

Country Name	The Project on Port EDI Enhancement Strategy in the Republic of Indonesia
Republic of Indonesia	

I. Project Outline

Background	Indonesia ratified the Convention on Facilitation of International Maritime Traffic (FAL Convention) with the “Presidential Decree No. 51 year 2002” in July 2002, and made efforts to standardize and speed up port-related procedures. In addition, Association of South - East Asian Nations (ASEAN) also promoted in harmonization and electronic trade-related documents among the member countries towards the economic integration in ASEAN. Thus, Indonesia has been required to introduce and operate the Port EDI (Electronic Data Interchange) system. The Directorate General Sea Transportation (DGST) of the Ministry of Transport developed INAPORTNET (Port EDI system of DGST) which is directly managed by the DGST and been introducing gradually it on a trial basis to the major 6 ports and preparing a full-scale introduction (commercial launch). On the other hand, PELINDO2, an Indonesian port authority managing Port of Tanjung Priok, and some other port authorities have operated their own EDI system. The coexistence of multiple systems means that shipping agents and others have to enter, register and apply for similar information in different systems. Under those situations, in 2012, Indonesia requested Japan technical cooperation to support operation of INAPORTNET.										
Objectives of the Project	The project aims to formulate urgent technical improvement plan for vessels entry and departure in the pilot ports and formulate short-term plan for expansion of INAPORTNET to connect other relevant organization and/or agencies, thereby contributing to speed up and simplify port-related procedures with the use of INAPORTNET.										
	1. Expected Goals through the proposed plan ¹ : Port-related procedures will be speeded up and simplified with the use of INAPORTNET.										
Activities of the Project	<ol style="list-style-type: none"> Project site: DGST, and two Pilot Ports (Tj. Priok Port and Makassar Port) Main activities: 1) Analysis of the technical (IT system) challenges for smooth implementation of INAPORTNET system, 2) Development of improvement plans for INAPORTNET, 3) Enhancement of understanding of officials of DGST and Port Authority (PA) in Pilot Ports on administration regarding port-related procedures and facilitation of changing management. Inputs (to carry out above activities) <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Japanese Side</td> <td style="width: 50%;">Indonesian Side</td> </tr> <tr> <td>1) Mission members: 7 persons</td> <td>1) Staff allocated: 4 persons</td> </tr> <tr> <td>2) Trainees received: 10 persons</td> <td>2) Land and facility: Office space</td> </tr> <tr> <td>1) Training in the third country: 14 persons (Thailand and Vietnam)</td> <td>1) Local expense: Operating expenses</td> </tr> </table> 			Japanese Side	Indonesian Side	1) Mission members: 7 persons	1) Staff allocated: 4 persons	2) Trainees received: 10 persons	2) Land and facility: Office space	1) Training in the third country: 14 persons (Thailand and Vietnam)	1) Local expense: Operating expenses
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Project Period	(ex-ante) February 2017 – January 2019 (24 months) (actual) March 2017 - May 2019 (27 months)	Project Cost (Japanese side only)	(ex-ante) 250 million yen, (actual) 202 million yen								
Implementing Agency	Directorate General Sea Transportation (DGST) of Ministry of Transport										
Cooperation Agency in Japan	The Overseas Coastal Area Development Institute of Japan (OCDI) Mitsubishi Research Institute, Inc. (MRI)										

II. Result of the Evaluation

1 Relevance/Coherence
<p>[Relevance]</p> <p><Consistency with the Development Policy of Indonesia at the Time of Ex-Ante Evaluation ></p> <p>The project was consistent with the development policy of Indonesia at the time of ex-ante evaluation. While ratifying the FAL Convention in July 2002, Indonesia decided to develop the Indonesian National Single Window (INSW) in 2006, and promoted efforts to facilitate international trade.</p> <p><Consistency with the Development Needs of Indonesia at the Time of Ex-Ante Evaluation ></p> <p>The project was consistent with the development needs of Indonesia at the time of ex-ante evaluation. The development needs of the project at the time of ex-ante evaluation are described in the "Background" section above.</p> <p><Appropriateness of Project Design/Approach></p> <p>The project design/approach was appropriate. No problem attributed to the project design/approach was confirmed.</p> <p><Evaluation Result></p> <p>In light of the above, the relevance of the project is ③².</p>
<p>[Coherence]</p> <p><Consistency with Japan’s ODA Policy at the Time of Ex-Ante Evaluation></p> <p>The project was consistent with the Japan’s ODA policy to Indonesia at the time of ex-ante evaluation. The “Country Assistance Policy for Indonesia” (2012) raised “assistance for correction of inequality and establishment of a safe society” as one of the prioritized areas,</p>

¹ The degree of achievement of expected goals is not to be assessed in principle at the time of ex-post evaluation, since it is defined as the medium-to-long-term goals which will be attained as a result of crystallizing the proposed plan (“output” of the project).

² ④ : very high, ③ : high, ② : moderately low, ① : low

including assistance for development of infrastructure and improvement system connecting major regions, islands, and cities for distribution of goods and people. “JICA Country Analysis Paper for the Republic of Indonesia” (March 2012) positioned “eliminating bottlenecks for growth (business and investment environment, infrastructure, industrial upgrading and human resource development)” as major development issues and, in the port sector, the expansion of existing port functions and the development of new logistics hubs were urgent issues.

<Collaboration/Coordination with JICA’s other interventions>

Any collaboration/coordination between the project and JICA’s other intervention was not clearly planned at the time of ex-ante evaluation (or during the project period).

<Cooperation with other institutions/ Coordination with international framework>

Any cooperation/coordination with other institutions/ international framework was not clearly planned at the time of ex-ante evaluation (or during the project period).

<Evaluation Result>

In light of the above, the coherence of the project is ②.

[Evaluation Result of Relevance/Coherence]

In the light above, the relevance/coherence of the project is ③.

2 Effectiveness/Impact

<Status of Achievement for the Objectives at the Time of Project Completion>

All of the outputs of the project were achieved at the time of project completion. The urgent technical improvement plan for vessels entry and departure in the pilot ports was formulated (Indicator 1). The short-term plan for expansion of INAPORTNET to connect other relevant organization and/or agencies was formulated (Indicator 2).

<Utilization Status of the Proposed Plan at the Time of Ex-post Evaluation>

The proposed plan has been utilized as expected by the time of ex-post evaluation. The urgent technical improvement plan has been carried out with adjustments to the new policies. As a result, the single submission has been implemented gradually to ports that have implemented INAPORTNET (Indicator 1). INAPORTNET has been integrated with the systems from related ministries and agencies such as INSW, Director General of Budget, Director General of Taxes, Ministry of Trade, Ministry of Energy and Mineral Resources, Customs, PELINDO and other Terminal Operators (Indicator 2). The number of agent/companies registered in INAPORTNET has been increased (Indicator 3).

<Status of Achievement for Expected Goals through the Proposed Plan at the Time of Ex-post Evaluation>

The expected goals through the proposed plan have been partially achieved at the time of ex-post evaluation. Average process time for “notice of vessel arrival” at the time of ex-post evaluation has improved in 7 ports out of 16 ports where INAPORTNET has been installed compared with that of the project completion, i.e., 2019. On the other hand, average process time for “approval of departure from port” at the time of ex-post evaluation has improved in 6 ports out of 16 ports. (Indicator 1).

<Other Impacts at the Time of Ex-post Evaluation>

The project has encouraged the acceleration of collaboration between INAPORTNET and INSW system that has been pioneered before the project is carried out.

<Evaluation Result>

In light of the above, the effectiveness/impact of the project is ③.

Status of Achievement of Utilization Status of the Proposed Plan and Expected Goals through the Proposed Plan

Aim	Indicators	Results	Source
(Utilization Status of the Proposed Plan) The urgent technical improvement plan and short-term plan are utilized.	Indicator 1 Actions in the urgent technical improvement plan for vessels entry and departure in the pilot ports are taken.	Status of Utilization: Utilized as expected (Ex-post Evaluation) The urgent technical improvement plan has been carried out with adjustments to the new policies. As a result, the single submission has been implemented gradually to ports that have implemented INAPORTNET.	DGST
	Indicator 2 Actions in the short-term plan for expansion of INAPORTNET to connect other relevant organization and/or agencies are taken.	Status of Utilization: Utilized as expected (Ex-post Evaluation) INAPORTNET has been integrated with the systems from related ministries and agencies such as INSW, Director General of Budget, Director General of Taxes, Ministry of Trade, Ministry of Energy and Mineral Resources, Customs, PELINDO and other Terminal Operators	DGST
	Indicator 3 Number of users of INAPORTNET are increased.	Status of Utilization: Utilized as expected (Ex-post Evaluation) The number of agent/company registered in INAPORTNET has been increased. The six main ports have implemented INAPORTNET.	DGST
		No. of Users of INAPORTNET	
			2019 2020 2021 2022
		Shipping Agent	95 130 192 200
		Forwarding Company	89 126 243 314

		Stevedoring Company	21	71	75	99	
(Expected Goals through the Proposed Plan) Port-related procedures will be speeded up and simplified with the use of INAPORTNET.	Indicator 1 Port Performance Indicators are improved.	Status of Achievement: Partially achieved (Ex-post Evaluation) Average process time for “notice of vessel arrival” at the time of ex-post evaluation has improved in 7 ports out of 16 ports where INAPORTNET has been installed compared with that of the project completion, i.e., 2019. On the other hand, average process time for “approval of departure from port” at the time of ex-post evaluation has improved in 6 ports out of 16 ports. The reason behind the above is most likely due to either insufficient human resources or a network connection problem in that area. However, it is expected to be improved since DGST is planning the capacity development of the port staff and requesting the ports to secure the sufficient budget for enhancement of the network quality to keep the system run smoothly.				DGST	
		Average Process Time for Notice of Vessel Arrival [in hours, Yearly Average] in 16 ports					
			2019	2020	2021	2022	
		Process Time	10:27	12:10	14:19	12:25	
		Number	6.386,43	6.176,06	7.140,44	8.810,75	
		Average Process Time for Approval of Departure from Port [in hours, Yearly Average] in 16 ports					
			2019	2020	2021	2022	
		Process Time	10:11	15:09	15:15	11:04	
		Number	6,176.56	6,046.37	6,984.19	8,604.44	

3 Efficiency

The project cost was within the plan/as planned (the ratio against the plan: 81%) and the project period slightly exceeded the plan (the ratio against the plan: 113%). The project cost was kept within the budget due to a review of the staffing plan by JICA during the period from the ex-ante evaluation to the approval of the implementation plan. Additional period was required to elaborate the final report of the project.

	Project Cost (Japanese side only, yen)	Project Period (months)
Plan (ex-ante)	250	24
Actual	202	27
Ratio (%)	81%	113%

Outputs were produced as planned.

In the light above, the efficiency of the project is ③.

4 Sustainability

<Policy Aspect>

A ministerial decree/regulation regarding the Ship Service Procedure through INAPORTNET was established as “Minister of Transportation Regulation No. PM 8 of 2022” in 2022. Furthermore, the INAPORTNET implementation have exceeded the results of the project and almost all plans that were recommended by the project have been implemented.

<Institutional/Organizational Aspect>

Directorate of Sea Traffic and Sea Transportation has been implementing INAPORTNET with the existing team they have. The system has been operating quite smoothly, despite of the challenge to establish specific division/institution. The additional number of staff is provided based on the necessity in respective ports considering the number of incoming ships.

<Technical Aspect>

Hardware and software of INAPORTNET has been renewed and improved. DGST has held a TOT (Training of Trainer) seminar in 2023 in order to enhance the skills and knowledge of INAPORTNET operators. Furthermore, Directorate of Sea Traffic and Transportation collaborate with the Merchant Marine College (BP3IP) and Merchant Marine Polytechnics Semarang (PIP Semarang) to hold the education and trainings of INAPORTNET.

<Financial Aspect>

DGST allocates the budget for the implementation of the plans recommended by the project through APBN (state budget), and also the budget for the implementation of the policies related to INAPORTNET.

<Environmental and Social Aspect>

No issue on environmental and social aspects has been observed, and it has not been necessary to take any countermeasures.

<Evaluation Result>

In light of the above, no problem has been observed in terms of the policy, institutional/organizational, technical, financial, and environmental and social aspects of the implementing agency. Therefore, the sustainability of the project effects is ④.

5 Summary of the Evaluation

The project prepared the urgent technical improvement plan for vessels entry and departure, and the short-term plan for expansion of INAPORTNET to connect other relevant organization. After the project completion, the proposed plan has been utilized as expected. Port Performance Indicators are partially improved.

Considering all of the above points, this project is evaluated to be highly satisfactory.

III. Non-score Items

Adaption and Contribution:

In some cases that there were issues between DGST and Japanese experts, JICA Indonesia Office intervened them and identified miscommunications between them was the reason of such issues. In such cases, JICA Indonesia office interpreted Japanese experts' intension to DGST, considering the Indonesia context and vice-versa. By doing so, JICA Indonesia office contributed to solve the issues.

IV. Recommendations & Lessons Learned

Recommendations for Implementing Agency:

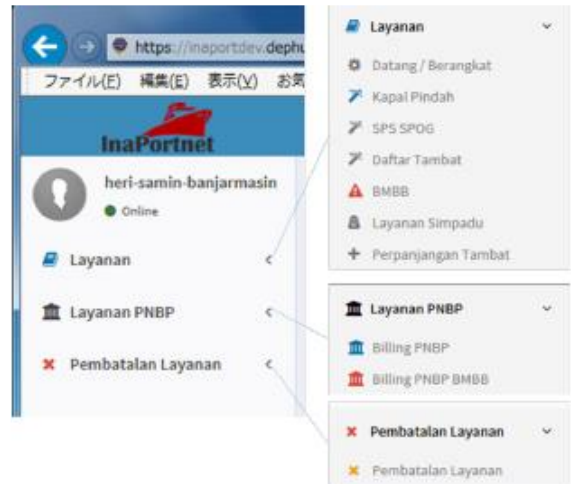
Continuous improvement and maintenance of INAPORTNET is required, since the number of ports installing INAPORTNET is increasing, and the required functions/systems are different among ports. Therefore, DGST is recommended to keep hearing the voices from the users of INAPORTNET. In order for users to use INAPORTNET smoothly, the skill training is also recommended.

Lessons Learned for JICA:

INAPORTNET system needed to be developed by considering the nature/characteristic of each port, although the same system tried to be applied to all of the ports at the beginning of the project based on request from DGST. It took some time for JICA and JICA's expert team to understand this condition. Therefore, JICA should conduct a needs survey not only in one target area/group but also in other ones to check the difference of the nature/characteristic among them at the project formulation stage in case there are several target areas/groups.



INAPORTNET Seminar



Basic Page of INAPORTNET (for Ship Agent Account)