

ABSTRAK

NOH SAID (2022). Evaluasi Kinerja Pelabuhan Dan Pengaruh Waktu Tambat, Pemakaian Dermaga Terhadap Pendapatan Jasa Tambat Di Pelabuhan Tobelo Kabupaten Halmahera Utara (Studi Kasus Dermaga Kade 4). Di bawah bimbingan Dr.Hi.Nahu Daud,SE,M.Si dan Dr.Amran Husen, SE,M.Si

Tarif jasa pelabuhan terjadi karena ada pihak yang memberikan/menyediakan pelayanan (oleh penyelenggara pelabuhan) oleh sebab itu tarif harus jelas besarnya, jenis pelayanan yang diberikan/disediakan dan bagaimana pemberlakuannya. Pada dasarnya pelayanan yang diberikan oleh pelabuhan adalah pelayanan terhadap kapal dan pelayanan terhadap muatan (barang dan penumpang). Secara teoritis, sebagai bagian dari mata rantai transportasi laut, fungsi pelabuhan adalah tempat pertemuan (interface) dua moda angkutan atau lebih serta interface berbagai kepentingan yang saling terkait. Penelitian ini bertujuan untuk menganalisis kinerja operasional Pelabuhan Tobelo serta pengaruh waktu tambat dan pemakaian dermaga terhadap pendapatan jasa tambat di Pelabuhan Tobelo dengan studi kasus dermaga Kade 4.

Hasil penelitian pertama, menunjukkan nilai *Waiting Time(WT)* sebesar 0 jam, *Approach Time(AT)* sebesar 0 jam, Ratio Waktu Kerja Kapal di Tambatan sebesar 93,75%, Ratio Produktivitas Arus Bongkar Muat Barang Berdasarkan Gang Kerja 57,29 ton serta nilai *Berth Occupation Ratio (BOR)* sebesar 58,41. Dari hasil perhitungan kemudian dibandingkan dengan Keputusan Dirjen Perhubungan Laut Nomor UM.002/38/18/DPJL-11 tentang Standar Kinerja Pelayanan Operasional Pelabuhan diperoleh hasil bahwa untuk indikator pelayanan waktu dan pelayanan fasilitas pelabuhan Tobelo dinilai sangat baik sedangkan untuk pelayanan bongkar muat kapal masih belum memenuhi standar kinerja operasional sehingga sangat perlu untuk ditingkatkan dan penggunaan fasilitas pelabuhan perlu untuk dimaksimalkan. Hasil penelitian kedua, menunjukkan waktu tambat dan pemakaian dermaga terhadap pendapatan jasa tambat di Pelabuhan Tobelo memberikan pengaruh sebesar RP.1.478.900.

Kata Kunci: Kinerja Operasional Pelabuhan, Pendapatan Jasa Tambat, Waktu Tunggu, BOR

ABSTRACT

NOH SAID (2022). Evaluation of Port Performance and the Effect of Mooring Time, Use of Piers on Revenue from Mooring Services at Tobelo Port, North Halmahera Regency (Case Study of Kade 4 Pier). Under the guidance of Dr. Hi. Nahu Daud, SE, M. Si and Dr. Amran Husen, SE, M. Si

The port service tariff occurs because there are parties who provide/provide services (by the port operator) therefore the tariff must be clear on the amount, type of service provided/provided and how it is enforced. Basically, the services provided by the port are services to ships and services to cargo (goods and passengers). Theoretically, as part of the marine transportation chain, the function of the port is a meeting place (interface) of two or more modes of transportation as well as the interface of various interests related to each other. interrelated. This study aims to analyze the operational performance of Tobelo Port and the effect of mooring time and use of the pier on the revenue of mooring services at Tobelo Port with a case study of the Kade 4 pier.

The results of the first study, showed the value of Waiting Time (WT) of 0 hours, Approach Time (AT) of 0 hours, Working Time Ratio of Ships at Mooring of 93.75%, Productivity Ratio of Loading and Unloading Flow of Goods Based on Work Gangs 57.29 tons and the value of the Berth Occupation Ratio (BOR) is 58.41. From the calculation results then compared with the Decree of the Director General of Sea Transportation Number UM.002/38/18/DPJL-11 concerning Port Operational Service Performance Standards, the results obtained that for indicators of service time and service of Tobelo port facilities are considered very good while for ship loading and unloading services are still has not met the operational performance standards so it is necessary to improve and the use of port facilities needs to be maximized. The results of the second study, show that mooring time and use of piers on mooring service revenues at Tobelo Port have an effect of RP. 1,478,900.

Keywords: Port Operational Performance, Mooring Service Revenue, Waiting Time, BOR