Cikarang Dry Port - Indonesia
Connectivity toward to Asean Economic Community 2015

Update Jun 2014
Outline

• WHY Indonesia needs DRY PORT?
• WHAT is Cikarang Dry Port?
• HOW Cikarang Dry Port works?
• WHAT is the role of Cikarang Dry Port?
Agreement on Dry Ports (stations of international importance)

The relay between transport corridors and communities

- International trading centres
- Interfaces between modes
- Interfaces between agencies

Source: UNESCAP
Why Indonesia Needs Dry Port? (1)

- High density population in Java Island (57.5% equivalent with 136.2 Million)
- Highest goods population and traffic of goods in Java

Demography Composition (Total Indonesia 237 Million)
- 21.3% 22.9%
- 5.8% 9.3%
- 7.3% 4.1%
- 1.5% 1.9%

Gross Regional Domestic Product Composition
- Economic Growth: 6.10%
- Inflation: 4.96%

Goods Population
- < 1 Million Ton/Year
- 1-20 Million Ton/Year
- 20-50 Million Ton/Year
- 50-100 Million Ton/Year
- > 100 Million Ton/Year

O-D Flow of Goods
- < 0.1 Million Ton/Year
- 0.1-1.0 Million Ton/Year
- 1-10 Million Ton/Year
- 10-50 Million Ton/Year
- > 50 Million Ton/Year

Sources: MOT, Land Transport Dept
Why Indonesia Needs Dry Port? (2)

Current Logistics Condition

- Sea Port Limited Capacity and Dwelling Time
- Inadequate infrastructure (i.e. Access Road, Railway)
- Uncertainty on lead time and cost

Dwell time at Tanjung Priok in period January 2011-June 2012

Logistics Performance Index 2014 (source: World Bank)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Germany</td>
<td>4.12</td>
</tr>
<tr>
<td>2</td>
<td>Netherlands</td>
<td>4.05</td>
</tr>
<tr>
<td>3</td>
<td>Belgium</td>
<td>4.04</td>
</tr>
<tr>
<td>5</td>
<td>Singapore</td>
<td>4.00</td>
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<tr>
<td>25</td>
<td>Malaysia</td>
<td>3.59</td>
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<tr>
<td>35</td>
<td>Thailand</td>
<td>3.43</td>
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<tr>
<td>48</td>
<td>Vietnam</td>
<td>3.15</td>
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<tr>
<td>53</td>
<td>Indonesia</td>
<td>3.08</td>
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</table>
Current Situations

Highlight:
- High Dwelling time at Sea Port
- Hinterland access through Jakarta City
- Increase number of Industry

Source: Pelindo, HKI, Gedebage Dryport, and Customs
Hub & Spoke Concept

HUB (Tj. Priok Port)  
Port Handling

SPOKE  
(Cikarang Dry Port)  
Customs Clearance & Port Clearance

West SPOKE
Surrounded by 12 Industrial Estate and More than 3000 manufacturer company

South SPOKE  
(Inc. Bandung, Sukabumi, and Other West Java Region)

14%

18%

6%

62%

East SPOKE  
(TolBekasi-Cikampek)

Highlight:
Streamlining access between Port with Hinterland area
Reduce traffic and bottleneck at Tanjung Priok Port

Source: Pelindo, HKI, GedebageDryport, and Customs
About Cikarang Dry Port

• Owned and operated by PT. Cikarang Inland Port, a subsidiary company of PT. Jababeka, Tbk on infrastructure business portfolio.

• The First Inland Port in Indonesia with International Port Code and appointed by Government as Integrated Customs Services Zone (KPPT – Kawasan Pelayanan Pabean Terpadu)
  o Integrated Port and Logistics Facilities as One-Stop-Services
  o Bringing Port, Customs, and Quarantine Services to Industrial Estate and Industrial Zone
  o Security and Safety comply to International Standard

• Start the operation on 2010
Sea Port to Dry Port Connectivity

at Sea Port
Bird Eye View

200 Ha of fully integrated facilities

Railway:
- Domestic
- International

Port (70 Ha):
- Customs
- Quarantine
- Physical Check
- Container Yard
- Reefer Plugs
- CFS

Logistics Park
- Warehouses
- TPP

Empty Depot
Gate
Office
Reefer
Physical Check
CY
Facilities & Services

- **Container Yard**: Capacity 400,000 TEUs per annum
- **Reefer Services**: 128 plugs, expandable to 500 plugs
- **Terminal Operation**: 24/7
- **Container Freight Station**: Consolidation (upcoming)
Facilities & Services

Bonded Trucking

Rail Freight Service

Shipping Line Representative Office

Online Tracking & INSW Connected
• Joint Physical Inspection Inside Terminal
• 24/7 Customs and Terminal Operation
• Animal Quarantine, Plant Quarantine and Fish Quarantine available
Direct Shipment

Multimodal Transport Bill of Lading
Through Cikarang Dry Port
Port Code: IDJBK

Direct export import through Cikarang Dry Port are served by:
Stakeholders and Customers

Terminal Operator (4)
- Jakarta International Container Terminal
- KOJA Container Terminal
- PT Mustika Alam Lestari
- Terminal 3

Land Transporter (3)
- Iron Bird Trucking
- GAP Logistics

Logistics Service Provider (30+)
- DHL
- DAMCO
- Panalpina
- Agility
- GEODIS
- DB Schenker
- Logwin
- UTi
- MPline
- A. Hartrodt
- KWE
- SOL
- Yusen Logistics
- Sankyu
- Hankyu Hanshin Express
- KWE
- SOL
- Yusen Logistics
- Sankyu
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- Sankyu
- Hankyu Hanshin Express

Integrated Port and Logistics Facilities | www.cikarangdryport.com
Stakeholders and Customers

Shipper
Consignee
(200+)

PT PETA SEJATI
NIRMALA

PT PETA SEJATI
NIRMALA

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## Business Process

### Import Process

**Multimodal B/L**
- B/L @ CDP
- “Place of Delivery”
- By Carrier
- CIF/CNF @ IDJBK
- By Consignee / Forwarder

**Non Multimodal B/L**
- B/L @ Tj Priok
- CIF/CNF @ IDJKT
- By CDP using BC 1.2 as requested by consignee & approved by Customs
- By Consignee / Forwarder

### Export Process

**Multimodal B/L**
- BL @ CDP
- “Place of Receipt”
- By Carrier
- On Truck/Train
- On Board @ IDJBK
- By Shipper / Forwarder
Value Proposition

Certainty

- Predicted Lead time and Cost using Multimodal B/L
- Import: Avoid Overbrengen and Penalty
- Export: Closing Time at CDP and allowed early stack

Traceability

- Managed bonded transportation with Electronic Seal for better security & monitoring
- Reduced risk by transfer responsibility at CDP

Profitability

- Better planning, inventory reduction and increasing productivity
- Storage start counting at CDP (Multimodal B/L)
- Free time storage: import 5 days ATA CDP, export 7 days ETD vessel
## Terminal Tariff Comparison

<table>
<thead>
<tr>
<th></th>
<th>Tanjung Priok Sea Port</th>
<th>Cikarang Dry Port</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Handling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Lift On / Lift Off</td>
<td>187,500</td>
<td>187,500</td>
</tr>
<tr>
<td><strong>Storage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Day 1 - 3</td>
<td>Free</td>
<td>Free</td>
</tr>
<tr>
<td>- Day 4 - 10</td>
<td>136,000</td>
<td>51,680</td>
</tr>
<tr>
<td>- Day 11 and forth</td>
<td>204,000</td>
<td>77,520</td>
</tr>
<tr>
<td><strong>Free Time Storage Import</strong></td>
<td>3 days from ATA Priok</td>
<td>5 days ATA CDP</td>
</tr>
<tr>
<td><strong>Free Time Storage Export</strong></td>
<td>5 days counted 1 - basic tariff</td>
<td>7 days ETD Vessel</td>
</tr>
<tr>
<td><strong>Penalty</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- After SPPB (Customs)</td>
<td>200%</td>
<td>Free</td>
</tr>
<tr>
<td>- After SP2 (Port)</td>
<td>300%</td>
<td>Free</td>
</tr>
<tr>
<td><strong>Physical Check (Behandle)</strong></td>
<td>1,015,000</td>
<td>1,015,000</td>
</tr>
</tbody>
</table>

(*) Storage cost is 62% lower than Tanjung Priok Sea Port
(**) Port charges are settled in Cikarang Dry Port instead of Tanjung Priok Sea Port
Infrastructure Development

Legend:
- New Toll Exit Road (km 29.2 and 34.7)
- New Industrial Estate Connecting Road
- Existing Industrial Estate Connecting Road
- Existing road

1. Exit toll km 29
2. CDP
3. Exit toll km 31
4. Exit toll km 34.7
5. New Toll Exit Road (km 29.2 and 34.7)
6. New Industrial Estate Connecting Road
7. Existing Industrial Estate Connecting Road
8. Existing road

To Tj Priok
Exit toll km 24

Railway

To Bandung
New Toll Exit Km 29

New Exit Km 29 to Cikarang Dry Port

From Jakarta

To Existing Toll Exit Km 31

To New Toll Exit Km 34

Insert: Flyover Exit Km 29
Domestic Rail Freight Service

Provides premier hub of rail freight service connecting major cities in Java.
Role of Cikarang Dry Port

Import/Export & Local/Overseas Distribution

Overseas

Domestics

Indonesia Suppliers

Indonesia Plant

Industrial Zones

Parts (local)

Parts (imports)

Finished Goods (Export)

Branches/Distributor

Indonesia Markets/Retails

Indonesia Suppliers

Overseas Markets

Overseas Distributor

Overseas Suppliers
Role of Cikarang Dry Port

- **Accelerating flow** of imported and local raw materials to factory and flow of finished goods from factory to overseas or local markets.

- **Increasing productivity and competitiveness level** for industrial manufacturing around Bekasi-Cikampek Toll corridor.

- **Supporting MPPEI 2011-2015** (Masterplan Percepatan & Perluasan Ekonomi Indonesia) Corridor Economic II as driver on national industry and services

- Planned to be AEO (Authorized Economic Operator), supporting trade facilitation within the region.
... a change is happening

A MILESTONE for better logistics and supply chain activities in Indonesia