



Pelindi Transforms to Improve Services in Non-Packaging Port Sector

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Through Transformation, PT Pelindo Multi Terminal Improves Productivity and Services and Optimises Non-Package Logistics Chain

JAKARTA, 04 July 2024 - PT Pelabuhan Indonesia (Persero) or Pelindo continues to improve services in the non-packaging port sector by carrying out a major transformation.

One of the strategic steps taken is dividing Pelindo into four subholdings. This step was revealed by PT Pelindo Multi Terminal President Director Ary Henryanto in the "Sharing Session: Transformation of Indonesia's Non-Gold Port World" at the Djakarta Theatre, Tuesday (2/6).

After the merger of PT Pelabuhan Indonesia (Persero) on 1 October 2021, Pelindo carried out a major restructuring. This restructuring includes the establishment of four subholdings, namely Container Subholding, Non-Packaging Subholding, Marine, Equipment & Port Services Subholding, and Logistics & Hinterland Development Subholding. This restructuring aims to optimise the organisational structure and improve operational efficiency.

Sea freight is identified as the most efficient mode of cargo transport compared to other modes of transport, achieving approximately 11 per cent better efficiency compared to rail and 51 per cent compared to truck.

According to Ary Henryanto, one of PT Pelindo Multi Terminal's focuses is on improving the quality of port services to create a more efficient logistics chain. The main objective of PT Pelindo Multi Terminal is to reduce port and cargo stay costs, although each terminal has its own uniqueness in each region. Most terminals in Java are import terminals, while those outside Java are mostly loading terminals.

PT Pelindo Multi Terminal focuses on standardisation of services at loading and unloading terminals, commercialisation at terminals, terminal management efficiency, and profit growth. PT Pelindo Multi Terminal is also open to collaborating with cargo owners as strategic partners to increase productivity and commercial capacity.

In line with this, Professor of Maritime Logistics Risk at Intitus Teknologi Surabaya Saut Gurning, who was also a guest speaker at this event, said that Pelindo's attention was good enough because currently the world is moving towards non-containers.

"I think Pelindo's attention is good enough, considering that the world is currently moving towards non-containers," said Saut.

PT Pelindo Multi Terminal went through a major and positive transformation, even before the merger. This transformation continues to be improved and refined after the merger. This was confirmed by Executive VP Port Handling and Stevedoring FKS Logistics Wiji Dewabroto, who was also one of the speakers at this discussion as well as a strategic customer of Pelindo.

"Actually, Pelindo, especially PT Pelindo Multi Terminal, has made extraordinary changes even before the merger. This transformation with modernisation has increased productivity, in the past the unloading of grains and meal in one day was only around 5,000-6,000 tonnes. Now with modernisation, we have reached 20,000-25,000," said Wiji.

Wiji added, specifically in the dry bulk terminal at Teluk Lamong, which has also been operated by PT Pelindo Multi Terminal, even Wiji claims that this dry bulk terminal is the most modern terminal that handles dry bulk (food and feed) in Southeast Asia.

Especially for feed, said Wiji, it is also very potential, because since the transformation of PT Pelindo Multi Terminal, the growth of feed has continued to increase, every year the cargo of grains and meal unloaded reaches 11 million tonnes, spread across 4 main ports, namely in Medan, Cilegon, Surabaya and Makassar.

The transformation carried out by Pelindo by forming four subholdings shows the company's commitment in improving the efficiency and quality of non-containerised port services in Indonesia.

This step not only improves operational efficiency but also supports Indonesia's vision as a sovereign and sustainable maritime nation in accordance with the 2025-2045 RPJPN.