Indonesia's Project Cargo Transportation Challenges

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Indonesia’s Appetite for Projects

With 17,400 islands, close to 2 million square miles of land, and three time zones, Indonesia is almost half the size of continental Europe. It has a population of 257 million and a huge appetite for water processing systems, power plants, and electrical transmission grids. Many projects are planned throughout Indonesia, including coal, electric steam and hydroelectric power plants, oil refineries, and ports.
Electricity System Development in Kalimantan

- PLTG/MG Pontianak 100 MW-2017
  - PLTU Parit Baru 100 MW-2015
    - PLTU Pantai Kura-Kura 55 MW-2015
      - pLTU Kalbar-1 200 MW-2018/19
      - pLTU Kalbar-2 400 MW 2020/21
    - PLTA Pade Kembayung 30 MW-2022
    - PLTA Nanga Pinoh 98 MW-2022
- PLTA Kelai 55 MW-2022
- PLTU Kaltim 2 200 MW-2017/18
  - PLTU Embalut (Eksp.) 50 MW-2014
  - PLTU Kaltim Peaking 2x50 MW-2013
  - PLTU Kaltim Peaker 2 100 MW-2016
  - PLTU Kaltim 4 100 MW-2018
- PLT/MG Bangoi 280 MW-2015/16/17
- PLTU Ketapang PLN: 20 MW-2016
  - IPP: 14 MW-2016
- PLTU Kalselteng-1 200 MW-2018/19
- PLTU Kalselteng-3 100 MW-2017/18
- PLTU Sampit 50 MW-2016
- PLTU Pulung Pisau 120 MW-2015
- PLTG/MG GU Kalsel Peaker 1 200 MW-2016
- PLTMG Tj. Selor 15 MW-2015
  - PLTU Tj. Selor 14 MW-2014
- PLTU Tj. Redep 14 MW-2014
- PLTU Kaltim-3 300 MW-2020/21
- PLTGU Senipah 117 MW-2013/17
- PLTU Teluk Balikpapan 220 MW-2014
- PLTU Kalsel 200 MW-2017/18
  - PLTA Kusan 65 MW-2022
  - PLTU Asam-Asam 130 MW-2013
  - PLTU Kalselteng 2 200 MW-2017
Electricity System Development in Maluku

1. PLTU Ambon 30 MW-2014/15
2. PLTU Ambon 2 30 MW-2016
3. PLTP Tidhu 20 MW-2018
4. PLTU Ambon 3 15 MW-2020
5. PLTMG Ambon 50 MW-2016
6. PLTA Wai Tala 54 MW-2019/20
7. PLTMG Seram 10 MW-2016
8. PLTM Sapalewa 8 MW-2016/17
9. PLTM Nua 8 MW-2017
10. PLTU Tidore 14 MW-2014
11. PLTU Tidore 2 14 MW-2016
12. PLTMG Ternate 20 MW-2016
13. PLTU Sofifi 6 MW-2015
14. PLTP Jailolo 10 MW-2019
15. PLTU Tobe 14 MW-2019/20
Electricity System Development in Lombok

1. PLTU Lombok 50 MW - 2014
2. PLTU Lease 50 MW - 2016
3. PLTGU Lombok 150 MW 2016/17
4. PLTU Lombok 2 100 MW - 2020/21
5. PLTU Lombok Timur 50 MW - 2017
6. PLTU Lombok (FTP2) 100 MW - 2017/18
7. PLTP Sembulan 20 MW - 2020
45 GEOTHERMAL WORKING AREA
Moving Project Cargo

These projects, along with mining, coal and energy-related projects, and industrial projects such as cement plants and refineries, are built with and rely on the transport of out-of-gauge, over-sized, heavy-lift cargo, or "project cargo." It is moved using:

- Specialized vessels, equipment and gear
- Specially trained crews

Without roads, bridges, ports and facilities that can handle project cargo, progress is severely constrained.
Paiton Power Plant Project Phase 3
Paiton Power Plan Project Phase 3
Tangguh LNG Project

Extended Tangguh LNG Project for WWT Project
Transformer Transportation for Cikarang Listrindo, March 2009.

Transformer transportation from Jakarta Port through Citarum river. Beaching point nearby Karawang, 20km ahead to Cikarang Listrindo. Work was limited by time duration. Work under Rollitrans.

Note the use of SPMTs to distribute cargo weight
Indonesia’s Need for Infrastructure

Indonesia's scarce and poor-quality infrastructure hampers economic and social development. The Indonesian Archipelago -- roughly 17,400 islands -- creates a need for maritime infrastructure. Many of the islands, even the larger ones, have very few roads. Development requires connectivity.

There are plans for a Trans-Sumatra toll road; a Trans-Java toll road and more; railways in Java, Sumatra, Kalimantan and other regions; and seaports and airports. President Jokowi plans to add at least 1,100 kilometers of road by the end of his term in 2019. However, this still only scratches the surface of the infrastructure needed.
Electricity System Development in Papua

INDONESIA

1. PLTU Holtekamp 1&2  50 MW-2014&16
2. PLTU Skouw        30 MW-2018
3. PLTA Genyem 1&2   30 MW-2014&17
4. PLTMG Jayapura 1&2 40 MW-2016&20
5. PLTU Jayapura 3    50 MW-2021/22
6. PLTA Baliem       50 MW-2016-18
7. PLTU Timika       28 MW-2015
8. PLTU Nabire       14 MW-2017
9. PLTU Biak         14 MW-2017
10. PLTU Manokwari   14 MW-2017
11. PLTA Warsamson   47 MW-2018/19
12. PLTU Sorong      30 MW-2017
Issues with **port** and land infrastructure

Cargo owners, industry members and freight forwarders have difficulty in accessing port information in Indonesia, especially concerning equipment and facilities owned by ports. Container-handling equipment is usually available in the major ports, but it is hard to get information about basic equipment such as HL cranes. Cargo owners, industry members, and freight forwarders must bring in geared ships, and this adds to the high costs of handling project cargo.
Issues with port and land infrastructure and the need for government investment

Sample of port information that explains facilities & equipment
Wind Tower Feasibility Study

Assembly and transport of a wind power turbine from factory to port at Anyer, Banten
Government and private investment is expected to add more modern equipment at major port hubs. Equipment investment would be beneficial if it adds multi function equipment for breakbulk cargo or containers such as:

- Mobile Harbour Cranes (MHC)
- Travelling Cargo Cranes (TCC)
- Portal Slewing Cranes (PSC)
- Fixed Cargo Cranes (FCC)
- Fixed Slewing Cranes (FSC)
Issues with port and land infrastructure and the need for government investment

Roads and highways have become Indonesia’s overriding priority items. The toll roads are part of Jokowi’s plan to add at least 1,100 kilometers of functionally operable roads by the end of his term in 2019. Also in the pipeline are the Balikpapan-Samarinda Toll Road, Manado-Bitung Toll Road, Serang-Panimbang Toll Road, Soekarno-Hatta Railway, North-South Line Jakarta MRT, Makassar-Parepare Railway, Light Rail Train (LRT) South Sumatra, and the East Kalimantan Railway, among others.

8 Section of Sumatera Toll Road.
The 304 km Trans Sumatra Toll Road will connect Sumatra Island from Aceh to Bakauheni. The purpose of this project is to improve connectivity, reduce logistic costs, and stimulate industrial growth on Sumatra Island.

Balikpapan - Samarinda Toll Road.
This 99 km toll road in East Kalimantan.

Manado – Bitung Toll Road.
This 39 km toll road will connect two largest cities in North Sulawesi, namely Manado and Bitung.

Serang – Panimbang Toll Road.
The toll road development for the length of 83.6 km. This toll road is expected to reduce logistic costs for goods delivery from the industrial estate in Pandeglang to the port in Jakarta and vice versa.
Route Planning

We still face obstacles accessing infrastructure information, such as information about:

- Bridges
- Billboards
- City gates
- Road signs

This makes route planning very difficult. It puts safety, timeliness, cargo security and other aspects of project transport and logistics at risk.
Wayang Windu Geothermal Power Plant Project Phase II

Geothermal Equipment Transportation from Jakarta Port to Wayang Windu Site.
Transformer Transportation for Cikarang Listrindo,

Transformer transportation from Jakarta Port through Citarum river. Beaching point nearby Karawang, 20km ahead to Cikarang Listrindo.

This work under Rollitrans.

Note bridge/road strengthening
Transformer Transportation for Cikarang Listrindo,

Transformer transportation from Jakarta Port through Citarum river. Beaching point nearby karawang, 20km ahead to Cikarang Listrindo.

Note bridge/road strengthening necessary to bear weight of transformer
Labor, Safety, Training issues

The government had a target of 10,000 logistics workers to be certified in 2015 to ASEAN standards. However, only 3,000 have been certified, and industry players often hire logistics personnel from abroad.

Certification is a benchmark for measuring a country's logistics competence.

Currently, Indonesia is in position #53 of the world in logistics performance (Logistics Performance Index). This position is less than other ASEAN countries such as Thailand, Vietnam, and Malaysia.

Source: http://industri.kontan.co.id/news/baru-3000-pekerja-logistik-yang-tersertifikasi
• Is there interest in creating a project cargo support group for Indonesia for working together on:

Port and infrastructure issues
Permitting
HSE and training
Other issues

Join us @LinkedIn Group:
Project Cargo Support Group For Indonesia
Or Contact armenaldrin@yahoo.co.id
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Addendum: further materials
One particular subject of the Indonesian economy that has been hampering Indonesia's economic and social development is the lack of quality and quantity of infrastructure. The Archipelago consists of about 17,400 islands (although it is fair to say that many of these islands are not inhabited and show no economic activity) which makes it more complex (thus more expensive) to enhance connectivity and implies there exists a need to focus on maritime infrastructure. Currently, sea transport is more expensive than land transport as the country’s sea transport is yet to be developed substantially. This also explains why - despite being the world’s largest archipelago and, as such, having large quantities of waters and seas at its disposal - Indonesia's seafood business is far from being a flourishing business (this is largely due to a lack of cold storage transport facilities, which also hampers Indonesia's horticulture businesses).

With development comes connectivity, and with connectivity comes the accessibility to confront and rein in poverty through unhindered access that only roads, highways and rail lines could provide.

Indeed, roads and highways have become Indonesia’s overriding priority items. Negara highlights the planned Trans-Sumatra toll road; Trans-Java toll road; railways in Java, Sumatra and Kalimantan; seaports; and airports as key projects. The Trans-Java toll network, for instance, provides unbroken toll roads in the country’s main island. Meanwhile, a high-speed railway network from Jakarta to Bandung, given to a Chinese consortium, will potentially change the face of rail travel in the country, along with the construction of a 720-kilometer railway from Jakarta to Surabaya that was awarded to Japanese investors.

The toll roads are part of Jokowi’s plan to add at least 1,100 kilometers of functionally operable roads by the end of his term in 2019. And that is only the icing on the cake. Also in the pipeline is the Balikpapan-Samarinda Toll Road, Manado-Bitung Toll Road, Serang-Panimban Toll Road, Soekarno-Hatta Railway, North-South Line Jakarta MRT, Makassar-Parepare Railway, Light Rail Train (LRT) South Sumatra, and the East Kalimantan Railway, among others.

With 17,400 islands, close to 2 million square miles of land, three time zones and a land mass straddling the continents of Asia and Oceania, the nation is almost half the size of continental Europe. Its huge land mass and a population of 257 million makes Indonesia a colossus in its own right, explaining its huge appetite for water processing systems, power plants, and electrical transmission grids. These include a power plant for Batang, an electric steam power plant for South Sumatra, oil refineries and a port each for Bitung and Kuala Tanjung, and hydroelectric power plants.

However, the grand plans only scratch the surface of what is needed to tackle poverty and develop nationwide connectivity. Papua, a province in the far-flung eastern reaches of the country that is rich in mineral and natural resources, has remained untapped for decades. Lifting mobility there will almost certainly help in reducing poverty across the expanse of the country.

Sources:
Electricity Systems Development in Java-Bali

Key Points:
- PLTGU Muara Karang: 450 MW (2016)
- PLTGU Muara Tawar Add-on Blok 2,3,4: 650 MW (2018)
- PLTU Banten: 625 MW (2016)
- PLTU Jawa-5: 2x1,000 MW (2019/20)
- PLTU Jawa-6: 2x1,000 MW (2021)
- PLTU Jawa-1: 1,000 MW (2018)
- PLTU Jawa-3: 2x660 MW (2019/20)
- PLTU Indramayu: 2x1,000 MW (2022)
- PLTU Jawa-4: 2x1,000 MW (2019/20)
- PLTU Tj. Awar-awar: 2x350 MW (2014)
- PLTU Jawa-1: 800 MW (2017)
- PLTU Madura: 2x200 MW (2022)
- PLTU Grati: 450 MW (2015/16)

Map of Indonesia showing various power plants and transmission routes.
Electricity Development System in Sumatra

- PLTMG Cirebon 240 MW-2008
- PLTGA Cirebon 130 MW-2014
- PLTGA Purwakarta 320 MW-2015
- PLTP Towo 400 MW-2020
- PLTP Batang Toru 510 MW-2022
- PLTP Muara Labuh 220 MW-2017/18
- PLTP Bonjol 165 MW-2022
- PLTU Teluk Sirih 224 MW-2013/14
- PLTA Merangin 350 MW-2021
- PLTP Hulu Lais 110 MW-2018/19
- PLTP Kopahiyang 220 MW-2022
- PLTP Lumut Balai 220 MW-2017/18/19
- PLTP Rantau Dedap 220 MW-2019/20
- PLTP Danau Ranau 110 MW-2022
- PLTP Suoh Sekincang 220 MW-2021/22
- PLTP Ulubulu 220 MW-2012 & 16/17
- PLTP Rajabasa 220 MW-2021/22

- PLTA Asahan III 174 MW-2018
- PLTP Sarutta I&II 440 MW-2017/18/22
- PLTP Sonk Merapi 240 MW-2020/21
- PLTP Seulawah 110 MW-2021/22
- PLTU Nagan Raya #1,2: 220 MW-2013/14 #3,4: 400 MW-2018/19
- PLTU Pangkalan Susu #1,2: 440 MW-2014/15 #3,4: 400 MW-2016/17
- PLTU Riau Kemitraan (PLN-TNB-PTBA) 1200 MW-2018
- PLTU Jambi KPS 800 MW-2019/20
- PLTU Sumsel 5 & 7 600 MW-2015/16/17
  - PLTU Banjarsari 230 MW-2014
  - PLTU Keban Agung 225 MW-2014
  - PLTU Sumsel-1 MT 600 MW-2020
  - PLTU Sumsel-6 600 MW-2019/20
  - PLTU Sumsel-8,9,10 3000 MW-2018/19

- PLTG/NG Peaking Riau & Jambi 300 MW-2016
- PLTG/NG Peaking Lampung & Bangka 200 MW-2016

- 275 kV AC
- 500 kV AC
- HVDC
Electricity System Development in Flores

- 6. PLTP Mataloko 5 MW-2018
- 7. PLTP Ulumbu 20 MW-2014/19/21
- 8. PLTA Wae Rancang 16.5 MW-2017/18
45 GEOTHERMAL WORKING AREA
Cement Mills Development

SDIC Papua Cement Indonesia’s new cement plant in Manokwari, West Papua is set to start operation later in 2016. The director general of chemical, textile and numerous industries, Achmad Sigit Dwiwahyono, West Papua vice governor Irene Manibuy and president director of PT SDIC Group Lin Bing officiated at the operation of the new kiln on 27 August 2016, according to the Indonesian News Agency. The 3200t/day plant has been built at a cost of US$500m. It is hoped that the plant will stabilise the price of cement in the province and support local infrastructure development.

Holcim Indonesia has built a cement terminal in Lampung at a cost of US$30.6m. The 4.7 hectare facility will be able to process up to 1Mt/yr of cement. Holcim Indonesia’s Finance Director Mark Schmidt said that the company plans to operate the terminal in near time, according to the Jakarta Globe. The cement producer wants to use the terminal to strengthen cement sales and distribution in Lampung and South Sumatra.

PT Krakatau Semen Indonesia has ordered a slag grinding mill from Loesche for its Cigading grinding plant in Cilegon, Banten. Krakatau Semen will use a Loesche mill with an LDC classifier to grind ground granulated blast furnace slag to a fineness of 4500cm²/g. The scope of supply for this contract also includes the raw material transport system, the mill dust extraction system, the reject system and the silo equipment. The mill is scheduled for operation by the first quarter of 2017. Subsidiaries of Loesche are participating in the contract. Loesche ThermoProzesstechnik is supplying the grinding plant with a hot gas generator type LF-36L (fully inline) for the combustion of industrial diesel oil. Automation of the plant is supplied by Loesche Automatisierungstechnik. Loesche Indonesia will provide a service contract including personnel services. In addition, Loesche will monitor the local production as well as the assembly and commissioning. PT Krakatau Semen Indonesia was founded in November 2013 as a state-run company. In a joint venture with PT Semen Indonesia, PT Krakatau Semen Indonesia is building its first plant of this type with a planned production of 0.75Mt/yr.

State-owned cement producer Semen Baturaja has received a US$115m bank loan to build a new cement plant in Sumatra. The plant will have a cement production capacity of 1.85Mt/yr and it will be operational by June 2017. The project is expected to cost US$252m, according to Investor Daily. The plant was originally announced in 2014.
Issues with port and land infrastructure and the need for government investment

According Committee for Acceleration of Priority Infrastructure Delivery/Komite Percepatan Penyediaan Infrastruktur Prioritas (KPPIP), port infrastructure that will be prioritized are:

- Kuala Tanjung International Hub Seaport
- Bitung International Hub Seaport
- Seaport in the Northern Part of Java Island
- Inland Waterways/Cikarang-Bekasi-Laut Jawa (CBL)

- The Kuala Tanjung international hub port aims to create an entrance for logistic flow to the western region of Indonesia. Based on the assessment result conducted by the Ministry of Transportation in 2015, the development of this seaport will increase the volume of container traffic up to 12.4 million TEUs in 2039. The increased volume of container traffic comes from the demand from Sei Mangkei Special Economic Zone (SEZ) to Jambi Province, and the seaport is projected to obtain additional demand from four competitors, namely Port of Singapore, Port of Tanjung Pelepas, Port Klang, and Penang Port. Construction Commencement Plan 2017, Commercial Operation : 2020

- Bitung International Hub Seaport will support the development of Bitung Special Economic Zone (SEZ), which is declared as one of the Government of Indonesia’s priorities. In addition to the above, the existence of Bitung International Hub Port will also support industrial activities in the eastern region of Indonesia, including Ambon and Ternate (agriculture, industry and mining) as well as Samarinda, Balikpapan, Tarakan and Nunukan (coal, petroleum and plywood). Construction Commencement Plan : 2017 Commercial Operation Date 2019

- Seaport in the Northern Hub Seaport, PATIMBAN-SUBANG, This project is aimed to develop a seaport with container terminal with expected capacity of 7.5 million TEUs per year, to cater for the expected growth of logistic demand in eastern part of West Java. The development of this seaport is in line with the Government’s strategy to reduce the overcapacity of Tanjung Priok Seaport in Jakarta. This seaport is expected to also serve as a regional development stimulator in Subang area.

- Inland Waterways/Cikarang-Bekasi-Laut Jawa (CBL) will utilize the river canal route as an alternative logistics transportation. This optimization will connect the off-the-road area in Tanjung Priok Seaport with the hinterland area. In phase 1, the canal transportation system will utilize the existing canal developed by Ministry of Public Works and Public Housing, which is Cikarang Bekasi Laut (CBL) through Marunda, North Jakarta. In phase 2, PT Pelindo II plans to add the canal route from Tanjung Priok to Cikampek where the canal will connect the logistics stream from Tanjung Priok to the Cibitung-Cikarang industrial area in Bekasi as well as in Cikampek, Karawang.
Recent Developments

As part of phase two of the Indonesian government's economic stimulus package, improving the investment climate for both domestic and foreign investments, and to support the one roof investment services, the head of the Indonesian Capital Investment Coordinating Board (BKPM) has just issued Regulation No. 16 of 2015 on Guidelines and Procedures for Capital Investment Facilities (BKPM Regulation 16/2015), which became effective on 26th October 2015 for central BKPM - the regulation also applies to provincial/regional investment boards, for which it will become effective at a later date. Regulation 16/2015 is one of four regulations issued by BKPM to support phase two of the government’s economic stimulus packages.

BKPM Regulation 16/2015 focuses on granting fiscal facilities (which are applied through BKPM) to qualified investors and sectors in the form of:

◦ Import duty exemptions for the import of capital goods;
◦ Import duty exemptions for the import of raw materials for production;
◦ Import duty exemptions for the import of capital goods used by companies engaged in the construction and development of power plants for public use; or
◦ Import duty exemptions or reductions and value added tax (VAT) exemptions or deferral for the import of capital goods used by companies with mining contract of works (KK/PKB2B).

Implications for Investors

The issuance of BKPM Regulation 16/2015 does not impact the investment facilities the government has already provided to date. Although the import duty exemption or reduction for activities in the construction, power plant and mining (coal contract of works) sectors is a new feature under BKPM Regulation 16/2015, these facilities have already been available under separate regulations.

However, BKPM Regulation 16/2015 indicates that the lead time to process an application for investment facilities is shorter, i.e.:

Application process: 5 business days (previously 7 business days) after a complete application has been submitted; and

Resubmission of application (if there are comments from BKPM): to be submitted within 5 business days after receiving comments from BKPM (previously 10 business days).

It is yet to be seen what would be the average lead time of applications for investment facilities after BKPM Regulation 16/2015 is fully enforced.
Permitting & Customs Issues

- Import duty exemption means the nullification of import duty payment as required by the customs law
- Import duty exemption shall be granted for the import of:
  - goods of foreign countries representatives and their officials who work in Indonesia under reciprocal principles
  - goods for international bodies and their officials who work in Indonesia;
  - scientific books;
  - goods donated for public religious purposes, charity, social, cultural or for the relief of natural disaster purposes;
  - goods for museum, zoo and other similar public places and goods for conservation of natural resources;
  - goods for research and scientific purposes;
  - goods for the blinds and other disables;
  - weapon, ammunition, military and police equipment, including spare parts for the national defense and security
  - goods and materials used to produce goods for the purpose of national defense and security;
  - samples of no commercial value;
  - coffins or other containers containing corpses or ashes of corpses;
  - removal goods;
  - goods brought by passengers, crews of means of transport, border crossers, and consignments of a certain customs value and/or a certain quantity;
  - medicines imported on the Government budget for public purposes
  - Goods that has been exported for purposes of repairment, processing, or testing;
  - goods that is re-imported in the same state as at the time of exportation;
  - human therapeutic substances, blood grouping, and tissue typing reagents.
Permitting & Customs Issues

- In today’s era of seemingly borderless trade, it is important for a country to support the infrastructure sector, so that domestically produced goods can compete with products from other countries. Indonesia is not an exception. The government established the legal framework for Bonded Storage Areas in order to incentivize industrial production and trade across the country. Bonded Storage Areas, pursuant to Government Regulation No. 32 of 2009, as recently amended by Government Regulation No. 85 of 2015 (“Bonded Storage Regulations”), are areas that fulfill specific requirements which are used to store goods and receive certain facilities. According to the Bonded Storage Regulation, there are seven types of Bonded Storage Areas:
  1. Bonded Warehouse (Gudang Berikat).
  2. Bonded Zone (Kawasan Berikat).
  3. Bonded Logistics Center (Pusat Logistik Berikat).
  4. Bonded Exhibition Area (Tempat Penyelenggaraan Pameran Berikat).
  6. Bonded Auction Place (Tempat Lelang Berikat).
  7. Bonded Recycling Zone (Kawasan Daur Ulang Berikat).

This newsflash will discuss the following: 1. Bonded Warehouses, as set out under Minister of Finance Regulation No. 143/PMK.04/2011 regarding Bonded Warehouses (“Bonded Warehouse Regulation”); 2. Bonded Zones, as governed under Minister of Finance Regulation No. 147/PMK.04/2011 regarding Bonded Zones, as lastly amended by Regulation No. 120/PMK.04/2013 (“Bonded Zone Regulation”); and 3. Bonded Logistics Centers, as stipulated under Minister of Finance Regulation No. 272/PMK.04/2015 regarding Bonded Logistics Centers (“Bonded Logistics Regulation”).

- Bonded Warehouses, Bonded Zones, and Bonded Logistics Centers have similar purposes: to support industry and to encourage the export of domestically produced goods, as can be seen from their respective definitions.
The KITE import facility for export purpose is a major custom duty concession for importer of materials used in manufacturing goods for export. Under this facility, up until now importers have been able to enjoy import duty, Value added Tax (VAT) and Luxury Sales Tax (LST) exemptions on import of raw materials used in manufacturing goods for export.

Where import duty has already been paid on import of the raw materials, the KITA facility also allows importer to claim an import duty drawback after it has exported the finished products.
Transformer Transportation for Cikarang Listrindo.

Transformer transportation from Jakarta Port through Citarum river. Beaching point nearby karawang, 20km ahead to Cikarang Listrindo. Work was limited by time duration. Work under Rollitrans.

Transformer on blocks, spmts.