



Print Date: January 10, 2014

Operational Restrictions

1. Road Limitation

Max. Truck Wt.	Avg. Chassis Wt	Max. Truck Payload
55,000	17,000	38,000

Container Size/Type	General Tare Wt.	Max. Gross Container Wt. (=Tare + Cargo)	Max. Cargo Wt.
20 GP	2,180	24,000	21,820
20 RF	2,880	24,000	21,120
20 RF#	3,880	24,000	20,120
40 GP	3,800	32,000	28,200
40 HQ	4,200	32,000	27,800
40 RQ	4,400	32,000	27,600
40 RQ #	5,400	32,000	26,600

Gross Road Limit = Max. Truck Wt. + Max Gross Container Wt.

- Eg. : Gross Road Limit for container 40 GP = 55,000 + 32,000 = 87,000

Note: All figures in kg. #means Genset is installed

Size/Type	Trailer Max Laden Weight (Skeletal Chasis)	Trailer Max Laden Weight (Platform Chasis)
20 GP/RF	Not exceeding 27.00 MT	Not exceeding 28.00 MT
40 GP/HQ/RF	Not exceeding 29.00 MT	Not exceeding 29.00 MT
45 HQ	Not exceeding 30.00 MT	Not exceeding 30.00 MT

Note: General Purpose (GP); Reefer (RF); Hi Cube (HQ)

- maximum width: 3.0 meters
- maximum height: 4.5 - 5 meters
- two 20 footers on one chassis is allowed but the maximum weight same as above mentioned above.
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2. Terminal Limitation

Location	Name	Remarks
Jakarta	Jakarta International Container Terminal 1(JICT1) Jakarta International Container Terminal 2(JICT2) Koja Container Terminal(Koja Terminal)Jakarta Terminal T300(PT.Mustika Alam Lestari)	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 35 tons
Surabaya	International Container Terminal(ICT Surabaya)	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 35 tons • For Cargo over 35 tons is acceptable subject to approval from MARJKT
Merak	Terminal Multipurpose Merak Mas (PT.Indah Kiat Pulp & Paper Tbk.Merak)	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 35 tons
Semarang	Tanjung Emas Semarang	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 35 tons
Belawan	Gabion Container Terminal(Gabion)	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 35 tons
Panjang	Panjang Container Terminal	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 28 tons
Palembang	Palembang Container Terminal	<ul style="list-style-type: none"> • Non-working days - Moslem holiday • Gantry Crane : Max Capacity is 28 Tons

3. Transshipment Restrictions

- Jakarta Port of Authority declares:
 - All Transshipment Cargoes through JICT 1, JICT 2 or KOJA Terminal, mostly ex.Inter Island (v.v.) among of Indonesian Port will be having a free time of Storage for 28 days (since the cargo discharge from the vessel until load onboard).
 - All cargoes can be accepted to or from JICT 1, JICT 2 or KOJA Terminal except Dangerous cargo Class 1 (explosive) and Class 7 (radio active) which is strictly prohibited to stacked at CY premises.

4. Dangerous Cargo (DG)

If containers for loading are DG cargoes:

1. Shipper must provide: i) Shippers Certificate ii) Container Packing Certificate
2. Ship Owner/Agent of outgoing foreign and domestic shall notify the Authority not less than 24 hour to get approval of dangerous cargo to load in Bulk,Break Bulk,or Containers Ship with following information:

3. DG List and Manifest

- a. Correct technical name of the dangerous cargo in accordance with the IMDG Code
- b. IMO Class
- c. UN No
- d. Number and kind of packages, the total quantity of dangerous (Gross Weight)
- e. Maximum Flash point
- f. Name and address of the Consignee (Emergency contacted name)
- g.
- h.

Above all document must be submitted to the Port Terminal as well as to Chief Officer on the Vessel.

DG Rule & Restriction at JICT1(UTC1) and JICT2(UTC2) Terminal

1).Class 1 and 7

Not allowed to stack at CY Premise.

For Import, Cnee must take a direct delivery (truck losing) and out from Terminal upon Vessel Discharge so cnee needs The Vessel Berthing Info for quick action accordingly otherwise Terminal will ROB the box.

For Export is on the contrary, shipper must arrange Direct Loading, pls contact shipper to come once vessel on Loading Activity.

2).Class 2.1,2.3,5.1,5.2,6.1

Only allowed to stack at CY for 24 Hours.

For Import 1 Day after Vessel Berthing, cnee must take a delivery soonest and for Export The Available CY for Gate In is 1 day before Vessel Berthing.

For Cape Flores due to Sunday Berthing so the available CY is on Saturday, Terminal will reject the cargoes if Shippers come before Saturday.

3).Class 2.2,3,4,6.2,8,9

OK to stack at CY for 96 hours(4 days). Normal for Export and Import.

Inbound

Shipping owners/agents of incoming foreign and domestic ship shall notify the Authority not less than 24 hours in advance of the arrival in the port of dangerous cargoes either in Bulk,Break bulk, or Containers Ship and informations such as ;

1. DG List and Manifest

- a. UN number
- b. IMO Class
- c. Correct technical name (proper shipping name) of the dangerous cargo in accordance to the IMDG code.
- d. Number and kind of packages, the total quantity of dangerous (gross weight)
- e. Minimum Flash point, in case of flammable liquid
- f. Name and address of the Consignee
- g.
- h.

Dangerous Cargo Handling Permit

- a. No movement of dangerous cargo shall be allowed unless covered by an appropriate Handling Permit. The Handling Permit shall contain specific conditions and instructions relative to the nature of dangerous cargo to be handled and operation required.

- b. The Dangerous Cargo list shall be accomplished by the requesting party and shall be submitted to the Harbour Master at least 24 hours in advance of any schedule arrival or handling for approval.
- c. Deviators from specified Dangerous Cargo List on non-compliance with safety instructions stipulated on the Handling Permit, shall render the Handling Permit null and void and shall result in stoppage or operations without prejudice to any fines or legal sanctions which may be imposed by Jakarta Port Authority.
- d. All dangerous cargo can be accepted in Indonesia Port (i.e. BLW/PAB/PAJ/JKT/SRG and SUB) for Discharge/Load such as:
- e. Class 2,3,4,5,6,8 and 9 except Class 1 & 7.
- f. Class 1 (Explosive) and Class 7 (Radioactive) for these 2 dangerous cargoes also can be loaded/discharged in Indonesia Port with very strict regulation e.g :
- g.
- h.

1.1. These 2 (two) DG cargoes shipment must be full compliance with standard IMO regulation.

1.2 Shipper/Consignee must have approval first from customs 24 hours before the cargo discharged /loaded in any of Indonesia Ports

1.3. Shipper / Consignee have to clear all documents /handling cost/storage before loading / discharging

1.4. Shipper / Consignee must arrange directly to load/dischARGE on/from the vessel and deliver out from Port areas.

1.5. Shipper/Consignee must have approval (written in English & Indonesian) from Police Dept (MABES POLRI) and copy to OOCL Jakarta the approval letter before accepting at POL/POD.

1.6. Cargo must be escorted by Police and Fire Brigade once delivered out/in from/to the terminal.

1.7. Stevedoring cost will be subjected to additional charges of 100% on basic tariff.

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5. Customs Regulations and Information

See "Indonesia Customs" presented by the Customs and Excise Department, Indonesia.

6. The Ministry of Agriculture of the Republic of Indonesia Regulation No.12/Permentan/OT.140/2/2009

All importations to Indonesia are subject to compliance with The Ministry of Agriculture of the Republic of Indonesia Regulation No. 12/Permentan/OT.140/2/2009 for the requirements and mechanism of Quarantine Acts for importation using Wood Packing Materials with effective date 1 September 2009 [the arrival date].

Hence, kindly ensure all your shipments to Indonesia using wood packing materials and wooden pallets to comply with ISPM#15 and Fumigation Certificate to accompany shipping documents.

Non compliance shall result in packing materials and wooden pallets to be destroyed by the authority at consignees' cost and which may result in delayed delivery and empty returned.

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