North
1		114°-33'East	117°-08'East	116°-49'East	125°-11'East
J	(Type of port)	Barito River Port	Mahakam River Port	Balikpapan River Port	
\exists	Management	ADPEL	ADPEL	ADPEL	ADPEL
2	Operation	PELINDO IV	PELINDO IV	PELINDO IV	PELINDO IV
\rightarrow	Channel				
- 1	1) Length	22 miles	37 miles	12 miles	9 miles
3	2) Width	60m	80m	150m	600m
٦					-17m
J	3) Depth	-3.2 to -4m	-6m	-13m	
_	4) Tide	HHWS 2.9, LLWS 1.6m	HHWS 2.6, LLWS 0.4m	HHWS 2.7, LLWS 1.2m	HHWS 180, LLWS 120cm
J	Bert Length (Depth)	Semi cont. : 200m (-9m)	Convent : 715m (-7m)	Conventional: 351m (-7m)	Convent : 1,069m (-3 to -9m)
		Convent : 590m (-5 to -9m)	Passenger : 112m (-7m)	Passenger: 138m (-6m)	Passenger: 242m (-3 to -9m)
4		Cement : 40m (-7m)	Small vessel : 50m (-6m)	Small vessel: 100m (-3m)	Small ship: 60m (-1 to -3m)
J		Others : 500m (-4 to -9m)			
-	Facility				L
J	1) Closed Storage	12,250 m2			13,392 m2
5	2) Open Storage	123.954 m2	19,650 m2	12,528m2	30,047 m2
J	3) Others				
- 1		[[
T	Equipment	Mobile Crane 5	Mobile Crane 2	Mobile Crane 2	Mobile Crane 1
		Super Stacker : 4			Reach Stacker 1
6		CONADA 2020 SE 27			
ļ		Top Loader : 2			
_	Ohio calle	T-1-10 000 (0	T-1-141 00= (00==)	T-1-17 F10 (0	T-1-1 = 0.1= //
J	Ship calls	Total 8,298 (2002)	Total 11,387 (2002)	Total 7,540 (2002)	Total 5,217 (2002)
J	1) Domestic	7,552	10,492	6,852	4,883
7	2) International	746	895	688	334
J					
J					
T	Cargo throughput	Total 13,081,026 tons (2002)	Total 11,216,430 tons (2002)	Total 56,587,255 tons (2002)	Total 3,598,139 tons (2002)
- }	(In which containers)	(Total 149,302 TEUs)	(Total 88,043 TEUs)	(Total 52,632 TEUs)	(Total 83,861 TEUs
ł	1) Domestic	4,000,096 tons	2,947,919 tons		2,921,997 tons
8	(In which containers)	(133,854 TEUs)	(85,751 TEUs)	(52,632 TEUs)	(81,333 TEUs)
J	2) International	9,080,930 tons	8,268,512 tons	39,213,215 tons	676,142 tons
J	(In which containers)	(15,448 TEUs)	(2,292 TEUs)		(2,528 TEUs)
╗	Kind of Cargo				
- 1	1) Load				
J		Container, GC, Coal, Plywood,	Container, GC, Coal, Sawn	Container, GC, Plywood, Coal,	Container, GC, Copra, Sea
9		Rubber, Cement, Fuel Oil	Timber, Plywood	Fuel Oil, LNG/LPG	Products, handicrafts
٦	2) Unload				
J	2) Officad		Cantaines CC Cil and Can	Cantainas CC Firel Cil	Container, GC
		Container CC		Container, GC, Fuel Oil	
ı		Container, GC	Container, GC, Oil and Gas		Container, GC
4	Cargo Handling Productivity (T/G/H)	Container, GC	Container, GC, Oil and Gas		Container, GC
_	Cargo Handling Productivity (T/G/H)		Container, GC, Oil and Gas	15.50	
_	1) General cargo	Container, GC	Container, GC, Oil and Gas	15.50	18.00
	1) General cargo 2) Bagged cargo			15.50 18.00	18.00 21.00
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo		16.00		18.00 21.00 60.00
	1) General cargo 2) Bagged cargo				18.00 21.00
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo		16.00		18.00 21.00 60.00
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo		16.00		18.00 21.00 60.00
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear		16.00		18.00 21.00 60.00
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEU/G/H)		16.00		18.00 21.00 60.00
10	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) Ship Service Performance	20.00	16.00 18.00	18.00	18.00 21.00 60.00 40.00
10	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) Ship Service Performance 1) Waiting Time (H)	20.00	16.00 18.00	18.00	18.00 21.00 60.00 40.00
10	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H)	20.00 	16.00 18.00 3.50 8.00	18.00 	18.00 21.00 60.00 40.00
10	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H)*	20.00 	3.50 8.00 41.50	1.16 1.55 34.30	18.00 21.00 60.00 40.00 1.00 0.35 45.83
110	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) Ship Service Performance 1) Watting Time (H) 2) Approach Time (H) 3) Effective Time (H)	20.00 	16.00 18.00 3.50 8.00	18.00 	18.00 21.00 60.00 40.00
110	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H) 6) Container Crane (TEU/G/H) Ship Service Performance 1) Watting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H)	20.00 	3.50 8.00 41.50 80.50	1.16 1.55 34.30 56.12	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00
11	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) Ship Service Performance 1) Watting Time (H) 2) Approach Time (H) 3) Effective Time (H)	20.00 	3.50 8.00 41.50	1.16 1.55 34.30	18.00 21.00 60.00 40.00 1.00 0.35 45.83
110	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H) 6) Container Crane (TEU/G/H) Ship Service Performance 1) Watting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H)	20.00 	3.50 8.00 41.50 80.50	1.16 1.55 34.30 56.12	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00
11	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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%)	20.00 	3.50 8.00 41.50 80.50	1.16 1.55 34.30 56.12	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00
111	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) 8) Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio	20.00 	3.50 8.00 41.50 80.50	1.16 1.55 34.30 56.12 84.10 57.75	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00
111	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) 6) Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Berthing Time (H) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	20.00 	3.50 8.00 41.50 80.50	1.16 1.55 34.30 56.12 84.10 57.75 88.71	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63
111	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) 6) Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Berthing Time (H) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	20.00 	3.50 8.00 41.50 80.50 64.58 8.30 81.81	1.16 1.55 34.30 56.12 84.10 57.75	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00
111	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 	3.50 8.00 41.50 80.50 64.58 8.30 81.81	1.16 1.55 34.30 56.12 84.10 57.75 88.71	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63
111	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) 6) Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Berthing Time (H) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	20.00 14.00 7.00 43.00 81.50 101.00	16.00 18.00 3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide.	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay,	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m
111	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 Maximum Draft 5.0 + 0.5m The estuary of the river is very shallow and then the channel parity converted. The volume of	16.00 18.00 18.00 3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, Sediment discharge is relatively low compared with other rivers in Kalimantan. Access channel was	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies
111	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 Maximum Draft 5.0 + 0.5m 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.	16.00 18.00 18.00 3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, Sediment discharge is relatively low compared with other rivers in Kalimantan. Access channel was developed and is maintained by	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies
111	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 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	3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to secure more than 5m water depth.	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, 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	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies
111	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 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	3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to secure more than 5m water depth.	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, 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	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies
111	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 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	3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to secure more than 5m water depth.	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, 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	18.00 21.00 60.00 40.00 1.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies
111 112 113	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) 6) Container Crane (TEU/G/H) 3) Effective Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 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 bulker.	16.00 18.00 18.00 3.50 8.000 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to secure more than 5m water depth. (1.4 million m3 / year) The port has plan to transfer port	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, 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. Development plan until 2018	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies conventional berth.
111	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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 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 bulker. There is Master Plan of port facilities development and the	3.50 8.00 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to secure more than 5m water depth. (1.4 million m3 / year)	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, 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. Development plan until 2018 including GC and container	18.00 21.00 60.00 40.00 1.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies conventional berth.
111 112 113	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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	20.00 14.00 7.00 43.00 81.50 101.00 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 bulker.	16.00 18.00 18.00 3.50 8.000 41.50 80.50 64.58 8.30 81.81 LOA 153m Draft 6.8m with tide. The siltation of the long 59 km long access channel is serious ploblem annual maintenance dredging has been carried out to secure more than 5m water depth. (1.4 million m3 / year) The port has plan to transfer port	1.16 1.55 34.30 56.12 84.10 57.75 88.71 In the Balikpapan Bay, 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. Development plan until 2018	18.00 21.00 60.00 40.00 1.00 0.35 45.83 100.00 73.77 2.78 18.63 LOA 130m, Draft 8m Passenger ship occupies conventional berth.

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

Remark: Effective Time means cargo operation time

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

	Name of Port	P-21 Makassar	P-22 Ambon	P-23 Jayapura	P-24 Biak
-	Position	5°-08′South	3°-41′South	2°-33′South	1°-11′South
	Position		128°-10'East	140°-43′East	N
1		119°-24′East	1-10 (11-11-11-1	1 12 (12)	136°-05'East
_	(Type of port)	Channel Port	Channel Port	Channel Port	Channel Port
2	Management	ADPEL	ADPEL	ADPEL	ADPEL
	Operation	PELINDO IV	PELINDO IV	PELINDO IV	PELINDO IV
	Channel				
	1) Length	2 miles	15 miles	1.62 miles	1.5 miles
3	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
	Bert Length (Depth)	Cont. Terminal : 850m (-12m)	Conventional : 462m (-10m)	Conventional : 248 m (-11m)	Conventional: 120m (-7m)
	1000 100 100 100	RORO.: 210m (-5m)	Passenger: 114m (N/A)	* *	Passenger: 142m (-10m)
4		Convent. :1,360m (-9m)	Small vessel: 73m (-4m)		
		Small Ship : 510m (-3m)			
_	F04-				
	Facility	19,200 m2	5,030 m2	2 025 m2	3,800 m
_	1) Closed Storage				
5	2) Open Storage	36,213 m2	8,400 m2	9,430 m2	10,000 m
	3) Others	4,000 m2 (CFS)			
		Cont yard : 114,000 m2			
	Equipment	Cont. Crane 2	Mobile Crane 2	Mobile Crane 1	Mobile Crane 3
6		Mobile Crane 2			
_	Ship calls	Total 5,770 (2002)	Total 2,813 (2002)	Total 894 (2002)	Total 774 (2002
	1) Domestic	5,403		864	76
7	2) International	367		30	1:
				-	
	Cargo throughput	Total 7,422,772 tons (2002)	Total 91,899 tons (2002)		Total 173,526 tons (2002
	(In which containers)	(Total 207,485 TEUs)		(Total 4,276 TEUs)	(Total 353 TEUs
	1) Domestic	5,773,459 tons		641,131 tons	160,466 ton
8	(In which containers)	(197,496 TEUs)		(4,276 TEUs)	(353 TEUs
	2) International	1,649,313 tons		30,097 tons	13,060 ton
	(In which containers)	(9,989 TEUs)			
	Kind of Cargo				
	1) Load				
		Container, GC, Cement, Wheat	Fuel, Steel, Concrete Iron	Container, GC, Crude Oil, Fuel	Container, GC, Plywood, Fish
9		Flour, Car			
	2) Unload				
		Container, GC, Fertilizer, Vehicle,		Container, GC	Container, GC
				ooritainor, oo	
_		Coal		Johnson, Go	
	Cargo Handling Productivity (T/G/H)	Coal			
	1) General cargo	Coal 18.00	12.00	18.00	
	1) General cargo 2) Bagged cargo	Coal	12.00 11.00		
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo	Coal 18.00			
10	1) General cargo 2) Bagged cargo	Coal 18.00			
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo	Coal 18.00			
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo	18.00 20.00			
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear	18.00 20.00			
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear	18.00 20.00			
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUIG/H) 6) Container Crane (TEUIG/H)	18.00 20.00			4.00
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEU/G/H) 6) Container Grane (TEU/G/H) Ship Service Performance 1) Waiting Time (H)	18.00 20.00	0.15	18.00	
	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H)	18.00 20.00 	0.15 0.15	18.00 	2.00
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H) 6) Container Crane (TEU/G/H) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H)	18.00 20.00 	0.15 0.15 30.70	4.03 1.16 47.77	2.00 62.50
10	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H) 6) Container Crane (TEU/G/H) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H)	18.00 20.00 	0.15 0.15	18.00 	2.00
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H) 6) Container Crane (TEUG/H) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%)	18.00 20.00 	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77	2.00 62.50 79.50
	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUG/H) 6) Container Crane (TEU/G/H) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%)	18.00 20.00 	0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50
11	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEU/G/H) 6) Container Grane (TEU/G/H) 5hip Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio	18.00	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86
11	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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	18.00 20.00 	0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50
11	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEU/G/H) 6) Container Grane (TEU/G/H) 5hip Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio	18.00	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86
11	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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	18.00	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86
11	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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	18.00	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29
11	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29
112	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	18.00	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes for long time and does not rehabilitate, while it was
11	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes for long time and does not rehabilitate, while it was
112	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes 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
11	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes for long time and does not rehabilitate, while it was built in 1920 by Dutch company. Vessel waits at anchorage for berthing frequently due to
112	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUIG/H) 6) Container Crane (TEUIG/H) 6) Container Crane (TEUIG/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence no dredging work was carried out.	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes for long time and does not rehabilitate, while it was built in 1920 by Dutch company. Vessel waits at anchorage for berthing frequently due to shortage of berths.
112	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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence no dredging work was carried out.	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes 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. There is Master Plan of port
112	1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo 5) Container Ship's Gear (TEUIG/H) 6) Container Crane (TEUIG/H) 6) Container Crane (TEUIG/H) 2) Approach Time (H) 2) Approach Time (H) 3) Effective Time (H)* 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio Max. Size of vessel	18.00 20.00 1.00 1.00 1.05 59.88 70.93 53.41 19.46 2.27 At the present, the port is not affected by sedimentation, hence no dredging work was carried out.	0.15 0.15 0.15 30.70 32.70	4.03 1.16 47.77 111.73	2.00 62.50 79.50 65.00 33.86 1.29 Dettatched pier for conventional vessel collaspes 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.

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 Sorong
	Position	0°-53´South
1	1 dollari	131°-14′East
1	(T f)	Sequent State South Section
Щ.	(Type of port)	Channel Port
2	Management	ADPEL
	Operation	PELINDO IV
	Channel	
	1) Length	3.5 miles
3	2) Width	926m
	3) Depth	-20m
Щ	4) Tide	HHWS 1.8m, LLWS 0.1m
	Bert Length (Depth)	Conventional: 160m (-9m)
		Passenger: 120m
4		
_	Facility	
	1) Closed Storage	1,950 m2
5	2) Open Storage	6,400 m2
-		
	3) Others	
6	Equipment	Mobile Crane 1
	Ship calls	Total 2,981 (2002)
	1) Domestic	2,865
7	2) International	116
П	Cargo throughput	Total 1,370,933 tons (2002)
	(In which containers)	(Total 14,670 TEUs
	1) Domestic	957,551 tons
8	(In which containers)	(14,670 TEUs
	2) International	413,382 tons
		+
	(In which containers)	50000 Seed at 504 14000 Decorption of Seed No. 12000 Seed Seed Seed Seed Seed Seed Seed S
	(In which containers)	
	Kind of Cargo	
		Container GC Plywood Log
	Kind of Cargo	Container, GC, Plywood, Log, Crude Oil Gas. Sea products
9	Kind of Cargo	Container, GC, Plywood, Log, Crude Oil, Gas, Sea products
9	Kind of Cargo	
9	Kind of Cargo 1) Load	
9	Kind of Cargo 1) Load	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload Cargo Handling Productivity (T/G/H) 1) General cargo	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload Cargo Handling Productivity (T/G/H) 1) General cargo 2) Bagged cargo	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload Cargo Handling Productivity (T/G/H) 1) General cargo 2) Bagged cargo 3) Liquid bulk cargo	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload Cargo Handling Productivity (T/G/H) 1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload Cargo Handling Productivity (T/G/H) 1) General cargo 2) Bagged cargo 3) Liquid bulk cargo	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload Cargo Handling Productivity (T/G/H) 1) General cargo 2) Bagged cargo 3) Liquid bulk cargo 4) Dry bulk cargo	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload 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	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload 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)	Crude Oil, Gas, Sea products
9	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance	Crude Oil, Gas, Sea products Container, GC
10	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Walting Time (H)	Crude Oil, Gas, Sea products Container, GC
9 10	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H)	Crude Oil, Gas, Sea products Container, GC 45.00 1.50
10	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Walting Time (H)	Crude Oil, Gas, Sea products Container, GC
10	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H)	Crude Oil, Gas, Sea products Container, GC 45.00 1.50
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H)	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%)	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Ocuupancy Ratio	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Ocuupancy Ratio 2) Shed Occupancy Ratio	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
10	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facilitiy Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facility Utilization (%) 1) Berth Ocuupancy Ratio 2) Shed Occupancy Ratio	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
111	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facilitiy Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
111	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) Port Facilitiy Utilization (%) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
11 12 13	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81
11 12 13	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81 4.48
10	Kind of Cargo 1) Load 2) Unload 2) Unload 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) 6) Container Crane (TEU/G/H) 7) Ship Service Performance 1) Waiting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 7) Herth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81 4.48
10	Kind of Cargo 1) Load 2) Unload 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) Ship Service Performance 1) Walting Time (H) 2) Approach Time (H) 3) Effective Time (H) 4) Berthing Time (H) 1) Berthing Time (H) 1) Berth Occupancy Ratio 2) Shed Occupancy Ratio 3) Yard Occupancy Ratio Max. Size of vessel	Crude Oil, Gas, Sea products Container, GC 45.00 1.50 50.00 142.50 80.06 6.81 4.48

Source: DGSC, Pelindo $\ I$, II , III, $\ IV$ Remark: Effective Time means cargo operation time

3.3 Distance Chart



