Intermodal Connectivity through Hub & Spoke

Update Jan 2017

member of
Cikarang Dry Port work as **spoke and hub** with Tanjung Priok Seaport
Connecting industries in the hinterland to the seaport
All formalities are completed at Cikarang Dry Port
Only **vessel berthing and port handling** need to be done at the seaport.
29 shipping lines
Cikarang Dry Port as **place of receipt or delivery**
Under **Multimodal Transport Bill of Lading**

### Export

<table>
<thead>
<tr>
<th>Field</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Pre-carriage by</td>
<td>CIKARANG DRY PORT</td>
</tr>
<tr>
<td>Vessel</td>
<td></td>
</tr>
<tr>
<td>Port of Loading</td>
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</table>
Bonded transfer with electronic seal
For monitoring & security measure
200 ha of integrated port & logistics facilities

- Bonded Logistics Center
- Bonded Logistics Center 2 (under construction)
- Container Yard
- Gate
- CFS
- Reefer
- Mobile X-Ray
- Physical Inspection
- Office: CDP, Customs, Quarantine, Banking
- Empty Depot
- To Surabaya
- To Tg Priok
- Office: CDP, Customs, Quarantine, Banking
Container Yard’s capacity
400,000 TEUs per annum
128 reefer plugs available
Physical Inspection Facilities
Mobile X Ray for container scanning
Special containers handling
Container Freight Station
for Less than Container Load consolidation

Consolidators:

Operator:
Domestic Rail Freight Service
Seaport – Dry Port Railway Connectivity

Emplacement at the seaport
Highway & Railway Access

Legends:

- **Highway**
- **Railway**
- Connecting road from Highway

**New Exit KM 29**
- Delta Silicon
- EJIP
- Lippo Cikarang
- Hyundai

**Exit KM 31**
- Cikarang Barat

**Exit KM 34**
- Cibatu

**To Jakarta**
- To Surabaya
New Highway Exit KM 29 (Coming Soon)
## Terminal Tariff Comparison (in rupiah)

<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>
</tr>
<tr>
<td><strong>Storage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Basic Tariff</td>
<td>27,200</td>
<td>54,400</td>
</tr>
<tr>
<td><strong>Import</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Day 1</td>
<td>Free</td>
<td>Free</td>
</tr>
<tr>
<td>- Day 2</td>
<td>81,600</td>
<td>163,200</td>
</tr>
<tr>
<td>- Day 3</td>
<td>163,200</td>
<td>326,400</td>
</tr>
<tr>
<td>- Day 4 and forth</td>
<td>244,800</td>
<td>489,600</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>
</tr>
<tr>
<td><strong>Physical Check (Behandle)</strong></td>
<td>1,015,000</td>
<td>1,390,000</td>
</tr>
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<td>- Basic Tariff</td>
<td>25,840</td>
</tr>
<tr>
<td><strong>Import</strong></td>
<td></td>
</tr>
<tr>
<td>- Day 1 - 5</td>
<td>Free</td>
</tr>
<tr>
<td>- Day 6 - 10</td>
<td>51,680</td>
</tr>
<tr>
<td>- Day 11 and forth</td>
<td>77,520</td>
</tr>
<tr>
<td><strong>Penalty</strong></td>
<td></td>
</tr>
<tr>
<td>- After SPPB (customs)</td>
<td>Free</td>
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- Valid from 1 Jan to 30 Jun 2017
- Terminal/port charges are settled in Cikarang Dry Port
Benefits of Hub & Spoke

Cargo Owner

- Streamlined Process
- One stop service
- Reduce shipment time & cost
- Better supply chain planning

Liner & 3PL

- Reduce berthing queue
- Increased truck utilization

Government & Nation

- Expanding seaport's reach to hinterland
- Developing new economic & production centers in hinterland
- Increasing sea port handling capacity
- Reduce dwelling time, congestion, & fuel consumption
- Lower road & highway maintenance cost
Bonded Logistics Center
in Cikarang Dry Port
Bonded logistics center is similar to free trade zone concept where international traders could pile their stock at a designated warehouse or area in Indonesia.

With fiscal facilitation import taxes or duty on the stockpile would be deferred, until the stock is bought by a buyer and leaves the warehouse. In several countries it’s known as non resident inventory.
Legal Frameworks

- **Gov’t Regulation Nr. 85/2015**
  - November 2015

- **MoF Regulation Nr. 272/PMK.04/2015**
  - December 2015

- **2nd Economic Policy Package**
  - September 2015

- **11 PLB inaugurated by President (including CDP’s)**
  - March 2016
Goods Ownership in PLB

1. PLB owned
   Goods are entitled to PLB Operator

2. Supplier owned
   Supplier-owned goods are consigned to PLB (consignment). Transaction has not yet occurred upon entering PLB

3. Importer owned
   Goods have been entitled to importer in domestic, and importer stored it temporarily in PLB. Transaction has occurred.
Existing Cotton Supply Chain

Origin Country
- Farmer
  → Grading Warehouse
  → Distribution Center

Middle Country
- Regional Distribution Center

Destination Country
- Distribution Center
  → Buyer
New Scheme Cotton Supply Chain

Origin Country
- Farmer
- Grading Warehouse
- Distribution Center

Middle Country
- Regional Distribution Center

Destination Country
- Distribution Center
- Buyer

Map showing various countries and distribution centers connected by arrows indicating the flow of cotton.
Location in Cikarang Dry Port

- Bonded Logistics Center
- Bonded Logistics Center 2 (under construction)
- Logistics Park
  - Warehouses
  - TPP
- Port (70 Ha):
  - Customs
  - Quarantine
  - Physical Check
  - Container Yard
  - Reefer Plugs
  - CFS

Railway:
- Domestic
- International
Bonded Logistics Center: Cotton
Bonded Logistics Center 2 (construction progress)
Benefits of Bonded Logistics Center

**Shipper**
- Saving warehouse cost
- Saving transportation cost
- Closer to buyer

**Buyer**
- Certainty in supply
- Faster lead time
- Reducing inventory and working capital

**Government & Nation**
- Increasing logistics efficiency
- Increasing local industry competitiveness
- Becoming logistics hub of SE Asia
Stakeholders and Customers

Terminal Operator (5)
- PT Mustika Alam Lestari
- IPC Terminal 3
- NPCT 1

Land Transporter (2)
- Iron Bird Trucking

Logistics Service Provider (40+)
- APL Logistics
- BDP International
- DHL Global Forwarding
- Damco
- SGL
- Geodis
- DB Schenker
- Logwin
- UTI
- Panalpina
- Agility
- Konoike
- KWE
- Bollore
- Yusen Logistics
- Sankyu
- Hitachi Transport System
- Okatrans
- Tri-net Logistics
- ATT
- Iron Bird Logistics
- Kurhanz Trans
- Helo Logistics
- ISL
- PT. Is Jaya Logistik
- ATEC
- Nippon Express
- Kamadajaya Logistics
- OTEL
- NNR
- Mitsubishi-Soko Indonesia
- NBL line
- SDV
- Sentra Logistik
- Itochu
- Oceanus Logistics
- A.A. Hartrodt
- Pan Asia Logistics
- PT Temas Sejahtera
- GAPE
- Zim Energy Logistics
- Synergy Logistics
Stakeholders and Customers

Shipper
Consignee
(400+)