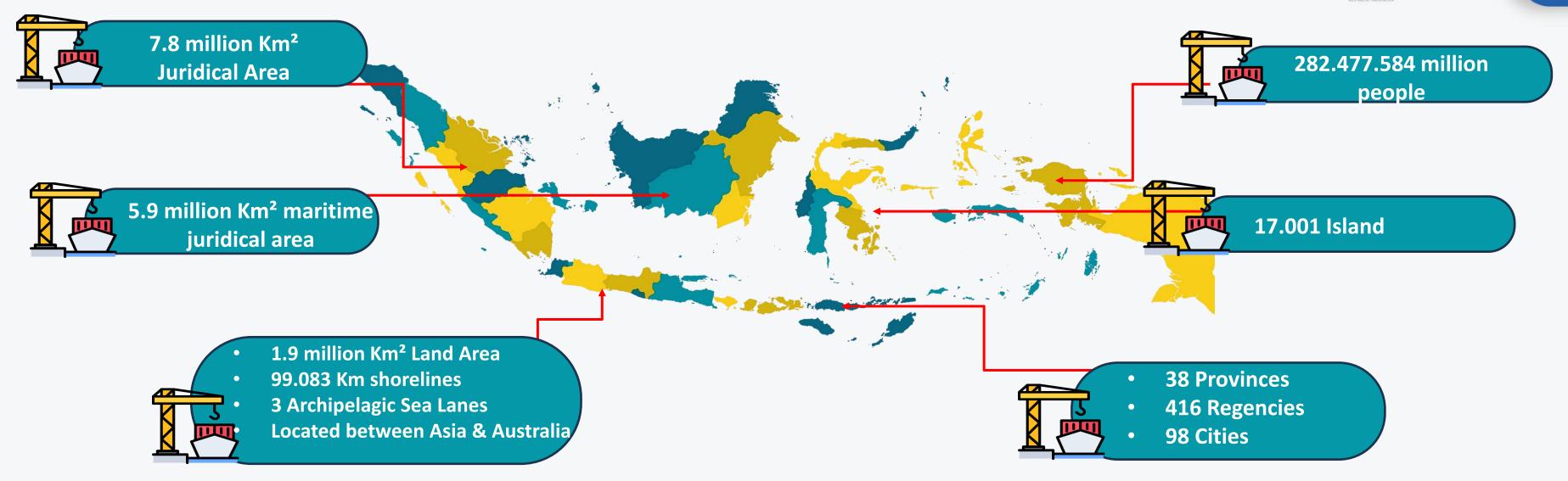
KEYNOTE LECTURE: AIMING FOR ADVANCED LOGISTICS

AIMING FOR ADVANCED LOGISTICS IN INDONESIA

Jakarta, September 4th 2025

INDONESIAN NATIONAL CONSTELLATION





Challenge



DISPARITY

Unbalanced economic Growth Between The Western And Eastern Regions of Indonesia



CONNECTIVITY

Outer Areas-Border Areas-Undeveloped Area



LOGISTIC COST



Inadequate Infrastrucuture-Cargo Imbalance





THE NEED FOR THE DEVELOPMENT AND DEVELOPMENT OF SEA TRANSPORTATION INFRASTRUCTURE AND SERVICES TO SUPPORT ECONOMIC GROWTH IN Underdeveloped, FOREIGN, OUTER AND BORDER AREAS

TRANSPORTATION SECTOR DEVELOPMENT DIRECTIONS



FROM RPJMN 2025-2045

Vision of the President and Vice President 2025-2029:

Together with Indonesia Progressing towards Golden Indonesia 2045

Astacita 1
Ideology,
democracy and
human rights

Strengthening the Pancasila ideology among ASN

Formulation of inclusive, gender-sensitive transportation policies that prioritize the protection of mothers and children

Provision of equitable public transportation as part of the basic rights of citizens, including for people with disabilities, the poor and other vulnerable groups.

Astacita 2

Defense, food/energy/water selfsufficiency, green/blue economy

PN 2

Increasing the effectiveness of sea and coast guard in ALKI

Connectivity support for Food Production Center Areas (North Sumatra, South Sumatra, Central Kalimantan, NTT, Papua, South Papua)

Sustainable green transport improvement (10 Metropolitans and 10 Priority Cities)

Strengthening the maritime transportation industry (Kepri, East Java, Jakarta, Banten, Central Java, South Sulawesi, East Kalimantan, South Kalimantan)

Astacita 3

Employment, entrepreneurship, creative industry, infrastructure

PN 3

Development of integrated port network

Development of an integrated airport network

Strengthening Land Connectivity and LLAJ Safety

Development of intercity passenger trains and strengthening of freight trains

Development of urban mass public transportation systems

Accelerating Electric Power and Decarbonizing the Transportation Sector

Support for connectivity of priority tourist destinations (Borobudur, Bali, Kepri, Greater Jakarta, Lombok-Gili Tramena)

Astacita 4

HR, science and technology, education, health, sports, gender, women, youth, disability

PN 4

Distribution system support for priority activities of nutritious meals for schools and Islamic boarding schools, pregnant and breastfeeding mothers, and toddlers

Connectivity support for the provision of primary health services and education services

Improving the quality of competent transportation human resources

Astacita 5

Downstream and

Downstream and industrialization

PN 5

Support for Downstream

Connectivity (North Maluku, Central Sulawesi, South Sulawesi, Southeast Sulawesi, East Java, Maluku, West Nusa Tenggara, West Papua, Central Kalimantan, Riau Islands, North Sumatra, Babel, West Kalimantan, North Kalimantan, West Java, Central Java Source)

Support for connectivity for the development of priority

KI/KEK (Arun Lhokseumawe SEZ, Sei Mangkei SEZ, Galang Batang SEZ, Kendal SEZ, JIIPE Gresik SEZ, Bintan Industrial Estate KI, Krakatau Industrial Estate Cilegon KI, Wilmar KI, Batang KI, Ketapang KI, Kalimantan Industrial Park Indonesia KI, VDNIP Konawe KI, Stardust Estate Indonesia KI, IHIP Huabao KI, IMIP Morowali KI, IWIP Teluk Weda KI)

Strengthening Connectivity Infrastructure and Logistics Support Facilities

Increasing the
Competitiveness of Human
Resources and Logistics
Service Providers

Astacita 6

Building villages/lower class, economic equality, poverty

PN 6

Connectivity support for rural, border and transmigration areas

Support for Metropolitan Area Development (WM Medan, WM Palembang, WM Jakarta, WM Bandung, WM Semarang, WM Surabaya, WM Denpasar, WM Banjarmasin, WM Makassar, WM Manado) Astacita 7

Reformasi politik, hukum, birokrasi, pemberantasan korupsi & narkoba

PN 7

Reformulation of the division of authority between levels of government based on regional typology

Strengthening OSS RBA governance (Online Single Submission Risk Based Approach)

Increasing the Competitiveness of State-Owned Transportation Companies

Efficiency of the role of State-Owned Enterprises in Government Assignments in the transportation sector

Intensification of Non-Tax State Revenue in the Transportation Sector Astacita 8

Environment, nature, culture, religious tolerance

PN 8

Support for Increasing Coastal and Marine Climate Resilience (Coastal District/City, Sea District/City, 3T coastal areas, North Java coast, urban coastal areas, economic strategic, and at high risk of abrasion)

Developing climate-resilient transport infrastructure

Caption: "BLUE": assignment from RPJMN 2025-2029 in the field of marine transportation, "PURPLE": support initiative from the Directorate General of Sea Transportation

STRATEGIC ISSUE STRUCTURE

SEA TRANSPORTATION FIELD 2025-2029



MULTI-SECTORAL IMPACT

- National logistics costs
- Competitiveness of the shipping industry (port integration, cabotage/beyond cabotage)
- Support for priority areas (KEK, KI, KSPN, DTPK, SKPT, IKN, food estate, rural areas)

PERFORMANCE OF SEA TRANSPORTATION **SERVICES**

- Safety and security of shipping
- Port operational performance
- Effectiveness of connectivity of shipping networks (including commercial (liner/tramper) national international, subsidies (pioneer/sea toll/livestock/rede), and people's shipping)
- Maritime environmental protection performance (pollution control, energy transition)

PROVISION OF INFRASTRUCTURE FACILITIES

- Connectivity, integration, and equalization of infrastructure facilities
- Condition, reliability, and novelty of infrastructure facilities
- Capacity and productivity of infrastructure facilities
- Compliance with national/international standards (including CHSE/New Normal, VIMSAS 2025)
- Implementation of information and communication technology (Industry 4.0)



RESOURCE

Human Resources Needs

- ICT System (Industry 4.0)
- Supporting infrastructure



INPUT

FUNDING

- Decrease in fiscal capacity (APBN)
- Alternative funding (KPBU, KSP/KSO, PINA)



INSTITUTIONAL

- Bureaucratic system
- The role of stakeholders (Ministry/Institution, Es I. Regional Government, BUMN, Association)
- Optimization/structuring of UPT
- Implementation of Crossings



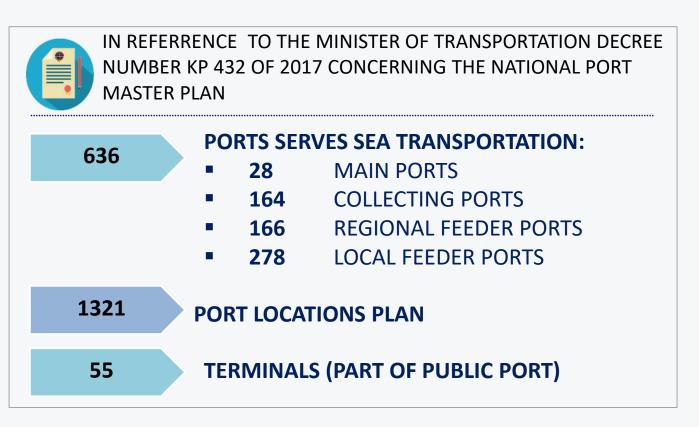
REGULATION

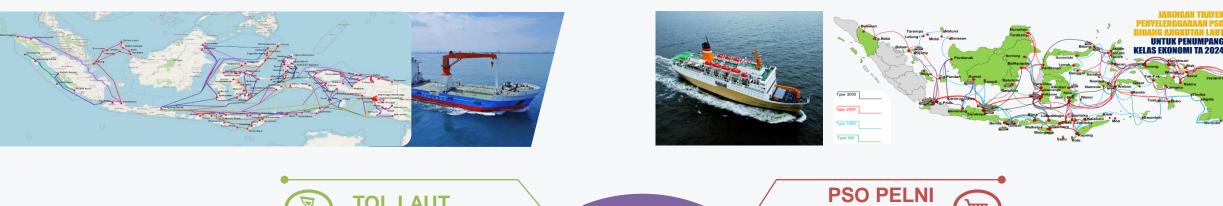
Structure, relevance, effectiveness and efficiency of maritime transportation regulations/policies Impact of regulations on other sectors (Ciptaker, Environment, etc.)

MARITIME TRANSPORT CONNECTIVITY 2025









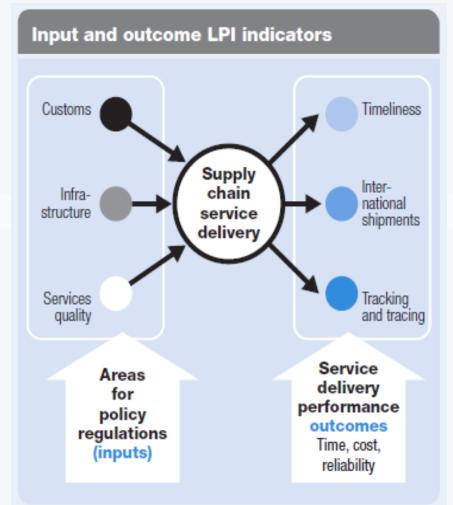
The number of existing ports is **636 ports**, with the detailed amount of commercial ports **102 ports** and non-commercial ports **534 ports**



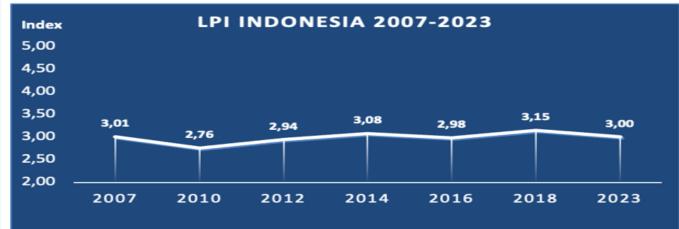


LOGISTIC PERFORMANCE INDEX (LPI)





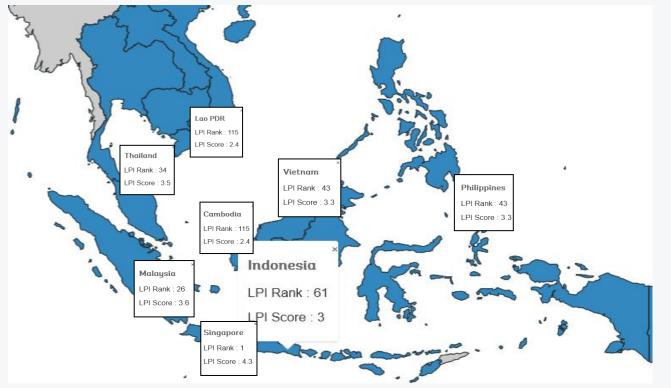
Country	Year 🛊	LPI Score	Customs Score	Infrastructure Score	International shipments Score	Logistics competence Score	Tracking & tracing Score	Timeliness Score
Singapore	2023	4.3	4.2	4.6	4	4.4	4.4	4.3
Malaysia	2023	3.6	3.3	3.6	3.7	3.7	3.7	3.7
Thailand	2023	3.5	3.3	3.7	3.5	3.5	3.6	3.5
Philippines	2023	3.3	2.8	3.2	3.1	3.3	3.3	3.9
Vietnam	2023	3.3	3.1	3.2	3.3	3.2	3.4	3.3
Indonesia	2023	3	2.8	2.9	3	2.9	3	3.3
Cambodia	2023	2.4	2.2	2.1	2.3	2.4	2.8	2.7
Lao PDR	2023	2.4	2.3	2.3	2.3	2.4	2.4	2.8
Country	Year	LPI Score	Customs Score	Infrastructure Score	International shipments Score	Logistics competence Score	Tracking & tracing Score	Timeliness Score

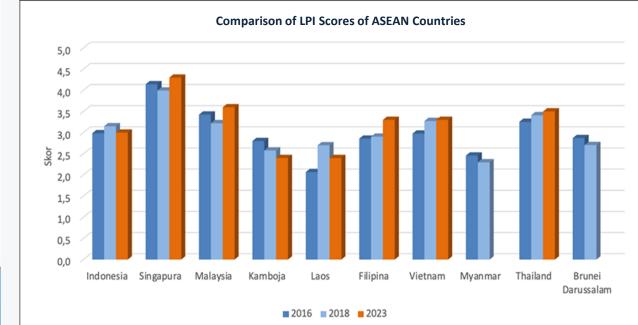


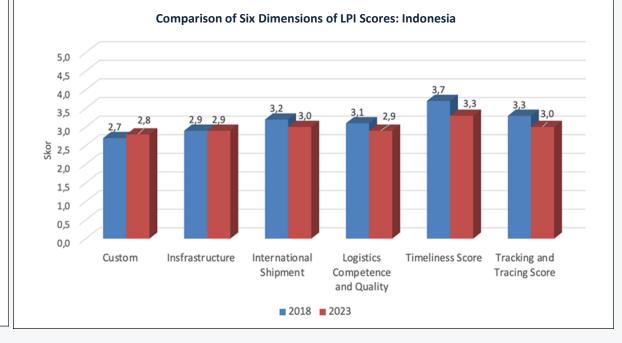
Source : https://lpi.worldbank.org/, & supply chain indonesia

6 COMPONENTS LOGISTIC PERFORMANCE INDEX

- 1. Customs The efficiency of customs and border management clearance..
- **2.** Infrastructures The quality of trade- and transport-related infrastructure.
- **3.** International Shipments The ease of arranging competitively priced international shipments
- **4. Service Quality** The competence and quality of logistics services.
- **5. Tracking and Tracing** The ability to track and trace consignments.
- 6. Timeliness The frequency with which shipments reach consignees within the scheduled or expected delivery time.







DEVELOPMENT SCENARIO PORT CAPACITY IN INDONESIA

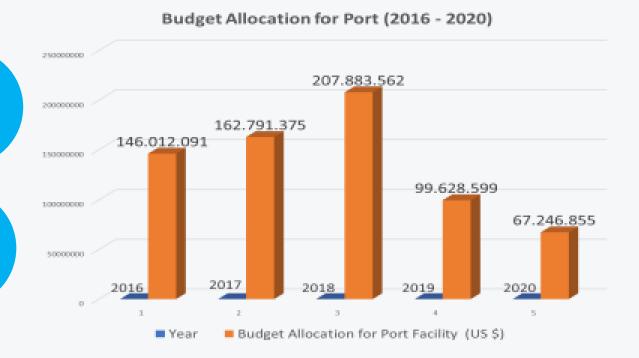
PORT INVESTATION CHALLENGES





LIMITED ALLOCATION OF STATE BUDGET





26 Concessions In Total (4 Existing Ports):

11 (State-owned Enterprises, 15 Public Enterprises

State-owned Enterprises/Regional-owned Enterprises

Total Investment Up To 100.89 Trillion (Excluding Existing

5 Changes To Special Terminals Or Terminals For Personal Use



COMBINATION OF NATIONAL STATE BUDGET AND PUBLIC INVESTMENT/STATE-OWNED **ENTERPRISES**



PORT INVESTATION SCHEME

PORT

INVESTATION

National State Budget

- **State Budget**
- Loan

FUNDING

SOURCE

PUBLIC / STATE-OWNED ENTERPRISES

- **Indonesia Business Agency**
- **Foreign Business Agency**
- **Port Business Agency**
- **State-owned Enterprises/Regional-owned Enterprises**

CONCESSION

COOPERATION

Indonesia Business Agency

Ports).

3 STS

1 Shipping Flow

Indonesia Business Agency

Foreign Business Agency

Port Business Agency

13 New Ports / Terminal

To Become Public Terminals

- **Foreign Business Agency**
- **Port Business Agency**
- **State-owned Enterprises/Regional-owned Enterprises**



- **SCHEME**
- PUBLIC PRIVATE **PARTNERSHIP**

DIGITALIZATION OF SERVICE AT DIRECTORATE GENERAL OF SEA



MANY APPLICATIONS





SIMLALA ONLINE

Sistem Informasi Manajemen Lalu Lintas Angkutan Laut





TRANSPORTATION







THERE IS INTEGRATED









APPLICATIONS BY DIRECTORATE

5 SECRETARY APPLICATIONS OF THE DIRECTORATE GENERAL OF SEA TRANSPORTATION

8 DIRECTORATE OF SEA TRAFFIC AND TRANSPORTATION APPLICATIONS

3 PORT DIRECTORATE APPLICATIONS

13 SHIPPING AND MARINE DIRECTORATE APPLICATIONS

6 NAVIGATION DIRECTORATE APPLICATIONS

1 SEA AND COAST GUARDING UNIT APPLICATIONS

APPLICATIONS OF DIRECTORATE GENERAL OF SEA TRANSPORTATION

6 SHIPPING OCCUPATIONAL HEALTH CENTER APPLICATIONS, 1 CENTER FOR MARINE SAFETY TECHNOLOGY APPLICATIONS

2 TANJUNG PRIOK PORT MASTER AND PORT AUTHORITY OFFICE APPLICATIONS

2 TANJUNG PERAK PORT MASTER AND PORT AUTHORITY OFFICE APPLICATIONS

1 BANJARMASIN PORT MASTER AND PORT AUTHORITY OFFICE

3 TANJUNG PRIOK NAVIGATION DISTRICT

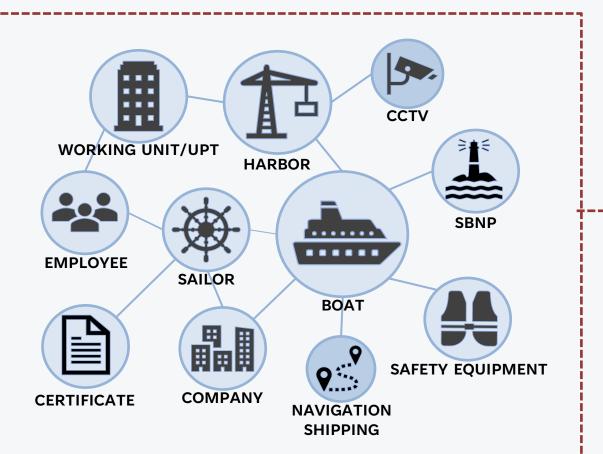
TOTAL 51 APPLICATIONS https://lnk.dephub.go.id/DaftarAplikasiDJP

SERVICES BY DIRECTORATE

40 SERVICES OF THE DIRECTORATE OF SEA TRAFFIC AND TRANSPORTATION
29 SERVICES OF THE DIRECTORATE OF PORTS
203 SERVICES OF THE DIRECTORATE OF SHIPPING AND MARINE AFFAIRS
14 SERVICES OF THE DIRECTORATE OF NAVIGATION
23 SERVICES OF THE DIRECTORATE OF SEA AND COAST GUARDING UNIT

TOTAL 306 SERVICES http://lnk.dephub.go.id/DaftarLayananDJPL

BANYAK PRODUK DATA



MARITIMHUB

A comprehensive solution for the modernization and integration of maritime services, focusing on improving efficiency, safety, and service quality for all stakeholders in the maritime sector.

OBJECTIVES

- 1. Integrate currently disparate services within the Directorate General of Sea Transportation;
- 2. Create a single, unified platform for maritime services;
- 3. Improve operational efficiency and data management.

BENEFITS

- 1. Centralization and integration of services;
- 2. Improved operational efficiency;
- 3. Improved security and safety;
- 4. Data-driven decision-making;
- 5. Standardization of processes;
- 6. Improved public services;
- 7. Administrative efficiency.





SUPERAPPS



STRATEGIES TO SUPPORT LOGISTIC IN INDONESIA





IMPROVE PORT PERFORMANCE

Through Port Digitalization Transformation



SYNERGY BETWEEN GOVERNMENTS AND RELATED ASPECTS

- Commitment (regulations and supporting policies)
- Provision of land and access roads
- Cargo guarantee
- Other non-technical support

ROLE OF LOCAL GOVERNMENT



- Supporting policies and regulations
- Funding allocation
- support

ROLE OF CENTRAL GOVERNMENT



- Development of logistics centers
- Strengthening and developing connectivity
- Harmonization of regulations & strengthening of professionalism & coordination between stakeholders
- Strengthening and improving shipping operators to ensure integration and cargo distribution systems

ROLE OF RELATED STAKEHOLDERS



HARD INFRASTRUCTURE



Improvement of Port facilities & equipment

(infrastruktur ramah lingkungan/green port)



Land optimization and reconfiguration

(optimalisasi aset)



New Port & Industrial Area development

(Pengembangan Pelabuhan/ terminal baru yang terintegrasi dengan Kawasan





(peningkatan kompetensi pegawai)



Business Process Improvement & Business Model Innovation (I-Hub, logistic marketplace)

S M A R T P O R T

Digitalization Transformation Port and Navigation







The transparent system includes *gate* operating system, yard operating system dan vessel operating system. Vessel operating system



e-pilotage



Development of the use of technology in navigation activities (VTS, Coast Radio Station (SROP), arrangement of shipping flows, navigational aids)

