



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

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BIMP-EAGA 2022 Exhibition and Conference

Kota Kinabalu, Sabah, Malaysia

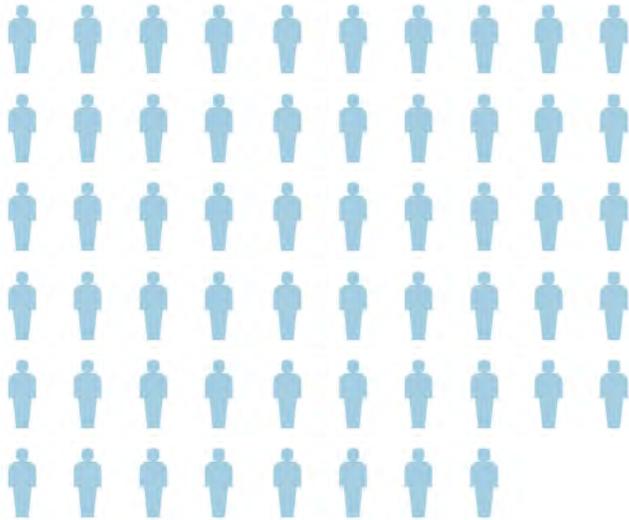
Presentation by:

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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 ¹



~579 Million

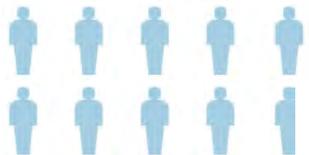
People got infected of Coronavirus worldwide



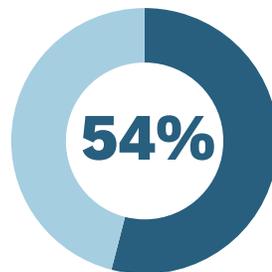
Proportion of Death caused by Covid-19
~6,4 Million

Increasing by throughout the time

Economic Gap



VS

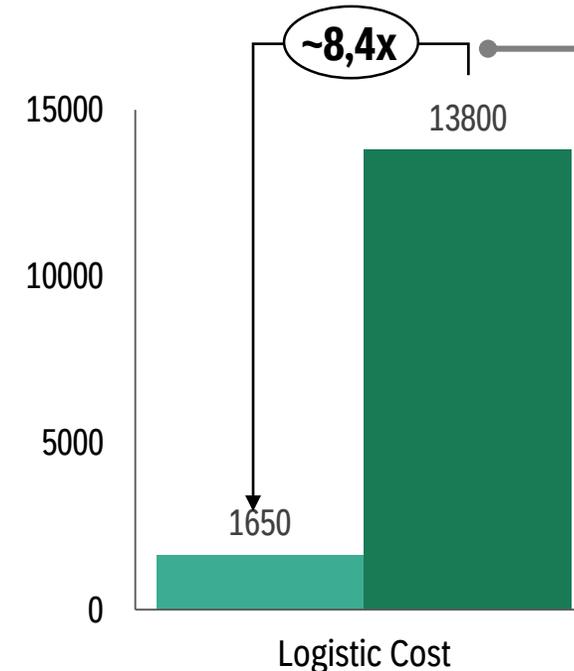


Billionaires got richer during the pandemic..

97 million

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

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



■ Before Pandemic ■ After Pandemic

Before Pandemic it cost on average **\$1,650 to transport a 40-foot sea container** on the trade route connecting **China (Shanghai, the world's largest seaport) to Europe (Rotterdam, Europe's largest seaport)**. During covid, transporting the exact same goods costs about **\$13,800,**

..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





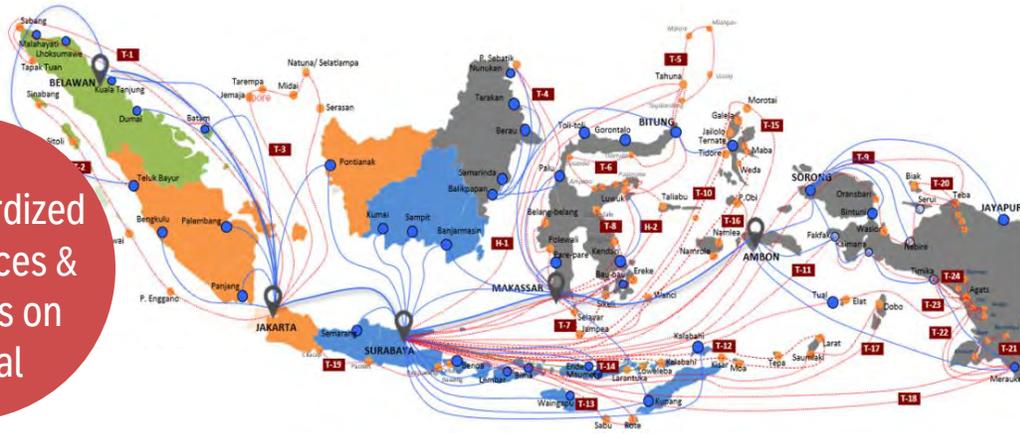
Pelindo's Role on How to Mitigate the Outbreak Through the Standardization of Port Services and Digitalization

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



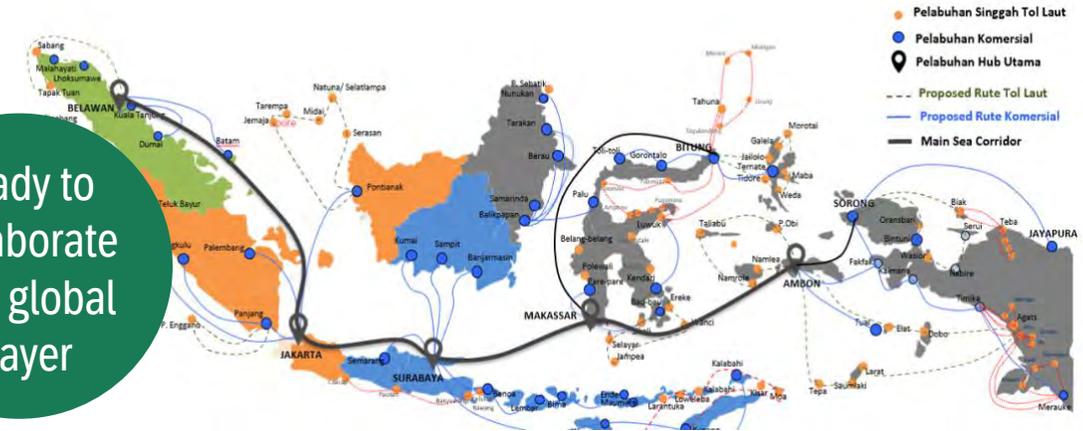
Logistic in Indonesia **before** Pelindo's merger ..

Unstandardized port services & still focus on internal



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

Ready to collaborate with global player



-  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

-  **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**

8th 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”

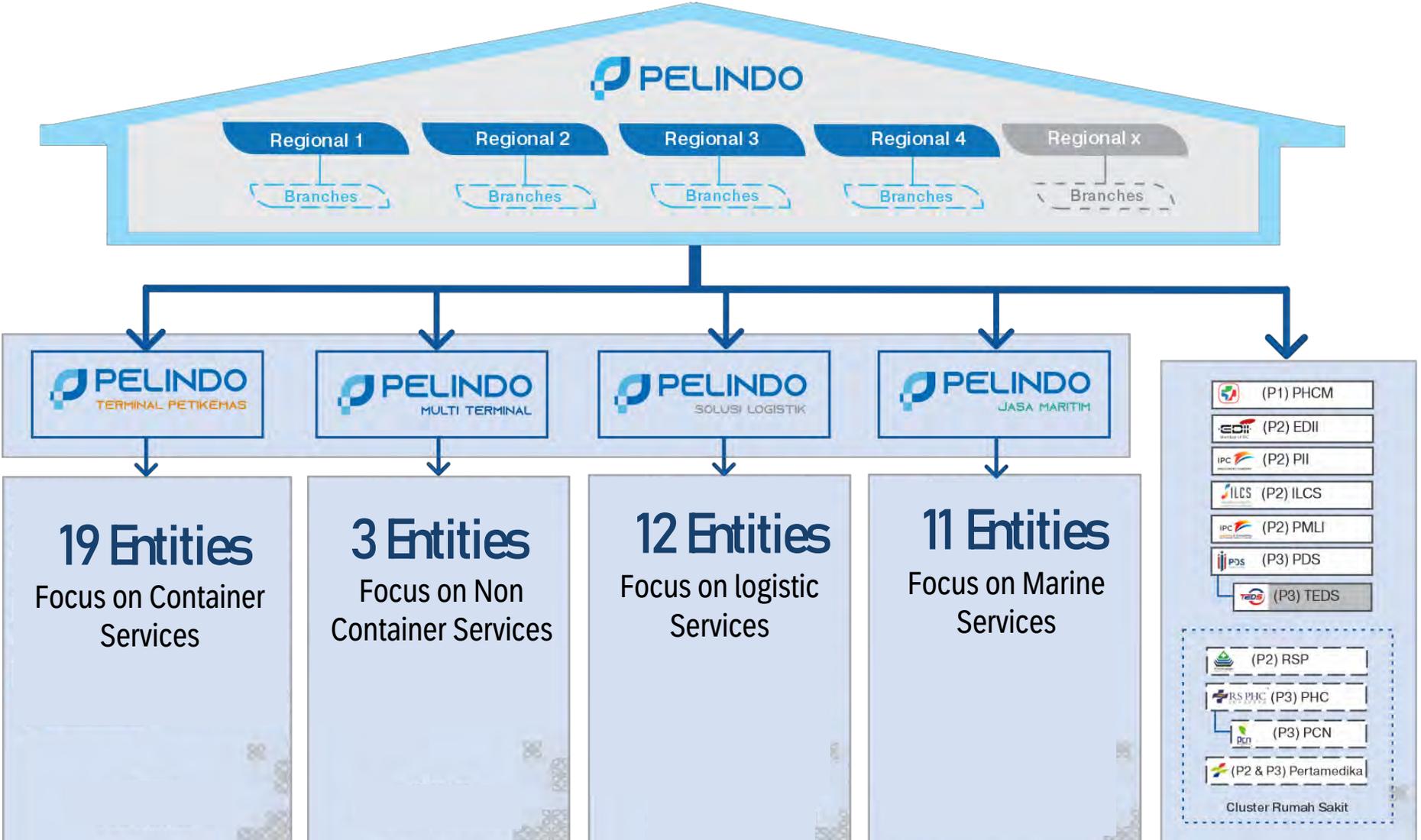


Strategic architect & Concession Owner

Regional Coordinator

Business Owner

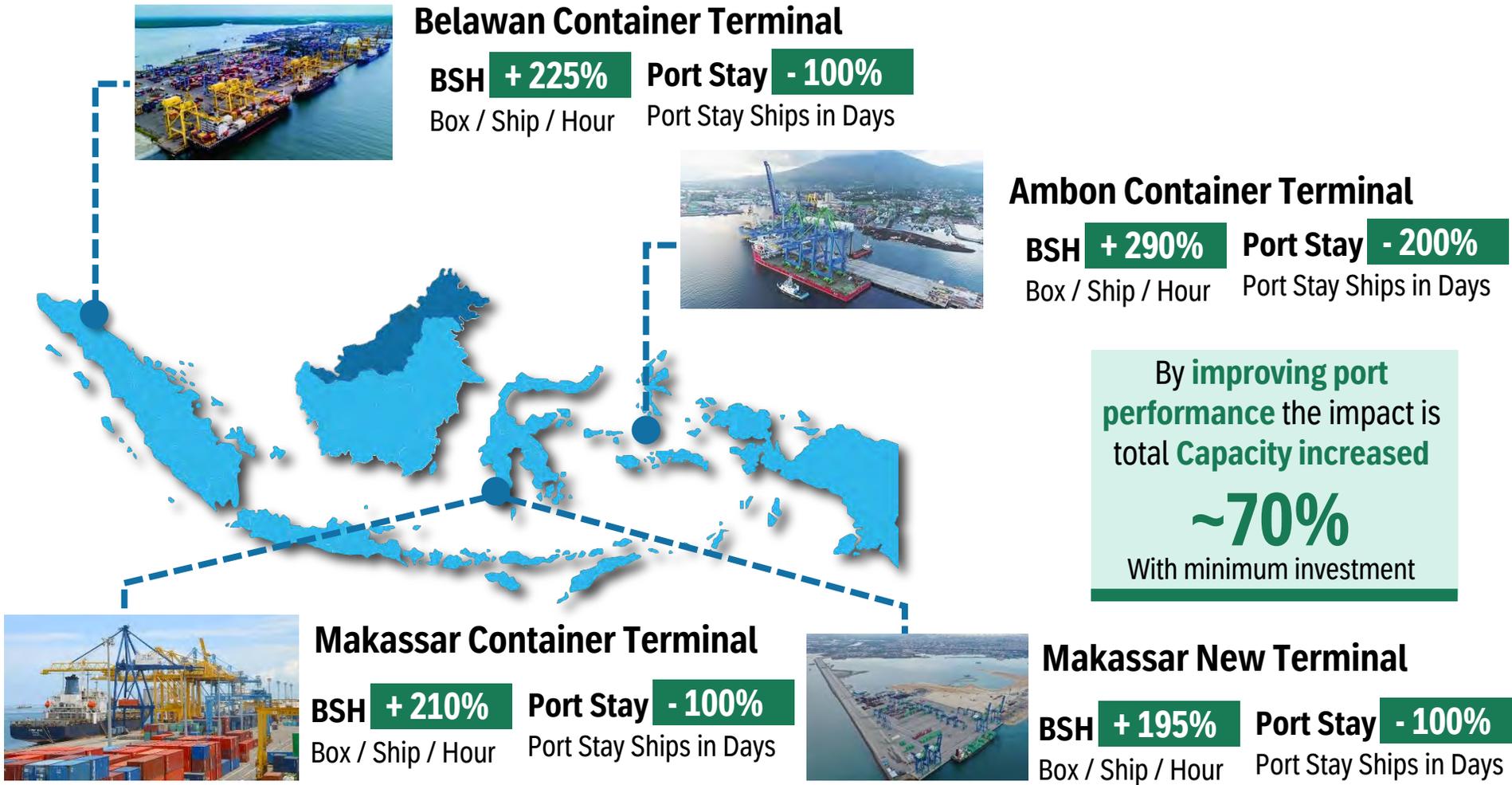
Business Operator



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



Impact on Pelindo's Customers/Shipping Line - Boat Rental Cost Savings ~est. IDR 1.2 Billion/Day and Faster Delivery Time¹

¹Source: 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

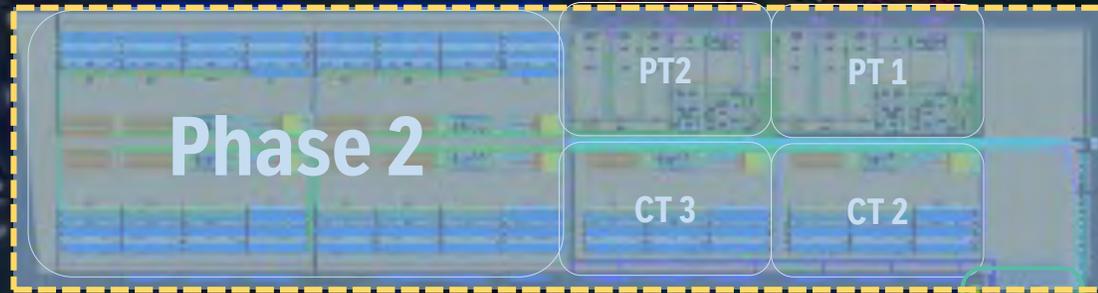
Strategic Development Project



- Non Container
- Tourism
- Container
- Industry Area
- Port Access

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



DONE

NEW EASTERN ACCESS ROAD

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

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

Draft : 6 Meter

C

B

A

Ultimate Length : 614 Meter
Draft : 12 Meter

Ultimate Length : 828 Meter
Draft : 12 Meter

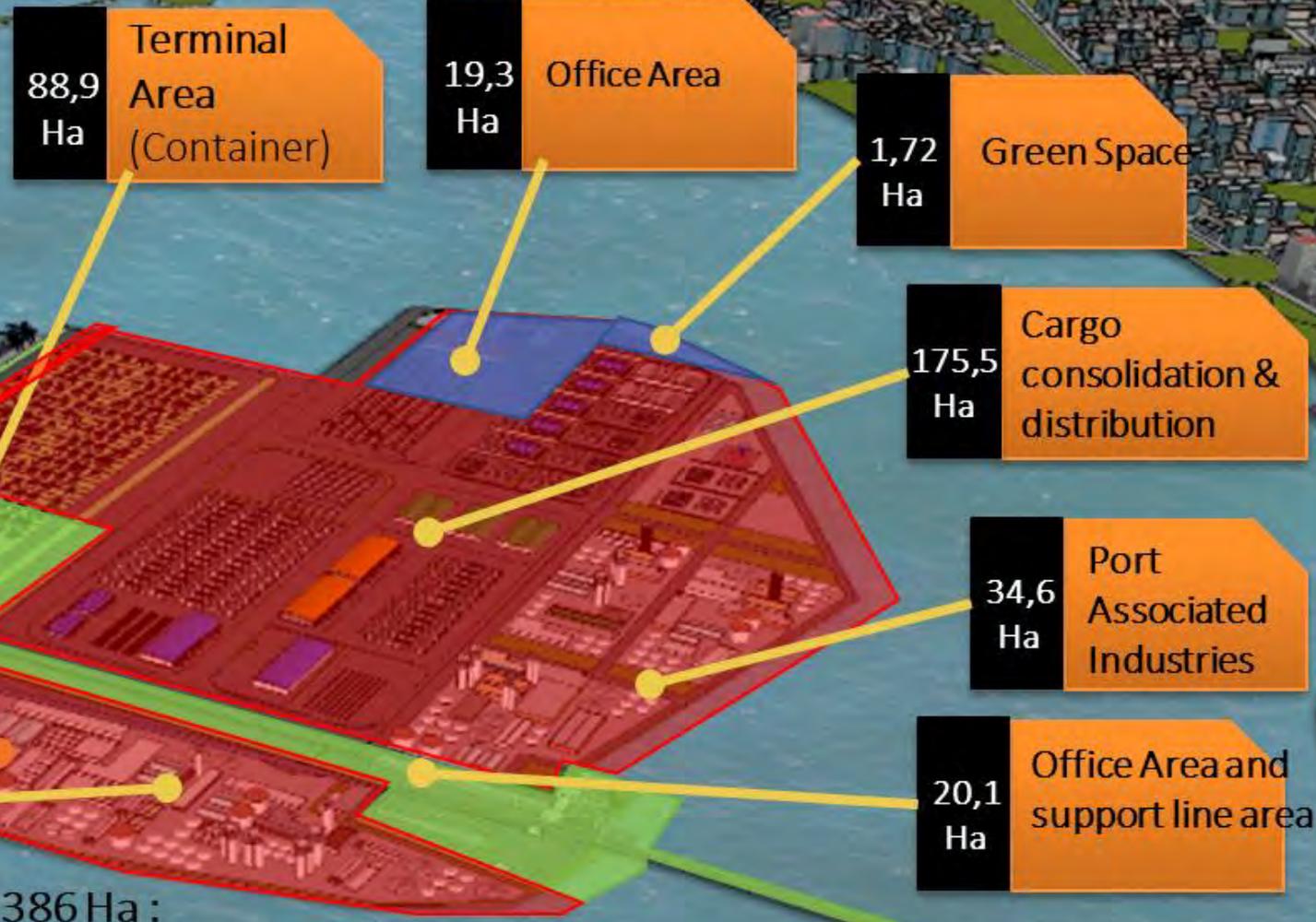
E

F

D

- A Benoa Existing
- B Tourism Supporting Public Facilities
- C Development Area I
- D Development Area II
- E Bali Tenten
- F Taman Danu Kerthi & Melasti

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



Ultimate 386 Ha :
 Terminal Area (Container and Cargo) 114,9 Ha
 Logistic Park dan Port Associated Industry 230 Ha

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

The text "3C" is displayed in a large, bold, yellow font. The background of the slide is a photograph of a large container ship at sea during sunset or sunrise, with the sky transitioning from orange to blue.

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.



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