



**KEMENTERIAN PERHUBUNGAN
BADAN PENELITIAN DAN PENGEMBANGAN PERHUBUNGAN**



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

By Feronika Sekar Puriningsih, Paulus Raga

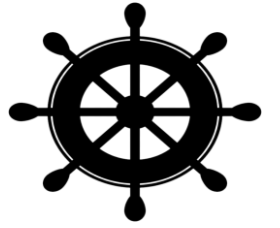


Jakarta, 24 April 2019

**PUSAT PENELITIAN DAN PENGEMBANGAN TRANSPORTASI LAUT,
SUNGAI, DANAU DAN PENYEBERANGAN**



OUTLINE



BACKGROUND AND GOAL

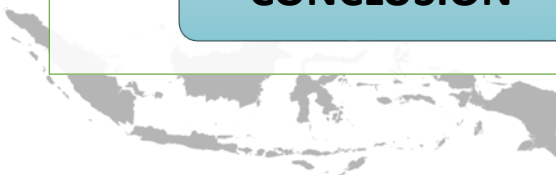
PROBLEMS

FRAMEWORK

RESEARCH METHODOLOGY

RESULT AND DISCUSSION

CONCLUSION

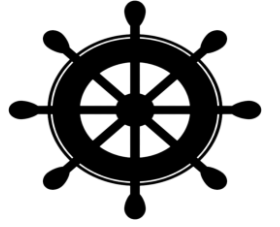




BACKGROUND AND GOAL



BACKGROUND

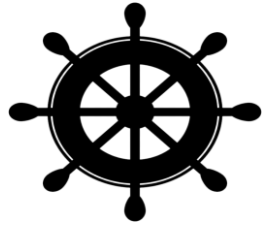


- NKRI has: Big and Small Islands r
 - ✓ Slope Infrastructure
 - ✓ The economy is lame
- Disparity in the price of essential ingredients and ingredients
- Sea Toll Service is less effective and cargo is not distributed to hinterland ports





AIM



Aim

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

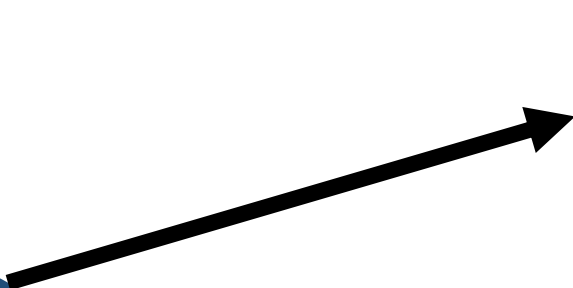
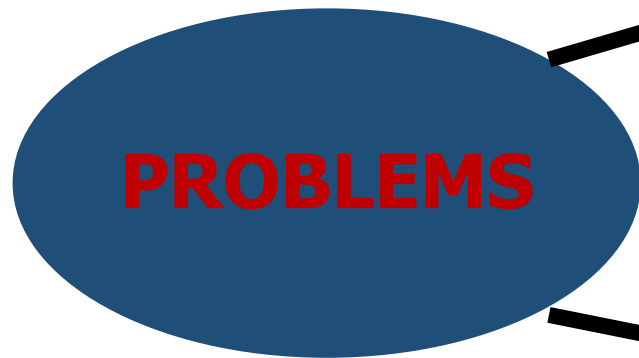
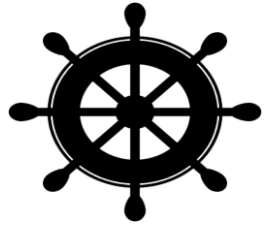




PROBLEMS



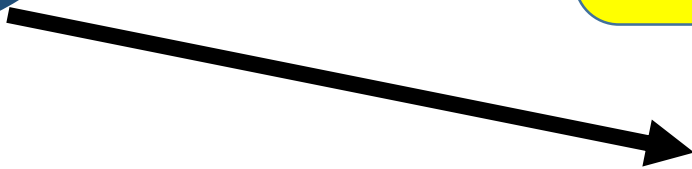
PROBLEMS



The implementation of tol laut has not been effective

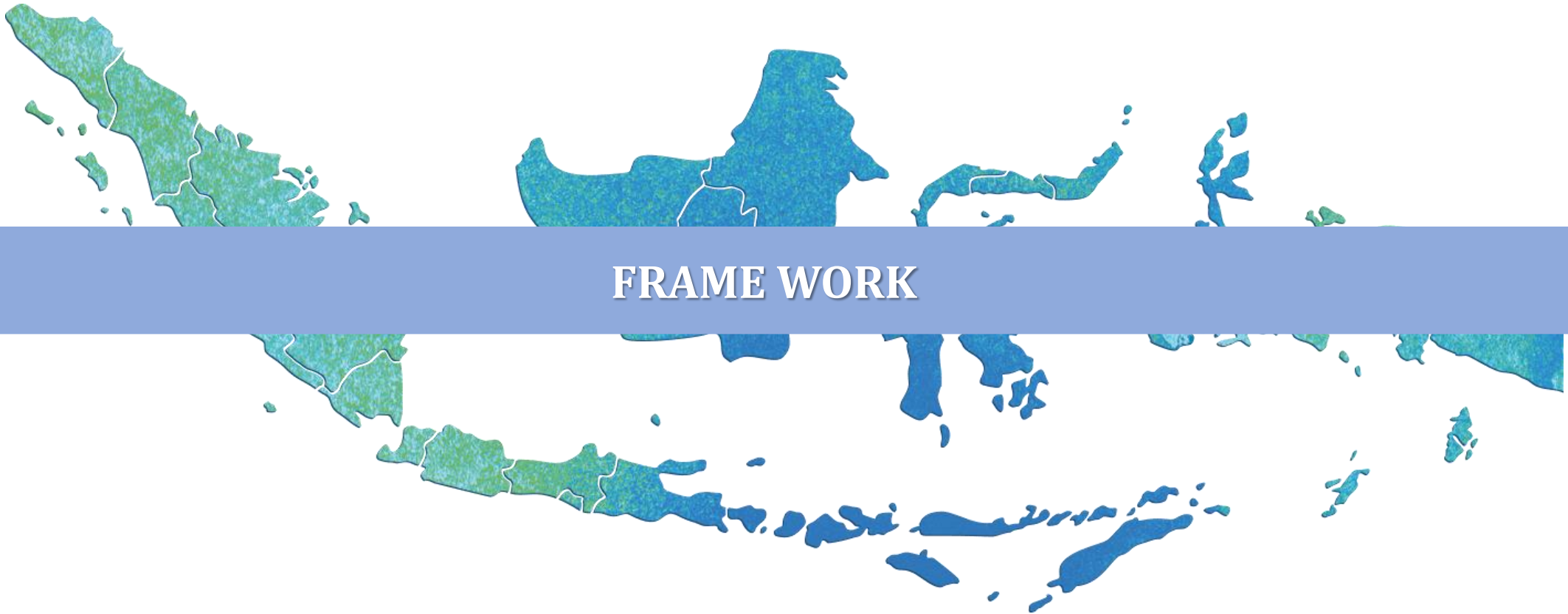


The services of tol laut not fully paid attention to the T3P area



Often late

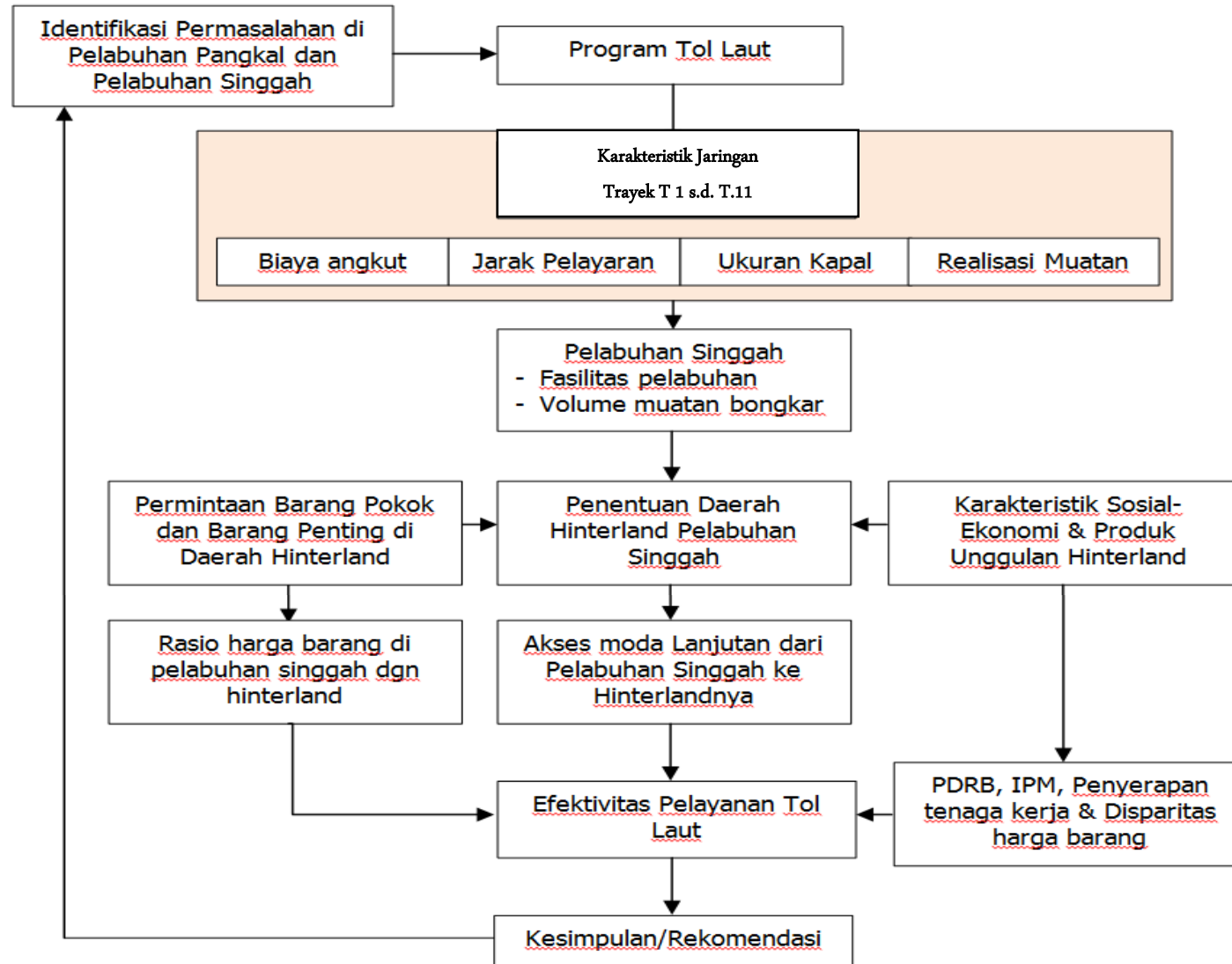
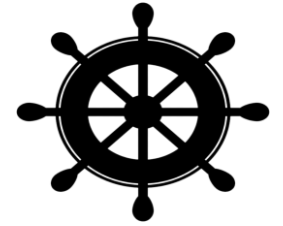




FRAME WORK

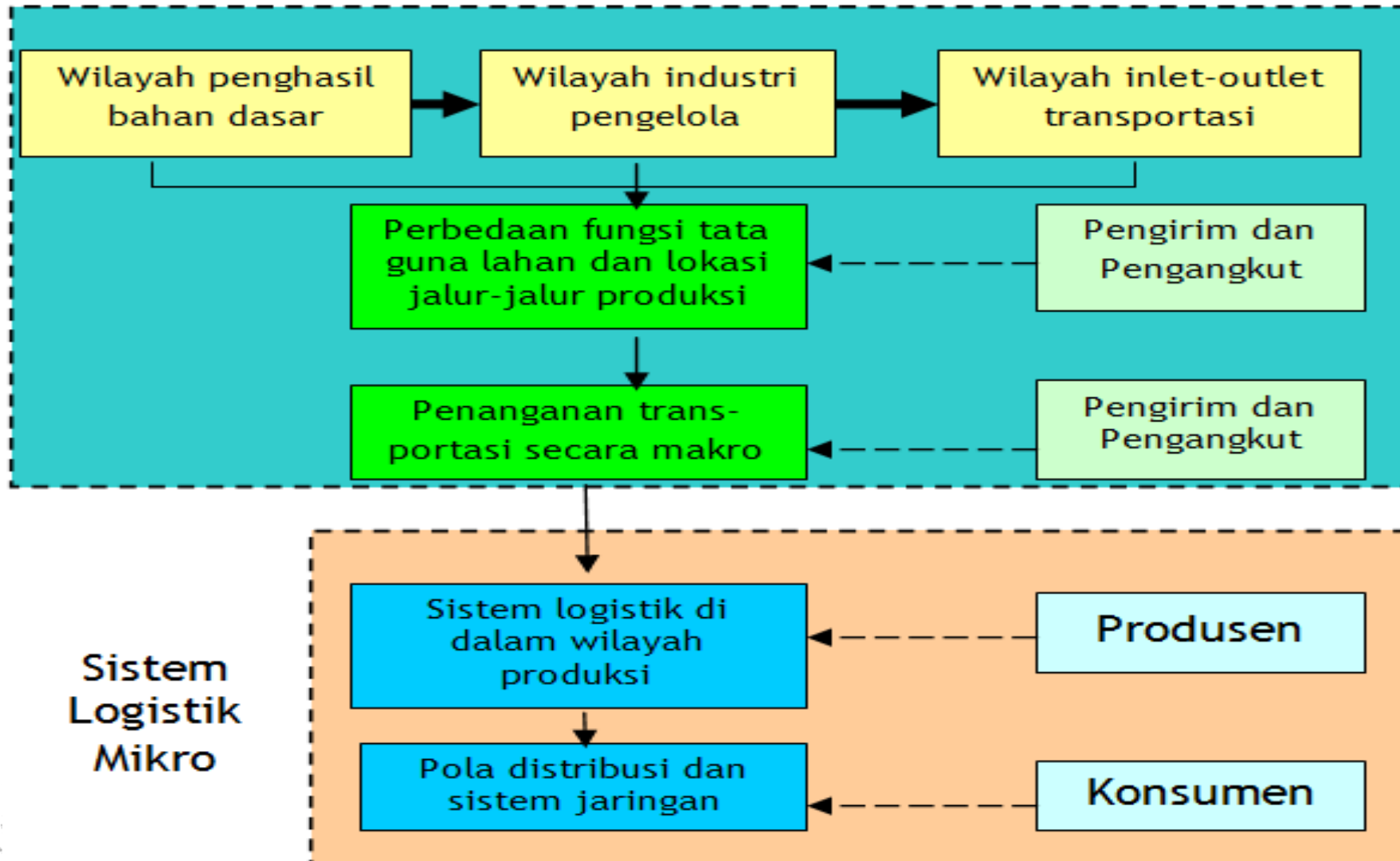
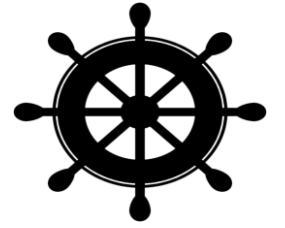


FRAME WORK





LOGISTIC SYSTEM DEVELOPMENT PERSPECTIVE

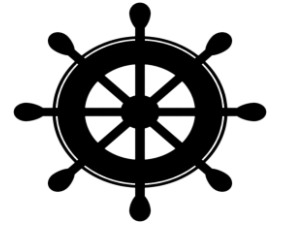




RESEARCH AND METHODOLOGY



METHOD



DESKRIPTIF KUALITATIF

Analyze the condition of service networks
and identify problems

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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

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COMPLIANCE WITH ADVANCED MODES

Service regularity, timeliness, system of
changes, and node connecting modes

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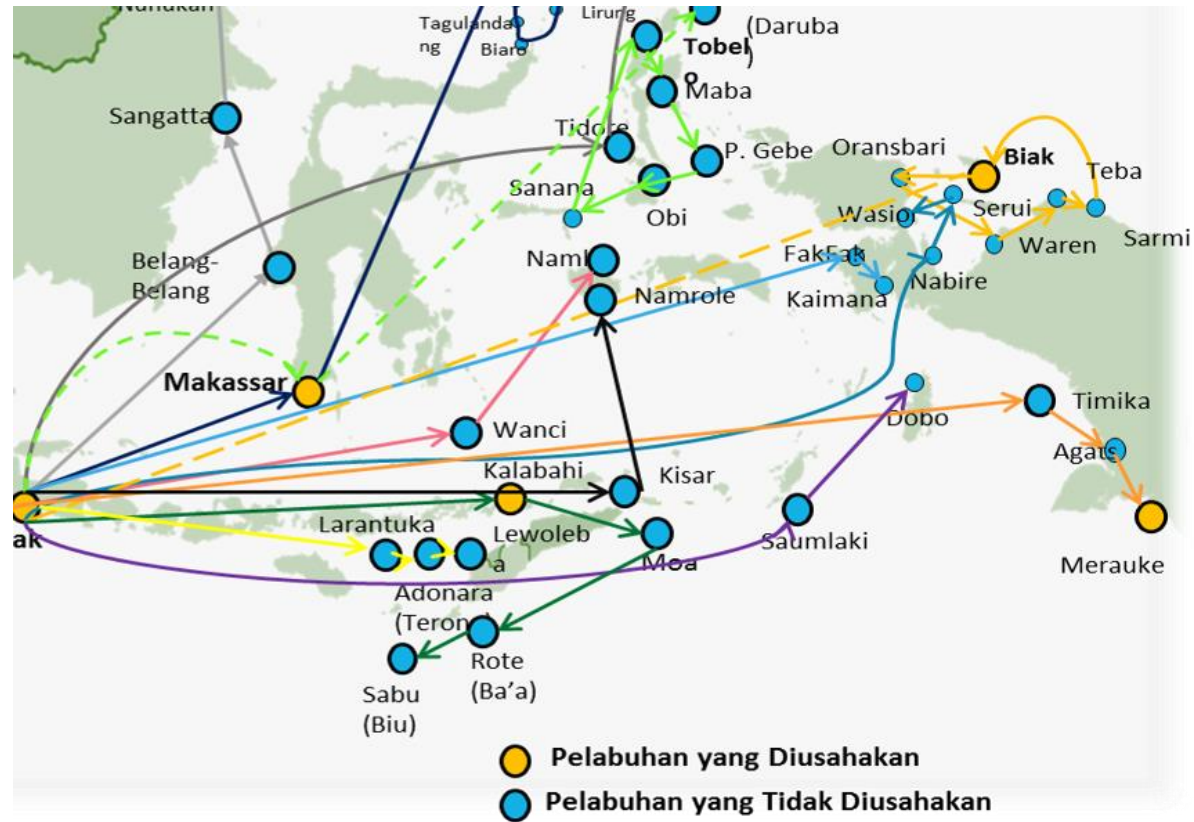
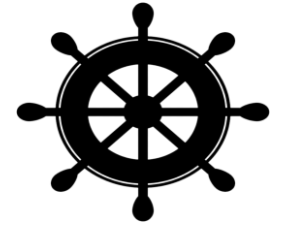




RESULT AND DISCUSSION



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



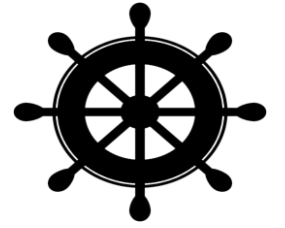
CHARACTERISTICS OF DESTINASI PORT

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



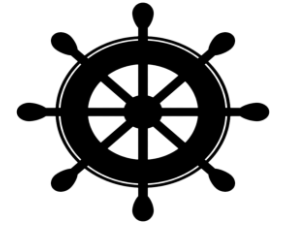
PROBLEMS OF TOL LAUT IN DESTINASI PORT

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



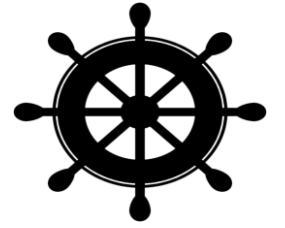
REKOMENDASI

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



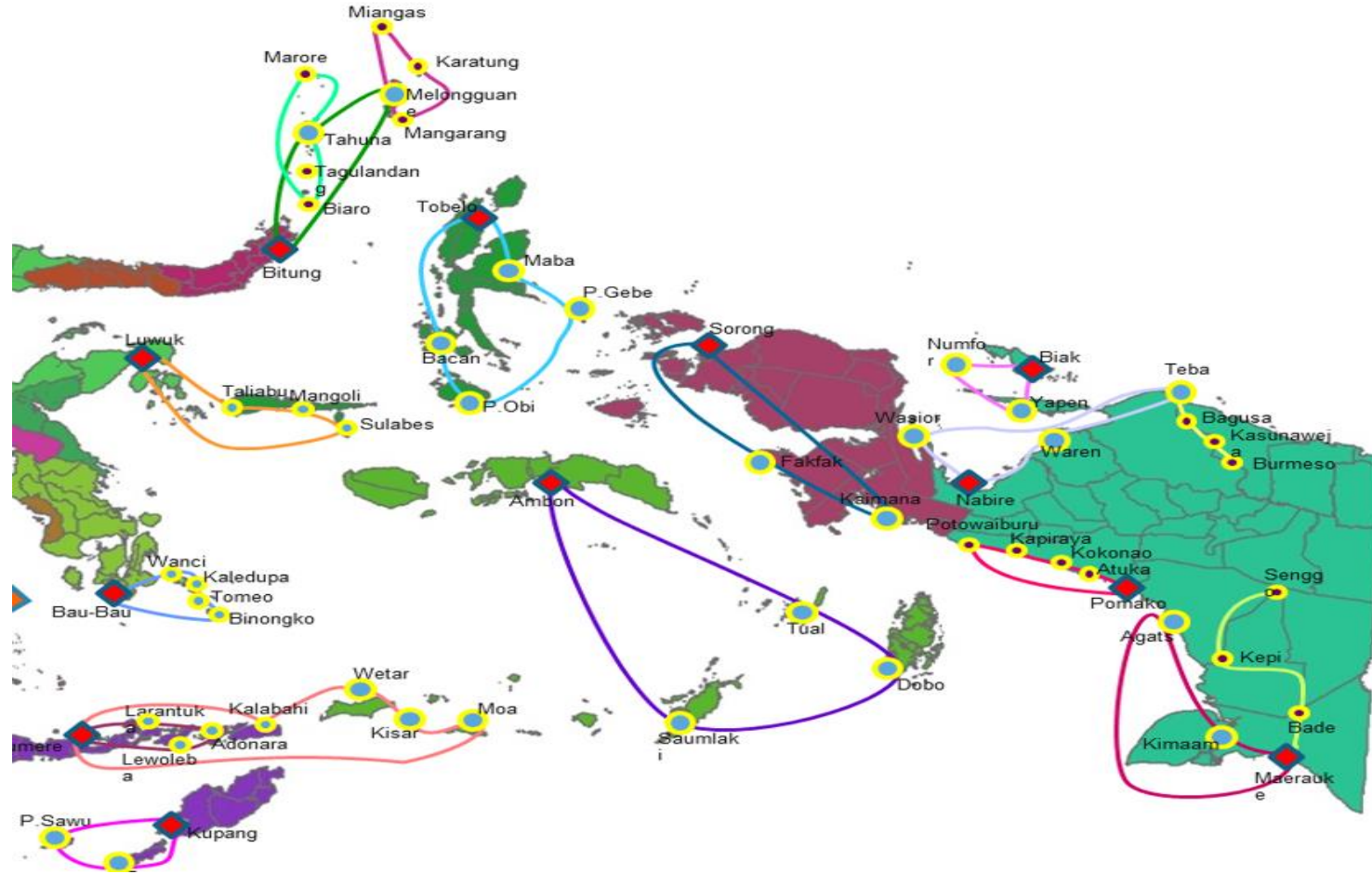
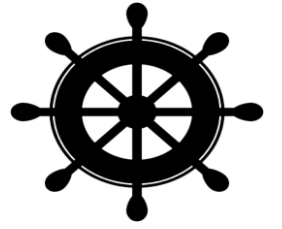
REKOMENDASI

Sorong, Merauke, Nabire, and Biak are considered to be the base port



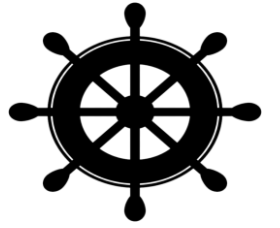


PENYELENGGARAAN TOL LAUT

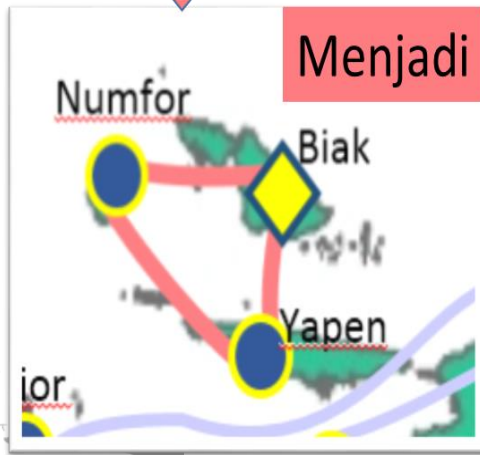
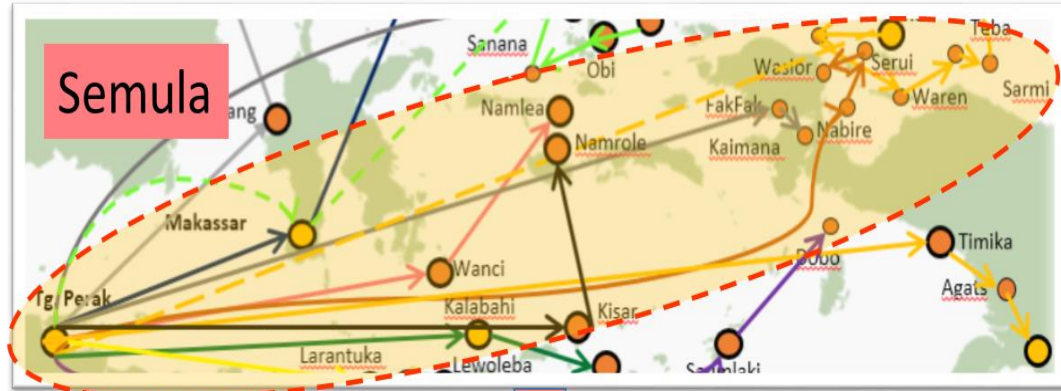




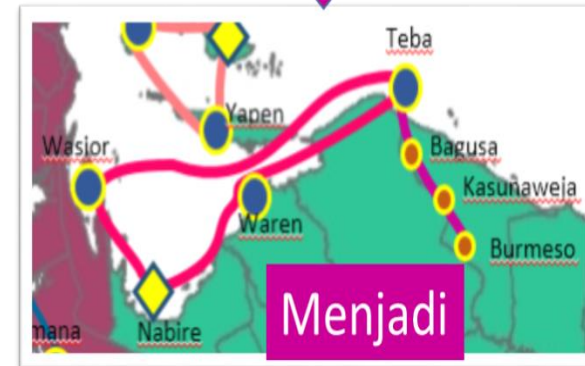
CHANGES ROUTE OF TOL LAUT



Changes in Route 8 Tol Laut in Biak

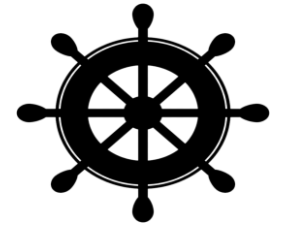


Changes in Route 9 Tol Laut in Nabire





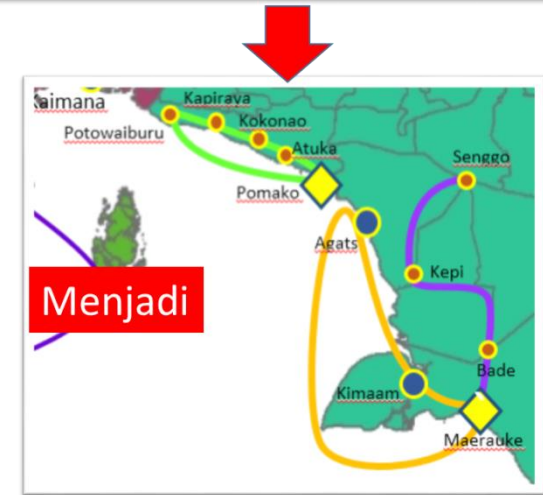
CHANGES ROUTE OF TOL LAUT



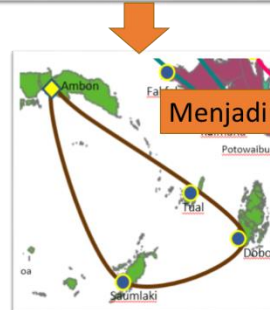
Changes in Route 10 Tol Laut in Sorong



Changes in Route 11 Tol Laut in Merauke and Timika

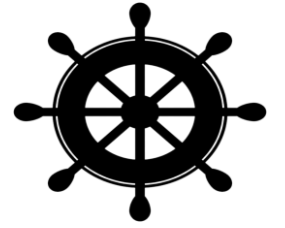


Changes in Route 12 Tol Laut in Ambon





CONCLUSION



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