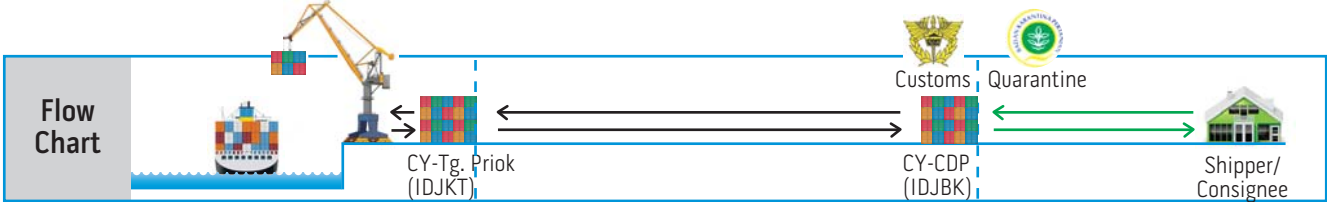
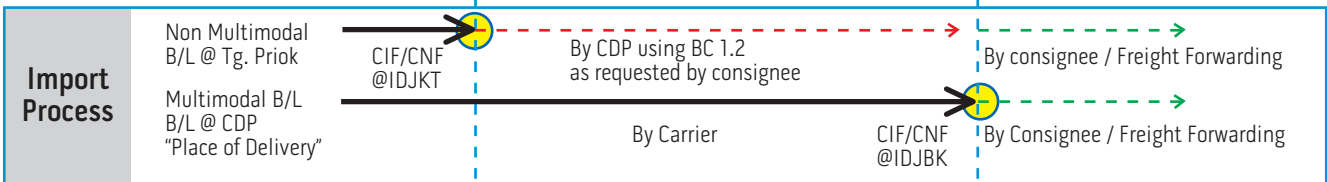
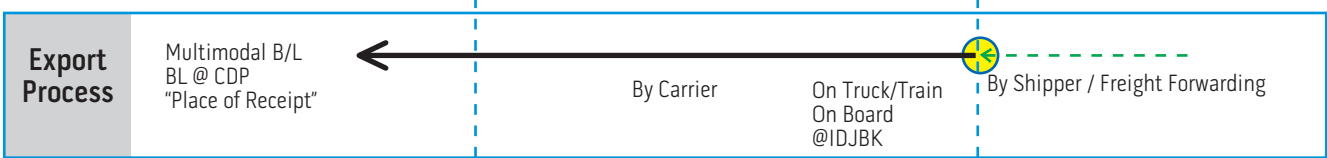
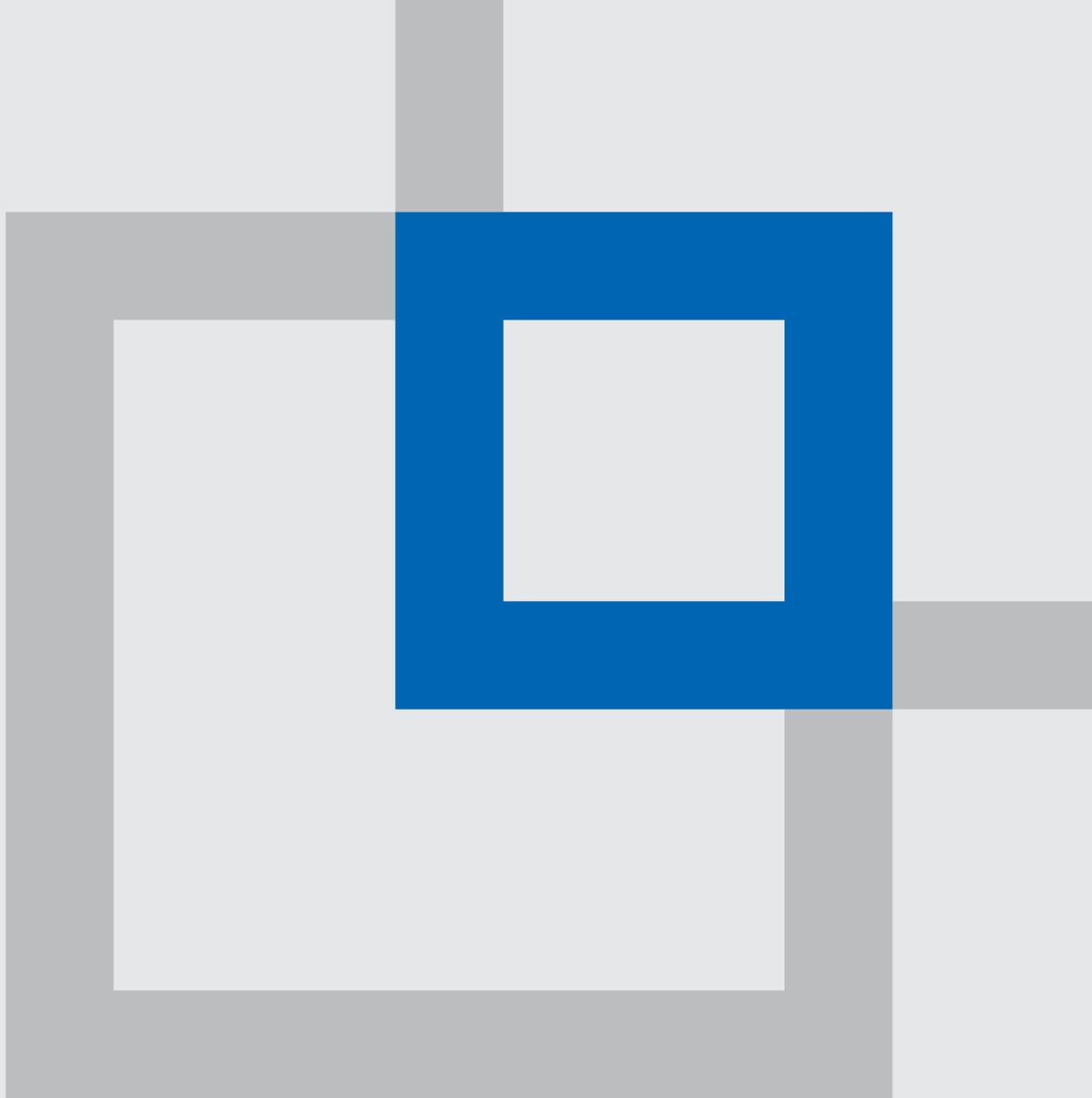


No.	Description	Existing Scheme	CDP Scheme
1.	Business process	Customer delivers or picks up their cargo at Tg. Priok Port (IDJKT)	Customer delivers or picks up their cargo at Cikarang Dry Port (CDP) as Port of Origin & Port of Destination (IDJBK)
	Flow Chart		
	Import Process		
	Export Process		
2.	Distance	Around 60 km (example: Customer @ Cikarang - Tg. Priok)	Around 10 km (example: Customer @ Cikarang - CDP)
3.	Time	As current practice	<ul style="list-style-type: none"> Export: Closing Time at CDP Import: Lead Time 1x24 hours container arrival at CDP Integrated port, customs & quarantine as well as systems coordination with terminal operator of Tg. Priok Port
4.	Value Added Services		
	a. Certainty	<ul style="list-style-type: none"> Congestion at seaport area Uncertainty of cargo arrival time at customer's premises Uncertainty may affects lead time, resulting additional cost and increased inventory 	<ul style="list-style-type: none"> No Overbrengean More predicted lead time using Multimodal Transport Bill of Lading with the shipping lines Better planning, inventory reduction and increasing productivity
	b. Traceability	No tracking & monitoring system	<ul style="list-style-type: none"> Managed bonded transportation with Electronic Seal for better security & monitoring Transfer of responsibility at CDP Reduced risk
	c. Productivity	<ul style="list-style-type: none"> Related facilities are not integrated Storage & demurrage start at Tg. Priok 	<ul style="list-style-type: none"> Integrated facilities and services at CDP More streamlined process, time & cost e-business practices Storage & demurrage start at CDP
5.	Cost & time SAVING compared to existing scheme*		
	Import (40' FCL)	Cost	Time
	Red lane	30%	55%
	Green lane	30%	55%
	Export (40' FCL)	Even	50%
			Remarks
			Cost & time saving
			Cost & time saving
			Time saving

*Source: Word Bank Study, 2011



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