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PROPOSED ADJUSTMENT TO PROVINCIAL MARITIME ADMINISTRATION
FOR IRIAN JAYA - INDONESIA
by
Johannis Leonard Danomira
Indonesia

A dissertation submitted to the World Maritime University in partial fulfillment of the requirements for the award of the:

DEGREE OF MASTER OF SCIENCE
IN
GENERAL MARITIME ADMINISTRATION

Year of Graduation
1991
I certify that all materials in this dissertation which are not my own work have been identified and that no material is included for which a degree has been previously conferred upon me.

The contents of this dissertation reflect my personal views and are not necessarily endorsed by the University.

23 Oct. 1991

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ABSTRACT

Johannis Leonard Danomira. Proposed adjustment to Provincial Maritime Administration for Irian Jaya - Indonesia. A dissertation to fulfill one of the requirements for the award of Master of Science Degree in General Maritime Administration, World Maritime University, Malmö, Sweden, October 1991.

The objective of this project is to propose an adjustment to the maritime administration in Irian Jaya province, Indonesia, by providing guidelines in the form of suggestions and recommendations which may be needed to improve the problem areas in order to achieve a high degree of efficiency and effectiveness in the maritime administration in Irian Jaya.

While I have tried to limit myself to providing the necessary guidelines which I felt are needed in order to achieve efficiency and effectiveness in the maritime administration, there are certain areas where I have taken a further step by recommending and proposing some measures to be considered by the administration.

Chapter I deals with an introduction to the geographic and demographic situation of Indonesia, and particularly the geography and demography of Irian Jaya.
province, the background of Irian Jaya in order to introduce its history, the important events that have happened in the past in Irian Jaya and its development.

Chapter II deals with the present maritime administration in Indonesia. This chapter describes the present maritime administration in Indonesia, the Ministry of Communications and its functions, the functions and responsibilities of different directorates/agencies, a brief description of the directorate general of sea communications, the role of sea communications, and the problems which are faced by the maritime administration in Indonesia.

Chapter III deals with the Provincial Office of the Ministry of Communications in Irian Jaya, the organizational structure and its goals, objectives, functions, and responsibilities.

Chapter IV deals with the proposed adjustment to the present maritime administration in Irian Jaya, goals and objectives, organizational structure and some related matters in the maritime administration.

Chapter V is the conclusion and recommendations.
ACKNOWLEDGEMENT

First of all, I would like to express my special gratitude to Professor Theodore Sampson, the GMA-91 course professor, for his wise advice and helpful guidance during my studies and in writing this thesis.

I am also indebted to Lecturer J. Boixel, for his valuable advice and assessment of this thesis.

I would like to express my gratitude to all permanent professors, lecturers and visiting professors of the University from whom I obtained very useful knowledge.

Also my profound gratitude is extended to the teachers in the English Department of the World Maritime University for their patience in teaching me the English language, especially to Ms. Teresa Thiel.

I would like to express my thanks to my government, the Ministry of Communications who gave me the opportunity for these specialized studies and also to the Government of the Federal Republic of Germany, Carl Duisberg Gesselschaft e.V. for awarding me a fellowship during my two-year studies at the World Maritime University.
My thanks also to the National Board of Navigation in Helsinki, Finland, where I carried out my field studies program, and to the Provincial Government of Irian Jaya, Indonesia.

I should also say thanks to Mr. Matthias J. Ewarmai (Micronesia) and Mr. Yan Risuandi (Indonesia) the 1990 students of the World Maritime University, for their support and advice in writing this thesis.

Last but not least, I want to express my appreciation to my family, who helped me succeed in my studies at the University; I give my thanks to my Mother in Nabire, my Father and sister who now rest in peace, and to all my brothers, especially my oldest brother who gave me much support during my studies.

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## CHAPTER I. INTRODUCTION

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2.1 The Ministry of Communications
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INDONESIA

Source: Department of Communications, Indonesian Communications in brief, Jakarta, 1984.
INTRODUCTION

1.1 GEOGRAPHIC AND DEMOGRAPHIC BACKGROUND

1.1.1 GEOGRAPHY AND DEMOGRAPHY OF INDONESIA

As an archipelago, Indonesia is dependent upon shipping for much of its internal trade. Just how geographically fragmented the country is can readily be appreciated from the map. Also within international trade, particularly in the shipping business, Indonesia has the important position, because it is situated between the large land masses of Asia and Australia, and is flanked by the Indian and the Pacific Oceans. It extends from latitude 6 degrees North to 11 degrees South, and stretches some 5,110 kilometres between longitudes 92 and 142 degrees East.

Indonesia consists of approximately 13,700 islands with a land area of 2,027,087 square kilometres (km²), while the sea area is one and a half times larger. The main islands are Sumatera (473,606 km²), Java (132,187 km²), Kalimantan (539,460 km²), Sulawesi (189,216 km²), and Irian Jaya (about 410,660 km², the eastern part of this island belongs to Papua New Guinea).

As a maritime country crossed by the equator, Indonesia has a tropical climate with two monsoons. The dry monsoon occurs between May and October, and the wet monsoon occurs between December and March. The average temperature is 26 degrees centigrade and the average
rainfall exceeds 500 mm a year.

Broadly speaking the inhabitants of Indonesia consist of native Indonesians, Chinese, Arabs, and other foreign nationals. The native Indonesians come from approximately 10 different ethnic groups, including the Javanese, Sundanese, Batak, Minangs, Buginese, Dayaks, Torajas, Ambonese, Melanesian who represent the most populous groups. Each ethnic group has its own customs and language; however, the official language of Indonesia is Bahasa Indonesia. The majority of the population profess the Islamic religion, whereas the remaining part are Catholics, Protestants, Hindus, and Buddhists. 1)

According to the Indonesian national census in 1990, the population of Indonesia was more than 179 million people. The majority, around 96.8 million people, live on Java Island, which means a population density of 733 people per square kilometer on this island.

To overcome the population density in Java, a bold transmigration policy has called for resettlement in the outer islands of Sumatera, Kalimantan, Sulawesi, and Irian Jaya. Approximately 1,300,000 families have been resettled during the 1980’s. To transport the transmigrants, the Indonesian Government used shipping as essential transportation between the islands.

Compared with other islands, the islands of Java and Bali have two-thirds of the population of Indonesia. Eastern Indonesia, which encompasses about half the country’s total area of land and sea, contains barely 10 per cent of the total population. This distribution of
population is reflected in the pattern of interisland trade. Most of the food production and manufacturing is located on Java, and the largest proportion of interisland trade flows between Java and Sumatera.

1.1.2 GEOGRAPHY AND DEMOGRAPHY OF IRIAN JAYA

When discussing maritime administration in Irian Jaya, one should first know the geography and demography of Irian Jaya. The island of Irian Jaya (the former name was New Guinea) is the second biggest island in the world, surrounded by the Pacific Ocean in the north, and the Arafura Sea in the south.

Irian Jaya is one of the provinces of the Republic of Indonesia, lying in the western half of New Guinea Island. The Island of Irian Jaya lies between Latitude 0 and 10 degrees South and between Longitude 130 and 141 degrees East, covering a distance of 1,200 km from the most western part to the eastern tip of the province, from Sorong to Jayapura. Irian Jaya stretches 730 km from Jayapura in the north to Merauke at the southern end. The province's land area is some 410,660 square kilometres or 21.9% of the whole land area of Indonesia. There are a number of islands in the surroundings of Irian Jaya which are included in Irian Jaya's provincial jurisdiction. Among many others, the major ones are Komoron, Yos Sudarso, Adi and Panjang in the south; Salawati, Batanta, Gag, Waigeo, Missol, Yefman and Raja Ampat in the west and Numfor, Biak, Yapen, Rumberpon, War, Meosnum, Moor and Mambor (Harlem Islands) in the north.

The province borders the Pacific Ocean in the north.
in the south the Arafura Sea and Indian Ocean, in the west the Arafura Sea and Ceram Sea, and the neighbouring country Papua New Guinea in the east.

The location makes this province Indonesia's entrance gate to the east. Irian Jaya's topography varies greatly. It has lowlands in the northern, western and southern coastal areas and mountain ranges and valleys in its interior. In the lowlands some areas are seasonally swampy during the rainy season and arid during the dry season.

Most of the large rivers flow to the northern and southern coasts. Some of these rivers, such as the Digul Rivers and the Mamberamo River with their tributaries, flow from the interior of the region. The rivers play a very important role in the community's social and economic life, particularly for those who are residing in the interior. Transportation on these rivers gives access for wider social contact and frees the remote villages from isolation.

Besides the rivers of Irian Jaya, there are also a number of lakes which serve as avenues of transportation. The largest of these are as follows:

- Paniai 14,150 ha
- Roubebai 13,470 ha
- Sentani 9,630 ha
- Yamur 4,500 ha
- Tigi 3,000 ha
- Ayamaru 2,200 ha
- Anggi Gita 2,000 ha
In the interior of Irian Jaya, there are chains of mountain ranges which run up to the central uplands. Most ascend steeply to elevations ranging from 2,200 to 5,500 meters above sea level. The peaks are capped by an eternal snow area.

The climate of Irian Jaya varies widely. In the lowlands, temperatures average 26 to 27 degrees centigrade. These temperatures decline steadily with increasing elevation. At the highest peak (Puncak Jaya) the temperature is below zero degrees centigrade. The annual rainfall ranges from 1,500 to 3,000 mm in the lowlands and reaches 4,000 mm in the mountainous areas. The climate of the southern part of Irian Jaya is mainly influenced by southeast winds blowing from May to November which are less moist than the northwest winds that blow on the western part of the province from December to April.

Irian Jaya is a province rich in natural resources. Oil deposits are found in the inland areas and in the waters of Sorong, Fak-Fak and Merauke District. The oil deposits have been explored in Irian Jaya since it was a Dutch colony (by the Dutch, British, and American enterprises). The Dutch enterprise, namely NV. Nederlandsch Nieuw Guinea Petroleum Maatschapij, was set up in 1935 and got 10,000,000 ha of concession in Irian Jaya from the Dutch government. It was almost one-third of the size of the western part of Irian Jaya. The next year, Dr. Jean Jacques Dozy found a copper deposit in the Jayawijaya mountain range (formerly called the Carstenz Mountain range). However, the Dutch did not have the opportunity to exploit it due to the outbreak of the Pacific War, but since 1972, the Indonesian Government started to exploit and export oil and copper from Irian
In 1985 Irian Jaya's exports of goods were valued at US$ 410,970,739.99, of which the greater part originated from oil and copper concentrates. In the meantime, nutmeg was the chief estate export commodity and frozen shrimps were the principal sea export commodity.

Japan is the principal country of destination of Irian Jaya's export commodities, followed closely by the Philippines and South Korea. Among the goods exported to Japan have been copper concentrate, petroleum and shrimps; the Philippines imports petroleum while South Korea imports petroleum and timber. Other importing countries of Irian Jaya's products are Singapore, Taiwan, Thailand, USA, and the Republic of Germany. Sorong, Amamapare (Fak-Fak), and Manokwari has been the region's principal export seaport.

In 1985, the imported goods of Irian Jaya were valued at US$ 3,006,561.37, consisting of machinery, construction materials, metalware, etc. 3)

Statistics of the Irian Jaya's exports in 1985 are shown in Table 1.1:
TABLE 1.1
IRIYAH JAYAH'S EXPORT IN 1985

<table>
<thead>
<tr>
<th>NO</th>
<th>SECTOR</th>
<th>PRODUCT</th>
<th>UNIT</th>
<th>VOLUME</th>
<th>VALUE IN US $</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Mining</td>
<td>Petroleum</td>
<td>bbl</td>
<td>10,148,000</td>
<td>286,622,995.99</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Copper concentrate</td>
<td>dt</td>
<td>184,647.690</td>
<td>103,402,698.87</td>
</tr>
<tr>
<td>2.</td>
<td>Sea and River Products</td>
<td>Shrimps</td>
<td>tons</td>
<td>2,558,840</td>
<td>15,478,463.77</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Crocodile skin</td>
<td>tons</td>
<td>30,050</td>
<td>73,397.03</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tuna fish</td>
<td>tons</td>
<td>8,172,400</td>
<td>4,275,166.60</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lola shells</td>
<td>tons</td>
<td>1,258,354</td>
<td>5,401,600</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lola corals</td>
<td>tons</td>
<td>2,220</td>
<td>4,468,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Crabs</td>
<td>tons</td>
<td>3,400</td>
<td>3,240,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sea cucumber</td>
<td>tons</td>
<td>5,550</td>
<td>3,255,50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Shark fins</td>
<td>tons</td>
<td>3,540</td>
<td>3,540,00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Oysters</td>
<td>tons</td>
<td>0.147</td>
<td>320,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fish intestines</td>
<td>tons</td>
<td>0.881</td>
<td>61.00</td>
</tr>
<tr>
<td>3.</td>
<td>Forest Products</td>
<td>Sawn timber</td>
<td>M3</td>
<td>2,710,530</td>
<td>118,984.95</td>
</tr>
<tr>
<td>4.</td>
<td>Estates</td>
<td>Nage</td>
<td>tons</td>
<td>69,922</td>
<td>196,125.80</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nutmeg</td>
<td>tons</td>
<td>223,625</td>
<td>254,253.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cocoa</td>
<td>tons</td>
<td>74,800</td>
<td>138,300.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TOTAL: US $ 410,978,739.99</td>
</tr>
</tbody>
</table>

(continued...
There are also some mining concentrates in Irian Jaya which are identified but not exploited yet, such as nickel deposits which have been identified on Gag Island, Waigeo Island and in the Siklops Mountains. Copper and gold deposits exist in Paniai and the Fak-Fak Districts. In addition, there are also deposits such as coal, black tin and marble which hold potential for Irian Jaya's future.

1.3 BACKGROUND OF IRIAN JAYA

Irian Jaya (prior to 1973 called Irian Barat or West Irian) is a province of the Republic of Indonesia situated at the east end of the territory. It lies in the equatorial region on the western side of the Pacific Ocean and north of the Australian Continent.

Several names have been given to this area; the Spaniards named it Nueva Guinea and the Dutch called it Nieuw Guinea. Nova Guinea and Land der Papous were also other names for this land, and before its integration with the Republic of Indonesia, it was called Netherlands New Guinea. Soon after integration it was named Irian Barat and since March 1, 1973 it has been renamed Irian Jaya.

Irian Jaya was founded by the Spanish sailor, Ynigo Ortiz de Retes, on 20th June 1545. Later on Antonio d'Abreau, a Portuguese sailor, landed on this island in 1551.

In the 16th century, the island attracted world
attention because of increasing world consumption of spices. In 1633, the Dutch claimed Irian Jaya from Spanish and showed their seriousness in controlling the island. Their contact with the island so far only took place in the form of indirect trade. The spices and pearlshells from Irian were traded, while the Dutch merely viewed Irian as an object of scientific research, such as botany and ethnography.

By July 1828 the Dutch occupied the island. They inaugurated a fortress, the Fort de Bus; in Jayapura (the former name was Hollandia) and dwelling complex on the slope of Mount Lumenciri at Triton Bay on 24th August 1828 at the same time as the birthday of King William I.

During the Pacific War, the Japanese occupied Irian Jaya as a realization of their plan to control the whole area of East Asia. The Japanese occupation in Irian Jaya ended on 23rd April 1944 when the Allied troops (American, British, Australian and the Dutch), led by General Douglas Mac Arthur, attacked the Japanese troops in Irian Jaya. Having captured Irian Jaya, the Allied troops continued their attack on the Mollucas, then Leyte (the Philippines) and finally Japan. Although the Allied troops had left Irian Jaya, the Dutch troops stayed on the island to occupy it.

Indonesia proclaimed its independence on 17th August 1945. It was stated that the territory of the Republic of Indonesia included the whole area which was formerly the Dutch colonial territory of South East Asia and was called the Netherlands East Indies. However, the Dutch did not recognise Indonesian sovereignty over the entire area from Sabang to Merauke as stated by the Indonesia. The
Dutch were not willing to recognise Irian Jaya as an integral part of Indonesia.

In 1949 the Dutch distinctly separated Irian Jaya from the Republic of Indonesia and proclaimed it as an overseas province (as stated in Staatsblad No.I.567 dated 28th December 1949). Hence Irian Jaya became a disputed area between Indonesia and the Dutch until the early 1960's.

Indonesia at first tried to settle the Irian problem peacefully, but after many political discussions between Indonesia and the Dutch, it seemed useless to settle the Irian problem through political means even through the United Nations conference, so Indonesia had no alternative other settling it through military force.

After many skirmishes had taken place between Indonesia and Dutch troops, in August 1962, Indonesia and the Dutch accepted a proposed solution, in which the United Nations would be the mediator in the process of transfer of sovereignty over Irian to Indonesia in May 1963. During the United Nations 17th Conference in New York in 1962, Indonesia was recognised as the sole authority over Irian. Later on the United Nations published Resolution Number 1752 (XVII), dated 21st September 1962, the New York Agreement between Indonesia and the Netherlands.

To realise the agreement, the Netherlands on 1st October 1962, transferred its sovereignty over Irian Jaya to the United Nations Temporary Executive Authority (UNTEA), a United Nations agency which was formed solely to manage the Irian case. The following year on the 1st
May 1963 UNTEA transferred sovereignty over Irian Jaya to the Republic of Indonesia.

1.4 MARITIME DEVELOPMENT

A transitional period in the socio-political life of this region took place between 1963 and 1969, during which the Indonesian Government had been conducting its administrative, educational and economic consolidation programmes. At the same time Irian Jaya had development assistance from the United Nations Organization.

In the maritime field, the Indonesian Government and the United Nations Development Programme (UNDP) have continued the maritime activities settled by the Dutch Government. During the late colonial period, the shipping company which operated in Irian Jaya was provided by a private Dutch company known as the KPM (Koninklijke Paketvaart Maatschappij or Royal Packet Company). The KPM established a firm monopoly of the whole interisland network in Indonesia. Apart from a few lines to Singapore, the KPM was able to use profits from the main trunk lines to cross-subsidize regular scheduled services to even the most remote corners of the Archipelago in Indonesia including Irian Jaya. By through-shipment arrangements, these interisland services were linked with deepsea lines to all ports of the world.

Since integration with the Republic of Indonesia, in the early 1960's, the shipping company which operated in Irian Jaya is the state enterprise, namely, Pelayaran National Indonesia (PELNI). PELNI company is the shipping company which shared carrying cargoes in Irian Jaya and...
the archipelago of Indonesia.

By 1956, the last full year of KFM's operations in Indonesia, PELNI managed to carry 25 per cent of cargo, and this increased somewhat to 29 per cent as shown in the Table 1.2.
<table>
<thead>
<tr>
<th></th>
<th>1956</th>
<th>%</th>
<th>1957</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>KPM</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interisland</td>
<td>1,919</td>
<td></td>
<td>1,735</td>
<td></td>
</tr>
<tr>
<td>Singapore/Malaya (a)</td>
<td>241</td>
<td></td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>New Guinea (b)</td>
<td>50</td>
<td></td>
<td>51</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,210</td>
<td></td>
<td>1,980</td>
<td></td>
</tr>
<tr>
<td>Throughshipment (c)</td>
<td>449</td>
<td></td>
<td>275</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,659</td>
<td></td>
<td>2,255</td>
<td></td>
</tr>
<tr>
<td>Shortsea (d)</td>
<td>190</td>
<td></td>
<td>202</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,849</td>
<td>75</td>
<td>2,457</td>
<td>71</td>
</tr>
<tr>
<td><strong>PELNI</strong></td>
<td>968</td>
<td>25</td>
<td>1,006</td>
<td>29</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,817</td>
<td>100</td>
<td>3,463</td>
<td>100</td>
</tr>
</tbody>
</table>

(a) Indonesia to and from Singapore and Malaya.
(b) Singapore to and from Dutch New Guinea (Irian Jaya) and within New Guinea (PNG).
(c) Cargo carried on Through Bill of Lading.
(d) Mainly rice trade from Southeast Asia to Indonesia.
After development assistance from the United Nations Organization, in 1969, through the Five Year Development Plan (REPELITA) which has been implemented undertakings have simultaneously been conducted more elaborately and consistently.

The principal policy in developing Irian Jaya during REPELITA, commencing in 1969, was improving the socio-cultural and economic life of the people and laying down a strong basis for the continuation of development programmes.

In the maritime sector, development emphasizes the betterment of port facilities and the improvement of merchant fleets in Irian Jaya. As mentioned PELNI, the state shipping company, operates in Irian Jaya. Besides that, private shipping, wooden vessels or so-called prahu, operates in the coastal areas of Irian Jaya.
ENDNOTES TO CHAPTER I:

1) Department of Communications, the Republic of Indonesia, Indonesian Communications in brief, Jakarta, 1984, p. 7-8.


4) Ibid., p. 18-19.
PRESENT MARITIME ADMINISTRATION IN INDONESIA

2.1 THE MINISTRY OF COMMUNICATIONS

The Ministry of Communications is the department which is responsible for the Provincial Offices. So, the maritime administration is one of the duties carried out by the Provincial Offices, also under the responsibility of the Ministry of Communications.

Before the introduction of the maritime administration carried out by the Provincial Office, we should know the activities concerning communications which are carried out by the Ministry of Communications as the main leader in this matter.

As was mentioned the Republic of Indonesia is an archipelagic country which consists of some thousand islands. Hence, the maritime field has formed an important area of development for Indonesia.

The Ministry of Communications has the job of executing activities concerning communications with its supporting units. It is managed by the Department of Communications supervised by a Cabinet Minister. According to the President of the Republic of Indonesia, Decree Numbers 44 and 45 in 1974, which were revised by the Presidential Decrees, Number 47/1979 and Number 15/1984, which was changed by the Presidential Decree Number
12/1986 as regards the department’s organizational structure, the main objective of the Department of Communications is to carry out tasks and development of communications on behalf of the government.

The Department of Communications comprises the Directorate General of Land Transport and Inland Waterways, the Directorate General of Sea Communications, and the Directorate General of Air Communications. In addition, there are four Agencies, namely the Education and Training Agency, the Research and Development Agency, the Meteorological and Geophysical Agency, and the National Search and Rescue Agency. There is a Secretary General for supporting the administrative tasks of the Department and the Inspectorate General for supervising the tasks and duties of the Department.

2.2 FUNCTIONS OF THE MINISTRY OF COMMUNICATIONS

There are two functions of the Ministry of Communications, namely the administrative function and the operational function. The administrative function is carried out by the Secretary General. This function is to establish administration, organization and management, and to offer the technical and administration services to the Minister of Communications, Inspectorate General, Directorates General, Agencies, and the other organizations in the sphere of the Ministry of Communications.

The operational function is to carry out the main tasks as regards of the Ministry of Communications’ Decrees. To execute this function, there are directorate-generals and agencies to carry out the
function in each field. The organizational structure of the Ministry of Communications is shown in the Figure 2.1.

Administration vs Management
FIGURE 2.1
ORGANIZATION STRUCTURE OF THE
MINISTRY OF COMMUNICATIONS
2.3 FUNCTIONS AND RESPONSIBILITIES OF THE DIFFERENT DIRECTORATES/AGENCIES.

2.3.1 LAND TRANSPORT AND INLAND WATERWAYS

The Directorate General of Land Transport and Inland Waterways has as its tasks to give guidance, manage and develop the means and infrastructure of highways transport, railways and rivers, lake and ferry transport. The railway service is fully under State ownership, whereas the activities of highways transport and river, lake and ferry transport are operated both by the government and private undertakings.

2.3.2 SEA COMMUNICATIONS

The Directorate General of Sea Communications is assigned with the task of guiding, managing and developing the means and infrastructure of the interinsular sea transport, overseas shipping, special shipping, local and traditional shipping activities. The major part of sea transportation is operated by private enterprises.

State-owned sea transport companies are PELNI, operating for interinsular purposes, and DJAKARTA LLOYD and BAHTERA ADHIGUNA, both for overseas shipping. Most of the docks and shipyards are owned by the government.
2.3.3 AIR COMMUNICATIONS

The Directorate General of Air Communications has the tasks to guide, manage and develop the means and infrastructure of air transport. The operation of air transport is executed both by the government and private enterprises. Scheduled international flights are conducted by Garuda Indonesia Airways (GARUDA), a state-owned company, whereas the scheduled domestic flights are conducted by both government and private companies; the state-owned airlines assigned with these activities are GARUDA and Merpati Nusantara Airlines (MERPATI).

2.3.3 METEOROLOGY AND GEOPHYSICS, AND SAR

The scope of the tasks of the Meteorological and Geophysical Agency mainly refer to activities in relation to weather forecasting, climate and earthquakes, whereas the National Search and Rescue (SAR) Agency operates in search and rescue activities whenever accidents occur, such as shipwrecks and planecrashes.

2.3.4 RESEARCH AND DEVELOPMENT

The Research and Development Agency is assigned with the task of guiding, managing and developing research and development activities in relation to the means and infrastructure required for transport.
2.3.5 EDUCATION AND TRAINING

The Education and Training is the responsible organ for guidance, management and improvement of the employees' quality in this sector. 1)

There are a number of governmental institutes which are managed by the Ministry of Communications. The institutes are namely:

(1) The College of Merchant Marine Education and Training (BPLP) in Ujung Pandang, South Sulawesi.

(2) The College of Merchant Marine Education and Training (BPLP) in Semarang, Central Java.

(3) The Institute of Maritime Refreshing and Advanced Course (BP3IP) in Jakarta.

(4) The Institute of Merchant Marine Education and Training (PLAP) in Jakarta.

(5) The Institute of Flight Education and Training (PLP) in Curug, West Java.

(6) The Institute of Land Transport Education and Training (BPL.ALLAJR) in Bekasi, West Java.

(7) The Institute of Railways in Bandung, West Java.

2.4 THE DIRECTORATE GENERAL OF SEA COMMUNICATIONS
The Directorate General of Sea Communications (DGSC), which is the maritime administration body under the Ministry of Communications, consists of:

(1) **Secretariat of DGSC**: responsible for central planning and supporting services. It comprises six divisions; Planning Division, Finance Division, Personnel Division, Material Division, Legal and General Affairs Division.

(2) **Directorate of Sea Traffic**: responsible for planning, regulating and supervising sea traffic. It consists of six subdirectorates and a division, namely Subdirectorates Data and Sea Transport Control, Subdirectorates Sea Transport Development, Subdirectorates Domestic Lines, Subdirectorates International Lines, Subdirectorates Particular Lines, Subdirectorates Local Lines and Administration Division, acting as the supporting unit for the administrative tasks of the Directorate.

(3) **Directorate of Ports and Dredging**: responsible for planning, regulating, and supervising the services in Indonesian ports including pilotage services, planning of port facilities and equipment as well as necessary dredging measures. It comprises five sub-directorates and a division, namely Subdirectorates Port Facilities and Equipment, Subdirectorates Port Services, Subdirectorates Dredging, Subdirectorates Pilotage, Subdirectorates Workers & Warehousing and Administration Division.

(4) **Directorate of Marine Safety**: responsible for planning and regulating marine safety. It comprises five sub-directorates and a division, namely Subdirectorates Nautical, Technical and Radio, Subdirectorates Sea
The organisational structure of the Directorate General of Sea Communications is shown in the Figure 2.2.
FIGURE 3-2
ORGANISATION STRUCTURE OF THE
DIRECTORATE GENERAL OF
SEA COMMUNICATIONS

DIRECTORATE
GENERAL OF
SEA
COMMUNICATIONS

SECRETARIES OF
DIRECTORATE GENERAL
OF SEA
COMMUNICATIONS

DIRECTORATE
OF SEVER
TRAFFIC

DIRECTORATE
OF PORTS
AND DREDGING

DIRECTORATE
OF MARINE
SAFETY

DIRECTORATE
OF NAVIGATION

DIRECTORATE
OF COAST GUARD

DIRECTORATE
OF MARITIME
SERVICE
2.5 PROBLEMS

Broadly speaking, the recent problems faced by the maritime administration in Indonesia are the government’s policy on scrapping aging tonnage of merchant fleets. It has resulted in the reduction of the Indonesian fleet by about 400 ships, consisting of both ocean going and coastal vessels. This has either directly or indirectly caused unemployment amongst seafarers in Indonesia. With a dual system of employment existing in Indonesia, i.e., permanently or contractually employed, a small percentage of seafarers may not feel the consequences as they are permanently employed by the various shipping companies.

The larger percentage of seafarers who are permanently employed are more likely to face unemployment because of the cancellation of their employment agreement as a result of closure of the shipping company due to all its vessels being scrapped. However, the reality is that most of these seafarers would have worked for many years at sea, therefore, for them, it is not easy to find alternative employment with other shipping companies. Furthermore, after spending so many years at sea it is also difficult to start a new career ashore.

There are also other Indonesian seafarers employed on foreign flag vessels who have almost reached their retirement age. The owners of these foreign vessels, who are in most cases productivity oriented, replace their
vessels with modern technologically advanced vessels,

thereby requiring young skilled and trained people as their seafarers. Therefore, the older seafarers are retired at an early age.

There are also further implications imposed by the STCW Convention requiring certain standards of training before the issue of certificates as seafarers. According to Presidential Decree Number 60/1986 Indonesia has ratified the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978, since the 4th December, 1986. The decree obliged every Indonesian seafarer before sailing on board to have the certificate of training and watchkeeping related to the IMO-STCW 1978. Relating to this decree, the Director General of Sea Communications issued Decree Number PY.65/1/7/1988. The decree states that every Indonesian seafarer who is working on board merchant ships, must possess certifications of training and watchkeeping according to STCW-1978. Regarding the aforesaid decrees, the Head of the Education and Training Centre of Sea Communications, on behalf of the Head of Education and Training Board issued instruction Number PDL.210/21/8-88 for every maritime training centre to execute specialized approved courses for seafarers, in order to authorize certifications related to IMO-STCW 1978. The specialized approved courses which are carried out by the maritime training centres are as follows:

(1) Radar Simulator
(2) Radar Observer
(3) Fire Fighting  
(4) Sea Survival  
(5) Inert Gas System  
(6) Crude Oil Washing  
(7) Tanker Safety  
(8) Ship’s Medical Officer.

According to Indonesian maritime administration, further problems encountered by Indonesian seafarers are that approximately half of them do not possess any formal training, therefore, when competing for jobs on foreign flag vessels they lose out to their counterparts from the Asian countries. Currently, there are requests for the government to allocate more funds for training of Indonesian seafarers.

Other problems are faced in the ports operation in Indonesia. The problems are related to the following matters:

(1) Port operations. There are two systems in port operations, viz a viz the port administrator and the public port corporation or so-called Perum Pelabuhan. The two systems cause duplication, and unneeded bureaucracy which results in wasted time and extra costs of port services.

The port administration can be considered the "Landlord" of the port, which owns all infrastructure and superstructures of the port. In this function it provides the necessary length of quays with associated depth alongside. The status of the port administration could be explained as followings: storage areas, buildings, port security and all other related matters;
and maintenance of port facilities. The port administration is responsible to the Directorate of Ports and Dredging in the Directorate General of Sea Communications. The port administration is responsible for the management and development of the port, including private piers, and provision of the required environment for the efficient and safe transport of the goods and passengers between ship and land transport.

The port administration is self-sufficient in terms of income and outlays. Income consists of port dues, fees, charges, and rentals for the facilities and equipment in the port. In Tanjung Priok, one of the biggest ports in Indonesia, the port administration also operates a container terminal.

All the ports in Indonesia are administered by the Port Administrations, sub-divided in classes of ports, according to size as follows:

- Class 1 = 4 ports
- Class 2 = 12 ports
- Class 3 = 17 ports
- Class 4 = 22 ports
- Class 5 = 36 ports

TOTAL = 91 PORTS.

As mentioned before that government also established the public port corporation or Perum Pelabuhan. There are 4 public port corporations in Indonesia, which carry out management for the four gateway ports, namely, Tanjung Priok, Belawan, Surabaya, and Ujung Pandang, including the 91 related port administrations. Each of these public port corporations manages a geographical group of ports as follows:
- PERUM I, located in Medan, managing 21 ports in the provinces of Aceh, North and West Sumatera and Riau.

- PERUM II, located in Jakarta, managing 17 ports in the provinces of Jambi, South Sumatera, Bengkulu, Lampung, Special Territory of Greater Jakarta, West Java and West Kalimantan.

- PERUM III, located in Surabaya, managing 36 ports in the provinces of central and east Java, southeast Kalimantan, Bali, West and East Nusa Tenggara and East Timor.

- PERUM IV, located in Ujung Pandang, managing 17 ports in the provinces of South, Southeast, Central and North Sulawesi, Maluku and Irian Jaya.

In line with government Regulations Numbers 14, 15, 16 and 17, published in 1983, formulating the incorporation of the four public port corporations, Ministerial Decree Number 194/OT.001/PHB-83 has been issued and states the following principles:

(1) The ports are owned, regulated and operated by the government.

(2) The Minister of Communications is carrying out this function and transfers the planning, developing, operating, and controlling to the PERUMS of which he is the superior.

(3) The Minister of Communications appoints the President Director of each PERUM.

(4) The PERUM shall act as autonomous entities being responsible for the following functions:
- Planning and development of port facilities;
- Commercialization of facilities and services;
- Establishment of their own port tariffs (to be approved by the minister);
- Financing of own investment.

The nature of a PERUM in general is a public corporation, with all the capital owned by the Government. Its Board of Directors is directly responsible to the Minister. The PERUM has no permission to transfer assets to other enterprises and should be financially self-supporting. The tariffs and charges which are levied by the PERUM are regulated by the Minister. The Government provides a subsidy to the PERUM if the operation of the PERUM results in loss. The Board of the PERUM is appointed by the President, and PERUM personnel are appointed by the management of the PERUM, subject to ministerial approval. All PERUM personnel have the status of civil servants. In the day-to-day working, if there is a stagnation of handling cargoes in the port, it causes extra costs and wasted time.

(2) Financial. There is lack of adequate finance for port operations, because the ports depend financially on the government budget.

Indonesia is a country which is still developing, and some sectors are subsidized financially by the government. In maritime business, if its finances are subsidized particularly from the government, it will run its activities with adequate finance.
Capital equipment for the port facilities in a developing country such as Indonesia are still needed, where demands on scarce resources are many. Such a country will usually have a surplus of labor, and labor intensive industries will predominate until the country is able to "take off" to a higher state of development, through the implementation of a scheme of planned growth. However, growth requires increasing returns of scale which in turn require investment in capital equipment, but as this investment will initially be channelled into light industry to stimulate local demand and create a market, there will be little incentive for funds to be apportioned to port development where the immediate effect would surely be to worsen an already high rate of unemployment.

A further argument against port development is that as labor is comparatively cheap, it will not follow that port equipment will reduce the cost of running the port.

In the container handling system, the only beneficiary would be the shipping company, and possibly cargo owners, if containerisation is able to produce the promised rewards. The effect on prices to the consumer would be negligible. It should also be remembered that developing countries usually rely very heavily for their export earnings on primary products. 1)

In Indonesia, already embarking on a programme of growth, where less dependence is placed on the primary sectors following the transfer of resources into industrial projects, limited funds may be available internally or be forthcoming from outside to permit modernization of selected ports.
However, since the world is still suffering from a recession which has strongly contributed to the economic deterioration of the third world, the government has been forced to review its national development programme. The government’s development policy that mainly relies on national resources and regards foreign aid as just a subsidiary resource, leads to a situation where the already limited funds available for national development become even scarcer.

With respect to the type of port administration in Indonesia, it can be classified as "public control of ports". In such a system the development of ports is mainly financed by the government. Under such circumstances, the more limited the government’s funds available for national development are, the more limited will be the funds available for port development. 2)

As mentioned, port facilities in Indonesia depend upon the government budget which is derived from the annual income and revenue of the government. In this situation profit-making by the ports is not effective because of an adequate budget. In the future, the government should recognize the benefits of privated operation of ports, as can be observed in Singapore and Thailand which are both ASEAN countries.

(3) Infrastructure. Indonesia is a developing country which is no exception in facing lack of infrastructure. Poor infrastructure, bureaucratic bottlenecks, political uncertainty, environmental worries and uneven economic development are the problems faced by the developing countries. 3) Considering the example of the port of Tanjung Priok -the
gateway to Jakarta and its heavily populated hinterland - as Indonesia’s cargo traffic on the port surges on the back of the country’s economic success. Lack of infrastructure in Indonesian ports, as stated in the press by the Transpacific Westbound Rate Agreement (TWRA) to impose a congestion surcharge on shipments from North America to the Indonesian ports of Jakarta and Surabaya, has been postponed from May 1 to July 1, 1991. TWRA stated that the charges would be imposed because shipping operators were "incuring extra-ordinary costs in relation to congestion at the ports". The government has made substantial efforts to improve the situation but it is took a long process.
ENDNOTES TO CHAPTER II.

1) J.R. Whittaker, AICS, Containerization.

2) DR. A.A. Monsef, Establishment of a national shipping industry in a developing maritime country, World Maritime University, Malmo.

CHAPTER III

MARITIME ADMINISTRATION IN
IRIAN JAYA

3.1 THE PROVINCIAL OFFICE OF THE MINISTRY OF
COMMUNICATIONS IN IRIAN JAYA

The Republic of Indonesia is a state administratively divided into 27 provinces. Each province have an office of the Ministry of Communications. Establishment of the Provincial Office of the Ministry of Communications is in accordance with the Ministry of Communications Decree Number KM. 64 dated 28th September 1988.

The Decree changed the previous Decrees, Numbers KM. 407/U/Phb-76 and KM. 263/OT.203/Phb-80. Both of these previously established that the Provincial Office of the Ministry of Communications in each province should consist of three offices, namely the Provincial Office of Land Transportation and Inland Waterways, the Provincial Office of Sea Communications, and the Provincial Office of Air Communications. However, within Decree Number KM. 64/1988, each Province has one office, which consists of Land Transport and Inland Waterways, Sea Communications, Air Communications, Meteorology and Geophysics, including Search and Rescue.

Kem-Id Perlumbangan
3.2 GOALS AND OBJECTIVES

The Provincial Office of the Ministry of Communications is a vertical agency subordinated directly to the Ministry of Communications. The Provincial Office is led by the Head of the Provincial Office or so called Kepala Kantor Wilayah (KAKANWIL). The Provincial Office has the tasks of executing half of the main duties and functions of the Ministry of Communications in the province.

3.3 FUNCTIONS AND RESPONSIBILITIES

The Provincial Office of the Ministry of Communications has functions and responsibilities to carry out the tasks of the Ministry of Communications in the province, as follows:

a. Gather and analyze data, plan and programme the work of communications in its area.

b. Coordinate the policy of communications performance in the province.

c. Coordinate, create and evaluate task execution in the fields of land transport and inland waterways, sea communications, and air communications.

d. Coordinate the administrative performance of meteorological and geophysical activities.
e. Coordinate the personnel administration of the Provincial Office.

For the performance of duties, the Head of the Provincial Office is responsible directly to the Minister of Communications.

3.4 ORGANISATIONAL STRUCTURE

Organisation of the Provincial Office of the Ministry of Communications in Indonesia has been classified by the Minister of Communications into 5 categories or types, namely Type A1, Type A2, Type B1, Type B2 and Type C. The classification of the Provincial Office according to the volume and capacity of the tasks in the communications sector is carried out by the Provincial Office in the province. Classification types were issued in the Ministerial Decree Number 64/1988, dated 28th September, 1988.

On the basis of such classifications, the Ministry of Communications prepared the organizational structure for its offices in every province. For the Provincial Office Type A1, it has more tasks in land transport and inland waterways. The organizational structure of the Provincial Office Type A1 is shown Figure 3.1.
The Provincial Office in Irian Jaya, according to the volume and tasks of its area is Type A2. A provincial office Type A2 has more tasks in the maritime sector compared with other types of provincial office of the Ministry of Communications. Related to the subject, the author will explain more details about Provincial Office Type A2.

The Provincial Office Type A2 consists of the: administrative division, planning division, land transport and inland waterways division, maritime traffic and ports division, maritime salvage division, and air communications division.

The tasks of the Administrative Division are to manage and supervise the administration of all units in the sphere of the Provincial Office. The Administrative Division consists of four subdivisions, namely, Planning and Program Formation Subdivision, Report and Evaluation Subdivision, and Meteorology and Geophysics Subdivision.

The tasks of the Land Transport and Inland Waterways Division are to plan, arrange and supervise the land traffic and inland waterways system, and to manage and develop means and infrastructure for land transport and inland waterways. The Land Transport and Inland Waterways Division consists of a Land Transport Subdivision, a Material Subdivision, and a Traffic Safety Subdivision.

The tasks of the Port and Shipping Division are to arrange, coordinate and supervise the operation of ports and shipping, to execute the tasks of ports and shipping. The Ports and Shipping Division has functions as follows:
a. Arranges, coordinates and supervises domestic shipping, foreign shipping trade, and loading and discharging activities.

b. Arranges, coordinates and supervises the support or assistance for shipping activities and sea transport.

c. Arranges, coordinates and supervises port development, port and waterways superstructure/infrastructure, and waterways and port dredging.

The Port and Shipping Division consists of:

b. Shipping Supply Subdivision.
c. Port and Dredging Subdivision.

The functions of the Maritime Salvage Division are as follows:

a. Establishes, coordinates and supervises the execution of maritime laws related to seaworthiness of ships and other safety aspects, repair and maintenance of ships, port and maritime safety, and operations of shipbuilding and dockyards.

b. Establishes, coordinates and supervises the execution of salvage works, tugboat and sea-diving activities, and underwater works.

c. Establishes, coordinates and supervises port security, sea patrol and coastguard activities. Records and investigates violations in its maritime area.
The Maritime Salvage Division consists of:

a. Shipping and Navigation Subdivision;
b. Maritime Services Subdivision;
c. Coastguard and Sea Patrol Subdivision.

The Air Communications Division has tasks for establishing and coordinating the operation and safety of air communications, air traffic, air transport, and other aspects relating to flight scheduling.

The Air Communications Division consists of:

a. Air Traffic and Transport Subdivision.
b. Air Communications Safety Subdivision.
c. Airport Technical Subdivision.
d. Telecommunications Facility, Navigation and Electricity Subdivision.

The organizational structure of the Provincial Office of the Ministry of Communications Type A2 is shown in Figure 3.2.
Figure 3.2: Provincial Office of the Ministry of Communications, Type A2.
The Provincial Office of the Ministry of Communications Type B1 is the provincial office which has the same volume and capacity of duties in every communications sector. It consists of the administration division, planning division, land transport division, sea communications division, and air communications division.

The Provincial Office of the Ministry of Communications Type B2 is the provincial office which has the same volume and capacity of duties similar to the Provincial Office Type B1, but it has more duties to carry out than the duties in the Provincial Office Type B1. The Provincial Office Type B2 consists of the administration division, planning division, land transport and inland waterways division, ports and shipping division, maritime salvage division and air communications division.

The Provincial Office of the Ministry of Communications Type C is the provincial office without one of the communications sector. It consists of the administration division, planning division, land transport and inland waterways division, and air communications division. The organizational structure of the Provincial Offices Types B1, B2 and C are shown in Figures 3.3, 3.4, and 3.5.
FIGURE 3.4
PROVINCIAL OFFICE OF
THE MINISTRY OF
COMMUNICATIONS;
TYPE BE.

HEAD OFFICE

ADMINISTRATION DIVISION

PERSONNEL DIVISION
FINANCIAL DIVISION
GENERAL AFFAIRS DIVISION

PLANNING AND PROGRAM FOR TECHNIQUE AND GEOGRAPHICAL DIVISION

TRANSPORT AND INLAND WATERWAYS DIVISION

ADMINISTRATION DIVISION

PERSONNEL DIVISION
FINANCIAL DIVISION
GENERAL AFFAIRS DIVISION

PLANNING DIVISION

LAND TRANSPORT AND INFRASTRUCTURE DIVISION

REPORT, FUEL, PETROL, AND SEA DIVISION

LAND TRANSPORT DIVISION

TRAFFIC SAFETY AND MATERIAL SUBDIVISION

TECHNICAL UNITS

AIR TRANSPORT DIVISION

SEA TRANSPORT DIVISION

MARITIME SAFETY DIVISION

AIRCRAFT TECHNICAL FACILITY, TELECOM, AND ELECTRICITY SUBDIVISION
FIGURE 3.5
PROVINCIAL OFFICE OF
THE MINISTRY OF
COMMUNICATIONS;
TYPE C.

HEAD OFFICE

ADMINISTRATION DIVISION

PERSONNEL AND FINANCIAL SUBDIVISION

GENERAL AFFAIRS SUBDIVISION

PLANNING DIVISION

LAND TRANSPORT AND INLAND WATERWAYS DIVISION

AIR TRANSPORT DIVISION

PLANNING AND PROGRAM FORMATION SUBDIVISION

LAND TRANSPORT SUBDIVISION

AIR SAFETY AND TRANSPORT SUBDIVISION

REPORT EVALUATION, METEOROLOGY AND GEOPHYSICS SUBDIVISION

TRAFFIC SAFETY AND MATERIALS SUBDIVISION

AIRPORT TECHNICAL SUBDIVISION

TECHNICAL UNITS

FACILITY, TELECOMMUNICATIONS, NAV AND ELECTRICITY SUBDIVISION
3.5 MARITIME ADMINISTRATION IN IRIAN JAYA

The Maritime Administration in Irian Jaya has an important role in overseeing maritime activities in Irian Jaya. Because of geographic and topographic conditions, Irian Jaya is difficult to reach by other communications and transport systems. Sea communications are the most important means of transport which can be used in Irian Jaya.

There is a cultural inclination for Irian Jaya's people to live close to the sea, rivers or lakes. It is established by demographics that most of the villages and the towns of Irian Jaya are placed near seas, rivers or lakes and the primary means of transport is by canoe. The type of canoe has become more and more modernized and people can travel with their relatively meagre belongings from one place to another or from one island to another.

Many of the islands in Irian Jaya are coral, surrounded by sheltered lagoons, and canoes may trade safely, but they impose their own constraints on navigation. Vessel operations restrict navigation to daylight when the sun is at a particular angle, for navigation relies on the colour differences between deep and shallow waters to pick a way between the corals.

People in Irian Jaya have only known modern vessels and travelling by ship since the Dutch colonized Irian Jaya. At that time, the KPM or Royal Packet Company was the shipping lines operating in Irian Jaya.
By establishing a firm monopoly of the whole interisland network, apart from a view lines to Singapore, KPM was able to use profits from the main trunk lines to cross-subsidize regular scheduled services to even the most remote corners of the archipelago of Indonesia, including Irian Jaya when it was formerly Netherlands New Guinea. The unique KPM system of interisland communications did not, however, survive for long the recognition of Indonesian independence in 1945. After some years of uncertainty, the assets were seized and the company forced to suspend operations in December 1957.

Generally, in colonial times, the ships which had been routing in Irian Jaya’s water areas are not many. Even the KPM very often called into the ports of Sorong and Jayapura to load cargoes which were mainly forest products, such as rattan, resin, copra, crocodile skins, or sea products such as shell pearls, sea-cucumber, and took them to Singapore. At the time only police patrol boats or those of the head of the district capital (Bestuur) sailed between the towns.

But now in Irian Jaya, after 30 years of integration with the Republic of Indonesia, an increasing number of ships and ports are used in Irian Jaya. 8 out of 9 district capital cities are situated in the coastal areas. The transport of cargo and passengers to these district capitals is largely dependent upon sea communications.

Types of ships plying in Irian Jaya consist of: Regular Liner Services (RLS, steel hulled 500–2000 DWT); local ships (small wooden, motor); and prahu (sail with auxiliary motor). 1) Mostly the vessels are owned by the government, namely
P.T. PELNI, and some private companies. The number of vessels operating in the northern part of Irian Jaya is 1 vessel, and in the southern part is also 1 vessel with a range between 1000–2000 DWT. The vessels are subsidized by the government and they operate as pioneering ships plying all the ports of this province. In 1988, there were 37,265 passengers transported by pioneering or local shipping. 2)

The passenger ship namely MV. Umsini, in operation since 1983, has been plying the Jayapura - Jakarta route vice versa. She takes 7 days to travel Jayapura - Jakarta, calling at the ports of Sorong-Ternate-Bitung-Makassar and Surabaya. Her sister, MV. Rinjani, takes the route Sorong-Ambon-Ujung Pandang-Surabaya-Jakarta-Medan vice versa, and the third one, MV. Sirimau, travel Ambon- Sorong-Manokwari-Biak-Nabire-Serui and Jayapura vice versa. The ships as mentioned above have capacity of each 5,688 BRT, length 99.80 m, wide 18.00 m, speed 15.60 knot, and she can carry passengers 950 persons.

From the merchant fleets in Indonesia in 1988, according to the Indonesian National Shipowners Association (INSA), the merchant fleet of Indonesia in 1988 was about 1,698 units or 1,690,000 DWT. Of this amount, Irian Jaya has more than 5% of the merchant fleet.

3.6 PORTS

There are 7 main ports in Irian Jaya. Other ports such as supporting ports are 11. The companies, such as local shipping and forwarding, are 86 working in these ports. Most of the ports have been built by the
Ports in Indonesia are classified into 5 classes, viz-a-viz, Class 1, Class 2, Class 3, Class 4, and Class 5. The main ports in Irian Jaya are Class 3. Each main port in Irian Jaya has a capacity ranging from 1,000 to 2,000 DWT. The province’s main ports are Jayapura, Biak, Nabire, Manokwari, Sorong, Fak-Fak, and Merauke.

The status of the ports in Irian Jaya, according to the Indonesian Shipping Regulations 1936, is shown as follows:

i) Port Administration
   (Perumpel IV) --------------- = 6

ii) Port Office
    (Perumpel IV) --------------- = 1

iii) Port Offices
     (Perumpel IV) --------------- = 99.

The total volume of the cargo loaded in 1988 through the said ports amounted to 1,988,063 tons, of which 1,690,393 tons were goods for export, and the cargo unloaded totalled 590,494 tons, of which 311,065 tons were imported goods.

Sorong is the most important exporting port of the province, while principal the export commodities shipped from this port are oil, worth US $ 622,495,600, shrimps, worth US $ 15,193,463.65, and skipjack tuna, worth US $ 429,190,000.
In relation to others in Indonesia, the ports of Irian Jaya are seldom visited by foreign vessels. Recently, trade between Indonesia and other countries is increasing, particularly with the ASEAN Countries, like the Philippines, Singapore, Malaysia, Thailand and Brunei Darussalam.

There are four gateway ports in Indonesia, which are mainly used for foreign vessels or for export and import cargoes. The four ports are Tanjung Priok (Jakarta), Tanjung Perak (Surabaya), Belawan (Medan), and Makassar (Ujung Pandang).

The other small ports, or supporting ports in Irian Jaya, have the function of berthing the prahus or small wooden vessels which are mainly used for transporting cargo between villages and towns. The cargo is mainly food stuffs for selling in the market in the town. These ports are built with wooden piers, and the deepsea alongside the piers is not enough for berthing large vessels.

Related to the port activities in Irian Jaya, there is also pilotage to guide ships when they enter the port area. The pilotage in Irian Jaya is compulsory pilotage or not used in the deepsea area. The areas having pilotage are as follows:

1) Jayapura.
The area of pilotage from the first buoy in the north at longitude 141 degrees East or at 1.5 nautical miles from Swaja Cape to the port of Jayapura (sea chart number 236).

2) Biak.
The area of pilotage from the first buoy at latitude 1 degree South, longitude 136 degrees East, to the port of Biak (sea chart number 225).

3) Manokwari.
The area of pilotage from Sanggeng Cape, to the Gulf of Mios Wappi island, then from the Memari Cape to the Gulf of Mios Wappi island (sea chart number 220).

4) Sorong.
The area of pilotage between the boundary of the port or from Casuary Cape to the port of Sorong (sea chart number 218).

5) Merauke.
The area of pilotage from the first buoy at the latitude 8 degrees South to longitude 140 degrees East to the port of Merauke (sea chart number 198).

3.7 MANPOWER DEVELOPMENT

Manpower development in Indonesia is carried out by academy, college, and university. In the maritime sector, manpower development is carried out by marine academies, colleges, and rating schools.

The maritime colleges in Indonesia are as follows:

1) PLAP (Pendidikan dan Latihan Ahli Pelayaran) or the Educational Centre of Nautical Experts in Jakarta.

2) BP3IP (Balai Pendidikan, Peningkatan dan Penyegaran Ilmu Pelayaran) Merchant Marine Advance and Refresher
Courses in Jakarta.

3) BPLP (Balai Pendidikan dan Latihan Pelayaran) or Education and Training Nautical Colleges in Semarang/Central Java.

4) BPLP (Balai Pendidikan dan Latihan Pelayaran) or Education and Training Nautical Colleges in Surabaya/East Java.

5) BPLP (Balai Pendidikan dan Latihan Pelayaran) or Education and Training Nautical Colleges in Ujung Pandang/South Sulawesi.

6) BPLPD (Balai Pendidikan dan Latihan Pelayaran Dasar) or the Rating Schools in Barombong/South Sulawesi.

All of the colleges stated produce certificates for deck officers and certificates for engineers related to the STCW-IMO Convention. Every graduate from these colleges is allowed to work on board or in the maritime sector in all of the maritime areas in Indonesia.

Some of the graduates from these colleges are working in Irian Jaya, e.g. in the Provincial Office, District Maritime Offices, and in the ports.

In the Provincial Office, the number of personnel who work there in 1990/1991 is 12 persons, consisting of 8 men and 4 women, including the head of division. Each subdivision has 4 employees, including the head of the subdivision.

The personnel's range of the degrees in the Provincial Office in Irian Jaya is as follows:
- University degree 1 person
- Academy degree 3 persons
- High school degree 5 persons
- Secondary school 3 persons.
ENDNOTES TO CHAPTER III.


2) A.D. Couper, the Problems of Interisland Transport, UNTAD/RDP/LDC/32, 1990.

3) Ibid. p. 12.
CHAPTER IV

PROPOSED ADJUSTMENT FOR PROVINCIAL MARITIME ADMINISTRATION IN IRIAN JAYA

4.1 GOALS AND OBJECTIVES OF THE PROVINCIAL MARITIME ADMINISTRATION

As has been indicated the provincial maritime administration is a maritime activity in the province to carry out the tasks in the maritime sector on behalf of the Ministry of Communications. Provincial maritime administration in Irian Jaya as in other provincial maritime administrations in Indonesia, carries out the tasks in the maritime sector in the province.

The goals and objectives of the provincial maritime administration in Irian Jaya are as follows:

(a) To carry out the tasks in the maritime sector on behalf of the Ministry of Communications;

(b) To create the conditions necessary for the achievement of a viable and progressively self-reliant economy;

(c) To achieve conditions which will enable the people of Irian Jaya to fulfill their individual potential and participate freely in national development;

(d) To achieve an improved standard of living for the people of Irian Jaya;
To maintain a healthy and aesthetic natural environment for the economic and social benefits of the people of Irian Jaya.

The proposed adjustment for provincial maritime administration in Irian Jaya is to adjust the present provincial maritime administration in such subdivisions. As mentioned in the previous chapter that, the maritime administration in Irian Jaya under the Provincial Office of the Ministry of Communications is Type A2. The organizational structure Type A2 has more tasks in the maritime sector compared with other types of the Provincial Office of the Ministry of Communications. It consists of 6 divisions, namely administration division, planning division, land transport and inland waterways division, sea traffic and port division, maritime salvage division, and air communications division.

Sea traffic and port division are both divisions which are proposed to adjust in such additional subdivisions.

Firstly, sea traffic and port division which consists of sea traffic subdivision, sea transport assistance subdivision, and port and dredging subdivision, must be adjusted with additional subdivisions, namely terminal operation subdivision, and pilotage subdivision.

Secondly, maritime salvage division which consists of shipping and navigation subdivision, maritime service subdivision, coast guard and sea patrol subdivision, must be adjusted with additional
subdivisions, namely ship measurement and registration subdivision, and ship technology and ship yard subdivision.

Lastly, the adjustment of the maritime administration divisions must be followed by the additional provisions of tasks in the technical units such as in the port operations, merchant fleet, shipyard, inland waterways and ferry, etc. For those tasks it will be explained in the following chapter. Diagram of the proposed adjustment for provincial maritime administration in Irian Jaya, could be seen in Figure 4.1.
Figure 4.1
Proposed adjustment to the provincial office of the Ministry of Communications; type A2.
4.2 PORTS.

As mentioned in the previous chapter, ports in Irian Jaya are main ports and supporting ports. The main ports actively handle ships between 1000 to 2000 DWT. According to the geography and demography of Irian Jaya, most people live near the sea, lakes, and islands. 1)

Maritime activity starts from the places in which people live. From the point of view of economics, maritime activity follows the demand and supply in the market. For this reason and considering the population, the number of the ports in Irian Jaya should be expanded by the Government.

In Table 4.1 is shown the number of the population in Irian Jaya in 1988 and its density in each district:
TABLE 4.1
IRIAN JAYA’S POPULATION IN 1988
AND THE AREAS

<table>
<thead>
<tr>
<th>NO.</th>
<th>DISTRICT</th>
<th>AREAS (KM²)</th>
<th>POPULATION</th>
<th>TOWNS/VILLAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>JAYAPURA</td>
<td>48,188,00</td>
<td>215,629</td>
<td>122</td>
</tr>
<tr>
<td>2.</td>
<td>BIAK</td>
<td>4,010,00</td>
<td>87,225</td>
<td>71</td>
</tr>
<tr>
<td>3.</td>
<td>MANOKWARI</td>
<td>36,773,00</td>
<td>111,338</td>
<td>69</td>
</tr>
<tr>
<td>4.</td>
<td>SORONG</td>
<td>40,549,00</td>
<td>171,429</td>
<td>115</td>
</tr>
<tr>
<td>5.</td>
<td>FAK-FAK</td>
<td>44,566,00</td>
<td>80,915</td>
<td>54</td>
</tr>
<tr>
<td>6.</td>
<td>MERAUKE</td>
<td>132,220,00</td>
<td>197,292</td>
<td>183</td>
</tr>
<tr>
<td>7.</td>
<td>JAYAWIJAYA*</td>
<td>47,960,00</td>
<td>362,976</td>
<td>112</td>
</tr>
<tr>
<td>8.</td>
<td>PANIAI</td>
<td>46,400,00</td>
<td>211,310</td>
<td>143</td>
</tr>
<tr>
<td>9.</td>
<td>SERUI</td>
<td>18,994,00</td>
<td>72,849</td>
<td>48</td>
</tr>
</tbody>
</table>

*) Placed in the highland areas. 2)

The illustration above shows that the number of the ports in Irian Jaya should be added to because most of the towns and villages are located in the coastal areas, lakes, or rivers. At least the port in every district capital town should increasingly handle the activities of shipping.
4.3 MERCHANT FLEET.

According to the number of merchant fleets in Indonesia, which is about 1.698 units or 1.690.000 DWT in 1988, Irian Jaya has only 5%. If geography and demography area of Irian Jaya is considered, it is necessary to increase merchant fleets in Irian Jaya. 3)

The number of ships operated in Irian Jaya by the government (PT.PELNI) are 2 ships, 1 operates in the northern and another 1 operates in the southern districts, even passenger ships/cruisers regularly travel to and from this province.

In fact, living conditions and the transportation system cause that 80% of the travellers in Irian Jaya to use ships for travelling.

The two ships which are operating in Irian Jaya are not enough to cover the demand for travelling. For example, the ships or so-called pioneering ships which travel in the northern part of Irian Jaya, or from Jayapura-Biak-Serui-Nabire-Ransiki-Manokwari-Sorong and vice versa, take at least 2 or 3 weeks to arrive back in Jayapura. It is also the same with the ship which is travelling in the southern part from Merauke-Agats-Kokonao-FakFak-Bintuni-Sorong and vice versa, it takes at least 2 or 3 weeks to arrive back in Merauke.

Most of the travellers in Irian Jaya travel by ships. During Christmas time, Idul Fitri, and holy days for example, there are many travellers using ships.
Also, to carry cargo such as foodstuff, building materials, etc., are ships usually used for transporting those cargoes.

To meet the demand of transporting passengers and cargoes in Irian Jaya, the government should add to the number of ships which are operating in Irian Jaya. At least two ships should be following the northern route, Sorong-Jayapura; and two ships should also be following the southern route of Irian Jaya, Merauke-Sorong and they would cross in the middle part.

The private companies which operate the wooden vessels and prahu (with auxiliary motor) should be taken into account, because, those ships can operate between villages in the shallow water areas or could operate between villages near shallow waters, lakes, and rivers.

4.4 SHIPYARDS.

The needs for shipyards in Irian Jaya is necessary to support the shipping lines. If ships in Irian Jaya need any repairs, it takes time and distance to travel to make repairs in another port such as the port of Makassar in Ujung Pandang, the port of Tanjung Perak in Surabaya, or the port of Tanjung Priok in Jakarta.

The present shipyards or docks which are available in Indonesia could be divided into several types, namely floating docks, slipways, graving docks, building berths, engineering design, floating cranes, dock equipment, and dockyard training centres.
The potential shipyards in Indonesia in 1985 are shown in Table 4.2.

### TABLE 4.2
THE INDONESIAN SHIPYARDS IN 1985

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>POTENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>UNIT</td>
</tr>
<tr>
<td>JAVA</td>
<td>27</td>
</tr>
<tr>
<td>SUMATERA</td>
<td>25</td>
</tr>
<tr>
<td>KALIMANTAN</td>
<td>6</td>
</tr>
<tr>
<td>SULAWESI</td>
<td>4</td>
</tr>
<tr>
<td>MALUKU</td>
<td>1</td>
</tr>
<tr>
<td>IRIAN JAYA</td>
<td>2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>55</td>
</tr>
</tbody>
</table>
According to the Ministry of Communications, there are 4 shipyards (slipways) in Irian Jaya, but only two slipways are available for repairing ships.

The shipyards are located in Sorong, Manokwari, Jayapura, and Merauke. The shipyard in Manokwari is the biggest one in Irian Jaya, built during Dutch colonization.

According to the distance from Jayapura/Irian Jaya to Jakarta/Java, 2,000 miles, the ship has to be towed before repairs in Surabaya or Jakarta. It takes the long time before any ship has repairs.

In the future, the maritime administration in Irian Jaya has to establish a better shipyard in Sorong with the capacity to repairing ships more than 10,000 DWT. The shipyard in Sorong is on stand-by for repairing ships, such as pioneering ships or passenger ships/cruisers which are travelling in Irian Jaya.

4.5 INLAND WATERWAYS AND FERRIES.

The inland waterways and ferries are necessary for communications and transportation in Irian Jaya. Geographically, the land of Irian Jaya consists of lakes and rivers.

In the lakes of Sentani and Paniai, there are villages around the lakes, also big rivers, namely Mamberamo and Digul. There are villages located in the
edges of the rivers. To communicate between one village and another, they use traditional ways of using canoes.

Ferry transportation is another type of communication and transport system which can be used in Irian Jaya, mainly between islands or islands and the mainland.

The biggest island is Biak, with a population of about 87,225 persons, the second one is Serui, with a population of about 72,849 persons in 1988.

Biak has the international airport. Scheduled flight regularly arrive from Los Angeles—Guam—Biak—Denpasar (Bali)—Jakarta and vice versa. Serui is the island nearest Biak with a population of about 72,849 persons in 1988.

The solution is, in the future, that there should be a ferry link between Biak and Serui. The second important tourist place after Biak island is Serui with long white beaches, sea diving areas, etc.

Also there could be a ferry link between Biak and Manokwari (population: 111,338). There are also a number of tourist places in Manokwari, such as the long white beaches, Anggi Lake, Bakero Cape, etc. Production in Manokwari, Biak, and Serui is mainly foodstuffs.

4.6 TRADE BETWEEN IRIAN JAYA AND THE SOUTH PACIFIC COUNTRIES.

The South Pacific countries consist of many small islands scattered in the South Pacific Ocean. Some regions
are composed of islands with the land area being very small in relation to that of the sea. Only PNG (Papua New Guinea) has a land boundary with Irian Jaya. Both countries within the region, and islands within the countries, are scattered with long distances between the country's main port or ports and the most distant islands which require shipping services.

Many of the islands are coral reefs, surrounded by lagoons and coral seas. Once out of port, a ship is quickly exposed to oceanic winds and waves. As the Pacific region lies between the tropics, weather conditions are good for most of the time, although winds may be quite strong for small boats, but devastating cyclones strike, at certain seasons, somewhere every year.

Traffic density is so low that there is not usually another vessel at hand to give assistance. Ships and boats may drift for great distances and as communications are so poor, marine search and rescue operations are a problem for governments.

Economic policy in the South Pacific is strongly that of a free trade market. The most important international shipping demand generated by the region's exports and imports is for liner services. The regional shipping company, the Pacific Forum Lines (PFL), was set up to provide high quality direct services between Australia and New Zealand, on the one hand, and as many of the forum member countries as possible, on the other hand.

Apart from PFL, the region relies on international liner companies to serve its ports, sometimes in the course of a voyage transitting the region's trading
routes. The region is relatively well served by liner shipping and there is little dissatisfaction.

Apart from liners, the region requires services from timber carriers, dry bulk carriers for sugar, special tankers for vegetable oils and oil product tankers for petroleum distribution. These are all supplied by international free market mechanisms.

Intra regional trade is practically non-existent; the countries have very little to trade with each other. Intra regional shipping services, apart from that offered by PFL as part in the cause of its international voyages and its feeder service north-bound from Fiji, exist but not on a regionally significant scale.

Domestic shipping, which is mainly interisland (only PNG has coastal trade) is more important to most of the countries than intra regional services. In many countries the route network is complex with many small ships serving it, but apart from a few trunk routes, traffic volumes are low. The provision of reliable and regular services to outlying islands with low populations is a problem for governments of nearly every country in the South Pacific region.

As mentioned that, the regular shipping lines are trading in Irian Jaya owned by the Indonesian Government. The shippings consist of cargo passenger ships trade in the northern and southern districts of Irian Jaya. Also, the passengers ships/cruisers have trade regularly from the outside regionals of Irian Jaya.

There are 3 districts in Irian Jaya, namely
Jayapura, Jayawijaya, and Merauke have a common border with PNG which stretches about 730 km long. Two of them, Jayapura and Merauke, have ports and coastal areas boundary with PNG’s coastal areas.

The border crossing tradition by Irian Jaya’s people and PNG’s people have been conducted by many generations. It was interlocked with traditional trading system, hunting, kinship system, and other traditions of the people in the border area.

The South Pacific Countries, particularly PNG has been importing the textiles, building materials, foodstuffs, fertiliser, etc., from Indonesia. Meanwhile PNG export cattle to Indonesia.

From the shipping economics point of view, Indonesia and PNG must be establish any shipping trade between Irian Jaya and PNG. PELNI company, the shipping company owned by the Indonesian Government and PFL or Pacific Forum Lines could work together to set up a shipping link between Irian Jaya and the South Pacific Countries, at least between Irian Jaya and PNG. With the set up of the shipping links between Irian Jaya and the South Pacific Countries or between Irian Jaya and PNG, the travellers could be travel between the countries by using of the ship.
ENDNOTES TO CHAPTER IV.


2) Ibid., p. 17.


5.1 CONCLUSION AND RECOMMENDATIONS

At the end of the thesis, I would like to conclude and recommend the following points:

(1) Irian Jaya is one of the 27 provinces in Indonesia, which is located at the tip end of the eastern part of Indonesia, and its boundary with Papua New Guinea.

(2) Transportation in Irian Jaya mainly uses ships between one city and another city, therefore most of the cities are located along the coastal areas. Transportation between the cities in Irian Jaya is difficult to reach by land and air transport, however, maritime transportation is the most important transport which can be used in Irian Jaya.

(3) The Provincial Office of the Ministry of Communications is the office which can carry out the tasks on behalf of the Ministry of Communications in Irian Jaya. The Provincial Office must be increase its tasks in the maritime sector to develop maritime transportation in Irian Jaya.

(4) The needs of developed maritime transport in Irian Jaya must be improved by adding to the number of ships, especially pioneering ships which are sailing in Irian Jaya.

(5) On the other hand, the establishment of the ports in Irian Jaya are also needed in such towns to cover the demand for shipping activities in its coastal
(6) Shipyards in Irian Jaya also must be developed to the capacity of more than 2,000 DWT for ships to be repaired.

(7) Relating to the development of maritime transportation in Irian Jaya, the Provincial Office of the Ministry of Communications in Irian Jaya must be adjusted in such subdivisions to carry out the tasks in the maritime sector in order to spread its obligations in the maritime administration effectively and efficiently.

(8) The terminal operations, pilotage, ship measurement and ship technology are the additional subdivisions in the proposed adjustment to the maritime administration in Irian Jaya. The terminal operations subdivision must be placed on the containerizations technology. The pilotage subdivision is the subdivision which is responsible for sea traffic. Pilotage is a unit which controls the sea traffic in the near sea and the deep sea, and it is still needs a new technology to control and handle sea traffic. Both terminal operations and pilotage must be established in separate units. Ship measurement and ship technology are also proposed adjustment units which should be established in separate subdivisions. Those units emphasise on ship measurement and safety of life at sea.

(9) Ferry and inland waterways is the system of transportation which must also be established in Irian Jaya. The transportation between islands or in the
lake and river areas must be handled by a ferry link system.

(10) Trade between Irian Jaya and South Pacific countries might be commenced through shipping lines. There are some 14 South Pacific countries situated on the side of the eastern part of Indonesia, which is PNG's border with Irian Jaya. The needs of trade between Indonesia and South Pacific countries must be improved by a shipping link between Irian Jaya and PNG, or between Irian Jaya and Australia.

(11) Manpower development in the maritime sector in Irian Jaya is a very important element to develop the maritime sector itself. Both aspects of training of seafarers and shore personnel are equally important. The manpower development in Irian Jaya needs establishment of a maritime institution or college to train both seafarers and shore personnel.

For very advanced training in any maritime discipline, courses are available at the World Maritime University in Malmo, Sweden.
BIBLIOGRAPHY


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8. The Decree of Minister of Communications No. 415/U/Phb-75.

9. The Decree of Director General of Sea Communications No. D1.22/1/12-85.
10. Department of Communications, Republic of Indonesia, Indonesian Communications in brief, Jakarta, 1984.


LIST OF THE PROVINCIAL OFFICE OF THE MINISTRY OF COMMUNICATIONS

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<td>Palembang</td>
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<td>Province of South Sumatera</td>
</tr>
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<td>2</td>
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<td>Bandung</td>
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<td>Central Java</td>
<td>Semarang</td>
<td>A1</td>
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<tr>
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<td>Medan</td>
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<tr>
<td>5</td>
<td>Jakarta</td>
<td>Jakarta</td>
<td>A2</td>
<td>Special Territory of Greater Jakarta</td>
</tr>
<tr>
<td>6</td>
<td>East Java</td>
<td>Surabaya</td>
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<td>Irian Jaya</td>
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77
<table>
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<th>City</th>
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<td>B2</td>
<td>Province of Bengkulu.</td>
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</tbody>
</table>
21.: Lampung : Bandar : B2 : Province of Lampung

Ir. AZWAR ANAS
Minister of Communications.