

A STUDY ON THE SHORTAGE OF PILOT AT PORT OF  
TANJUNG PELEPAS(PTP)

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A study on the shortage of pilot at Port of Tanjung Pelepas (PTP)  
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## **ABSTRACT**

Port of Tanjung Pelepas (PTP) is managed and operated by Tanjung Pelepas Sdn Bhd (PTP). The Core business in port of Tanjung Pelepas (PTP) is pilotage and towage services. There are a lots of vessels visits the PTP to load or unload the container. Pilotage services are compulsory to all ship that entering and leaving the port to ensure the safety at port.

The port pilot will take charge and guide the vessel to safely reach PTP's wharf or leave safely the wharf to continue her journey to another port by piloting the vessel according to the safe coordination. Pilotage services are important because navigating the vessel is much easier in the open seas compared to piloting the vessel at port area. But there are some problems the port are facing which are the pilot shortage and the pilots are having too long working hours that brings to another problems such as collision of the ship when the pilot had fatigued. Some recommendations had been made like changing the shift of the pilot which usually working 60 hours per week to 48 hours per week to ensure that the pilot get enough rest and can perform job very well and some calculation of the pilots working hours are shown that the working hour is decrease in order to reduce the pilot workload.

## **ABSTRAK**

Pelabuhan Tanjung Pelepas diuruskan dan di operasikan oleh Pelabuhan Tanjung Pelepas Sdn Bhd (PTP). Perniagaan teras di Pelabuhan Tanjung Pelepas (PTP) adalah pemandu arah dan perkhidmatan penundaan. Terdapat banyak kapal melawat PTP untuk memuat dan memunggah kontena mereka. Perkhidmatan pemandu arah adalah wajib untuk semua kapal yang ingin masuk atau meninggalkan sempadan pelabuhan untuk memastikan keselamatan kapal di pelabuhan.

Pemandu arah pelabuhan akan mengambil alih dan mengawasi kapal untuk selamat sampai ke dermaga PTP dan juga meninggalkan dermaga dengan selamat untuk meneruskan perjalanannya ke pelabuhan lain dengan menunjukkan kapal kearah koordinat yang selamat. Perkhidmatan pemandu arah adalah penting kerana pelayaran kapal adalah lebih mudah di lautan lepas berbanding memandu arah kapal di kawasan pelabuhan. Tetapi,terdapat sedikit masalah yang dihadapi di mana pelabuhan itu menghadapi krisis kekurangan pemandu arah dan pemandu arah juga terpaksa bekeja dalam mas ayang lama yang boleh membawa kepada masalah yang lain seperti pelanggaran antara kapal lain semasa pemandu arah sudah kelesuan. Sedikit pengesyoran telah dibuat seperti menukar syif pemandu arah yang biasanya bekerja selama 60 jam seminggu kepada 48 jam seminggu untuk memastikan pemnadu arah mendapat rehat yang cukup dan boleh melaksanakan kerja dengan baik sekali dan sedikit pengiraan tentang masa kerja pemandu arah telah menunjukkan yang masa kerja dikurangkan untuk mengurangkan beban keja pemandu arah.