MINISTRY OF TRANSPORTATION
RESEARCH AND DEVELOPMENT AGENCY

THE POLICIES ON INTERMODAL TRANSPORTATION CONNECTIVITY IN INDONESIA

Seminar on Integrated Intermodal Transport Connectivity
8-9 September 2015, Yogyakarta
Introduction
The Importance of Connectivity

Importance of Connectivity

Reduce Regional Disparity

Example: Palm oil prices at NTT 3 times the price in the island of Java

Accelerate Poverty Reduction

Example: 60% of the poor live in rural areas of the island of Java – with very limited access to the centre of growth

Increased Competitiveness

Example: The cost of exports (the container) from industrial areas in Jakarta 2 times than that of Malaysia and Thailand

Why Connectivity Needs to be Accelerated

Reduce the cost of inter-island shipping (transport cost)

... What to do?

Reduce transport costs of SMEs/Micro in Central Java and East Java to boost job creation

Improved access to and from the international port (hub) and increase the efficiency of port operations
National Transportation System (Sistranas) defines Intermodal Transportation as:
Transportation of passengers and/or goods using more than one mode of transport in one continuous journey.

Realising one stop service to passengers and goods transport:
- Single ticket for passenger transport
- Single seamless service (s3) i.e. single operator, single tariff, and single document for goods transport
The Role of Intermodal/Multimodal Transportation

- As the main drivers of freight in Indonesia so as to increase the competitiveness of national products both in the domestic, regional and global market
- With intermodal/multimodal transportation movement of goods can be more efficient so as to ensure the availability of goods at affordable prices and stable as well as low disparity among regions in Indonesia
- Driver of all logistics activities
Current Conditions of Intermodal/Multimodal Transportation Integration
The Performance of Intermodal/Multimodal Transportation Integration

- The integration of transport infrastructure and services network is not fully realized.

- Public passenger transport services between the modes causes passengers to change vehicle several times and not yet served by continuous transport.

- Intra-modal shift both within the city as well as inter-city can not be done easily and quickly.

- The integration of the network infrastructure such as port, terminal, airport and the schedule setting is still not satisfactory.
### Evaluation of Implementation of Intermodal/Multimodal Transportation

#### Integration of Transportation Infrastructure

**Integration of Regional Transportation**
- Development of transport infrastructure networks at the regional level is handled by some ministries and local governments so that it is required organizational unit to coordinate the planning and construction of the network infrastructure in order to avoid excess capacity in each mode.

**Integration of Urban Transportation**
- The development of residential areas around large cities have not supported by the planning of preparation of infrastructure oriented on the development of intermodal transport.
- Undeveloped park and ride facilities so that users tend to use private transport.
- Underdeveloped logistics center facilities so that users and operators is difficult to get information about cargo and transport.
- Integration between node is not currently connected optimally.
- Development of the terminal is often give less attention to the provision of infrastructure trans-shipment.
Integration of Transportation Services Network

Integration of Services

1. The development of service networks today still tend to be uni-mode, which provides services from node to node so that transportation costs are relatively high.
2. The integration of routes to create a single seamless services is not optimal
3. Intermodal schedule has not been integrated
4. Level of service of each mode is unequal

Integration of Transport Means and Supporting Facilities

1. Design of facilities incompatible with supporting facilities
2. Facilities at the means of transport not all fit the needs of passengers
3. The layout of facilities in some transport nodes still can not fully support the smoothness and ease of modes transfer activities
Overview of Policies on Integrated Transport
### Integration In Transportation Acts

<table>
<thead>
<tr>
<th>ACT NUMBER 23 OF 2007 ON RAILWAYS</th>
<th>ACT NUMBER 22 OF 2009 ON TRAFFIC AND ROAD TRANSPORT</th>
<th>ACT NUMBER 17 OF 2008 ON SHIPPING</th>
<th>ACT NUMBER 1 OF 2009 ON AVIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Article 2:</strong> Railways as an integral part of the national transportation system is organized based on the principle: benefits; justice; balance; public interest; integrated; independent; transparent; accountable; and sustainable.</td>
<td><strong>Article 2:</strong> Traffic and road transport is organized with regard to the principle: transparent; accountable; sustainable; participatory; useful; efficient and effective; balance; integrated and independent.</td>
<td><strong>Article 1:</strong> 15. The Order of National Port is a port system that includes the roles, functions, types, and hierarchy of ports, Master Plan of National Ports, and port locations as well as the integration of intra and inter modes and with other sectors.</td>
<td><strong>Article 1:</strong> 32. The Order of National Airport is a system of airport nationally that describe the planning of airport based on spatial planning, economic growth, the comparative advantage of the region, natural conditions and geography, the integration of intra and inter modes of transport, environmental sustainability, aviation safety and security, and integration with other development sectors.</td>
</tr>
<tr>
<td><strong>Article 8:</strong> 1.b. National railway master plan drawn up by taking into account master plan for other transport networks modes.</td>
<td><strong>Article 3:</strong> Traffic and road transport is organized with the goal: a. the realization of traffic services and road transport that is secure, safe, orderly, smooth, and integrated with other modes of transport to boost the national economy, promote the public welfare, strengthening national unity, and be able to uphold the dignity of the nation.</td>
<td><strong>Article 2:</strong> Shipping is organized by the principles of: benefits, joint ventures and kinship, health competition, fair and equitable without discrimination, balance, harmony, public interest, integration, rule of law, independence, environmentally friendly, state sovereignty and nationality.</td>
<td><strong>Article 2:</strong> Flights conducted under the principles of: benefits; joint ventures and kinship; fair and equitable; balance, harmony; public interest; integration; rule of law; independence; transparency and anti-monopoly; environmentally friendly; state sovereignty; nationality.</td>
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<td><strong>Article 15:</strong> In fostering referred to in Article 14, the Government and the Local Government should integrate the railways with other modes of transport.</td>
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**Note:** The text is a simplified representation of the integrated transportation acts, focusing on key principles and goals for each mode of transport.
Strategic Transportation Policies For National Connectivity

- Accelerate the development of multimodal transportation system
- Accelerate the development of transportation that encourage the strengthening of national industry to support the National Logistics System and strengthening national connectivity within the framework of supporting regional and global cooperation
- Maintain a balance between national transportation and local and regional transportation oriented
- Build integrated system and network to support investment in Economic Corridor, Special Industrial Zones, Industrial Complex, and other growth centers in the area of non-economic corridors
- Develop environmentally friendly transportation facilities and infrastructure and consider the carrying capacity of the environment through mitigation and adaptation of climate change as well as improving safety and quality of the environment
- Improving safety and security in the organization of transportation services as well as relief and rescue of accidents victims
- Improve the capacity and quality of human resources development institute
RPJ MN Target And Strategic Plan Year of 2015-2019

**STRATEGIC ISSUES (RPJMN 2015-2019)**

1. Connectivity
   - Capacity of Facilities & Infrastructure
   - Integration of Inter/Multimodes
   - Service Performance
   - National & Global Connectivity
   - Safety & Security
   - Environmentally Friendly
   - Rural, Disaster Prone, Disadvantaged & Border

2. Urban Transport
   - Urban Mass Transit Service
   - Performance of Urban Traffic
   - Urban Transportation Management

**NATIONAL TARGET (RPJMN 2015-2019)**

1. Capacity of Facilities & Infrastructure
2. Integration of Inter/Multimodes
3. Service Performance
4. National & Global Connectivity
5. Safety & Security
6. Environmentally Friendly
7. Rural, Disaster Prone, Disadvantaged & Border
8. Urban Mass Transit Service
10. Urban Transportation Management

**MINISTRY OF TRANSPORTATION TARGET YEAR 2015-2019**

**Safety and Security**
1. Declining numbers of transport accident
2. Declining numbers of security interference in transportation operation

**Service**
3. Increase performance of transportation facilities & infrastructure service
4. Increase transport HR competencies, increased quality & quantity of transportation HR training graduates as well as trainers
5. Increase quantity & quality of research to support transportation development
6. Increase performance achievement of MoT in achieving good governance
7. Increase regulatory determination in implementing transportation policies
8. Reduce emission of GHG (RAN-GRK) & increased the application of transportation technologies in the transport sector
9. Increase quality of monitoring performance in achieving clean governance

**Transportation Capacity**
10. Increase capacity of transportation facilities & infrastructure and integration of inter/multimodal transport system to reduce backlog & bottleneck of facility & infrastructure capacity
11. Increase production of passenger & freight transport
12. Improve transportation services in disaster-prone areas, the state border, the outer islands and other non-commercial regions
13. Improve urban mass transit service
14. Improve application of information technology and scheme of urban transportation management system
### Some Policies Direction For Strategic Planning

**Increased performance of transport services and infrastructure**

**DIRECTION OF POLICIES**

- **Improve the performance of transportation means and infrastructure**

**STRATEGY**

- Improvement of reliability of transportation means and infrastructure
- as well as structuring network/route
- Preparation of standard guidelines for transportation means & infrastructure
- Implementation of public service standards on transportation means and infrastructure

**Increased the capacity of transportation means and infrastructure and integration of Intermodal/multimodal transport system**

**DIRECTION OF POLICIES**

- **Increase capacity, connectivity/accessibility among areas & integration of intermodal/multimodal**

**STRATEGY**

- Improving the quality of development planning of transportation means and infrastructure
- Development transport means and infrastructure based on outcomes
- Development of services network that integrated among modes
- Encourage the development of transport infrastructure through collaboration between government and business entities as well as through private financing
- Preparation of the concept and implementation of ocean shipping from west to east Indonesia

**Improve transportation services in disaster-prone areas, the state border, the outer islands and especially in Eastern Indonesia**

**DIRECTION OF POLICIES**

- **Improve the development of means and infrastructure in disaster-prone areas, the state border, the outer islands and Eastern Indonesia**

**STRATEGY**

- Accelerate transportation development to reduce the gap between eastern and western area
- Increase the capacity of transportation means and infrastructure
- Provision of transportation pioneer in the border regions, outer islands and disaster-prone areas
Integration of National Transportation Master Plan
Integration of Transportation Master Plan

**TRANSPORTATION ACTS**

- ACT NO 33/2004 ON ROAD
- ACT NO.22/2009 ON TRAFFIC AND ROAD TRANSPORT
- ACT NO. 23/2008 ON RAILWAYS
- ACT NO. 17/2009 ON SHIPPING
- ACT NO.1/2009 ON AVIATION

**SPATIAL ACTS**

- NATIONAL SPATIAL PLAN
- ISLAND SPATIAL PLAN
- PROVINCE SPATIAL PLAN
- CITY/DISTRICT SPATIAL PLAN

**TRANSPORTATION LEVEL**

1. NATIONAL TRANSPORTATION LEVEL (TATRANAS)
2. REGIONAL TRANSPORTATION LEVEL (TATRAWIL)
3. LOCAL TRANSPORTATION LEVEL (TATRALOK)

**TRANSPORTATION MODES**

BLUE PRINT/ TRANSPORTATION MASTER PLAN:

1. ROAD;
2. RAILWAYS;
3. SHIPPING;
4. AVIATION.
The Concept of Integration of Master Plan

NETWORK (INFRASTRUCTURE AND SERVICE)

TIME OPERATION

FUNCTION

INSTITUTION

FINANCING

SINERGI NETWORK (INFRASTRUCTURE AND SERVICE)
The Process of Integration of Transportation Master Plan

- INTEGRATION OF NETWORK, the integration of infrastructure and service network system both intra and intermodal

- INTEGRATION OF FUNCTION, namely the integration of the development plan of the function of the constructed transport system so that provide great benefit value in the multi-modal transportation services, as well as the integration of the development plan and development by local and central government, as well as between the government and the public (private)

- INTEGRATION OF TIME (TIME OPERATION), namely the integration plan of execution time of each mode either from the process of planning, building up to the stage of operation.

- INTEGRATION OF FINANCING, namely the integration of the financing plan in particular in the scheme of financing the construction so that to realize the synergies of mutual support among modes.

- INTEGRATION OF INSTITUTIONS, namely the synergy of inter-agency coordination within the framework of planning, implementation and operation of the various modes that are integrated with each other.
Assumption
- The need of connecting access should consider ROAD NETWORK’S LEVEL OF SERVICE as THE MAIN ACCESS. The main access from and through the airport or sea port at the moment accommodated by national road network with 4/2 D standard which has category I of road class hierarchy.
- Basic saturation flow for 4/2 D is 1900 pcu/hour/section.
  
  For lane with 4 section = 1900 x 4 = 7600 pcu/hour/lane (2 direction) or 7600 x 24 x 0,9 x 365 = 59.918.400 pcu/year/lane (2 direction)
  
  With optimum capacity = 0,7 x maximum capacity x (60 % of mix traffic movements) = 59.918.400 x 0,7 x 0,6 = 25.165.728 pcu/year/lane (2 direction) or 12.582.864 pcu/year/section (1 direction)

Condition
- The need of connecting access to facilitate passenger service at the airport:
  
  Assumption: 1 vehicle ~ 6 pax/vehicle (max. occupancy), the maximum movements which can be accommodate as follow: 12.582.864 x 6 = 75.497.184 pax/year/direction
  
  Assume that 10% of total vehicle movement on road network are destinate to airport, it can be conclude as follow:
  
  Maximum traffic = 75.497.184 x 0,1 = 7.549.718 pax/year/direction ~ 7.500.000 pax/year/direction
  
  Therefore, the airport which has minimum passenger flow of 7.500.000 pax/year, have to be supported with connecting access (whether toll road or rail link)

- The need of connecting access to facilitate freight service at the sea port:
  
  Assumption: 1 vehicle ~ 10 Tonnes/vehicle, the maximum movement which can be accommodate as follow = (12.582.864 x 0,6 x 1,3) x 10 = 98.146.339 tonnes/year
  
  Assume that 10% of total vehicle movement on road network are destinate to sea port, it can be conclude as follow:
  
  Maximum Traffic = 98.146.339 x 0,1 = 9.814.634 tonnes/year/direction ~ 10.000.000 tonnes/year/direction
  
  Therefore, the sea port which has minimum freight flow of 4.000.000 tonnes/year, have to be supported with connecting access (whether toll road or rail link)
A. EVALUATING THE INTEGRATION OF NETWORK

- **Sea port**
  - Freight flow 10,000,000 tonnes/year (sea port) or Passenger flow 7,500,000 pax/year (airport)
    - **Criteria 1**
      - Fully network integrated
    - **Criteria 2**
      - Integrated network with notice
    - **Criteria 3**
      - Network hasn’t been integrated
    - Connected with main road
    - Connected with rail link
    - Plan to connect with rail link
    - Connected only with main road

- **Airport**
  - Freight flow <10,000,000 tonnes/year (sea port) or Passenger flow <7,500,000 pax/year (airport)
    - **Criteria 1**
      - Fully network integrated
    - **Criteria 2**
      - Integrated network with notice
    - **Criteria 3**
      - Network hasn’t been integrated
    - Connected with main road
    - Plan to connect with rail link
    - Connected only with main road
    - Master plan not available

*) For Non Priority Program Port, but the traffic > 10,000,000 Ton/year, the evaluation is conducted same as for Priority Program

* For Non Priority Airport Program, but the traffic > 7,500,000 pax/year, the evaluation is conducted same as for Airport Priority Program
B. EVALUATING THE INTEGRATION OF FUNCTION

Hub (sea port) or Primary hub (airport)

Criteria 1
Fully function integrated

Criteria 2
Integrated function with notice

Criteria 3
Function hasn’t been integrated

Trunk (sea port) or Secondary hub (airport)

Criteria 1
Fully function integrated

Criteria 2
Integrated function with notice

Criteria 3
Function hasn’t been integrated

- Sea port
- Airport

- Connected with main access/national road (proper)
- Integrated with connecting access (toll road or rail link) - proper
- Connected with main access/national road (proper)
- Plan to Integrated with connecting access (toll road or rail link)
- Connected with main access/national road (improper)
- Connected with main access/national road (proper)
- Plan to Integrated with connecting access (toll road or rail link) - proper
- Connected with main access/national road (proper)
- Connected with main access/national road (improper)
# Quick Wins: The Integration of Priority Sea Port

<table>
<thead>
<tr>
<th>Province</th>
<th>Name of Port</th>
<th>Quick Wins Integration Program</th>
<th>Goods Demand</th>
<th>Priority Based on Demand Analysis of Non Priority</th>
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: Based on PM. 43 and Tatranas 2014  
: Proposal of Network Development
### Quick Wins:

#### The Integration of Priority Sea Port Network

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**Quick Wins:**

- The Integration of Priority Sea Port Network

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*[Map diagram showing the integration of priority sea ports across various provinces]*

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**Rekomendasi:**

- **Perlu Diintegrasikan**
- **Perlu Percepatan**
- **Memadai**
**Quick Wins: Priority Sea Port In Accordance With Demand Analysis From Non Priority Sea Port**

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## Quick Wins: The Integration of Priority Airport

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Quick Wins: The Integration Of Priority Airport Network

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Quick Wins: The Integration of Priority Airport Function

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THANK YOU