INAPORTNET

towards Logistic Cost Efficient

12th ASEAN Ports and Shipping 2014
Indonesia Main Sea Corridor
West – East Pendulum
THE POTENTIAL OF DOMESTIC TRADE IN INDONESIA

INTER-ISLAND TRADE HAS INCREASED ~5X FROM 2006 TO 2011
Sea transportation is a vital aspect of Indonesia’s trading infrastructure carrying over 90% of internationally traded goods. Existing infrastructure is inadequate to meet the current volumes of trade being carried out. This has given rise to high logistical costs for both domestic, local and international transport due to congestion at current ports that make turnaround times considerably high.

The high logistical costs are burdensome for competitiveness and are reflected in international rankings on the business environment.
<table>
<thead>
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<th>2009</th>
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<th>2011</th>
<th>2012</th>
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<tbody>
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<td>Time to import (days)</td>
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</table>

Indonesia Logistics Cost to GDP

Logistic Cost in Indonesia are Among the Highest in ASEAN

Total Logistics Cost as a Percentage of GDP

<table>
<thead>
<tr>
<th>Country</th>
<th>% of GDP</th>
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<tbody>
<tr>
<td>Indonesia</td>
<td>24</td>
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<td>Malaysia</td>
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<tr>
<td>Japan</td>
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<td>USA</td>
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</table>

Burden of Logistic Costs Indonesia:
- Logistic Costs Rp 1,820 trillion (annually)

Note: This amount is about 24 percent of total gross domestic product (GDP)

Details of Logistic Costs:
- Storage costs = Rp 546 trillion (30%)
- Transportation costs = Rp 1,092 trillion (60%)
- Administrative costs = Rp 182 trillion (10%)

Source: LP3EI KADIN, 2012
Policies matter to Logistics Performance

Infrastructure

- Ports
- Road/rail corridors
- Airports
- PPP

Procedures and Trade Facilitation

- Customs, payments etc.:
- Simplification & automation
- Harmonization & standardization
- Modernization & governance of border agencies

Services

- Forwarders, truckers, brokers etc.
- Regulation of entry
- Market structure and competition
- Competence and quality of service

Sustainable Logistics

- «Green Logistics»
- City Logistics
- Food security
is an Electronic Portal that is open and neutral in order to facilitate the exchange of data and information of port services in a fast, safe, and easily integrated with relevant government agencies, port enterprises and logistics industry to improve the competitiveness of Indonesia logistics community.

- Open, Neutral, Secure and Intelligent IT Platform
- Standard SOP for all PORTS
- One application for all PORTS
- Flow process for PSAD with SLA
- Connect with the related parties
- Deployment gradual but national coverage
- ICT Infrastructure reliable (Disaster Recovery)
- Centralized management (managed services) to users
- Hub and connect with INHOUSE Logistics Players
Why choose to have Inaportnet?

The Reason
- To reduce inefficiencies in port business processes
- To facilitate the smooth flow of electronic data
- To integrate and achieve compliance with national and international directives

Community
- It is formed by the government for the community
- The community are, in general, stakeholders of the port
- Electronic facilitation of ships and goods through improved data exchange will mean fewer delays in cargo movements

Benefit
- Message standardization
- Paper Reduction
- Time reduction
- Real time information
- Transparency of information and fraud decrease
The Inaportnet Concept

Mountains of paper
a lot of mistakes
Times for clearance

Port Authority, Harbour Master,
Terminal, CIQ etc. processes
together
Many documents filed together
Less time for clearance
Main Services

- Value added services
- vessel mgmt system
- cargo & container mgmt system
- intermodality mgmt system
- payment & billing system
- government linkage system
- member & security mgmt system

Flow of goods
Flow of documents
Flow of money
INAPORTNET USERS COMMUNITY

- Single Point of Data Exchange
- Data Quality Management
- Transaction Audit
Indonesia Main Sea Corridor, West – East Pendulum
OVERVIEW KELANCARAN ARUS BARANG

INAPORTNET

KAPAL (Sarana Pengangkut)
- Kesehatan Kapal (SIBK)
- Kelaikan Operasi (SIB)
- Izin Usaha Pelayaran (SIUPAL/SIOPSUS)
- ISPS Compliance
- PKKA / PPKM
- RKSP / BC 1.0
- Exit / Permit (Crew List)
- Izin Karantina (KT/KI/KH)

TRADENET

BARANG (Barang diangkut)
- SPPB (IMPORT)
- PE (EXPORT)
- RKSP (BC 1.0)
- Cargo Manifest (BC 1.1)

PERIZINAN (Regulator)

FASILITAS / PELAYANAN (PELABUHAN/OPERATOR)
- Tempat Labuh
- Kolam Tambaran
- Sarana pemanduan & Penundaan
- Pengepilan
- Pelayanan Air / Telepon
- Fasilitas repair / Docking
- Fasilitas Dermaga untuk Kegiatan B/M

- Alat Bongkar / Muat
- Gudang / Lap. Penumpukan
- Jalan Akses Pelabuhan
- Suplai Listrik / PLN
- Alat Transportasi
Dokuments:

1. Ship ETA & ETD Documents
2. Port clearance
3. Manifest (IMO FAL CONVENTION standard)

POL (PORT OF LOADING)

POD (PORT OF DISCHARGING)
Benefits

**Speed**
- INAPORTNET become a single administrative system of the shipping service;
- simplification and harmonization of business processes among Government Agencies
- online clearance process with all relevant Government Agency
- paperless

**Security**
- Avoid document duplication and manipulation

**Accuracy**
- certainty of cost and time required in services related to export-import
- Supporting the application of the principles of Good Public Governance in the entire public service activities related to domestic trade
- Exchange of Data / Information of POL (Port of Loading) to POD (Port of Discharging) can be integrated before the ship arrives

**Cost**
- Increase productivity
- Reduce logistics costs
- Reduce the ship waiting time at port.
IMPLEMENTATION OF INAPORTNET
at 4 MAIN PORTS

TANJUNG PRIOK - JAKARTA
- Governance Agencies
- IPC/Operator
- Bank
- Port Users
- April - 2014

BELAWAN - MEDAN
- Governance Agencies
- PELINDO I / Operator
- Bank
- Port Users
- June - 2014

TANJUNG PERAK - SURABAYA
- Governance Agencies
- PELINDO III / Operator
- Bank
- Port Users
- June - 2014

MAKASSAR – MAKASSAR
- Governance Agencies
- PELINDO IV / Operator
- Bank
- Port Users
- June - 2014

PORT COMMUNITY SYSTEM
APRIL - 2014 JUNE - 2014
Progress

- MoU between Port Authority, Harbor Master, Port Health, CIQ and Pelindo on the Implementation of Inaportnet to Support Implementation of the National Single Window (NSW) at the Port of Tanjung Priok
- DGSC Decree No: UM1.008/41/9/DJPL-13 dated June 24, 2013 on the Implementation of Inaportnet Trial Services Domestic Ship at the Port of Tanjung Priok
- Soft Launching of Inaportnet Domestic at Port of Tanjung Priok on 22 January 2014
- DGSC Decree No.: UM.008/13/19/DJPL-14 dated 4 February 2014 on the Task Force Team for Inaportnet Implementation workshops, socialization, seminars, training to all relevant stakeholders INAPORTNET in Port of Tg. Priok, Belawan, Tg. Perak and Makassar
Thank You