



**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

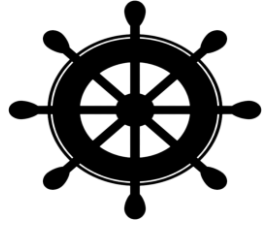


Jakarta, 24 April 2019

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



# OUTLINE



**BACKGROUND AND GOAL**

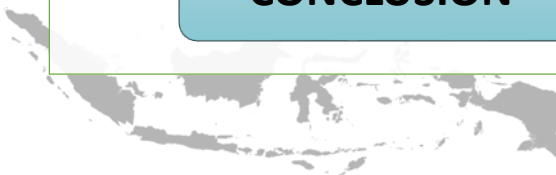
**PROBLEMS**

**FRAMEWORK**

**RESEARCH METHODOLOGY**

**RESULT AND DISCUSSION**

**CONCLUSION**

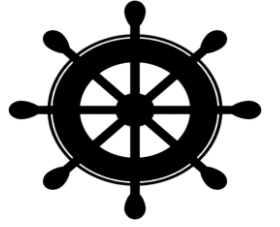




## BACKGROUND AND GOAL



## BACKGROUND

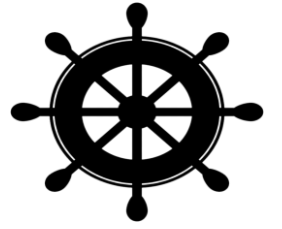


- NKRI has: Big and Small Islands r
  - ✓ Slope Infrastructure
  - ✓ The economy is lame
- Disparity in the price of essential ingredients and ingredients
- Sea Toll Service is less effective and cargo is not distributed to hinterland ports





# AIM



Aim

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

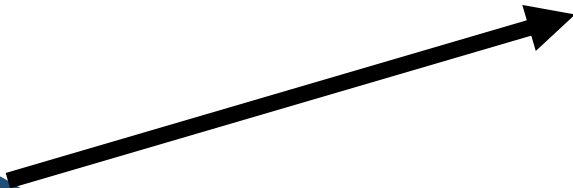
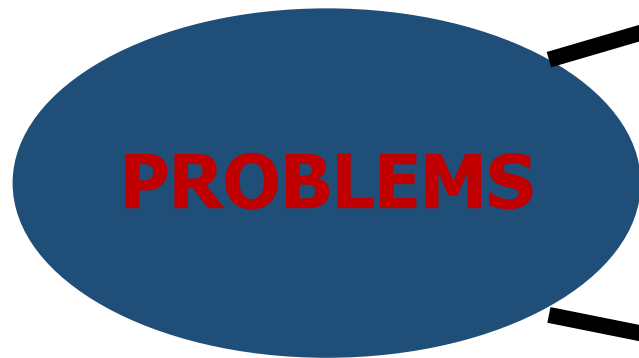
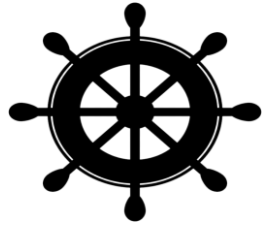




## PROBLEMS



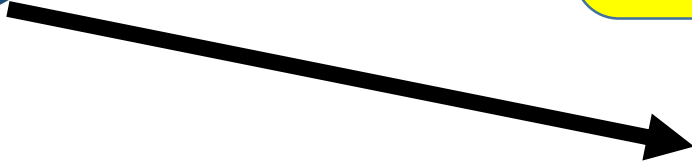
# PROBLEMS



The implementation of tol laut has not been effective

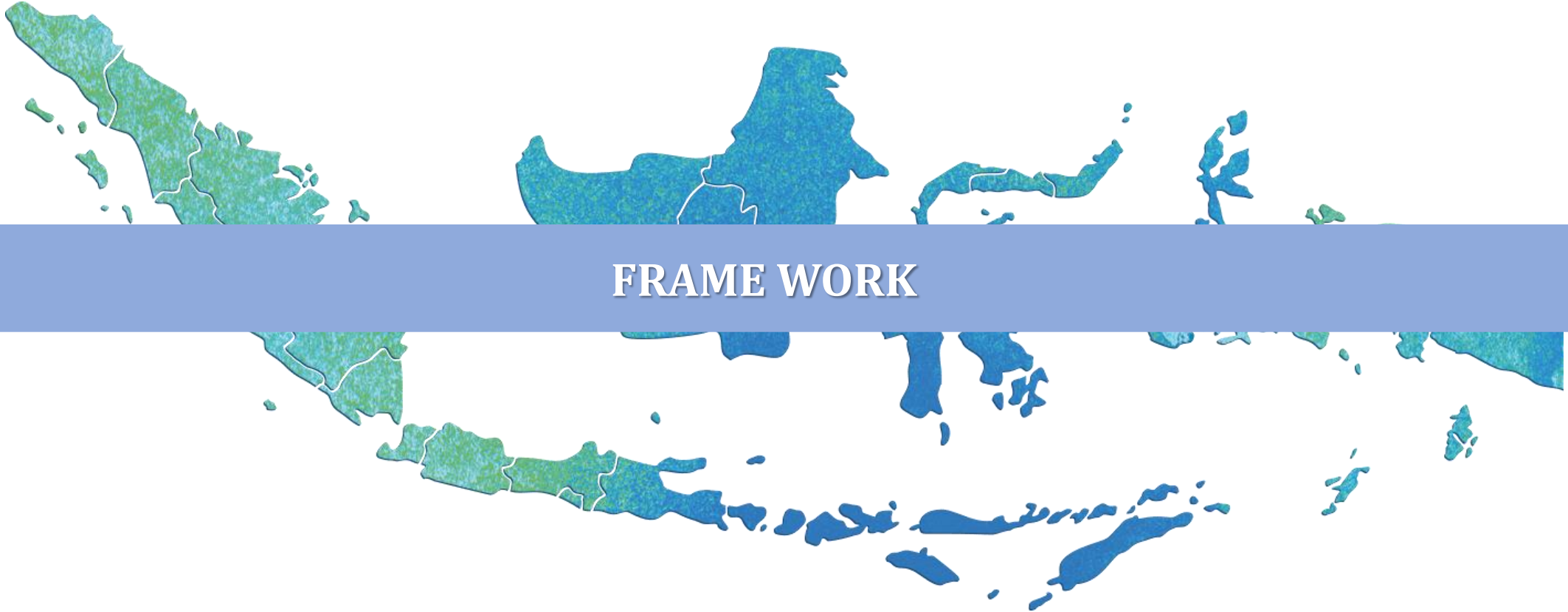


The services of tol laut not fully paid attention to the T3P area



Often late



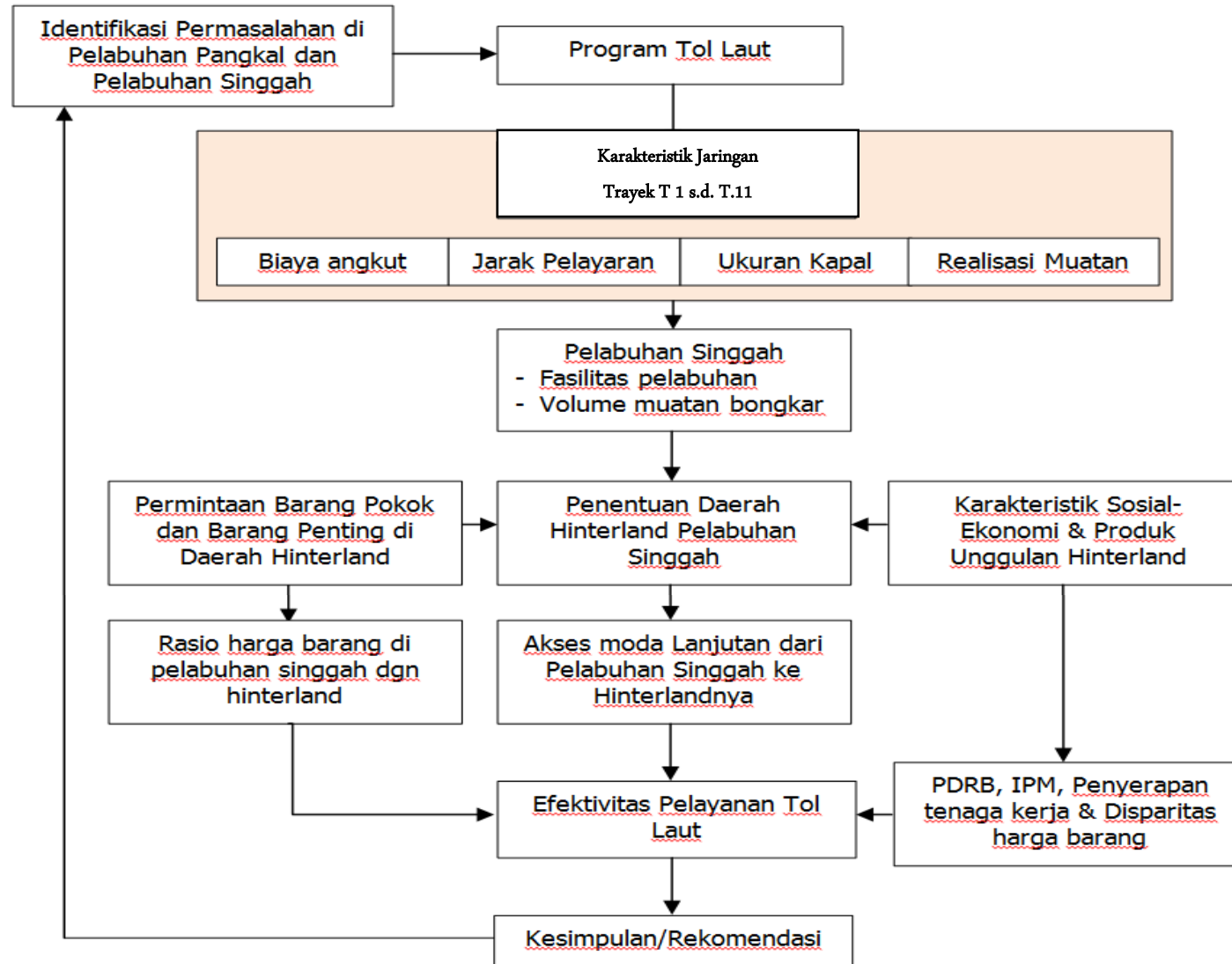


# FRAME WORK



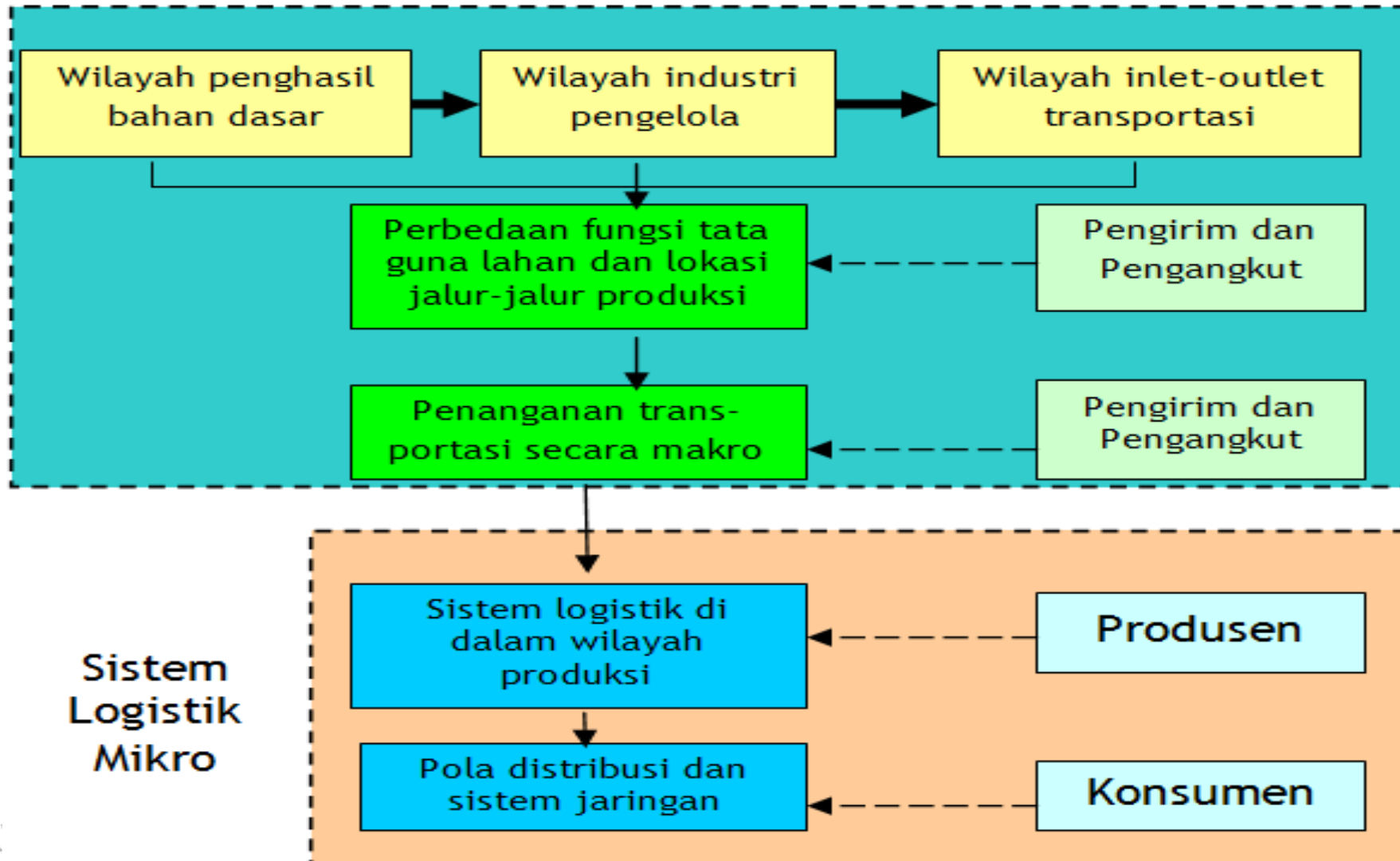
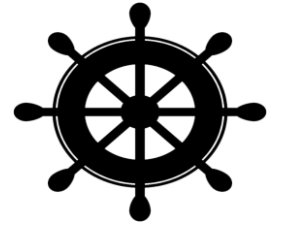


# FRAME WORK





# 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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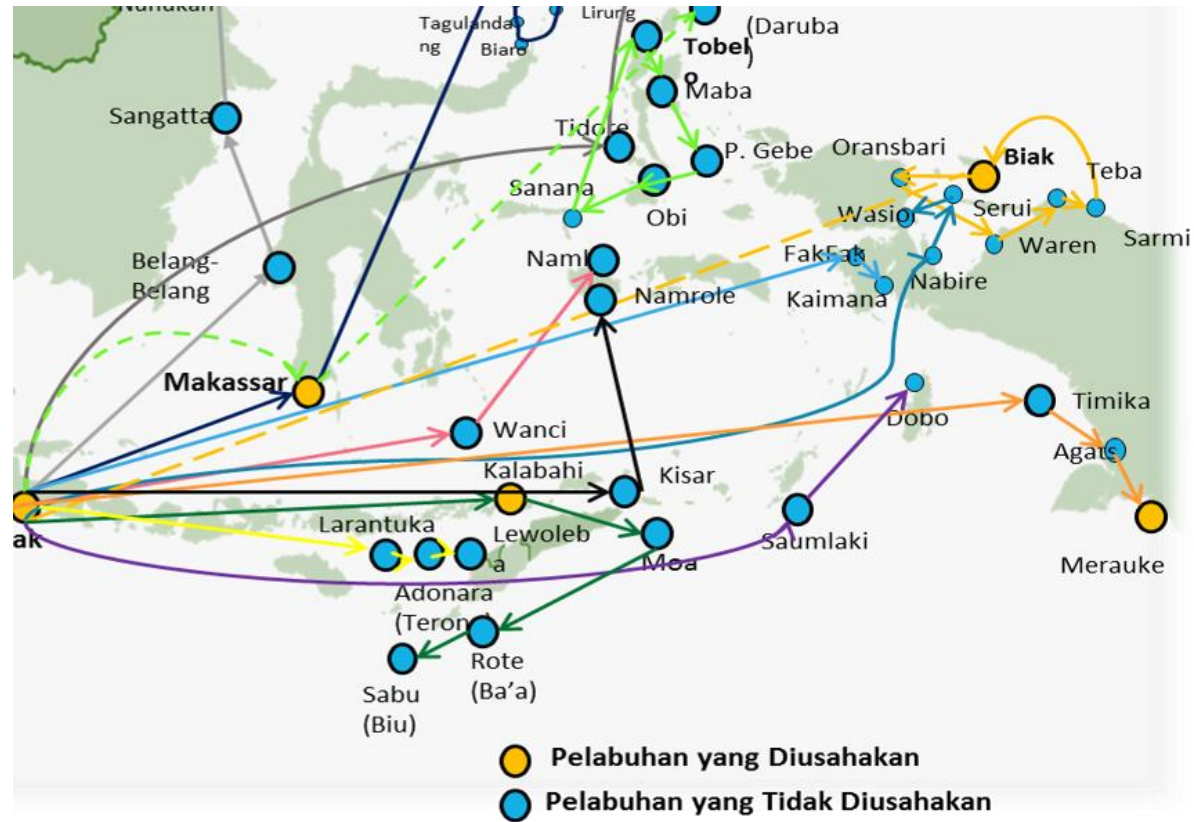
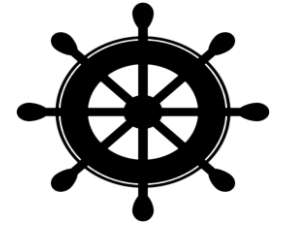




## RESULT AND DISCUSSION



# TRAYEK OF SEA TRANSPORT OF GOODS IN 2018

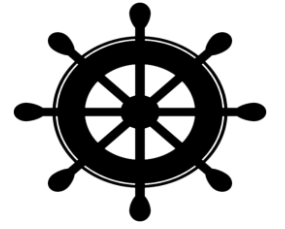


T-3, T-4, T-6, T-13, T-14, T15)  
, T-10, T-11, T-12)





## CHARACTERISTICS OF DESTINATION PORT



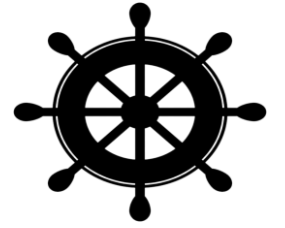
## CHARACTERISTICS OF DESTINASI PORT

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

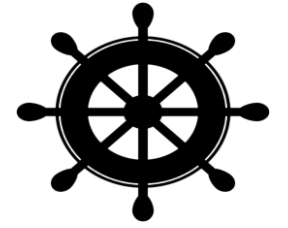
1. The destination port which is a Collecting Port often in congestion, and the priority given to Tol Laut vessels
2. There is no obligation for the Agent or Executor to report the contents and type of sea Toll cargo
3. The goods of Tol Laut is not controlled by its final destination
4. The portion of 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



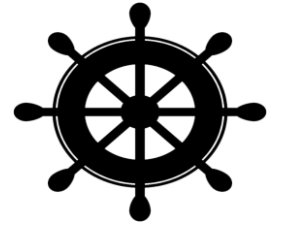
## REKOMENDASI

**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



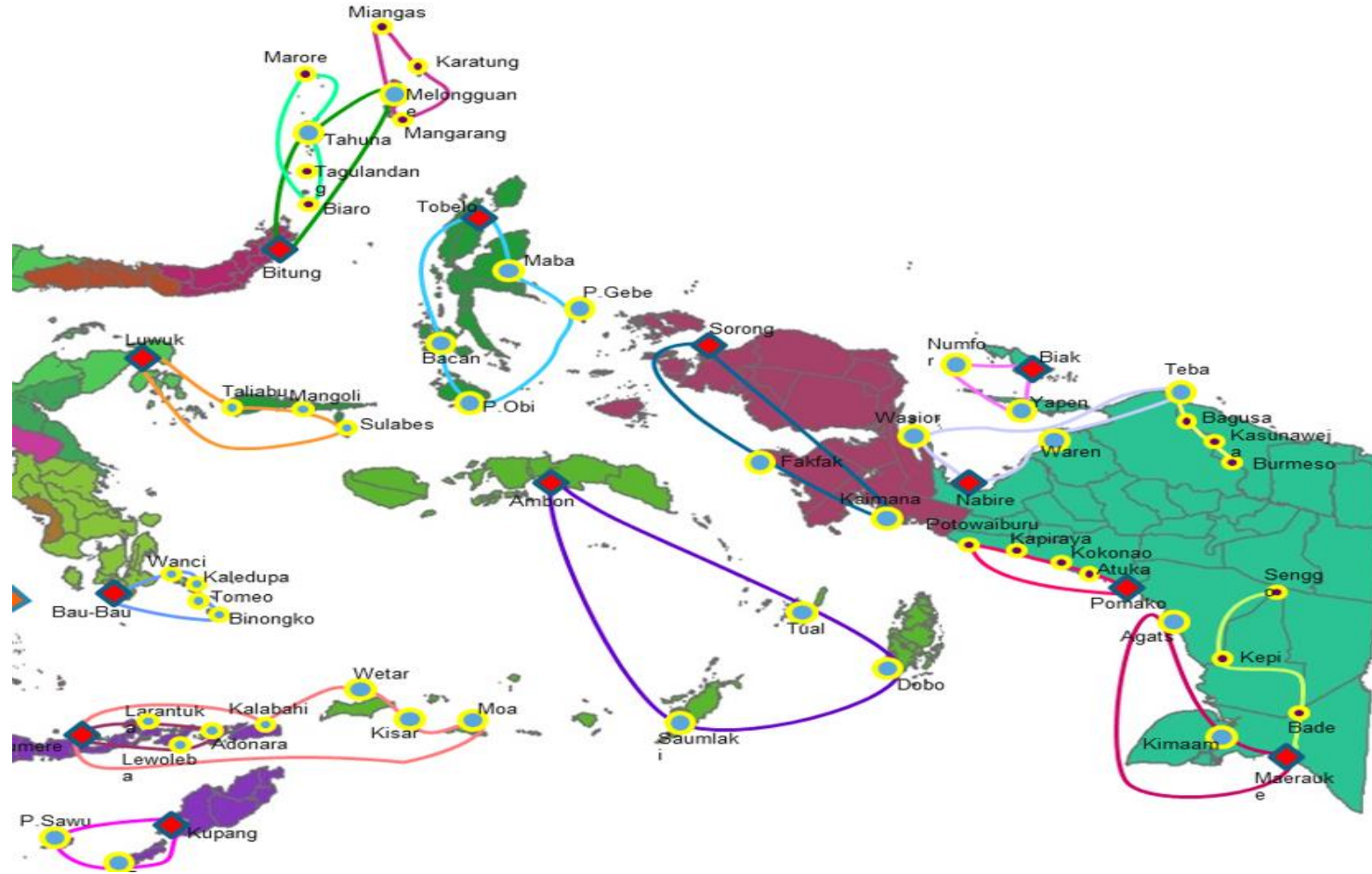
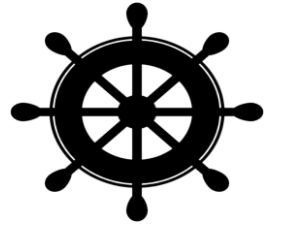
## REKOMENDASI

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



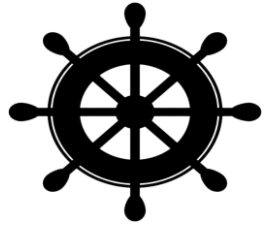


# PENYELENGGARAAN TOL LAUT

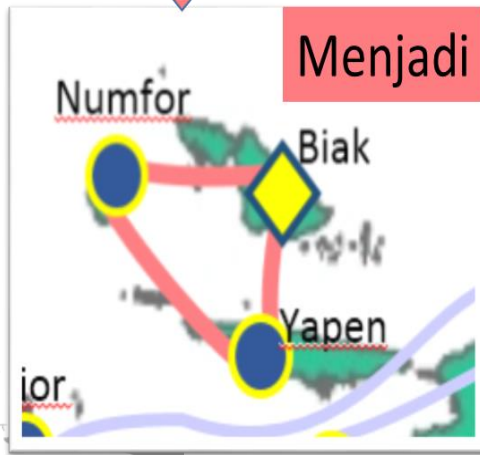
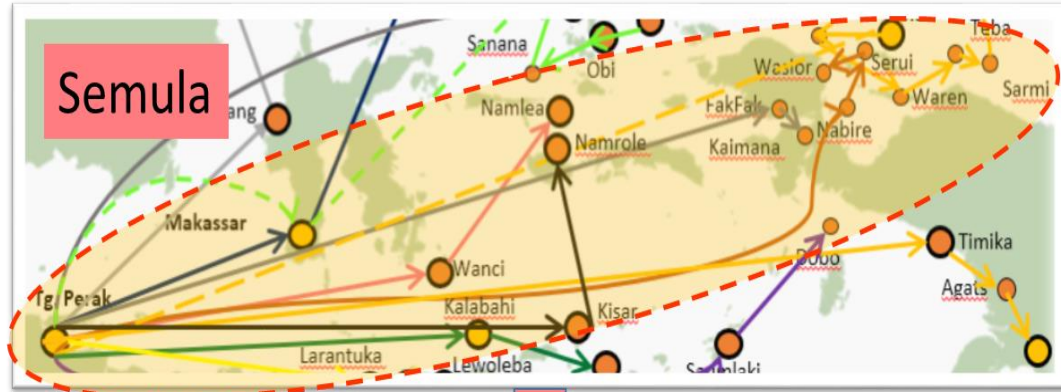




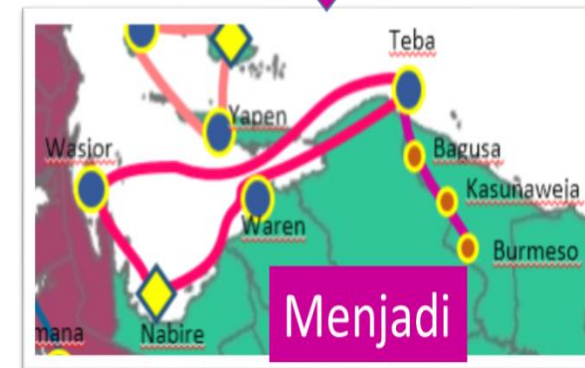
# CHANGES ROUTE OF TOL LAUT



## Changes in Route 8 Tol Laut in Biak

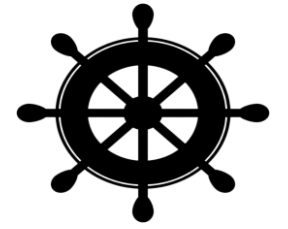


## Changes in Route 9 Tol Laut in Nabire





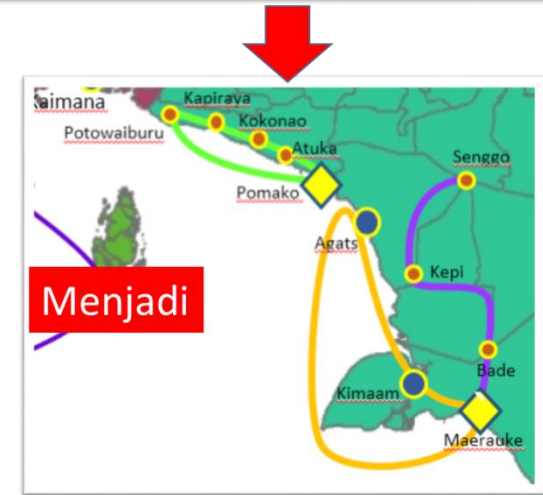
# CHANGES ROUTE OF TOL LAUT



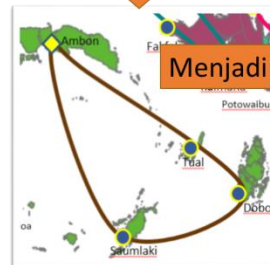
### Changes in Route 10 Tol Laut in Sorong



### Changes in Route 11 Tol Laut in Merauke and Timika

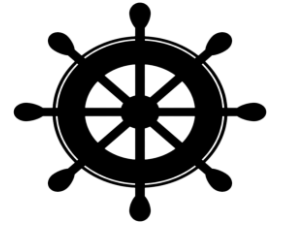


### Changes in Route 12 Tol Laut in Ambon





## 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**