

LPK:PB/600-4/1(21)

24 Disember 2014

**SENARAI EDARAN SEPERTI DILAMPIRKAN**

Tuan/ Puan,

**PEKELILING PENGURUS BESAR LEMBAGA PELABUHAN KELANG NO: 4/ 2014**

**PERKHIDMATAN 'INTER TERMINAL TRANSFER BY SEA' DI PELABUHAN KLANG**

Lanjutan daripada Pekeliling Pengurus Besar No. 6/ 2013 bertarikh 11 Oktober 2013, LPK dengan ini ingin mengumumkan bahawa pihak Northport dan Westports telah berjaya melakukan 'pilot run' perkhidmatan ITT menggunakan 'barge' di antara kedua-dua buah terminal pada 6 Disember 2014 dan 22 Disember 2014 .

2. Walaupun pada awalnya, cadangan adalah untuk menggunakan kapal kontena membuat persinggahan di kedua-dua buah terminal, namun ianya tidak dapat dilakukan kerana ketidakpastian jadual perjalanan kapal dan keperluan yang ketat di dalam mengisytiharkan kebersediaan kapal untuk 'loading'. Oleh yang demikian, beberapa bulan yang lepas, pihak LPK dan juga operator terminal telah meneruskan alternatif bekerjasama dengan operator 'feeder' dan 'barge' tempatan iaitu QEL/ LKC yang mana telah dipertimbangkan susulan kejayaan 'pilot run' seperti yang telah disebutkan di atas.

3. Lanjutan daripada itu, pihak QEL/ LKC telah bersetuju untuk memulakan singgahan 'barge' secara tetap di antara kedua-dua buah terminal sebanyak 4 kali seminggu bagi kedua-dua hala mulai 1 Januari 2015. Perkhidmatan tambahan juga akan ditawarkan menggunakan perkhidmatan 'feeder barge' laluan Pekan Baru - Pelabuhan Klang sebanyak 20 kali perjalanan ITT sebulan secara keseluruhannya. LPK ingin memberi jaminan kepada semua pihak bahawa 'barge' yang digunakan akan mematuhi segala keperluan undang-undang termasuk keperluan 'stability' dan aspek keselamatan kargo.

4. Pihak LPK juga ingin menekankan bahawa perkhidmatan ITT menggunakan 'barge' ini adalah bertujuan sebagai pelengkap kepada perkhidmatan menggunakan jalan raya dan keretapi yang telah sedia ada. Keputusan akhir untuk memilih mod pengangkutan ITT mana yang akan digunakan adalah terletak kepada operator terminal yang menguruskan penghantaran selepas mengambilkira semua faktor termasuklah konsultasi dengan syarikat perkapalan yang berkaitan. Disebabkan kekurangan serta risiko yang ada, kontena-kontena 'reefer' dan kargo berbahaya adalah tidak dibenarkan untuk dibawa dengan menggunakan perkhidmatan 'barge' ini. Kontena 'Out of Gauge' (OOG) serta 'uncontainerised cargo' boleh dipertimbangkan sekiranya dipersetujui oleh semua pihak terbabit serta mematuhi semua keperluan keselamatan.

5. Seperti inisiatif-inisiatif yang lain, komponen kos yang dikenakan adalah menjadi cabaran besar bagi semua pihak terlibat di dalam memacu inisiatif ini ke hadapan. Di dalam hal ini, kedua-dua terminal telah bersetuju untuk mengekalkan kadar caj ITT semasa, seterusnya memberikan subsidi terhadap kos sebenar yang perlu ditanggung. Inisiatif ini akan dikaji semula dari semasa ke semasa untuk memastikan keberkesannya.

6. Sila rujuk SOP dilampirkan yang mana memberikan garis panduan pelaksanaan perkhidmatan 'barge' untuk ITT. Sebarang maklumat lanjut dan penjelasan boleh diperolehi daripada :

**Lembaga Pelabuhan Kelang (Pusat Sehati)**

No.	Nama	Tel.	E-mel
1.	En. S. Kumaresen	03-3165 3578	kumaresen@pka.gov.my
2.	En. Zulaini b. Rohani	03-3168 8211	zulaini@pka.gov.my

**Northport (M) Bhd.**

1.	Pn. Norzalinda Mohamed	03-3169 8714	linda@northport.com.my
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3.	En. Yeo Kim Hoe	03-3169 8979	yeokh@northport.com.my
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**Westports (M) Sdn. Bhd.**

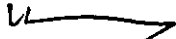
1.	En. Vijaya Kumar	03-3169 4043	vijaya@westports.com.my
2.	En. Jeremy Koo	03-3169 4309	jeremy@westports.com.my
3.	Operation (ITT)	03-3169 4063	itt@westports.com.my

7. Segala kerjasama dan sokongan yang diberikan di dalam perkara ini amatlah dihargai.

Sekian, Terima kasih.

**"BERKHIDMAT UNTUK NEGARA"**

Saya yang menurut perintah,



**(DATO' KAPT. DAVID PADMAN)**

Pengurus Besar

Lembaga Pelabuhan Kelang

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## **TRANSLATION**

### **AS PER THE LIST ATTACHED**

Dear Sir/ Madam,

### **GENERAL MANAGER OF PORT KLANG AUTHORITY'S CIRCULAR NO: 4/2014**

### **INTER TERMINAL TRANSFER BY SEA SERVICE AT PORT KLANG**

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Further to the General Manager of PKA's circular No: 6/ 2013 dated 11 October 2013, PKA is pleased to announce that both Northport and Westports have successfully carried out pilot runs of ITT barge service between both terminals on 6 December 2014 and 22 December 2014.

2. Although the initial proposal was to utilize existing container vessels making double calls at the terminals, the proposal did not materialize due to restrictions imposed by uncertainties in vessel scheduling and stringent requirements in declaring availability of vessels for loading. As a result, over the last few months PKA and the terminals pursued an alternative arrangement with a local feeder and barge operator QEL/ LKC where barging option was considered which culminated in the successful pilot runs as mentioned above.

3. Following through, QEL/ LKC has agreed to commence regular barge services between both terminals 4 times a week both ways beginning 1 January 2015. Additional services will also be available using the Pekan Baru - Port Klang feeder barge service which in total will account for 20 ITT services a month. PKA would like to assure all parties that the barges deployed will conform to all statutory requirements including stability requirements and cargo securing arrangements.

4. PKA would like to emphasize that ITT barge services are intended to complement the existing road and rail services. The final decision as to which mode is to be utilized will be left to the discretion of the sending terminal (1<sup>st</sup> carrier) after taking into consideration all relevant factors including consultations with the respective shipping lines where necessary. Due to inherent limitations and hazards, reefer containers and dangerous cargo containers shall not be transported on the barges. Out of Gauge (OOG) containers and uncontainerised cargo may be considered if agreed by all related parties and necessary safety requirements are adhered to.

5. As in other similar initiatives, the cost component imposed a major challenge for all parties in driving this initiative forward. In this aspect, both terminals have agreed to maintain the current ITT charges, therefore subsidizing the actual cost incurred. The initiative will be reviewed from time to time to ensure its effectiveness.

6. Kindly refer to the attached SOP which provides guidance on the implementation of the ITT barge service. Further information and clarification may be obtained from:

**Port Klang Authority (One Stop Centre)**

No.	Name	Tel.	E-mail
1.	Mr. S. Kumaresen	03-3165 3578	kumaresen@pka.gov.my
2.	Mr. Zulaini b. Rohani	03-3168 8211	zulaini@pka.gov.my

**Northport (M) Bhd.**

1.	Mrs. Norzalinda Mohamed	03-3169 8714	linda@northport.com.my
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**Westports (M) Sdn. Bhd.**

1.	Mr. Vijaya Kumar	03-3169 4043	vijaya@westports.com.my
2.	Mr. Jeremy Koo	03-3169 4309	jeremy@westports.com.my
3.	Operation (ITT)	03-3169 4063	itt@westports.com.my

7. Your kind and urgent co-operation and support in this matter is highly appreciated.

Thanking you.

**"BERKHIDMAT UNTUK NEGARA"**

**(DATO' CAPT. DAVID PADMAN)**

General Manager

Port Klang Authority

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**SENARAI EDARAN :**

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3. **KAPT. MOHD NOOR KASSIM**  
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**SALINAN :**

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## SOP FOR INTER-TERMINAL TRANSFER USING DEDICATED BARGE SERVICES

### 1. BARGE OPERATOR / CAPACITY

The barge is operated by QEL and LKC in collaboration with Northport and Westports. A dedicated set of tug and barge of capacity 250 TEUs / 3000-5000 MT will be deployed.

### 2. SERVICE SCHEDULE

The tentative schedule is as below. Sailings may be subject to changes where necessary. An additional service utilising the Pekan Baru - Port Klang feeder barge will be available every fortnight.

	Port Stay	Sailing		
Terminal	(hrs)	(hrs)	Arrival	Departure
North	15	3	Sun 00:00	Sun 15:00
West	15	3	Sun 18:00	Mon 09:00
North	15	3	Mon 12:00	Tue 03:00
West	15	3	Tue 06:00	Tue 21:00
North	15	3	Wed 00:00	Wed 15:00
West	15	3	Wed 18:00	Thu 09:00
North	15	3	Thu 12:00	Fri 03:00
West	15	3	Fri 06:00	Fri 21:00
Total Hrs	120	24		
No. of Days	5	1		
Total Days	6			

### 3. BERTH ALLOCATIONS

Northport and Westports shall endeavour to provide an appropriate berth on arrival.

**4. SLOT BOOKINGS**

Northport and Westports shall decide on the loading list based on their bookings and other criteria subject to the slot capacity and weight restriction.

**5. STABILITY REQUIREMENTS**

The loading shall be in accordance to the barge stability requirements and the loading plan shall be approved by the tug/ barge Master before the commencement of loading.

**6. SECURING ARRANGEMENTS**

All containers shall be properly and adequately secured prior to departing from loading terminal in accordance to the barge's lashing plan.

**7. PORT CLEARANCE**

No port clearance is required for movements of tug/barge within the port limit.

**8. PILOTAGE AND TUG ASSISTANCE**

The tug and barge shall utilise the pilotage and tug services provided by the terminals.

**9. MANIFEST & CARGO DOCUMENTS**

The loading terminal shall prepare the loading list which will act as a cargo manifest and shall be confirmed by the tug/barge master or the operator. This document shall be the basis of inter terminal movement notification and acknowledgement by both terminals.