INAPORTNET
towards Logistic Cost Efficient

12th ASEAN Ports and Shipping 2014

= Selected major domestic goods routes (MT/yr)
= Route is part of "Pendulum Nusantara" (MT/yr)
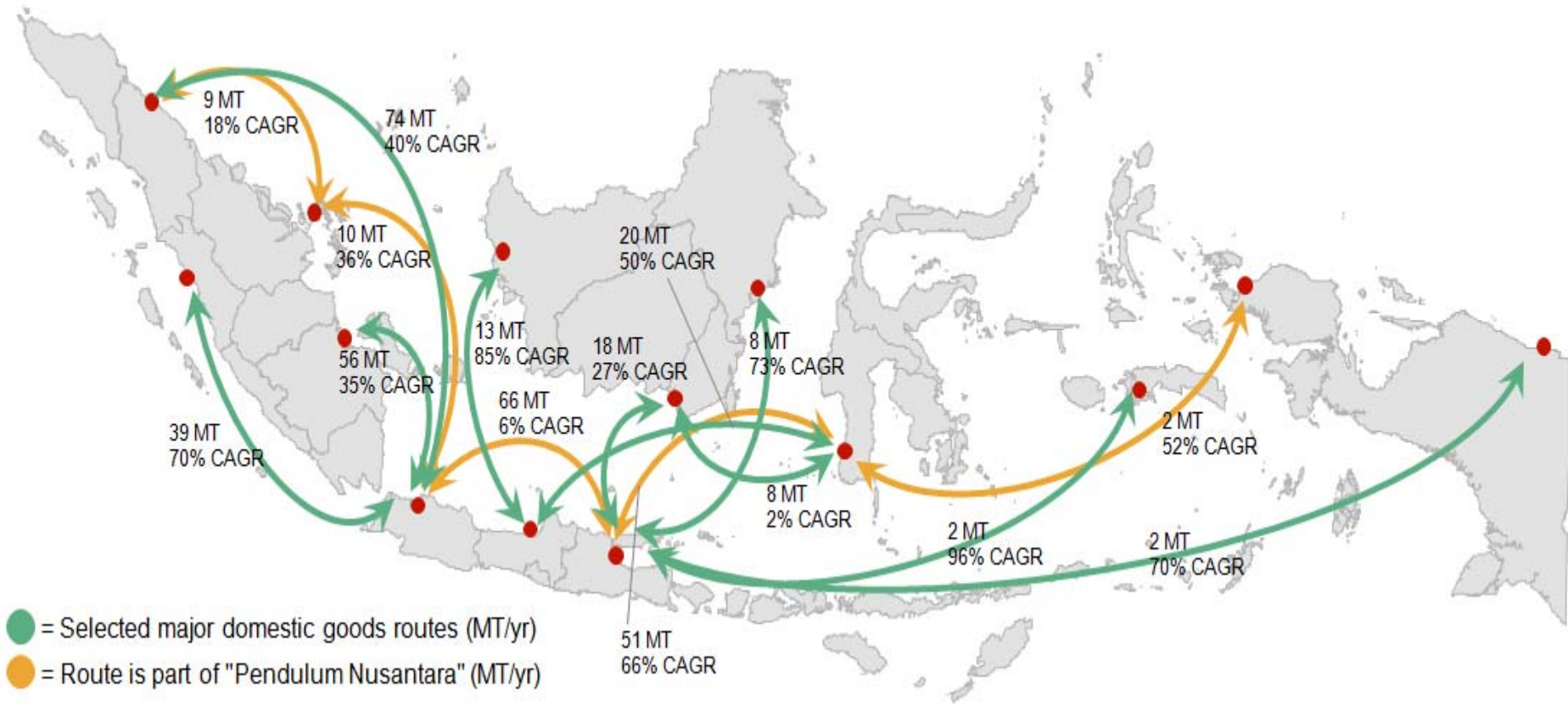
INTER-ISLAND TRADE HAS INCREASED ~5X FROM 2006 TO 2011

❖ Sea transportation is a vital aspect of Indonesia's trading infrastructure carrying over 90% of internationally traded goods.

❖ existing infrastructure is inadequate to meet the current volumes of trade being carried out. This has given rise to high logistical costs for both domestic, local and international transport due to congestion at current ports that make turnaround times considerably high.

❖ The high logistical costs are burdensome for competitiveness and are reflected in international rankings on the business environment.

World Bank Doing Business Report 2012 – Trading Across Border, Indonesia				
	2009	2010	2011	2012
Trading Across Borders Rank	37	49	47	54
Cost to export ($USD per container)	704	704	704	615
Cost to import ($USD per container)	660	660	660	660
Document to export (number)	5	5	5	4
Document to import (number)	6	6	6	8
Time to export (days)	21	21	20	17
Time to import (days)	27	27	27	23

Indonesia LPI Rank

Country	2010	2012	2014
SINGAPORE	2	1	5
MALAYSIA	29	29	25
THAILAND	35	38	35
VIETNAM	53	53	48
INDONESIA	75	59	53
PHILIPPINES	44	52	57
CAMBODIA	129	101	83
MYANMAR	133	129	145

source : http://lpi.worldbank.org

Indonesia Logistics Cost to GDP

Logistic Cost in Indonesia are Among the Highest in ASEAN

Total Logistics Cost as a Percentage of GDP
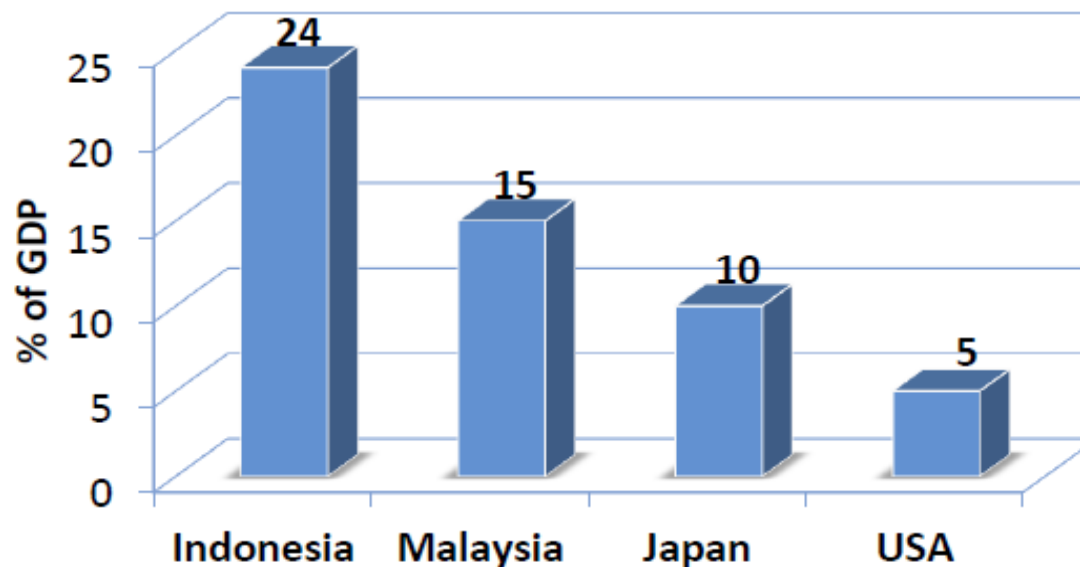
Burden of Logistic Costs Indonesia :
- Logistic Costs **Rp 1,820 trillion** (annually)

*Note: This amount is about **24 percent** of total gross domestic product **(GDP)***

Details of Logistic Costs :
- Storage costs = Rp 546 trillion (30%)
- Transportation costs = Rp 1,092 trillion (60%)
- Administrative costs = Rp 182 trillion (10%)

Source : LP3EI KADIN, 2012

Policies matter to Logistics Performance

Infrastructure
- Ports
- Road/rail corridors
- Airports
- PPP

Procedures and Trade Facilitation
- Customs, payments etc.:
- Simplification & automation
- Harmonization & standardization
- Modernization & governance of border agencies

Services
- Forwarders, truckers, brokers etc.
- Regulation of entry
- Market structure and competition
- Competence and quality of service

Sustainable Logistics
- «Green Logistics»
- City Logistics
- Food security

INAPORTNET

is an Electronic Portal that is open and neutral in order to facilitate the exchange of data and information of port services in a fast, safe, and easily integrated with relevant government agencies, port enterprises and logistics industry to improve the competitiveness of Indonesia logistics community .

- ✓ Open, Neutral, Secure and Intelligent IT Platform
- ✓ Standard SOP for all PORTS
- ✓ One application for all PORTS
- ✓ Flow process for PSAD with SLA
- ✓ Connect with the related parties
- ✓ Deployment gradual but national coverage
- ✓ ICT Infrastructure reliable (Disaster Recovery)
- ✓ Centralized management (managed services) to users
- ✓ Hub and connect with INHOUSE Logistics Players

Why choose to have Inaportnet?

The Reason
- ❖ To reduce inefficiencies in port business processes
- ❖ To facilitate the smooth flow of electronic data
- ❖ To integrate and achieve compliance with national and international directives
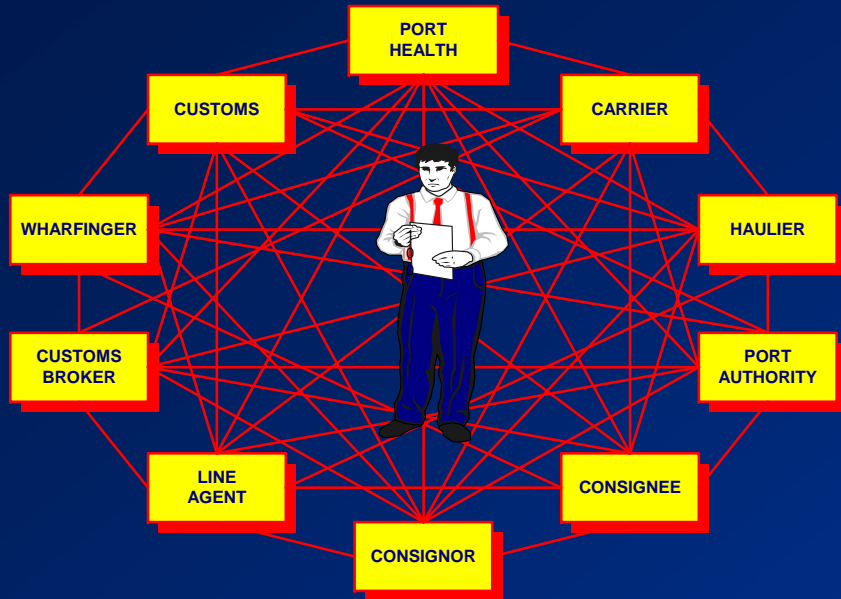
Community
- ❖ It is formed by the government for the community
- ❖ The community are, in general, stakeholders of the port
- ❖ Electronic facilitation of ships and goods through improved data exchange will mean fewer delays in cargo movements

Benefit
- ❖ Message standardization
- ❖ Paper Reduction
- ❖ Time reduction
- ❖ Real time information
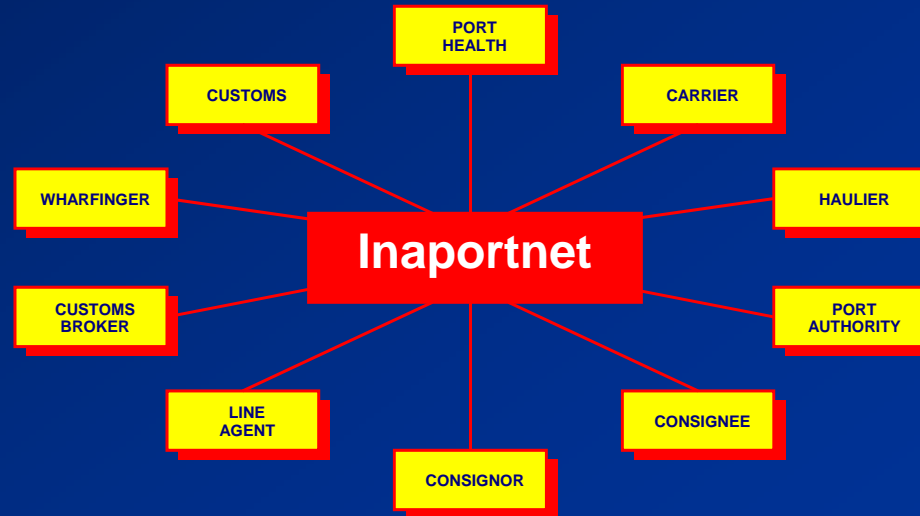- ❖ Transparency of information and fraud decrease

The Inaportnet Concept

FROM

TO

PORT HEALTH
CUSTOMS
CARRIER
WHARFINGER
HAULIER
CUSTOMS BROKER
PORT AUTHORITY
LINE AGENT
CONSIGNEE
CONSIGNOR

PORT HEALTH
CUSTOMS
CARRIER
WHARFINGER
HAULIER
CUSTOMS BROKER
Inaportnet
PORT AUTHORITY
LINE AGENT
CONSIGNEE
CONSIGNOR
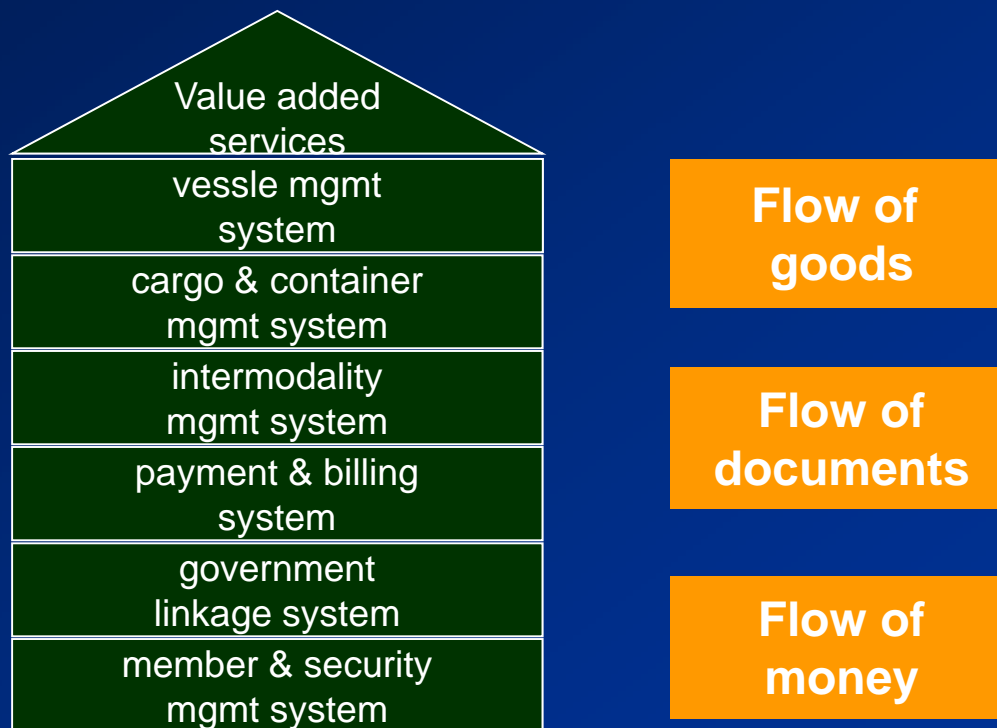
Mountains of paper

a lot of mistakes
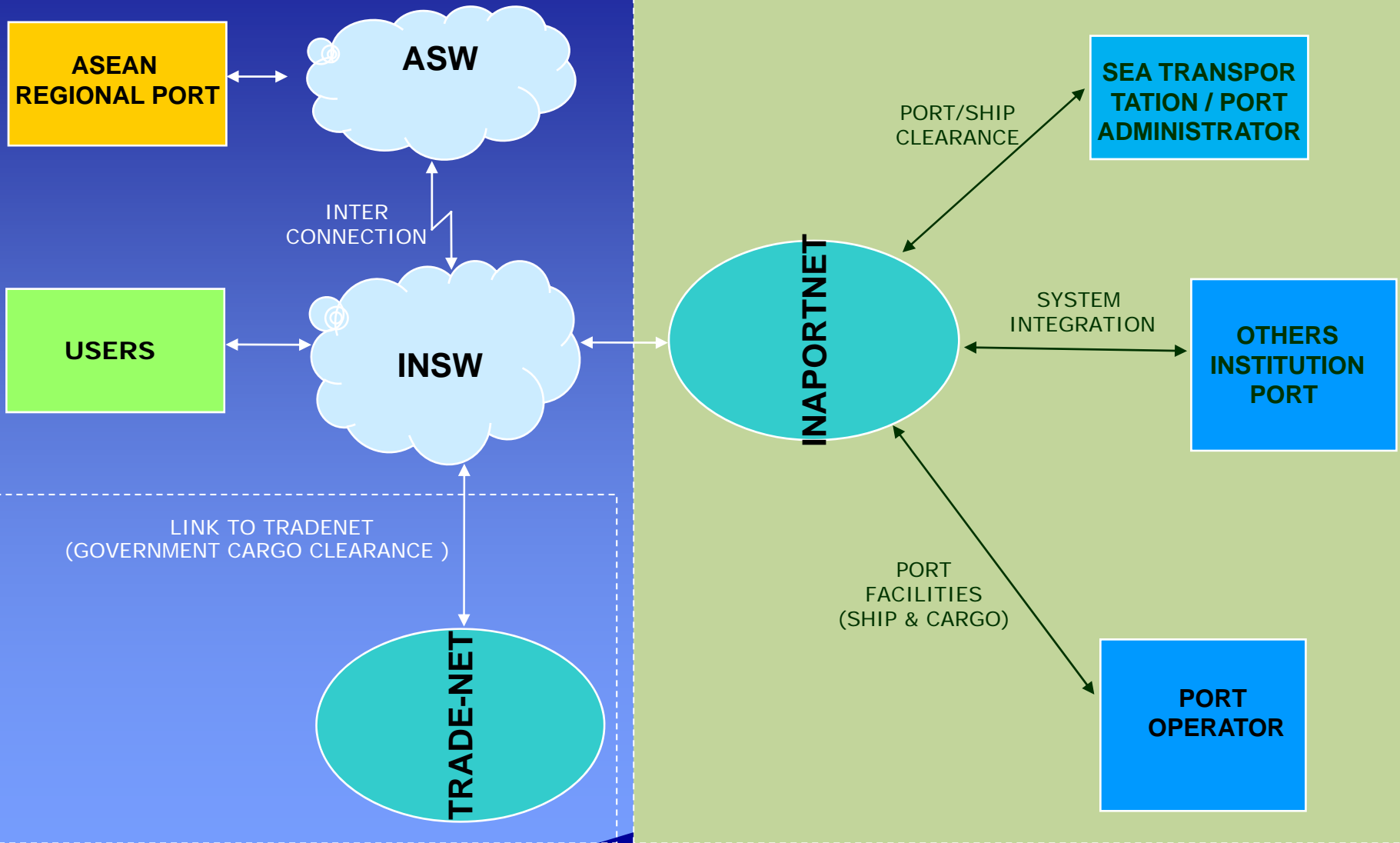
Times for clearance

Port Authority, Harbour Master, Terminal, CIQ etc. processes together

Many documents filed together
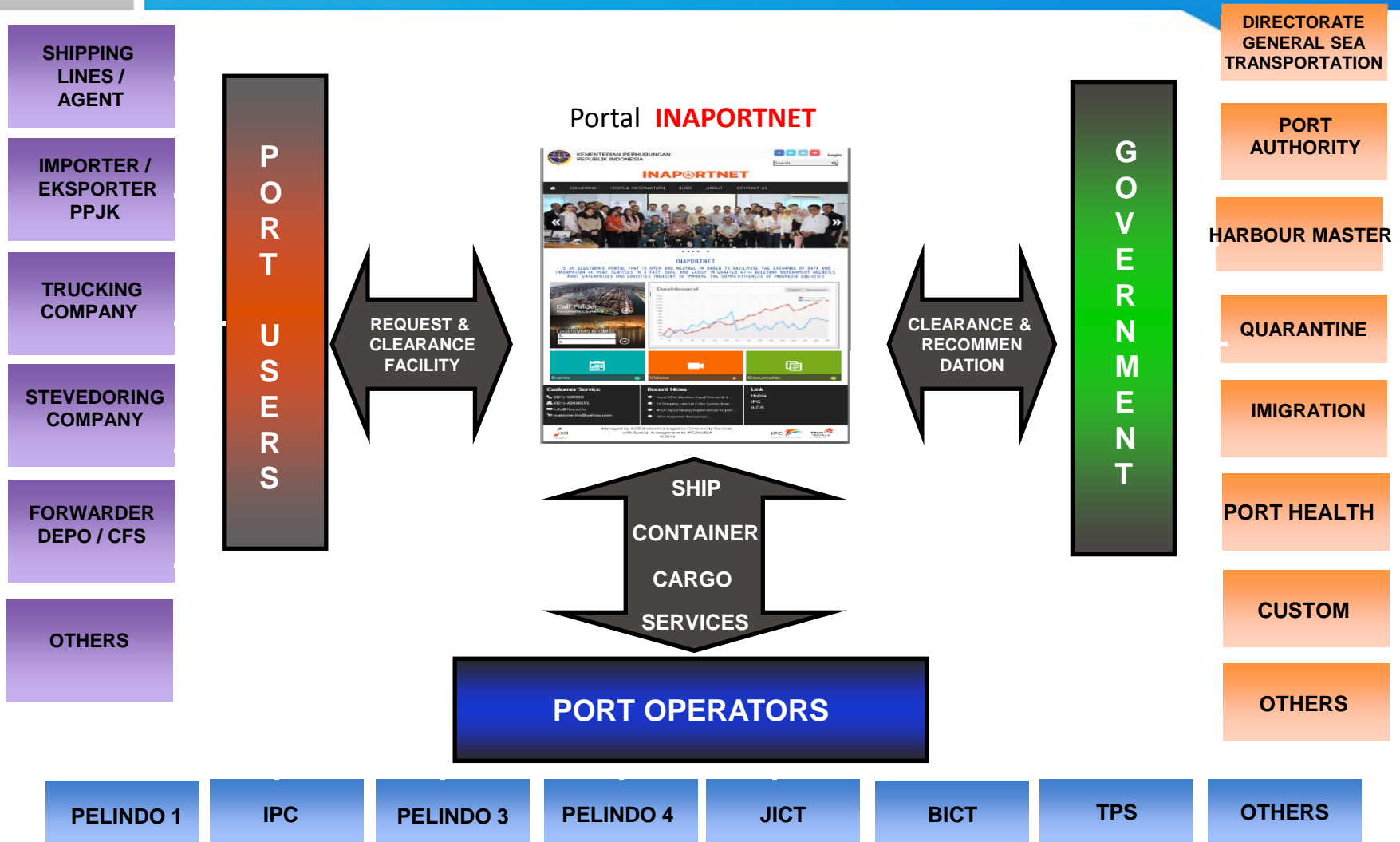
Less time for clearance

Main Services

Value added services

vessle mgmt system

cargo & container mgmt system

intermodality mgmt system

payment & billing system

government linkage system

member & security mgmt system

Flow of goods

Flow of documents

Flow of money

Inaportnet

BLUE PRINT ARCHITECTURE INAPORTNET

ASEAN REGIONAL PORT

ASW

INTER CONNECTION

USERS

INSW

LINK TO TRADENET
(GOVERNMENT CARGO CLEARANCE)

TRADE-NET

INAPORTNET

PORT/SHIP CLEARANCE

SEA TRANSPORTATION / PORT ADMINISTRATOR

SYSTEM INTEGRATION

OTHERS INSTITUTION PORT

PORT FACILITIES (SHIP & CARGO)

PORT OPERATOR

INAPORTNET USERS COMMUNITY

Port Users

- SHIPPING LINES / AGENT
- IMPORTER / EKSPORTER PPJK
- TRUCKING COMPANY
- STEVEDORING COMPANY
- FORWARDER DEPO / CFS
- OTHERS

PORT USERS

REQUEST & CLEARANCE FACILITY

Portal **INAPORTNET**

CLEARANCE & RECOMMENDATION

GOVERNMENT

Government
- DIRECTORATE GENERAL SEA TRANSPORTATION
- PORT AUTHORITY
- HARBOUR MASTER
- QUARANTINE
- IMIGRATION
- PORT HEALTH
- CUSTOM
- OTHERS

SHIP
CONTAINER
CARGO
SERVICES

PORT OPERATORS

PELINDO 1	IPC	PELINDO 3	PELINDO 4	JICT	BICT	TPS	OTHERS

- Single Point of Data Exchange
- Data Quality Management
- Transaction Audit

Indonesia Main Sea Corridor, West – East Pendulum

OVERVIEW KELANCARAN ARUS BARANG

INAPORTNET

TRADENET

KAPAL
(Sarana Pengangkut)

BARANG
(Barang diangkut)

PERIZINAN
(Regulator)

- Kesehatan Kapal (SIBK)
- Kelaikan Operasi (SIB)
- Izin Usaha Pelayaran (SIUPAL/SIOPSUS)
- ISPS Compliance
- PKKA / PPKM
- RKSP / BC 1.0
- Exit / Permit (Crew List)
- Izin Karantina (KT/KI/KH)

- SPPB (IMPORT)
- PE (EXPORT)
- RKSP (BC 1.0)
- Cargo Manifest (BC 1.1)

FASILITAS /
PELAYANAN
(PELABUHAN/
OPERATOR)

- Tempat Labuh
- Kolam Tambatan
- Sarana pemanduan & Penundaan
- Pengepilan
- Pelayanan Air / Telepon
- Fasilitas repair / Docking
- Fasilitas Dermaga untuk Kegiatan B/M

- Alat Bongkar / Muat
- Gudang / Lap. Penumpukan
- Jalan Akses Pelabuhan
- Suplai Listrik / PLN
- Alat Transportasi

Dokuments :

1. **Ship ETA & ETD Documents**
2. **Port clearance**
3. **Manifest (IMO FAL CONVENTION standard)**

POL (PORT OF LOADING)

POD (PORT OF DISCHARGING)

PORT SINGLE ADMINISTRATION DOCUMENT/PSAD
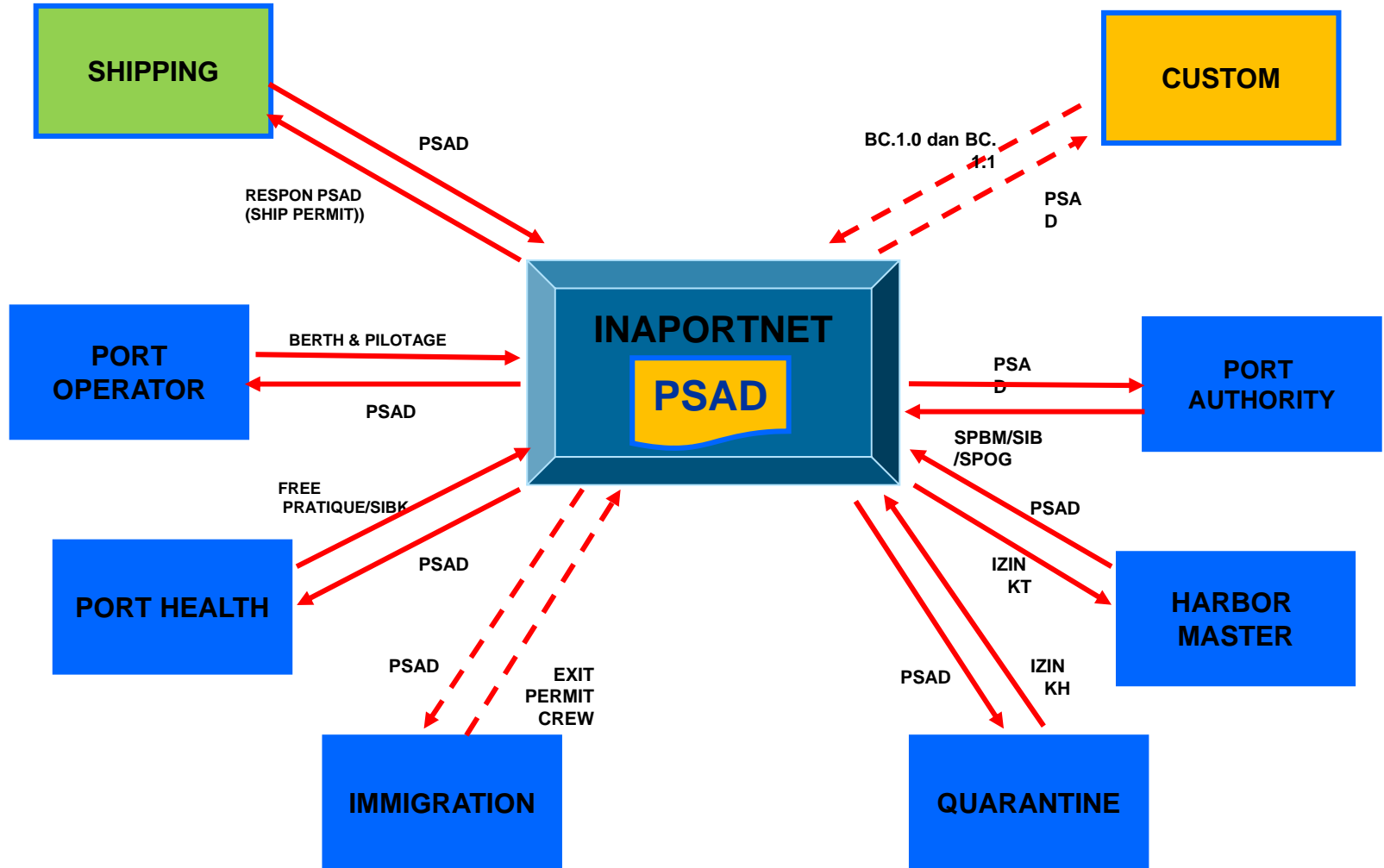
Benefits

Speed

- ❖ **INAPORTNET become a single administrative system of the shipping service;**
- ❖ **simplification and harmonization of business processes among Government Agencies**
- ❖ **online clearance process with all relevant Government Agency**
- ❖ **paperless**

Security

- ❖ **Avoid document duplication and manipulation**

Acuracy

- ❖ **certainty of cost and time required in services related to export-import**
- ❖ **Supporting the application of the principles of Good Public Governance in the entire public service activities related to domestic trade**
- ❖ **Exchange of Data / Information of POL (Port of Loading) to POD (Port of Discharging) can be integrated before the ship arrives**

Cost

- ❖ **Increase productivity**
- ❖ **Reduce logistics costs**
- ❖ **Reduce the ship waiting time at port.**

Progress

- MoU between Port Authority, Harbor Master, Port Health, CIQ and Pelindo on the Implementation of Inaportnet to Support Implementation of the National Single Window (NSW) at the Port of Tanjung Priok
- DGSC Decree No : UM1.008/41/9/DJPL-13 dated June 24, 2013 on the Implementation of Inaportnet Trial Services Domestic Ship at the Port of Tanjung Priok
- **Soft Launching of Inaportnet Domestic at Port of Tanjung Priok on 22 Januari 2014**
- **DGSC Decree No. : UM.008/13/19/DJPL-14 dated 4 Pebruari 2014 on the Task Force Team for Inaportnet Implementation**
- workshops, socialization, seminars, training to all relevant stakeholders INAPORTNET **in Port of Tg. Priok, Belawan, Tg. Perak and Makassar**

Thank You

PT Pelabuhan Indonesia IV (Persero)

www.inaport4.co.id

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