Cikarang Dry Port - Indonesia
Integrated Port & Logistics Facilities

Update Oct 2014
Outline

• Company Overview
• Facilities and Services
• Business Process and Operation
• Value Proposition
• Infrastructure Development
Company Overview

- 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)
  - **Integrated Port and Logistics Facilities** as One-Stop-Services
  - Bringing **Port, Customs, and Quarantine** Services to Industrial Estate and Industrial Zone
  - **Security** and **Safety** comply to International Standard

- Start the operation on 2010
Bringing Port Closer to Industries

International Port Code: IDJBK
Surrounded by 11 Industrial Estates and more than 3000 manufacturer company
Bird Eye View

200 Ha of fully integrated facilities

**Railway:**
- Domestic
- International

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

**Empty Depot**

**Logistics Park**
- Warehouses
- TPP

**Office**

**Gate**

**CFS**

**Reefer**

**Physical Check**

**CY**

**Gate**

**Office**

**Logistics Park**
- Warehouses
- TPP

**Railway:**
- Domestic
- International
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
Facilities & Services

Bonded Trucking

Rail Freight Service

Shipping Line Representative Office

Online Tracking & INSW Connected
Facilities & Services

- General Warehouse
- Special Containers Handling
- 24/7 Security
- Empty Container Depot
Consolidation service are served by:

- **Operator:** PT MITRA ADIRA UTAMA

- **Benefits:**
  - Direct Bill of Lading through Cikarang Dry Port
  - Certainty, traceability, profitability
  - Better, cheaper & faster overall logistics cost
  - Integrated customs and quarantine inspection
  - Seamless supply chain process
  - Integrated Port & Logistics Facilities
• 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

<table>
<thead>
<tr>
<th>Terminal Operator (4)</th>
<th>Land Transporter (3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT Mustika Alam Lestari</td>
<td>IPC Terminal 3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Logistics Service Provider (30+)</th>
</tr>
</thead>
<tbody>
<tr>
<td>APL Logistics</td>
</tr>
<tr>
<td>DB SCHENKER</td>
</tr>
<tr>
<td>KWE</td>
</tr>
<tr>
<td>OKATRANS</td>
</tr>
<tr>
<td>PT. MITSUI-SOKO INDONESIA</td>
</tr>
</tbody>
</table>
Stakeholders and Customers

Shipper
Consignee
(300+)

PT PETA SEJATI
NIRMALA

Business Process

Flow Chart

Import Process

Multimodal B/L
B/L @ CDP
"Place of Delivery"

By Carrier

CIF/CNF
@IDJBK

By Consignee / Forwarder

Export Process

Multimodal B/L
BL @ CDP
"Place of Receipt"

By Carrier

On Truck/Train
On Board
@IDJBK

By Shipper / Forwarder
## How to Start

<table>
<thead>
<tr>
<th>Preparations</th>
<th>Import Multimodal B/L</th>
<th>Export Multimodal B/L</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Contact Shipping Line</td>
<td>• Contact Shipping Line</td>
<td>• Contact Shipping Line</td>
</tr>
<tr>
<td>• Contact Logistics Provider</td>
<td>• Contact Logistics Provider</td>
<td>• Contact Logistics Provider</td>
</tr>
<tr>
<td>• Register EDI Number &amp; Updating Permit</td>
<td></td>
<td>• Register EDI Number &amp; Updating Permit</td>
</tr>
</tbody>
</table>

### Shipment Activities

<table>
<thead>
<tr>
<th>Import Multimodal B/L</th>
<th>Export Multimodal B/L</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Make Order to Shipping Line using code IDJBK</td>
<td>• Make Order to Shipping Line using code IDJBK</td>
</tr>
<tr>
<td>• Monitor shipment arrival via CDP Website</td>
<td>• Pick Up Empty Containers from Depot</td>
</tr>
<tr>
<td>• Customs declaration &amp; clearance</td>
<td>• Customs declaration</td>
</tr>
<tr>
<td>• Quarantine declaration &amp; clearance</td>
<td>• Request Port Entering Card via email</td>
</tr>
<tr>
<td>• Prepare delivery documents</td>
<td>• Movement laden containers to CDP Terminal</td>
</tr>
<tr>
<td>• Physical Inspection (on request)</td>
<td>• Customs Clearance</td>
</tr>
<tr>
<td>• Port Clearance (SP2 Document)</td>
<td>• Monitor shipments via CDP Website</td>
</tr>
<tr>
<td>• Pick Up / Delivery containers</td>
<td>• Movement laden containers (CDP to Tg Priok Port) under Shipping line B/L</td>
</tr>
<tr>
<td>• Returning back empty containers to Depot</td>
<td></td>
</tr>
</tbody>
</table>
Visit [www.cikarangdryport.com](http://www.cikarangdryport.com) and put **B/L number** to monitor the shipment.

### Import Table

<table>
<thead>
<tr>
<th>No.</th>
<th>Container No</th>
<th>Vessel Name</th>
<th>Voy. No</th>
<th>Size</th>
<th>Type</th>
<th>Status</th>
<th>TO Name</th>
<th>Vessel ATA</th>
<th>Gate Out TO</th>
<th>Gate In CDP</th>
<th>Pick Up By Consignee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>APHU07055151</td>
<td>APL SOKHNA</td>
<td>057E</td>
<td>40</td>
<td>DRY</td>
<td>FCL</td>
<td>JICT1</td>
<td>16-February-2013 07:30</td>
<td>17-February-2013 06:30</td>
<td>17-February-2013 09:57</td>
<td>22-February-2013 14:42</td>
</tr>
<tr>
<td>2</td>
<td>TRLU5862242</td>
<td>APL SOKHNA</td>
<td>057E</td>
<td>40</td>
<td>DRY</td>
<td>FCL</td>
<td>JICT1</td>
<td>16-February-2013 07:30</td>
<td>17-February-2013 07:31</td>
<td>17-February-2013 09:55</td>
<td>22-February-2013 14:40</td>
</tr>
<tr>
<td>3</td>
<td>WFLU5113755</td>
<td>APL SOKHNA</td>
<td>057E</td>
<td>40</td>
<td>DRY</td>
<td>FCL</td>
<td>JICT1</td>
<td>16-February-2013 07:30</td>
<td>17-February-2013 07:54</td>
<td>17-February-2013 09:52</td>
<td>21-February-2013 17:44</td>
</tr>
<tr>
<td>4</td>
<td>TRLU7133532</td>
<td>APL SOKHNA</td>
<td>057E</td>
<td>40</td>
<td>DRY</td>
<td>FCL</td>
<td>JICT1</td>
<td>16-February-2013 07:30</td>
<td>17-February-2013 08:33</td>
<td>17-February-2013 10:16</td>
<td>22-February-2013 14:41</td>
</tr>
</tbody>
</table>

### Export Table

<table>
<thead>
<tr>
<th>NO.</th>
<th>Container No</th>
<th>Vessel Name</th>
<th>Voy. No</th>
<th>Size</th>
<th>Type</th>
<th>Status</th>
<th>TO Name</th>
<th>Gate In CDP</th>
<th>Gate Out CDP</th>
<th>Gate In TO</th>
<th>Loaded on Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>MRKU3087883</td>
<td>MAERSK WOLGAST</td>
<td>1202</td>
<td>40</td>
<td>HQ</td>
<td>FCL</td>
<td></td>
<td>31-May-2012 22:01</td>
<td>01-June-2012 16:38</td>
<td>01-June-2012 20:27</td>
<td>04-June-2012 16:32</td>
</tr>
</tbody>
</table>
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></td>
<td>281,300</td>
<td>281,300</td>
</tr>
<tr>
<td><strong>Storage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Basic Tariff</td>
<td>27,200</td>
<td>25,840</td>
</tr>
<tr>
<td></td>
<td>54,400</td>
<td>51,680</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>
<tr>
<td></td>
<td>1,390,000</td>
<td>1,390,000</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
World Bank Study 2011

Cost & time SAVING compared to existing scheme*

<table>
<thead>
<tr>
<th>Import (40' FCL)</th>
<th>Cost</th>
<th>Time</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red lane</td>
<td>30%</td>
<td>55%</td>
<td>Cost &amp; time saving</td>
</tr>
<tr>
<td>Green lane</td>
<td>30%</td>
<td>55%</td>
<td>Cost &amp; time saving</td>
</tr>
<tr>
<td>Export (40' FCL)</td>
<td>Even</td>
<td>50%</td>
<td>Time saving</td>
</tr>
</tbody>
</table>

Illustration (Red Lane) 2013

Existing Tg Priok Scheme

Avg Lead Time = 16 days  Avg Cost = IDR 8.6 Mill

Simulation Using CDP

Avg Lead Time = 8 days (saving time 50%)
Avg Cost = IDR 5,6 Mill (saving cost 41%)
Program: Dry Port to Dry Port

Benefits

• Expand and Explore the market
  Connecting strategic industrial zones and getting closer to the markets

• One Stop Service Solution
  Port, Customs, and Quarantine are located and integrated in the same area

• Better Visibility and Certainty
  Predicted lead time and cost using Multimodal Transport Bill of Lading

• Faster Transit Time
  6 days total lead time Lat Krabang – Cikarang including 3 days sailing time

In Cooperation With

• Service First
• Customer’s Satisfaction is Our Priority
• Fastest Transit Time in The Market
Legend:
1. New Toll Exit Road (km 29.2 and 34.7)
2. New Industrial Estate Connecting Road
3. Existing Industrial Est Connecting Road
4. Existing road
New Toll Exit Km 29

New Exit Km 29 to Cikarang Dry Port

To Existing Toll Exit Km 31

From Jakarta

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