

# Pelindo's Role on How to Mitigate the Outbreak Through the Standardization of Port Services and Digitalization

2-4 August 2022

BIMP-EAGA 2022 Exhibition and Conference

Kota Kinabalu, Sabah, Malaysia

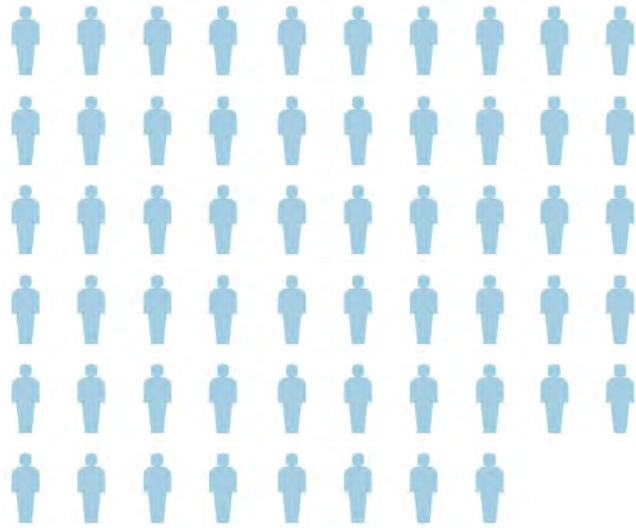
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PT Pelabuhan Indonesia (Persero)

# The Impact of Covid-19 worldwide and Indonesia from Economy & Logistic Cost Aspect

## Total Covid-19 cases and death <sup>1</sup>



**~579 Million**

People got infected of Coronavirus worldwide



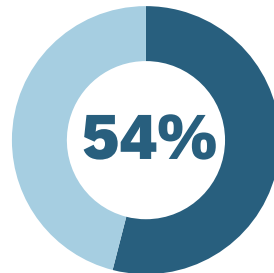
Proportion of Death caused by Covid-19  
**~6,4 Million**

Increasing by throughout the time

## Economic Gap



**VS**

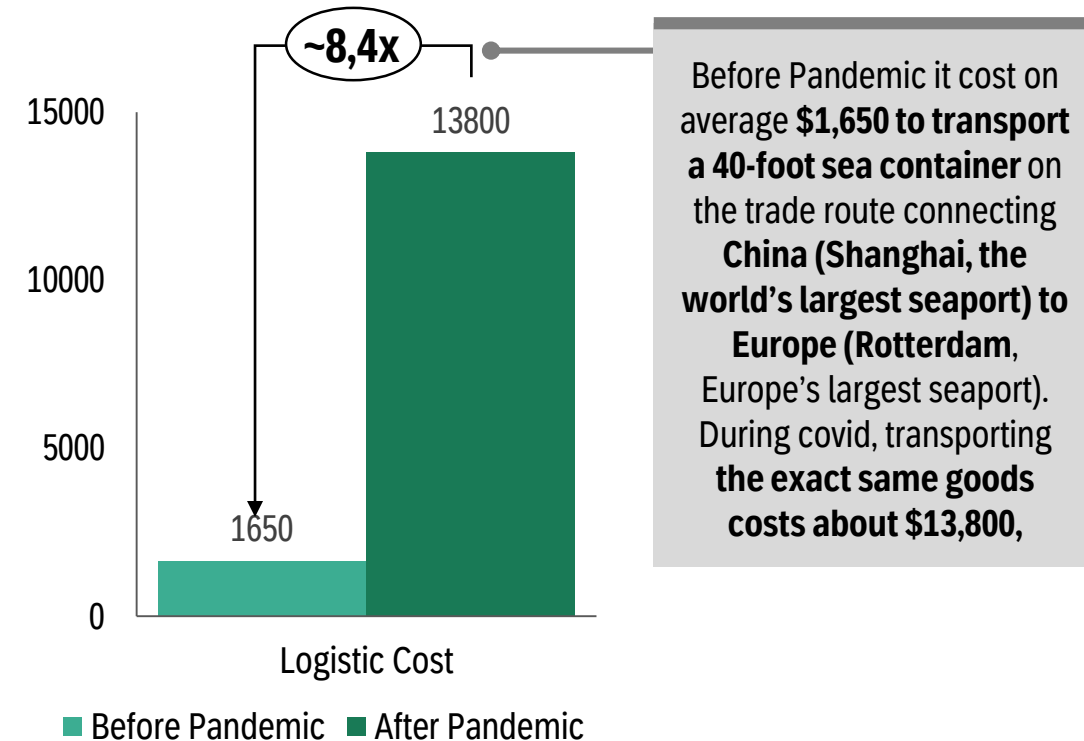


**97 million**

people have been pushed into poverty because of the pandemic..

Billionaires got richer during the pandemic..

## Logistic cost in pandemic 8,4x higher compared to before pandemic



..and Container prices Post Covid-19 **From \$3,000** in the summer of 2020, they are now **reaching \$20,000**.

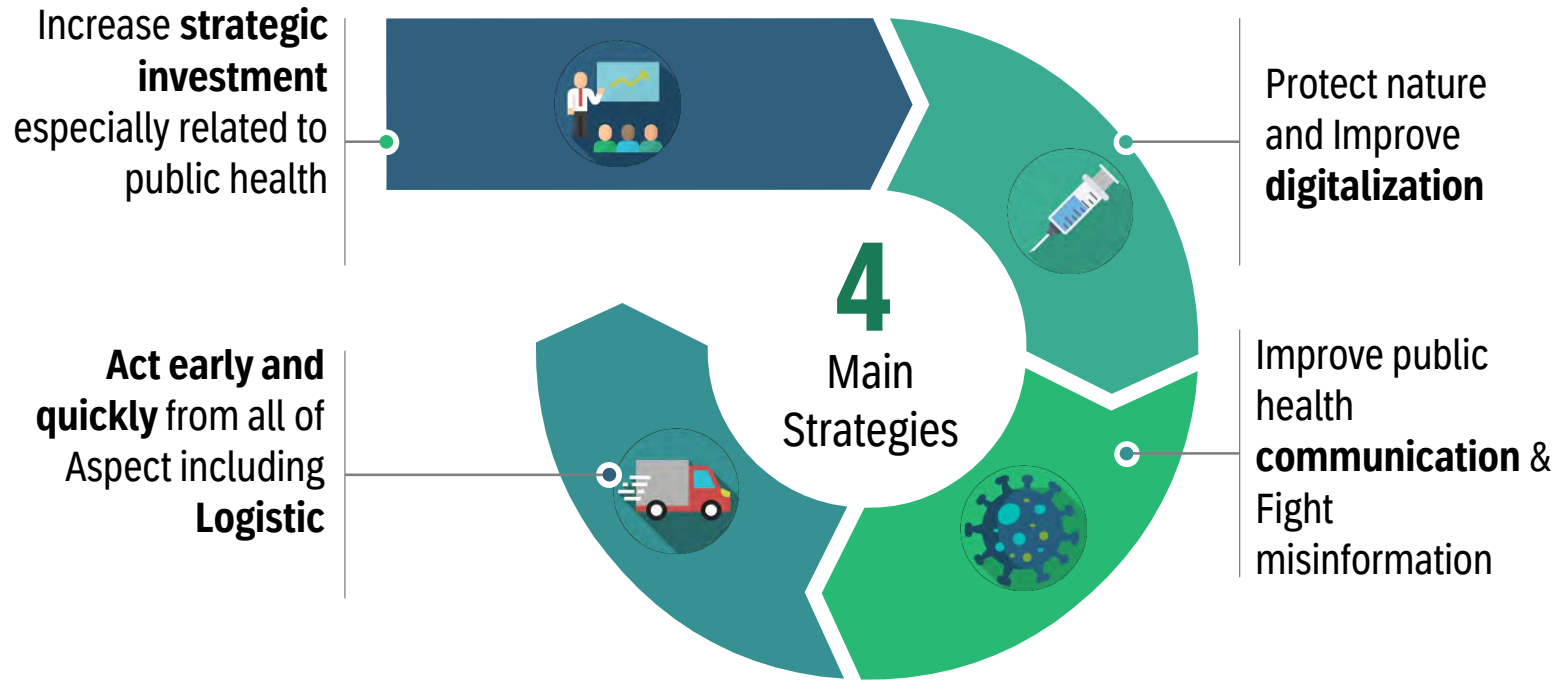


*The risks of severe disease from Covid-19 have “dramatically reduced” **but another pandemic is all but certain.***

**Bill Gates**



# There are at least four main strategies on how to fight and mitigate the next outbreak



## Average share of products and/or services that are partially or fully digitized (%)

As of June 2022

**~20%**

From 35% in Dec 2019 to 55% June 2022

share of products and/or services that are partially or fully digitized **has increased** from Dec 2019 to June 2022 **Globally**

As of June 2022

**~21%**

From 33% in Dec 2019 to 54% June 2022

share of products and/or services that are partially or fully digitized **has increased** from Dec 2019 to June 2022 **Asia Pacific**

Every organization **has specific and significant role** on how to mitigate the next outbreak





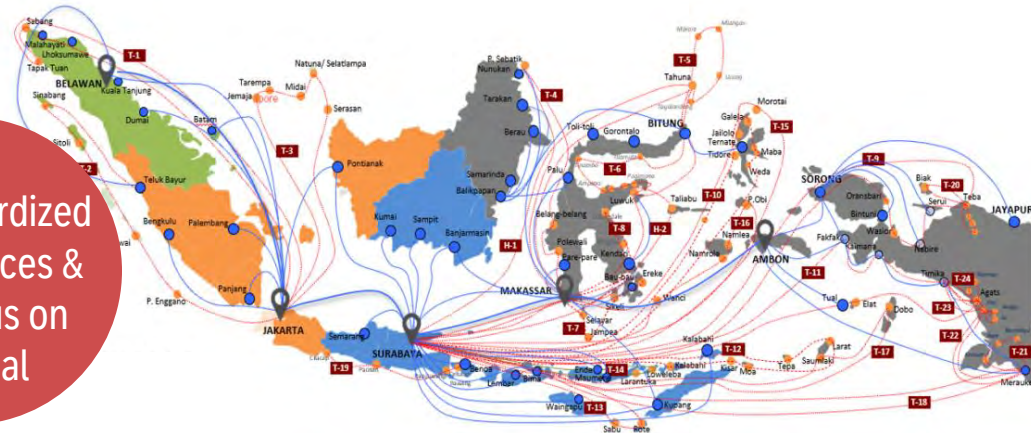


# **Pelindo's Role on How to Mitigate the Outbreak Through the Standardization of Port Services and Digitalization**


# There are several challenges that Indonesia was facing before Pelindo's merger


## Logistic in Indonesia **before** Pelindo's merger ..

Unstandardized port services & still focus on internal



 Lack of **communication** and **coordination** among ports in Indonesia

 **Inefficient** and **unstandardized** port operational services among ports in Indonesia


 **unstandardized** human resource culture and development program


 **disconnection** of the digital system or platform and **minimum amount** of project financing


## Logistic in Indonesia **after** Pelindo's merger ..

Ready to collaborate with global player



 **integrated** strategic planning and **one door** communication

 End to end **standardized** process and **consolidated** throughput

 **Standardized** human capital development program and culture

 **One platform** or **standardized** digitalization program among Indonesian port and **optimization** of project financing



## PT Pelindo Coverage Area

Since its Merger on October 1st, 2021, PT Pelabuhan Indonesia (Pelindo) is the only SoE (State Owned Enterprise) in Indonesia for Port Service Business which territory covers from east to west Indonesia, where we manage 122 commercial ports in Indonesia.



**16,4**  
**MTEUS**

8<sup>th</sup> Biggest Port Operator

**122** *Ports*  
**4** *Regional*  
**4** *Sub Holdings*



# Pelindo Business Strategic structure “To be a world-class integrated leader in the maritime ecosystem”





# The Standardization of Port Services to increase loading and unloading productivity and decreasing "Port Stay"

## Standardization of Port Operations



Port Layout rearrangement



Operational Based on Planning & Controlling



Implementation of Safety Culture



Improvement of SOP & Job Orders



### Belawan Container Terminal

**BSH + 225%**

Box / Ship / Hour

**Port Stay - 100%**

Port Stay Ships in Days



### Ambon Container Terminal

**BSH + 290%**

Box / Ship / Hour

**Port Stay - 200%**

Port Stay Ships in Days



### Makassar Container Terminal

**BSH + 210%**

Box / Ship / Hour

**Port Stay - 100%**

Port Stay Ships in Days



### Makassar New Terminal

**BSH + 195%**

Box / Ship / Hour

**Port Stay - 100%**

Port Stay Ships in Days

By improving port performance the impact is total Capacity increased

**~70%**

With minimum investment

**Impact on Pelindo's Customers/Shipping Line - Boat Rental Cost Savings ~est. IDR 1.2 Billion/Day and Faster Delivery Time<sup>1</sup>**

<sup>1</sup>Source: External Data (Rate for One Shipping Line)

# ICT Service Coverage At Glance

The standardization of digitalization in Pelindo focus on operation, back office and customer satisfaction

## Operation - Seaside

- INAPORTNET (Trans. Ministry)
- Vessel Management System
- Marine Operating System
- Vessel Traffic Service
- SIMOP (Vessel)
- NLE & INSW (Finance Ministry)

## Operation - Terminal

- Container TOS
- Non Container TOS
- SIMOP
- Car Terminal Operating System

## Operation - Lini 2

- Behandle Operating System
- Warehouse Operating System
- Depo Operating System

## Back Office

- Single Enterprise Resource Planning (ERP)
- Data Quality system and dashboard
- Electronic Document
- Single e-Procurement (SECURE)

## Customer

- Single Customer Platform
- Host-to-Host with Shipping Company
- Host-to-Host with Bank
- Truck Booking System
- Terminal Booking System

# 4 Main Digitalization For Process Efficiency

- Ship & Port Integration

- Port & Transport Integration

- Port To Port Integration

- Port & Depo Integration



# Integrated Ship Service Operating System



## End-To-End

Supported features and modules fully business process Ship Service from Upstream to Downstream in Realtime and Paperless



## Cross Platform

Can be used on various platforms: PC, Tablet/iPad, Smartphone



## Cloud Architecture

Technology-based system architecture Cloud with Micro Services



## Analytics

Comprehensive Operations Reporting and Dashboard for analytical needs

Ordering

Validating

Planning

Order  
Dispatching

Execute  
Logging

Billing &  
Payment



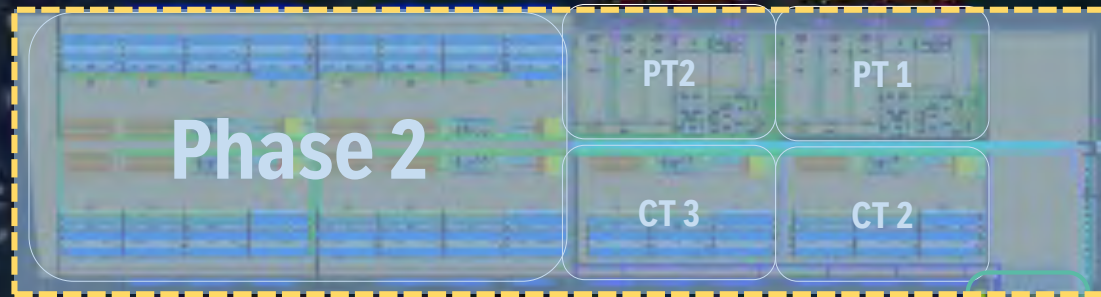
# Strategic Development Project





# New Priok Terminal & Eastern Access

- Capacity Container Terminal 1, 2,3 : .5 M TEUs
- Capacity Product Petroleum 1 & 3 : 500.000 m3/Year
- Quay Length CT 1 : 850 m
- Quay Length CT 2 and CT 3 : 800 m/Terminal



NEW EASTERN ACCESS  
ROAD

± 7 km ( 4 km elevated above  
land and 3 km elevated  
above water)

DONE

SOUTHERN ACCESS  
ROAD

TANJUNG PRIOK TOLL  
ROAD ACCESS

KALIBARU COMMON  
GATE AREA

CIBITUNG CILINCING  
TOLL ROAD





### Capacity (Ultimate)

- Container: 1.95 M TEUs
- Dry Bulk: 15 Mton
- Multipurpose: 1 M Ton
- Liquid Bulk: 12 M Ton

### Development Initial Phase

- Container Terminal (1000 x 100m)
- Trestle (3450 x 19,8m)

### Total Yard Area

- 32.8 Ha (Container Yard On Shore + Offshore)
- 27.2 Ha (Liquid Bulk On Shore + Offshore)
- 24.6 Ha (Dry Bulk On Shore + Offshore)
- 21.3 Ha (Multipurpose On Shore + Offshore)
- 130 Ha Backup Area

# Kijing Terminal Development



# Benoa Maritime Tourism Hub



C

B

A

E

F

D

A

B

C

D

E

F

Benoa Existing

Tourism Supporting Public Facilities

Development Area I

Development Area II

Bali Tenten

Taman Danu Kerthi & Melasti

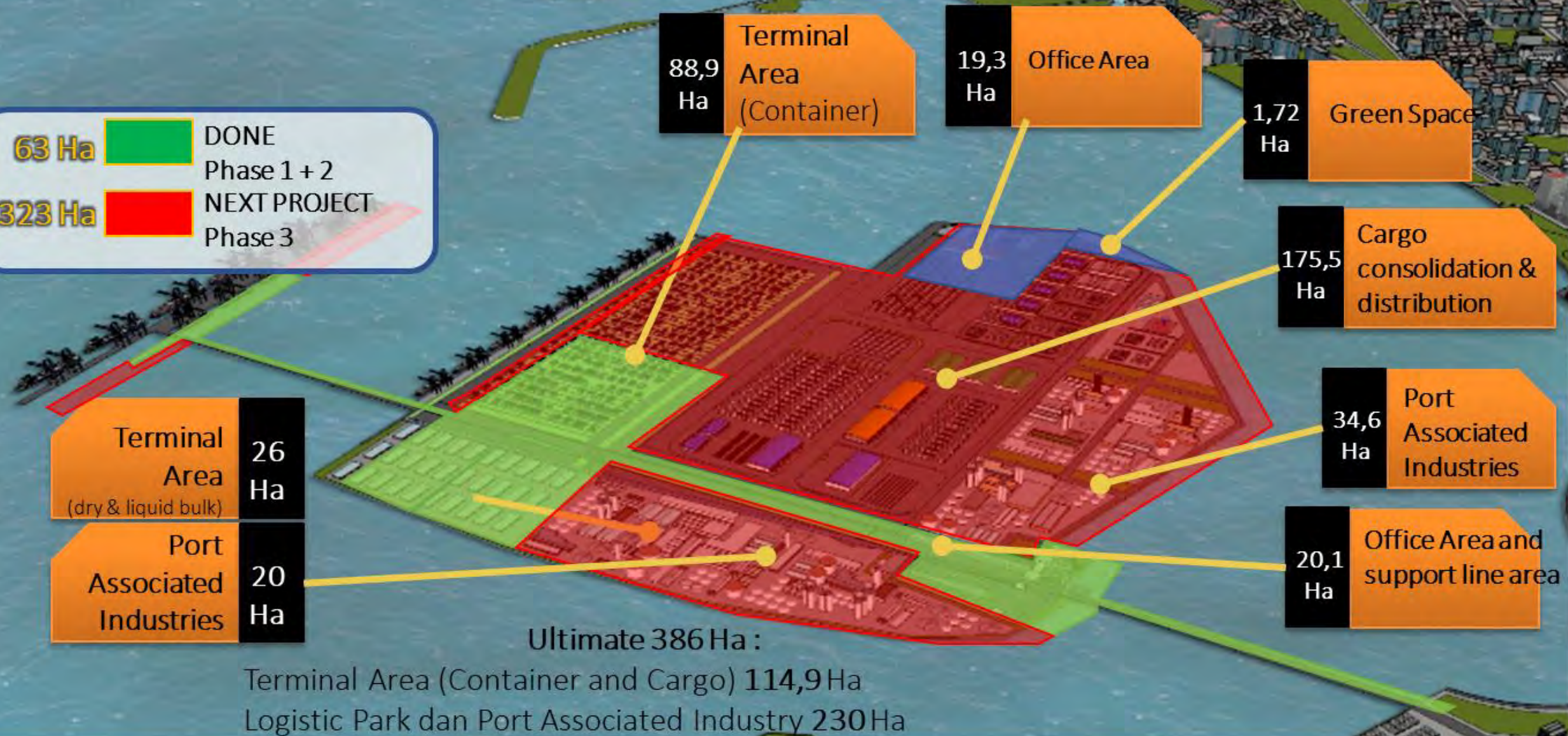
Draft : 6 Meter

Ultimate Length : 614 Meter  
Draft : 12 Meter

Ultimate Length : 828 Meter  
Draft : 12 Meter



63 Ha		DONE Phase 1 + 2
323 Ha		NEXT PROJECT Phase 3



# Teluk Lamong Terminal Development

- Final Capacity : 3.6 Million TEU
- Quay Length : 1080 m (Internasional), 2390 m (Domestic) and 500 m (Bulk)
- Draft : -13 to-14 mLWS





1A

## Makassar New Port (MNP) Development

- Final Capacity : 2.25 Million TEU (Currently 0,7)
- Berth Length : 1642 m (Currently 320m)
- Yard : 43 Ha (Currently 11Ha)





# Belawan Port Development

- Capacity BNCT : 490,000 TEU/year
- Capacity TPKDB : 654,569 TEU/year dan 2023 onwards: 931,372 TEU/year
- Capacity BICT : Capacity: 2019-2022: 715,000 TEU/year dan 2023 onwards: 455,000 TEU/year



# 3C

Main key success

1

Commitment

Commitment from all stakeholders is required to create Transformation successfully.

2

Change  
Management

Organizing Change Management activities on an ongoing basis through outreach activities, workshops, seminars and others.

3

Collaboration

Collaborate with ecosystems and related institutions to have mutual benefit.

