Evaluation of the Implementation of Tol Laut Route in 2018 (Case Study of the Provinces of Papua and West Papua)

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PUSAT PENELITIAN DAN PENGEMBANGAN TRANSPORTASI LAUT, SUNGAI, DANAU DAN PENYEBERANGAN
BACKGROUND AND GOAL
NKRI has: Big and Small Islands

- Slope Infrastructure
- The economy is lame

Disparity in the price of essential ingredients and ingredients

Sea Toll Service is less effective and cargo is not distributed to hinterland ports
Aim

evaluating the implementation of sea toll routes in the context of effective distribution services
PROBLEMS
PROBLEMS

- The implementation of tol laut has not been effective
- The services of tol laut not fully paid attention to the T3P area
- Often late
FRAME WORK

Identifikasi Permasalahan di Pelabuhan Pangkal dan Pelabuhan Singgah → Program Tol Laut

Karakteristik Jaringan
Trayek T1 s.d. T11

Biaya angkut, Jarak Pelayaran, Ukuran Kapal, Realisasi Muatan

Pelabuhan Singgah
- Fasilitas pelabuhan
- Volume muatan bongkar

Permintaan Barang Pokok dan Barang Penting di Daerah Hinterland

Rasio harga barang di pelabuhan singgah dgn hinterland

Efektivitas Pelayanan Tol Laut

Kesimpulan/Rekomendasi

Penentuan Daerah Hinterland Pelabuhan Singgah

Akses moda Lanjutan dari Pelabuhan Singgah ke Hinterlandnya

PDRB, IPM, Penyerapan tenaga kerja & Disparitas harga barang

Karakteristik Sosial-Ekonomi & Produk Unggulan Hinterland

Pa
LOGISTIC SYSTEM DEVELOPMENT PERSPECTIVE

Wilayah penghasil bahan dasar → Wilayah industri pengelola → Wilayah inlet-outlet transportasi

Perbedaan fungsi tata guna lahan dan lokasi jalur-jalur produksi

Pengirim dan Pengangkut

Penanganan transportasi secara makro

Pengirim dan Pengangkut

Sistem logistik di dalam wilayah produksi

Produsen

Pola distribusi dan sistem jaringan

Konsumen

Sistem Logistik Mikro
METHOD

DESKRIPTIF KUALITATIF
Analyze the condition of service networks and identify problems

DESKRIPTIF QUANTITATIVE GRAPHIC
FORM TABULATION
Socio-economic character, Characteristics of Tol Laut (Distance, Cost, Size and Realization of Tol Laut) Volume and type of goods being unloaded, Price comparison

COMPLIANCE WITH ADVANCED MODES
Service regularity, timeliness, system of changes, and node connecting modes
RESULT AND DISCUSSION
TRAYEK OF SEA TRANSPORT OF GOODS IN 2018

T-3, T-4, T-6, T-13, T-14, T15), T-10, T-11, T-12)
CHARACTERISTICS OF DESTINATION PORT

1. Transit ports vary from collection ports, regional collection ports, and local ports
2. Some ports unprepared in facilities for container handling
3. Almost all ports, stripping and stuffing containers at the port
CHARACTERISTICS OF DESTINATION PORT

PROBLEMS OF TOL LAUT IN DESTINASI PORT

1. The destination port which is a Collecting Port often in congestion, and the priority given to Tol Laut vessels
2. There is no obligation for the Agent or Executor to report the contents and type of sea Toll cargo
3. The goods of Tol Laut is not controlled by its final destination
4. The portion of the Tol Laut charge is less than 10% of the ship's cargo
IMPLEMENTATION OF TOL LAUT IN DESTINATION PORT

CONSIDERATION

- Flow of ship / container visits
- Availability of basic / important material
- Port facilities
- Price Disparity
- Highway access from the center of national activities

REKOMENDASI

Sarmi, Nabire, Namlea, Merauke ports are considered to be stopped (Table 4):
THE BASE PORT DETERMINATION

CONSIDERATION

- Availability of basic / important material
- Distance to destination port
- Port facilities
- Price Disparity
- Port BOR

REKOMENDASI

Sorong, Merauke, Nabire, and Biak are considered to be the base port
PENYELENGGARAAN TOL LAUT
Changes in Route 8 Tol Laut in Biak

Changes in Route 9 Tol Laut in Nabire
CHANGES ROUTE OF TOL LAUT

Changes in Route 10 Tol Laut in Sorong

Changes in Route 11 Tol Laut in Merauke and Timika

Changes in Route 12 Tol Laut in Ambon
To optimize sea highway transportation, the T8 which was originally based in Tanjung Perak Port and served by two ships, is only served by one ship, while Biak is the base port. In Route T 9, to shorten the distance and budget efficiency, the base port is diverted to Nabire Port. In Route T 10 to shorten the distance and budget efficiency, the base port is diverted to Sorong Port, while for T 11 route, the original base port in Tanjung Perak transferred to Timika Port as a door for river areas and as a bridge for air bridges.
THANK YOU