

# THE POTENTIAL USE OF THE RAILWAY AS A COAL TRANSPORTATION IN THE PROVINCE OF LAMPUNG

BY

INDIRA PRATAMA.AZ

## ABSTRACT

The writing of this thesis aims to find out what factors influenced the company to determine the mode of transport, transport cost comparison between knowing a train and a truck with a ton of units/miles, knowing the response of each coal company to plan the development of the railroads, as well as calculate the need of double track for the next few years to support the coal transportation improvement program by coal mining company. This research is expected to provide an image of a benefit or odds train as coal and provide feedback mode of transport alternative transportation who better than truck. The research was conducted in three coal mining company PT Bukit Asam, tbk modes that use the train and two companies that uses modes of truck are PT. Sumatera Bahtera Raya and PT. Putera Lampung. PT. Kereta Api Indonesia as the train service provider. Data collection was carried out with the srvey interview and questionnaire distribution.

From results of the study found that factors that affect the company in determining the mode of transport is the layout of the mine and stockpile as well as the company's targets. For the cost of transporting each ton/km railway has the advantage of a cheaper cost for a large load and the distance that the farther but less flexible to reach certain places, the train has cost of Rp 383 every tonne/km and trucks Rp 790 tonne/km. An alternative solution: combining two modes of transport costs and found that 48% cheaper than using only modes of truck. The program also must be supported with increased capacity traffic existing with double track development.

From the calculation result needs double track for the year 2016 the station with the capacity of traffic that has not been adequately built double track in an increase in the capacity of cross average of 2,3 times more than the capacity of the existing cross-line/single track. To cross the Tarahan-Kotabumi in built double track cross, smallest capacity was of 62 tracks/day with a frequency needs an average of 58 tracks/day. Kotabumi-Baturaja becomes 59 tracks/day with the needs of an average of 54 tracks/day and cross Baturaja-Tj.Rambang into 71 tracks/day with the needs of an average 62 tracks/day. Difference occurs because the minimum capacity requirements across a number of trains passing. This amount is already sufficient for the program PT. Bukit Asam and two private companies and is include with other train needs such as passenger and freight train.

keywords: Stockpile and Mine, Railway Traffic Capacity, Double Track,

