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

www.cikarangdryport.com

Update Oct 2014
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)

Demography Composition (Total Indonesia 237 Million)
- 21.3% (59.0%)
- 22.9% (59.0%)
- 5.8% (9.3%)
- 7.3% (4.1%)
- 1.5% (1.9%)

Gross Regional Domestic Product Composition
- Economic Growth: 6.10%
- Inflation: 6.96%

Goods Population
- O-D Flow of Goods
  - < 1 Million Ton/Year
  - 1-20 Million Ton/Year
  - 20-50 Million Ton/Year
  - 50-100 Million Ton/Year
  - > 100 MillionTon/Year

• High density population in Java Island (57.5% equivalent with 136.2 Million)
• Highest goods population and traffic of goods in Java
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>
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<tr>
<td>3</td>
<td>Belgium</td>
<td>4.04</td>
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<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>
</tr>
<tr>
<td>53</td>
<td>Indonesia</td>
<td>3.08</td>
</tr>
</tbody>
</table>
Hub & Spoke Concept

HUB
Tj. Priok Sea Port (Port Handling)

East SPOKE
Cikarang Dry Port (Customs Clearance & Port Clearance)

West SPOKE (proposed)
Transportation Flow

Sea Port to Dry Port Connectivity
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

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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:

- TRADIA
- Kurhanz Trans
- DHL Global Forwarding

Operator:

PT MITRA ADIRA UTAMA
A LICENSED WAREHOUSE PROVIDER

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:
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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
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

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## Terminal Tariff Comparison

<table>
<thead>
<tr>
<th></th>
<th>Tanjung Priok Sea Port</th>
<th>Cikarang Dry Port</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20 ft</td>
<td>40ft</td>
</tr>
<tr>
<td><strong>Handling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lift On / Lift Off</td>
<td>187,500</td>
<td>281,300</td>
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<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>272,000</td>
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<tr>
<td>Day 11 and forth</td>
<td>204,000</td>
<td>408,000</td>
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<tr>
<td><strong>Free Time Storage Import</strong></td>
<td>3 days from ATA Priok</td>
<td></td>
</tr>
<tr>
<td><strong>Free Time Storage Export</strong></td>
<td>5 days counted 1 – basic tariff</td>
<td></td>
</tr>
<tr>
<td><strong>Penalty</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>After SPPB (Customs)</td>
<td>200%</td>
<td></td>
</tr>
<tr>
<td>After SP2 (Port)</td>
<td>300%</td>
<td></td>
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<tr>
<td><strong>Physical Check (Behandle)</strong></td>
<td>1,015,000</td>
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<tr>
<td>Day 1 - 5</td>
<td>Free</td>
<td>Free</td>
</tr>
<tr>
<td>Day 6 - 10</td>
<td>51,680</td>
<td>103,360</td>
</tr>
<tr>
<td>Day 11 and forth</td>
<td>77,520</td>
<td>155,040</td>
</tr>
<tr>
<td><strong>Free Time Storage Import</strong></td>
<td>5 days ATA CDP</td>
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</tr>
<tr>
<td><strong>Free Time Storage Export</strong></td>
<td>7 days ETD Vessel</td>
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(*) Storage cost is 62% lower than Tanjung Priok Sea Port
(**) Port charges are settled in Cikarang Dry Port instead of Tanjung Priok Sea Port
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
NEW Shanghai Direct Connection

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
  10 days total lead time Shanghai – Cikarang

In Cooperation With

• Service First
• Customer’s Satisfaction is Our Priority
• Fastest Transit Time in The Market
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 Suppliers
- Overseas Markets
- Overseas Distributor

Overseas

Domestics

- Industrial Zones
- Indonesia Plant
- Indonesia Suppliers
- Indonesia Markets/Retails
- Branches/Distributor
- Indonesia Suppliers
- Finished Goods (Export)
- Parts (local)
- Parts (imports)

Indonesia Markets/Retails

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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