DIRECTORATE GENERAL OF TRANSPORTATION INTEGRATION AND MULTIMODAL TRANSPORT
MINISTRY OF TRANSPORTATION OF THE REPUBLIC OF INDONESIA

Indonesia's Multimodal Transport Landscape

CONDITIONS & POTENTIAL OF INDONESIAN TRANSPORTATION

46 TOD | **25** KEK | **204** KI | **59** KSPEAN | **88** 3TP | **154** Trans-migration | **10** Metro-politan | **103** DPP

> Indonesia has **both challenges and great potential in mobility for progress** as well as promoting the green and blue economy through intermodal & multimodal integration

776 terminals

- 129 Type A Terminals
- 176 Type B Terminals
- 417 Type C Terminals
  (10 unknown)
- 7 International Freight Terminals
- 31 Regional Freight Terminals
  (8 unknown)

256 airports

- 8 Primary Collector Airports
- 15 Secondary Collector Airports
- 10 Tertiary Collector Airports
- 215 Feeder Airports
  (8 unknown)

986 stations

- 94 Large Stations
- 123 Medium Stations
- 573 Small Stations
  ^(116 other/unknown class
  78 class not yet determined)

1,007 ports

- 29 Main Ports
- 165 Collector Ports
- 185 Regional Feeder Ports
- 271 Local Feeder Ports
- 333 River and Lake Ports

islands **17,380** | population **284,4 JT*** | GDP (current prices) **Rp. 22,138.96 T**

143.3 Million Motorcycles	20.8 Million Cars	6.7 Million Trucks & Buses	**169 Thousand** Special Vehicles	**8,888 Units** Freight Trains

4,008 Passenger Train Units (Long-Distance & Local Trains)	117 KCIC Train Units	1,126 KCI Train Units	97 MRT Train Units	16 Units LRT Trains

*Source: Statistics Indonesia (**2024, *2025), Geospatial Information Agency (2024), Korlantes Polri (2025), Ministry of Transportation (2024)*

SUPPLY CHAIN DYNAMICS AND STRATEGY FOR IMPROVING TRANSPORTATION INTEGRATION

Key Issues in Indonesian Freight Transport

- Low level of national integration
- Traffic congestion in urban areas
- High national logistics costs
- ODOL (Overdimension/Overload) problems
- Limited use of digital systems
- Uneven availability of logistics infrastructure
- Dependence on land transport
- Uneven distribution of goods

Transportation Sector's Contribution to the Economy

- **14.29% Indonesia's Logistics Costs (2022)**
  Target of 12.5% by 2029
- **8.98% Growth of the Transportation & Warehousing Sector in Q4 2025**
  Highest among other business sectors
- **6.16% Contribution to GDP (2025)**
  At current prices
- **6.3 million TEUs Pelindo Container Traffic First Semester 2025**
  +7.61% from 2024

Program Targets of the Directorate General of Transportation Integration and Multimodal Transport

- **SP 1** Increased National Transportation Integration
- **SP 2** Improved Public Service Performance in Transportation Integration and Multimodal Transport

*Source: Strategic Plan of the Directorate General of Transportation Integration 2025-2029, *Ministry of Finance (2023), Ministry of Transportation (2026)*

Strategy to Improve Connectivity Quality Through Multimodal Transportation Integration

Strategic Infrastructure

Maritime & Industrial Hub
Focus on intermodal transfer nodes in Industrial Areas (KI) & KEK, such as Tj. Emas (Batang KI Connectivity); Pontianak (Supporting Landak KI); Sorong (Sorong KEK Hub).

Dry Port & Rail Integration
Shifting road transport load to rail, through Double Track Optimization on the Pantura & Southern Rail Lines; Inland Customs Clearance at Cikarang Dry Port; Kuala Tanjung freight transfer facility.

Logistics Network Enhancement

Sea Toll Road
41 Routes

Rumah Kita
(Sea Toll Road support warehouse)

Air Cargo
46 Pioneer Cargo Routes and 1 Subsidlzed Air Carge Route (Alr Bridge)

Livestock Special Vessel Transport
6 Routes

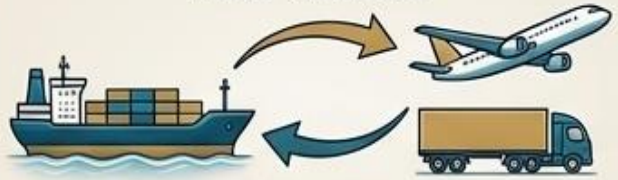
Indonesia's Legal Framework

- Government Regulation Number 8 of 2011 on Multimodal Transport
- Minister of Transportation Regulation Number 8 of 2012 on Multimodal Transport Operations
- Presidential Regulation Number 14 of 2016 on ratifies AFAMT
- Minister of Transportation Regulation Number 4 of 2026 - Amendment to Regulation No. 8 of 2012 on Multimodal Transport Operations

Enhancing Multimodal Transport Development among OIC Member States

1. Multimodal Transport and OIC Connectivity

The Vision



Essential for connectivity and intra-OIC trade.

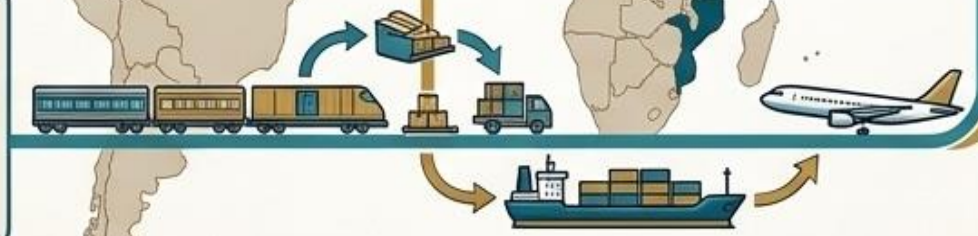
The Reality & Challenges

Diverse regulatory, institutional, & infra conditions

Cross-border logistics constrained by systems & documentation.

The Driver of Change

Digital transformation creates opportunities for integrated multimodal logistics.



The Driver of Change

Digital transformation creates opportunities for integrated multimodal logistics.

The Facilitators

COMCEC provides a platform for sharing experiences & developing recommendations.

The Priority

Prioritizing the development of halal logistics & supply chains.

There is a need to identify best practices and policy options for strengthening multimodal transport cooperation across OIC countries.

2. Policy Framework for Multimodal Transport

International Framework

- UN Convention on International Multimodal Transport of Goods (1980)
- UNCTAD/ICC Rules for Multimodal Transport Documents, 1992
- UNCITRAL Framework on International Transport of Goods
- UNECE/UNESCAP EATL

Regional Framework (ASEAN)

ASEAN Framework Agreement on Multimodal Transport (AFAMT) provides a common legal framework for multimodal transport operations among ASEAN Member States.

3. OIC Multimodal Transport: Regional Perspectives

OIC member states have different multimodal transport contexts, creating opportunities for policy exchange and cooperation.

OIC member states have diverse multimodal transport contexts, shaped by differences in geography, infrastructure, trade patterns, and connectivity. These diverse experiences create valuable opportunities for policy exchange, knowledge sharing, and practical cooperation to strengthen multimodal connectivity, improve logistics efficiency, and facilitate regional and international trade.

Region	Multimodal Perspective	Key Characteristics	Potential Cooperation
Southeast Asia	**Maritime Connectivity & Digital Logistics**	Strong dependence on maritime transport, ASEAN multimodal frameworks, strategic ports, and growing digital logistics platforms.	**Cross-border connectivity, digital integration, port interoperability, and seamless multimodal services.**
Middle East	**Global Logistics Hubs & Trade Corridors**	Strategic location between Asia, Europe, and Africa, supported by major ports, airports, logistics hubs, and integrated road networks.	**Port–air–road integration, trade corridor development, logistics hub cooperation, and global supply-chain connectivity.**
Central Asia	**Land Corridors & Rail Connectivity**	Landlocked geography creates strong reliance on rail and road corridors, with transit facilitation playing a critical role in international trade.	**Transcontinental rail corridors, border-crossing facilitation, transit agreements, and corridor efficiency.**
Africa	**Regional Corridors & Infrastructure Development**	Expanding regional trade corridors, strategic ports, and significant infrastructure development needs to improve intra-regional connectivity.	**Port connectivity, corridor development, infrastructure investment, and regional trade facilitation.**

4. Proposal to Develop a Multimodal Transport System in OIC Member States

Key Challenges

- **Diverse regulatory frameworks** - Different legal and institutional arrangements for multimodal transport across OIC member states.
- **Limited multimodal connectivity** - Insufficient integration between ports, railways, roads, inland waterways, and air transport.
- Cross-border logistics bottlenecks - Border procedures and documentation remain fragmented in many regions.
- Different levels of MTO implementation - Multimodal Transport Operators are implemented unevenly across OIC countries.
- Feasibility study and capacity building

Strengthening multimodal transport requires greater policy coordination, digital integration, and institutional cooperation among OIC member states.

5. Priority Areas for Cooperation

Digital Logistics Integration
Interoperable logistics systems, secure data exchange, and digital transport documents.

Regulatory Harmonization
Alignment of multimodal transport regulations, documentation, and operational procedures.

Multimodal Transport Operators (MTOs)
Exchange of regulatory practices, licensing mechanisms, governance, and oversight.

Cross-Border Trade Facilitation & Halal Logistics
Simplifying cross-border procedures while ensuring halal integrity, traceability, and compliance throughout multimodal logistics chains.

Cooperation in these areas can improve logistics efficiency and facilitate intra-OIC trade.

6. Policy Recommendations for COMCEC

Policy Area	Recommended Actions
Connectivity	• Promote integrated multimodal transport networks across OIC member states. • Regulatory harmonization • Supporting the assurance of halal integrity, traceability, and compliance throughout multimodal logistics chains
Digital Transformation	Encourage interoperability of logistics platforms and wider adoption of electronic transport documents.
Sustainable Transport	Support low-emission logistics, operational efficiency, and resilient supply chains.
Institutional Cooperation	Expand capacity building, technical assistance, and exchange of best practices for regulators and operators.

Strengthening multimodal transport requires greater policy coordination, digital integration, and institutional cooperation among OIC member states.

7. Way Forward for COMCEC Cooperation

Scope

- Strengthen policy dialogue on multimodal transport within COMCEC.
- Promote harmonization of multimodal transport regulations and digital documentation.
- Enhance interoperability of logistics digital platforms among OIC member states.
- Expand capacity building, technical assistance, and exchange of best practices.
- Foster cooperation to support resilient, efficient, and sustainable multimodal transport networks.

Expected Outcome

- Reduced logistics costs through more efficient multimodal transport and logistics operations.
- Simplified transport and cross-border processes through greater regulatory and procedural alignment.
- Reduced delivery and transit times through improved connectivity and streamlined logistics processes.
- Improved shipment traceability and visibility through digitalization and interoperable logistics systems.
- Enhanced multimodal connectivity and trade facilitation across OIC member states.
- More resilient and sustainable supply chains through stronger institutional cooperation and sustainable transport practices.