



MANAGEMENT PRESENTATION PERFORMANCE UPDATE

PT Indonesia Kendaraan Terminal Tbk
Jakarta, March 2022



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Auto Industry Performance

MANAGEMENT PRESENTATION

IPC CAR TERMINAL Tbk

Mar 2022



Indonesia Auto Industry*

Performance In Last 3 Years (YoY)

Auto Sector (3 Years; CAGR 2019 – 2021)

Total of Vehicle Production : → -6,63%;

Total of Vehicle Sales : → -7,20%;

Total of Vehicle Import : → -19,63%;

Total of Vehicle Export : → -32,30%

CBU Production : -7,76%

Commercial Vehicle : -1,88%

CBU Sales : -8,35%

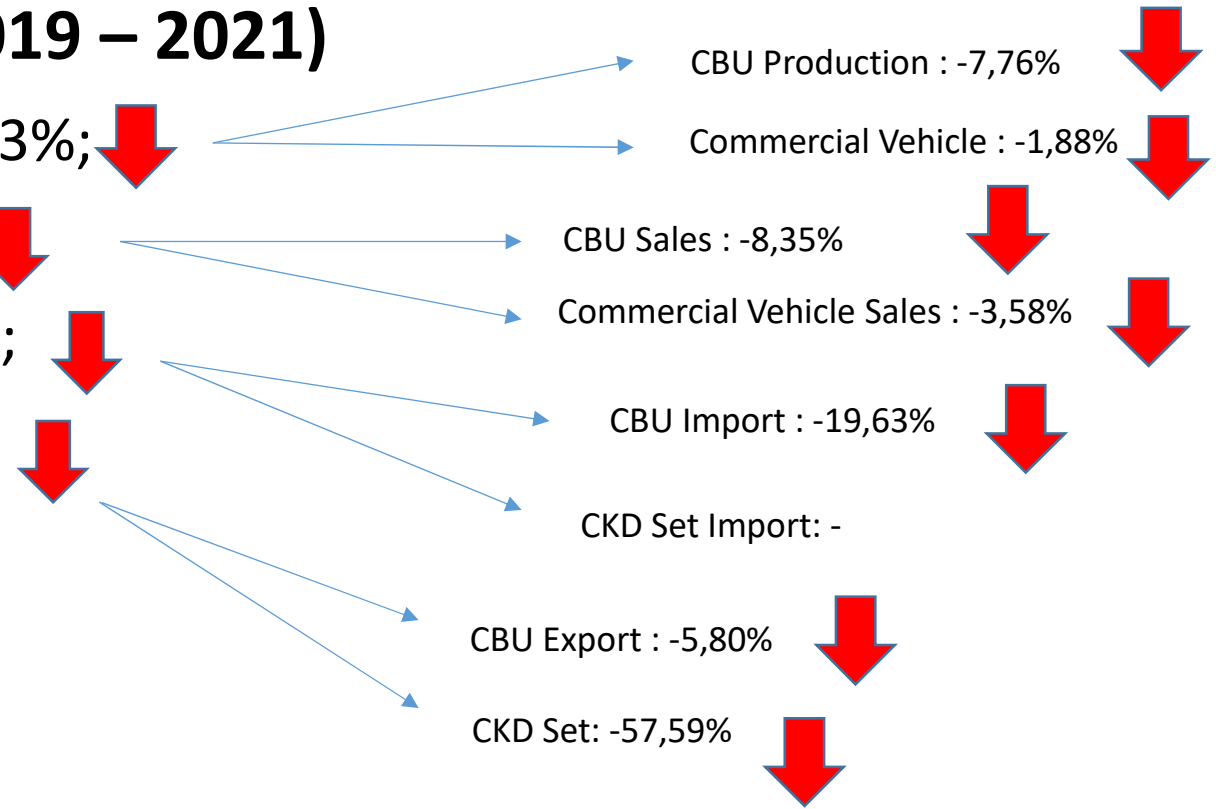
Commercial Vehicle Sales : -3,58%

CBU Import : -19,63%

CKD Set Import: -

CBU Export : -5,80%

CKD Set: -57,59%



*Based on updated data from GAIKINDO

Auto Industry Overview Performance In Last 5 Years

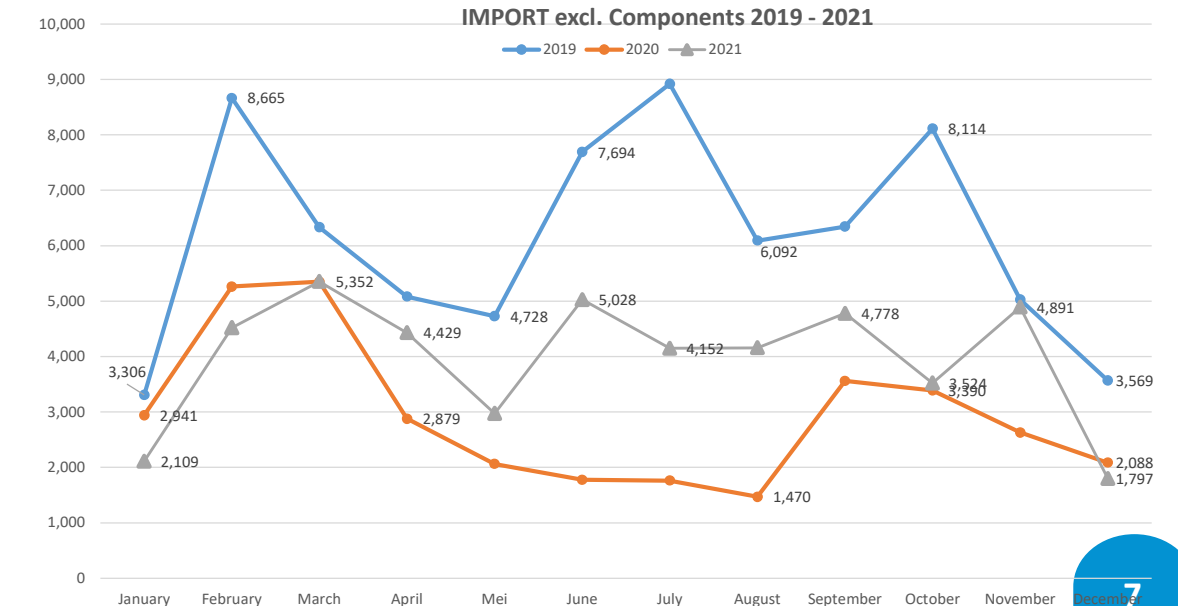
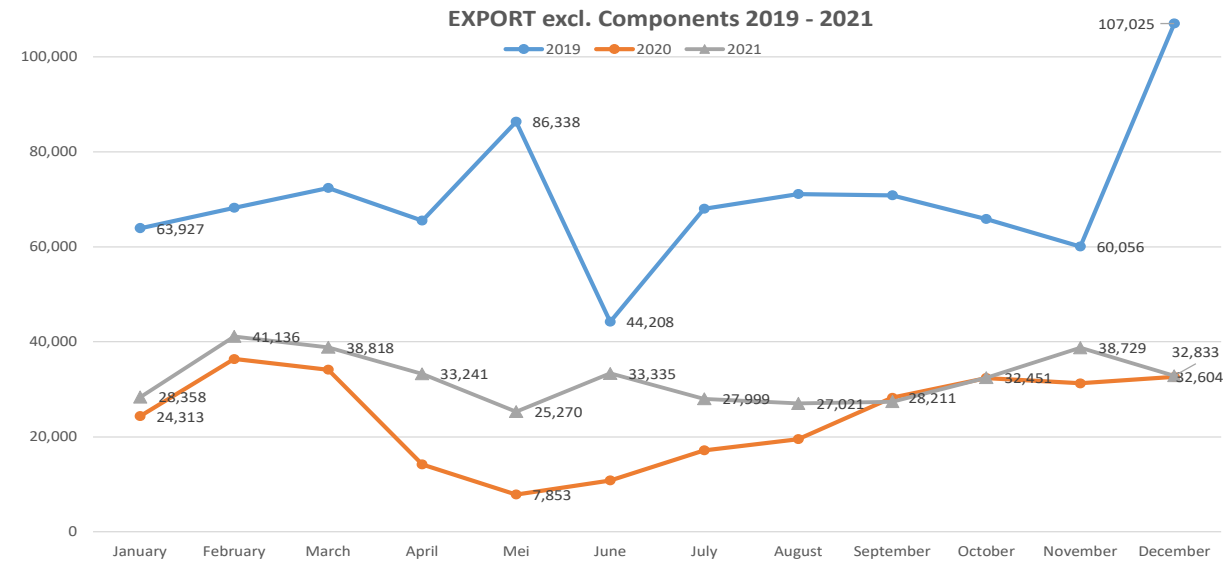
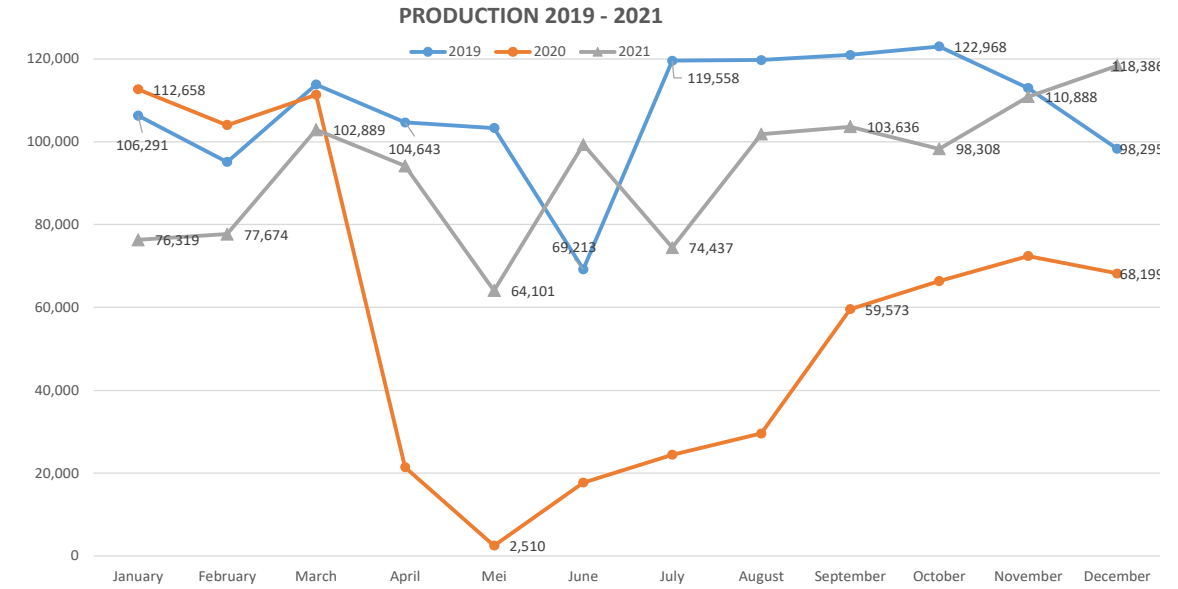
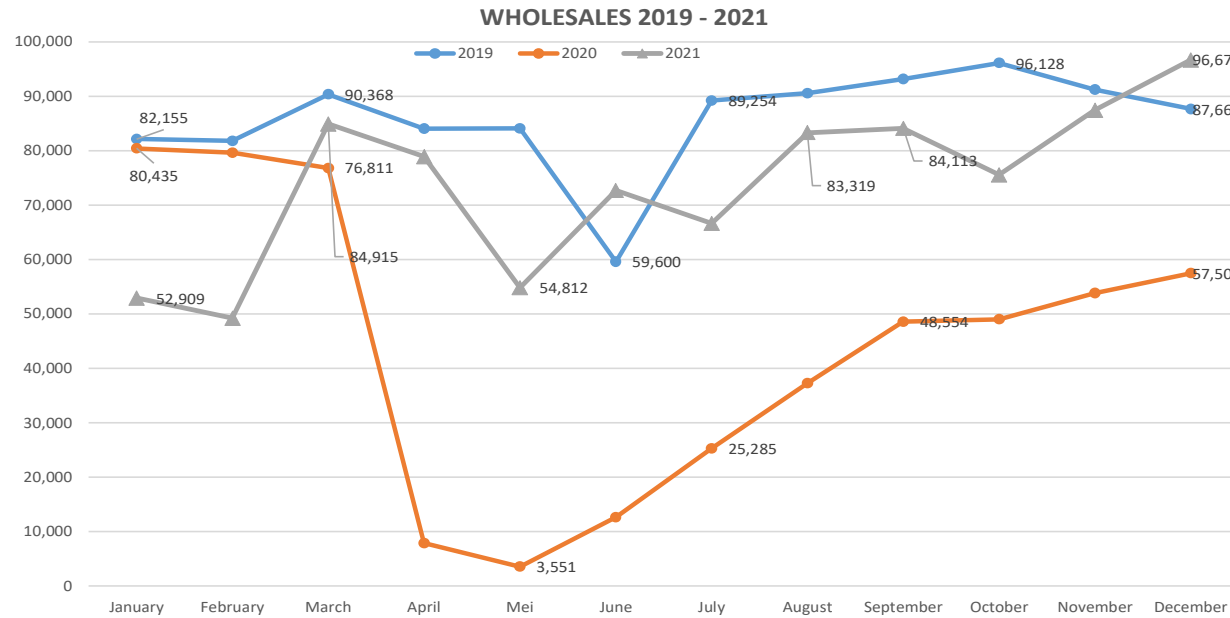
| PERIODE | Passenger Cars Production Total | Commercial Vehicle Production Total | Passenger Cars Total Sales | Commercial Vehicle Total Sales | CBU EXPORT | CKD-SET EXPORT | CBU IMPORT | CKD-SET IMPORT |
|---------|---------------------------------|-------------------------------------|----------------------------|--------------------------------|------------|----------------|------------|----------------|
| 2017 | 981,799 | 235,719 | 842,474 | 234,891 | 231,169 | 85,369 | 87,352 | 191,541 |
| 2018 | 1,055,774 | 287,940 | 874,660 | 276,631 | 264,553 | 82,028 | 84,148 | 114,514 |
| 2019 | 1,045,666 | 241,182 | 785,539 | 244,587 | 332,023 | 511,425 | 73,876 | 0 |
| 2020 | 551,426 | 138,750 | 389,266 | 143,141 | 232,175 | 56,586 | 35,173 | 0 |
| 2021 | 889,756 | 232,211 | 659,806 | 227,396 | 294,639 | 91,964 | 47,716 | 0 |

Source: GAIKINDO

Along with the impact of the Covid-19 Pandemic on the automotive industry, we can see at the table that people's purchasing power decreased which resulted in a down trend in the selling power of CBU Vehicle Manufacturers in 2020 from 2019. In 2021, the Cars Sales began to recovery almost twice times. The Cars Production also have improvement through 2021.

Both CBU export and import activities tend to decline along 2020 inline with Covid-19 Pandemic to Auto Industry. But, in the 2021 the CBU export can surpass than previous year.

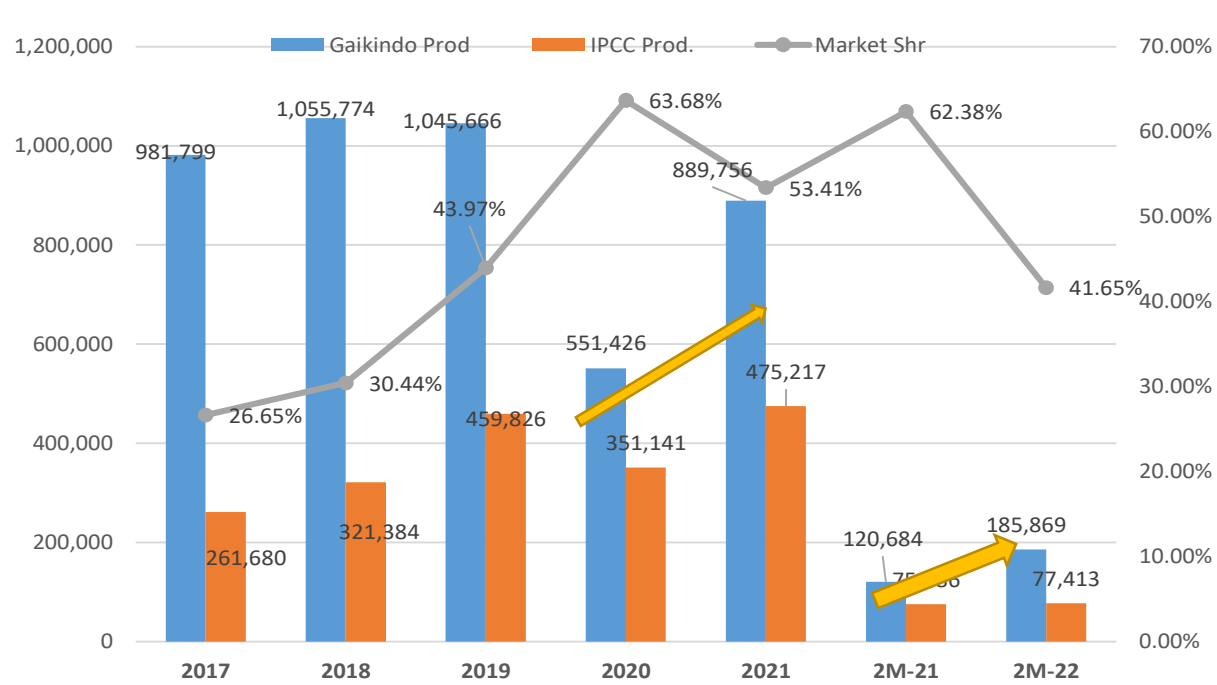
Monthly Cyclical Auto Industry In Last 3 Years*



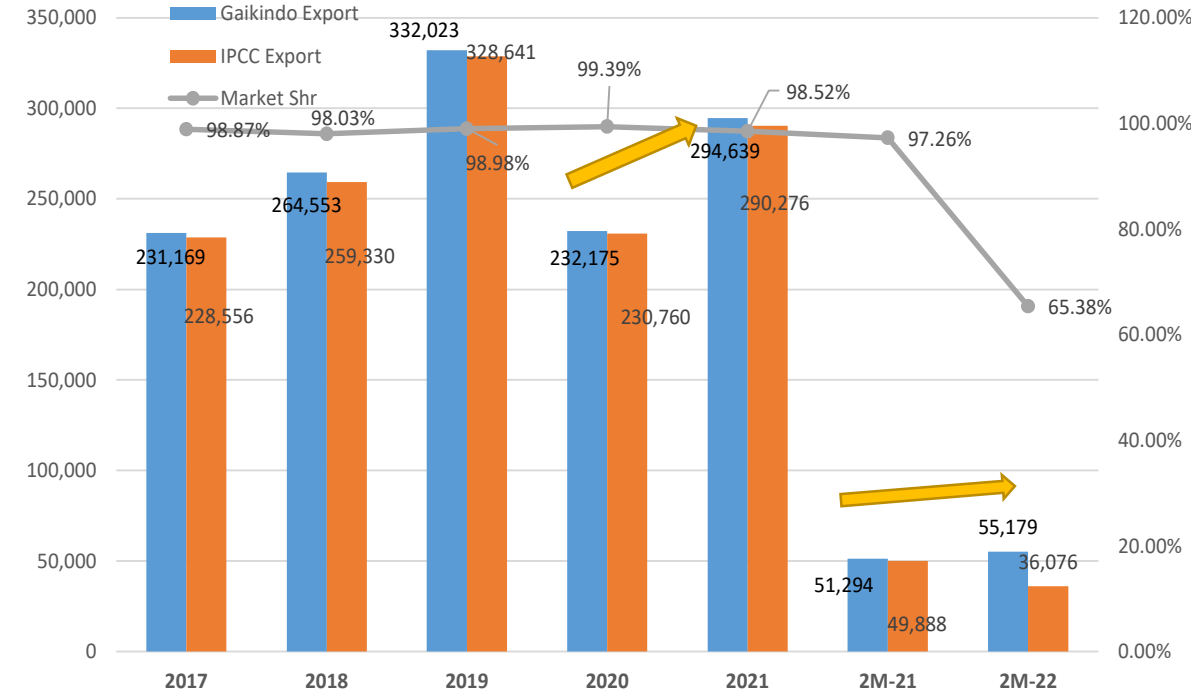
Source: GAIKINDO *Based on quarterly updated

... Auto Performance Overview (Year to Year).....

Comparison GAIKINDO - IPCC - PRODUCTION



Comparison GAIKINDO - IPCC - EXPORT



- At the end of 2021, the Indonesia CBU production turn around to increase 61,36% to 890k compared to 2020 due to impact of reduced restrictions on people activities from the Government and the existence of accommodative policies that was help Auto-Industry to grow. In 2021, the CBU handled by IPCC has lifted up 35,34% and it's equal to 53,41% of total national production.
- While export handled by IPCC has turned down 27,69% in 2M-21. If we compare to GAIKINDO data, the numbers of CBU handled by IPCC almost close to GAIKINDO data. It means, that more of domestic CBU production is exported and handled through IPCC.

- In the last 5 years, The IPCC Terminal has become the main choice for CBU export activities, supporting export-oriented program by the Government of Indonesia.
- The difference in data between GAIKINDO dan IPCC due to some CBUs are exported via container services.

*Based on quarterly updated



Company Overview

MANAGEMENT PRESENTATION

IPC CAR TERMINAL Tbk

Mar 2022



IPCC Shares Ownership

After the IPCC's shares transferred (inbreng) process done, as recorded in Administration Bureau of Securities (BAE), IPCC owned 71,3% by Subholding PMT; 0,7% by Pelindo's subsidiary (MTI), and 28% by the public. IPCC is a part of 17 IPC's subsidiaries (it was).



PT PELABUHAN INDONESIA (PERSERO)

99.9%



KOPERASI PEGAWAI MARITIM

1.0%



PT MULTI TERMINAL INDONESIA



PUBLIC

71.3%

0.7%

28.0%



The total amount of outstanding share at 1.818.384.820 shares



IPCC's Operational Area



IPCC Overview – Dedicated Car Terminal



Car terminal division was spun off as a Subsidiary. December 1st 2012 subsidiary (99% is owned by IPC, 1 % is owned by PT Multi Terminal Indonesia). Land area total became 16.9 ha, with a capacity of 400,000 vehicles per year.



GOI instructed IPC to develop dedicated terminal to handle vehicles (cars, heavy equipments, trucks, buses and spareparts) in Tanjung Priok.



On July 9, 2018 became a public company listed on the Indonesia Stock exchange (IDX). Total land area of 34,5 ha with a capacity of 780,000 vehicles a year.



2007

Completed construction of Tanjung Priok Car Terminal. Start Operations as a Division/ Strategic Business Unit (SBU) of PT Pelabuhan Indonesia II (Persero). Total area of 7.38 ha with a capacity of 200,000 vehicles a year



...IPCC at a glance

The journey of IPCC was started from Business Unit/Division to become Public Listed Company.

IPCC Terminal, focused in automotive loading-unloading such as CBU, HE, Truck, Bus, and spareparts.

Customer Centric, Integrity, Nationalism, Team Work, Action (CINTA)

Transformed to:

Amanah, Kompeten, Harmonis, Loyal, Adaptif dan Kolaboratif (AKHLAK)

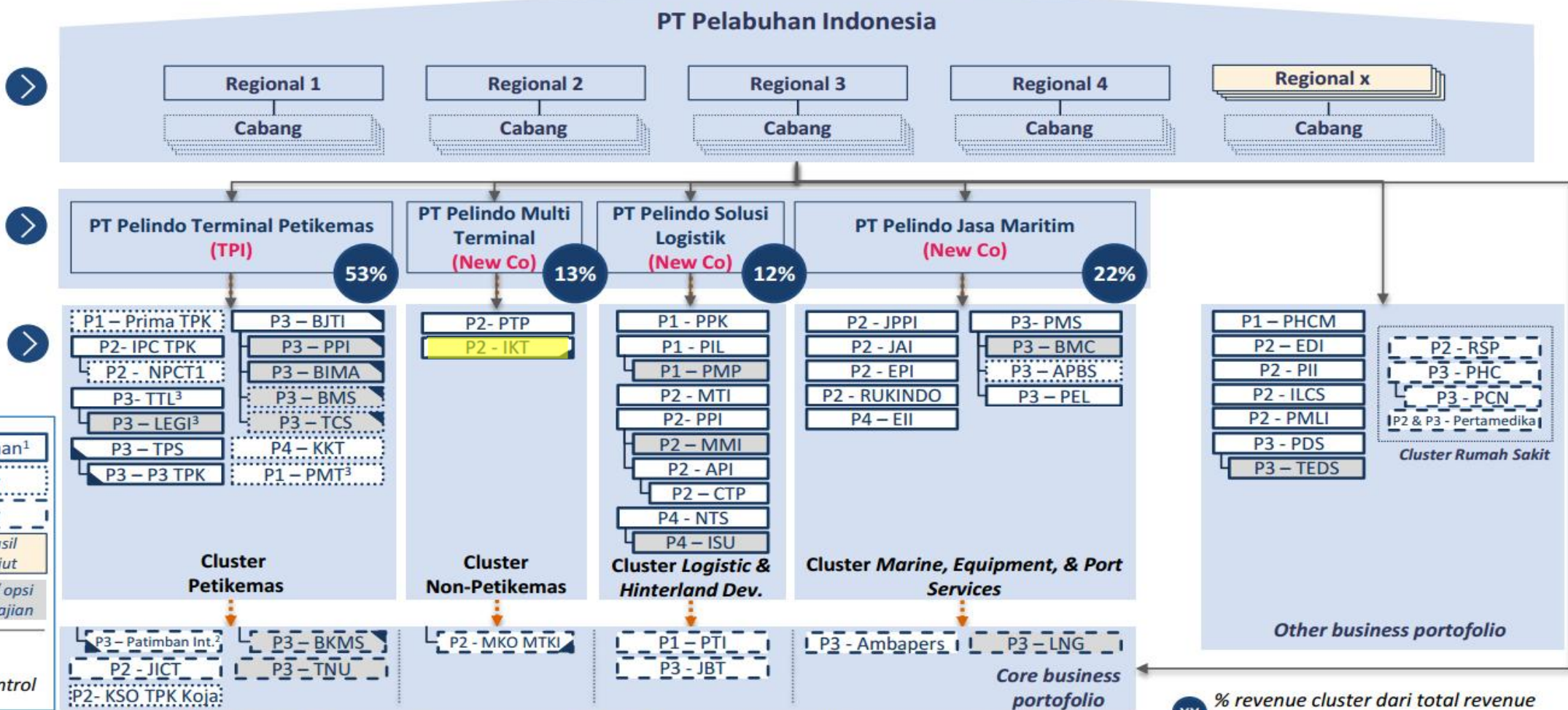
IPCC Overview – Dedicated Car Terminal

Strategic architect & Concession Owner

Regional coordinator

Business Owner

Business Operator



Legend

- Anak perusahaan¹
- JV majority
- JV minority
- Berdasarkan hasil kajian lebih lanjut
- as-is/ re purpose/ opsi lain sesuai hasil kajian

➡ Oversight

➔ Arahan strategis & kontrol

1) Saham dimiliki oleh Pelindo Group & koperasi, 2) PT Pelabuhan Patimban Internasional merupakan entitas baru di tahun 2021 dimana bergerak di dua bidang yaitu Petikemas dan Non Petikemas 3) Alokasi klaster di PK/NPK akan dikaji lebih lanjut
 Sumber: Data Pelindo I-IV, Analisis BCG

XX % revenue cluster dari total revenue 2020 (subsidiary & JV, tanpa portfolio)

Board of Commisioner & Board of Director

Based on EOGM June 14th 2021



Right to Left : Commisioner: Dwijanti Tjahjaningsih; Independent Commisioner: LM. Arya Bima Yudiantara;
Independent Commisioner: Abdur Rahim Hasan

Left to Right : Director of Finance & Human Capital: Feri Irawan; Director of Operation & Technical: Andi Hamdani; President
Director: Rio Theodore Natalianto Lasse; and Director of Commercial & Business Development: Agus Hendrianto

Stock Performance

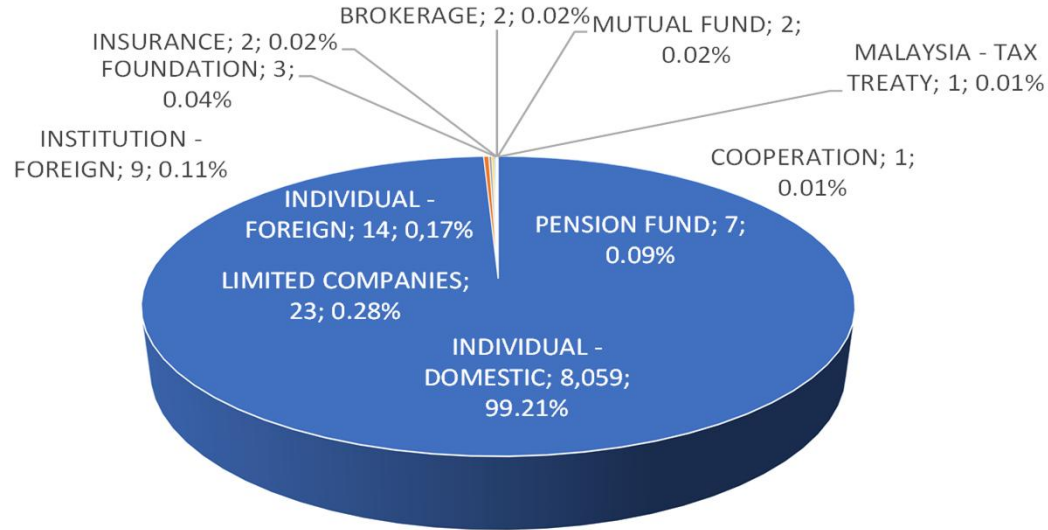
The news of the cooperation with Hyundai Group Company, that IPCC is trusted to fully handle Hyundai cargo combined with the news of the Ministry of SOE's decision to integrate Pelindo I – IV into one entity have given positive sentiment to IPCC stock, lifted it up to the highest price. The IPCC reached Rp900 (+69,81% YTD) in Jan' 21th 2021.



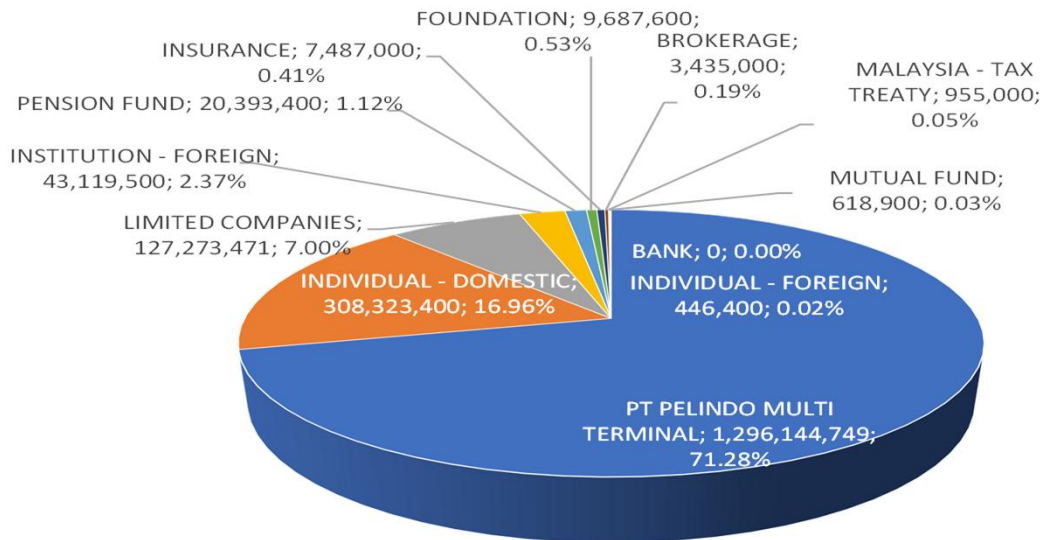
The good performance in 1st Semester also give positive sentiment to IPCC's price

The Ownership of IPCC's Shares*

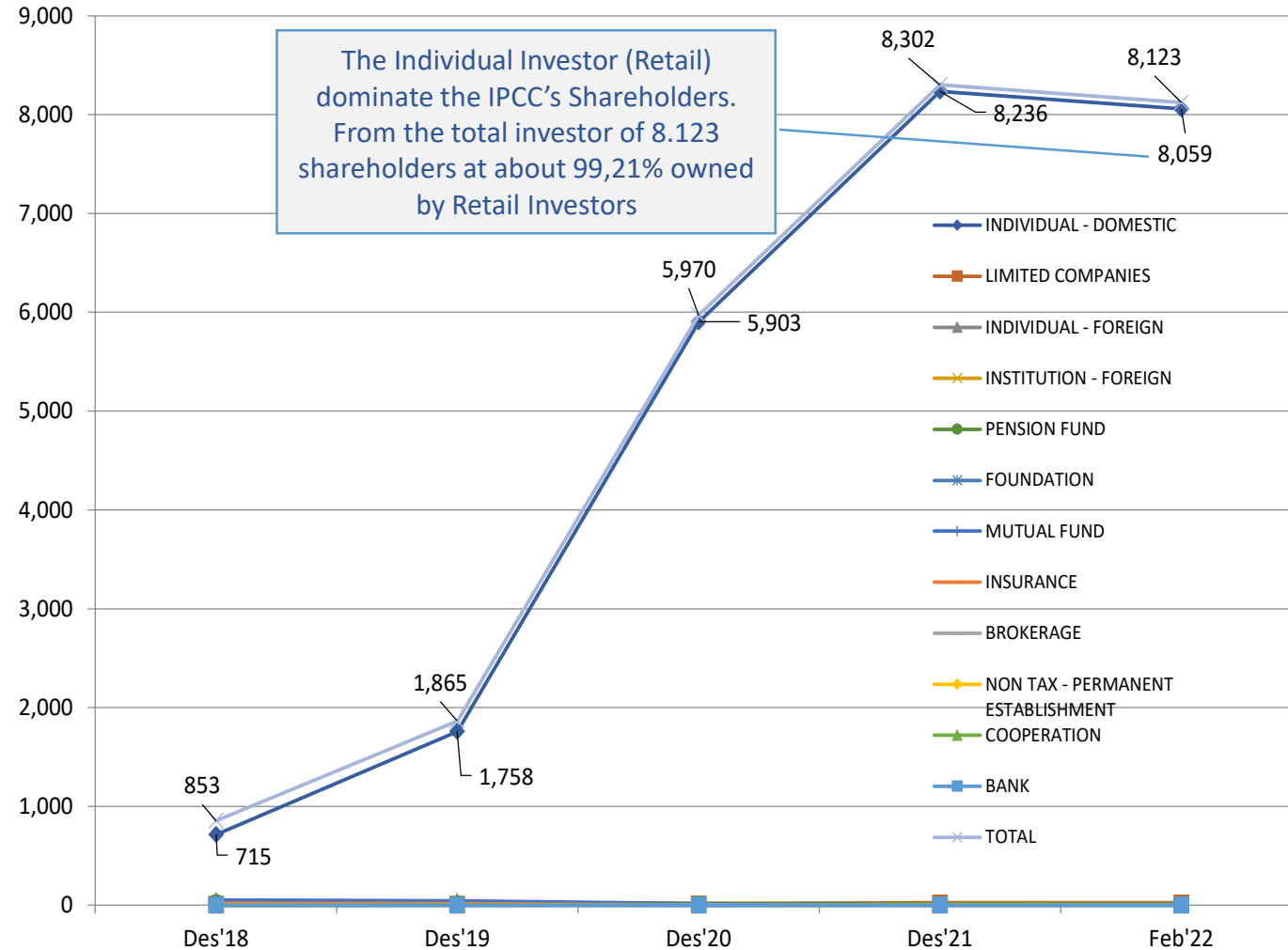
Amount Of IPCC Shareholders Feb' 2022



Number Of IPCC Shares Feb' 2022



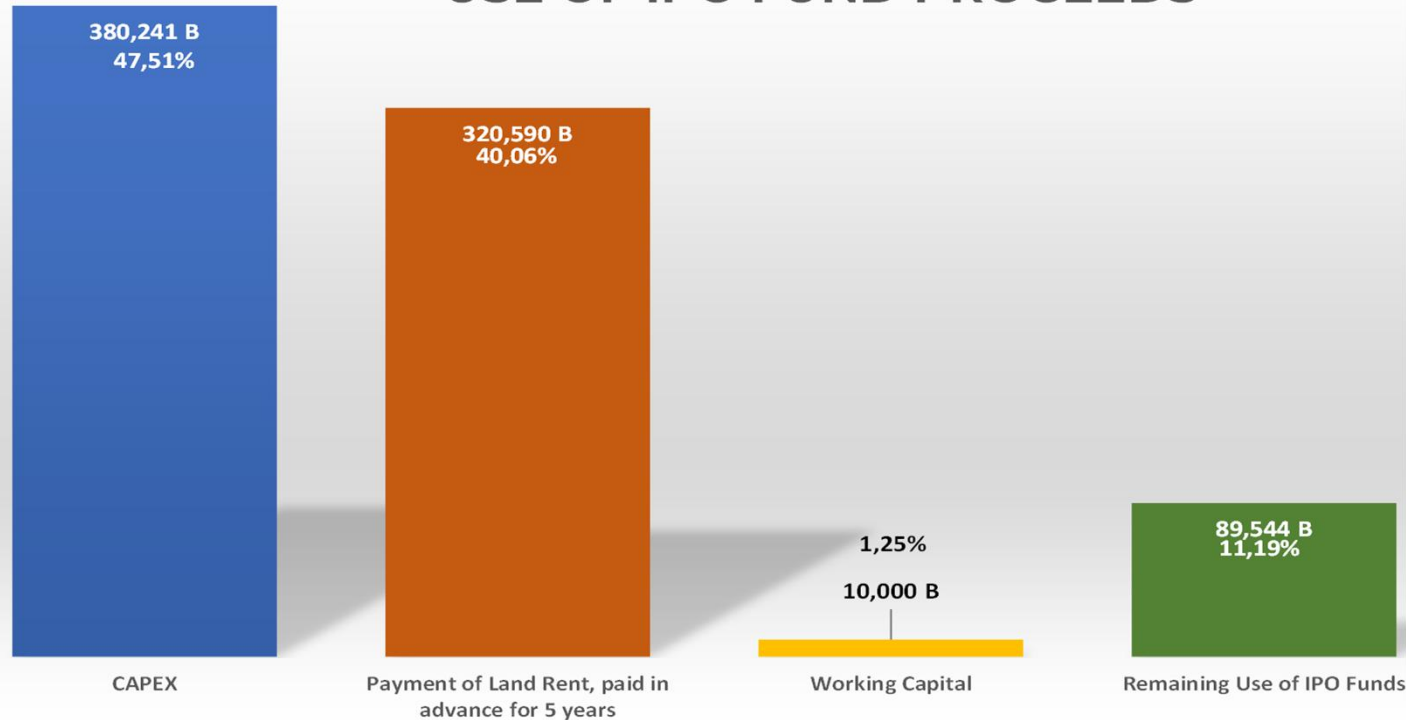
Amount Of IPCC Shareholders Feb' 2022



*Based on quarterly updated

The Use Of IPO's Fund Proceeds Until The End Of Dec - 2021

USE OF IPO FUND PROCEEDS



IPCC Initial Public Offering
 IPCC offering shares at about 1,81 billion shares with fund acquisition reached Rp. 835,0 billion.

The IPO proceeds of Rp835 billion and after deducting administrative costs of Rp34,63 billion, obtained IPO shares (net) of Rp800,38 billion.

The use of IPO's Fund Proceeds until the end of December 2021 :

Capital Expenditure : Rp380,24 billion

Prepaid of Land Rent for 5 years period : Rp320,59 billion

Working Capital: Rp10 billion

Rest of IPO's Fund : Rp89,54 billion for the others investment needed in the future.



*Based on quarterly updated

Line Of Business



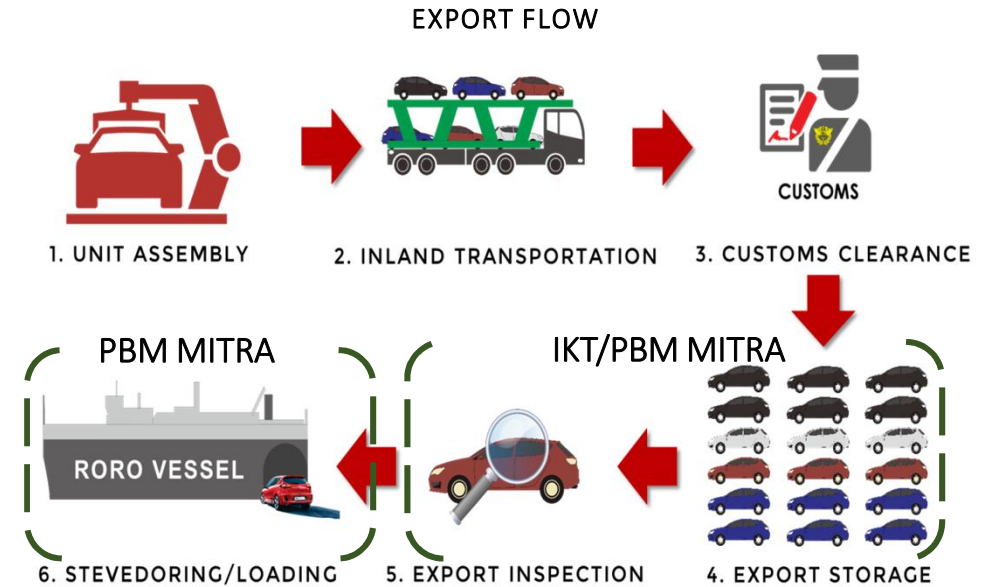
1. TERMINAL HANDLING

Terminal Cargo Handling for Automotive, Heavy Equipments & Spareparts



2. VALUE ADDED SERVICES

Vehicle Processing Service (VPC), Equipment Processing Service (EPC), Road Freight Services.



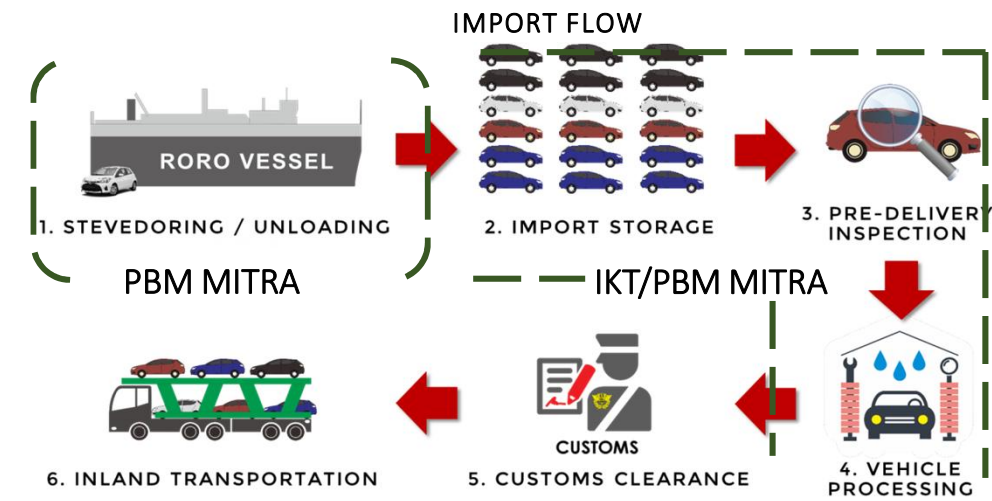
IPCC EFFORTS IN MAINTANING QUALITY

Operational excellence through firm process & technology

Strategic Partnership in the development of Car Terminal Business

Business diversification, vertical integration, and tailor-made services

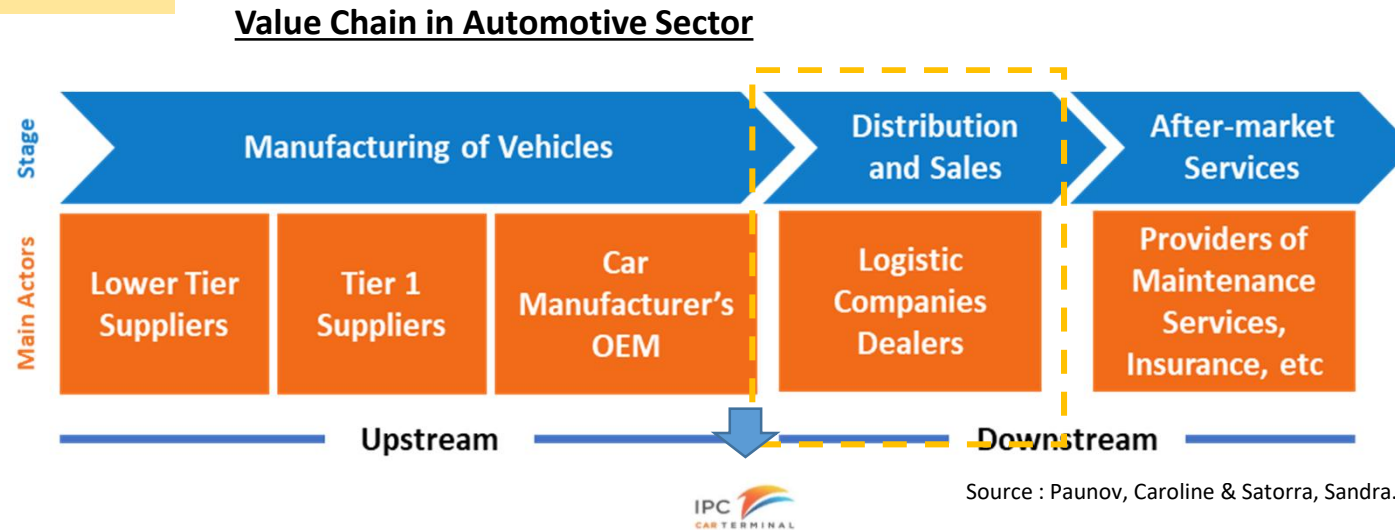
Highly skilled human capital in managing the Terminal



Line Of Business - Positioning

The position of IPCC in Automotive industry is on the distribution activities series and vehicle sales. Therefore, IPCC is part of value-adding vehicle which in the middle of automotive value chain.

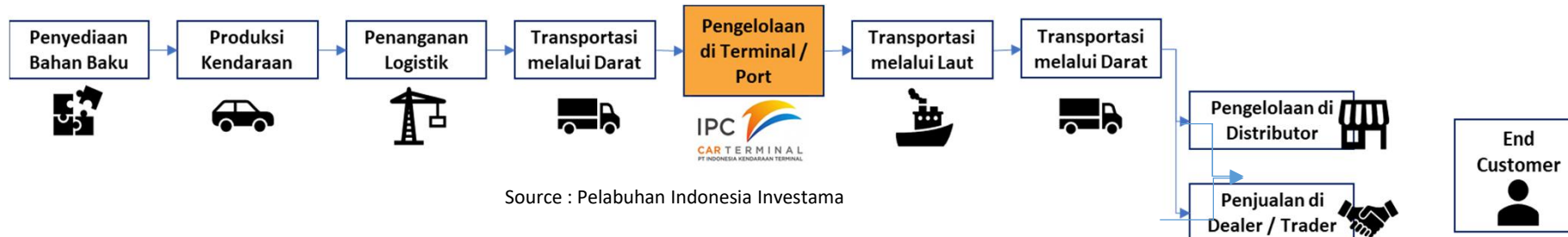
Value Chain in Automotive Sector



Source : Paunov, Caroline & Satorra, Sandra. (2019). HOW ARE DIGITAL TECHNOLOGIES CHANGING

IPCC Position in Automotive Sector

Value Chain in Automotive Industry



Source : Pelabuhan Indonesia Investama

Line Of Business - Positioning

Facilities

Berth 1



Berth 1
(Internasional Terminal)
Length : 88 m
Depth : -6 mLWS

Berth 4



Berth 4
(Domestic Terminal)
Length : 148 m
Depth : -8 mLWS

Berth 2



Berth 2
(Internasional Terminal)
Length : 220 m
Depth : -12 mLWS

Berth 5



Berth 5
(Domestic Terminal)
Length : 304 m
Depth : -12 mLWS

Berth 3



Berth 3
(Domestic Terminal)
Length : 15 m
Depth : -6 mLWS

Berth 6 (Ex-President)

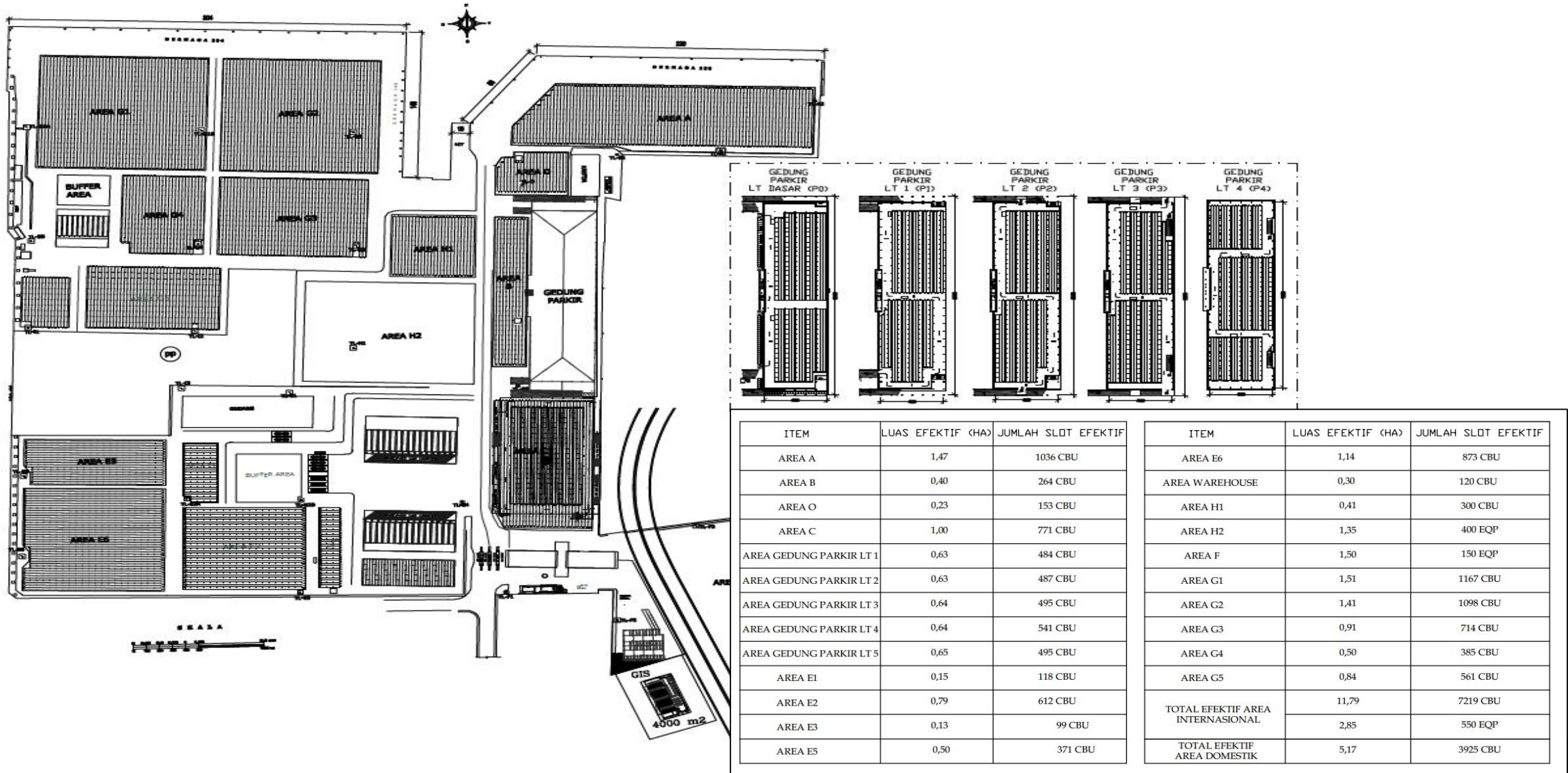


Berth 6
(Domestic Terminal)
Length : 196 m
Depth : -10 mLWS

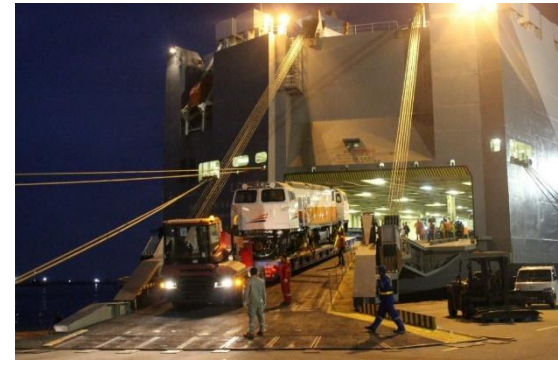
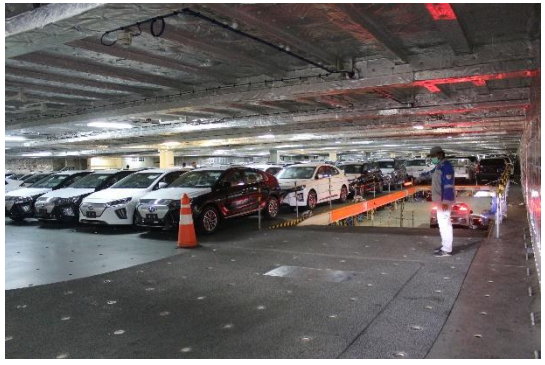
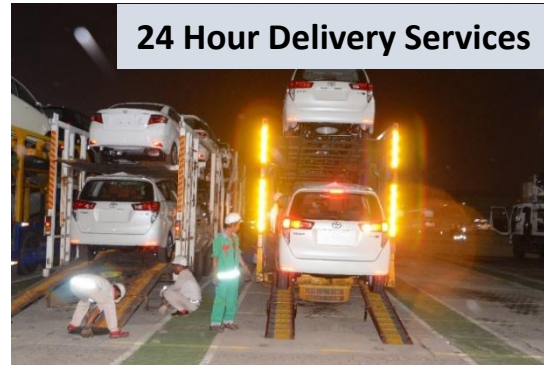
Line Of Business - Positioning Facilities



Line Of Business - Positioning Facilities



Loading & Unloading Activities



Operational Overview

MANAGEMENT PRESENTATION

IPC CAR TERMINAL Tbk

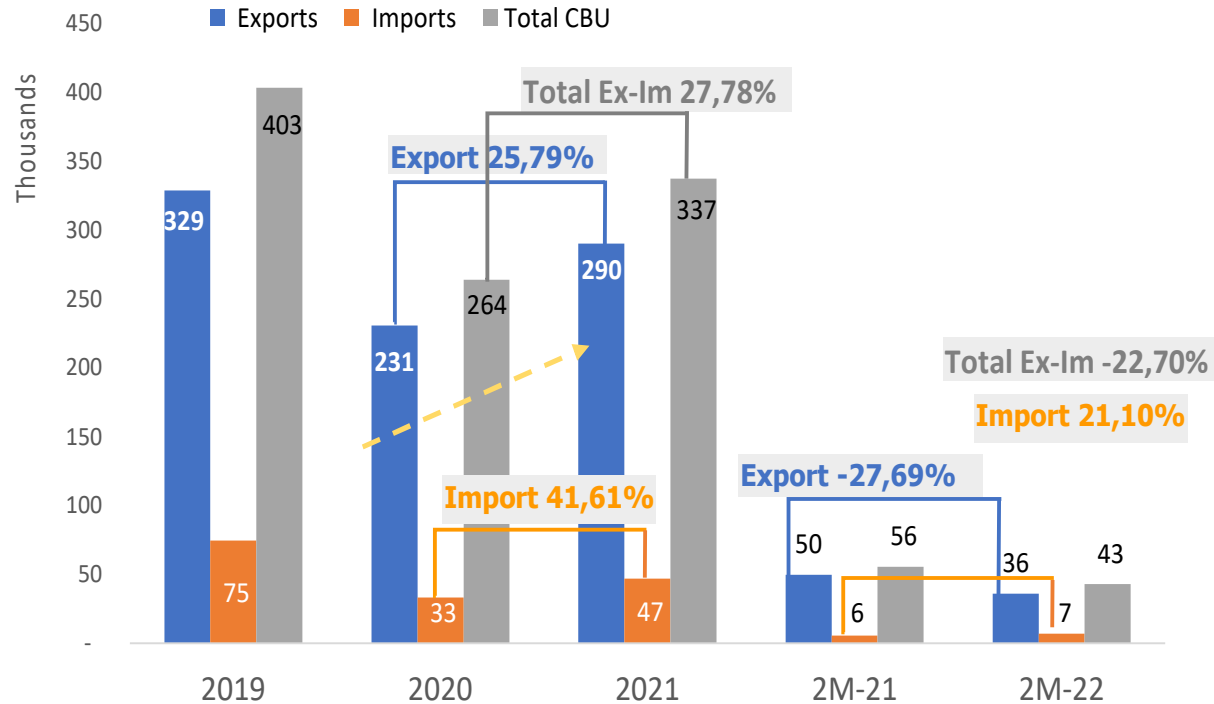
Mar 2022



IPCC's Cargo Historical – Last 3 Years & 2M Period

IPCC Export – Import (CBU)

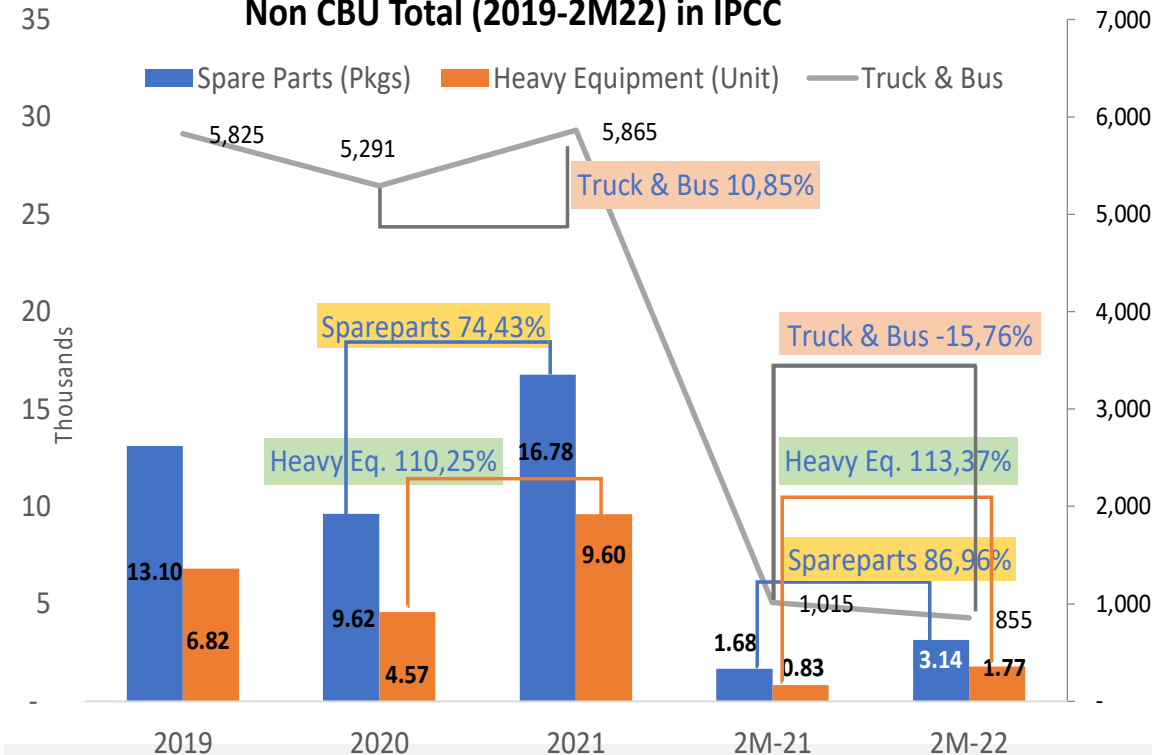
CBU Ex-Im (2019-2021) in IPCC



The CBU growth from 2020 to 2021 looks better. But, in 2M21 period the CBU growth slightly down. The growth of CBU Ex-Im in 2M21 at -22,70%. In details, the CBU export growth at -27,69% and CBU import at 21,10%

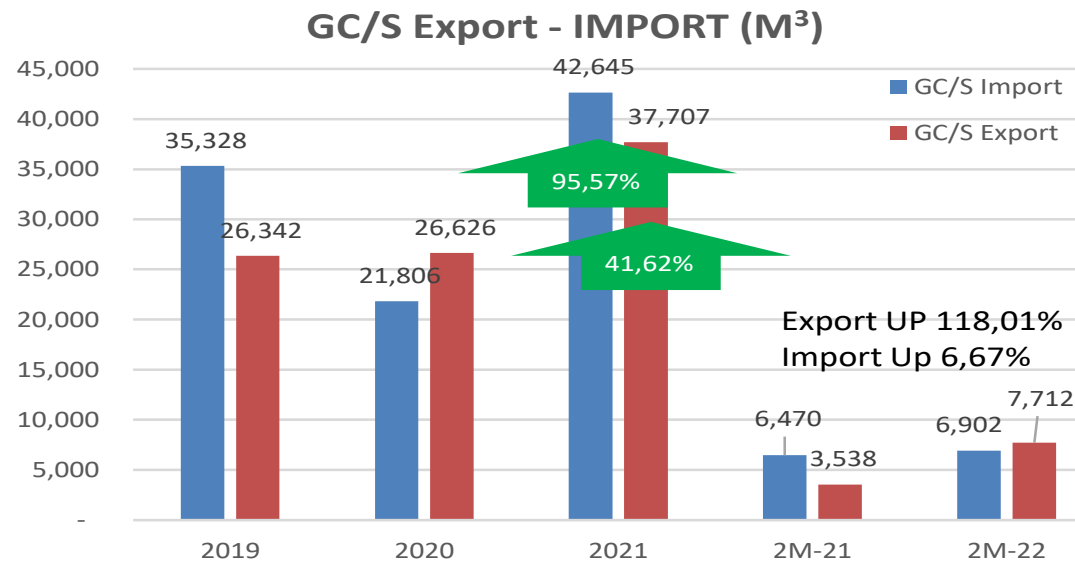
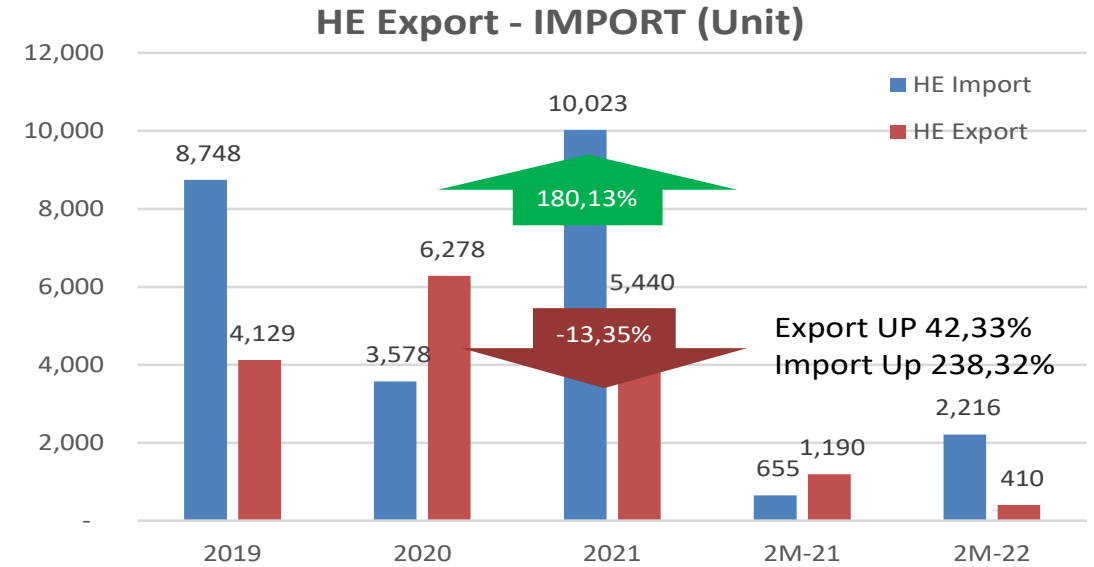
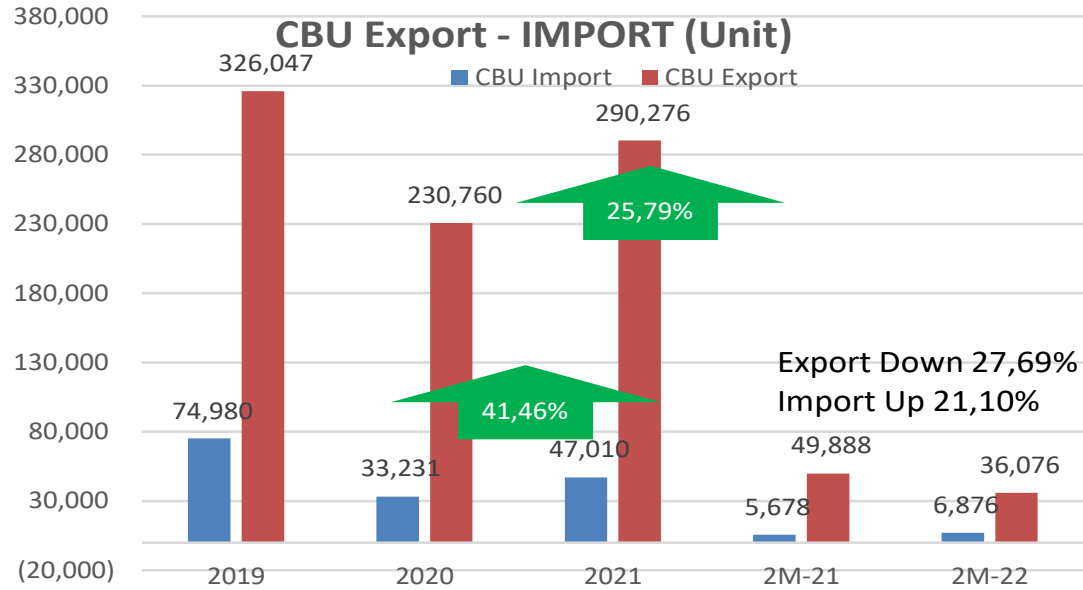
IPCC Heavy Equipments, Trucks, Buses & Spareparts

Non CBU Total (2019-2M22) in IPCC



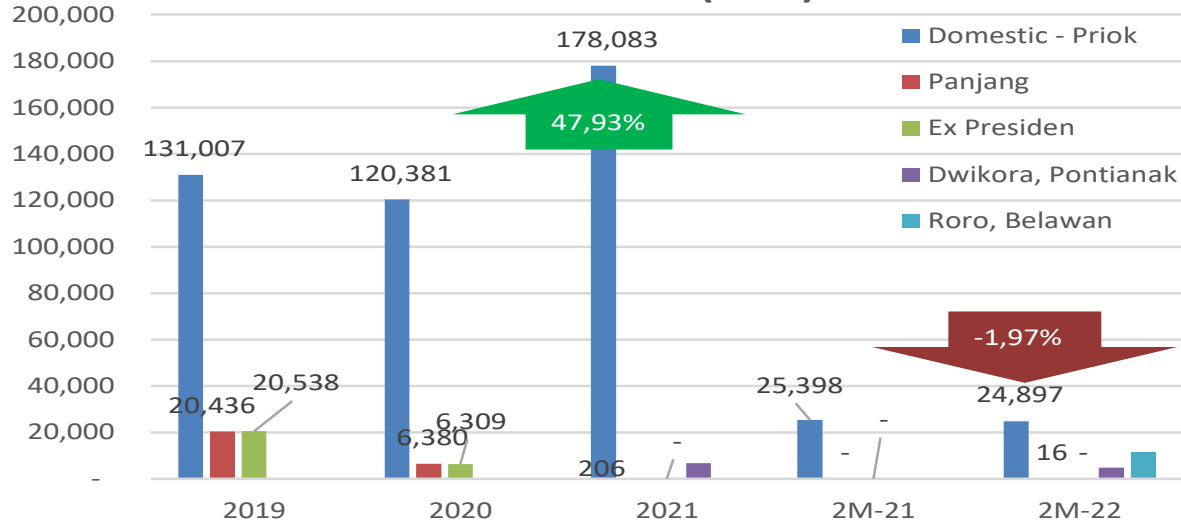
The Heavy Equipment, Trucks & Buses, & Spareparts throughput growth looks increase from 2020 to 2021 inline with the increase of demand in the mining, infrastructure, construction, plantation and forestry sectors after recovery. The improvement growth still continue in the 2M22 period

Details of IPCC Cargo In International Terminal – Historical In Last 3 Years & 2M Period

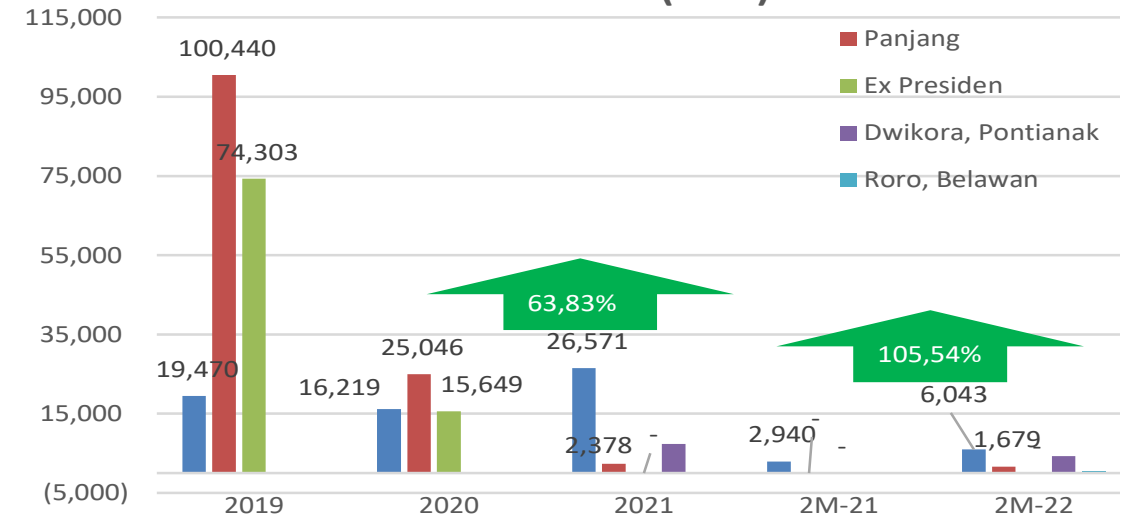


Details of IPCC Cargo In Domestic Terminal – Historical In Last 3 Years & 2M Period

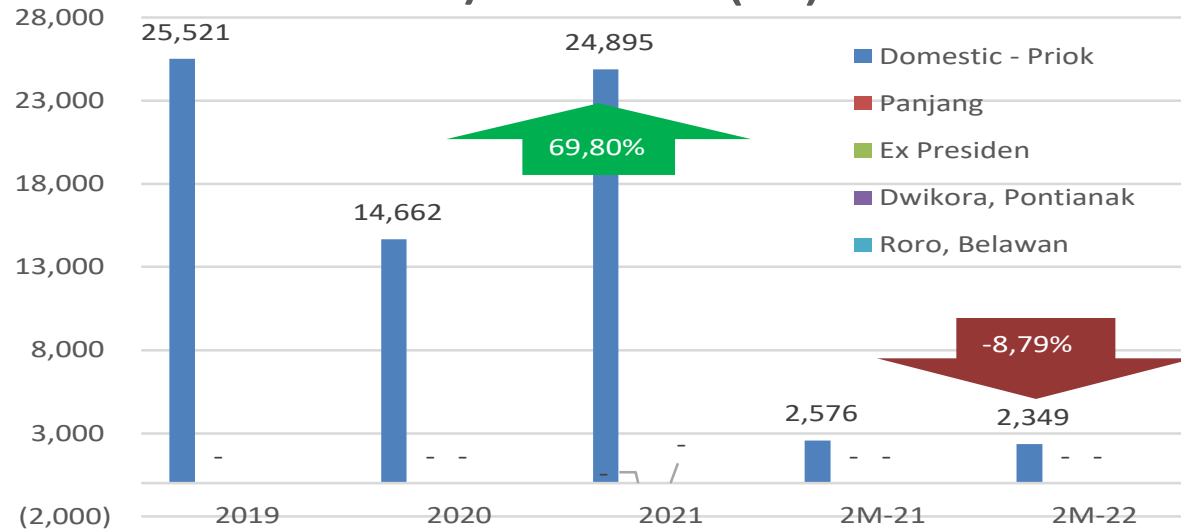
CBU Domestic (Unit)



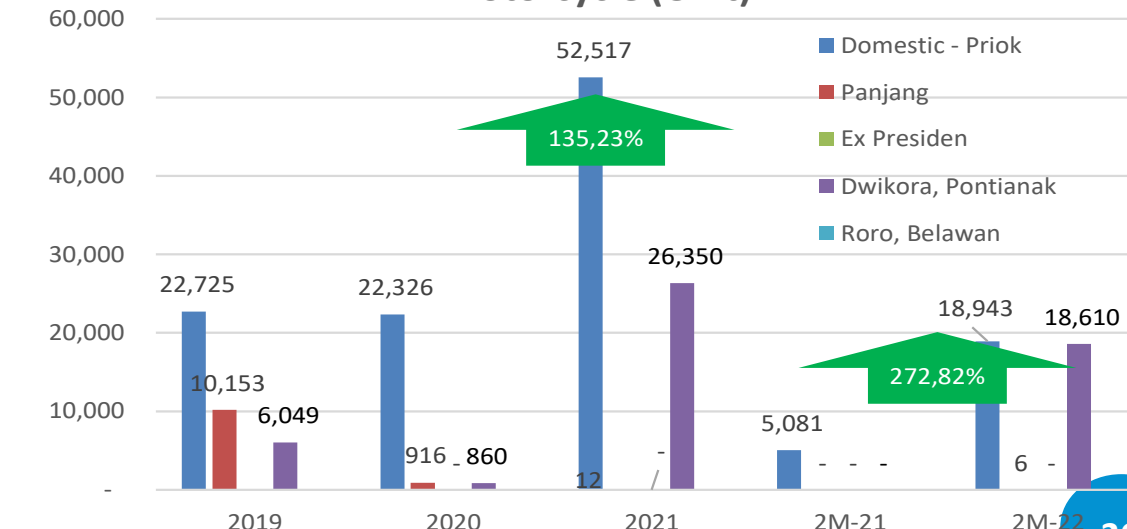
HE Domestic (Unit)



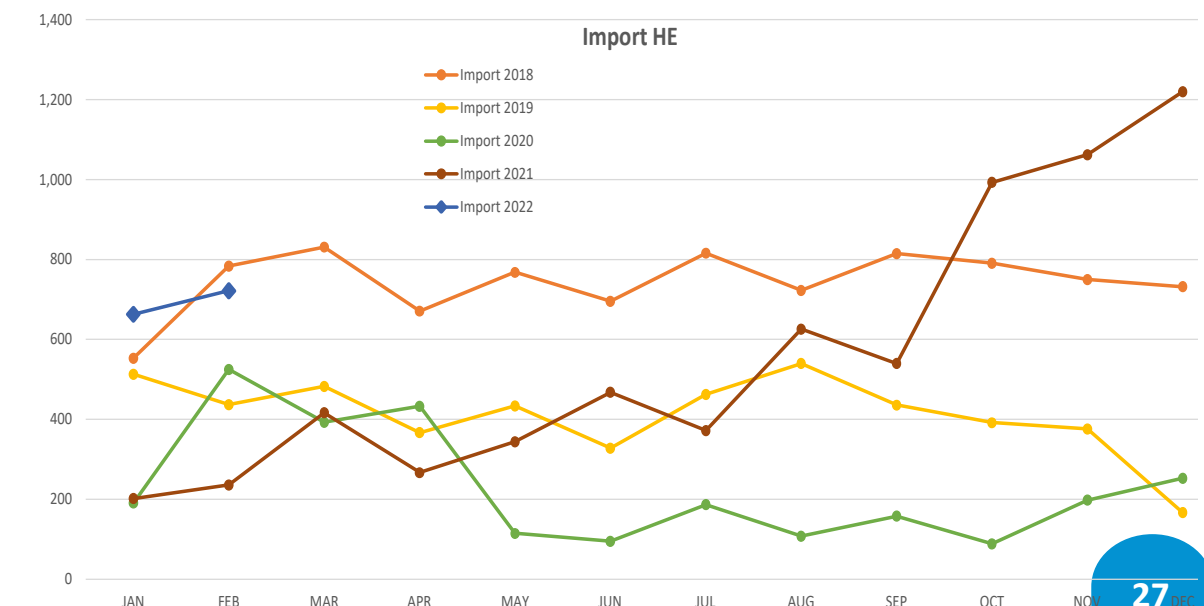
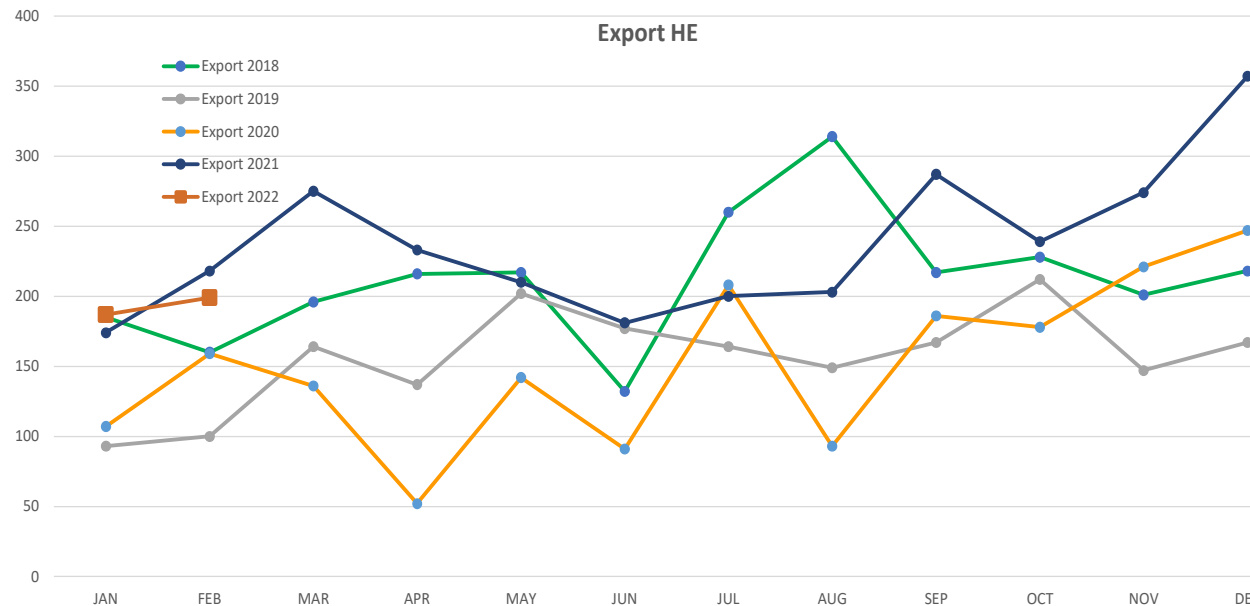
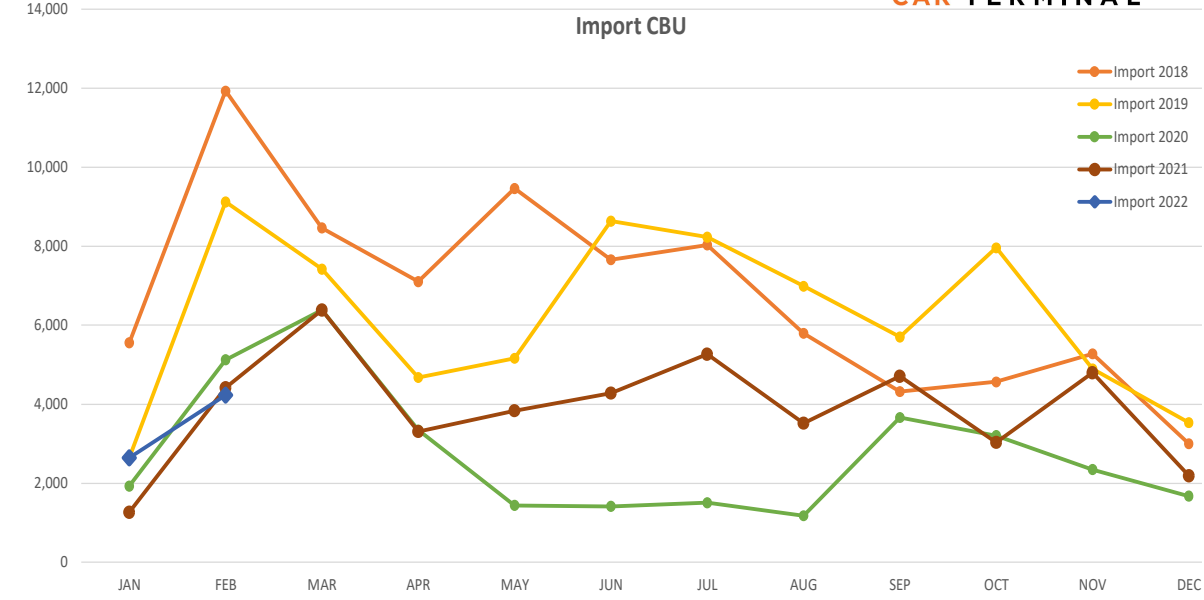
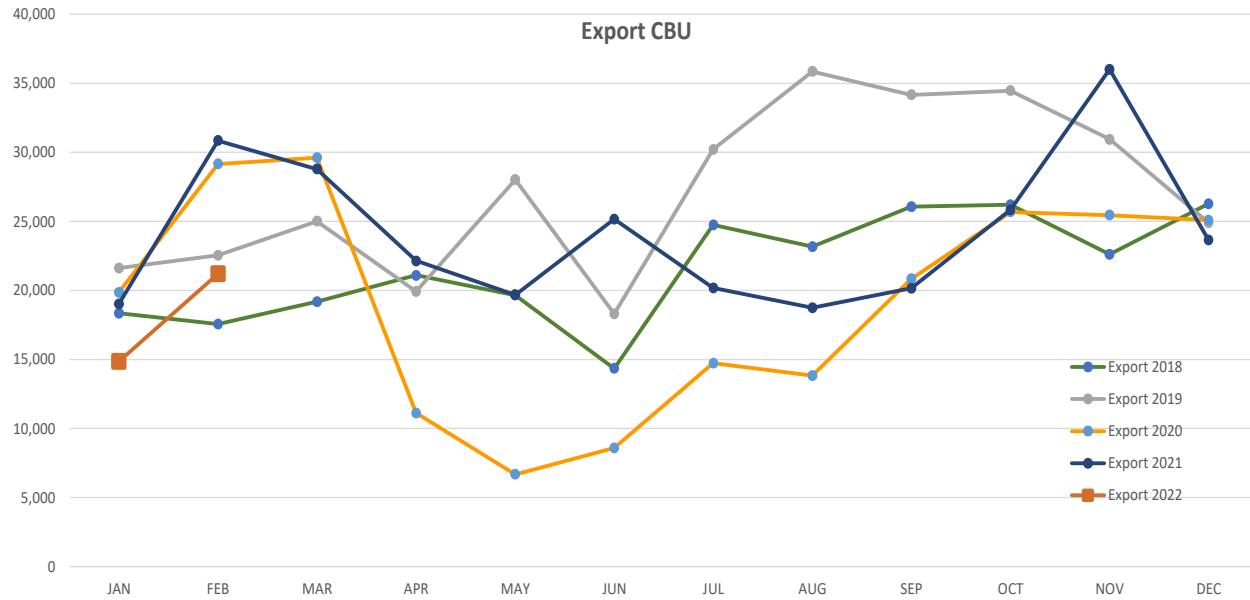
GC/S Domestic (M³)



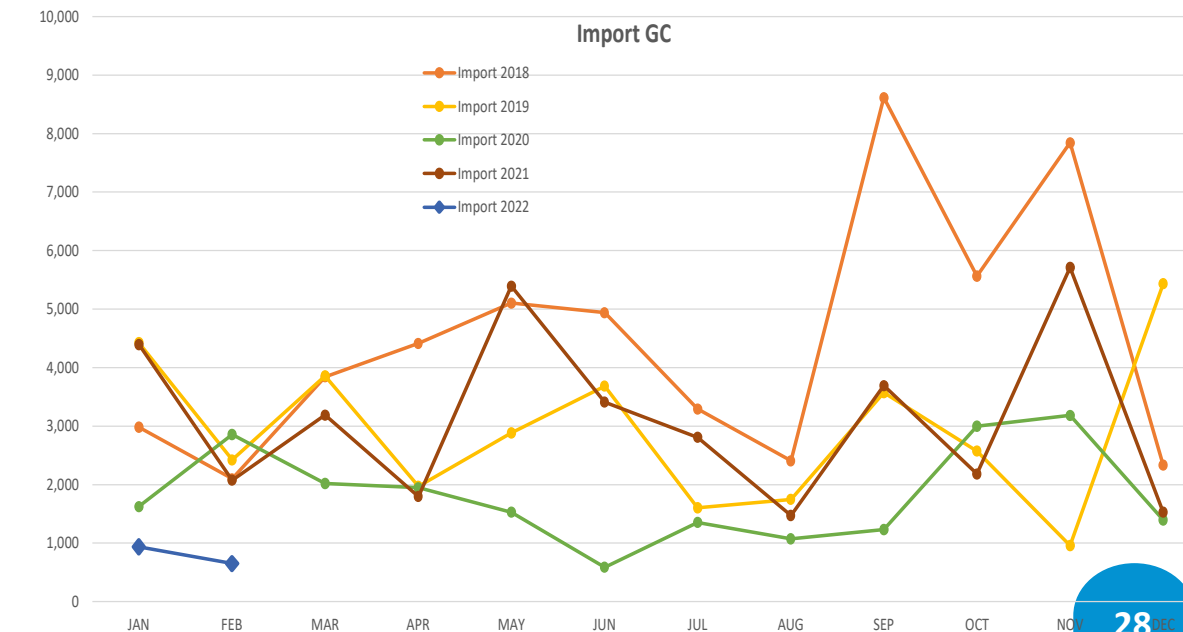
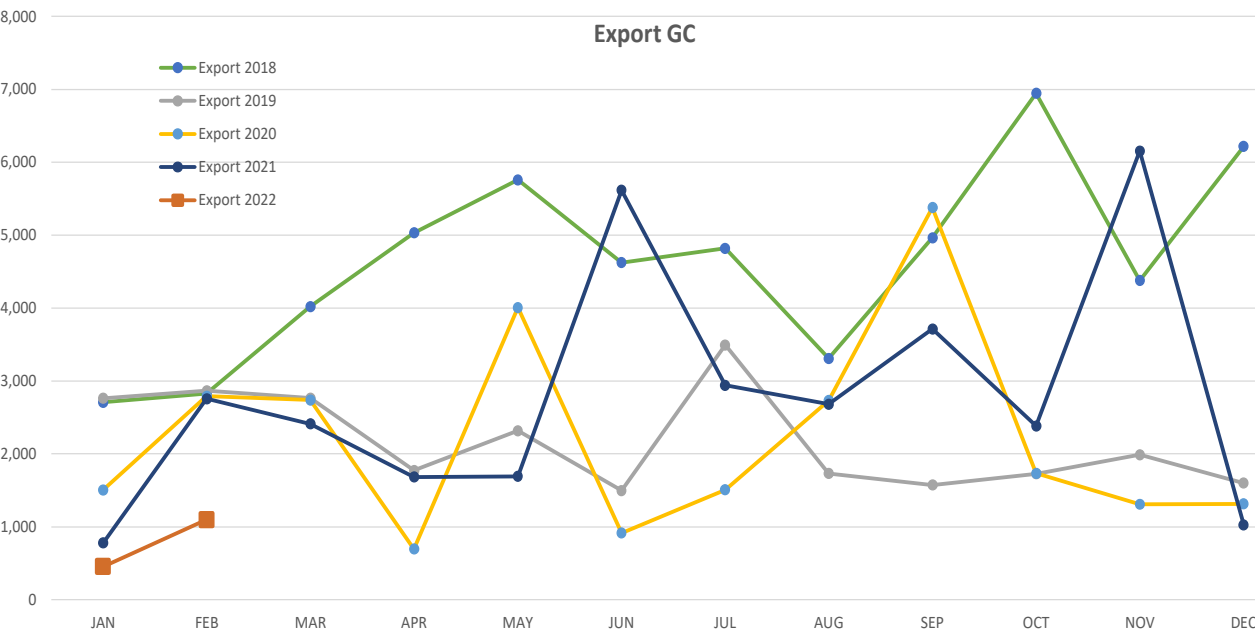
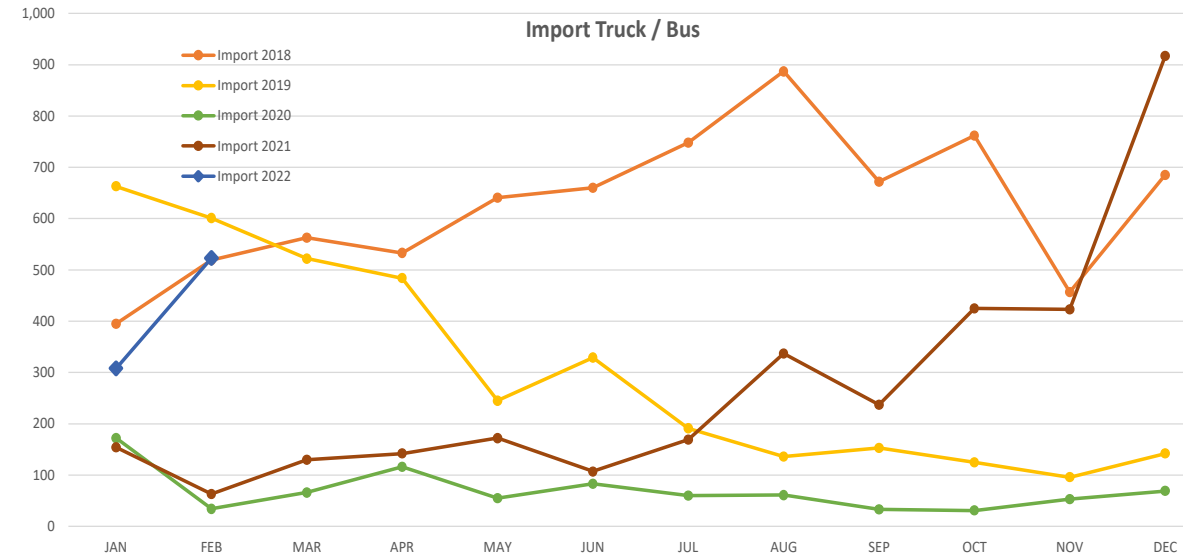
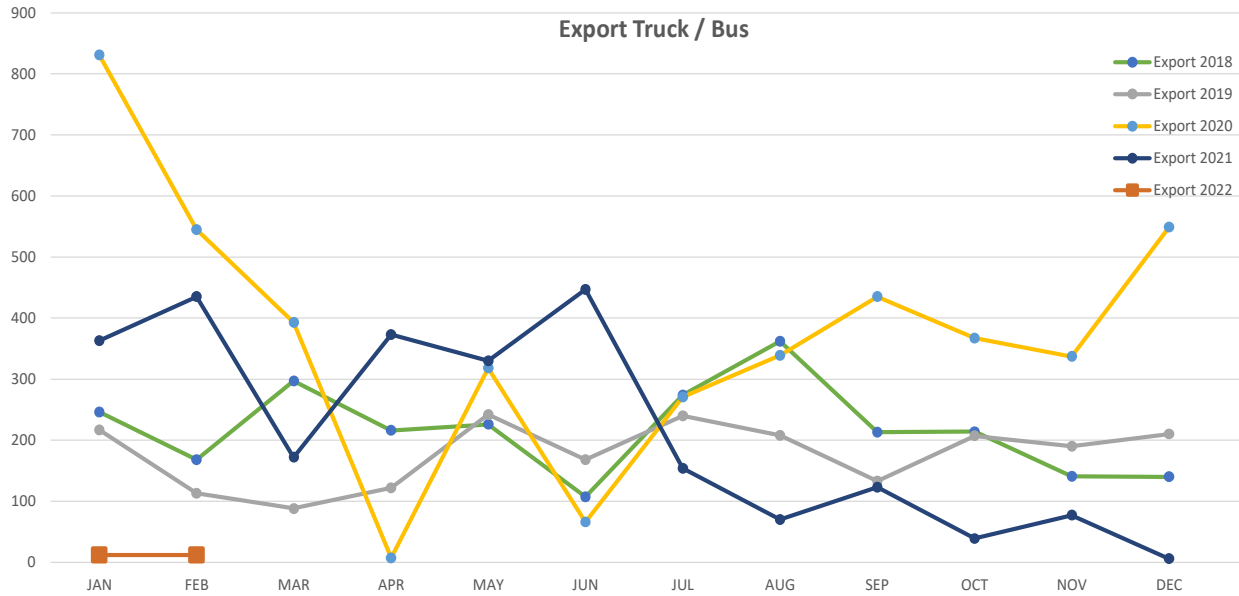
Motorcycle (Unit)



Monthly Cyclical of IPCC Cargo – Historical



Monthly Cyclical of IPCC Cargo – Historical



Financial Overview

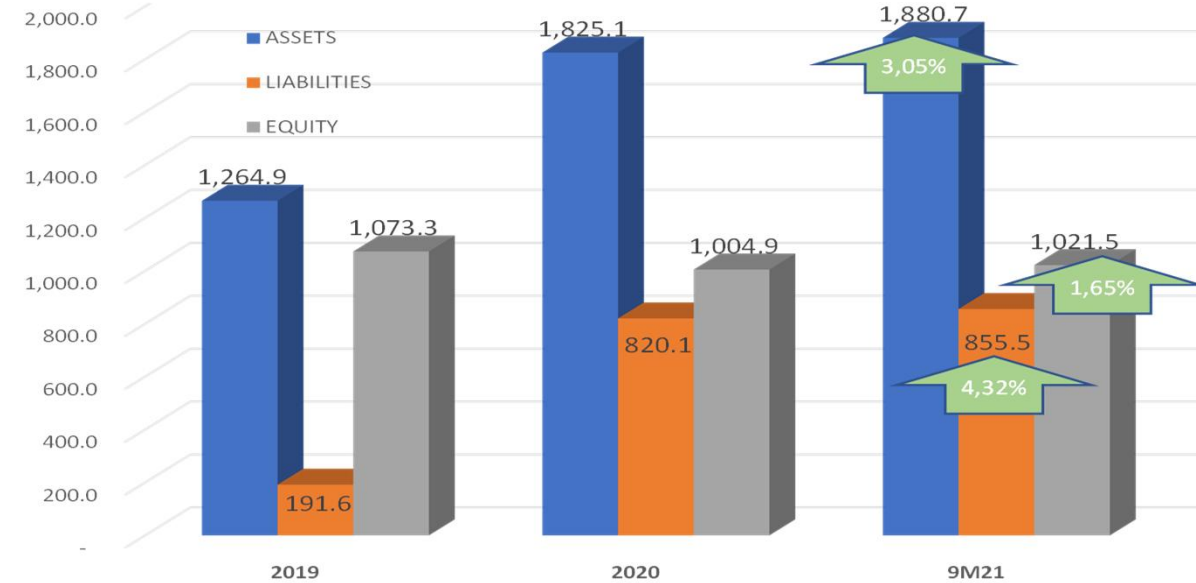
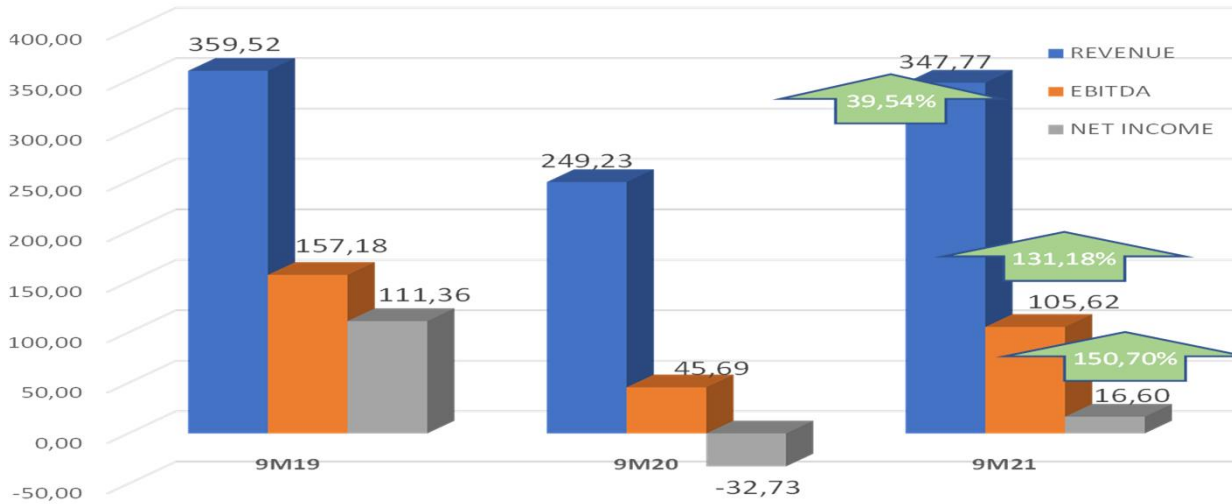
MANAGEMENT PRESENTATION

IPC CAR TERMINAL Tbk

Mar 2022



Finance Performance Overview – 9M21 & 9M20



Income for the year 9M21 : Rp16,60 Billion vs –Rp32,73 Million (9M20) (YoY)

Revenue 9M21 : Rp347,77 Billion vs Rp249,23 Billion (9M20) (YoY)

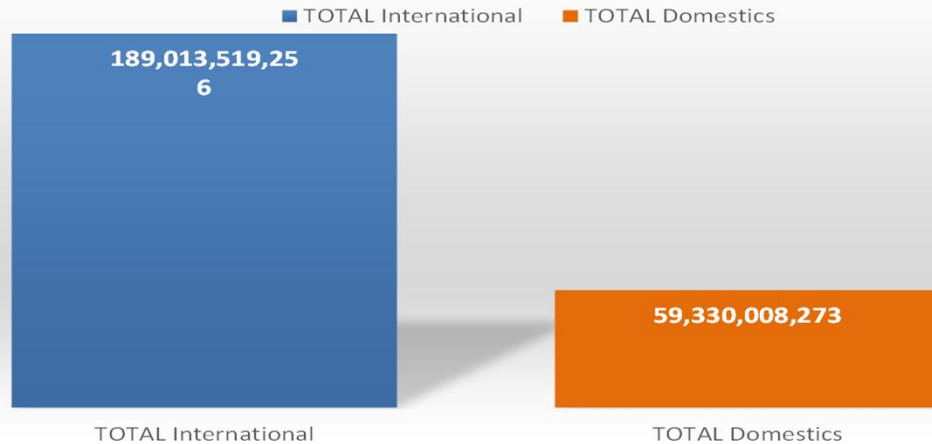
Reasons/Factors:

1. The continuity increase of Automotive Industry activities and also the increase demand for Heavy Equipment during 9M period in this year give good impact to the loading and unloading services in IPCC Terminal even though in the midst of Pandemic condition;
2. In total, during 9M-21 period the loading and unloading handling of CBU has increased 35,05% to 378K units; HE has lifted up 65,65% to 10 units, and GC 80,34% to 72K M³; while for the Truck & Bus has decreased during this period.
3. The improved performance during this period, beside the increase of revenue, also caused by the growth of cost lower than the growth of revenue so the IPCC has a room for lift up the profit. It was shows that the Management able to manage the cost very well.
4. The Partnership cost increase inline with the amount of car cargo that handled by IPCC.

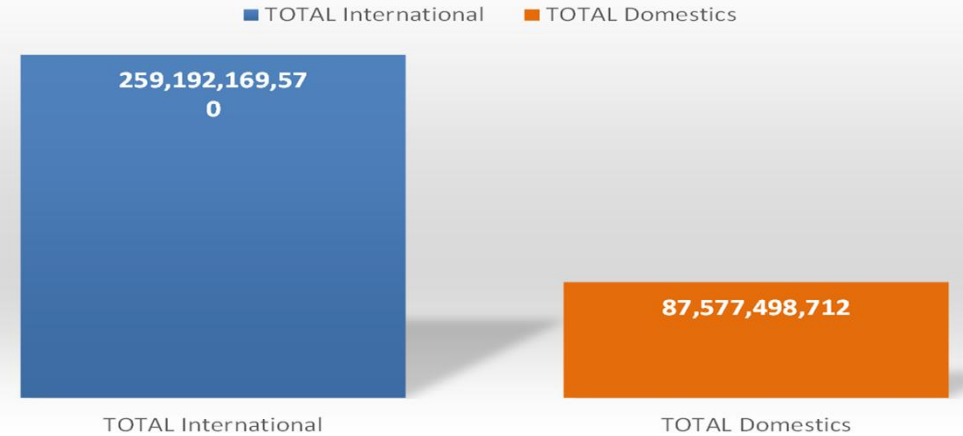
5. The Depreciation Cost has increased due to the implementation of PSAK 73 of the leased asset (rental of land, tools and vehicles) which were amortized by the straight-line method since January 1st , 2020
6. There was a Provision for impairment as the impact of PSAK 71. This account related to Trade Receivables where Management believes that the allowance for impairment of trade receivables are adequate to cover for possible losses from uncollectible accounts.
6. There was a Payment of land and Building Tax (PBB) due payment of the Principal of IPCC PBB since 2012.
7. There was an increased of Financial Expenses due to the interest of the leased asset caused due to the implementation of PSAK 73 which affected to the depreciation and interest of the leased asset.
8. The Management do improvement efforts in Trade Receivables collectability by implementing the allowance for impairment of trade receivables where is adequate to cover possible losses from uncollectible accounts. Since 2020, it has been applied to the provision of the amount of sum assured (uper) before the ship docked; Then, re-scheduling on the receivables existing so the partners can pay in accordance with the agreed schedule; and running the scheme of SCF.

Realization of Revenues 9M20 VS 9M21

Revenue 9M20



Revenue 9M21



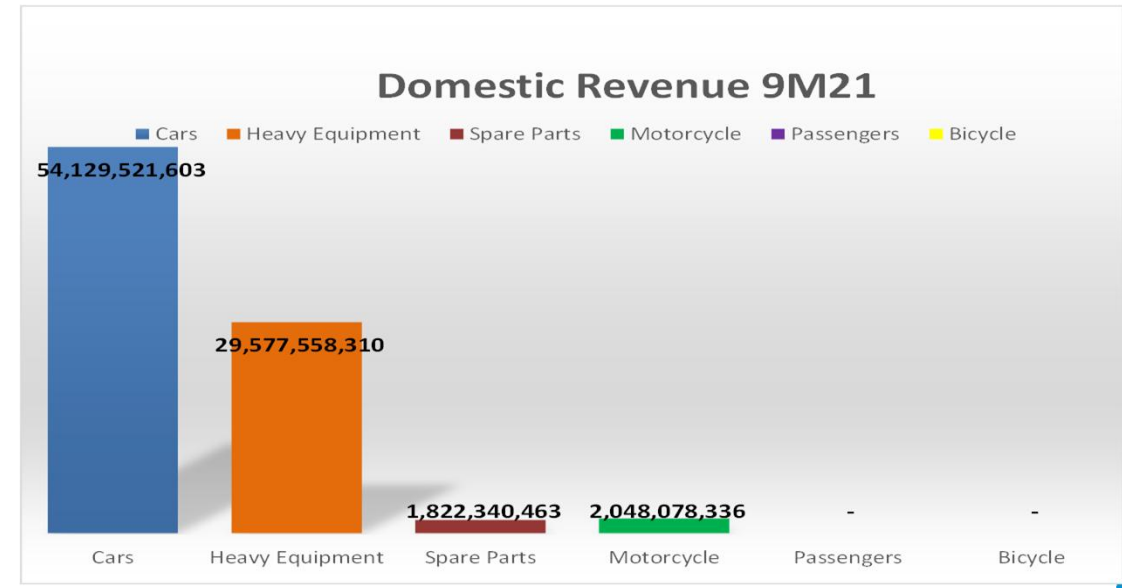
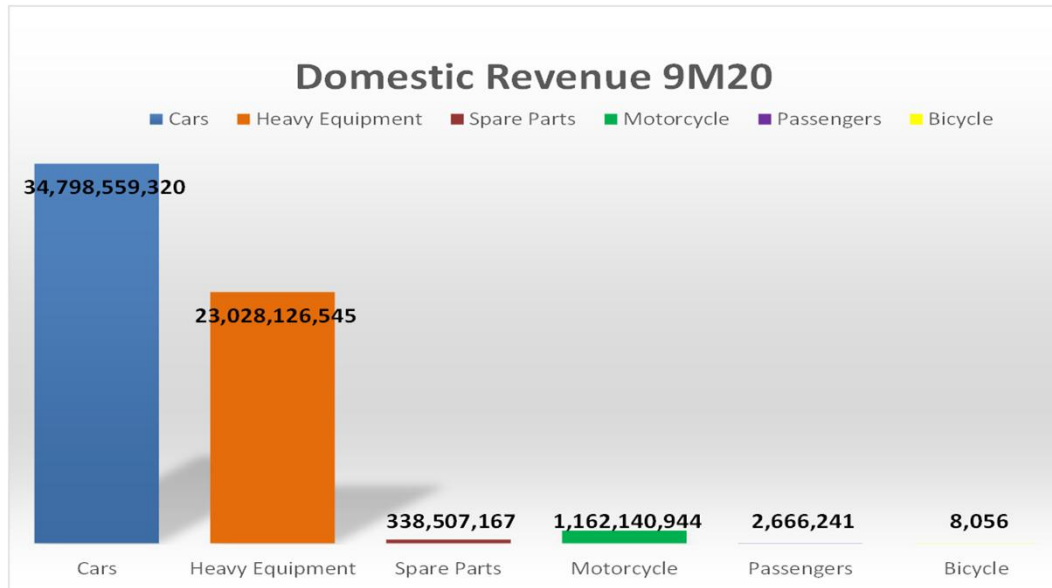
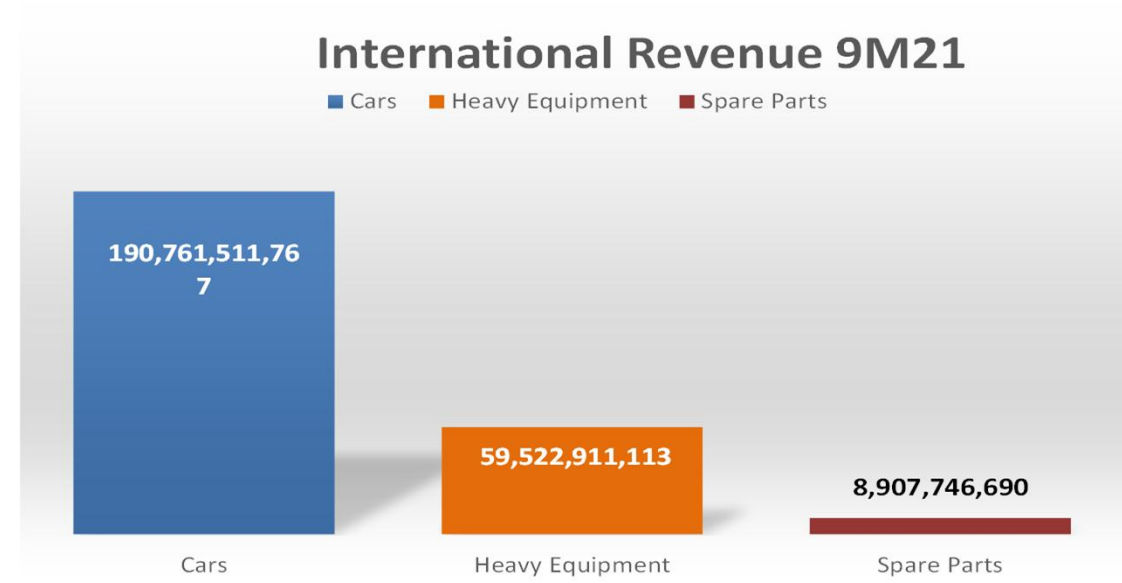
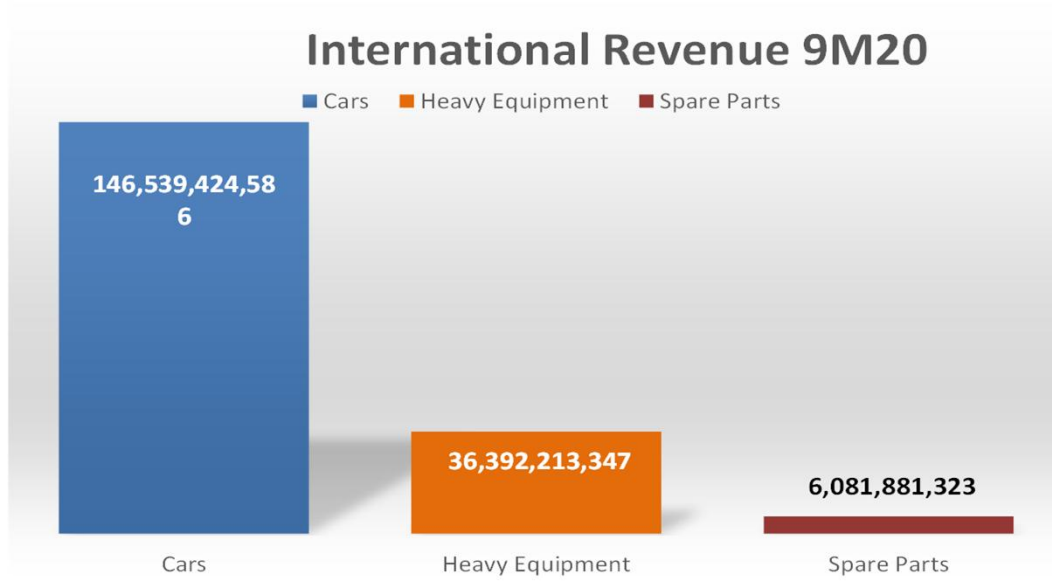
Revenue 9M20



Revenue 9M21



Realization Of International & Domestic Revenues 9M-20 VS 9M-21



Financial Highlight

In Thousand Rupiah

| Income Statement | 2018 | 2019 | 2020 | 9M-20 | 9M-21 |
|-----------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Operating Revenue | 521,835,612 | 523,218,738 | 356,532,157 | 249,232,845 | 347,772,241 |
| Gross Profit | 249,998,152 | 217,643,653 | 75,710,582 | 67,312,945 | 135,147,302 |
| Operating Income | 180,375,667 | 129,094,518 | (17,721,535) | (55,417,400) | 12,009,455 |
| EBITDA | 234,636,806 | 196,518,821 | 41,867,417 | 45,686,678 | 105,617,419 |
| Income For The Year | 170,180,811 | 135,301,570 | (23,773,444) | (32,731,929) | 16,596,354 |
| | | | | | |
| Balance Sheet | 2018 | 2019 | 2020 | 9M-20 | 9M-21 |
| Cash & Cash Equivalent | 556,526,562 | 491,547,357 | 519,655,836 | 526,674,770 | 705,551,193 |
| Current Asset | 717,026,395 | 630,179,197 | 599,961,286 | 624,478,130 | 747,475,650 |
| Non-Current Asset | 538,218,732 | 634,689,649 | 1,225,091,421 | 1,213,823,811 | 1,133,233,458 |
| Total Asset | 1,255,245,127 | 1,264,868,846 | 1,825,052,707 | 1,856,301,941 | 1,880,709,108 |
| Current Liabilities | 151,765,550 | 191,597,085 | 134,865,783 | 143,218,215 | 136,981,569 |
| Non-Current Liabilities | - | - | 685,250,452 | 683,205,447 | 722,194,713 |
| Total Liabilities | 151,765,550 | 191,597,085 | 820,116,235 | 826,423,662 | 859,176,282 |
| Equity | 1,103,479,577 | 1,073,271,761 | 1,004,936,472 | 1,029,878,279 | 1,021,532,826 |
| | | | | | |
| Financial Ratio | 2018 | 2019 | 2020 | 9M-20 | 9M-21 |
| Profitabilitas (%) : | | | | | |
| Gross Profit Margin | 47.91 | 41.60 | 21.24 | 27.01 | 38.86 |
| Operating Profit Margin | 34.57 | 24.67 | (4.97) | (22.24) | 3.45 |
| EBITDA Margin | 44.96 | 37.56 | 11.74 | 18.33 | 30.37 |
| Net Profit Margin | 32.61 | 25.86 | (6.67) | (13.13) | 4.77 |
| Return on Equity (ROE) | 15.42 | 12.61 | (2.37) | (3.18) | 1.62 |
| Return on Asset (ROA) | 13.56 | 10.70 | (1.30) | (1.76) | 0.88 |
| Likuiditas (X) : | | | | | |
| Cash Ratio | 3.67 | 2.57 | 3.85 | 3.68 | 5.15 |
| Quick Ratio | 4.72 | 3.29 | 4.45 | 4.36 | 5.46 |
| Current Ratio | 4.72 | 3.29 | 4.45 | 4.36 | 5.46 |
| Solvabilitas (%) : | | | | | |
| Debt to Aset Ratio (DAR) | 12.09 | 15.15 | 44.94 | 44.52 | 45.68 |
| Debt to Equity Ratio (DER) | 0.14 | 0.18 | 0.82 | 0.80 | 0.84 |

Investment / Capex

| No | Activities | Investment | Timeline |
|--------------|--|---------------------|-------------|
| 1 | Hardening & Improvement in Ex-PP area around 2 Ha | 663,20 Million | On Progress |
| 2 | Heavy Improvement in yard E & A | 4,72 Billion | On Progress |
| 3 | Development & Implementation of Operating Dashboard | 261,83 Million | On Progress |
| 4 | Development in several area in Ex-DKP Area around 3 Ha | 1,07 Billion | On Progress |
| 5 | Heavy Improvement in yard G2 & G3 | 34,95 Million | On Progress |
| 6 | Development of SIMOP Apps & Domestic Terminal Billing Engine | 466,93 Million | On Progress |
| 7 | Construction of Parking Building around 3 Ha | 80,04 Million | On Progress |
| TOTAL | | 7,29 Billion | |

- Until the end of February 2022, the investment amount that has been incurred as many as Rp7,29 Billion. From those amount, mostly has been used for the activities that support services operation in IPCC's Terminal and improvement in infrastructure and superstructure, such as mentioned in above table.
- The absorption of those Capex until the end of February 2022 has reached 29,58% from the total 2022 Capex Plans at amount Rp24,65 Billion.

Strategies, Prospect, & Challenges

MANAGEMENT PRESENTATION

IPC CAR TERMINAL Tbk

Mar 2021



... Strategies, Prospect, and Challenges

What we have done in 2020

- The implementation of Auto Gate System Integrated;
- Fully implementation of INTAPPS Application;
- Car Terminal Services Business Expansion as Logistic Value Chain Ecosystem;
- Improvements in the yard;
- Involved in testing of CBU prime export in Patimban Port.

... Strategies, Prospect, and Challenges

What we have done in 2021

- Continue the implementation of Auto Gate System Integrated;
- Fully implementation of INTAPPS Application & TPS Online;
- Car Terminal Services Business Expansion as Logistic Value Chain Ecosystem;
- Improvements in the yard such as fixing the yard facilities, hardening the yard, & so on;
- RFID implementation with TMMIN;
- IPCC has started to provide the services in loading-unloading of Hyundai Glovis Shipping Line since the early of 2021;
- The extension of cooperation contract in loading & unloading with the Automaker.

... Strategies, Prospect, and Challenges

Prospect in 2022

- To expand the loading-unloading operational services of vehicles in IPCC's Terminal, the Management will explore and develop more cooperation with car makers, for example:
 - The services with Hyundai manufacturer, as Hyundai has significantly invest in Indonesia with the build up of their new plant in Cikarang, Delta Mas. Hyundai also said their intention to move their operation base for Asia Pacific to Indonesia;
- The Government's support for manufacturer in the development of the electric vehicle create more potential on the increase of the vehicle trade. IPCC will be prepared to support the EV vehicle handling with the provision of supporting facilities like charging stations in the terminal area.
- The bounce-back of infrastructure activities that support the construction industry and the recovery of commodity industry will lift up the demand of heavy equipment and all its components.

... Strategies, Prospect, and Challenges

Prospect in 2022

- Accelerate the Car Terminal Digital Transformation to enable the delivery of optimal and effective operation such as digitalization office, RFID, and others.
- Expansion after the integration of Pelindo and developing the services network to exports of Pelindo 1, 3, and 4 which have RoRo Terminal.
- Beside Hyundai, IPCC is open cooperation with another car maker like Suzuki, Isuzu, and so on.

... Strategies, Prospect, and Challenges

Business Development Plans

ORGANIC

- RoRo Cooperation
- Cooperation with Inland Transportation
- Cooperation with Distributor

INORGANIC

- Providing Preloading Area
- Fully Services both Cargodoring & Stevedoring
- Investment in Logistic Business, Loading - Unloading
- Transshipment
- Fully Handling Electric Vehicle

... Strategies, Prospect, and Challenges

Business Development Plans

Progress Digitalisasi Terminal PT IKT Tbk

| Nama Program | Uraian Pekerjaan | Stakeholder | Status Report | | Issue & Followup |
|---|---|---|--|------|---|
| | | | Progress | % | |
| 1 Implementasi autogate | Implementasi autogate sistem dan TPS Online sebagai pemenuhan Perdirjen-01/2019 - Implementasi autogate - Implementasi TPS Online - Implementasi Dashboard Inventory & Hold P2 | Divisi Operasi Beacukai | Done: Autogate, TPS Online, Dashboard Inventory & Hold P2 | 100% | Followup: Penyampaian surat ke Beacukai permohonan penetapan autogate di PT. IKT Tbk |
| 2 Implementasi layanan e-ticket & Integrasi sistem Cartos | Integrasi sistem cartos dengan eksternal & internal stakeholder: - CEISA - INSW - Single TID Tg. Priok - Carmaker (Announcement & Auto NPE) | Divisi Operasi LNSW Cabang Priok Automaker Beacukai | Done: Integrasi CEISA, INSW, STID, Carmaker(ADM,MMKI, Suzuki) Ongoing: Carmaker - TMMIN | 100% | Followup: Auto NPE TMMIN, menunggu pembahasan dengan TMMIN |
| 3 Implementasi RFID untuk Cargo TMMIN | Implementasi RFID untuk cargo TMMIN phase I untuk proses PORT-IN | Divisi Operasi TMMIN | Ongoing - Trial | 80% | |
| | Implementasi RFID untuk cargo TMMIN phase II untuk proses PORT-OUT | Divisi Operasi TMMIN | Ongoing - Window shopping | 5% | |
| 4 Instalasi perangkat TI untuk Area Eks-DKP | Instalasi perangkat jaringan fiber optic, wireless LAN dan CCTV surveillance system | Divisi Operasi | Ongoing - Installation | 35% | |
| 5 Implementasi & Pengembangan Operation Dashboard | Pengembangan Dashboard kebutuhan KPI Divisi Operasi | Divisi Operasi | Ongoing - Negosiasi & Penetapan pemenang | 7% | |
| 6 Implementasi & Pengembangan E-Invoice | Implementasi E-Invoice untuk layanan billing internasional & domestik | Divisi Operasi Divisi Keuangan | Ongoing - Negosiasi & Penetapan pemenang | 7% | |
| 7 Revitalisasi Jaringan Fiber Optic | Perbaikan instalasi jaringan FO Terminal | Divisi Teknik & SI | Ongoing - Izin Prinsip | 5% | |
| 8 Peningkatan IT Security | Implementasi Firewall & Access Management | Divisi Teknik & SI | Ongoing - Izin Prinsip | 5% | |
| 9 Pekerjaan Penyusunan IT Master Plan | Penyusunan blueprint pengembangan teknologi informasi | Divisi Teknik & SI | Ongoing - Development | 20% | |

THANK YOU

www.indonesiacarterminal.co.id



For More Information, Please Contact:

Corporate Secretary

/ Investor Relations

Sofyan Gumelar : +62 821 1000 2867 / Reza Priyambada : +62 896 5283 7099 (WA)

corsec@indonesiacarterminal.co.id / investor.relationipcc1@gmail.com