

Success Story: Labuan Port Data Management

BACKGROUND

Client: *DPML Corporation Berhad, Labuan Port, Malaysia*

Labuan Port is located on East Malaysia's Labuan Island about 10 kilometers off Borneo's northwest coast on the South China Sea about 118 kilometers southwest of [Kota Kinabalu Port](#). The town of Labuan is part of the urban area of Victoria, the island's biggest city. The sheltered deep-water harbor at Labuan Port is an important transshipment point for Brunei state, northern Sarawak, and much of western Sabah state.

In 1990, the Malaysian government declared Labuan island as an offshore financial center and as a new tourist destination. It is deeply committed to the objective of turning Labuan into a full-pledged and premier international financial center in the world, perhaps second to none in Asia. The major products produced and exported from Labuan are oil, gas and petroleum. In 2001, over 70 thousand people lived on Labuan Island.

In 1998 the Government appointed **DPML Corporation Berhad** to manage the operation of stores and the container yard of Labuan port. Labuan Port receives vessels carrying containers, bulk, and general cargoes. It has a 244 meter jetty with alongside depth of 8.5 meters and can accommodate vessels to 16 thousand DWT. The wharf has four berths. Labuan Port also has about 15.6 thousand square meters available in open storage, two warehouses, and a container yard. A 10 thousand square meter yard and warehouses are available outside Labuan Port. Labuan Port has capacity to handle 100 thousand TEUs of containerized cargo per year.

Labuan Port is a duty-free port with relaxed customs procedures. Being a small port, it can focus specialized services and equipment for efficient handling of cargoes, there is normally no wait for berthing and cargo discharging, and the port's fees are among the lowest in Malaysia. Labuan Port's berths have a total length of 355.6 meters with alongside depths of 4.6 and 10 meters. The New Liberty Wharf can accommodate vessels to 16 thousand DWT.

There are also five private jetties in Labuan Port. The Shell Jetty, specializing in petroleum, is 213 meters long with alongside depth of 9.4 meters, and it can accommodate vessels to 6 thousand DWT. The Iron Ore Jetty can serve vessels to 150 thousand DWT. Specializing in iron ore cargoes, the jetty is 220 meters long with alongside depth of 18 meters. Specializing in methanol, the Methanol Jetty is 650 meters long with alongside depth of 13 meters. The Asian Supply Base Jetty is 120 meters long with alongside depth of 8 meters. Both it and the Sabah Flour Mill Jetty handle off-shore wheat and maize.

CHALLENGE

1. Malaysian parliament needed to halt the sub contracting of Labuan port by the original contractor DPML to LLPM, and therefore issued a decree to DPML cease LLPM sub contracting and manage the port by its own
2. The new management needed an instant solution to take care of its daily documentation and slowly upgrade it into a fully integrated PORT OPERATIONS & MANAGEMENT SYSTEM using ICTs.

RESPONSE

ESQUIRE INFOLAB SYSTEMS designed and developed a simple desktop based data management system taking care of all the documents that are required for daily operations of the port, which can be stored, printed & retrieved anytime. This system was a standalone system with scope for future migration data into the integrated port ERP software. This was done within 15 days/ 2 weeks and immediate take over was possible. Later the system was properly studied & plans made for developing and implementing a fully integrated SOA based ERP system. This system took care of the Container management, cargo management, Finance management, stowage & moving, inland transportation, tariff management & resource allocation management.

OUTCOME

1. The take over of the port was smooth irrespective of the legal issues between the contractor & its sub contractor.
2. Service oriented architecture helped the users/employees understand the working of the port better and monitoring of activities was very easy.
3. External parties like CH/CF/C&H agents and vendors were able to apply or get approval online without moving around the port office physically or mailing and calling the officials for every request and approval process.
4. Financials could be auto calculated from the tariff structure, which can be altered as & when reqd. by port officials.

SCOPE

This application can be universally implemented in any sea port. It has been thoroughly designed & developed to cater the basic operational need and SOA based ERP management.