

Development of Pontianak Port: Supporting and Inhibiting Factors, 1980-2012

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Abstract

This This article discusses the development of Pontianak port from 1980 to 2012. Pontianak Port is an important port because, in addition to being a shipping port, it is also a loading and unloading port for commodities such as rubber, tengkawang, and wood. This research uses historical methods to describe the factors that influenced the development of the Pontianak Port. The results show that Pontianak Port does not stand alone and is an inseparable part of the development of other sectors. The development of industries such as rubber in West Kalimantan, adequate port facilities, the construction of the Trans Kalimantan Road which facilitated the delivery of goods from the interior to the port, and the development of Ketapang port became important factors in the development of Pontianak Port. However, in its development, several factors hinder the development of Pontianak Port such as silting of the port entrance and also dredging the pond.

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Introduction

The port is the exit and entry point for goods and passengers to a region. More than that, the seaport is the gateway to an area, in addition to the airport. One of the important ports in Indonesia is Pontianak Port, which is located in Pontianak City, West Kalimantan Province. Pontianak Port is the most important port in West Kalimantan because it is the entrance for ships coming from outside the region. Pontianak Port is also one of the trading destinations in Kalimantan Island (Triatmodjo 2009, 12). Pontianak Port is under the authority of PT Pelabuhan Indonesia II (Trade Assessment and Development Agency 2016, 19). Pontianak Port is located at Jl. Pak Kasih, Tengah, Kecamatan Pontianak Kota, Pontianak City, West Kalimantan. This port has infrastructure facilities to support port activities consisting of port infrastructure and superstructure. Port infrastructure includes shipping lanes and port ponds, while port superstructure includes docks, storage warehouses, stacking yards, floating and navigation equipment, and loading and unloading equipment (Gurning and Budiyanto 2007, 86). Pontianak Port continues to experience development caused by the advancement of shipping and trade that occurs in the Port. Pontianak Port also grew and advanced after the opening of the international route. The existence of Pontianak Port also contributed to the opening of new ports in West Kalimantan, such as Ketapang Port (Krisdiana 2019, 162).

Pontianak Port is an import and export port, as well as the transportation of basic commodities for the West Kalimantan region. The export commodity at Pontianak Port is wood and in the 1980s the highest export was logs. In addition to exports, Pontianak Port also imports goods, such as capital

materials to be used for building foundations, rice, sugar, salt, wheat flour, cooking oil, soap, corn, textiles, and batik cloth (Biro Pusat Statistik Kotamadya Pontianak 1981, 213).

Heavy shipping traffic in Pontianak Port requires the government to develop port facilities to facilitate trade activities. In 1998 Pontianak Port already had container facilities to support the transportation of goods (Handajani 2004, 3). The use of containers at Pontianak Port led to more shipping and trading companies opening lines to Pontianak Port. However, the development of Pontianak Port is hampered by one thing, which is the siltation of the access channel and the Port pool (Setiawan 2012, 1). In connection with this issue, the Kapuas River estuary must be dredged twice a year. Consequently, the costs incurred for Pontianak Port operations are getting higher (Hidayat, Kalangi, and Togatorop 2019, 16).

Research on Pontianak Port in the historical aspect has never been conducted, but in the technical aspect, many have been done. Some of the researches that have been done include Nurcahyani's (1999) work entitled *Pontianak City as a Trade City on the Silk Road*. This book discusses Pontianak port which is the largest port in West Kalimantan. Pontianak Port has an important role in the international sea traffic route. Pontianak Port developed into a trading port because of its location on the silk route or spice route. This port became a shipping place for export commodities of forest products such as wood and rubber. In addition, there are several writings about the port, such as the work of Sudirman (2007) entitled *History of Ulee Lheue Port*. This paper discusses the early development and supporting transportation of Ulee Lheue port. This paper also explains the facilities and infrastructure found in the port of Ulee Lheue. Ulee Lheue Port has good water conditions, so it does not experience siltation problems that occur in other ports. Astuti's (2016) work entitled *Surabaya Port Development and Socio-Economic Life around it in the 20th Century*. The paper discusses the port of Surabaya as a large port during the Dutch East Indies period. Surabaya Port is a transportation center in eastern Indonesia and is an inter-island and international shipping route. Surabaya Port has an important role as an import-export port. Export commodities play an important role in the port because they are the largest supplier of excise duties at this port. This work is different from these previous writings. This research focuses on the development of Pontianak port and discusses the supporting and inhibiting factors of Pontianak port development in 1980-2012.

Method

This study uses the historical method which consists of four stages, heuristics, source criticism, interpretation, and historiography (Wasino 2007, 9). Historical sources consist of primary sources and secondary sources. Primary sources used in this study were obtained from the National Archives of the Republic of Indonesia, West Kalimantan Provincial Archives Depot, Pontianak City Department of Transportation and Department of Trade, Pontianak City Central Bureau of Statistics, Pontianak Port Office, and Government Regulations. Primary sources were also obtained from interviews conducted with informants who are related historical witnesses, such as interviews with Kartiman who is a former staff of the Pontianak Port KPLP, Husaini who is a former staff of the Pontianak Port Sea Transportation and Port Traffic Sub Section, and Suryanto who is a former Pontianak Port KPLP Staff. Secondary sources of this research are articles in journals and magazines, newspapers, books, and other scientific works obtained at the Regional Library of West Kalimantan Province and the library of FISIP Tanjung Pura University.

Pontianak City 1980-2012: Geographic, Demographic, and Socio-Cultural

Pontianak City is geographically bordered by several sub-districts in Pontianak Regency as follows: Siantan Sub-district to the north; Sungai Raya, Sungai Kakap, and Siantan Sub-district to the south; Sungai Kakap Sub-district to the west; and Sungai Raya and Ambawang Sub-district to the east (Central Statistics Agency of Pontianak 1995, 5). Pontianak City has 38 rivers or ditches that can be crossed by boats or canoes. Most of these rivers or ditches can be utilized by the community for daily purposes. However, not all rivers or ditches can be used as a means of transportation. Pontianak City is divided by 4 rivers, namely Kapuas Kecil, Raya, Landak, and Kapuas Besar rivers. The largest river in Pontianak City is the Kapuas Besar River, which has the title of the longest river on the island of Borneo. The river is located in the center of Kalimantan Island and flows into the hinterland and forms branches or tributaries.

The demographic situation of Pontianak City can be seen from the increase in population. Population growth in Pontianak City is mainly caused by natural population growth. In addition, the growth is also caused by population migration in the form of urbanization. Urbanization contributes to the addition of residents from areas around Pontianak City as well as from other provinces, especially from Java. Urbanization is caused by Pontianak City, which is the capital of West Kalimantan Province, being seen as having more complete and more advanced socioeconomic facilities than the surrounding areas. Furthermore, the per capita income of the population of Kota Pontianak is three times greater than that of the surrounding area, so many people want to live and work in Kota Pontianak (Central Statistics Agency of Pontianak 2000, 16). To reduce the rate of urbanization, the Pontianak City government implemented several policies, one of which was to increase participation between upstream and downstream industries. The increase in population in Pontianak City is also driven by developments in the health sector. The development of health facilities and infrastructure can reduce the mortality rate, which leads to a decrease in the mortality rate.

The people of Pontianak City work in the service and trade sectors. Most residents of Pontianak City work as sales staff and construction company workers. In the 1980s, the trade sector of Pontianak City showed progress, marked by the development of shops. Many people in Pontianak City also work in the construction sector, which has worker criteria. These workers are people of productive age with classifications as technical workers (building engineering and civil consultants) and manual workers. Industries that grow and develop in Pontianak City are spread across North Pontianak, East Pontianak, and West Pontianak sub-districts. The industries total 798 companies, divided into three categories: large, medium, and small. These companies are engaged in beverages and food, rubber, timber, paper, chemicals, metals and mining goods, and textiles and leather. Large industries are located in North Pontianak and East Pontianak sub-districts, totaling 16 companies with N.V. legal entities and individuals. Medium and small industries are located in three sub-districts with a variety of legal forms such as C.V., Firm, N.V., P.D, Cooperative, and Individual. Wood, which is the mainstay in Kalimantan, is obtained from the sawmill industry, which totals 10 companies. The companies consist of six companies in East Pontianak and four companies in North Pontianak. The wood from these companies continues to be exported through Pontianak Port (Central Statistics Agency of Pontianak 1980-2010).

Pontianak City in the socio-cultural field is enlivened with a variety of distinctive cultures, one of which is *kemponan* culture. *Kemponan* is when someone wants something but the goal cannot be achieved, it will cause fear within oneself and think it will later bring bad things or calamities (Asyura 2019, 107). *Kemponan* culture grows and develops in the Malay community of Pontianak. *Kemponan*

can be solved by cempalet, which is touching an object with the index finger. The Pontianak Malay community believes that this is a way to respect fellow humans and the surrounding environment. In the Pontianak Dayak Kanayatn community, there is also a tradition that has been carried out for generations, namely the Naik Dango tradition. This tradition is related to the fact that most of the Dayak Kanayatn people's livelihoods are farmers. The Naik Dango tradition is a traditional ceremony held after the rice harvest in April. These rituals contain the meaning of thanksgiving for the blessings that have been given to the Dayak Kanayatn community (Priskila 2010, 33). In addition, there is the Carbide Cannon Festival which also enlivens the cultural diversity in Pontianak City. Carbide cannons in everyday life are used as a reminder of prayer time. In the month of Ramadan, they are used as a reminder of iftar and suhoor times. After the month of Ramadan is over, the carbide cannon is sounded again to welcome Idul Fitri. Carbide cannons are made using wood with a large size, straight, hard, and solid. Residents use logs of tembesu, meranti or ulin wood purchased from timber companies (Mukaram 2014).

Pontianak Port as an Export Port: Construction of Facilities, 1980-2012

Since 1980 Pontianak Port has experienced quite good development. In 1980 Pontianak port underwent improvements in supporting facilities and infrastructure (Kartiman, April 24, 2021). The government improved the surrounding roads and planned the construction of docks to facilitate loading and unloading activities and passengers at Pontianak Port. The condition of the port gradually showed changes, such as the construction of terminals and dredging of river material deposits (Husaini, April 30, 2021).

The development of Pontianak Port can also be seen from data on ship visits and export and import activities through Pontianak Port. Export and import activities play an important role in driving the port economy. The main export commodities of Pontianak Port are mostly forest products, such as rubber, tengkawang, and wood. Apart from forest products, there are also a large number of shrimps (Suryanto, May 5, 2021). Pontianak port imports commodities such as rice, bulgur, sugar, flour, and fertilizer from Java. In addition, import commodities at Pontianak port are also in the form of West Kalimantan development needs, such as asphalt, zinc materials, cement, and heavy equipment. The main imported commodity at Pontianak port is rice. The purchase of rice is made in East Java, which is a major rice producer and an important food barn in Indonesia (Mudiyono and Wasino 2015, 43). Based on the port concept, activities at Pontianak Port are influenced by the production power of the hinterland as a producer of export commodities and the ability of the community to obtain the required imported commodities (Triadmodjo 2009, 3). The increasing volume of exports and imports causes Pontianak Port to be visited by ships transporting these goods. Wood is the first commodity of the available export commodities, because wood is the main export commodity in Pontianak. Export wood is produced from forest areas, such as forests in Kubu Raya Regency and Ketapang Regency with a land area of more than 55,000 hectares (Central Statistics Agency of Pontianak 1980-1984, 13). Another commodity is processed coconut flour obtained from Kakap River at the western end of Pontianak City. There are also commodities exported directly without being processed first, such as tengkawang which is a typical plant from West Kalimantan that produces oil, and shrimp.

In the 1990s, the export activity of Pontianak Port experienced fluctuations. Pontianak Port had increasingly complete facilities as a port for shipping goods which boosted exports. The more complete facilities increased the interest of entrepreneurs to distribute industrial goods using Pontianak Port services (Central Statistics Agency of Pontianak 1993, 162). From 1993 to 1994 there

was a significant decline in export commodities in Pontianak. This decline occurred in the commodities of rubber, plywood, glue, shrimp/salted fish, block board, furniture, particle board, heavy equipment and cooking oil.

Pontianak Port's increasingly complete facilities have led to an increase in import-export activities at the port. Many ships came to load and unload trade commodities and daily necessities at Pontianak port. Goods loading and unloading activities from 2002 to 2006 experienced an increase. In 2002, the development of container facilities at Field 06 Pontianak Container and Field 08 Pontianak Container was implemented. The development had an impact on increasing the number of loading and unloading activities at Pontianak port. In 2009, the construction of container facilities at Field 03 Pontianak Multipurpose and Field 09 Pontianak Container was conducted again, which caused an increase in loading and unloading in 2010 to 2012 (Central Statistics Agency of Pontianak 2002-2010).

Ship visits at Pontianak Port in 1980-1987 experienced fluctuations. The number of ship visits based on the type of shipping based on Government Regulation (PP) No. 2 of 1969, the types of shipping are divided into three, domestic, international, and special shipping. Domestic shipping includes *Nusantara*, local, people's, inland, and delayed sea shipping. In addition to domestic shipping, there is also international shipping, namely ocean shipping, which is a sea transportation activity to or from abroad (Marlina and Harlina 2021, 111). In the 1980s there were fluctuations in people's shipping and local shipping. The increase in the number of people's shipping and local shipping was due to companies choosing these shipping services for the need to distribute goods. In 1983, there was an increase in the number of local shipping at Pontianak Port and a decrease in ocean shipping, *Nusantara* shipping, and people's shipping. Oceanic shipping and *Nusantara* shipping that used large vessels decreased due to the silting up of Pontianak Port. Therefore, the entrepreneurs used small boats to transport their goods or used roads to distribute goods (Husaini, April 30, 2021). Local shipping has increased because the ships used in local shipping are smaller in size, so they can easily reach areas to distribute industrial products that are growing in Pontianak. The increase in industrial output in Pontianak is due to high market demand, abundant natural resources, and adequate technology (Ali 2018, 60-63).

The number of international shipping ship visits from 1988 to 1995 has increased from year to year. The increase in the number of visits was due to the complete facilities and infrastructure owned by the Pontianak port. The complete facilities and infrastructure made it easier for ships from oceanic shipping, *Nusantara* shipping, local shipping, and people's shipping to dock at Pontianak Port to distribute industrial goods and daily necessities.

Pontianak Port from 1980 to 2012 experienced an increase in import-export activities and ship visits. The increase was triggered by more adequate facilities and infrastructure at Pontianak Port, the availability of supporting land, the development of industries in Pontianak City, and the construction of a branch of Pontianak Port, namely Ketapang Port. The increase in ship visits and export-import volumes was also triggered by the availability of container facilities at Pontianak Port that are adequate, guaranteed, connected to several other transportation, and use modern technology designed for the benefit of port service users. This made Pontianak Port attractive to service users who would ship goods (Central Statistics Agency of Pontianak 1988, 337).

Supporting Factors for the Development of Pontianak Port

The development of Pontianak Port as an international port cannot be apart from various driving factors. The supporting factors for the development of Pontianak port are the construction of the

Trans Kalimantan Road, Industrial Development around the port, and the development of Ketapang Port.

Trans Kalimantan Road

In 2005 the Trans Kalimantan Road was built, previously the road was still a dirt road. The construction of the Trans Kalimantan Road is very helpful for the daily activities of the community because the road supports economic and social activities through land transportation modes. The Trans Kalimantan Road is very important for West Kalimantan because it connects the city with the hinterland. The Trans Kalimantan Road is also a road that connects inland areas with ports, thus integrating river and sea transportation modes.

River transportation is still used in Pontianak to distribute goods from inland regions such as in Sungai Laur District. The mode of transportation used is a small-sized boat that passes through the Kapuas River. The connecting road from the hinterland to the port is very helpful for the continuity of activities at the port. The Trans Kalimantan Road connecting cities and districts in West Kalimantan aims to support the development of the plantation sector and border regions (Ministry of Public Works and Housing of the Republic of Indonesia 2007). The existence of Trans Kalimantan Road can save travel time and costs for regions that want to send goods to Pontianak Port. The efficient transportation of goods from the regions to the port leads to increased economic activity which also affects the progress of Pontianak Port. The Trans Kalimantan Road is also often used to deliver crops from Ketapang Regency such as wood and rubber.

Rubber and Wood Industry

Industry has an important role for the development of ports around the industry. Pontianak Port has important export commodities from the industry, such as rubber and wood. Rubber and wood exports have increased every year.

Rubber is one of the most important commodities in West Kalimantan. There are two types of rubber available in Pontianak, namely ordinary rubber and processed rubber which is the most popular commodity in the market. Therefore, the planting of rubber trees is done as much as possible in order to meet demand. Rubber is suitable for planting in soil conditions that are not too dry (Rahmayani et al. 2014, 57). Rubber plants grow evenly throughout the region in West Kalimantan and can be found in Kapuas Hulu, Kayong Utara, Ketapang, Kubu Raya, Melawi, Mempawah, Bengkayang, Sekadau, Sintang, Sambas, Sanggau, Landak, and Singkawang.

Rubber exports in Pontianak experienced a drastic decrease in 1981 and 1983. In 1981 rubber exports were 46,634 tons down from 1980 with exports of 58,326 tons. In 1982 rubber exports amounted to 73,021 tons and fell in 1983 to 58,689 tons, and increased again in the following year (Central Statistics Agency of Pontianak 1980-1984). The decline in rubber production was caused by the poor quality of rubber as a result of high rainfall. Rubber plants also need sunlight for a long time. The increase of rubber production in 1982 and 1984 was due to efforts to improve the quality of rubber by improving production facilities and expanding rubber planting areas (Djojohadikusumo 1972, 62).

Kalimantan Island is also famous for its forest products, one of which is wood. Wood is the main export commodity at Pontianak Port. The wood industry developed after the implementation of a new policy on forest exploitation. The impact of the policy was the establishment of plywood and sawn timber factories. Then, the policy also made timber companies suppress the production process so that timber exports increased and able to supply market needs. One of the regions in West Kalimantan that has a wood industry is Ketapang (Sigi 2007). Regional economic growth increased

rapidly due to efforts to increase timber exports. The distribution process of timber is conducted at Pontianak Port with the annual amount fluctuating (Central Statistics Agency of Pontianak 1980-1984, 13).

Wood exports at Pontianak Port in 1980-1984 experienced fluctuations. In 1980 the value of wood exports was 290,197 tons and decreased the following year to 196,264 tons. Wood exports in 1982 were 231,717 tons, an increase on the previous year. In 1983 wood exports decreased to 96,519 tons, and the following year to 107,958 tons (Central Statistics Agency of Pontianak 1980-1984). The decline in wood occurred because of the forest concession policy. The policy made large industries that produced wood experience an increase, but caused problems for small-scale industries that did not have production forest areas and logging licenses. Wood exports from 1992 to 1996 experienced a significant decline. The decline occurred for various reasons, one of which was the implementation of economic regulations, such as the implementation of a policy prohibiting the export of wood (Minister of Forestry and Minister of Industry and Trade 2001). Other causes of the decline in wood exports are the lack of capital, the large number of illegal logging activities in West Kalimantan's Forest areas, and minimal reforestation efforts. Forests as wood producers are no longer able to produce wood that will be processed as an export commodity. In addition, the decline in the wood industry in Pontianak was also caused by the emergence of alternative building materials to replace wood and inadequate facilities owned by wood companies, such as production machinery.

Development of Ketapang Port

Ketapang Port was officially opened in 1983 as a form of utilization of the Kuala Panjang shipping channel. Ketapang Port is a feeder port for Pontianak Port. Ketapang Port came along with the development of Pontianak Port (Pelindo, n.d.). Ketapang Port is very important for trade activities in Ketapang Regency, because it is a place for the outflow and entry of goods. Ketapang Regency is a coastal area that has a strategic location to develop the inter-island and international trade sector. Ketapang Regency is a producer of processed forest product commodities in the form of plywood. Plywood is one of the commodities in inter-island and international trade. Timber factories in Ketapang Regency are located in Delta Pawan District and Muara Pawan District. Ketapang Port is a place to send crops from the Ketapang Regency area to Pontianak. Ketapang Port is about 488 km from Pontianak City and Ketapang Regency is the regency with the largest area in West Kalimantan (Priyanto 2010, 77).

Ketapang port experienced fluctuations in loading and unloading from 2002 to 2010. The highest Ketapang port loading and unloading activity occurred in 2003 with 202,577 total loading and unloading activities. Then it decreased until 2005 and the next year it increased until 2009. Goods unloaded at Ketapang port are rice, sugar, wheat flour, cooking oil, soybeans, and building materials. Goods loaded at Ketapang Port are plywood with the number of shipments depending on the availability of the wood. Goods loading activity fluctuated and the most increase occurred in 2003 with a total of 101,228, an increase of 30,872 from the previous year. The decline in loading activity occurred due to a decrease in processed forest products as a result of the reduction in available forest area. The reduction in forest area was caused by little or no effort to reforest (Central Statistics Agency of Ketapang Regency 2004, 247).

Inhibiting Factors for the Development of Pontianak Port

Pontianak Port continues to experience dynamic development, but at the same time, Pontianak port is facing siltation of the shipping channel and port pool. Siltation is a problem that often occurs in

ports located near or around river mouths. Silting in Pontianak harbor has occurred since the 1970s and began to be addressed by the government in the 1980s (Kartiman, April 24, 2021). Siltation in harbors is a serious problem because it can cause ships to run aground. Siltation problems in a port often occur due to sand and mud material that accumulates. Silting in Pontianak Harbor is mainly caused by natural conditions, such as wave height and speed which accelerate the accumulation of river material in Pontianak Harbor. The waves carry river material over time making the sediment thicker, known as the sedimentation process. The speed of the water surface currents and the direction of the wind currents carry sediments into the shipping channel. High sediment levels will cause the shipping channel to become shallow (Nurzanah 2019, 80). Another factor causing siltation is the bad habits of the people of Pontianak City who throw small and large garbage in the river. In addition, industries located around the port also dispose of various production waste in the river such as wood log waste. The amount of garbage in the river will interfere with port operations because the river channel is very important for a port.

In 2012, there was a feasibility study document conducted by the Ministry of Transportation, Directorate General of Sea Transportation, which stated that Pontianak Port experienced siltation of 1.5 - 3m. The government must conduct dredging at a cost that is not small due to the siltation. Dredging is one way to overcome siltation so that ships can carry out the loading and unloading process at Pontianak Port. However, dredging cannot be done continuously because the cost is very expensive. In addition, the smooth flow of trade traffic is disrupted by the queue of large ships waiting for the tide to enter the port. Therefore, the construction of additional ports is considered rather than continuous dredging (Krisdiana 2019, 163).

Conclusion

Pontianak Port is an export-import and shipping port for Pontianak City. The development of Pontianak Port is due to the increasingly complete port facilities for loading and unloading activities and shipping activities. The development of Pontianak port is driven by several factors, namely the improvement and completion of port facilities, industries around the port that support port activities, the Trans Kalimantan Road which facilitates the mobility of transporting goods to Pontianak port, and Ketapang Port which acts as a buffer port for Pontianak Port. The development of Pontianak Port is hampered by the siltation of the shipping channel and harbor pond which must be overcome by dredging which incurs expensive costs. These problems require the government to think of solutions other than dredging by developing additional ports.

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