

MAJLIS DIALOG KOMUNITI PELABUHAN

30 APRIL 2014

10.00am-1.00pm

THISTLE HOTEL, JOHOR BAHRU

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1.0 CHAIRPERSON OPENING REMARKS

- 1.1 General Manager of LPJ welcomed and thanked members of the port community for attending the Port Community Dialogue Session.
- 1.2 As mentioned previously, any issues pertaining to port operational matters can be discuss with LPJ at any time and should not wait for the dialogue to resolve. In addition, LPJ have regular meeting with port users to discuss issues or development regarding both Johor Port and Port of Tg. Pelepas.

2.0 UPDATES ON PORTS DEVELOPMENT

- 2.1 News on port development and performance was presented by representatives from Johor Port and Port of Tg. Pelepas.

3.0 DIALOGUE SESSION

- 3.1 The following topics were discussed during the dialogue session:

NO.	AGENCY	ISSUES	COMMENTS
1.	Johor Port Shipping & Forwarding Association (JPSFA)	i) There are too many oil & gas vessel calling at JPB caused bulk and break bulk vessels need to wait at anchorage for berth that cause heavy demurrages charges incurred.	<p><u>BY JPB.</u> JPB has dedicated berths for oil & gas vessels, i.e. wharves 9, 10 and 11. As pointed out during presentation, berths utilization rate at BBT is low particularly for Break Bulk terminal i.e at around 35% (Q1 2014) and the berth remain vacant most of the time.</p> <p>JPB allows repair vessels to berth if they are available and berthing priority is given to cargo vessels.</p> <p><u>BY LPJ.</u> LPJ understand the needs for JPB to fully utilize berth due to commercial</p>

			reasons. However the repair services should not jeopardise the main operation of port and most importantly JPB should analyse how to solve the berthing delays which occurred during the specific peak period of time.
		ii) Shipping agent still need to key in 2 systems on their vessel arrival i.e. VCS and ship clearance system of Jabatan Laut despite LPJ advised only key to VCS will automatically updated to E-pens and Jabatan Laut system in order to obtain port clearance.	<u>BY LPJ</u> LPJ maintains the objective of making Johor an attractive place for businesses therefore PCS was introduced to simplify documentation and procedures. Prior to this, no complaints or issues have arises regarding PCS application and the same feedback was given by both administrator from VSC as well as SCS. If the system is at fault, LPJ will work together with VCS and SCS in improving the system but if the system is functioning well, LPJ will work with JPSFA members to identify the technical difficulties.
		iii) Stevedore contractors are insufficient; currently only one and they do not have enough manpower to handle jobs. JPSFA requested for waived of dockage if no improvement was made in one months' time.	<u>BY JPB</u> Previously JPB had two contractors providing stevedoring services (Tunas & Semar Moro) but due to higher demand from customers for Tunas, Semar Moro has withdrawn operation. JPB has invited other stevedore contractors to operate in JPB but the feedback was negative. Nevertheless, JPB have conducted several meetings and have given Tunas a one month's time to be fully equipped with the desired of gangs and equipment. In fact, several performance measures standard have been given to Tunas which include manpower and productivity KPIs. JPB is open for negotiation and any request for waived of dockage is given on a case to case basis.
		iv) Berthing Allocation of 'first come first served' basis is not being practiced.	<u>BY JPB</u> JPB practised first come first serve basis as always except for fully system vessels.
		v) Shifting charge is always back charged to users and this is not in the Port Tariff	<u>BY JPB</u> Being a multi-purpose terminal with linear wharves, shifting is inevitable, more so for bulk and break bulk vessels, which cannot schedule their calls. JPB normally weigh on case to case basis.

			<p>Sometimes, an incoming vessel will be willing to absorb the cost of shifting instead of having to wait and incur demurrage; otherwise if shifting is in need due to operational requirements then JPB will bear the cost of shifting.</p>
		<p>vi) JPB Marine Dept have started to charge extra pilotage/escort based on LOA from EB to JGPA. There was no circular from LPJ to port users on the implementation of this; whilst it has been agreed that any new charge imposed should be informed via LPJ.</p>	<p><u>BY JPB</u></p> <p>Current developments within the PasirGudang Port Water Limit and the ever increasing number of vessels anchored within and adjacent to the current G.P. Anchorage areas has been driven by the development of additional berths at Private Jetties within PasirGudang Port Limits.</p> <p>Pilotage and Escort tugs are necessary in order to enhance the safety of navigation, and maximise the number of vessels which can safely anchor within the anchorage areas and accommodate the demand, (there have been several collisions between non-piloted vessels within or close to the established anchorage areas).</p> <p>The anchorage area lies within the Compulsory Pilotage Area.</p> <p>At this time it is necessary that all vessels of unusual character (such as Oil & Gas industry Vessels), all vessel of Length Overall of 180 m and above, and all vessels requesting to anchor temporarily which will not call at any berth within the Port Limits, entering or leaving the PasirGudang Port Limit to or from an Anchorage Area shall be required to comply with the compulsory pilotage requirement.</p> <p>Vessels anchoring within PasirGudang port limit are required, as far as practical, to comply with MPA East Johor Strait Pilotage Guidelines, particularly vessels with LOA of 280m LOA and above. The use of tug boats for vessels under 280m LOA shall be considered on a case by case basis with due regard to safety of navigation.</p> <p>Such arrangements will always be confirmed and agreed by the vessels' agents on a case by case basis.</p> <p><u>BY LPJ</u></p> <p>The new requirement is purely for safety reason due to the large number of vessels within the limited anchorage space. LPJ and JPB will issue</p>

			circular/notice regarding implementation of this new regulation.
		vii) Port Security for goods movement in JPB. We request for procedures and security measures undertaken on container released/gate out referring to the recent case of 8 containers went missing from JPB JCT.	<p><u>BY JPB</u></p> <p>The clarification to this question was meant for the procedures in place for container gate-out from Johor Port. A separate discussion between JPB and JPSFA attended also by LPJ had been conducted and concluded that the current procedure which is driven by the computer system based is of normal standard practises acceptable by the industry.</p> <p>JPB would like highlight that the said containers had been taken out from JPB in good order with proper documentations such original Container Delivery Note (CDN), by the correct assigned haulier and is also “Released” by the Custom Department. However the Forwarding Agent of the containers reported that the containers were not received by the consignee, and later discovered that all the original documents relating to the release of the containers were found missing from the Forwarding Agent’s office.</p> <p>It is therefore JPB would like stress that it shall not be considered as “Missing from JPB”, as it will reflect bad image to the port and creates unnecessary panic to the industry.</p> <p>Moving forward, JPB however will issue circular to the port users making a compulsory for Hauliers to assign Prime Mover and Driver ID before entering the Port’s Container In-Gate to collect import container. This is in respond to the issue of Hauliers do not assigned PM and Driver ID prior to entering the Port which have been identified could be one of the weaknesses that led to the missing containers. As to enable better surveillance and as to assist investigation of similar incident JPB will be installing CCTV at the strategic places at In-Gate and Out-Gate of the container yard which will take around 3-4 months to be installed.</p>
		viii) Harbor Master & Customs Officers are often ‘missing in action’ for a few hours especially after dinner, midnight and during changing of shifts.	<p><u>BY LPJ</u></p> <p>LPJ will raise and further discuss this issue during LPJ-OGA Meeting.</p>

		<p>viii) Delay in custom clearance for 'preventive' checking has led to detention charge especially if it happens on a Thursday (may prolonged till Monday due to differing weekends). Hence, a solution is sought to avoid this charge, especially if eventually there is no fault discovered.</p>	<p><u>BY LPJ</u> LPJ will raise and further discuss this issue during LPJ-OGA Meeting.</p>
2.	<p>ZLA Transport And Services SdnBhd</p>	<p>Masalah kesesakan trafik di laluan keluar/masuk ke Terminal Kontena pada hari Jumaat terutamanya selepas jam 2 petang.</p> <p>Apakah langkah-langkah yang telah dan akan diambil untuk mengurangkan masalah yang dihadapi saman seminggu oleh semua pelanggan Johor Port ini?</p>	<p><u>BY JPB</u> The massive inflow of boxes into the terminal is due to last minute gate in by hauliers, chasing for their mainliners in. JPB is fully manned at gate, but the traffic is unavoidable if bunching occurs. On the terminal perspective, JPB is currently in the midst of automating certain functions at the gate which is going to cost millions of ringgit. This should allow some time savings in processing the documents.</p> <p>On the other hand, traffic can be further managed if all external parties such forwarders and hauliers can properly segregate the incoming volumes instead of bunching them. Future plan involved the implementation of Checkpoint Efficiency Paperless (CEP) at JCT Gate In and Gate Out, where driver stays in the truck throughout the process at gate and checkpoint, and the whole process shall be paperless.</p> <p><u>BY LPJ</u> From the report as well as observation, the performance of JPB JCT managed to reach 90% KPI of less than 60 minutes for boxes to get out. The problem occurs during a specific time during peak and LPJ will work with JPB to overcome the problem. On the other hand, LPJ will look for alternative to manage congestion by hauliers so that not all lorries enter the port in that short space of time.</p> <p><u>SUGGESTION:</u></p> <ol style="list-style-type: none"> 1. JPB/LPJ to publish current traffic information in the ports on website. 2. JPB/LPJ to install interactive method to disseminate traffic information.

3.	Marin Selatan SdnBhd	<p>i) Imigresen: Pas Kerja Sementara Perubahan permohonan terhadap PLIK, DP10 dan PLKS. Ini telah menyebabkan pihak syarikat turun naik Putrajaya untuk membuat permohonan. Pada awal 2014, telah ada satu ketetapan untuk membuat Permohonan PLKS, tetapi terdapat beberapa isu terhadap Negara sumber bagi pelaut kerana Korea Selatan tidak senarai di dalam list tersebut. Untuk makluman majority kapal-kapal STS mempunyai krew Korea Selatan yang berpangkat 'Upper Officer Rank Level'. Ini telah membuatkan kami sekali lagi turun naik Putrajaya dan ke sini masih dalam proses menunggu.</p>	<p><u>BY IMMIGRATION DEPT</u> Kementerian Dalam Negeri telah menetapkan dasar bahawa krew kapal bukan dari Negara sumber dan umur lebih dari 45 tahun tidak boleh diberikan Permit Kerja Sementara. Namun begitu atas dasar pertimbangan, sebarang permohonan pas hanya akan diberikan Pas Lawatan Ikhtisas.</p>
		<p>ii) Tiada dasar tetap berhubung Special Pass samada 30 hari, 14 hari, atau 21 hari. Tiada maklumat bertulis diberikan berhubung dasar ini. Mohon agar sebarang maklumat berhubung perubahan pada dasar atau prosedur dapat disampaikan kepada pihak pengguna.</p>	<p><u>BY IMMIGRATION DEPT</u> Arahan jelas telah dikeluarkan oleh ibu pejabat iaitu pintu masuk ke Malaysia melalui laut adalah 30 hari bukan 14 hari dan 21 hari. Pihak Imigresen akan berbincang bagi mendapatkan pengesahan dari ibu pejabat dan maklumat terkini akan disampaikan kepada pejabat cawangan. Ini adalah kerana sememangnya pihak Imigresen tidak mempunyai sebarang dasar bertulis bagi permohonan pas untuk perkapalan.</p>
		<p>iii) PTP Bomba Bunkering. Mid of April, aktiviti Bunkering dihentikan operasi kerana tidak membuat <i>declaration</i> kepada Bomba PTP. Tiada notis atau maklumat awal diedarkan.</p>	<p><u>BY PTP</u> Deklarasi kepada pihak Bomba PTP untuk aktiviti pembekalan minyak /bunkering adalah polisi yang sedia ada dan terpakai. Aktiviti pembekalan minyak/bunkering tersebut telah dihentikan kerana pihak pembekal tidak memohon kebenaran daripada pihak Bomba PTP. Ini mungkin disebabkan pihak pembekal tidak menyedari akan kewujudan polisi dan kurangnya penguatkuasaan dari pihak PTP.</p> <p>Di atas dasar penambahbaikan operasi dan keselamatan di kawasan pelabuhan, pihak PTP akan memperkenalkan sistem marin secara online yang baharu untuk semua aktiviti berkaitan perkhidmatan marin termasuk</p>

			permohonan untuk operasi pembekalan minyak / bunkering. PTP bercadang untuk memperkenalkan sistem ini pada suku tahun ke-4 2014. Pihak agen adalah disaran untuk menghubungi pihak PTP sekiranya memerlukan penerangan lanjut berkenaan polisi semasa dan lain-lain pertanyaan berkenaan aktiviti pembekalan minyak / bunkering.
5.	See Song & Sons SdnBhd	<p>i) We would like to seek clarifications for the followings:-</p> <ul style="list-style-type: none"> - What are Laid-up dues? - How is Laid-up dues related to anchorage charges? - Whether the marine construction activities carried out using non-merchant cargo ships (i.e. vessels for construction purpose: dredgers tug and barges) within port limits are exempted from Anchorage charges?) 	<p><u>BY PTP</u></p> <p>According to Johor Port Authority (TanjungPelepas) (Scale of Rates, Dues and Charges) By-Laws 2000, PTP reserve the rights to apply Consolidated Marine Charges (CMC) to See Song & Sons Sdn Bhd which is a dredging company appointed Tg.Bin Power Plant Sdn Bhd and the said works location is within PTP Port Limit area. However, PTP has offered an alternative port charges (Laid Up Dues) which is lower than CMC charges to assist See Song to minimize their operational cost.</p> <p>All type of vessel /craft/barges which involved in any works within PTP Port Limit Area are subject to charges applicable to Johor Port Authority (TanjungPelepas) (Scale of Rates, Dues and Charges) By-Laws 2000. Any exemption on any port charges shall be under PTP absolute right and discretion.</p> <p><u>BY LPJ</u></p> <p>LPJ Port Tariff is prepared by LPJ but the implementation of full or partial charges is under consideration by PTP or JPB. Vessels entering port limit is charged according to the tariff whether for berth or anchorage. Laid-up area is located in Kuala Sungai Johor, but for short term usage is located within anchorage area and charged lower than full anchorage charges. LPJ agreed with the opinion that any vessels not related to port operation activity or under repair should be given exemption of charges. LPJ invite contractor to discuss further on this matter and will examine the actual situation to consider for exemption.</p>
6.	Multimodal Freight Sdn. Bhd.	Diharap dapat meneruskan sebagai perantara (LPJ) diantara persatuan AMH dan Persatuan Depo dalam menangani masalah dan meningkatkan prestasi serta segala kegiatan	<p><u>BY LPJ</u></p> <p>LPJ will continue to facilitate as mediator for purpose of trade facilitation.</p>

		yang berkaitan dengan pelabuhan.	
7.	Lafarge	i) During early days we would have Port Berth Meetings with all Agents & Port Authority on berth Planning. Now all arrangement on berthing is being arranged by BBT Team only.	<u>BY JPB</u> JPB have been liaising and coordinating well with the port users and the other stake holders though are not able to conduct open berth meeting as the no. of stake holders have increased tremendously as compared to the past time. Nevertheless, all the required data for the purpose of planning is obtained from the agents and the shippers and cut-off time is before 10am.
		ii) Now Port has created for Offshore which have hampered on local deliveries/vessel. At Present Wharf 11, 10.9 & 2.	-Refer to point 1.i-
		iii) All being occupied by Log. & Support. Policy of 1 st come first serve has not being complied at all. Offshore vessels have priority in berthing. Advice now Berth on arrival e.g. MV Aelion Hertage (Ship came for Repairs).	-Refer to point 1.iv-
		iv) Tariff: Shifting of vessel – Created by BBT to charge.	<u>BY JPB</u> For any movement of vessel, requires pilot, tugs and mooring which are chargeable as per the tariff. Safety manoeuvring, bare case to case basis.
		v) W7 was dedicated for Lafarge due to conveyor/pneumatic systematic but it's not a priority wharf anymore, our vessel have wait longer days. (referring to item b)	<u>BY JPB</u> For users using the conveyors are given priority berthing and not a berth on arrival as compared to users operating through lorry mode. Usually we allow vessels currently working at the said berths to complete before bringing in the vessels that using conveyor system unless the current vessel requires more time to complete. In such cases, the vessel alongside will be shifted to any other available berth.

		vi) Road condition is bad via Gate C, potholes	<u>BY LPJ</u> Some of the road is under local Council jurisdiction. This matter will be raise to upcoming OGA meeting in the meantime Johor Port will also take note of this situation.
		vii) Request for JPB to set KPI for cement and clinkers cargo performance.	<u>BY LPJ</u> The KPI will be determine during the next LPJ-JPB-C&CA forum.
8.	Flextronics	1. Traffic a. Traffic jam at the outgoing Pintu B during lunch and Friday prayers (12.30pm-1.00pm) as only one gate is usually in operation b. All tenants (Flextronics, Century, Tiong Nam, Alkon, Ciba Vision, MCK, etc) will be using the same gate at the same time. Request more gates to be opened during this time period.	<u>BY PTP</u> At present, two (2) lanes in operation during peak hours (morning and evening session) and with immediate effect, PTP shall also ensure that there shall be two (2) lanes in operation during lunch hour and Friday prayers.
		2. Non-FTZ personnel entry a. Unfriendly procedure for access to FTZ area. Tenants must submit one day pre-approval request by email for our visitors (customers, vendors, VIP, etc) one day in advance. Otherwise no entry. Ad hoc request for last minute entry will not be fully entertained. This will be very difficult for manufacturing business as we have many last minute entry requests for rescreening of rejected supplier parts, ad hoc product regulatory audit by regulatory bodies, facility vendors. b. To obtain entry permit, vendor is required to	<u>BY PTP</u> 2. (a & b) Due to growing of business activities in PTP which include movement to/from and within Free Zone area has increased tremendously. PTP received a high number of visitor & vehicle entry application on daily basis. To ensure a safe and secure business environment, PTP have implemented entrance application policy to all Port Users with the objective that all personal and vehicle entrance are being recorded and monitored. 2. (c) This is required as to prove the entry application has been approved by PTP Port Police Department. In the event visitors couldn't furnish the said document, PTP personnel-on-duty will request the visitor to contact the related tenant's person-in-charge for verification purposes. This is implemented under the directive of the National Registration Department.

		<p>fill-in the form. We have a case when our main appointed vendor for servicing was given form to fill but when submitted, new form was introduced thus rejected entry. This happens a few time until vendor requested us to cancel business just because all the hassle and difficulties with PTP port Police.</p> <p>c. PTP police requires vendor to show evidence of the approved 24-hours pre-approved email in hardcopy because they could not find the email record in filing.</p> <p>d. License is required for entry pass, but will not accept IC. Will be in difficult situation when passenger does not have driving license.</p> <p>e. request for PTP to introduce as soon as possible a more effective, accurate and efficient FTZ entry request and approval system</p>	<p>2.(d) In the event visitors wouldn't be able to furnish a valid driving license, PTP will accept ID card or any other identification document.</p> <p>2.(e) PTP shall look into the improvement of current system without neglecting safety and security elements as to maintained a secure and conducive business environment to all Port Users and Free Zone tenants</p>
9.	FMM	Request for LPJ cooperation to act as trade facilitator between depo, hauliers, etc.	<p><u>BY LPJ</u> Trade facilitation is in the agenda of LPJ with the objective of building Johor as a harmonious business environment. As for the matter of depo charges, policies are being constructed through the meeting with AMH and JCDA.</p>
10.	Holcim	i) C&CA members experience the same situation whereby request for waived on charges is replied with case to case basis. Propose JPB to come up with a principal to tackle this matter in the future.	<p><u>BY LPJ</u> As pointed out, JPB will bare the cost of charges if it is by their own wrongdoing or for the operational purpose. Nevertheless, this matter will be discussed in the LPJ-JPB-C&CA forum.</p>

		ii) Enquiries for any vacant warehouse to expand business.	<u>BY JPB</u> Currently few warehouses are available for such purposes and JPB welcome users to discuss further about the warehouse needs. JPB has also established buffer zones as a transit point for cargo before loading into a vessel for loading or before transfer to customer's storage area.
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Disediakan oleh

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