

## Ships Time In Port An International Comparison

Pp. 1.

One indicator of Performance of Ship Operation in Panjang Port is Turn Round Time (TRT). TRT is the duration of the vessel's stay in port and is calculated from the time of arrival at the anchorage area to the time to departure from Berth. According to Performance Standard of Port Operation issued by Decree of General Director of Sea Communication of Republic Indonesia Number UM.002/38/18/DJPL-11 dated December 5th 2011, some factors affect TRT are Postpone Time (PT), Waiting Time (WT), Approach Time (AT), Berthing Time (BT) consists Not Operating Time (NOT) and Berth Working Time (BWT). BWT consists effective Time (ET) and Idle Time (IT). Totally factors influencing TRT are : PT, WT, AT, NOT, IT and ET. From the realization of ship operation performance in Panjang Port for 5 (five) years show that : a. For the Domestic Ships, total TRT of Domestic Ships in 2010 has improved from the target 70,23 hours to 72,85 hours and it was in the highest position for 5 (five) years. b. For the Ocean Ships, the total TRT of the Ocean Ships in Port of Panjang in 2012 and 2013, has increased dramatically from the target 49,79 hours in 2012 to 61,85 hours and from the target 54,46 hours in 2013 to be 63,83 hours. From the above data, it would be bad condition for customers specifically for shipping agents if TRT of Ship tends to be longer. The shipping agents would pay the additional cost for a long time of ships in a port. As a result, beside high cost economic, this condition would cause bad performance for Indonesia Port Corporation II commonly and Management of Panjang Port specifically. Based on the above introduction, it is necessary to research the performance of Ship Operation in Panjang Port to find the factors causing Turn Round Time (TRT) in Panjang Port and some causes influencing the factors of TRT. Thus, it could be found the best solutions to solve the problems.

By examining the problem of places of refuge for ships in distress and proposed solutions under international, national and regional law, Places of Refuge for Ships in Distress by Anthony Morrison highlights the need for further solutions and presents alternative solutions.

Marine debris is a serious environmental problem. To do its part, the United States has agreed to abide by the international treaty for garbage control at sea, known as MARPOL 73/78 Annex V. Clean Ships, Clean Ports, Clean Oceans explores the challenge of translating Annex V into workable laws and regulations for all kinds of ships and boats, from cruise ships to fishing crafts and recreational boats. The volume examines how existing resources can be leveraged into a comprehensive strategy for compliance, including integrated waste management systems and effective enforcement. Clean Ships, Clean Ports, Clean Oceans describes both progress toward and obstacles to Annex V compliance. The book covers How shipborne garbage originates and what happens to garbage discharged into the seas. Effects of discharge on human health, wildlife safety, and aesthetics. Differences in perspective among military, industrial, and recreational seafarers and shoreside facilities. Clean Ships, Clean Ports, Clean Oceans will be important to marine policymakers, port administrators, ship operations officers, maritime engineers, and marine ecologists.

Computational Intelligence (CI) has emerged as a rapidly growing field over the past decade. This volume reports the exploration of CI frontiers with an emphasis on a broad spectrum of real-world applications. Such a collection of chapters has presented the state-of-the-art of CI applications in industry and will be an essential resource for professionals and researchers who wish to learn and spot the opportunities in applying CI techniques to their particular problems.

Published in 1997, this volume is a collection of seminal articles on a theme of central importance in the study of transport history, selected from the leading journal in the field. containing articles selected by a distinguished scholar, as well as an authoritative new introduction by the volume editor. The book will form an essential foundation to the study of the history of shipping.

Port Development and Competition in East and Southern Africa Prospects and Challenges World Bank Publications

Interest in autonomous ships has grown exponentially over the past few years. Whereas a few years ago, the prospect of unmanned and autonomous vessels sailing on the seas was considered unrealistic, the debate now centers on when and in what format and pace the development will take place. Law has a key role to play in this development and legal obstacles are often singled out as principal barriers to the rapid introduction of new technologies in shipping. Within a few years, autonomous ships have turned from a non-issue to one of the main regulatory topics being addressed by the International Maritime Organization. However, the regulatory discussion is still in its infancy, and while many new questions have been raised, few answers have been provided to them to date. Increased automation of tasks that have traditionally been undertaken by ships' crews raises interesting legal questions across the whole spectrum of maritime law. The first of its kind, this book explores the issue of autonomous ships from a wide range of legal perspectives, including both private law and public law at international and national level, making available cutting-edge research which will be of significant interest to researchers in maritime law.

Case study ports: Karachi, Valparaiso and Malta.

Port Development and Competition in East and Southern Africa analyzes the 15 main ports in East and Southern Africa (ESA) to assess whether their proposed capacity enhancements are justified by current and projected demand; whether the current port management approaches sufficiently address not only the maritime capacity needs but also other impediments to port efficiency; and what the expected hierarchy of ports in the region will be in the future. The analysis confirms the need to increase maritime capacity, as the overall container demand in the ports in scope is predicted to begin exceeding total current capacity by between 2025 and 2030, while gaps in terms of dry and liquid bulk handling are expected even sooner. However, in the case of many of the ports, the issue of landside access—the ports' intermodal connectivity, the ease of international border crossing, and the port-city interface—is more important than the need to improve maritime access and capacity. The analysis finds that there is a need to improve the operating efficiency in all of the ESA ports, as they are currently less than half as productive as the most efficient ports in the matched data set of similar ports across the world, in terms of efficiency in container-handling operations. Similarly, there is a need to improve and formalize

stakeholder engagement in many of the ports, to introduce modern management systems, and to strengthen the institutional framework to ensure the most efficient use of the infrastructure and to be able to attract private capital and specialist terminal operators. Finally, given the ports' geographic location and proximity to main shipping routes, available draft, and the ongoing port-and-hinterland development, the book concludes that Durban and Djibouti are the most likely to emerge as the regional hubs in ESA's future hub-and-spoke system.

Revealing the workings and dangers of freight shipping, which is the key to our economy, environment and civilization, the author sails from Rotterdam to Suez to Singapore to present an eye-opening glimpse into an overlooked world filled with suspect practices, dubious operators and pirates.

*Sandcastles, Tall Ships, and Vanities* is a fictional family love story intermingled with factual American and British history. Amanda Worsham is born during the War of 1812, in Charleston, South Carolina, to a wealthy British family involved with sailing vessels and worldwide shipping. "Sandcastles" is analogous to the ill-fated Southern plantation system, in that it exists when slavery exists, and is destined to vanish when slavery ends—just as the proverbial sandcastle disappears before the oncoming tide. "Tall Ships" alludes to the family's shipping business utilizing "windjammers," or beautiful tall sailing vessels for global sea trade. "Vanities" are whimsical yet powerful emotions. And to relegate another to slavery is vanity in its extreme (a self-evident truth). And unabashedly, it is a Christian, pro-life, anti-prostitution, and anti-slavery descriptive novel filled with human frailty and anguish. This story "is a handful," so to speak, dealing with family standards, love, sexuality, homosexuality, destructive prostitution (the so-called "white slavery" curse), plus the learning an altogether-fabulous wealth management stratagem. As she begins her marriage to longtime beau, Timothy Caldwell, Amanda assumes the Worsham family's New York-, Boston-, and Charleston-based overseas shipping business (an endeavor with tall ships and part of the fledgling clandestine military industrial complex). She witnesses the end of the Revolutionary War, the beginning of the American Civil War, and she helps shape a dynasty you'll long remember.

These proceedings contain research presented at the 6th International Conference on Dynamics in Logistics, held in February 2018. The integration of dynamics within the modeling, planning and control of logistic processes and networks has shown to contribute massively to the improvement of the latter. Moreover, diversification of markets and demand has increased both the complexity and the dynamic changes of problems within the area of logistics. To cope with these challenges, it must become possible to identify, describe and analyze such process changes. Moreover, logistic processes and networks must be revised to be rapidly and flexibly adaptable to continuously changing conditions. This book presents new ideas to solve such problems, offering technological, algorithmic and conceptual improvements. It primarily addresses researchers and practitioners in the field of industrial engineering and logistics.

As President of International MacGregor I am deeply indebted to the authors of this excellent book for the very considerable amount of work and scholarship it contains. It is the first authoritative work on cargo access equipment to be published and I am sure that it will be greatly welcomed by the Marine Industries. You will see from the authors' preface that the book was commissioned by the Henri Kummerman Foundation which was established in 1976 to assist and promote international research and development in the field of marine transportation and cargo handling. The Foundation has already made a number of grants to universities and to students but this book is its first major contribution to the furthering of education in the Marine Industries. For me, it is a rewarding fruition of a long involvement in maritime affairs. However, much requires to be done in the future and the Foundation can only succeed if it is encouraged and assisted by people who are forward thinking. I should be pleased therefore to hear from any readers of this book if they feel that they can help or be helped within the aims and objectives of the Foundation. 28 Chemin du Pommier, HENRI KUMMERMAN 1218 Geneva, Switzerland.

The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968 with 2018 marking the 50 year anniversary. Around 80 per cent of the volume of international trade in goods is carried by sea, and the percentage is even higher for most developing countries. The Review of Maritime Transport provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information.

If you want a holiday that's hassle-free, virtually pre-paid, and that lets you see lots of places while only needing to pack and unpack once, then you should try a cruise. This best-selling book is the cruise industry bible: it gives you all the information you need to choose the right cruise for you. Meticulously updated every year by cruise expert Douglas Ward, it is divided into two main parts: the first helps you work out what you're looking for in a cruise holiday and how to find it; the lively text and colour photographs describe every aspect of life on board, including safety, the highs and lows of the cruise experience and how to save money. The second part contains unbiased reviews and fascinating detail of almost 300 ocean-going cruise vessels, and grades them on service, food, entertainment and facilities, using an internationally recognised ratings system.

This series contains the decisions of the Court in both the English and French texts.

[Copyright: acd0bc3b081771731d8d5750db567b57](https://www.copyright.com/081771731d8d5750db567b57)