

KAJIAN LAYANAN DAN UTILITAS DERMAGA TERMINAL PETI KEMAS SEMARANG

Abstrak

Kinerja layanan terminal peti kemas adalah indikator yang dibutuhkan untuk menilai kelancaran operasional terminal peti kemas dalam melayani kegiatan transportasi barang dan pengembangannya. Usaha untuk menunjang kelancaran yang sudah dilakukan di Terminal Peti Kemas Semarang (TPKS) adalah membangun dermaga baru sepanjang 105 m, namun dalam upaya meningkatkan layanan terminal tidak harus dengan pembangunan struktur baru. Untuk itu diperlukan sebuah studi untuk mempelajari kinerja operasional terminal peti kemas terutama di TPKS, sebagai objek penelitian.

Kinerja layanan terminal peti kemas terbagi menjadi layanan dermaga dan utilitasnya. Hasil pengolahan data selama penelitian, diperoleh kinerja layanan dermaga atau BOR (*berth occupancy ratio*) TKPS pada akhir tahun 2014 yang ditunjukkan dengan nilai BOR berdasarkan tambatan sebesar 45,14%, nilai BOR secara umum sebesar 40,93% dan nilai BTP (*berth throughput*) sebesar 1.306 TEUs/meter panjang dermaga.

Dan untuk utilitasnya berupa nilai CYOR (*container yard occupancy ratio*) sebesar 83,52%, nilai UCC (*utilitas container crane*) sebesar 47,34%, dan nilai URTG (*utilitas rubber tyred gantry*) sebesar 46,41%.

Berdasarkan perhitungan tren arus kapal dan peti kemas, pada tahun 2018 TPKS mempunyai nilai BOR sebesar 53,20% dimana nilai tersebut sudah melebihi batas yang disyaratkan UNCTAD yaitu 50%. Sehingga sudah adanya peningkatan layanan dermaga maupun utilitasnya.

Kata kunci: Kinerja layanan terminal peti kemas, BOR, BTP, utilitas, CYOR, UCC, URTG

**STUDY OF SERVICE AND UTILITIES WHARF
AT SEMARANG CONTAINER TERMINALS**

Abstract

Container terminal services performance indicators are needed to assess the smooth operation of container terminals in the service activities of transport and development. To support the efforts that have been made in the Container Terminal Semarang (TPKS) is building a new wharf along the 105 m , but in an effort to improve the service terminal does not have to with the construction of new structures. This performance can be seen from the service wharf and utility container terminal, so that services can be improved today and the future. It required a study to learn the operational performance mainly in TPKS, as an object of research.

Performance container terminal services are divided into service wharf and utility. The data processing during the study, obtained by the performance of the service wharf or BOR (berth occupancy ratio) TKPS in the end of 2014 which is indicated by the value of BOR based mooring of 45.14%, BOR general value of 40.93% and the value of BTP (number of containers passing wharf) of 1,306 TEUs / meter long wharf.

And for the utility of value CYOR (yard performance) of 83.52%, the value of UCC (utility container crane) of 47.34%, and the value URTG (utility rubber tyred gantry) of 46.41%.

Based on the calculation of the current trends and container ships, in 2018 TPKS BOR has a value of 53.20% where the value has exceeded the limit UNCTAD is 50%. So it's been an increase in the service wharf and utility .

Keywords: Performance container terminal services, BOR, BTP, utilities, CYOR, UCC, URT