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Port Tariffs and Fees in Indonesian Ports

Tariffs and Escalation Channels in Tanjung Priok



About this Guide

This guide maps out the publicly available tariffs and fees that apply when calling Tanjung Priok's container, dry bulk and ro-ro terminals. This document is an update of the initial guide that allows for changes in the regulatory and commercial framework within Indonesia upto April 2023. It identifies that charges are less transparent in 2023 than they were in 2020.

The purpose of the guide is to increase the transparency of public fees and tariffs in Indonesian ports by providing a clear overview of tariffs and fees that apply during ship clearance in Tanjung Priok's container, dry bulk and ro-ro terminals. It provides guidance on where accurate information about fees and tariffs can be found; payment process that apply for tariff and fees, what proof of payment you should expect; and how companies can report if charged an inaccurate tariff or are requested to make any facilitation payments.

Please contact MACN if you have any questions or feedback about this report at macn@macn.dk

Port Tariffs and Fees: Containers

Container ships are subject to charges from KSOP Tanjung Priok (Port Authority), the State-Owned Port Operator (Pelindo) through its branch at Tanjung Priok and various Terminal Operators including subsidiaries of the State-Owned Port Operator. Charges are also made by the Terminal Operator to the Beneficial Cargo Owner (often through forwarding agents) for storage and Lift on Lift off (LOLO) charges.

There are competing terminal operators within the port with the leading terminal operator representing well over 50% of all containers handled and a higher percentage of international containers handled. These charges are transparent with some terminals offering online tariff simulations.

The tariffs for the Port Authority, Pelindo and most Terminal Operators can be assessed from published tariffs and the tariff simulators that can be found as follows:

- [Pelindo - IPC TPK](#)
- [Jakarta International Terminals \(JICT\)](#)
- [Koja Terminal](#)
- [New Priok Container Terminal 1 \(NPCT1\)](#)
- KSOP Tanjung Priok – See table below summarizing the tariffs for ship services that apply

TARIFF FOR SHIPS SERVICE

	Description	Unit	Rate
A	Port dues/Anchorage Services		
	1) Ships at Public Ports		
	a) Merchant vessels		
	1) International traffic		
	a) Main Port ¹	per GT/call	Rp 1,518.00
D	Pilotage Services ² at Public Ports and Special Terminals conducted by Port Authority		
	1) International traffic		
	a) Main port		
	1) Fix	per ship per movement	Rp 1,438,800.00
	2) Variable	per GT per movement	Rp 528.00
E	Towage Services at Public Ports and Special Terminals conducted by Port Authority		
	1) International traffic		
	a) Vessel up to 2000 GT	per unit per hour	Rp 2,640,000.00
	b) Vessel GT 2001 to GT 3500	per unit per hour	Rp 3,062,400.00
	c) Vessel GT 3501 to GT 8000	per unit per hour	Rp 7,431,600.00
	d) Vessel GT 8001 to GT 14000	per unit per hour	Rp 11,233,200.00
	e) Vessel GT 14001 to GT 18000	per unit per hour	Rp 15,100,800.00
	f) Vessel GT 18001 to GT 26000	per unit per hour	Rp 23,047,200.00
	g) Vessel GT 26001 to GT 40000	per unit per hour	Rp 24,486,000.00
	h) Vessel GT 40001 to GT 75000	per unit per hour	Rp 25,766,400.00
	i) Vessel above GT 75000	per unit per hour	Rp 30,927,600.00
F	Berthing Services		
	Berthing Services at Public Ports and Special Terminal conducted by Port Authority		
	a) Wharfs (iron, concrete, and wood)		
	1) International traffic		
	a) Main port	per GT per visit	Rp 1,452.00

Source: extracted from PP 15/2016, Ministry of Transportation

¹ Main ports are: Belawan, Tanjung Priok, Tanjung Perak and Makassar

² Most marine services for Main Ports are provided by Pelindo 2

Payment Process

For ships dues payments to the Port Authority are made to the relevant Government Bank account usually by bank transfer prior to the departure of the ship; a paying in slip or other proof of payment into the Government account is required to be provided to secure departure clearance. The tariff for ships dues is not available online, a copy of the relevant ministerial decree, PP 15/2016, stating the tariff can be obtained from the Directorate of Port Affairs at the Ministry of Transportation in Jakarta.

Payments to Pelindo are made in cash or to their bank account. An initial payment is made prior to arrival based on an itemised estimate of the invoice value from Pelindo. Should charges on the detailed invoice issued by Pelindo immediately prior to departure exceed the estimate these need to be paid within 1 or 2 days of departure. Refunds occur for overestimates.

In the case of charges made by the Terminal Operator (including subsidiaries of Pelindo) payments can be settled in cash or through bank transfers to the relevant companies account. Proof of payment is in the form of a paying in slip or transfer notification or in the form of an official receipt. This proof of payment together with customs documentation is required prior to release of container from the terminal operators' yard.

Reported Challenges

Discussions with freight forwarding agents and shipping lines suggest a degree of transparency and clarity in the application of tariffs and charges. There are however two specific complications of note:

1. Charges related to international ships made to and through the shipping lines are stated in US\$ but they must be settled in Indonesian Rupiah with the conversion rate taken as the Bank of Indonesia rate on the day prior to the settlement (this can be found [here](#)). Payment is made by converting the US\$ invoice into Rupiah at the rate for the previous day and then remitting the Rupiah.
2. There are Ministry of Transportation regulations in place that limit how long a container may be stored in the terminal operators' yards. This regulation is supported by punitive charges on storage over 3 days in the terminal operators' yards. The practical effect of the regulation is that containers which need to be stored for longer than three days to complete customs clearance are ejected from the terminal operator's yards to depots operated by a number of private sector operators or Pelindo. The depot to which any specific container is ejected is reported as being selected by customs. It is common that the first a cargo owner knows that that their containers have been ejected is when they are notified by the chosen depot that they have the cargo owner's container. The charges for transport to the depot, LOLO within the depot and a range of other charges within the depot are not subject to a published tariff and there is no public domain information on these charges.

Escalation Channels

Complaints can be directed directly to the relevant organisation or through online whistle-blower functions for the Port Authority and Pelindo. These whistle-blower functions can be found at:

- [Port Authority Tanjung Priok](#)
- [Pelindo](#)

However, in practice, the more effective method of addressing problems is to discuss concerns with the immediate Person in Charge and then escalating through the management chain as required. In the Port Authority and Pelindo escalating through the management chain means different things. For Pelindo it means communicating with the General Manager of the function or the CEO of the Branch (Chabang). If this fails seeking support from the relevant Director of the Pelindo or the Head of the sub-Directorate of Port Affairs in Ministry of Transportation for KSOP is possible. Further escalation is possible in extreme cases. For the Port Authority further escalation is to the Director General of Sea Transport and for Pelindo to the President Director of the appropriate subsidiary or the holding company for the most serious concerns. Escalation requires either personal contact through a meeting or via a hand phone call or preferably WhatsApp. It takes time to build up the relationships required to permit this form of escalation.

Port Tariffs and Fees: RORO

RORO ships are subject to charges from the Port Authority and the State-Owned Port Operator. They are also sometimes subject to charges from stevedore companies who are employed to load or unload the ship.

The Port Authority charges are in line with the published tariffs outlined in the section above on containers.

Pelindo tariff has no specific RORO charges and therefore these are subject to a negotiation between the agent and Pelindo.

The marine charges and terminal charges of Pelindo are not published but agreed in business to business arrangements. Further, little public domain information exists on these charges.

The stevedore charges are not published. Further, little public domain information exists on these charges.

Port Tariffs and Fees: Bulk

Bulk ships are subject to charges from the Port Authority and the State-Owned Port Operator. They are also sometimes subject to charges from stevedore companies who are employed to load or unload the ship.

The Port Authority charges are in line with the published tariffs, PP 15/2016, Ministry of Transportation, described in the section above on containers.

The marine charges and terminal charges of Pelindo are not published but agreed in business to business arrangements. Further, little public domain information exists on these charges.

Stevedore charges are not published but agreed in business to business arrangements. Further, little public domain information exists on these charges. Ship agents should seek tenders from companies holding appropriate an BUP licenses allowing them to undertake stevedore services prior to committing to the loading and unloading of cargo.

Call for Action and Collaboration

If you are interested in learning more about how you could support MACN, or in getting involved in similar activities through MACN's collective action program, please contact us at macn@macn.dk

About Us

The Maritime Anti-Corruption Network (MACN) is a global business network working toward its vision of a maritime industry free of corruption that enables fair trade to the benefit of society at large. MACN has become one of the preeminent examples of an industry-led collective action to eliminate corruption.