

ABSTRAK

Seiring dengan meningkatnya kunjungan kapal maka kinerja operasional pelabuhan juga harus ditingkatkan guna menjaga kelancaran kegiatan bongkar dan muat barang agar dapat berjalan tepat waktu. Kinerja pelayanan pelabuhan dimulai ketika kapal akan bersandar, membongkar muatan, dan kapal meninggalkan pelabuhan. Kinerja operasional Pelabuhan Panjang dari kriteria pelayanan kapal, arus bongkar muat barang, dan utilitas untuk triwulan 1-triwulan 4 berdasarkan Peraturan Direktur Jenderal Perhubungan Laut Nomor: HK.103/2/18/DJPL-16 Tahun 2016 mempunyai kinerja yang baik dan mengalami peningkatan dan penurunan.

Jenis *crane* pada dermaga D Pelabuhan Panjang yaitu *gantry jib crane* dan *gantry luffing crane*. Pada *rail crane* dermaga D terdapat permasalahan yaitu *rail crane* mengalami korosi sehingga pada dermaga tersebut terdapat pekerjaan penggantian *rail crane*. Penggantian *rail crane* dermaga D Pelabuhan Panjang tersebut dilakukan untuk merevitalisasi *rail crane* eksisting yang mengalami korosi. Metode kerja atau cara pelaksanaan pekerjaan penggantian *rail crane* dermaga D Pelabuhan Panjang yaitu mengukur elevasi eksisting; pembongkaran; perbaikan besi siku dan drainase; pemasangan *soleplate* dengan *anchor* dan *leveling bolt*; peletakan dan penyambungan *rail*; peletakan *rail/rubberpad*; pemasangan *rail clips* dan *bolts*; pekerjaan *grouting* dan beton K300; dan pekerjaan *grounding*. Total Rancangan anggaran biaya (RAB) pekerjaan penggantian *rail crane* dermaga D Pelabuhan Panjang yaitu Rp.8,544,209,808.54. Sebelum dan sesudah pekerjaan penggantian *rail crane*, kinerja operasional pelabuhan berdasarkan kriteria pelayanan kapal dan arus bongkar muat barang mempunyai kinerja yang baik dan mengalami penurunan. Dan untuk sebelum dan sesudah pekerjaan penggantian *rail crane*, kinerja operasional pelabuhan berdasarkan kriteria utilitas mempunyai kinerja yang baik dan mengalami peningkatan dan penurunan.

Kata kunci: *rail crane*, kinerja operasional, metode pelaksanaan

ABSTRACT

Along with the increase in ship visits, port operational performance must also be improved in order to maintain the smooth loading and unloading of goods so that they can run on time. Port service performance begins when the ship will berth, unload, and the ship leaves the port. The operational performance of Panjang Port from the criteria for ship services, the flow of loading and unloading of goods, and utilities for quarter 1-quarter 4 based on the Regulation of the Director General of Sea Transportation Number: HK.103/2/18/DJPL-16 of 2016 has good performance and has experienced an increase and decline.

The types of cranes on D pier of Panjang Port are gantry jib cranes and gantry luffing cranes. At the rail crane pier D there is a problem, namely the rail crane is experiencing corrosion so that at the pier there is a rail crane replacement job. The replacement of the Long Port D jetty rail crane was carried out to revitalize the existing rail crane which was experiencing corrosion. The work method or method of carrying out the work of replacing the rail crane dock D in Panjang Port, namely measuring the existing elevation; demolition; angle iron repair and drainage; installation of soleplate with anchor and leveling bolt; laying and connecting rails; rail/rubber pad placement; installation of rail clips and bolts; grouting and concrete work K300; and grounding work. The total draft budget (RAB) for the replacement of rail crane dock D at Panjang Port is IDR 8,544,209,808.54. Before and after the rail crane replacement work, port operational performance based on ship service criteria and the flow of loading and unloading of goods had good performance and experienced a decline. And for before and after the rail crane replacement work, port operational performance based on utility criteria has good performance and has increased and decreased.

Keywords: rail crane, operational performance, implementation method