

NEW PORT PROJECTS: OVERCOMING BOTTLENECKS AND DEVELOPMENT CHALLENGES



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Presentation Materials

In general, points to be discussed are:

1. Trend of existing business
2. Problems and hindrances
3. Overcoming bottlenecks
4. Development Challenges

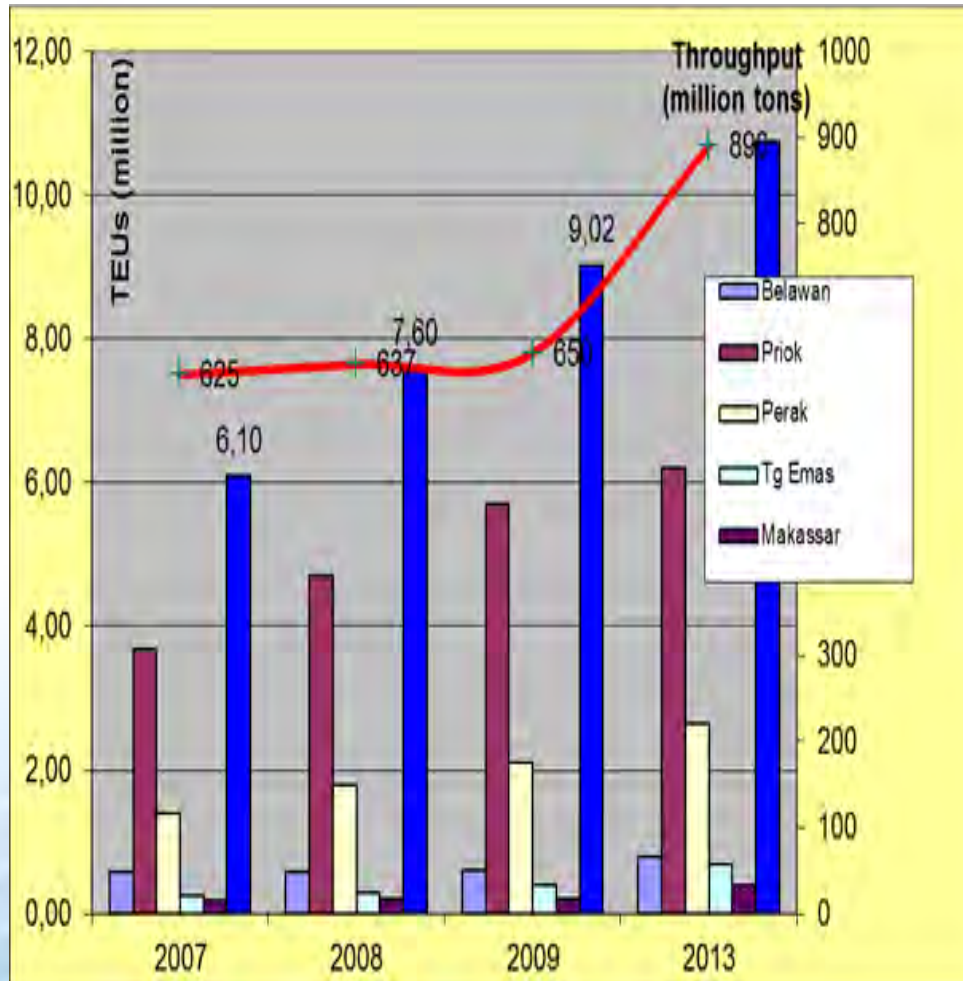




Section One

TREND OF EXISTING BUSINESS

DEMOGRAPHIC+INOVATION+INVESTMENT



- For container traffic, there were increased 15%-20% in 2007-2013
- Economic growth 5-6 percents stimulate the increasing container traffic in various terminals due to demographic bonuses
- Various innovation and investment of up to US\$ 4-5 billion in 2007-2013

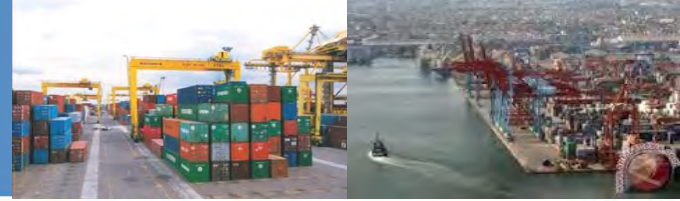




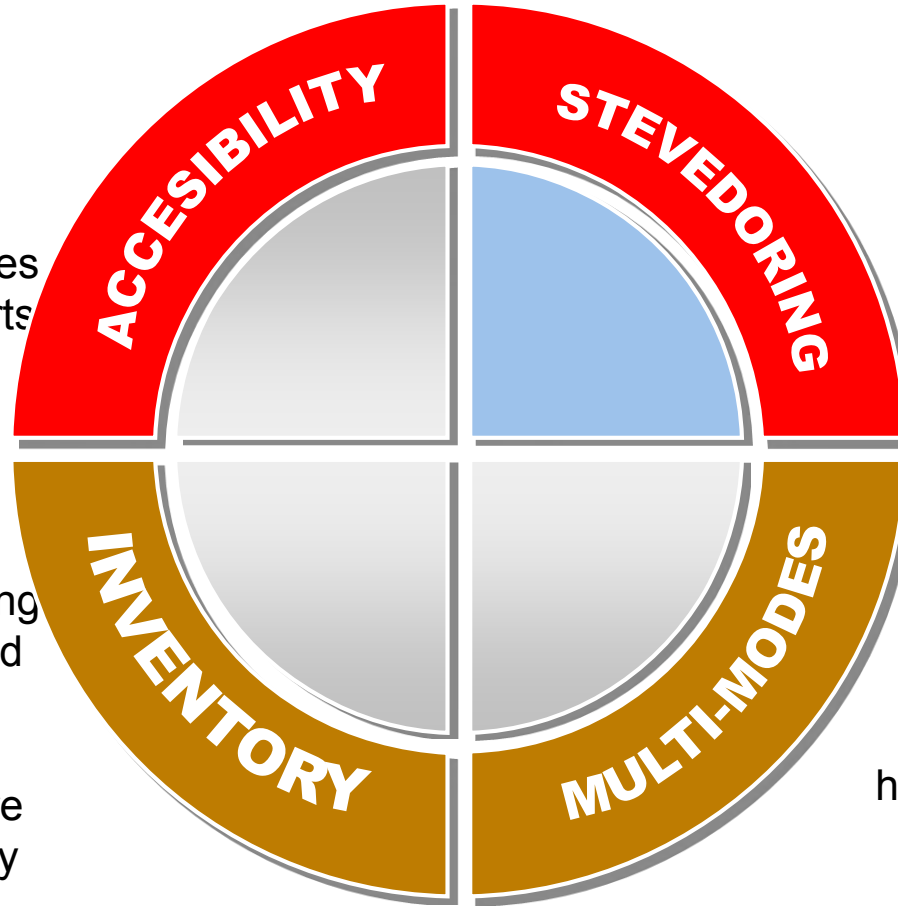
Section Two

PROBLEMS AND HINDRANCES

Problems – *Operational Factors*



There are four main operational factors that create delays and higher logistics costs



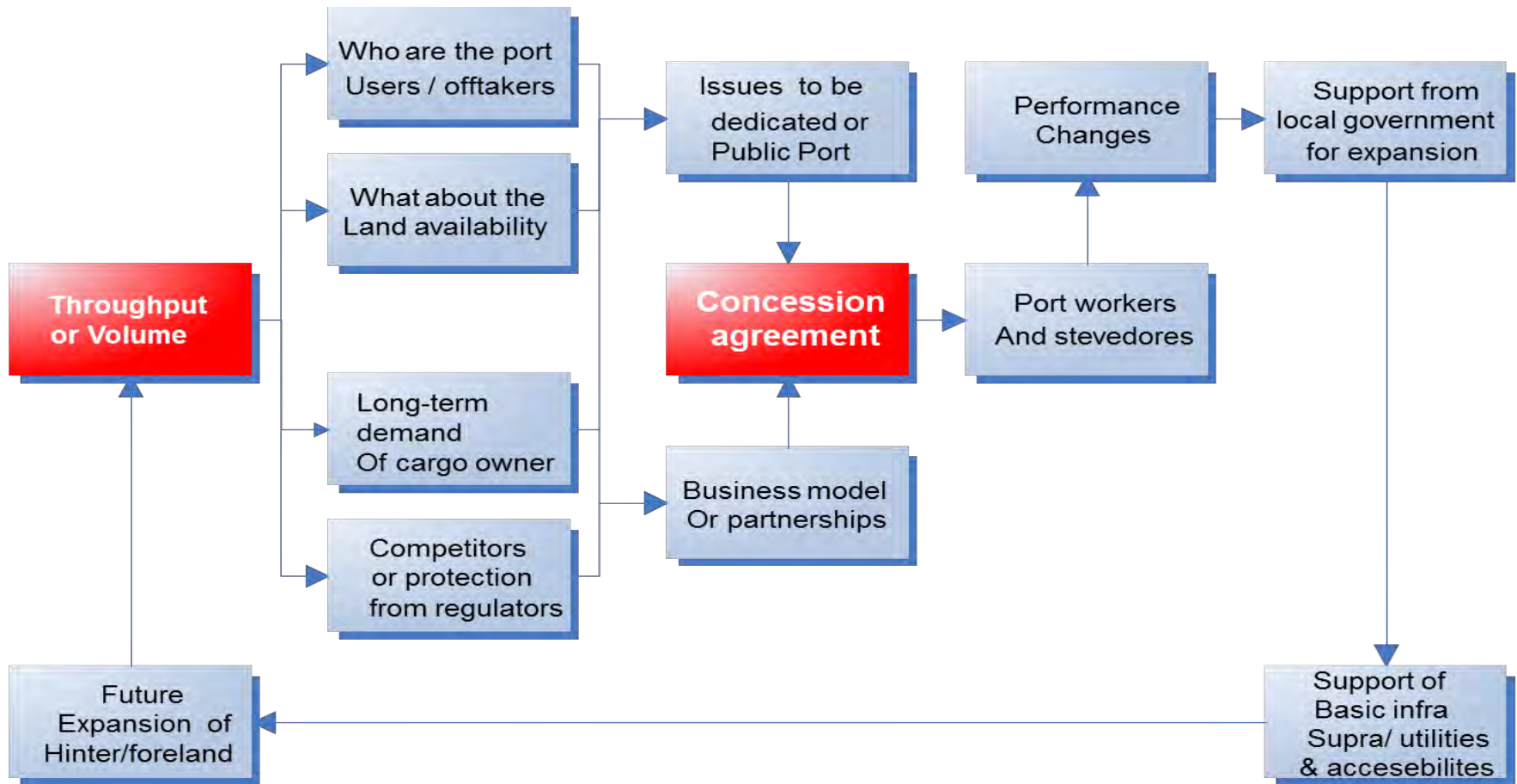
Particularly on limited navigational and inland accessibility that slow the increasing traffic of cargoes and ships to and from ports and add the waiting and delays

Lack of berths for ships calling that stimulate higher waiting time and total turn-round time at ports including higher demurrage costs of ships

Storing and consolidating facilities are much required for cargoes in-out of hinterland and foreland. Due to this larger ships are limited to call economically

The support of multimodal transportation is still fragmented and not integrated. Due to this higher inland transport is higher and not efficient

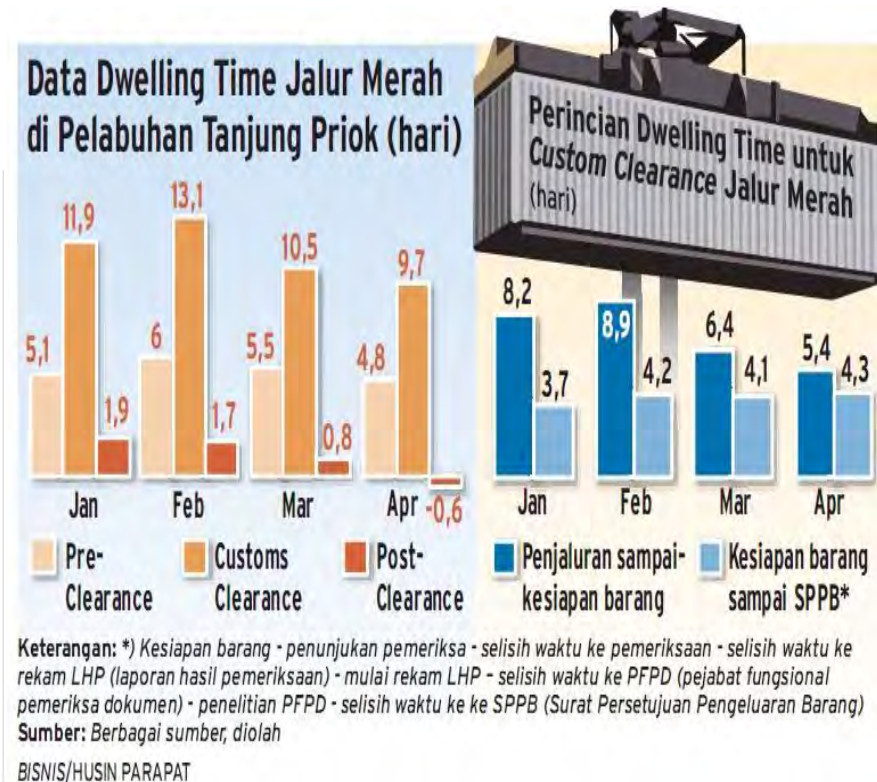
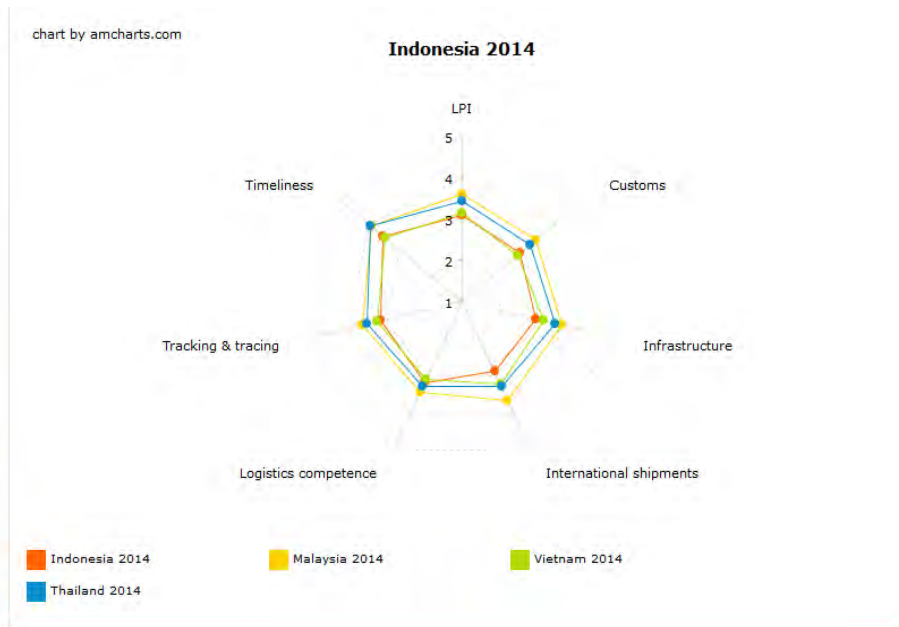
PROBLEMS THAT INVESTORS MAY ENCOUNTER



Source: Gurnng (2013)



Logistics Performance Expectation



Due to higher waiting time and dwelling time create total longer ship's turn round time (TRT) particularly in Priok, Perak, Belawan, and Semarang. This increase the logistics costs and time

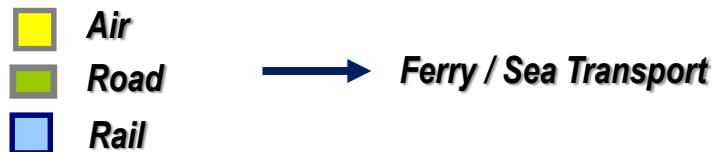
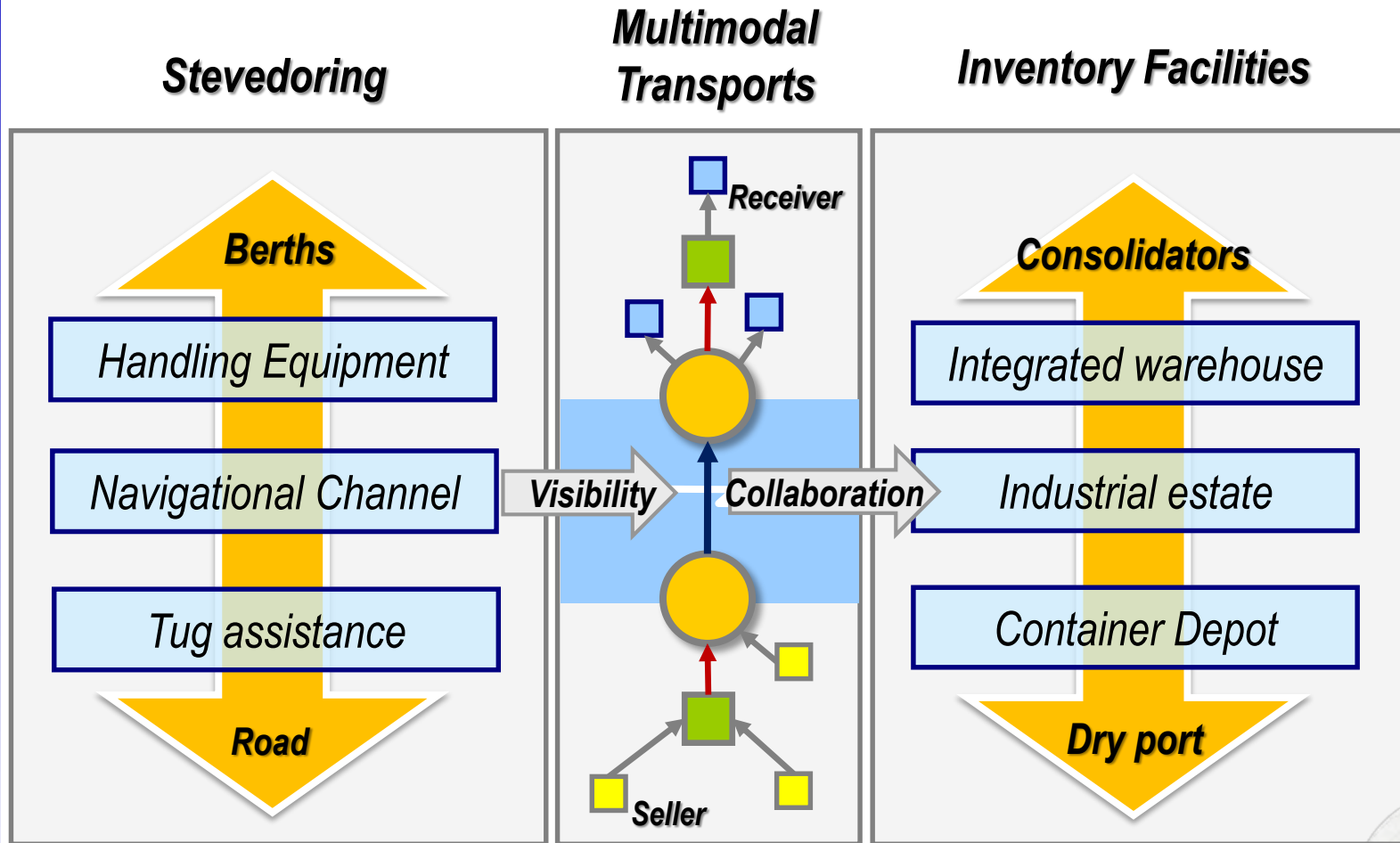


Section Three

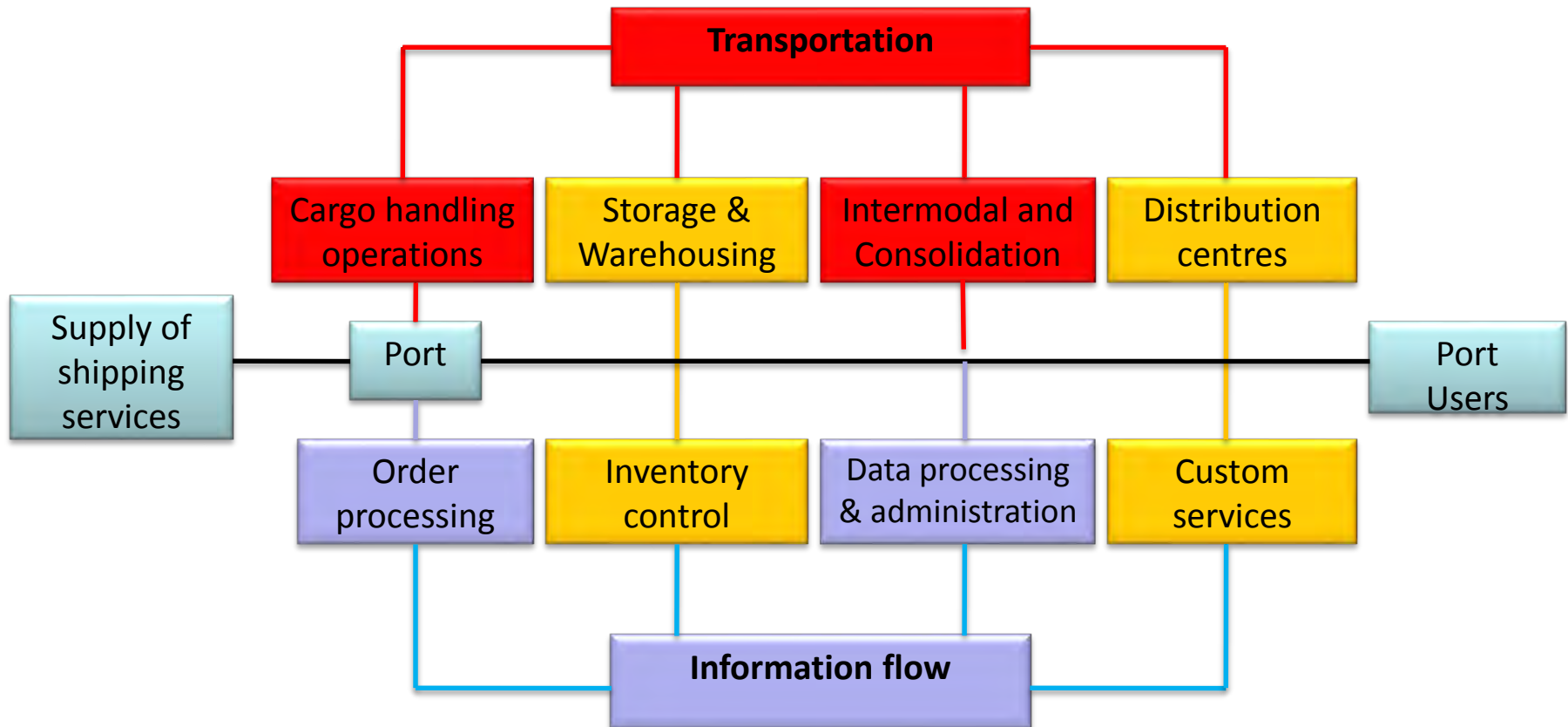
OVERCOMING BOTTLENECKS



Three possible opportunities: In relation to stevedoring, inventory and multimodal transports to be developed to overcome problems



EXPECTED PORT SERVICES TO USERS (SURVEY JANUARY-APRIL 2014)



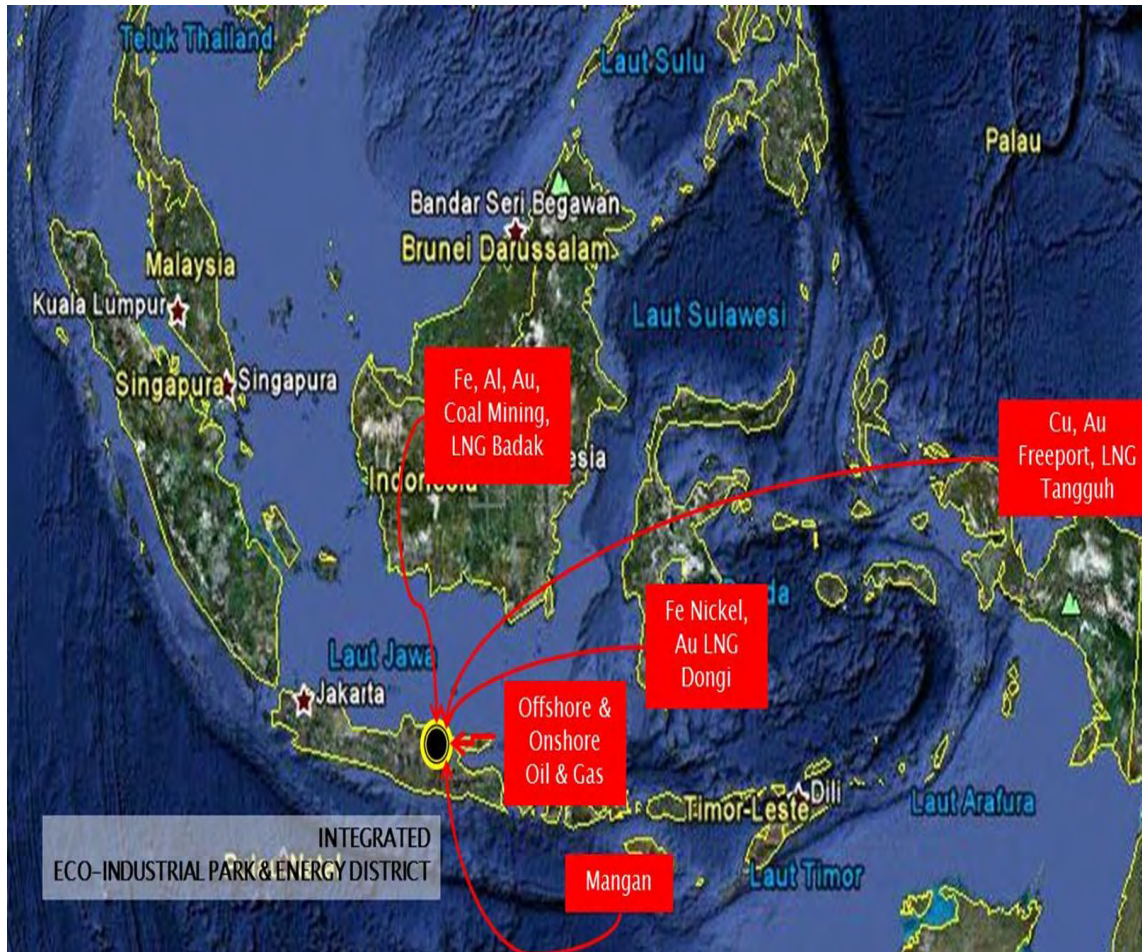
- Conventional port services
- Flow of cargo services
- Information services
- Added value services



Section Four

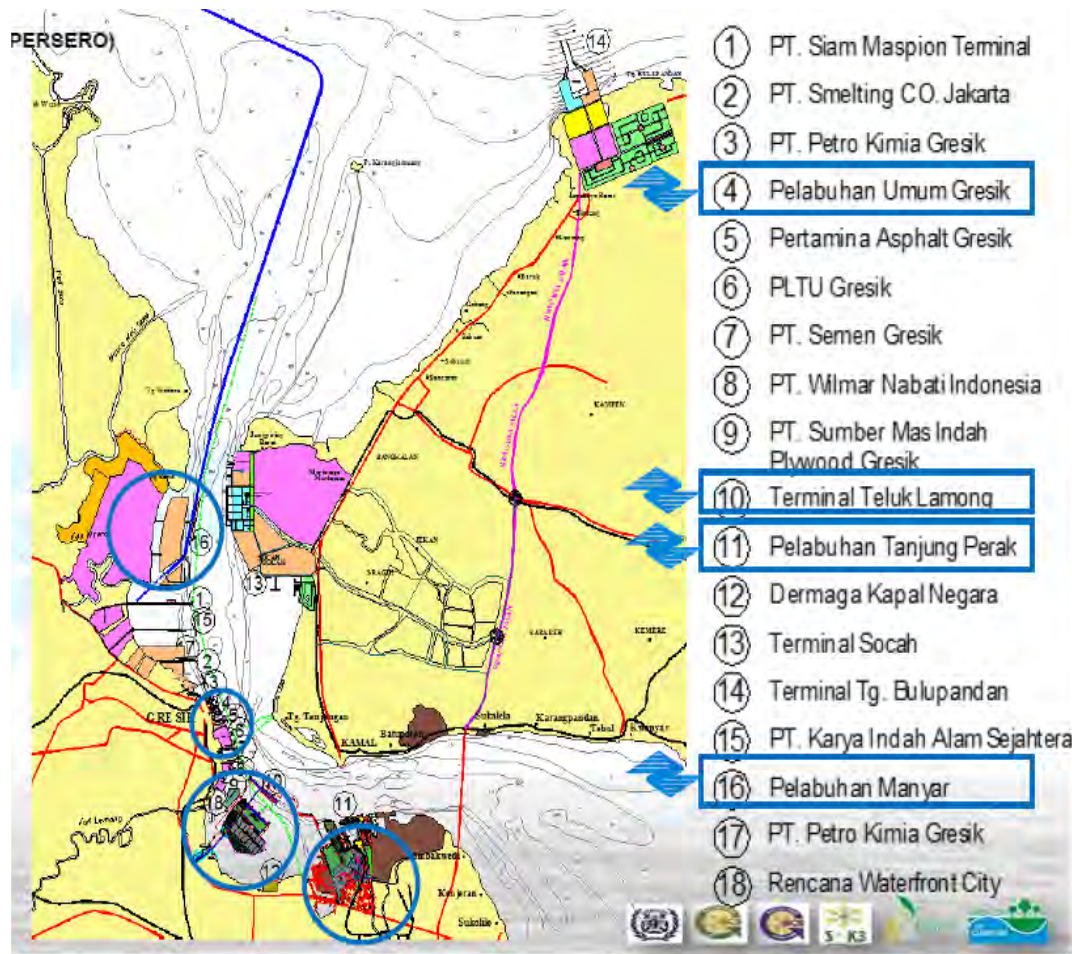
DEVELOPMENT CHALLENGES

BACKGROUND AND DEMAND



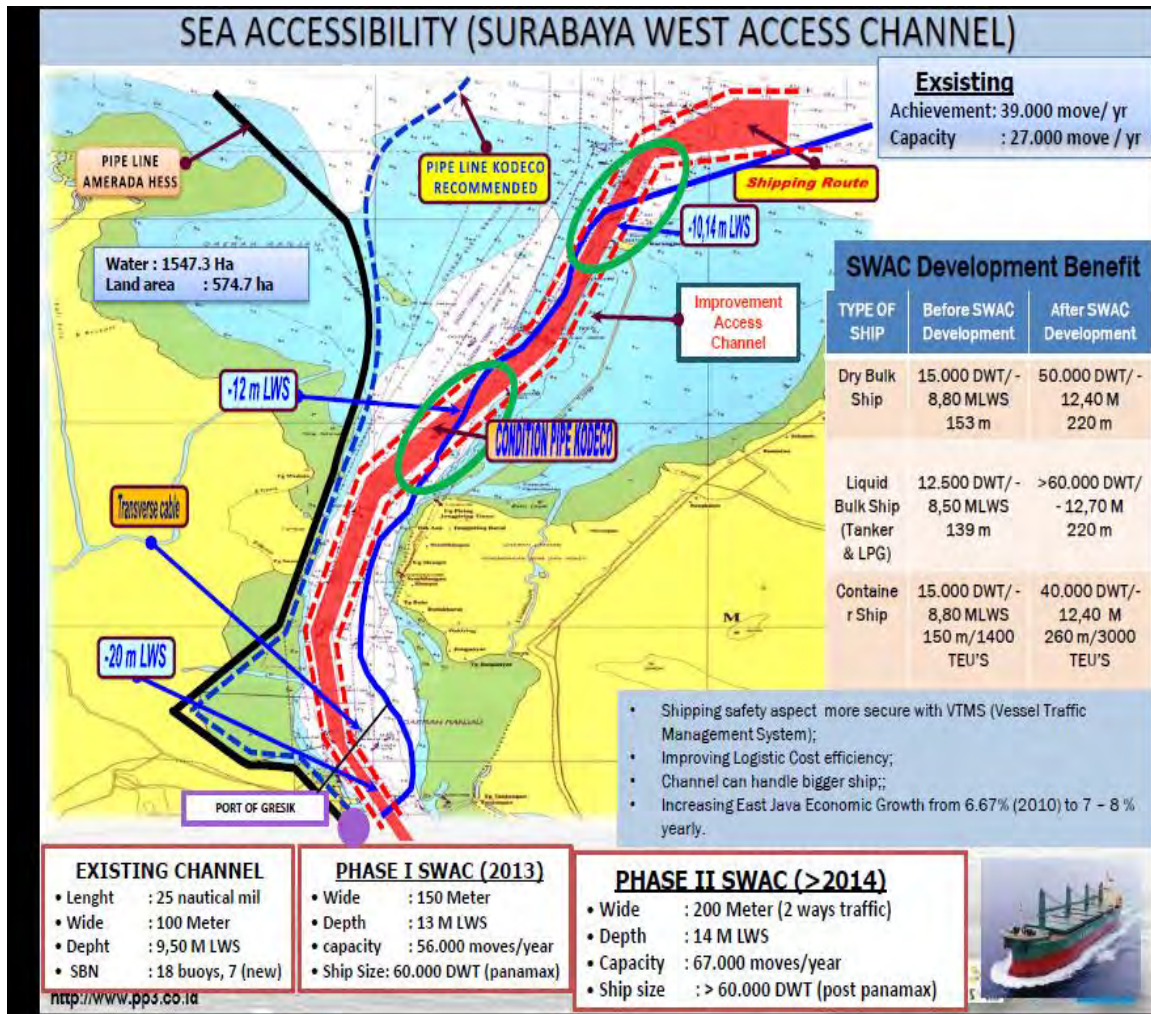
- There is a need to provide port facility for industries producing semi-finished mining products in East Java
- in addition, industrial zones need to be included

GREATER TANJUNG PERAK PORT



- *There are four new port expansion* that will be constructed for about 3-4 billion US Dollar
- *The new expansion will be located in Gresik, Lamongan, Tuban, dan Madura*
- Mainly will be operated by **PELINDO III** and other private entities

SEA ACCESSIBILITY EXPANSION IN TANJUNG PERAK SURABAYA



- **Channel Deepening and Widening** started last May for **US\$ 7,6 million**
- **Collaboration with Oord Dredging and Marine contractors BV**
- **The target is to achieve – 13 draught and 150 metres of wide in 2015**



MANYAR MULTI-PURPOSE TERMINAL



- *There will be 350 hectares of multi-purpose terminal combined with 1,700 hectares of industrial zones*
- *The investment required is about 0,5 billion US Dollar*

Several Port Plans in Kalimantan and Sumatera

Maloy Port in East Kalimantan



Dry port in Garongkong, South Sulawesi



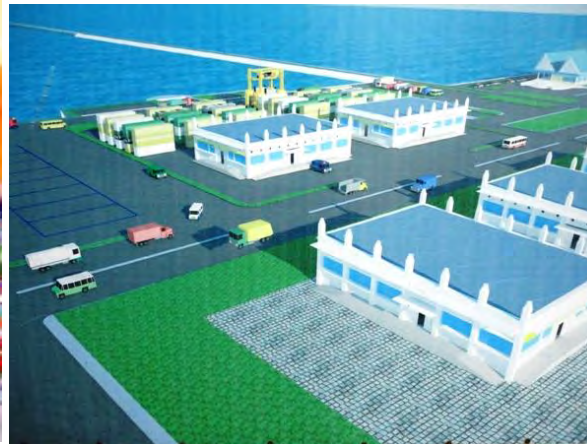
Container terminal of Tanjung Sauh



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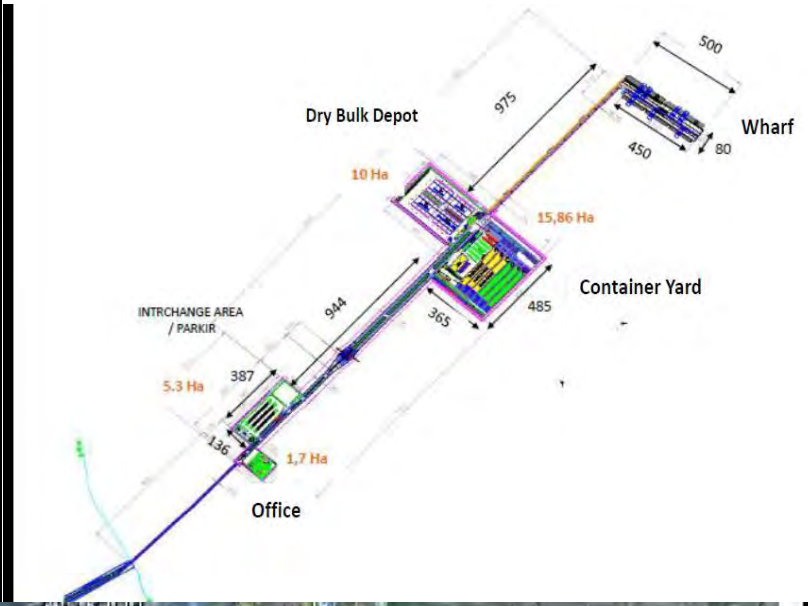
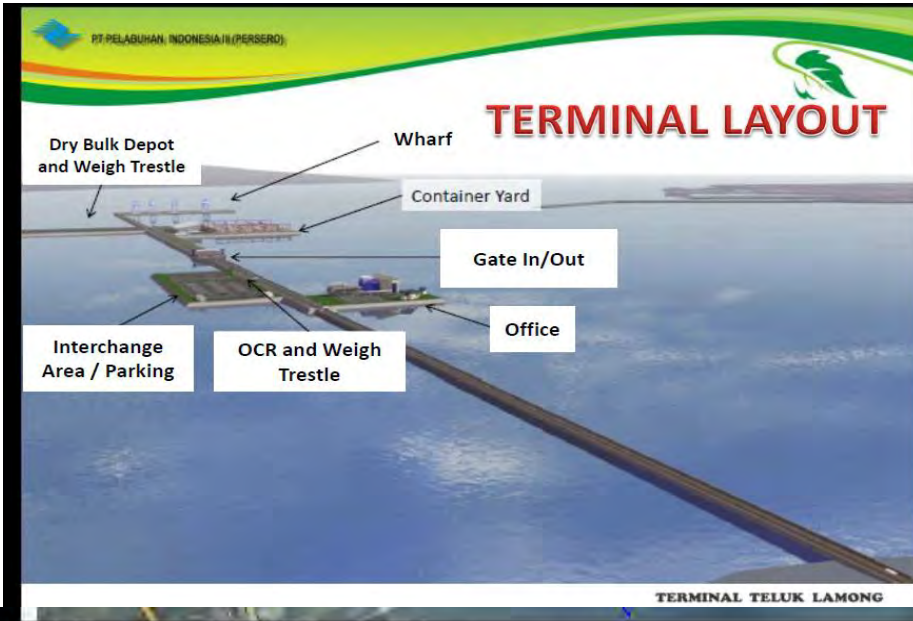
Terminal Sangatta, South Sulawesi



The expansion of Belawan Port



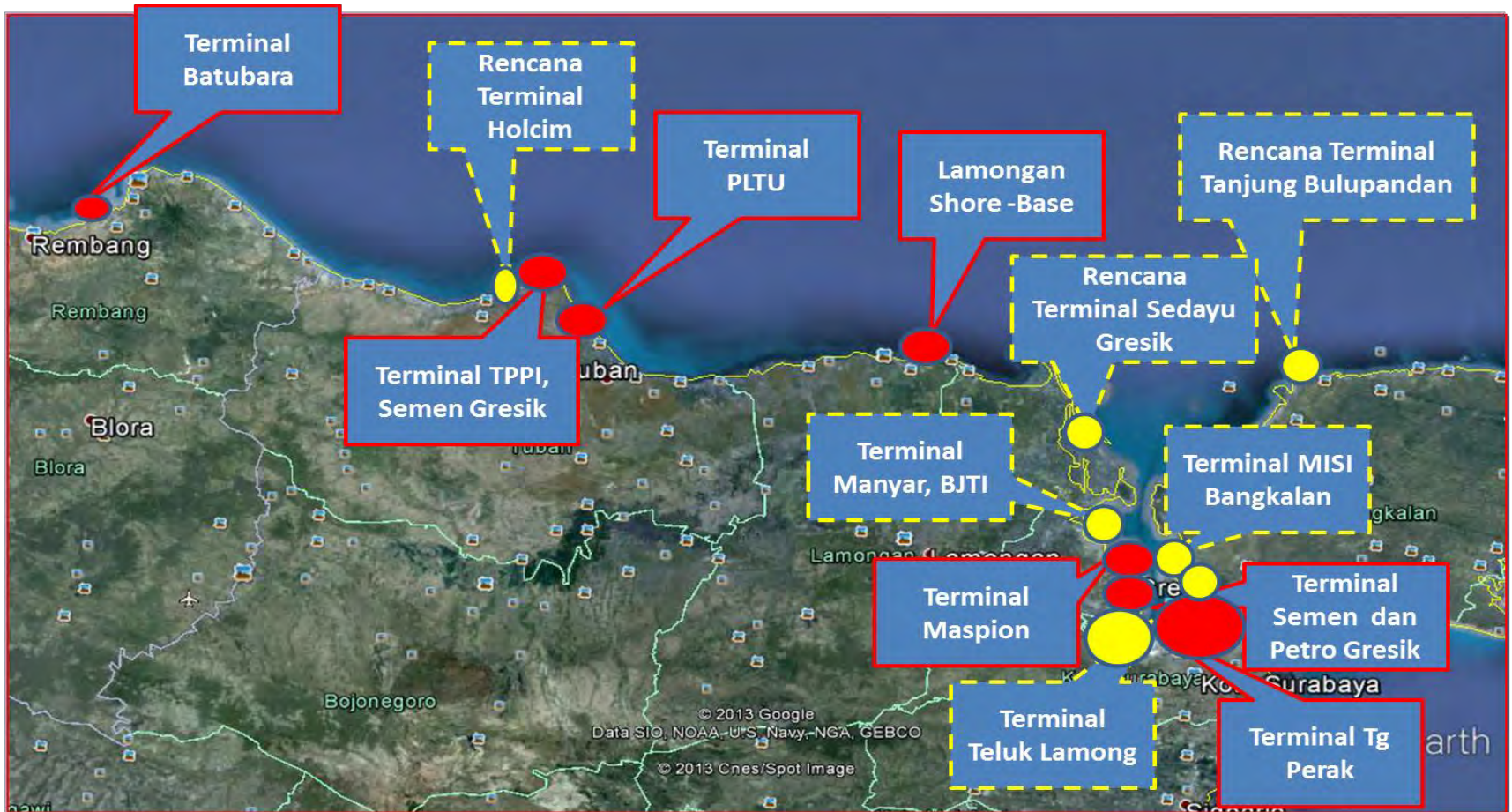
TELUK LAMONG PORT-SURABAYA



ULTIMATE PLAN OF TELUK LAMONG TERMINAL

Description	Basin (-mLWS)	Wharf (m)	Yard (Ha)	On Shore Equipment (Unit)	Yard Equipment (Unit)	TERMINAL (Ha)	BACKUP (Ha)	Capacity (BOX & TON)
International Container	-14	1,280	16	10 CC	22 ASC	114	210	1.555.200
Domestic Container	-13	2,400	33	24 CC	42 ASC			3.110.400
Dry Bulk	-14	500	25	4 SHIP UNLOADER	CONVEYOR/WARE HOUSE	26	36	20.736.000

PORT HINTERLAND AND SURROUNDING ASSESSED





THANK YOU

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NOPEMBER (ITS) SURABAYA**

