

MANAGEMENT PRESENTATION PERFORMANCE UPDATE

PT Indonesia Kendaraan Terminal Tbk
March, 17th 2023

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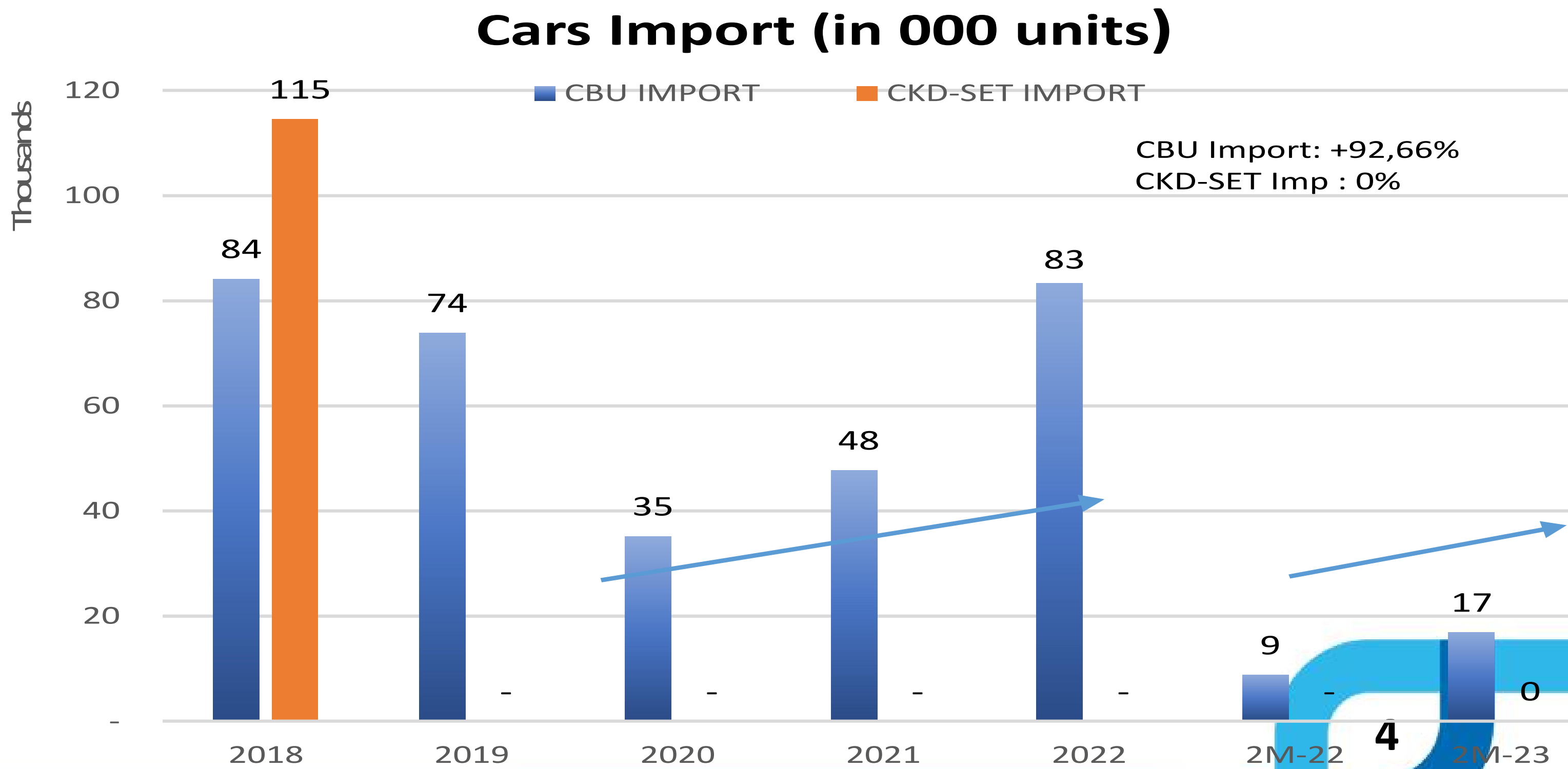
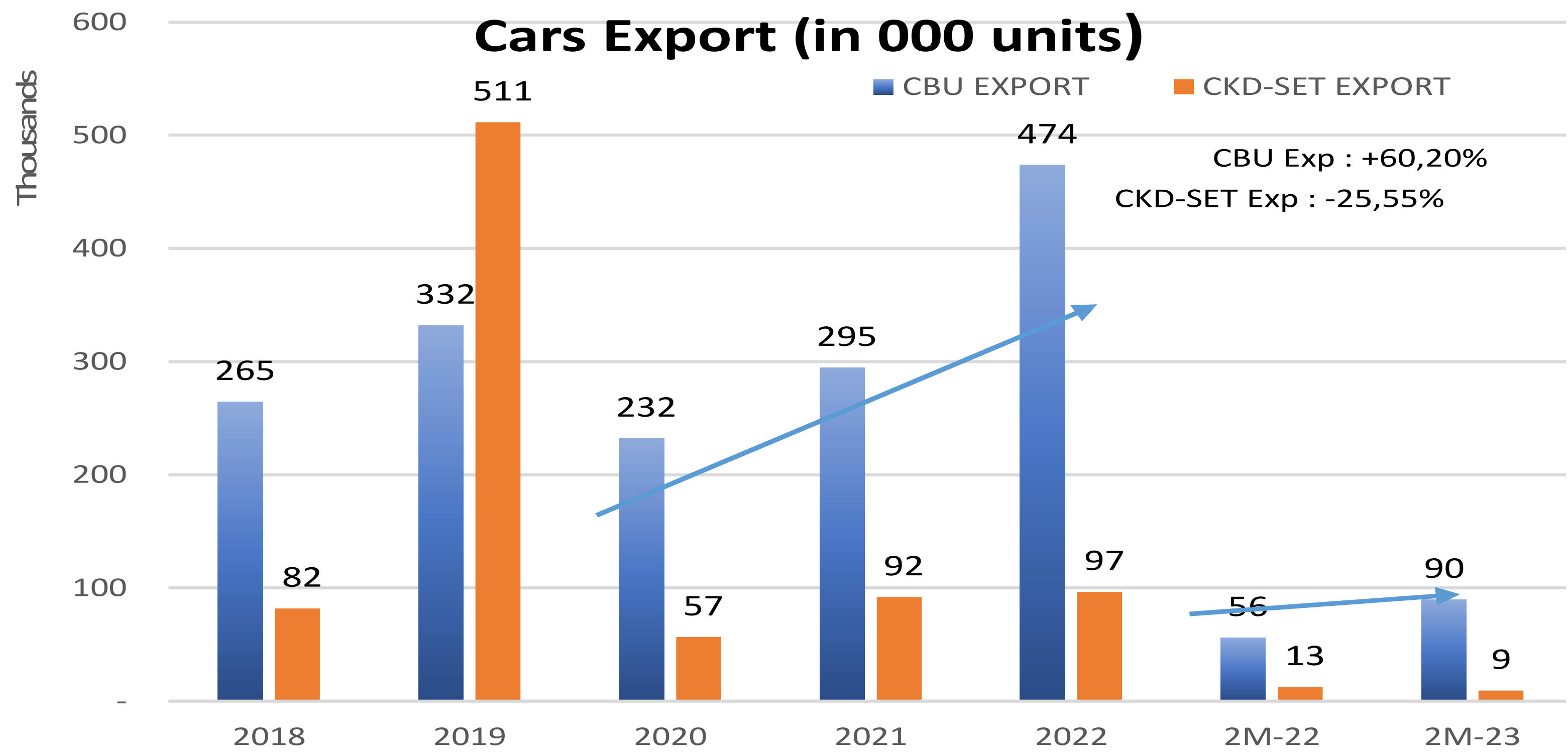
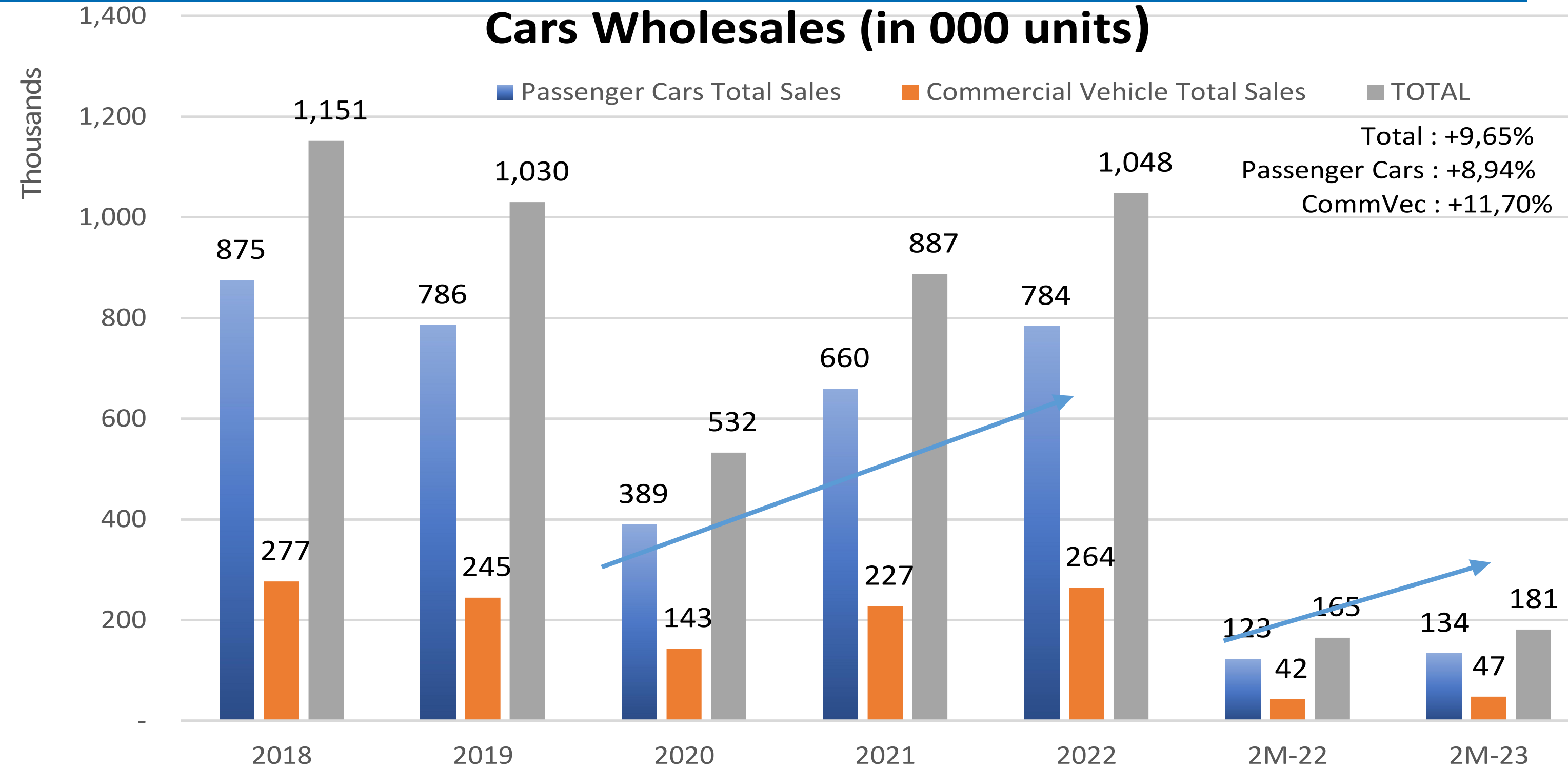
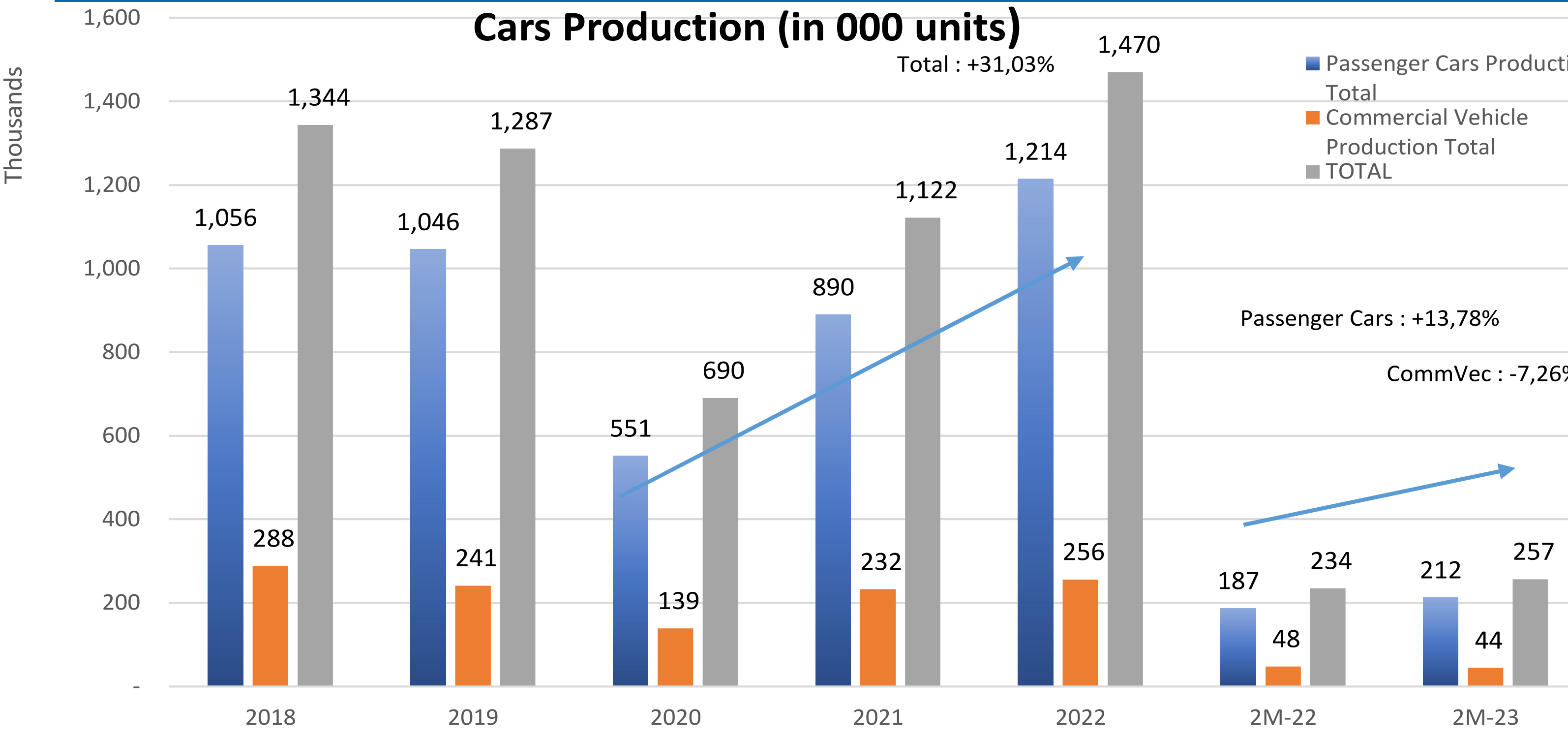


Auto Industry Performance

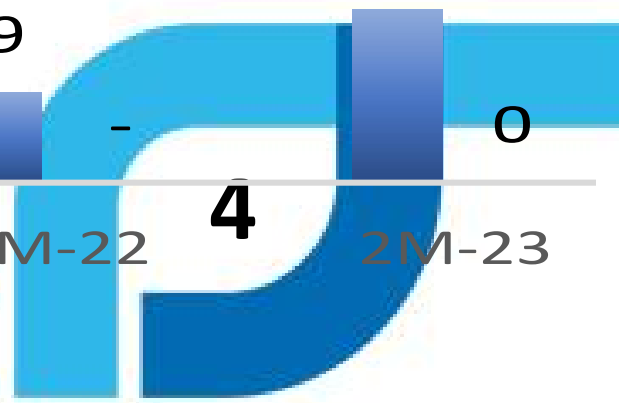
- Performance
- Monthly Cyclical
- Comparison GAIKINDO & IPCC

Indonesia Auto Industry*

Performance In Last 5 Years & 2M (YoY)



*Based on updated data from GAIKINDO



Auto Industry Overview Performance In Last 6 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
2022	1,214,250	255,896	783,563	264,477	473,602	96,541	83,298	0
2M-22	186,658	47,744	122,710	42,434	56,047	12,538	8,755	0
2M-23	212,388	44,276	133,677	47,400	89,790	9,335	16,867	0

Source: GAIKINDO

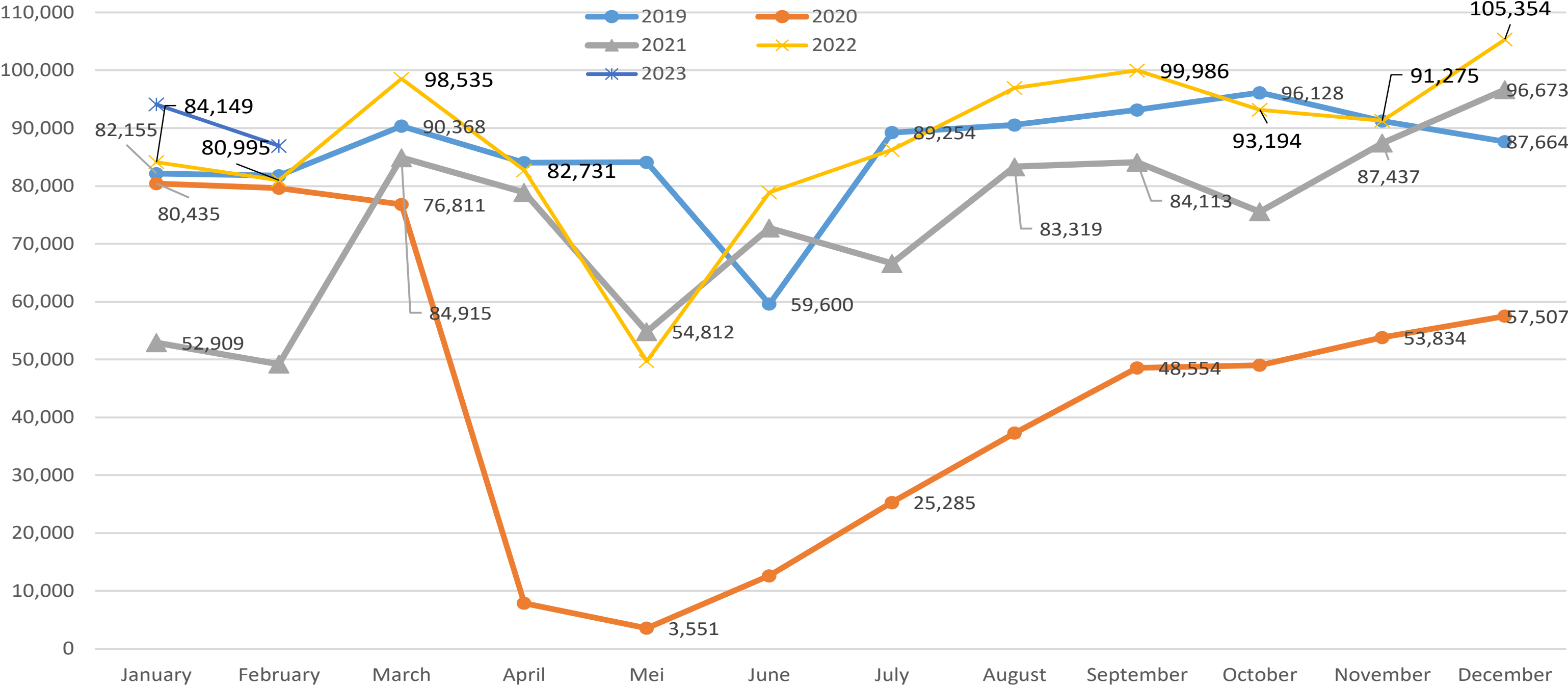
The change of Covid-19 Pandemic trend is a little bit going to decline and the Government policy related to restrictions have slackened so it's help the automotive industry to recovery and make it positive growth. We can see at the table that people's purchasing power going to lift up and help the Car Sales where along 12M-22 period looks increase. The Cars Production also have improvement through 12M-22 period.

The increase moment continue in 2M-23 period where mostly have shown increase.

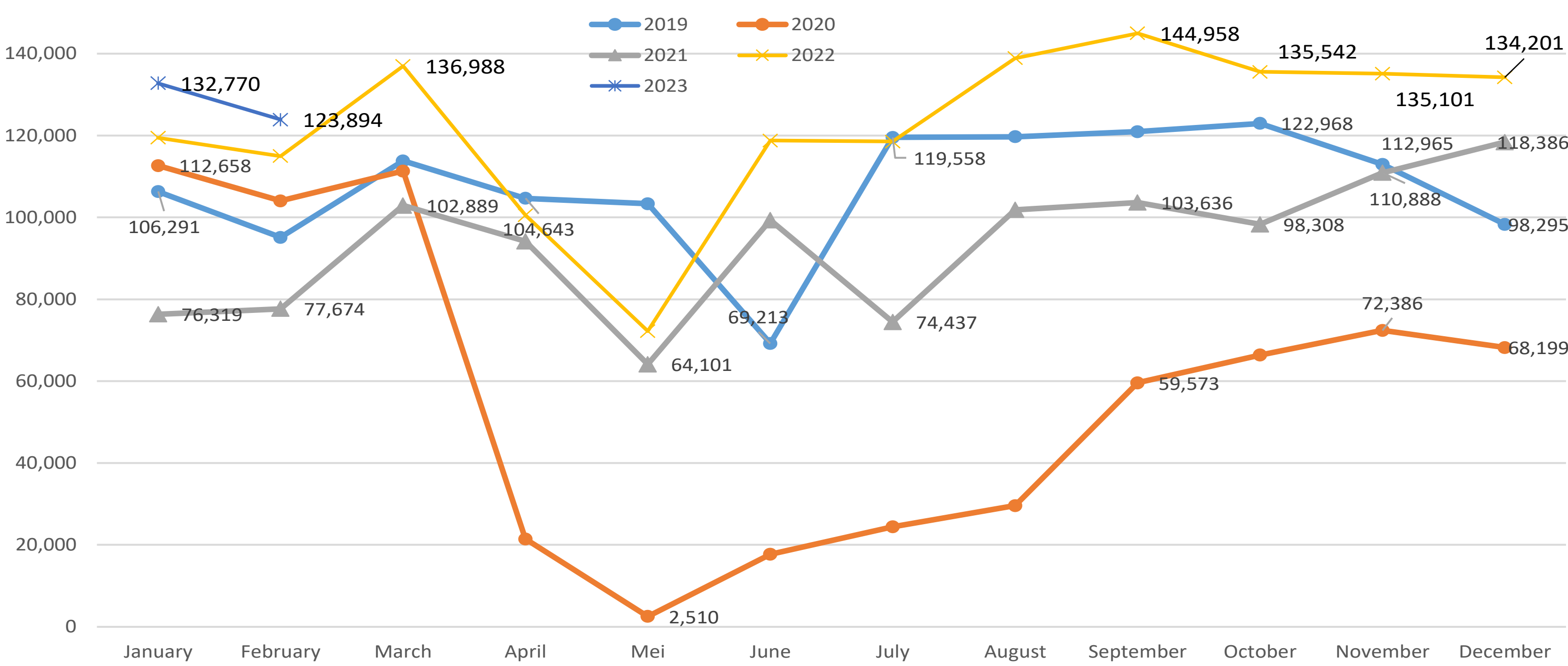
Both CBU export and import activities tend to decline along 2020 inline with Covid-19 Pandemic to Auto Industry. But, in the 2022 and continue to the 2M-23 period, the CBU export can surpass than previous year.

Monthly Cyclical Auto Industry In Last 4 Years & 2M Period

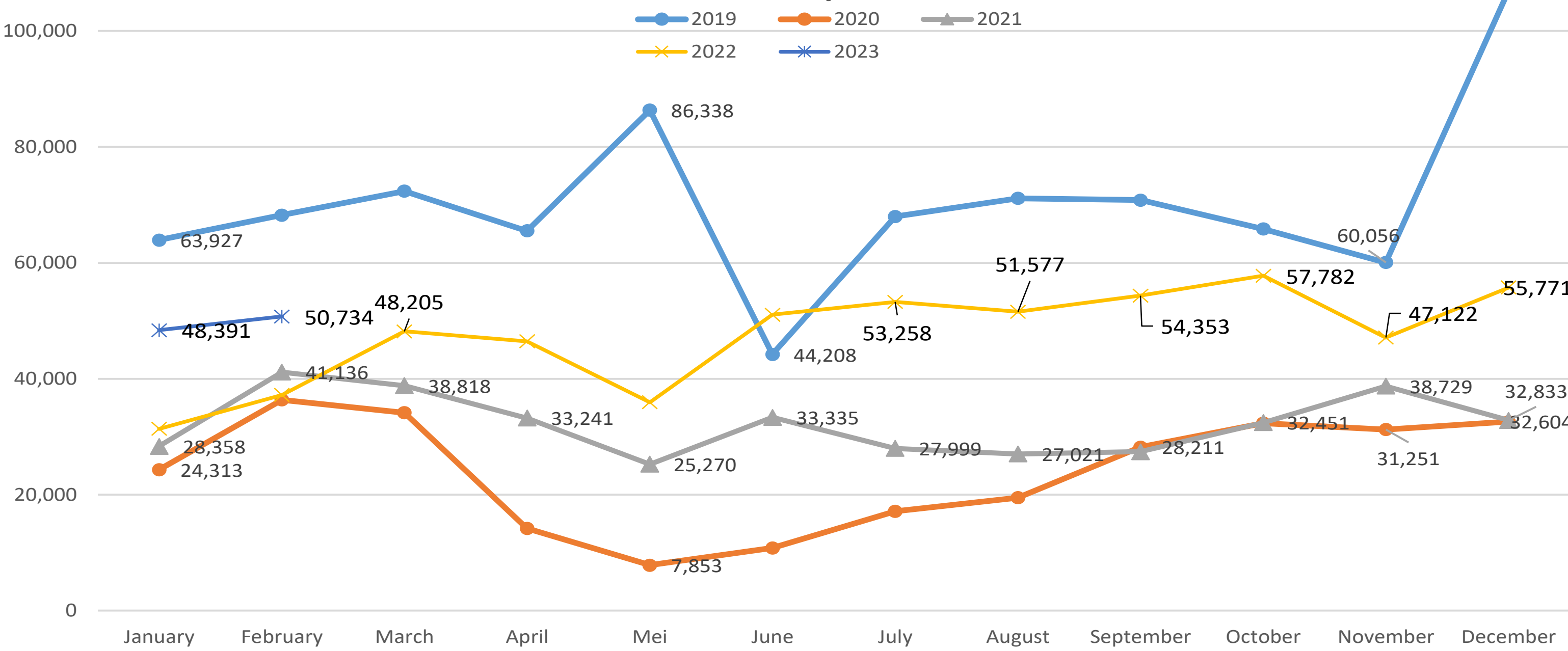
WHOLESALES 2019 - 2023



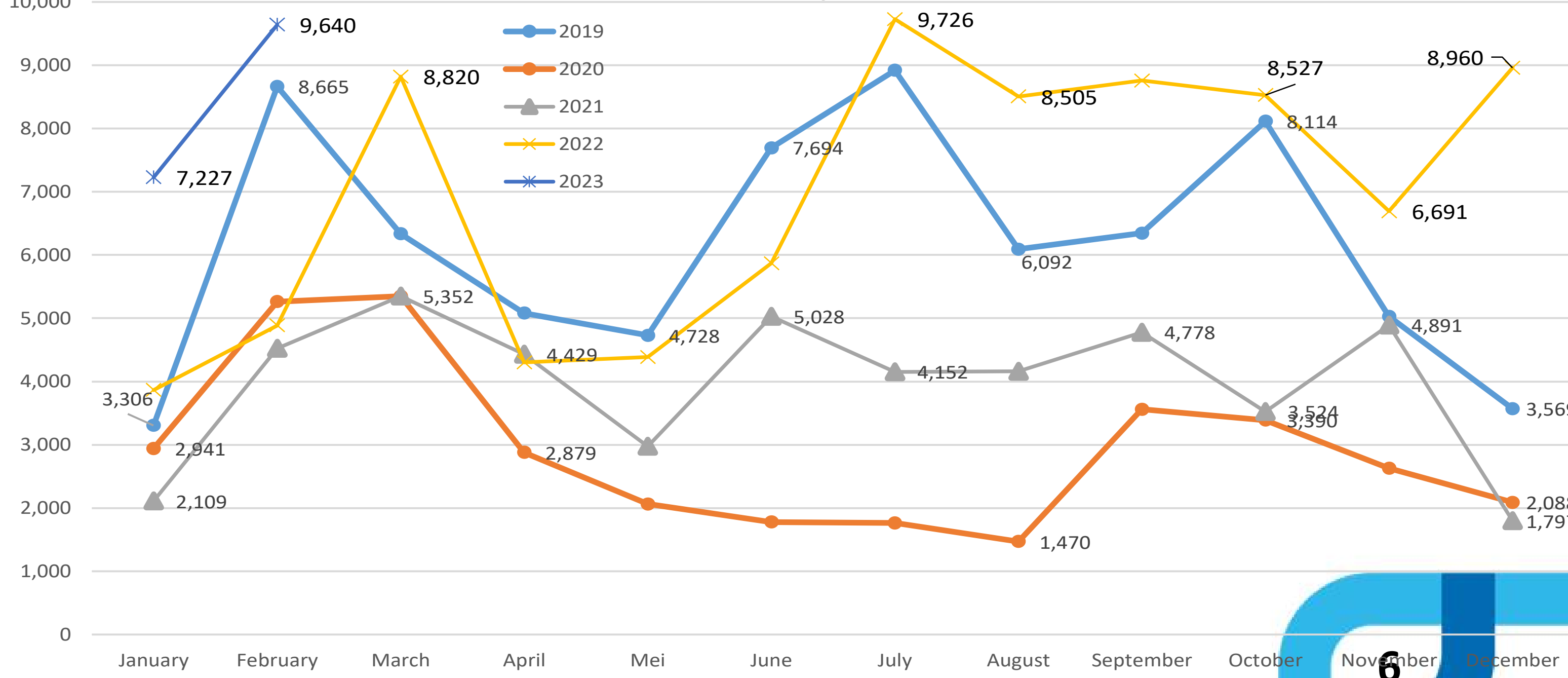
PRODUCTION 2019 - 2023



EXPORT excl. Components 2019 - 2023

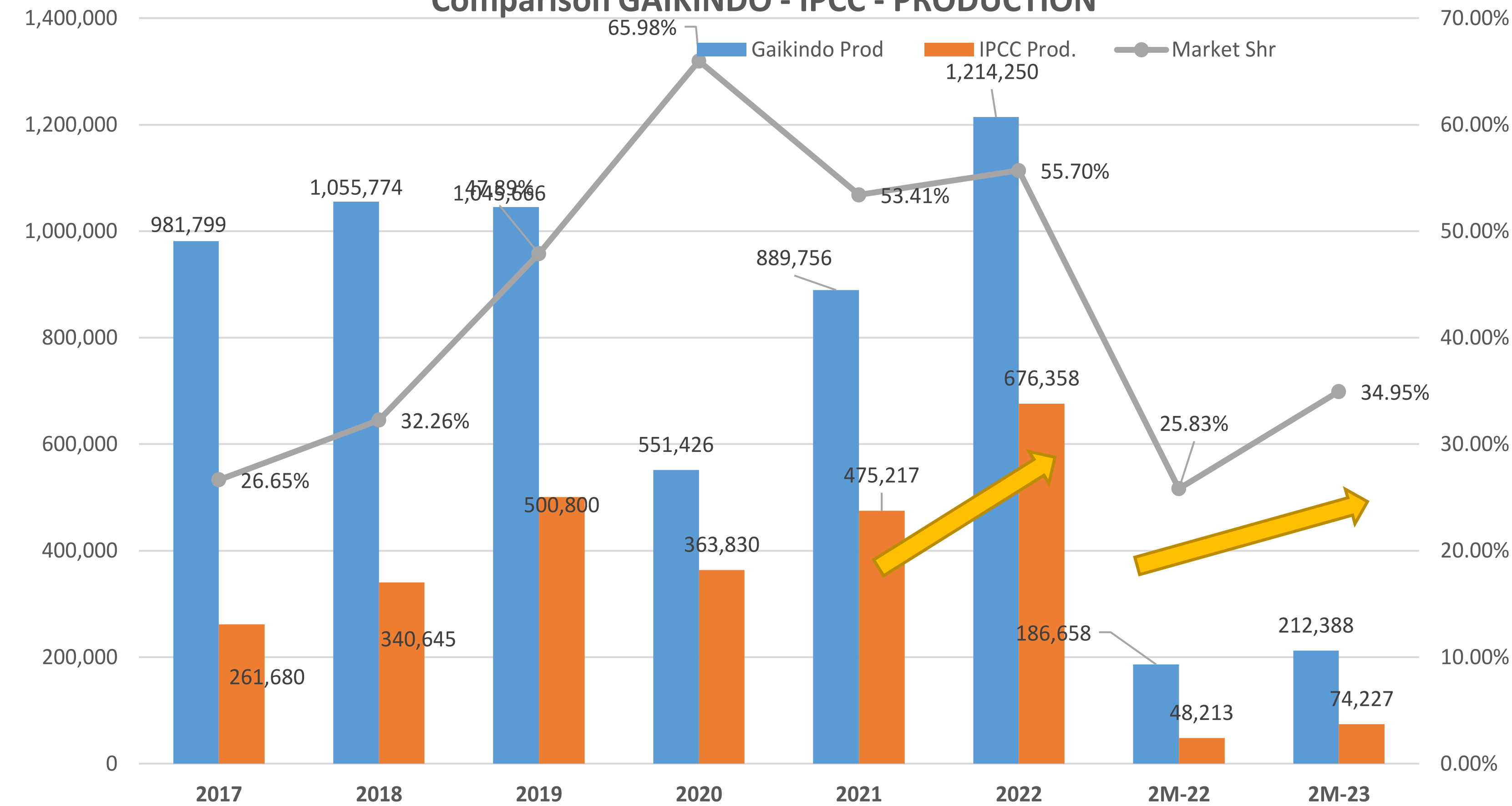


IMPORT excl. Components 2019 - 2023

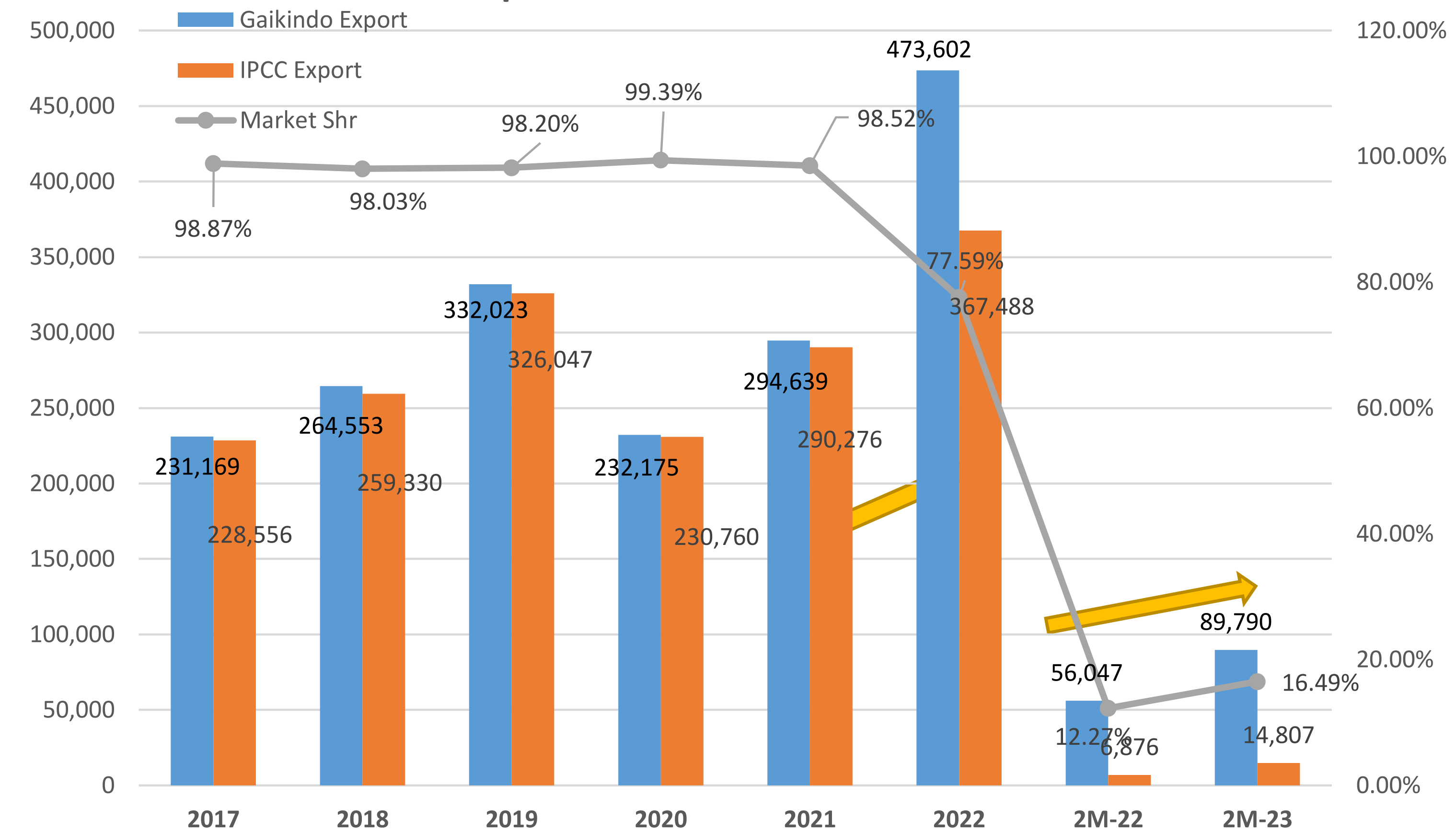


Comparison GAIKINDO & IPCC

Comparison GAIKINDO - IPCC - PRODUCTION



Comparison GAIKINDO - IPCC - EXPORT



- During the last 2 years, the growth of CBU production has continued to show good positive trend where at the end of 2021, the CBU production has lifted at 61,36% to 890k and in the 2022 has increased to 36,47% to 1,21 bio. In 2022, the CBU handled by IPCC has lifted up 42,33% and it's equal to 55,70% of total national production. This increase continue to 2M period in 2023.
- 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.

- While export handled by IPCC in the 2022 period has increased than 2021. 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.
- The difference in data between GAIKINDO dan IPCC due to some CBUs are exported via container services or the oher way.

Company Overview

- Milestone
- IPCC Shares Ownership
- Pelindo Structure
- Board of Commissioner & Board of Director
- Stock Performance
- IPO Fund Proceeds
- IPCC Line of Business

IPCC Overview

IPCC History at a glance

Indonesian Government instruction to IPC to make dedicated vehicle terminal in Tanjung Priok.



Car Terminal Division was spun off as PT Indonesia Kendaraan Terminal since Dec.1, 2012.



After the Pelindo merger, IPCC is owned 71,3% by PT Pelindo Multi Terminal; 0,7% by PT MTI and 28% by the public, followed by the new logo.

2006



2007

Tj. Priok Car terminal started operation as Strategic Business Unit (SBU) of IPC.

2012



2018

On July 9, 2018, PT Indonesia Kendaraan Terminal Tbk. (IPCC) became a public company listed on Indonesia Stock Exchange (IDX).

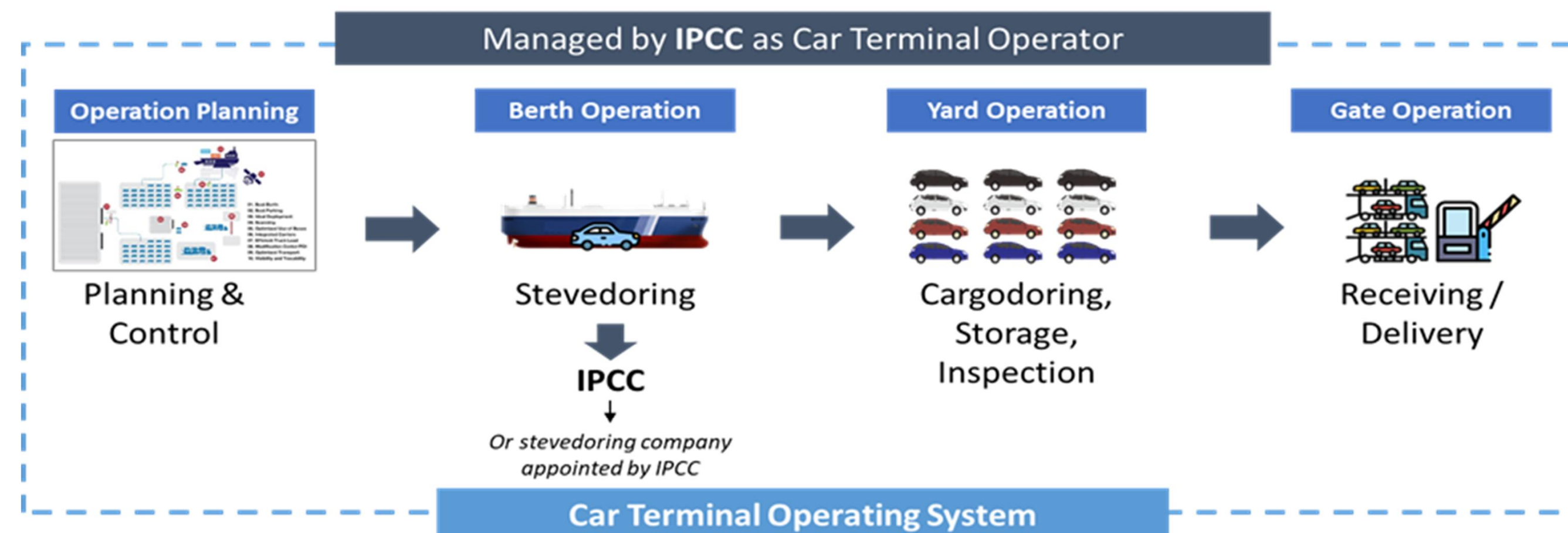
2022



IPCC Business Lines

1. CAR TERMINAL OPERATOR

Car terminal development and operation



2. CAR TERMINAL HANDLING AND SUPPORTING

- Stevedoring, cargodoring (including Receiving and Delivery) for Car and Heavy Equipment.
- Vehicle Processing Service (VPC), Equipment Processing Service (EPC), Road Freight Services.

3. CAR DISTRIBUTION MANAGEMENT

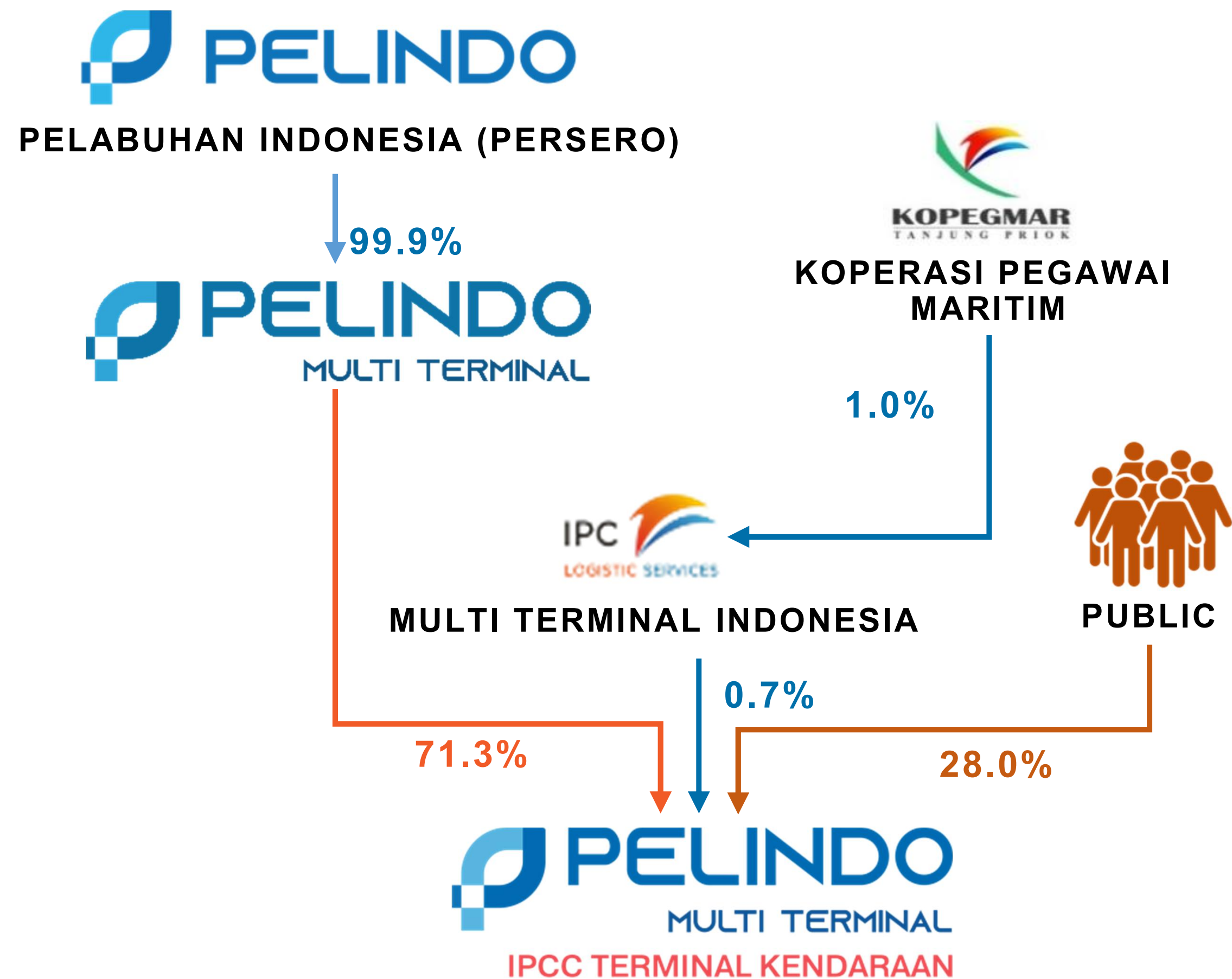
Providing integrated end-to-end service for car distribution

4. RORO Terminal Operator

Providing service for RORO and ROPAX cargo in IPCC terminals

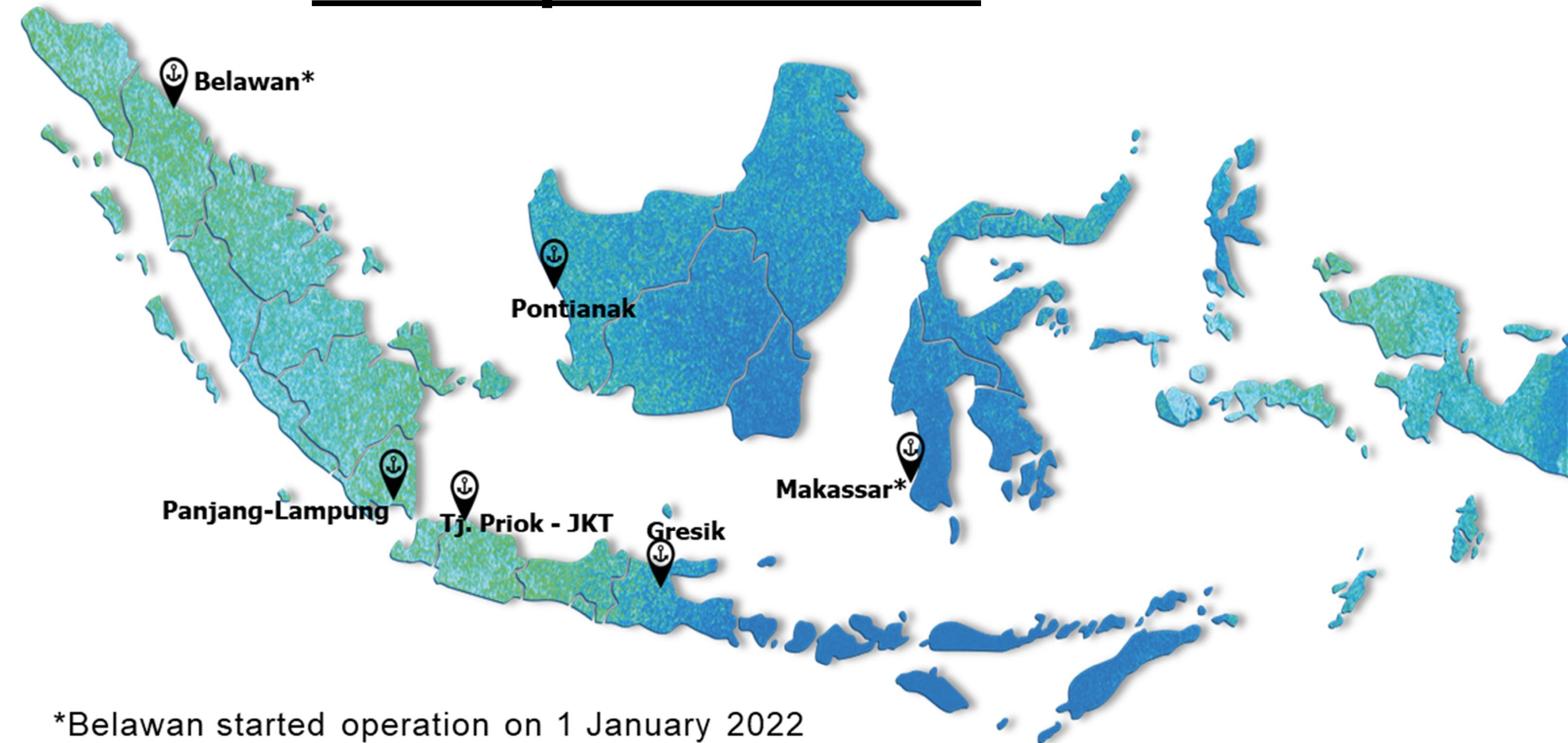
IPCC Shares Ownership

IPCC Shares Ownership



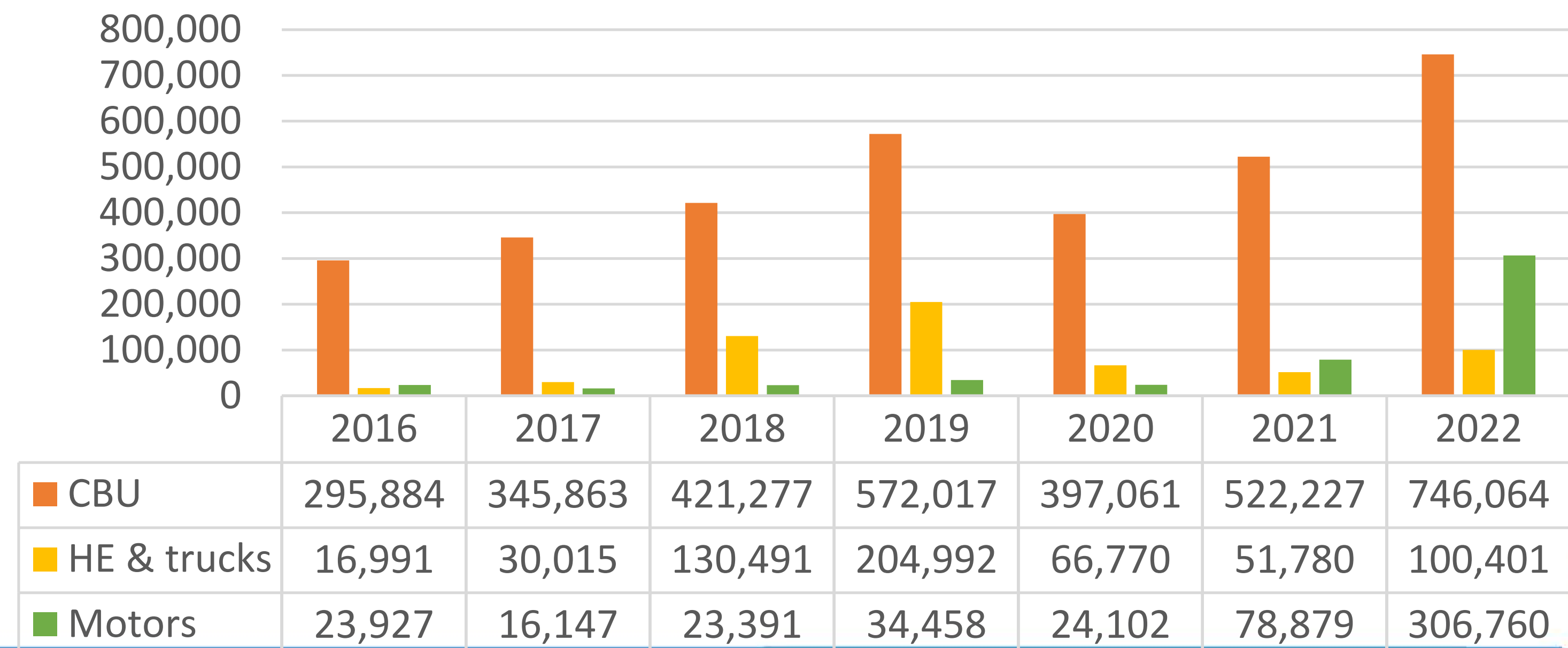
The total amount of outstanding share at 1.818.384.820 shares

IPCC Operation Area



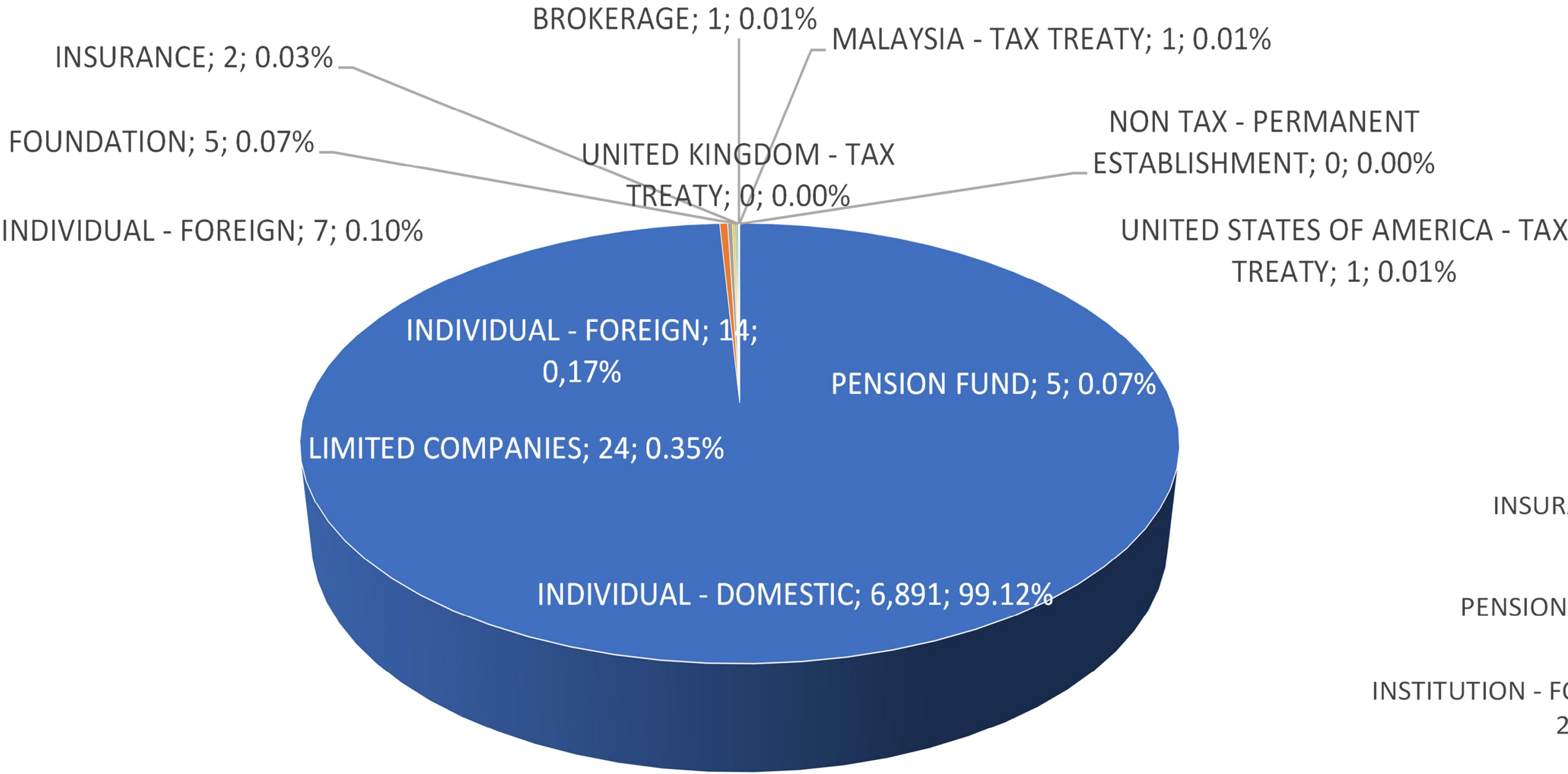
*Belawan started operation on 1 January 2022
Makassar started operation on 1 May 2022

IPCC Throughput (2016-2022)

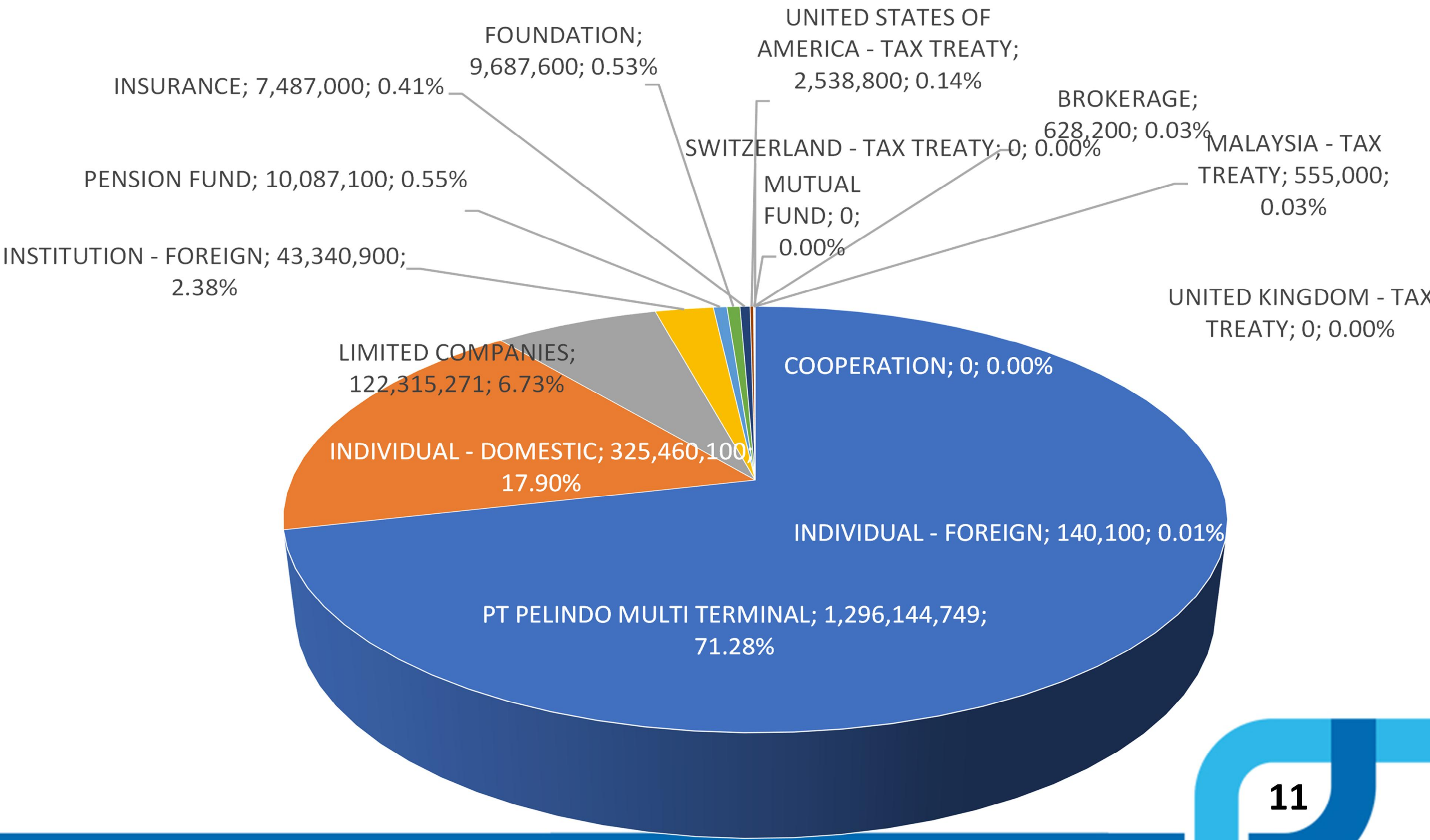


IPCC Shares Ownership

Amount Of IPCC Shareholders Feb' 2023



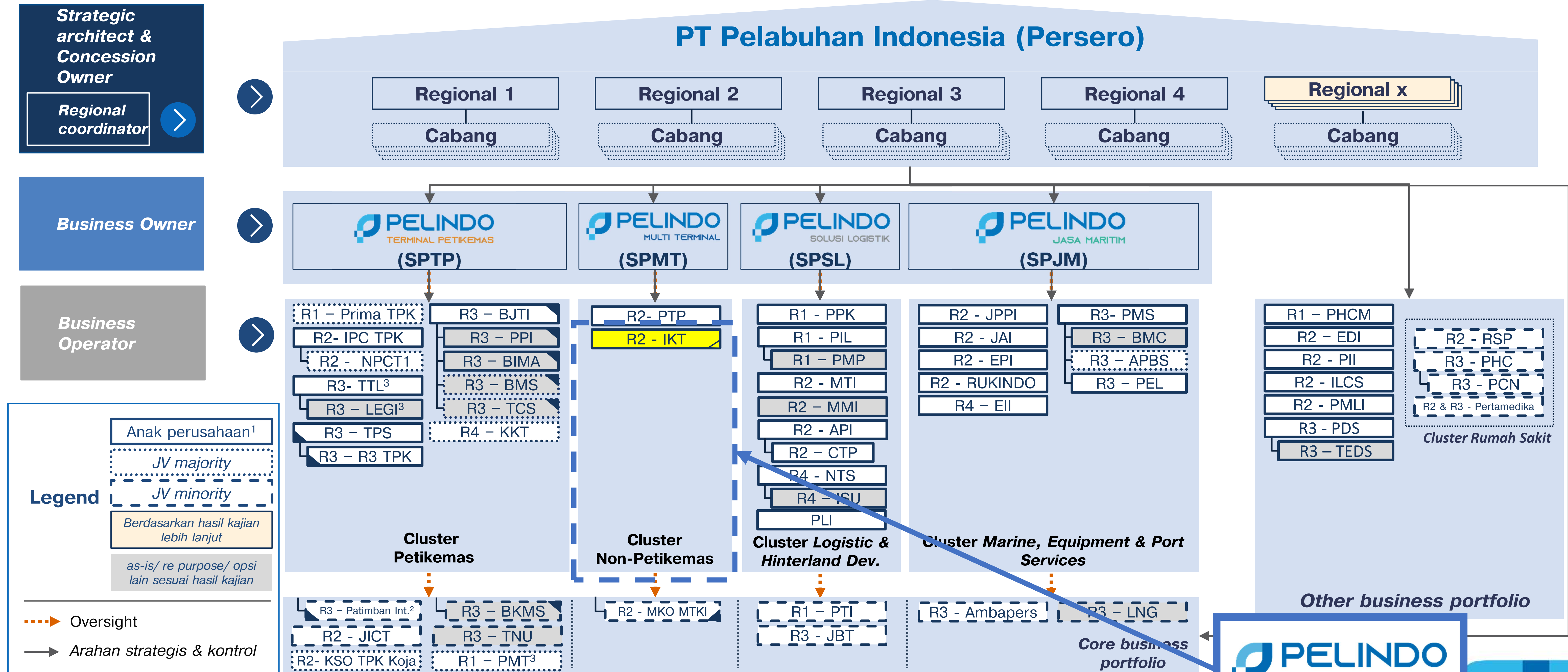
Number Of IPCC Shares Feb' 2023



IPCC Overview – Pelindo Company Structure

Since October 1st 2021, Pelindo 1, 2, 3 and 4 are merged to be PT Pelabuhan Indonesia (Persero)

Business Model



IPCC is categorized under non-container cargo service cluster, with majority shares ownership by SPMT as non-container service subholding, along with PTP for multipurpose cargo service.

Board of Commisioner & Board of Director

Based on EOGM Nov 25th 2022



Left to Right : **Commisioner** Abdur Rahim Hasan; **President Commisioner** Drajat Sulistyono; **Commisioner** L.M Arya Bima Yudiantara



Left to Right : Director of Finance & Human Capital: Sumarno; President Director & Act. Director of Commercial & Business Development : Rio Theodore Natalianto Lasse; Director of Operation & Technical: Andi Hamdani

IPCC Characteristics and Focus

IPCC main characteristics to achieve the GOALS i.e :



Competitive: Better than others



Agile : Dynamic and improving



Reputable : positive recognition

Three things as Main Focus in our company:



Driving Superior Performance



Partnering in Business Development

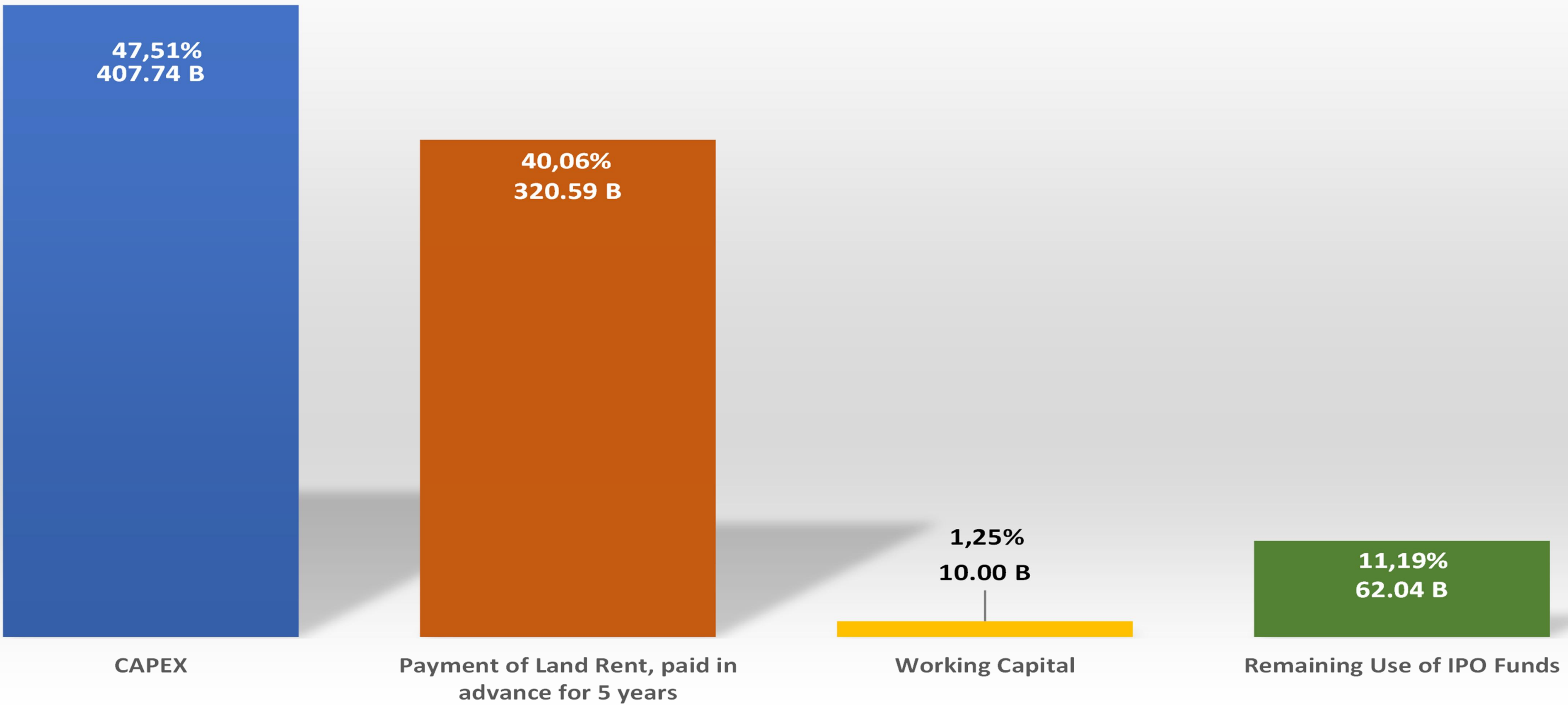


Strengthening Corporate Governance

IPCC Stock Performance – 2M23



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.

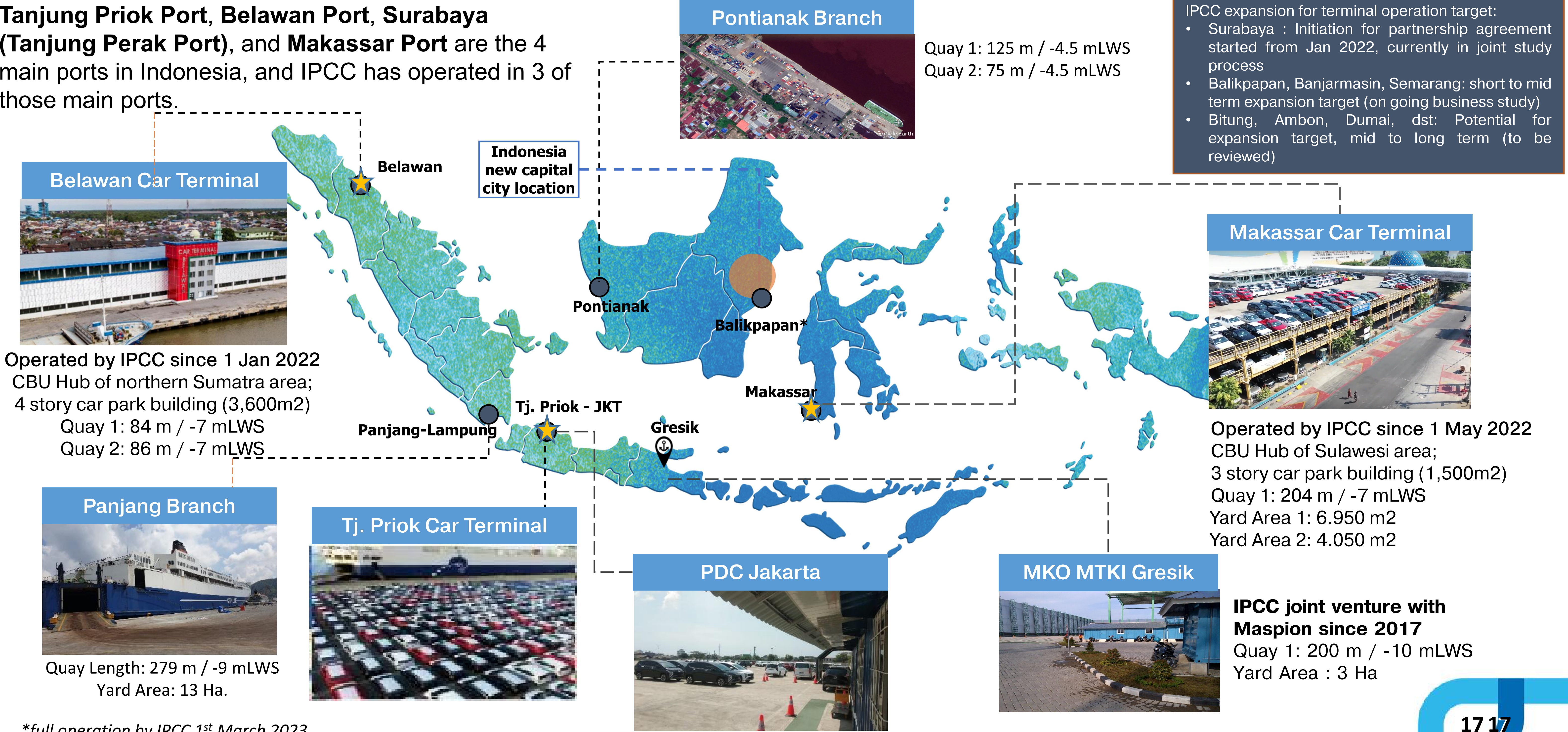
The IPO proceeds of Rp835 billion and after deducting administrative costs of Rp34,63 billion, obtained IPO shares (net) of Rp800,38 billion.

- The use of IPO's Fund Proceeds until the end of Dec 2022 :
- Capital Expenditure : Rp407,74 billion
 - Prepaid of Land Rent for 5 years period : Rp320,59 billion
 - Working Capital: Rp10 billion
 - Rest of IPO's Fund : Rp62,04 billion for the others investment needed in the future.



IPCC Operation Area

Tanjung Priok Port, Belawan Port, Surabaya (Tanjung Perak Port), and Makassar Port are the 4 main ports in Indonesia, and IPCC has operated in 3 of those main ports.



*full operation by IPCC 1st March 2023

Loading & Unloading Activities

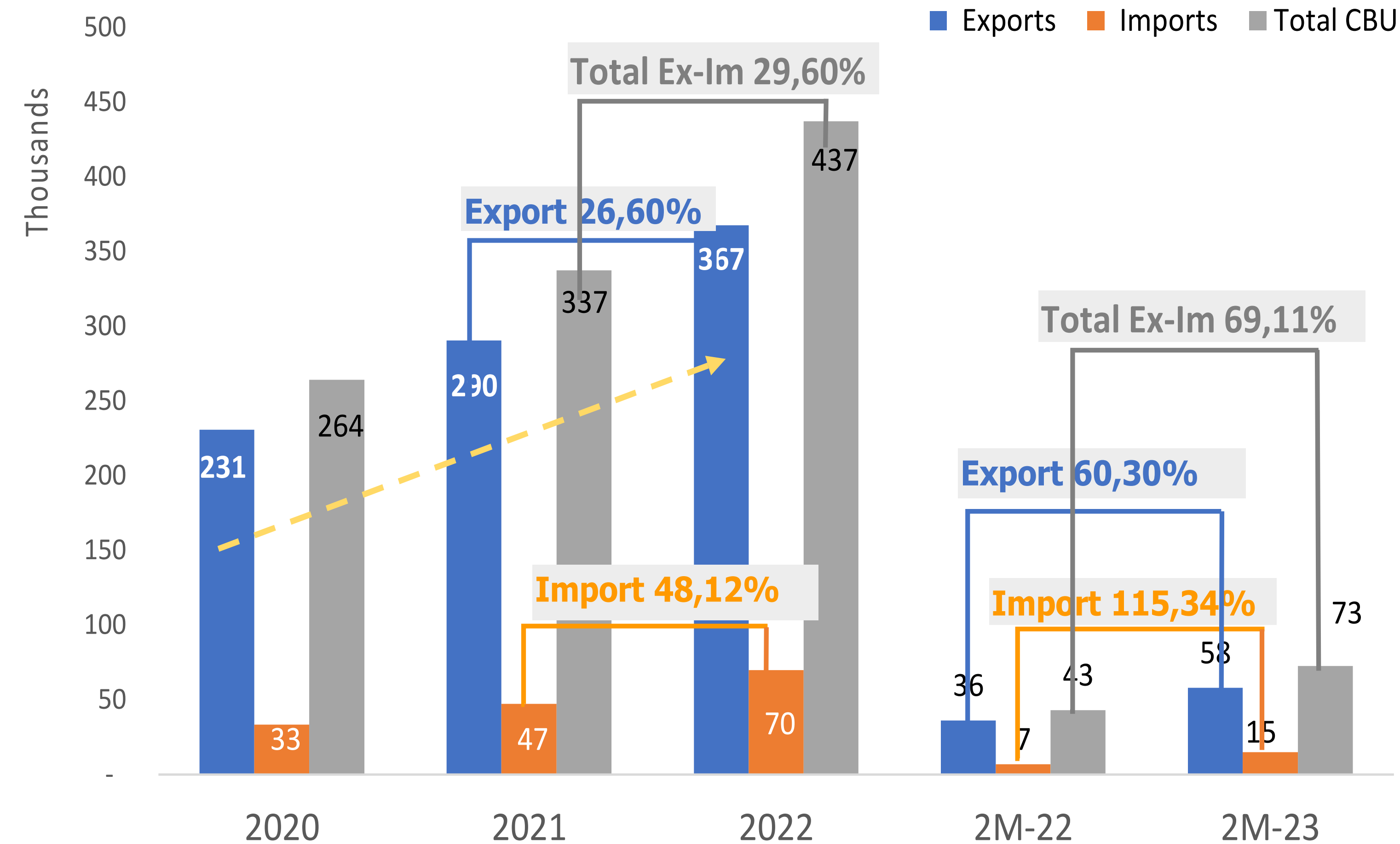


Operational Performance

- IPCC's Cargo Historical
- Details of IPCC Cargo in International Terminal
- Details of IPCC Cargo in Domestic Terminal
- Monthly Cyclical

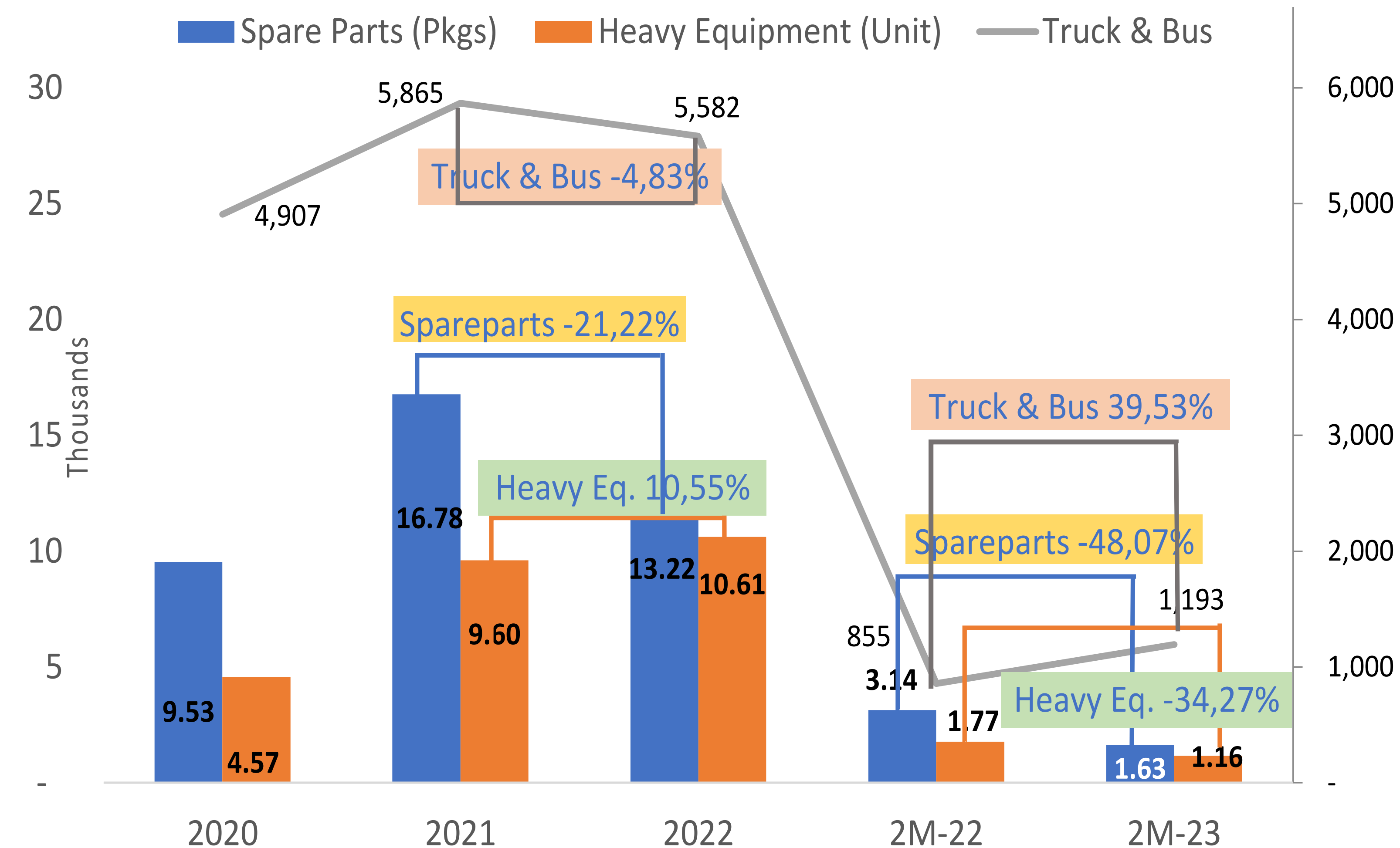
IPCC's Cargo Historical – Last 4 Years

IPCC Export – Import (CBU)



The CBU growth from 2021 to 2022 looks better. In 2M period, the CBU growth continue to lift up. The growth of CBU Ex-Im in 2M23 at 69,11%. In details, the CBU export growth at 60,30% and CBU import up to 115,34%

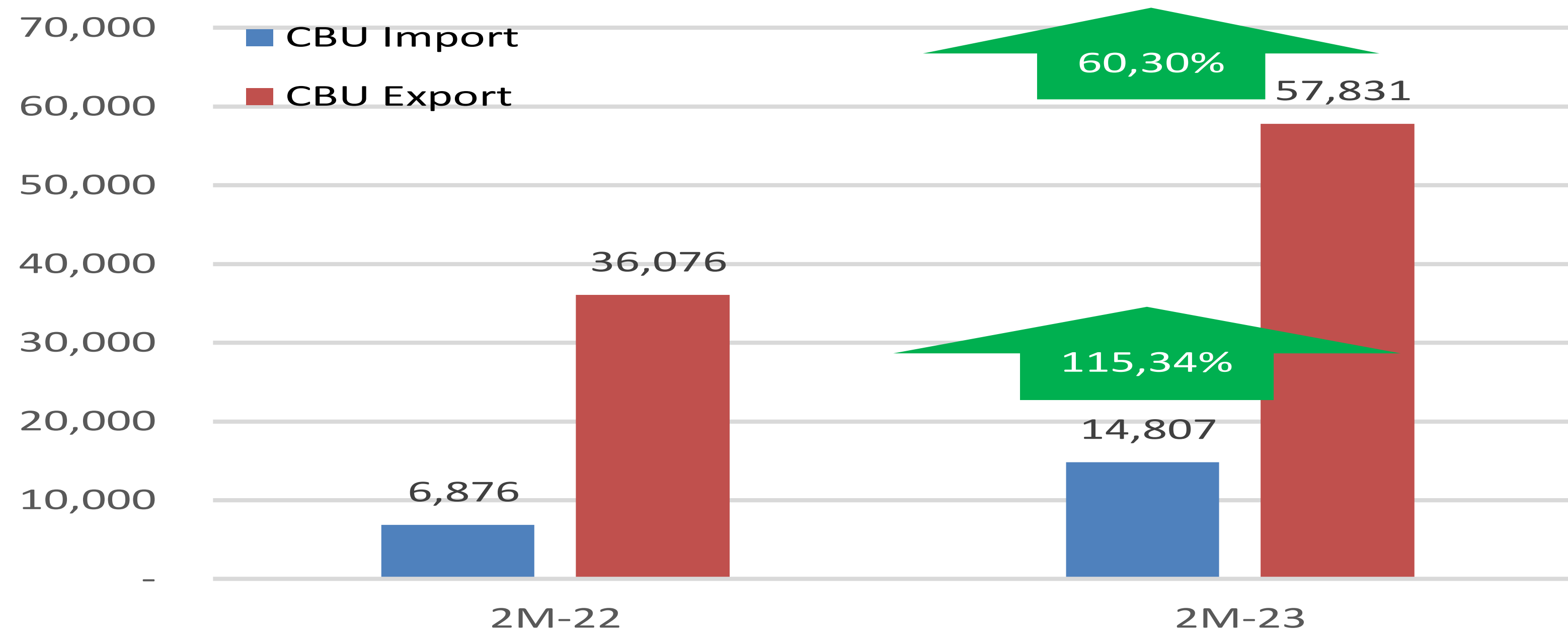
IPCC Heavy Equipments, Trucks, Buses & Spareparts



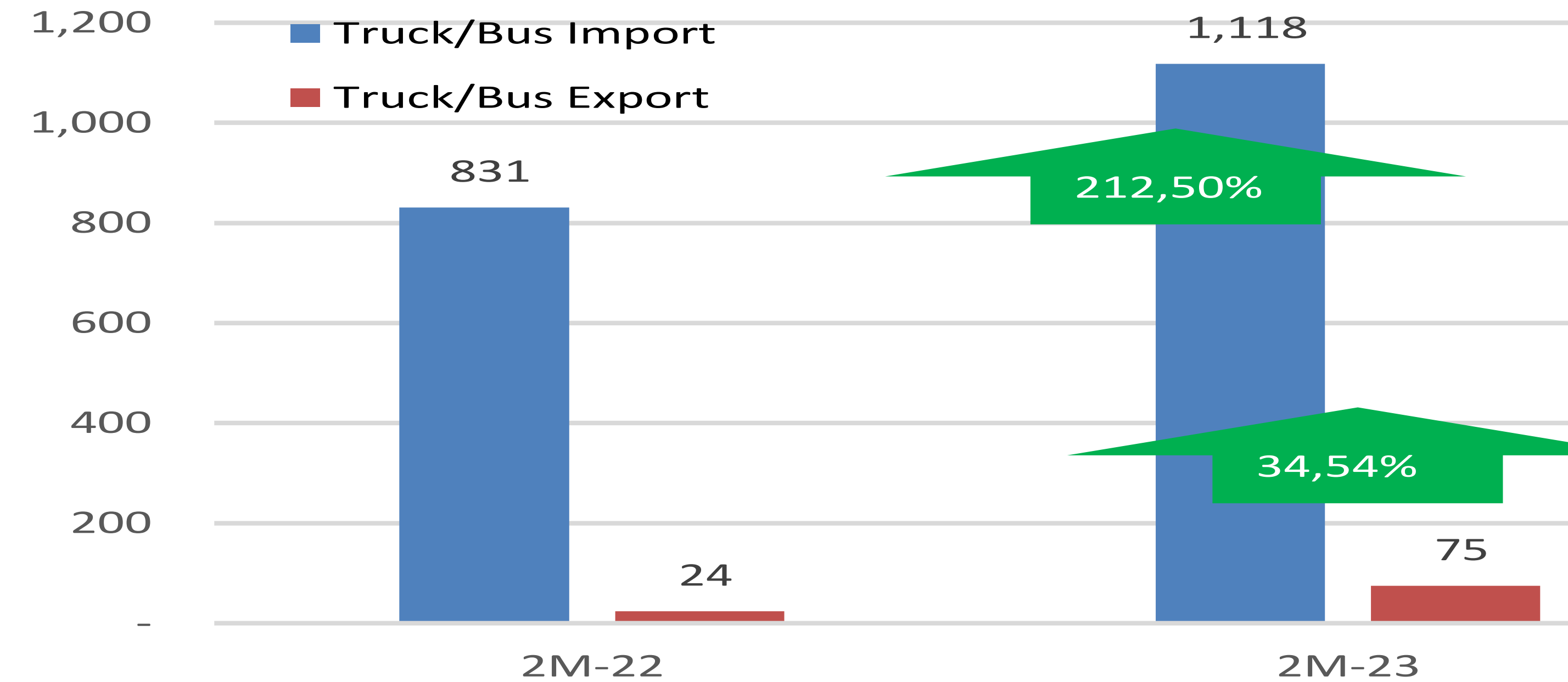
The Heavy Equipment, Trucks & Buses, & Spareparts throughput growth looks increase from 2021 to 2022 inline with the increase of demand in the mining, infrastructure, construction, plantation and forestry sectors after recovery. The improvement growth still continue in the 2M-23 period, especially in Truck/Bus Segment

Details of IPCC Cargo In International Terminal – Historical In 2M Period (YoY)

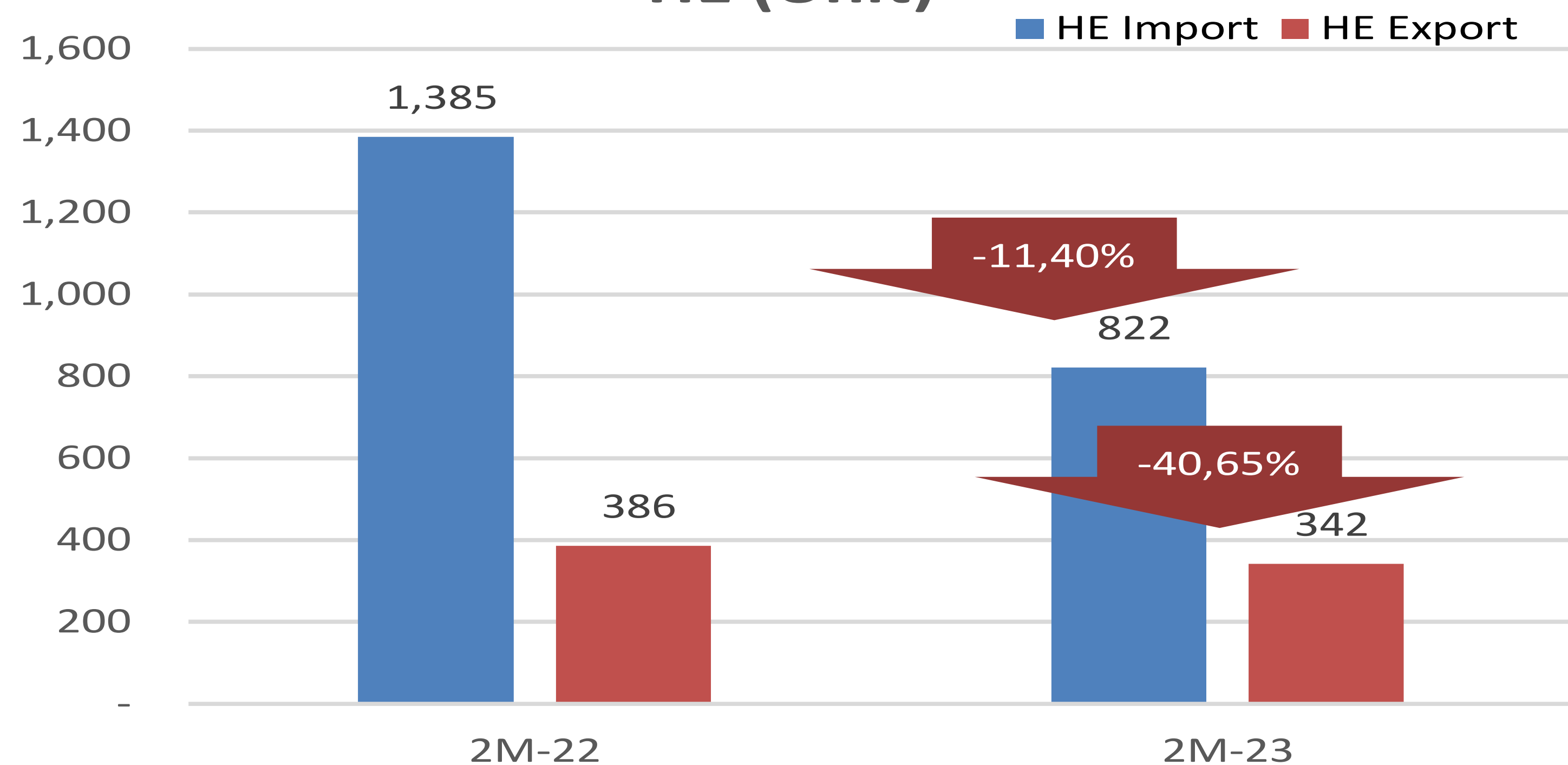
CBU (Unit)



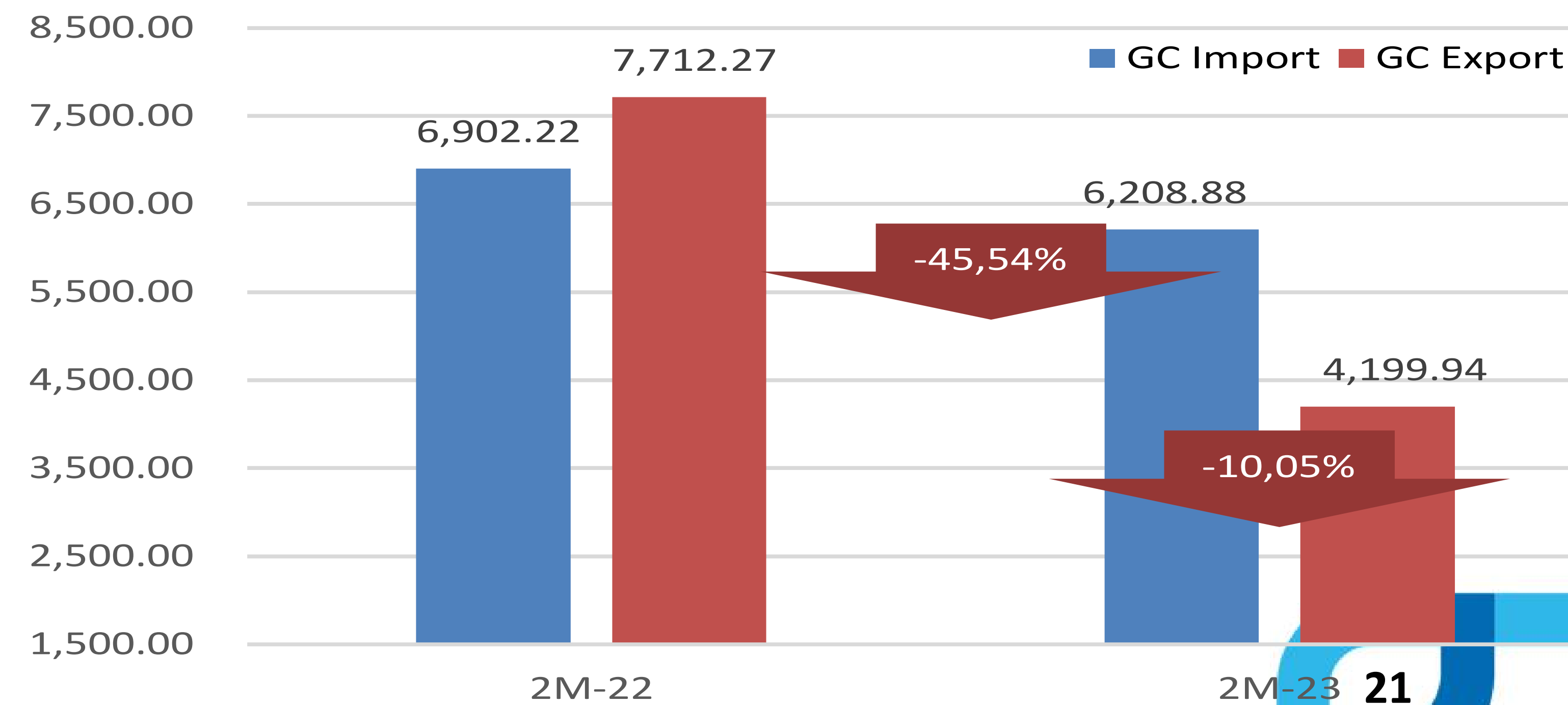
TRUCK/BUS (Unit)



HE (Unit)

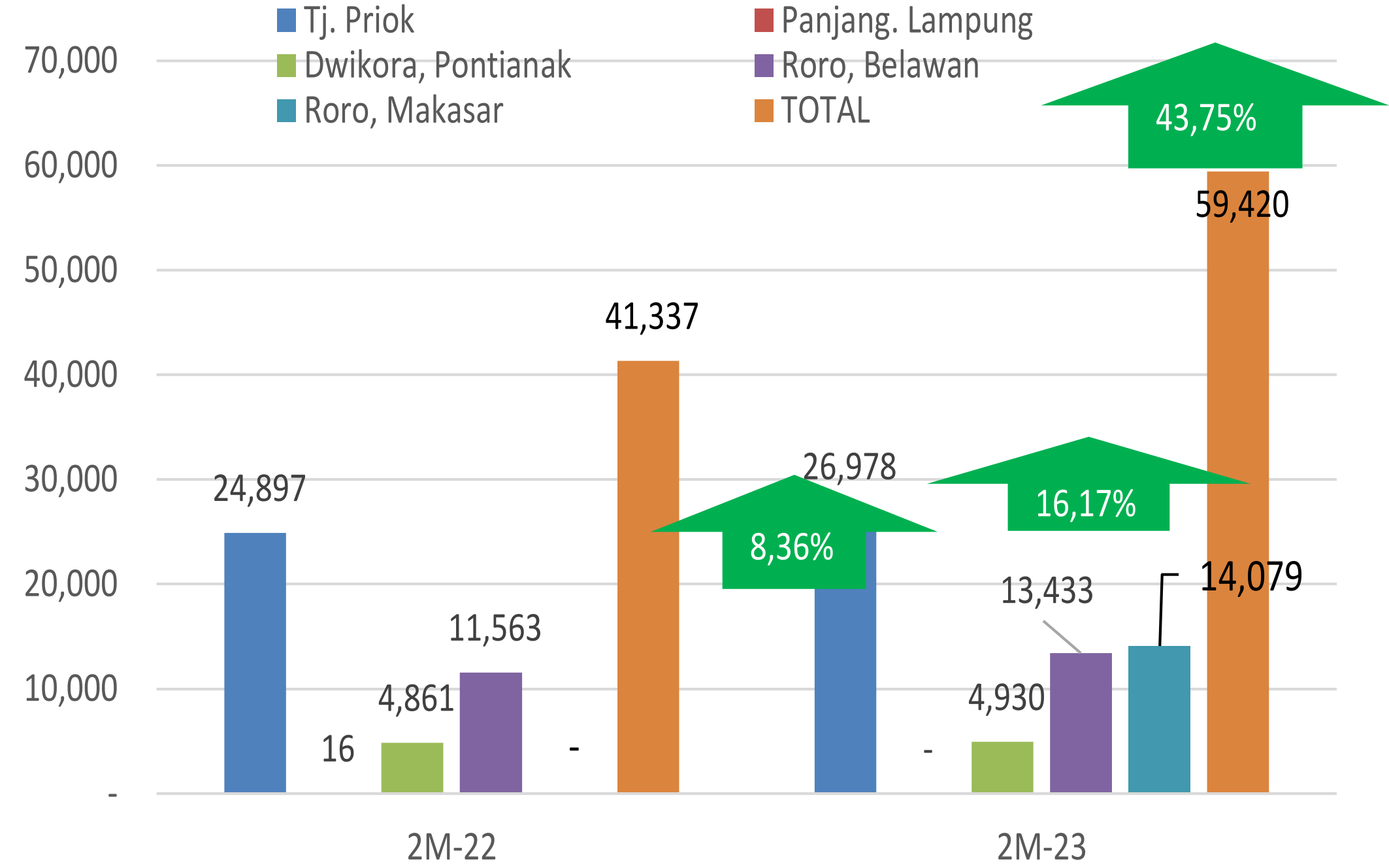


GENERAL CARGO (M³)

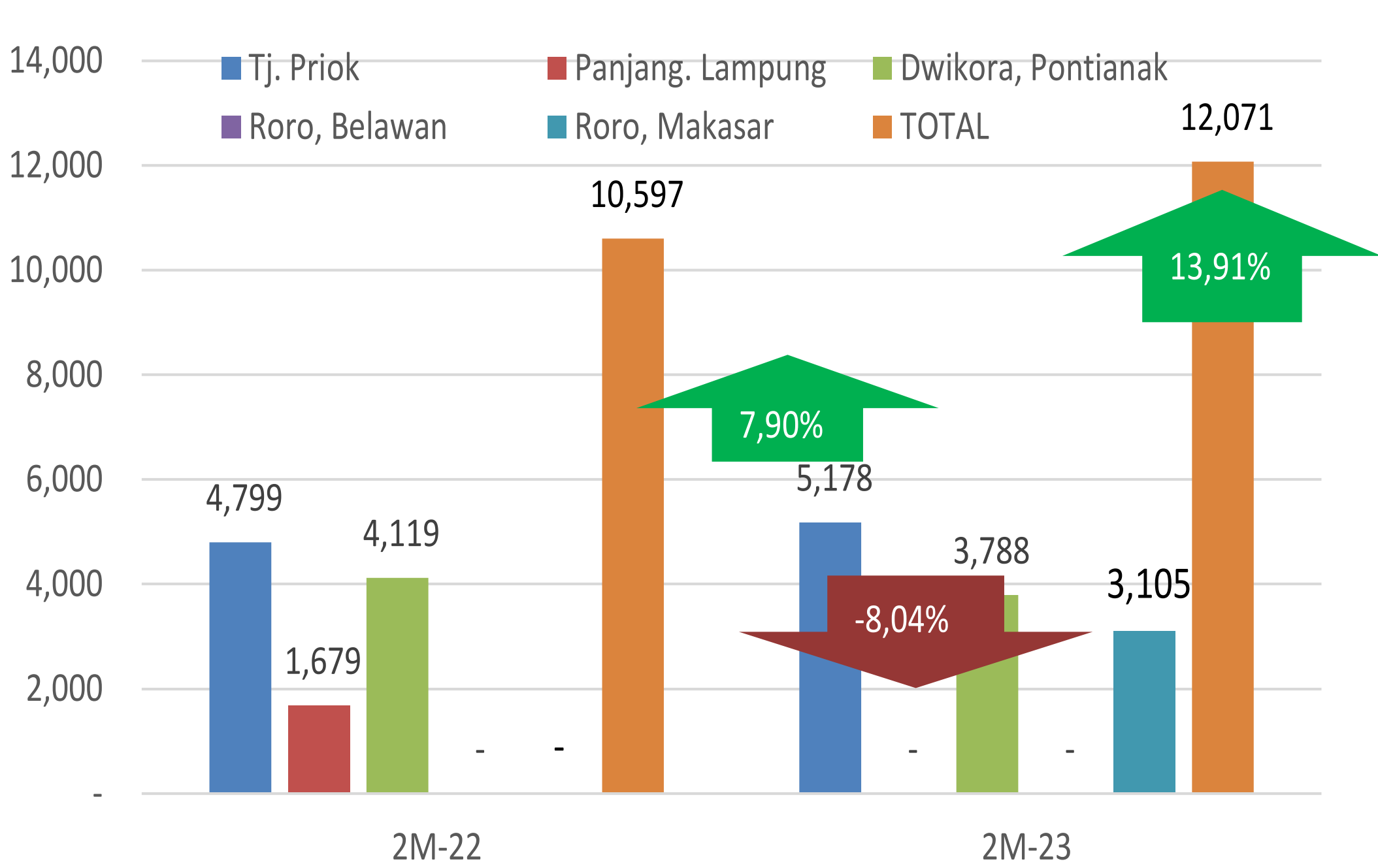


Details of IPCC Cargo In Domestic Terminal – Historical In 2M Period (YoY)

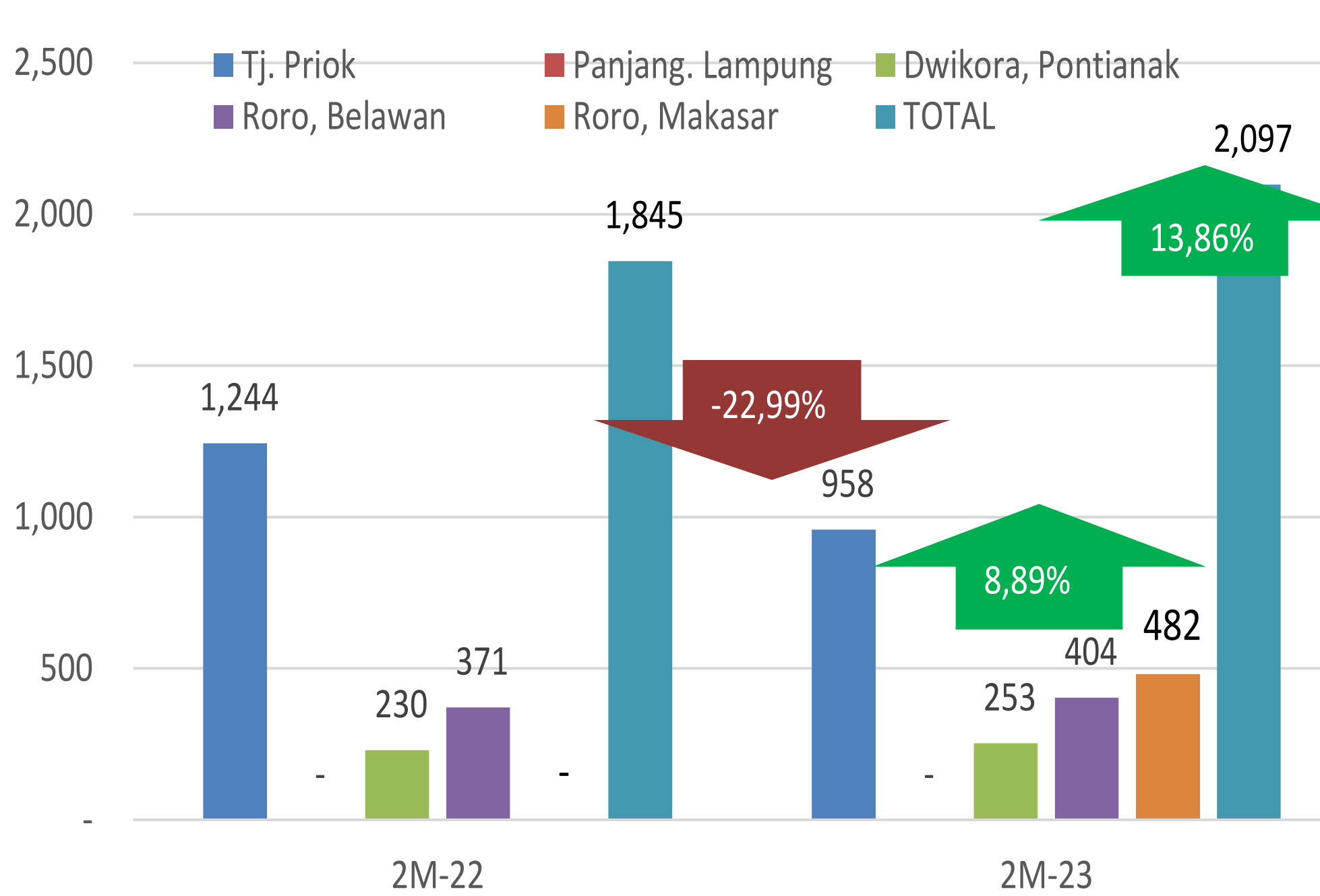
CBU (Unit)



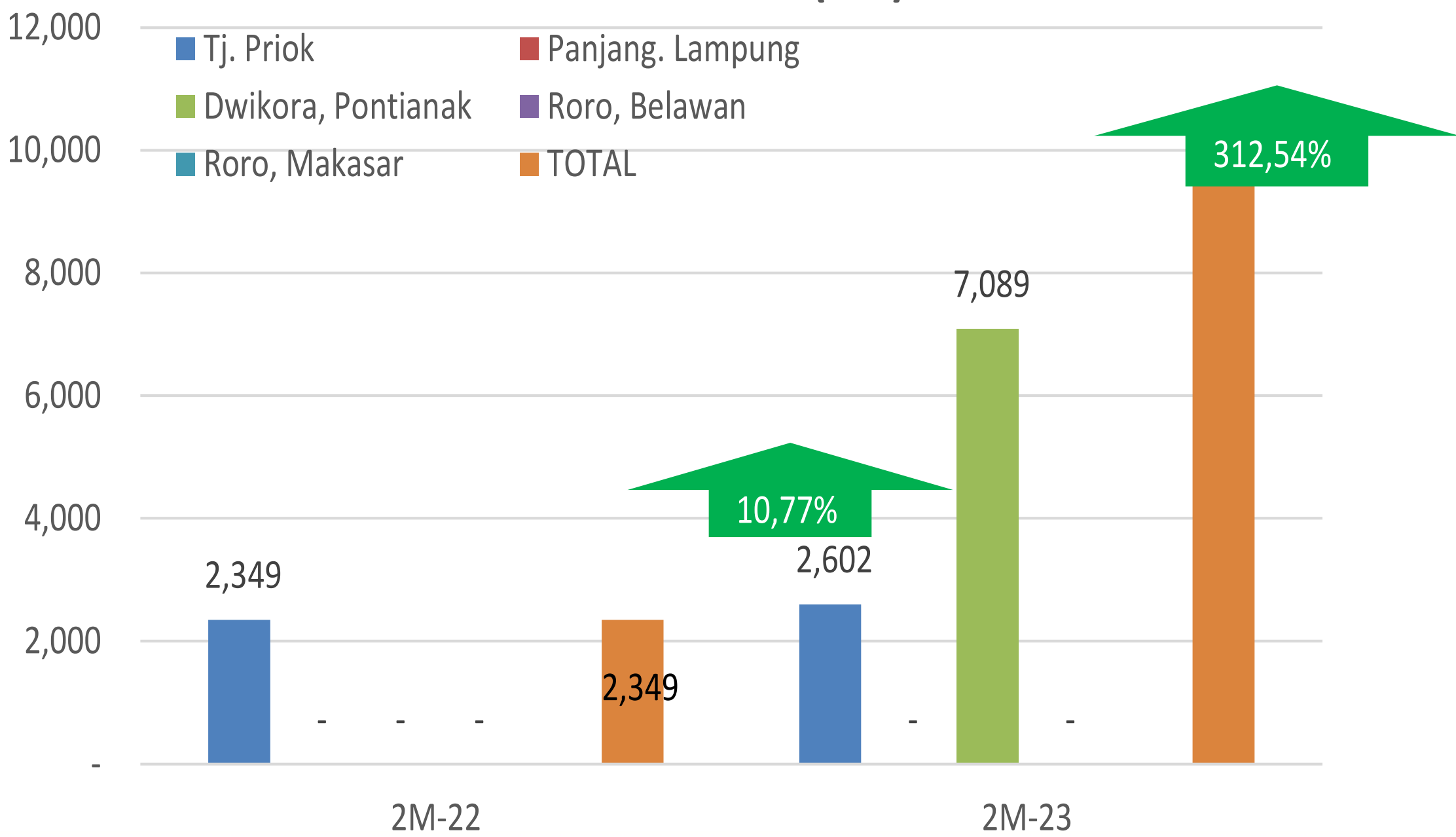
TRUCK/BUS (Unit)



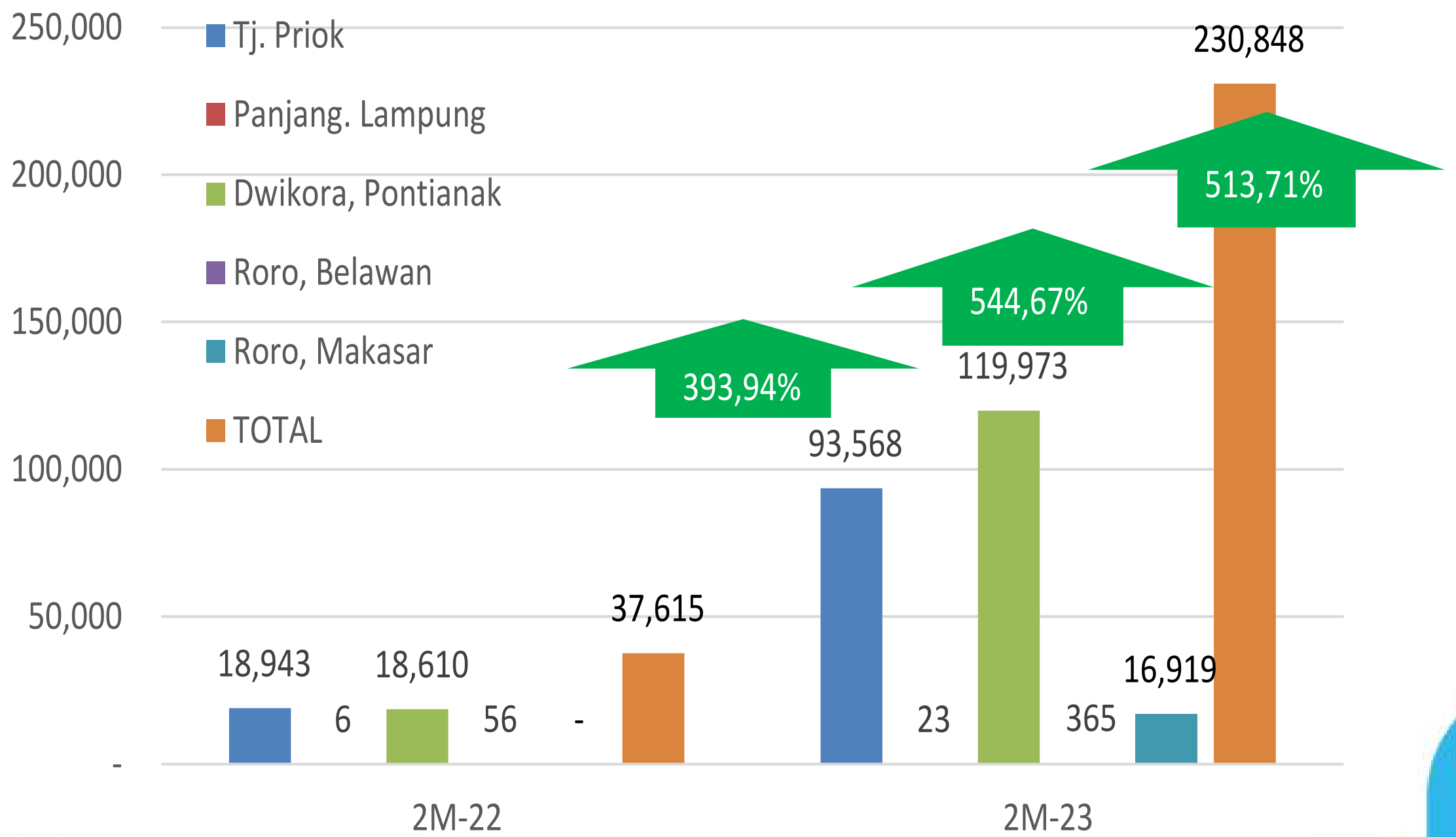
HE (Unit)



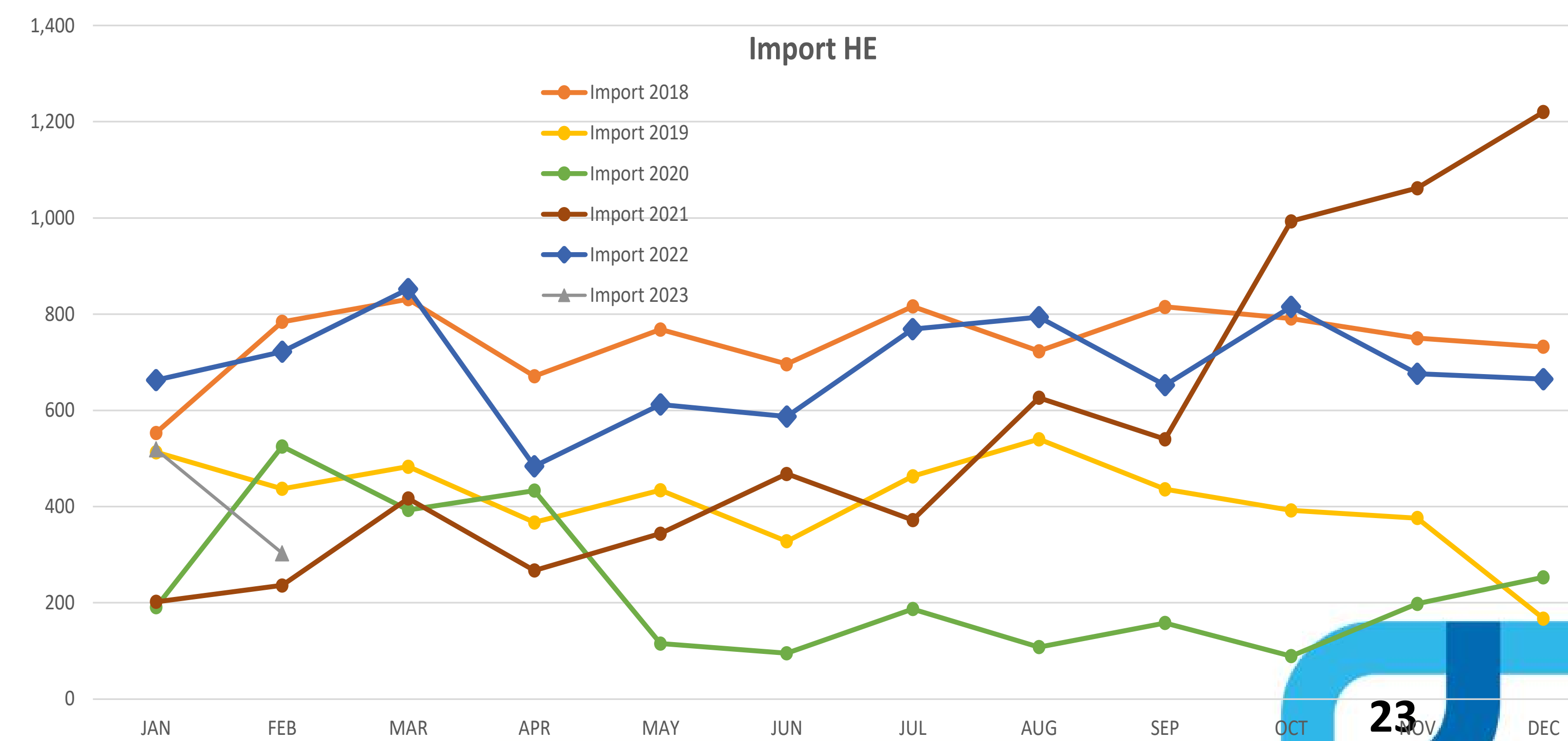
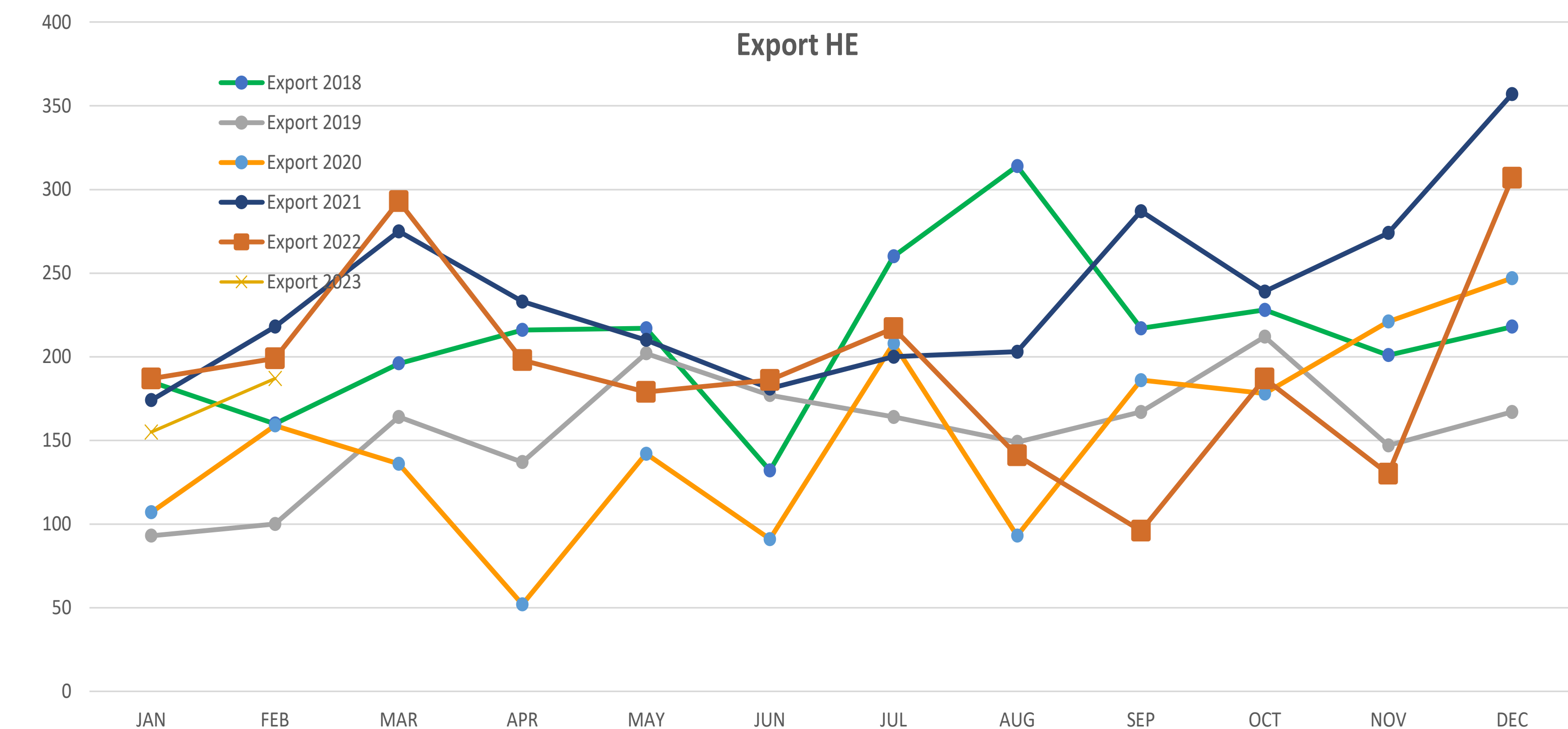
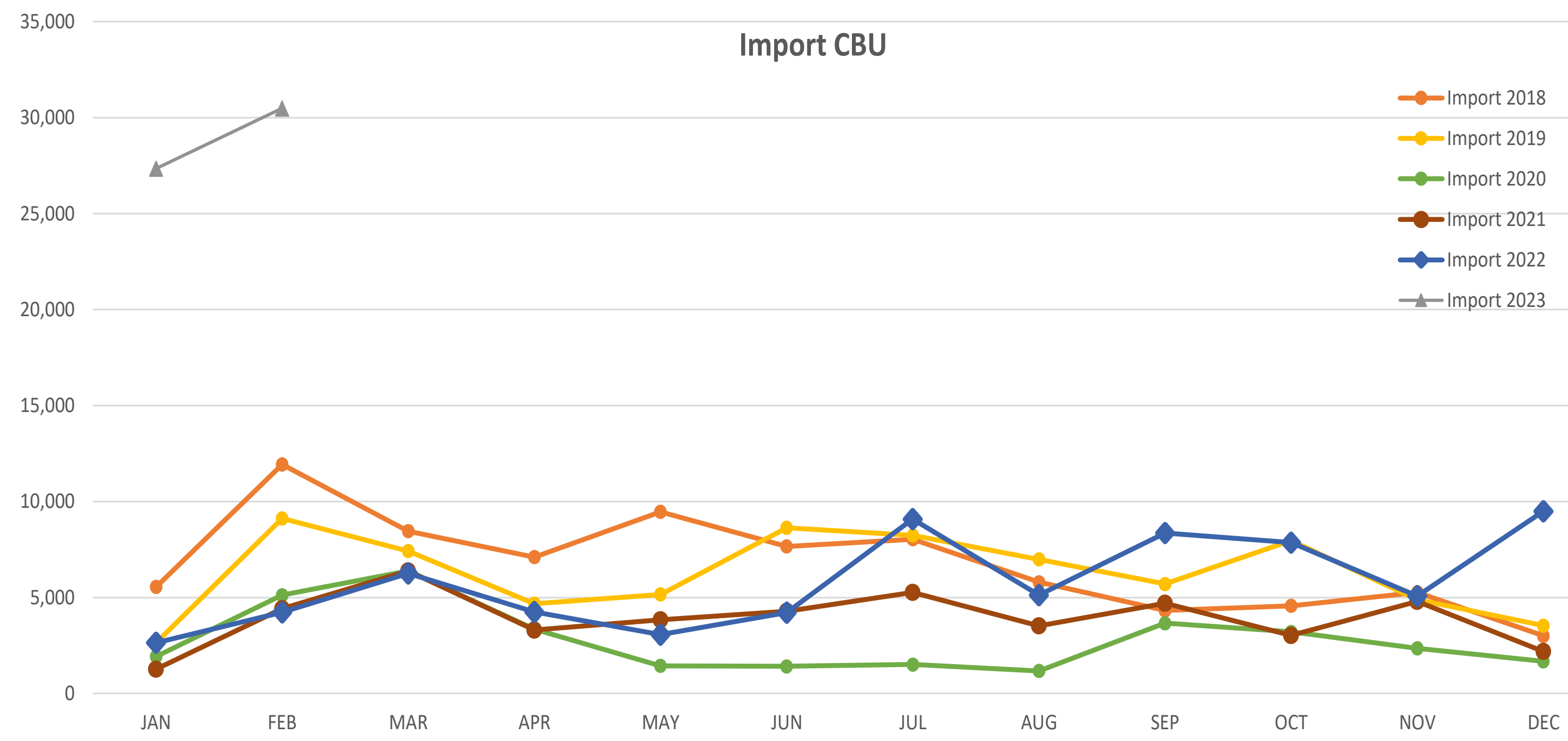
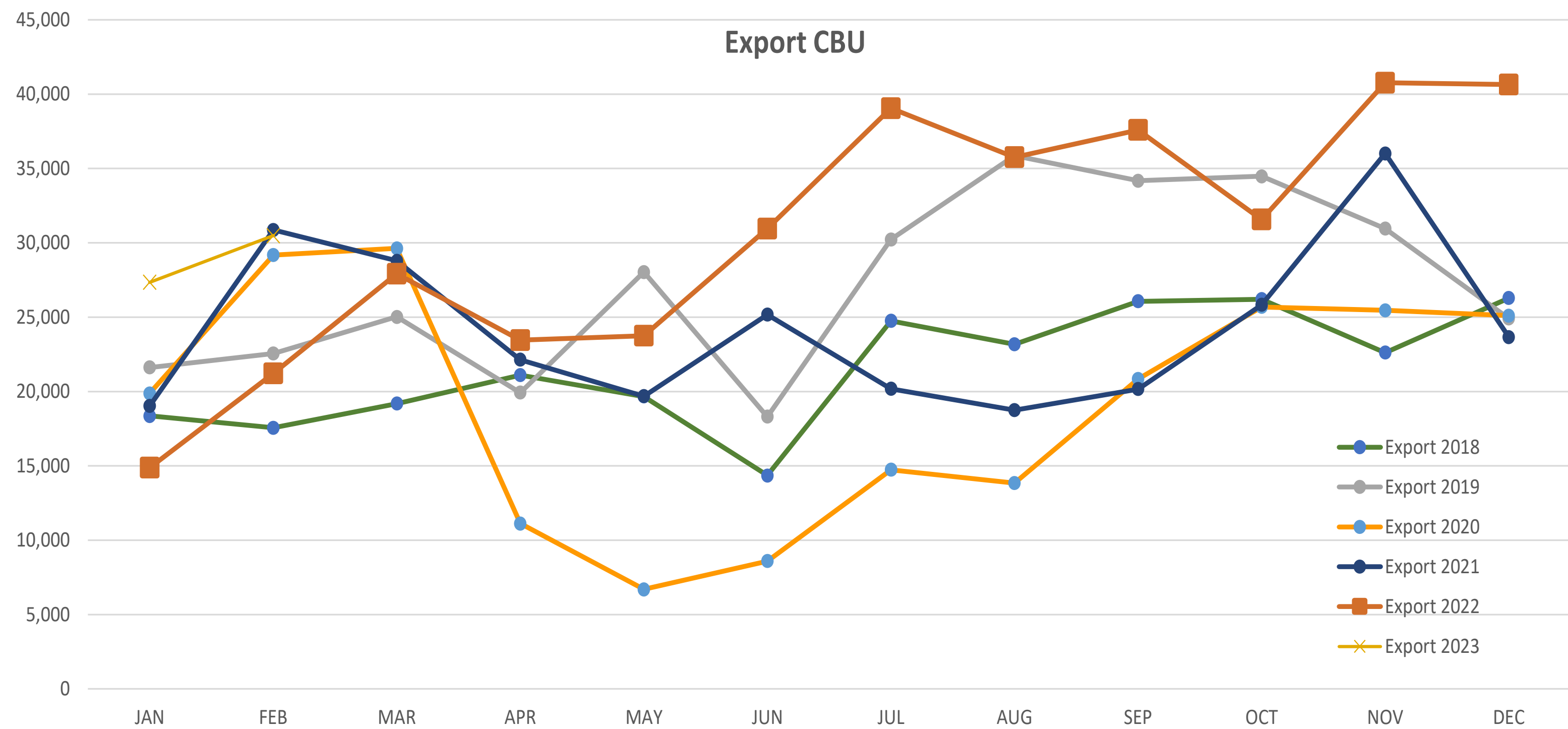
GENERAL CARGO (M³)



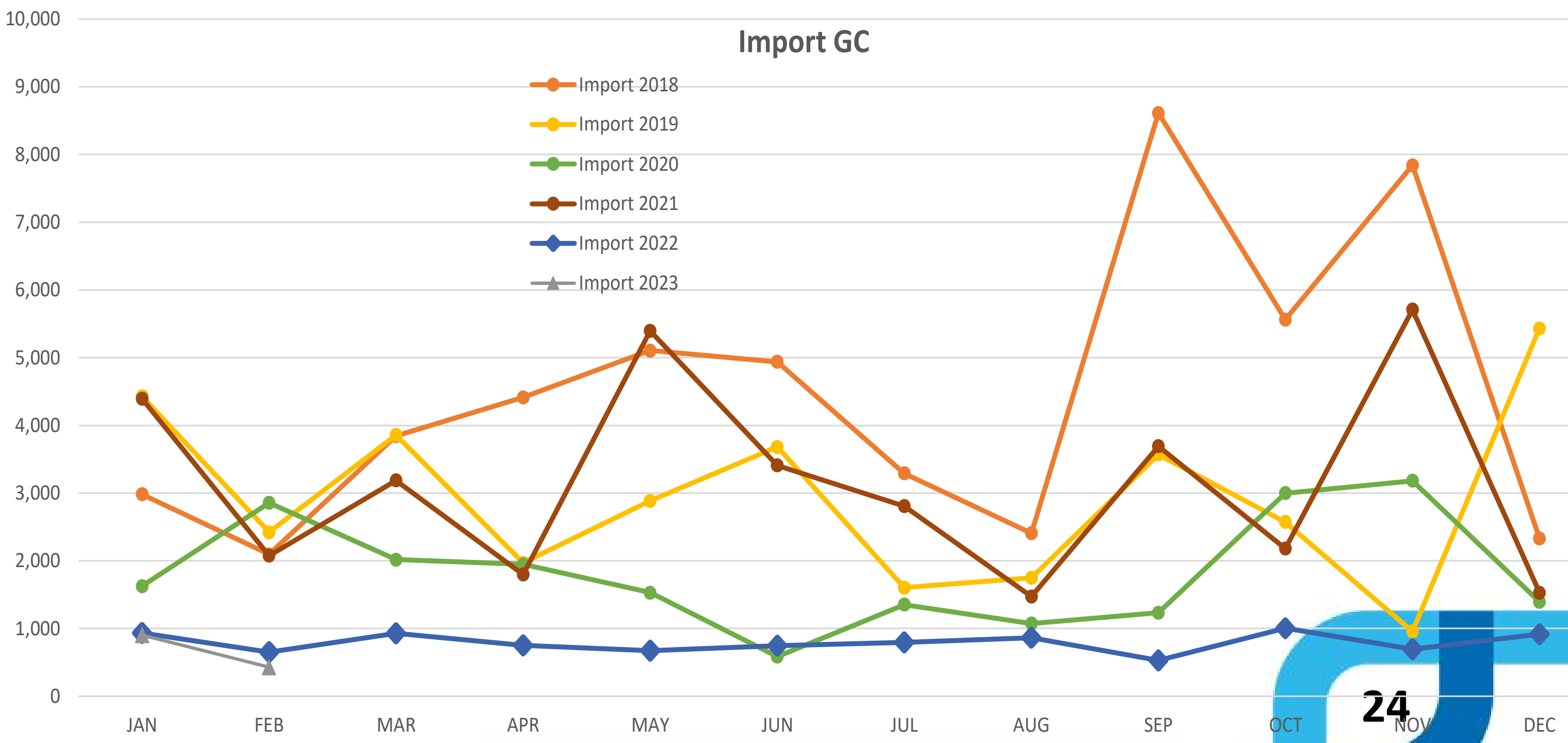
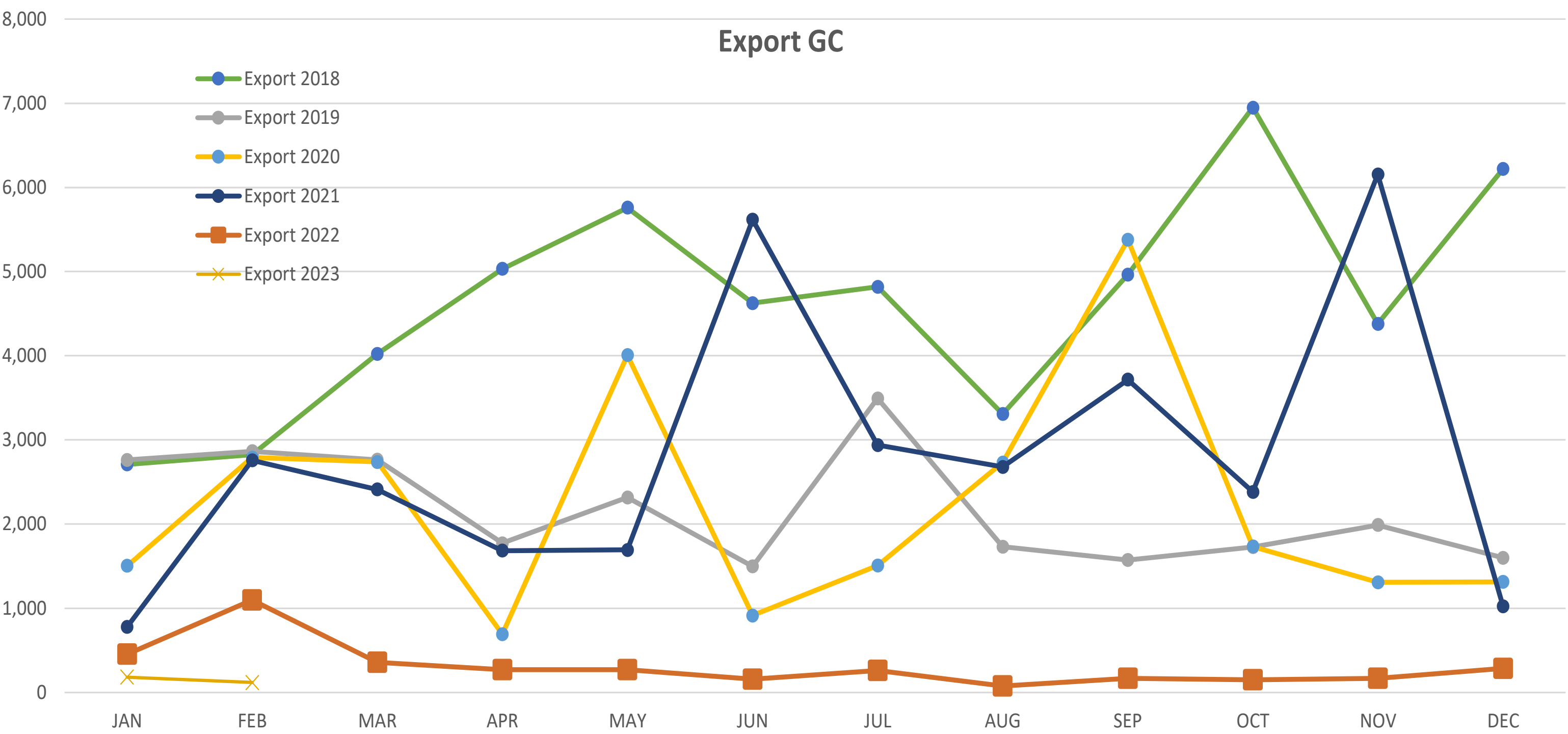
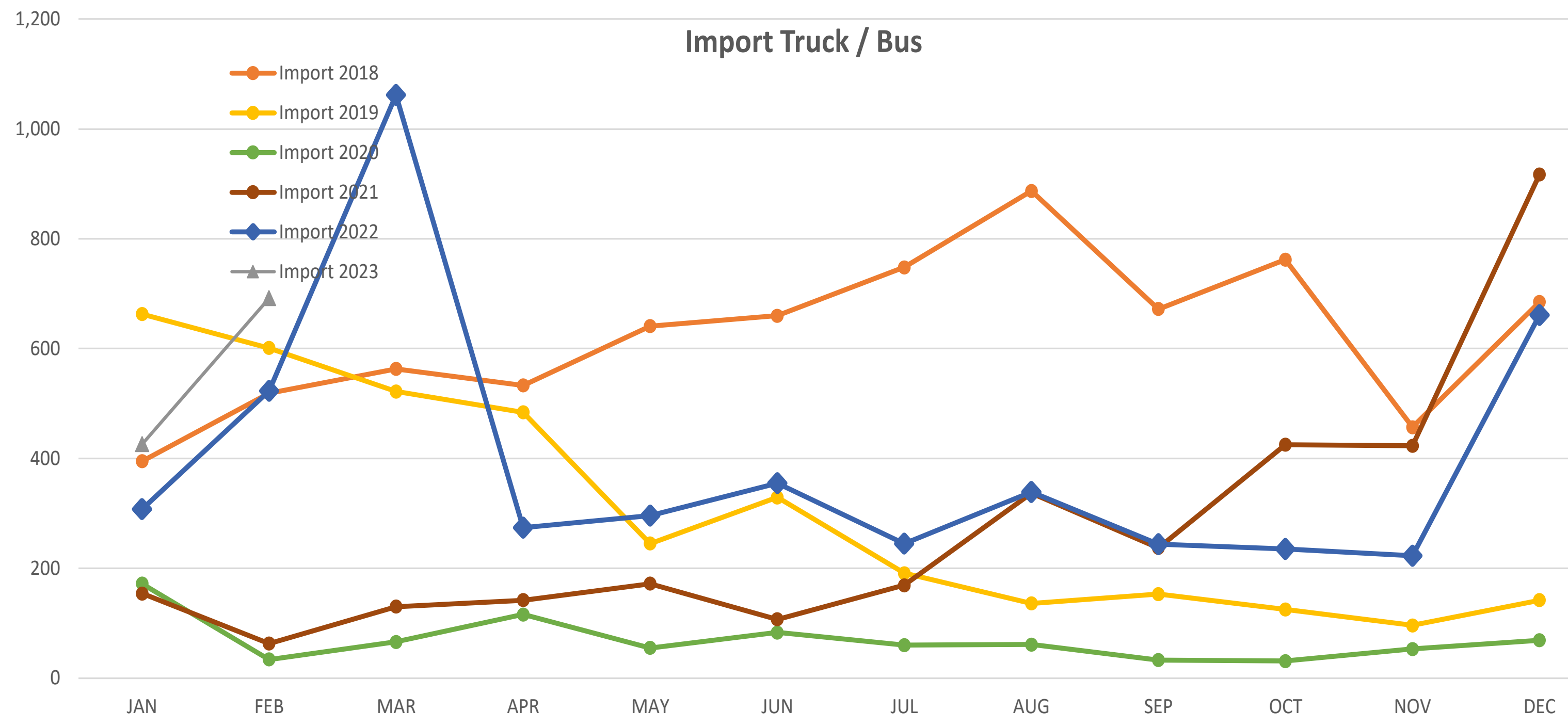
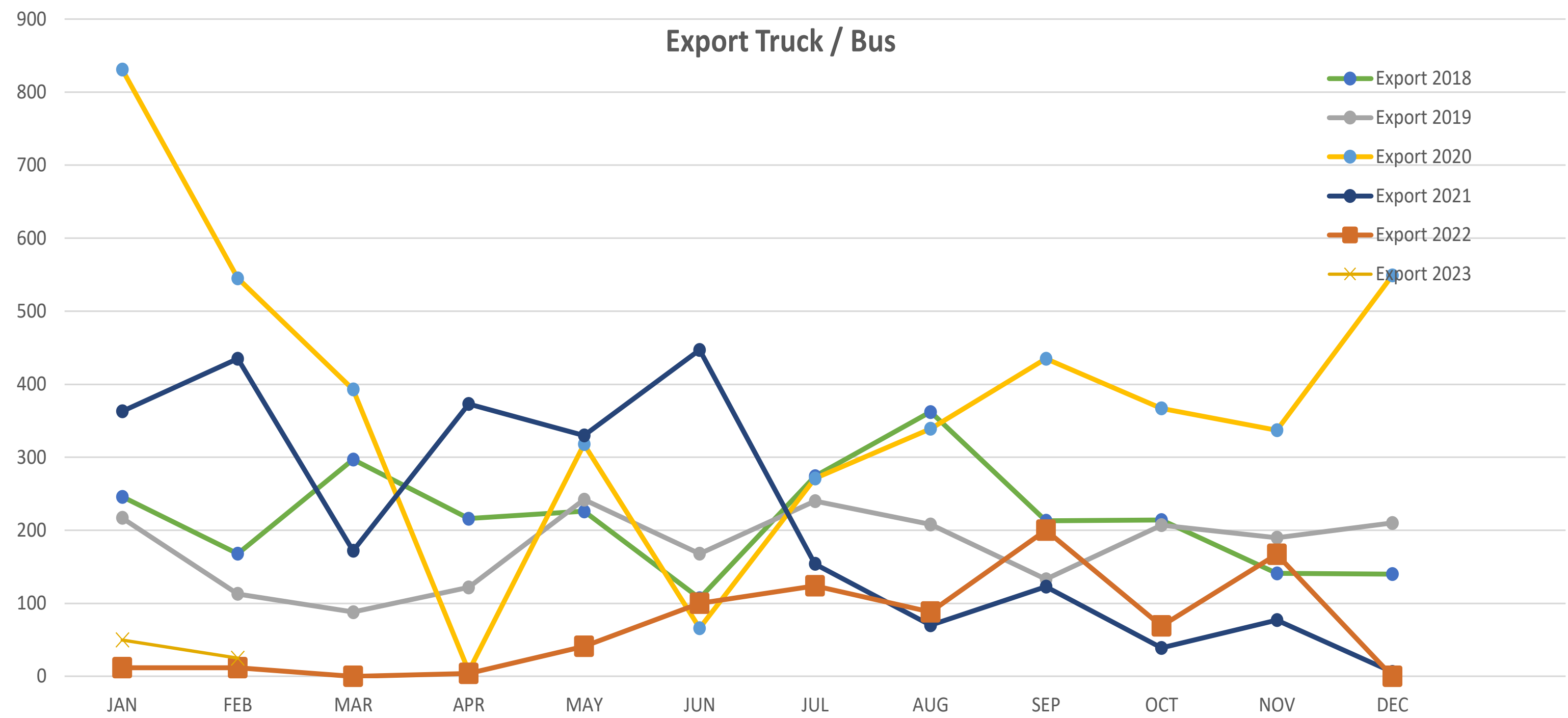
MOTOR (Unit)



Monthly Cyclical of IPCC Cargo International – Historical



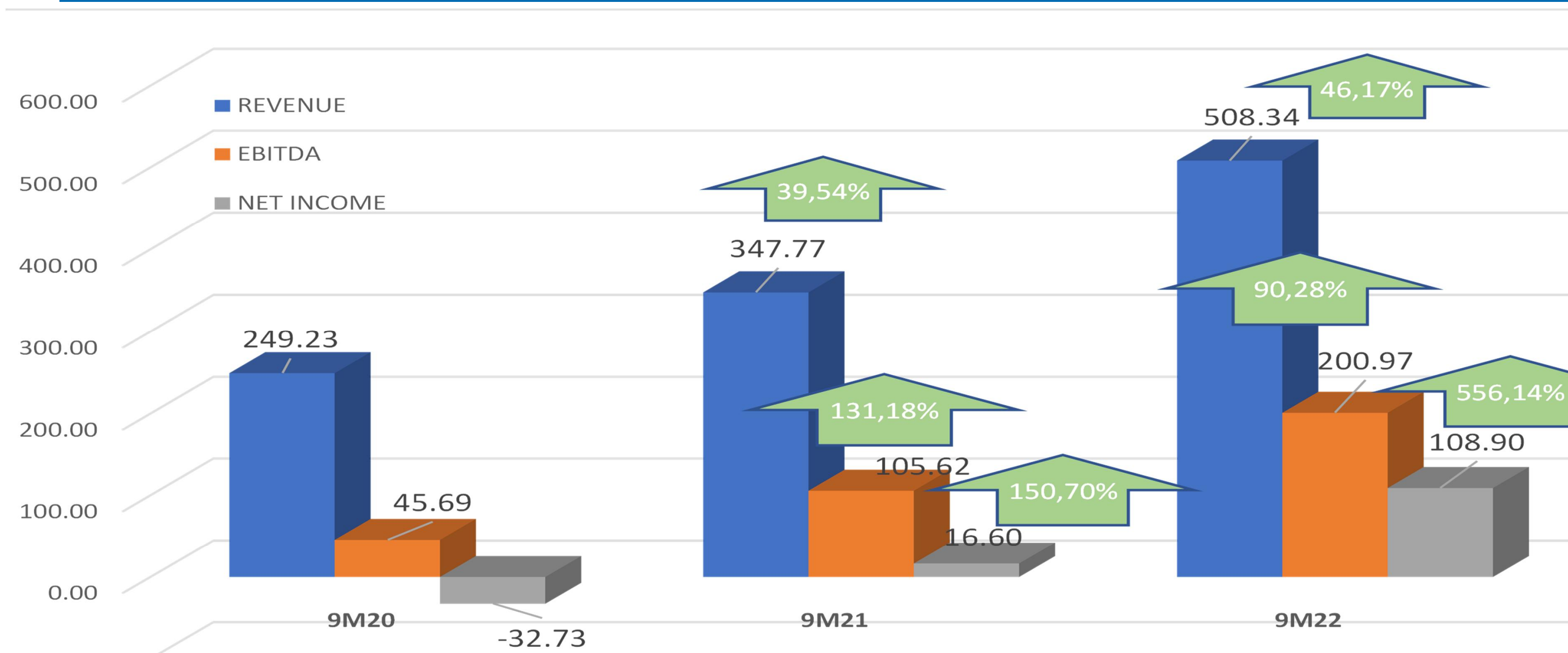
Monthly Cyclical of IPCC Cargo International – Historical



Financial Performance

- Finance Performance
- Realization of Revenues
- Realization of International & Domestic Revenues
- Financial Highlight
- Investment / Capex

Finance Performance Overview – 9M22

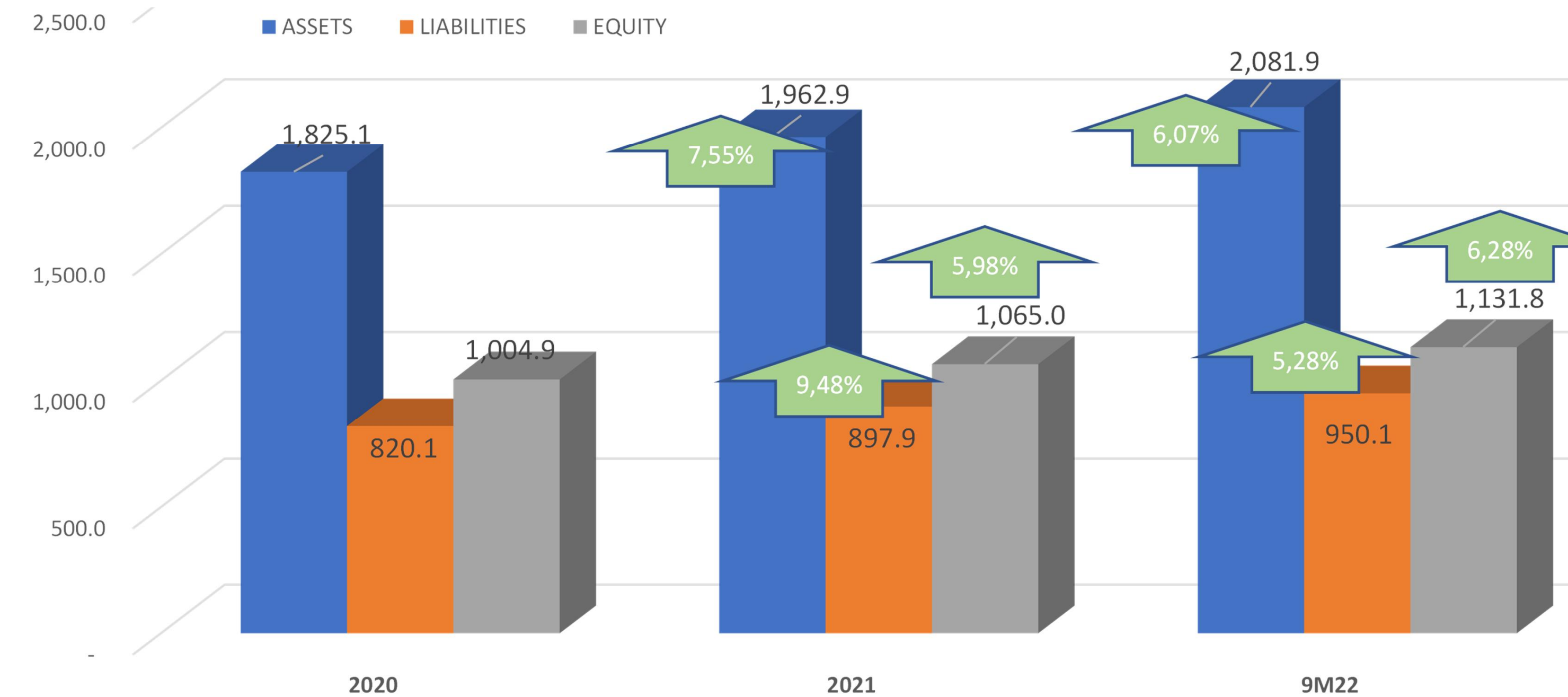


Income for the year 9M22 : Rp108,90 Billion vs Rp16,60 Billion (9M21) (YoY)

Revenue 9M22 : Rp508,34 Billion vs Rp347,77 Billion (9M21) (YoY)

Reasons/Factors:

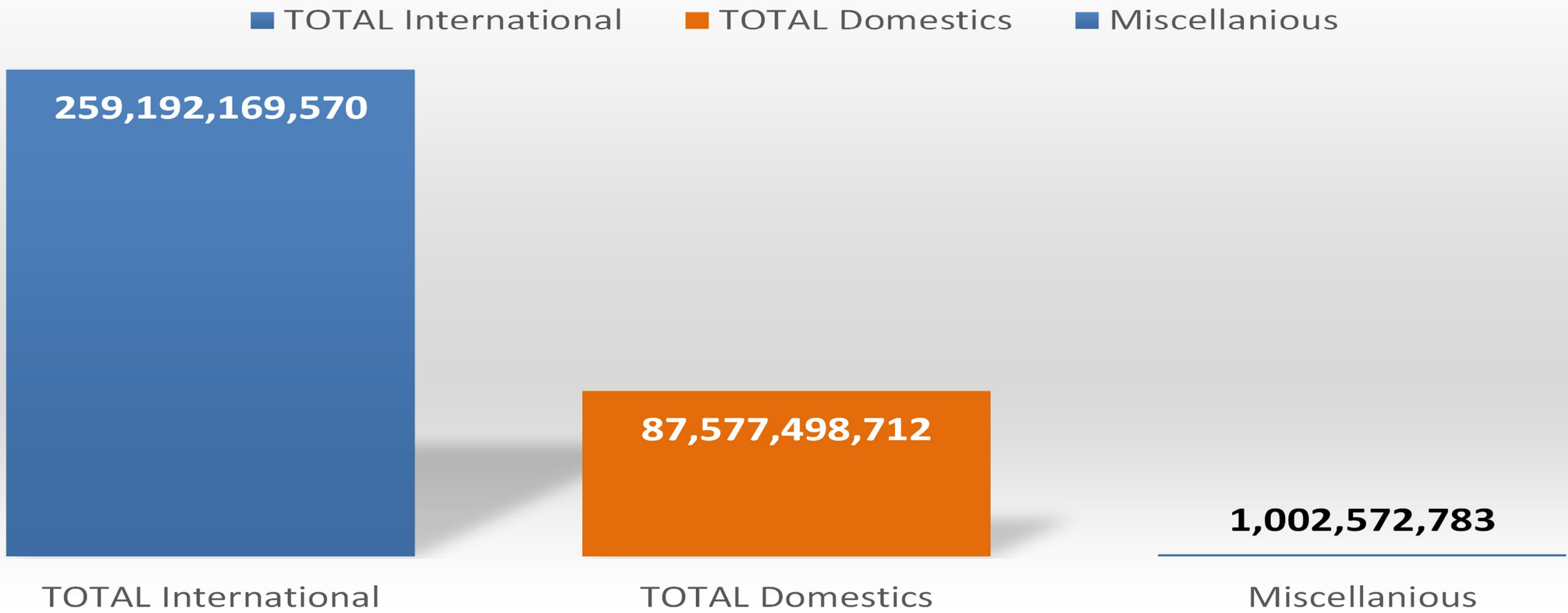
1. The decrease of pandemic impact; the continuity increase of Automotive Industry activities; and also the increase demand for Heavy Equipment during FY2021 period and continue to 2022 has given good impact to the car loading and unloading services in IPCC Terminal;
2. In total, during FY21 period and continue to 2022 the loading and unloading handling of car cargo as overall has increased due to the ease of pandemic condition and also the accommodative of Government policies.
3. The improved performance during this period, beside the increase of revenue, also caused by the cost-manageable where growth of cost (especially cost of revenue) lower than the growth of revenue so the IPCC has a room for lift up the profit. The growth of General & administrative expenses looks lower than previous. It was shows that the Management able to manage the cost very well.
4. IPCC can reduce the Partnership cost so it can help to cost more efficient.



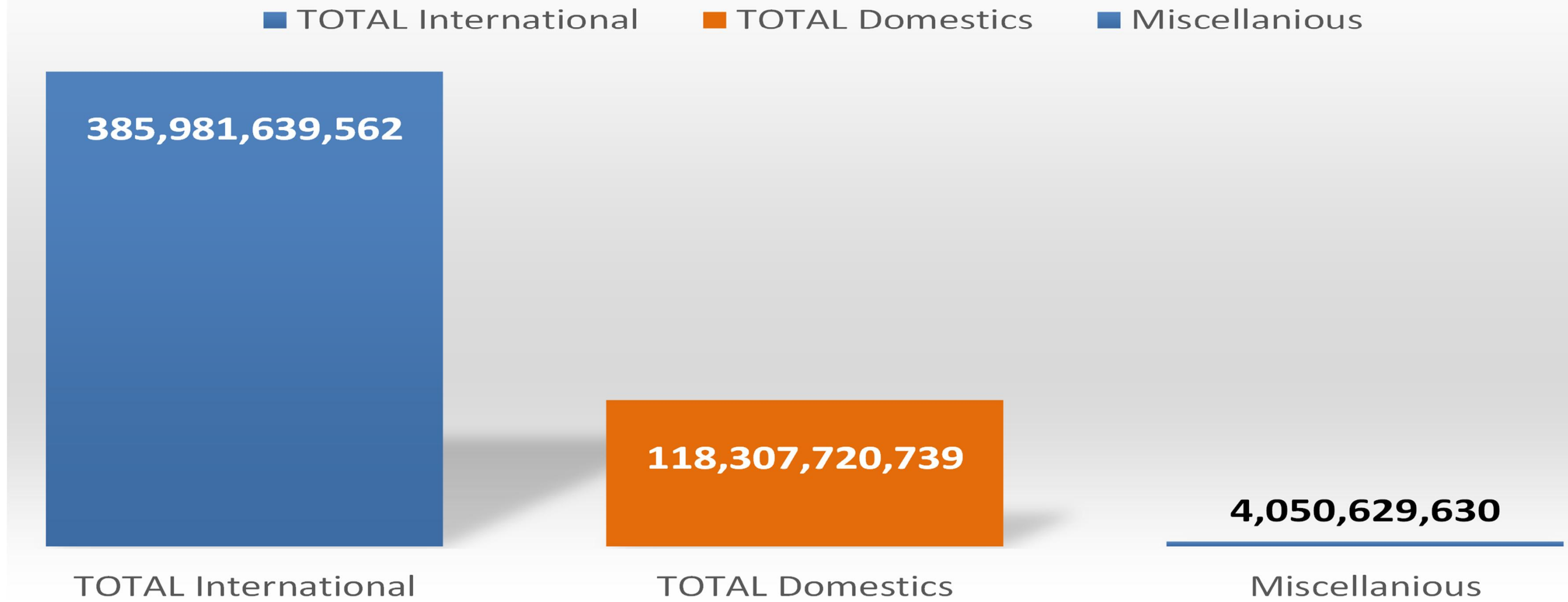
5. The Depreciation Cost has increased due to the implementation of PSAK 73 of the leased asset (rental of land, tools and vehicles) which were amortized by the straight-line method since January 1st , 2020. Beside that, IPCC also has recorded the additional of assets (the impact of development in outside Terminal), so that include to the depreciation calculation.
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.
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 9M21 VS 9M22

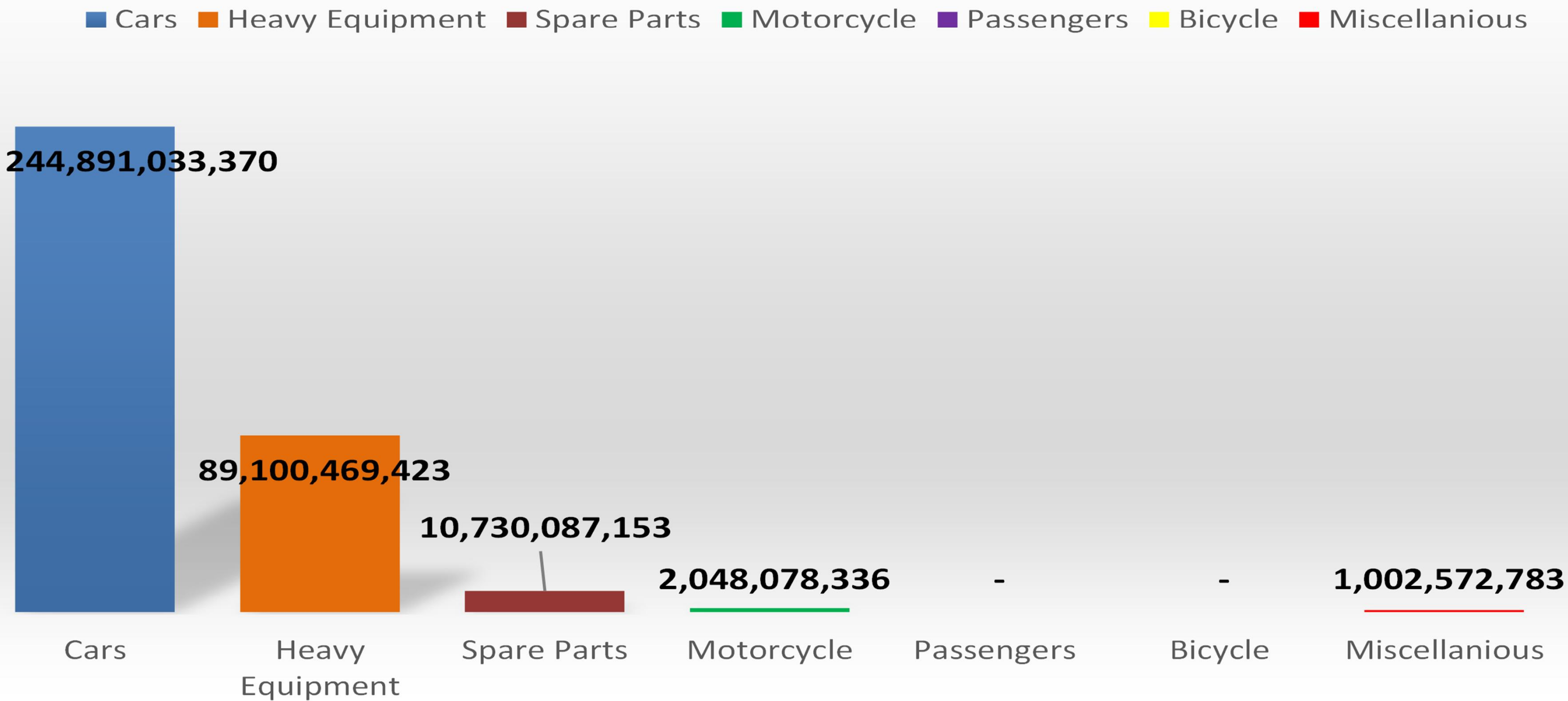
Revenue 9M21



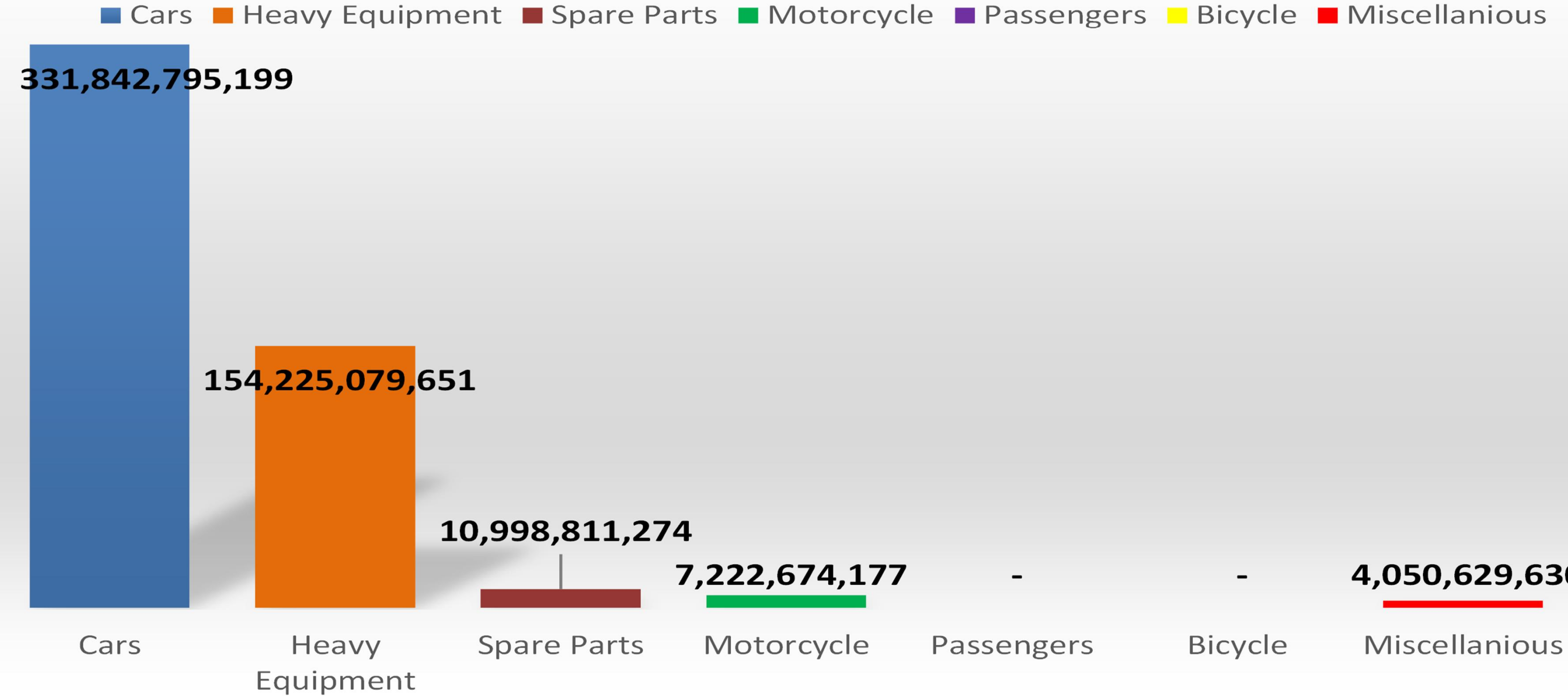
Revenue 9M22



Revenue 9M21



Revenue 9M22

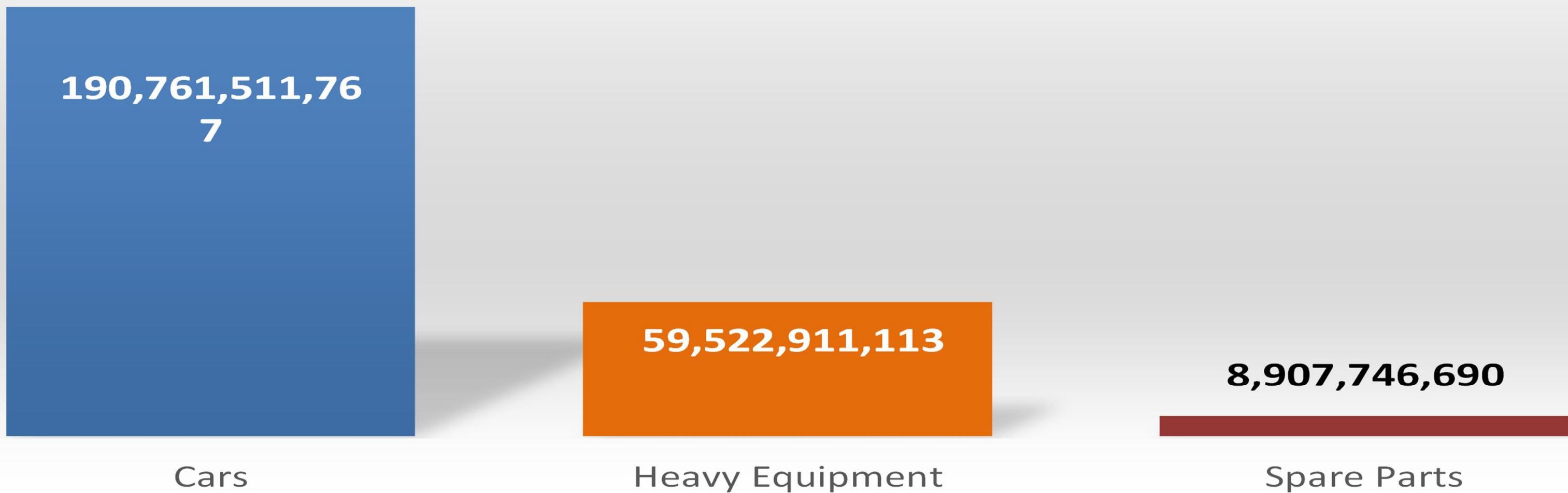


Realization Of International & Domestic Revenues

9M21 VS 9M22

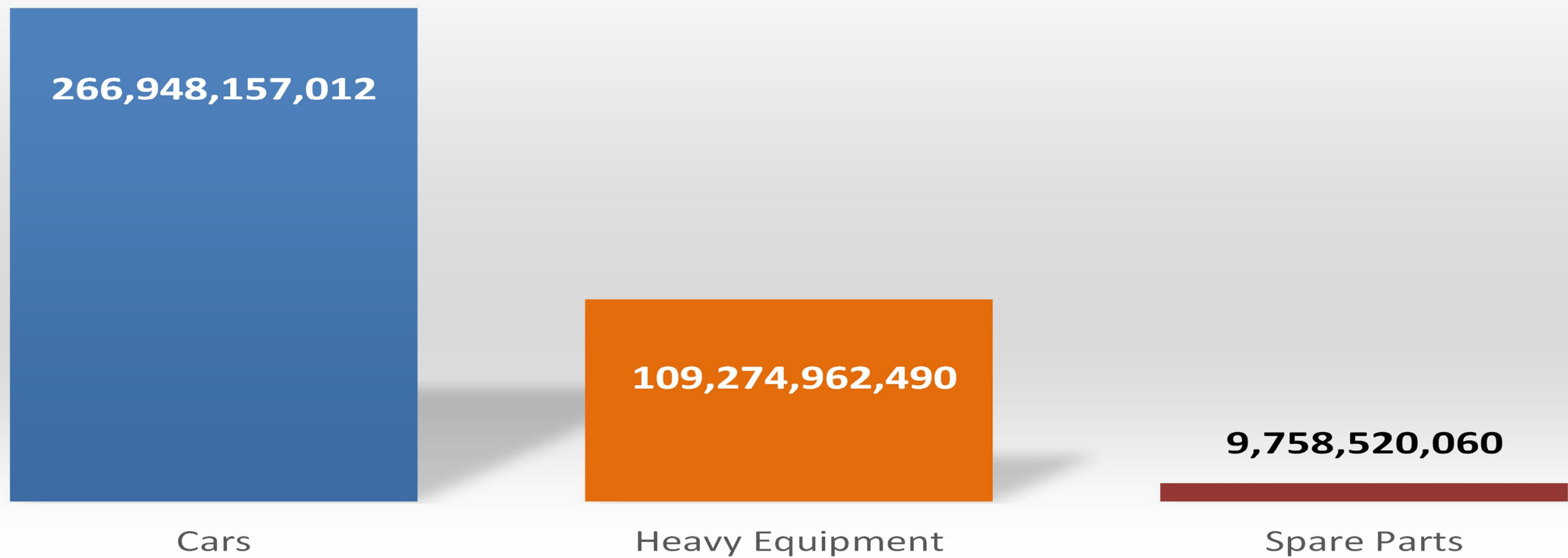
International Revenue 9M21

Cars Heavy Equipment Spare Parts



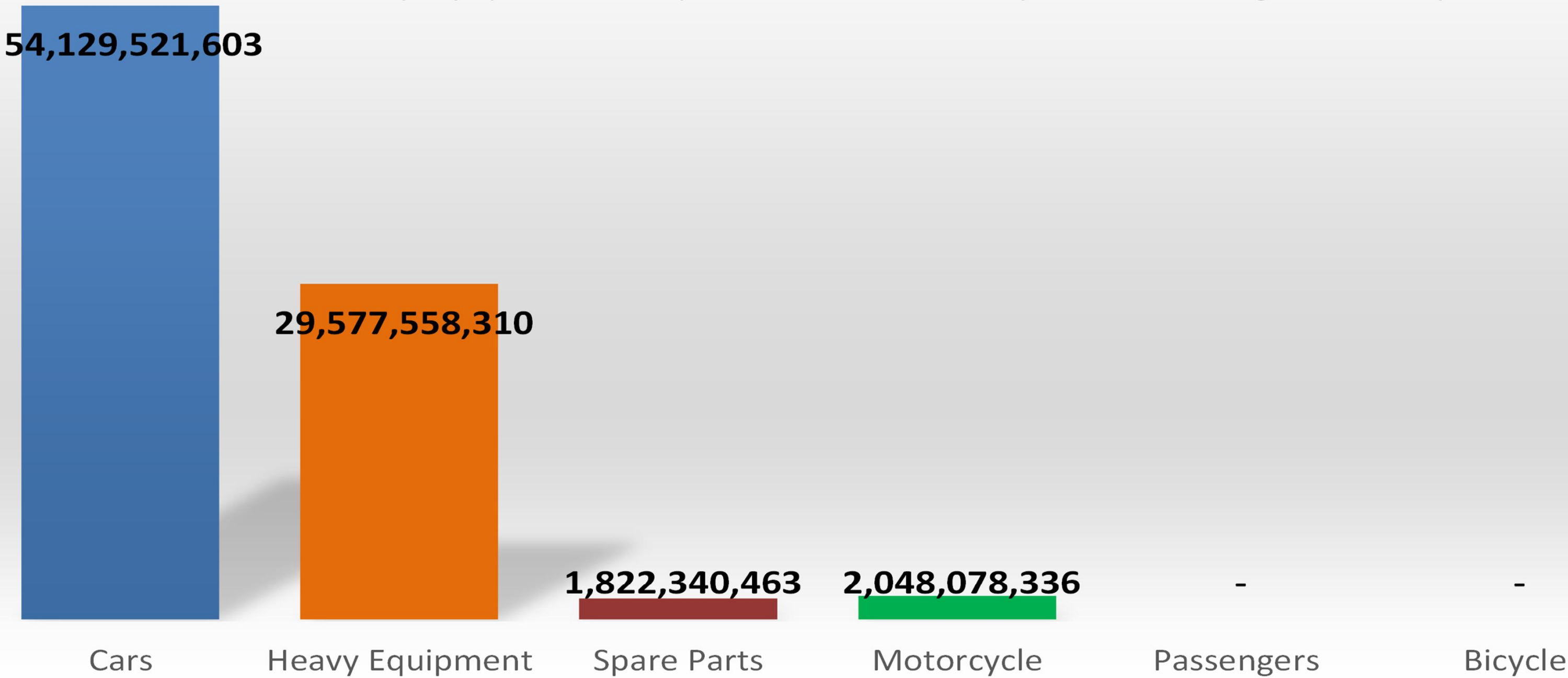
International Revenue 9M22

Cars Heavy Equipment Spare Parts



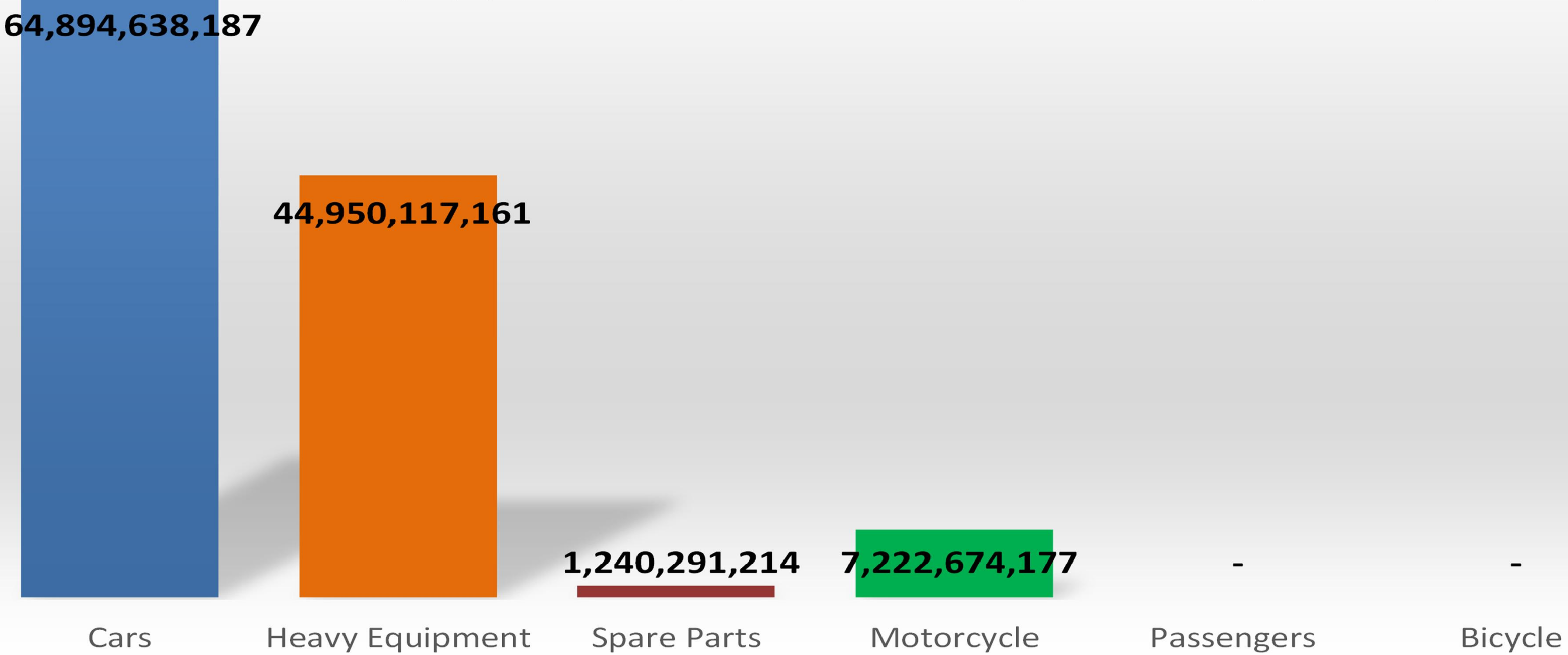
Domestic Revenue 9M21

Cars Heavy Equipment Spare Parts Motorcycle Passengers Bicycle



Domestic Revenue 9M22

Cars Heavy Equipment Spare Parts Motorcycle Passengers Bicycle

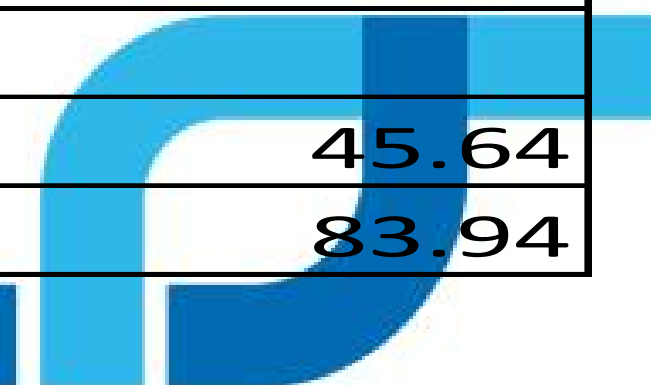


Financial Highlight

In Thousand Rupiah

in Thousand Rupiah

Income Statement	2018	2019	2020	2021	9M-21	9M-22
Operating Revenue	521,835,612	523,218,738	356,532,157	516,836,950	347,772,241	508,339,990
Gross Profit	249,998,152	217,643,653	75,710,582	198,247,317	135,624,939	244,339,701
Operating Income	180,375,667	129,094,518	(17,721,535)	113,127,854	12,009,455	170,582,029
EBITDA	234,636,806	196,518,821	41,867,417	164,833,946	105,617,419	200,965,669
Income For The Year	170,180,811	135,301,570	(23,773,444)	60,056,173	16,596,354	108,895,525
EPS	93.59	74.41	(13.07)	33.03	9.13	59.89
Balance Sheet	2018	2019	2020	2021	9M-21	9M-22
Cash & Cash Equivalent	556,526,562	491,547,357	519,655,836	768,869,513	705,551,193	890,086,448
Current Asset	717,026,395	630,179,197	599,961,286	826,945,321	747,475,650	993,279,657
Non-Current Asset	538,218,732	634,689,649	1,225,091,421	1,135,932,375	1,133,233,458	1,088,668,950
Total Asset	1,255,245,127	1,264,868,846	1,825,052,707	1,962,877,696	1,880,709,108	2,081,948,607
Current Liabilities	151,765,550	191,597,085	134,865,783	171,288,589	136,981,569	180,314,028
Non-Current Liabilities	-	-	685,250,452	726,596,462	722,194,713	769,785,730
Total Liabilities	151,765,550	191,597,085	820,116,235	897,885,051	859,176,282	950,099,758
Equity	1,103,479,577	1,073,271,761	1,004,936,472	1,064,992,645	1,021,532,826	1,131,848,849
Financial Ratio	2018	2019	2020	2021	9M-21	9M-22
Profitabilitas (%) :						
Gross Profit Margin	47.91	41.60	21.24	38.36	39.00	48.07
Operating Profit Margin	34.57	24.67	(4.97)	21.89	3.45	33.56
EBITDA Margin	44.96	37.56	11.74	31.89	30.37	39.53
Net Profit Margin	32.61	25.86	(6.67)	11.62	4.77	21.42
Return on Equity (ROE)	15.42	12.61	(2.37)	5.64	1.62	9.62
Return on Asset (ROA)	13.56	10.70	(1.30)	3.06	0.88	5.23
Likuiditas (X) :						
Cash Ratio	3.67	2.57	3.85	4.49	5.15	4.94
Quick Ratio	4.72	3.29	4.45	4.83	5.46	5.51
Current Ratio	4.72	3.29	4.45	4.83	5.46	5.51
Solvabilitas (%) :						
Debt to Aset Ratio (DAR)	12.09	15.15	44.94	45.74	45.68	45.64
Debt to Equity Ratio (DER)	13.75	17.85	81.61	84.31	84.11	83.94



Investment / Capex

No	Activities	Investment	Timeline
1	Hardening & Improvement in Ex-PP area around 2 Ha	14,68 Billion	On Progress
2	Heavy Improvement in yard E & A	5,39 Billion	On Progress
3	Development & Implementation of Operating Dashboard	342,06 Million	On Progress
4	Renovation Work of Domestic Terminal Gate	90,91 Million	On Progress
5	Development in several area in Ex-DKP Area around 3 Ha	2,93 Billion	On Progress
6	Heavy Improvement in yard G2 & G3	139,80 Million	On Progress
7	Development of SIMOP Apps & Domestic Terminal Billing Engine	683,03 Million	On Progress
8	Construction of Parking Building around 3 Ha	800,40 Million	On Progress
	TOTAL	25,06 Billion	

- Until the end of Dec' 2022, the investment amount that has been incurred as many as IDR 25,06 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 Dec' 2022 has reached 101,66% from the total 2022 Capex Plans at amount IDR 24,65 Billion. And until February 2023, there is no capex absorption yet.

Strategies, Prospect, & Challenges

- Prospect in 2022 - 2023

Prospect in 2022 - 2023

- With the new logo and new tagline “**Beyond The Gate**”, IPCC keep looking for every business opportunity that can grabbed revenue creativity & revenue enhancement, such as Car(go) Distribution Management, CCS, and others.
- 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:
 - Managing the implementation RFID (Radio Frequency Identification) with pilot project with Toyota Indonesia;
 - 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.

Prospect in 2022 - 2023

- 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.
- 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 Pelindo integration of Ports of Regional 1, 2, 3 and 4. Developing the services network to which have RoRo Terminal
 - Belawan Terminal & Makassar Terminal already joined cooperation. Next, targeted to Surabaya, Balikpapan, and others;
- Beside Hyundai, IPCC is open cooperation with another car maker like Suzuki, Isuzu, and others;
- Create new Terminal in several ports In Indonesia to lift up the cargo distribusiton;
- Implementation of Integrated Management System related to HSE based on ISO 9001:2015; OHSAS 18001:2007 and ISO 14001:2015
- Others...

... Strategies, Prospect, and Challenges

IPCC Strategies and Prospect Towards The Future

Expansion: IPCC as the only subsidiary of Pelindo specialized in handling RORO terminals

Main Concepts of Distribution Nodes

01

IPCC is operating RORO Terminals in 3 of 4 main ports in Indonesia

Namely Tanjung Priok, Belawan, dan Makassar, as Main Distribution Nodes, after that the car cargo will be distributed to several destinations from that main ports.

02

Distribution from Main Nodes

- It could be done from sea and land routes
- Routes and transportation mode selection based on the most efficient distribution cost
- Single billing for every services in Terminal that operated by IPCC
- Bundling tariff for one stop service by IPCC

03

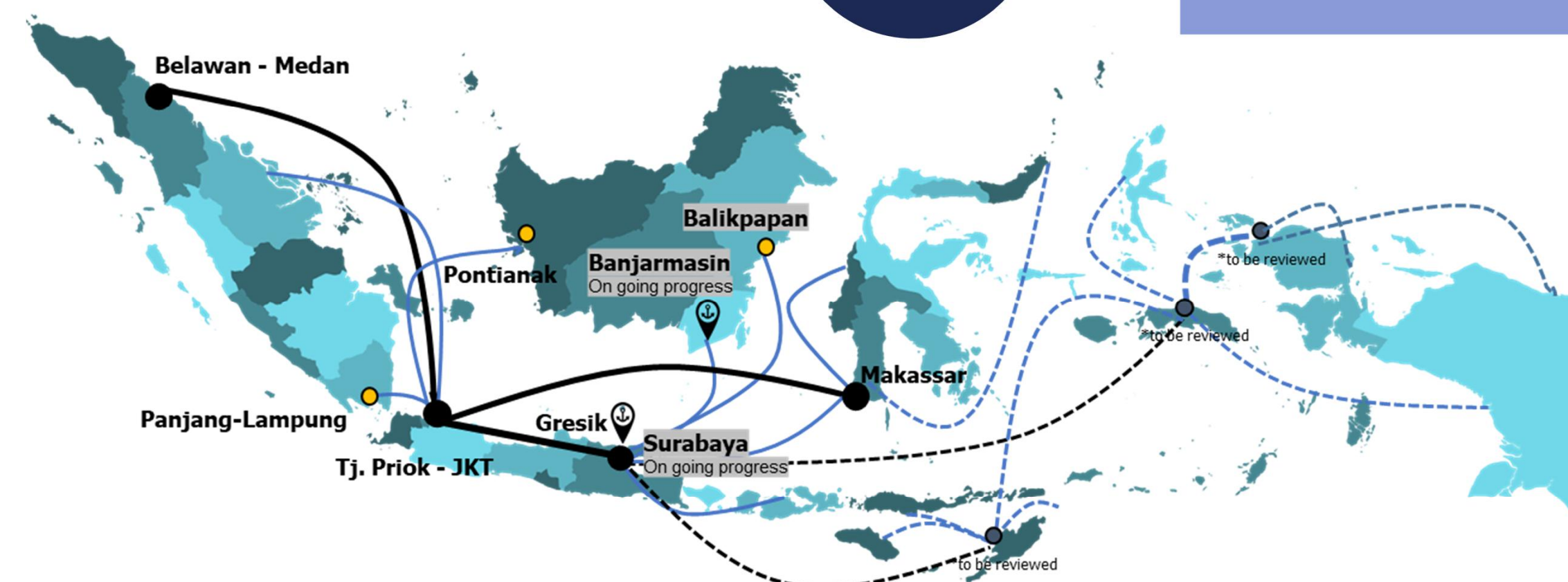
Standardized Services in every RORO / Car Terminal Operated by IPCC

- Improvement and standardization in operation, system, and billing platform in all IPCC operation area to guarantee the service quality
- Skillful and certified operators for excellent quality and efficient terminal operation process

04

IPCC Services Improvement to the Customer:

Business diversification and tailor-made services to meet customer needs and satisfaction



Terminal facility improvement
Marketing and commercial activity improvement

Price Bundling

Port to Port / Port to Door / Door to Door service (end-to-end service)

Integrated service through IKT

Road freight

Strategic partnership or IKT operated

Sea freight

Strategic partnership

Vast IPCC Operation Area (terminals and yards)

... Strategies, Prospect, and Challenges

Company Main Program

Company Main Programs

To capture all business opportunities outside the terminal business, both on the sea and land transportation, by focusing on these aspects:

- Port operations and customer relationship management
- Automotive distribution management and ecosystem
- IPCC Big Data for future business

Digitalization



- Horizontal: other potential car/roro terminals
- Vertical: other businesses inside automotive ecosystem
- Global: Collaborate with global players

Expansion



- Integrated “Beyond The Gate” end-to-end services
- Data integration for continuity of Flow of Goods-Data-Money
- Business Process (order to cash, procure to pay, etc)

Integration



... Strategies, Prospect, and Challenges

Integration:

Grabbing the opportunity outside the gate terminal with new spirit “**Beyond The Gate**”



Reach out, get closer to end customers/cargo owners
(EXPAND value propositions)



Collaborate with parties along the automotive supply chain
(EXTEND cooperation beyond terminal)



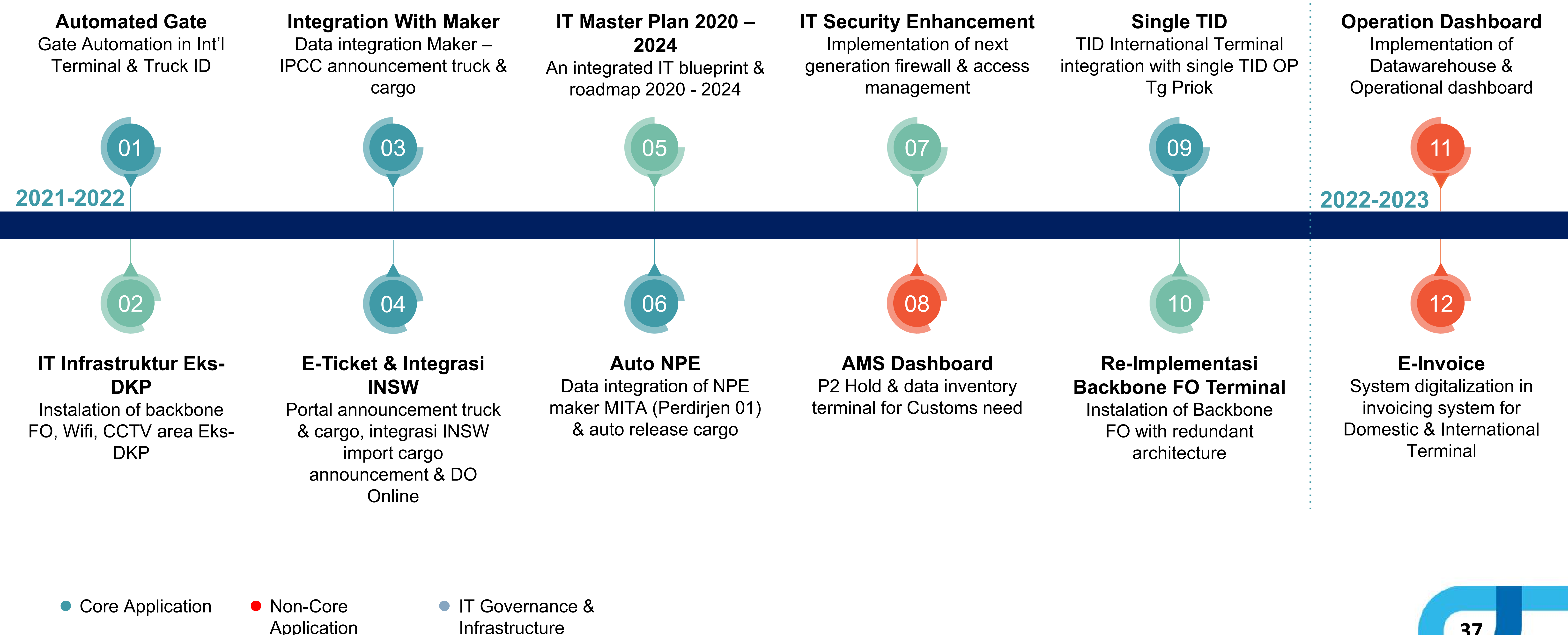
Simplify the process of end to end business with digitalization to capture larger share
(ENLARGE the coverage and capacity)

New service launched in 2022: Pre-Delivery Cargo (PDC) with Primary Customer: Hyundai Motor Indonesia



... Strategies, Prospect, and Challenges

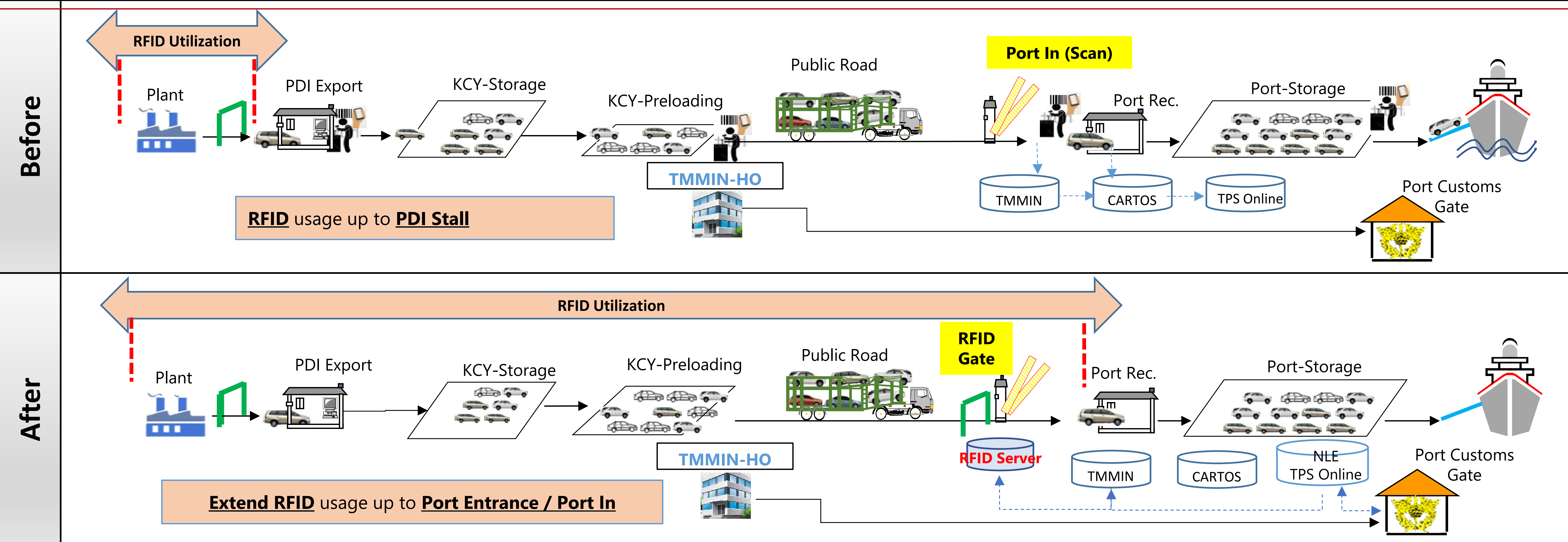
Digitalization Process



... Strategies, Prospect, and Challenges

RFID Implementation

Digitalization and Data Integration at port by extending **RFID** utilization up to Port in (eliminate manual scan process) to get valid data and compliance on PerDirjen 01/2019 (NPE)



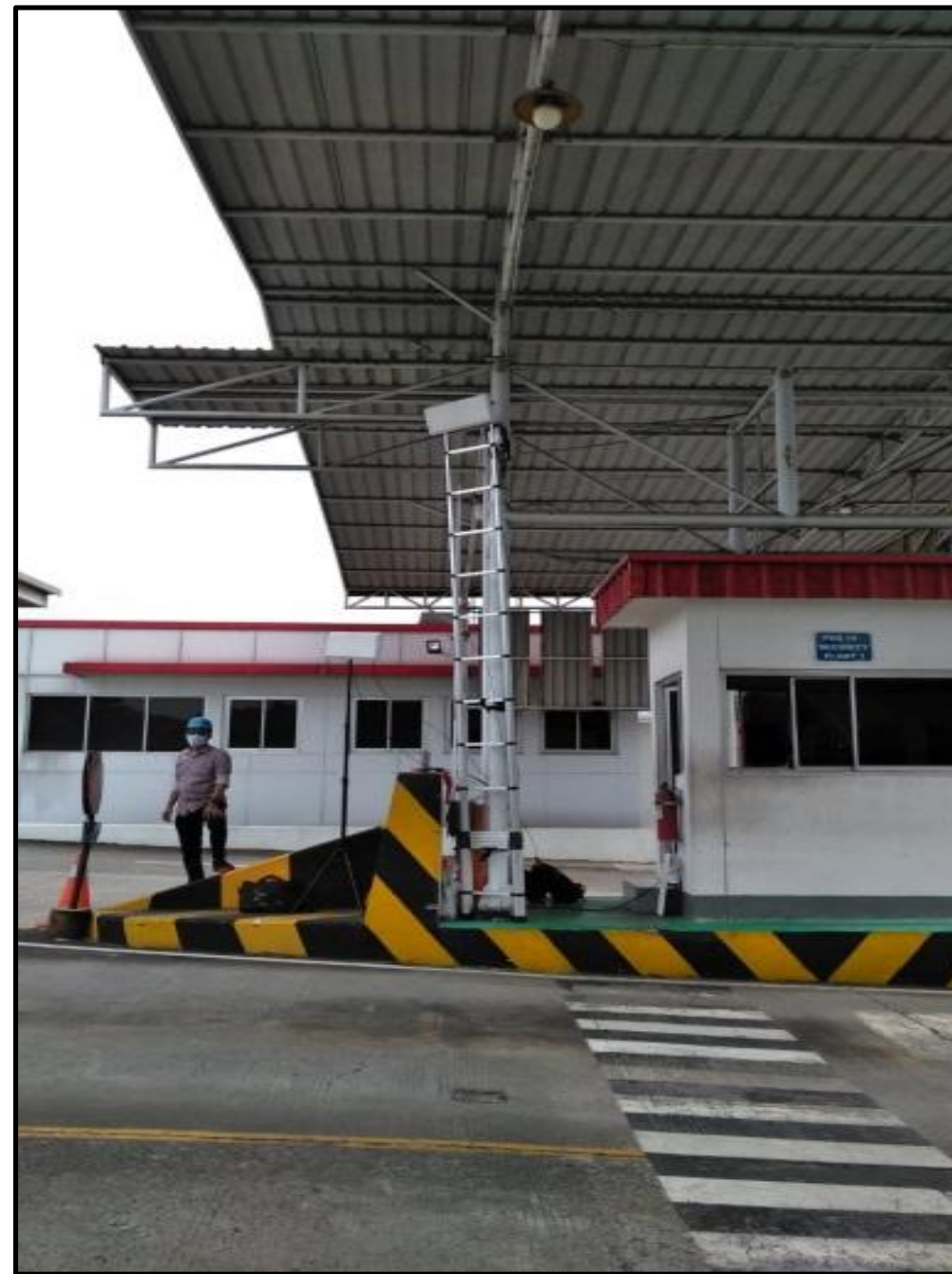
Improvement
Items

1. Better Connectivity with Customs, Port Operator, Logistics Partner & Government
2. Full Compliance towards government regulations

... Strategies, Prospect, and Challenges

RFID Implementation

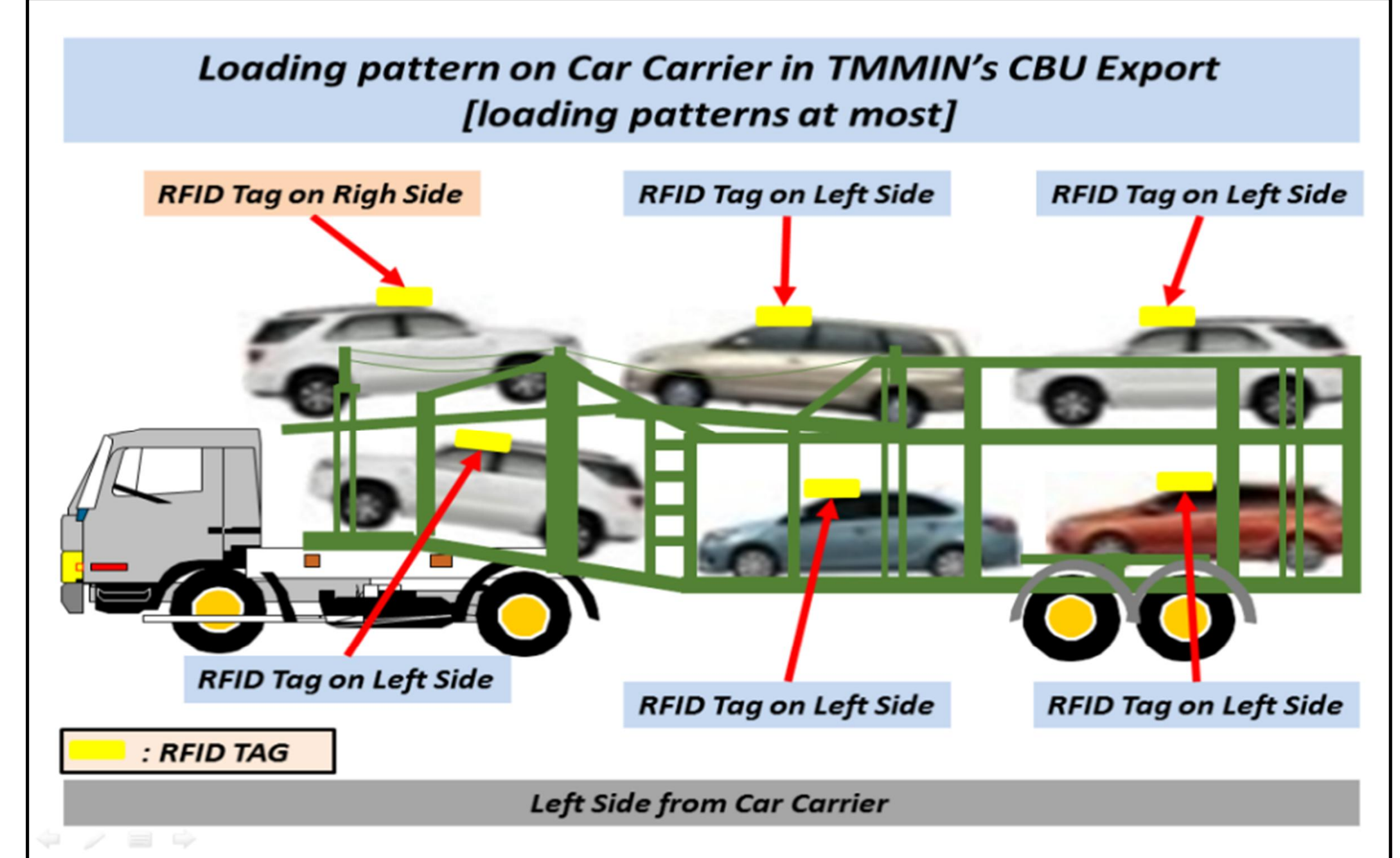
1. Structure design & study for Antenna



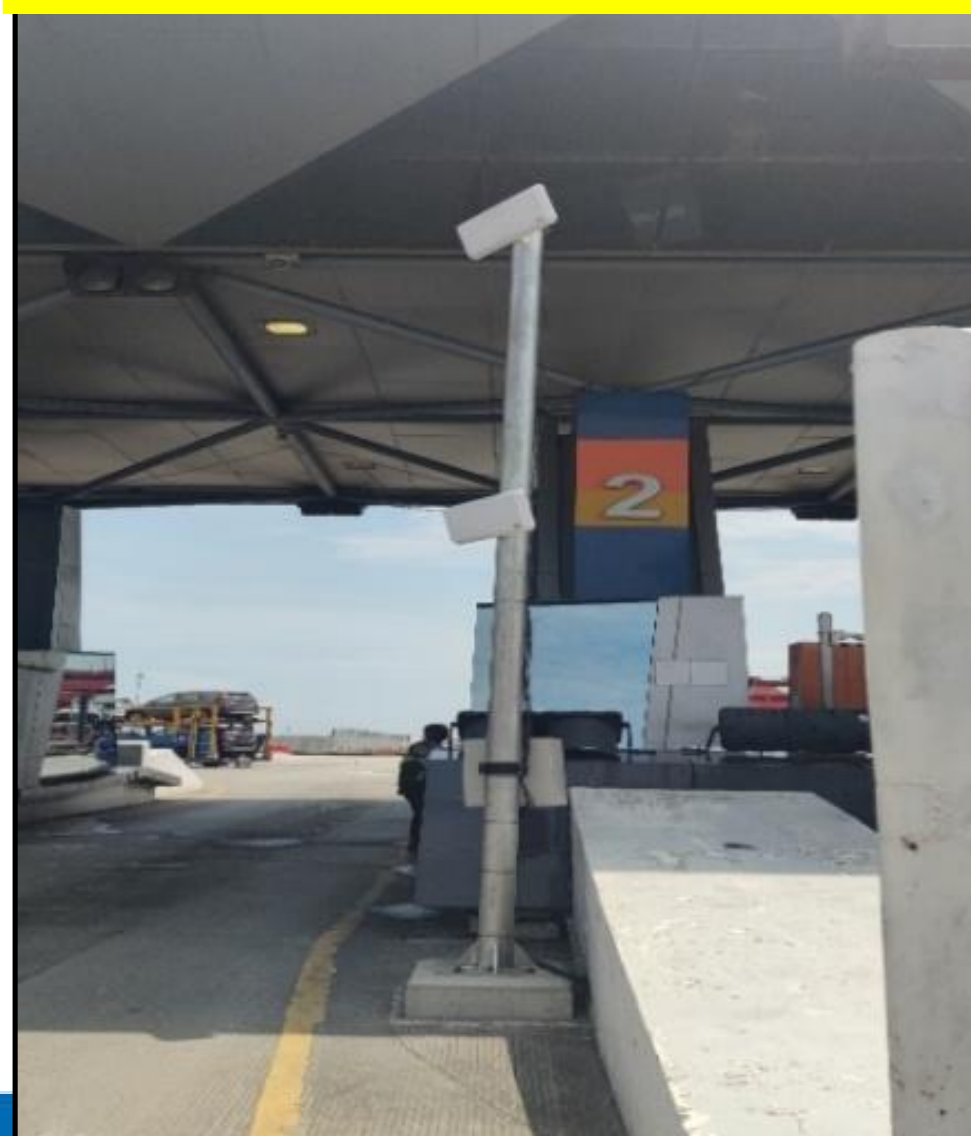
2. Static & dynamic test for RFID Tag



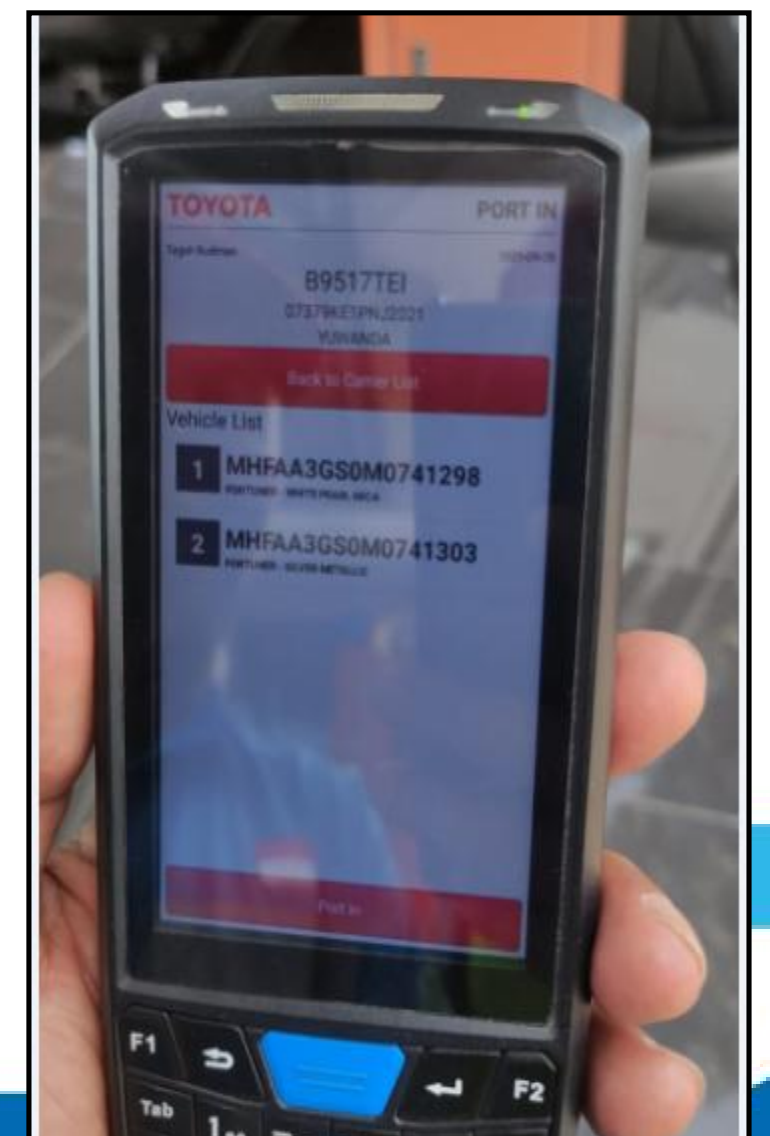
3. Structure design & study at Car Carrier



4. Structure installation at IKT Port



5. Trial Actual Operation at IKT Port



... Strategies, Prospect, and Challenges Satellite Car Terminal Transformation

TERMINAL SATELIT BELAWAN

BEFORE



AFTER

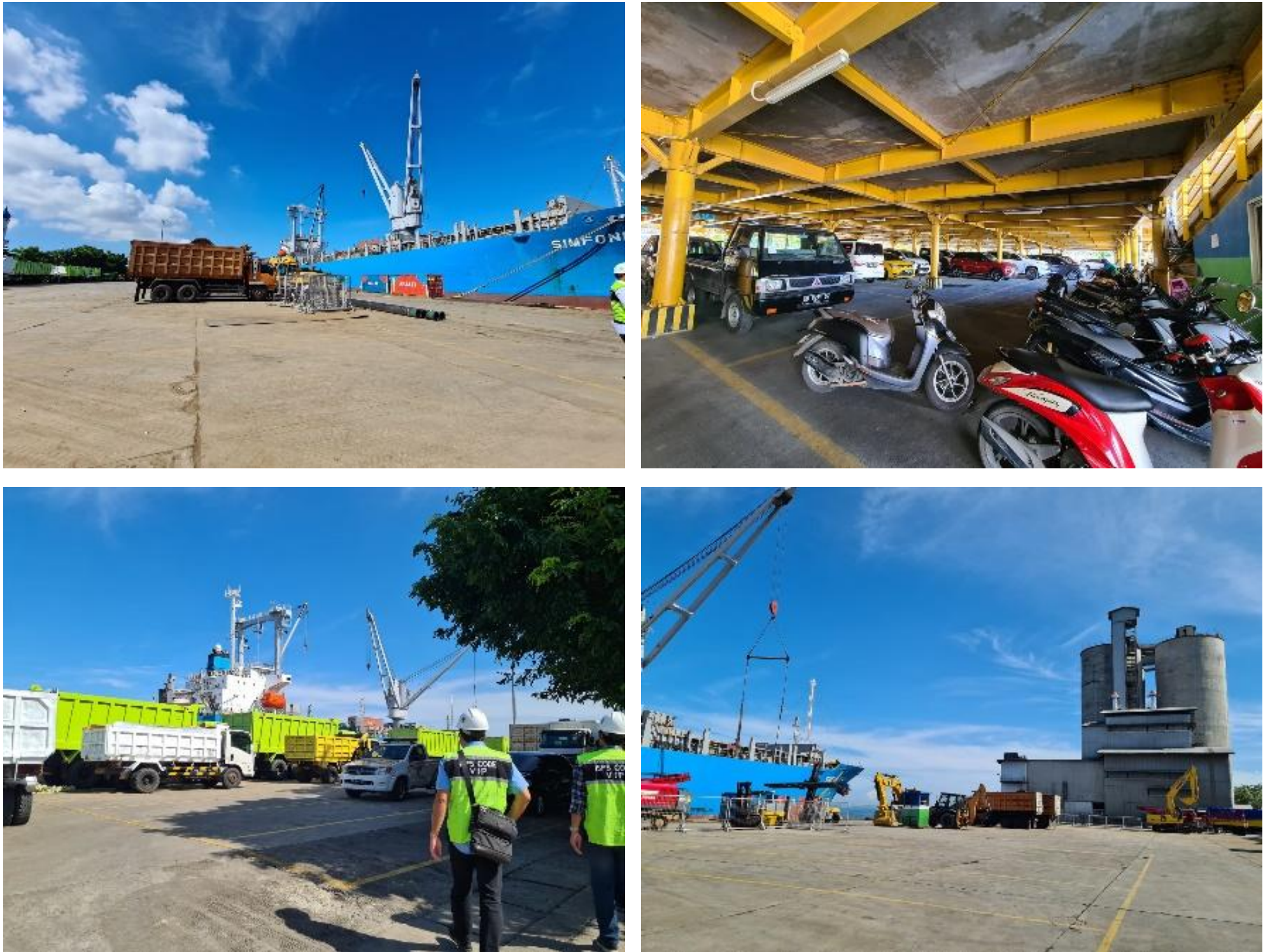


TERMINAL SATELIT MAKASSAR

BEFORE



AFTER

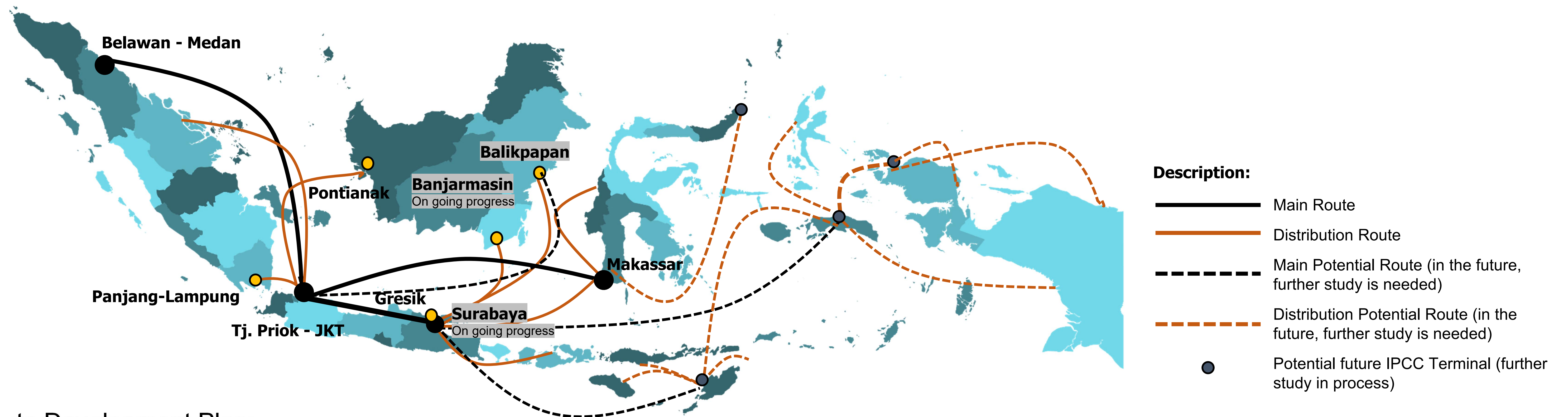


IPCC Main Programs

Expansion: IPCC as the only subsidiary of Pelindo specialized in handling Car and RORO terminals

IPCC started its expertise as car terminal, however in order to unlock the capacity in each terminals operated by IPCC and to enhance the connectivity in Indonesia, IPCC extended its expertise and service in operating RORO (and ROPAX) terminals in Indonesia, mainly in Makassar, Panjang, and Pontianak Port.

The Concept Plan of IPCC Expansion in Indonesia Automotive and RORO cargo Distribution



Route Development Plan:

- Mid-Term and Long-Term Plan: Optimizing the shipping route from each main nodes (Tj. Priok, Belawan, Surabaya, and Makassar)
- Collaboration between land & sea route distribution mode
- Considerations: Cost-efficiency, time, and cargo volume

Thank You

For More Information, Please Contact:

Corporate Secretary

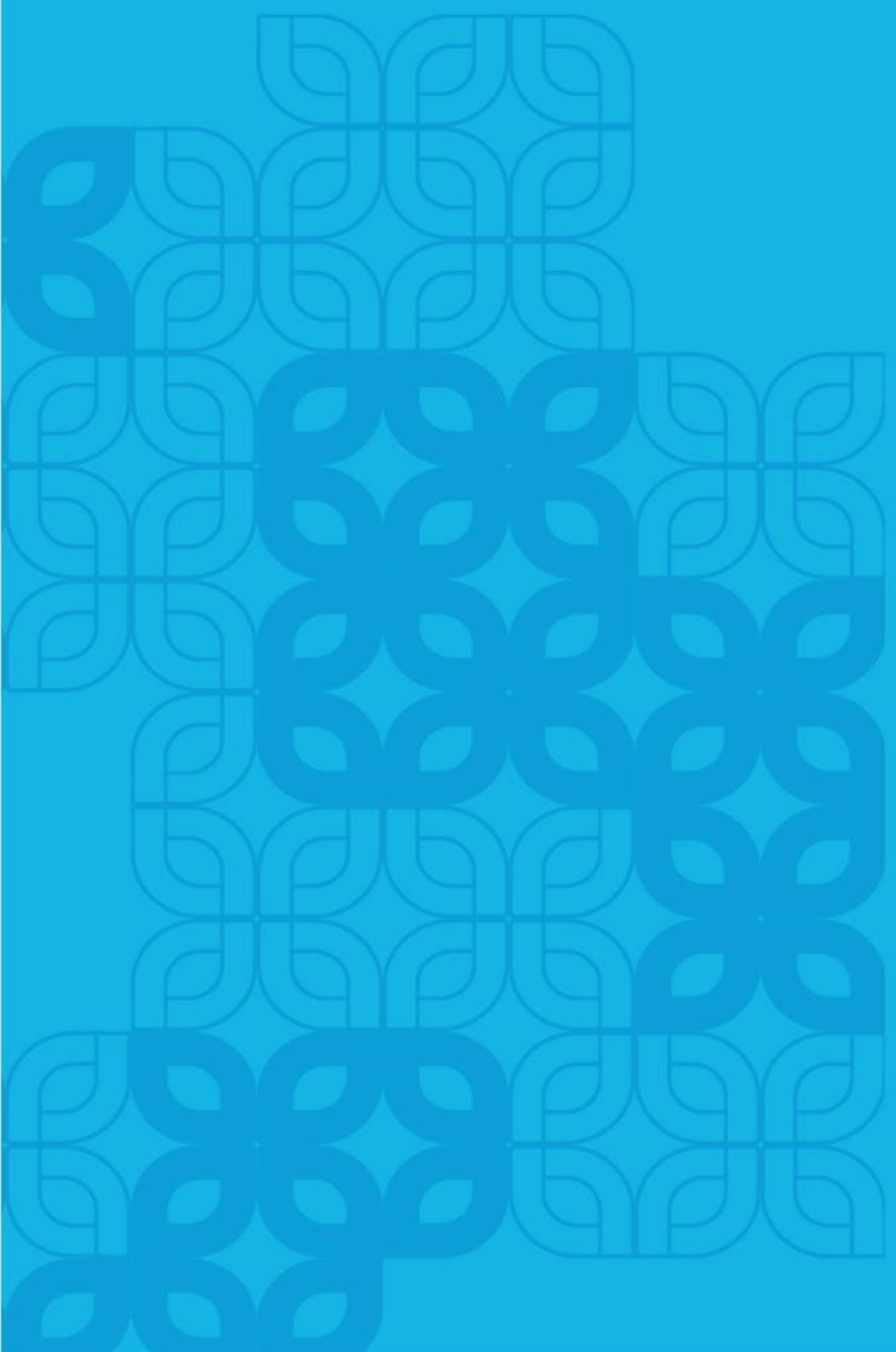
/ Investor Relations

Chandra Irawan : +62 813-8700-5900 / Reza Priyambada : +62 812 901 0044

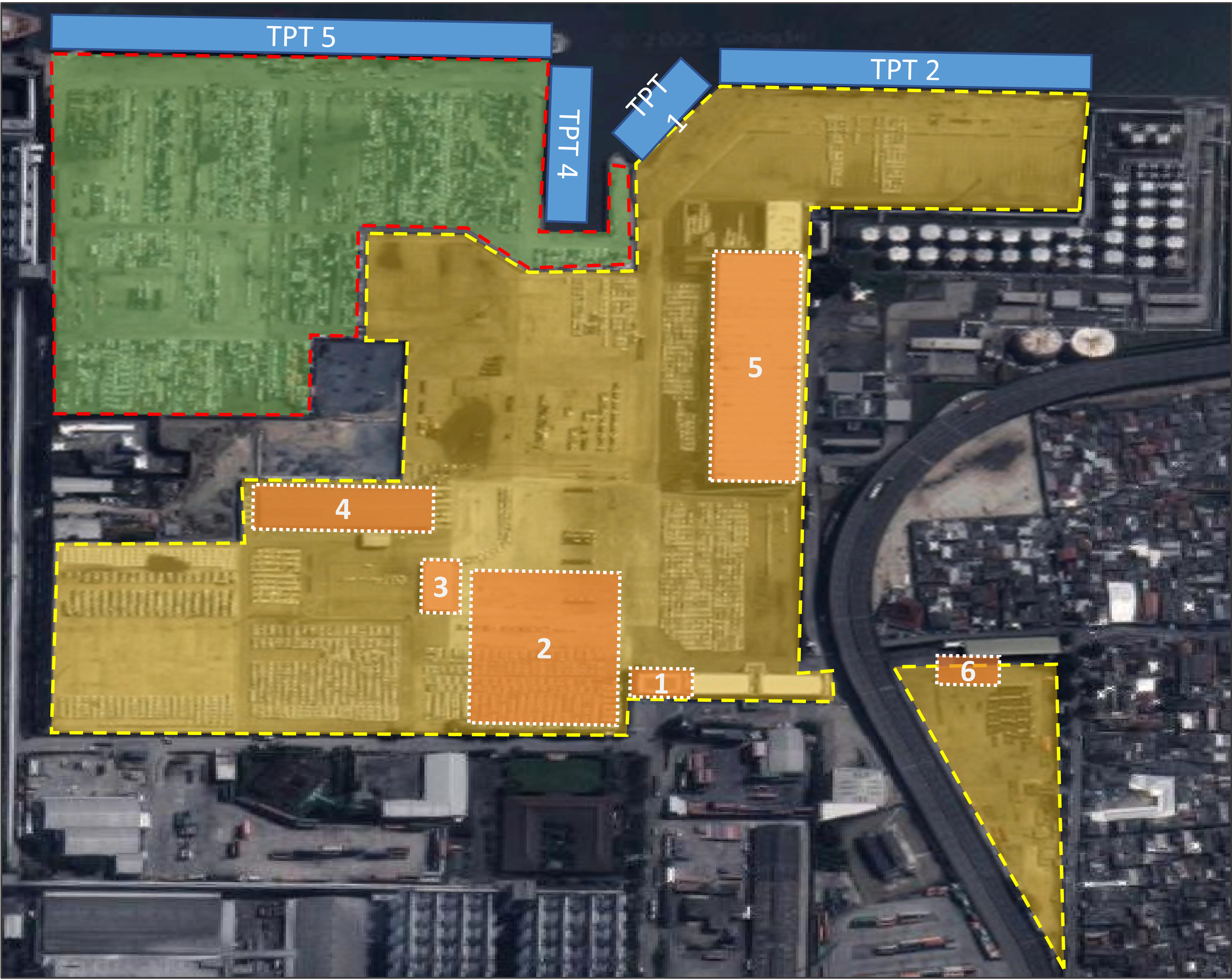
corsec@indonesiacarterminal.co.id / investor.relationipcc1@gmail.com

Attachment

- Facilities



IPCC Tanjung Priok Layout



BERTH	AREA	LENGTH (m)	DEPTH (mlws)
TPT 1	Domestic	88	-7
TPT 2	International	220	-12
TPT 4	Domestic	148	-7
TPT 5	Domestic	304	-12

∴ Yard Capacity

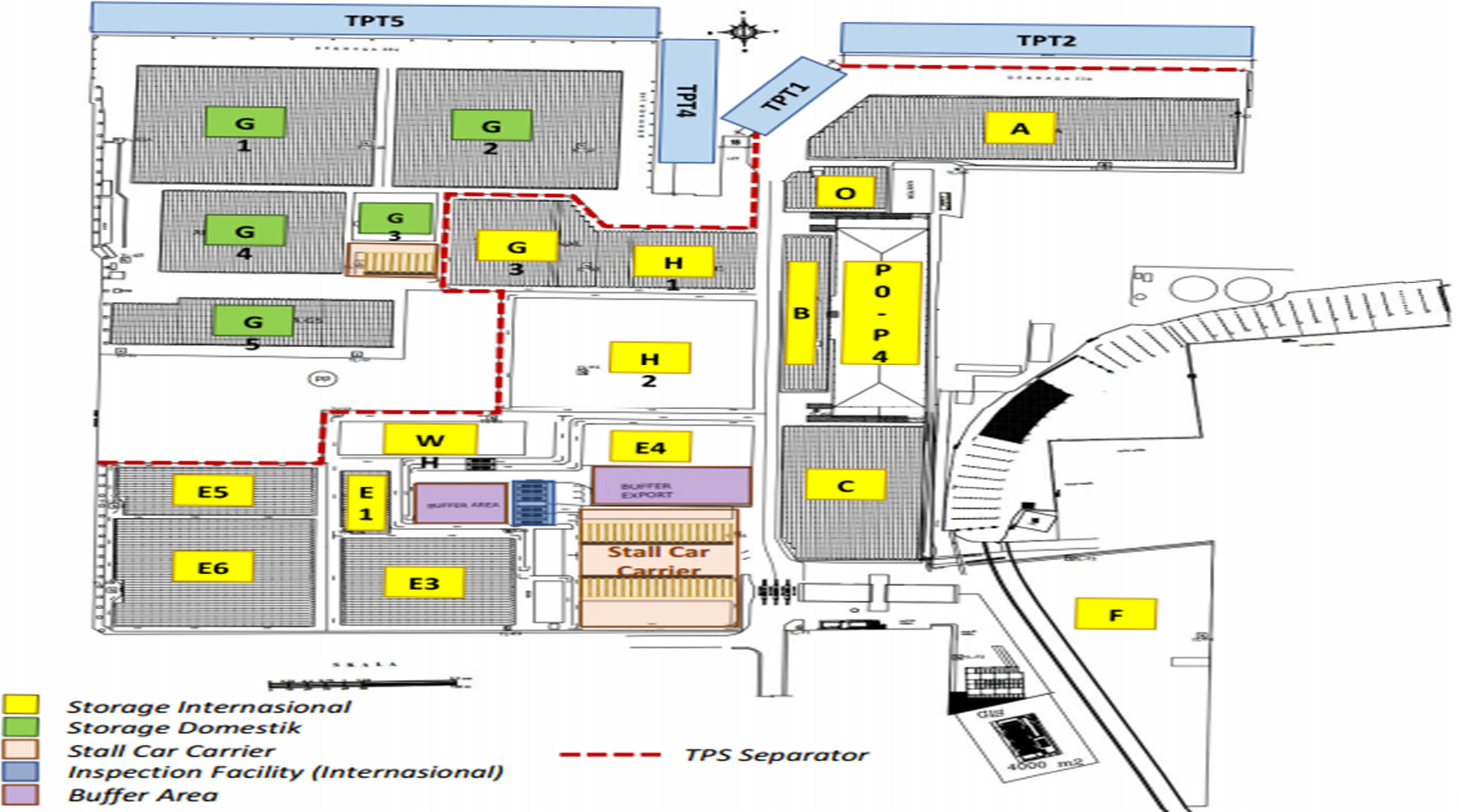
Total Area (effective)	: ± 18.94 Ha
- International	: ± 14.17 Ha
- Domestic	: ± 4.77 Ha
Total Capacity	: ± 12.161 units
- International	: ± 8.846 units
- Domestic	: ± 3.315 units

International Area

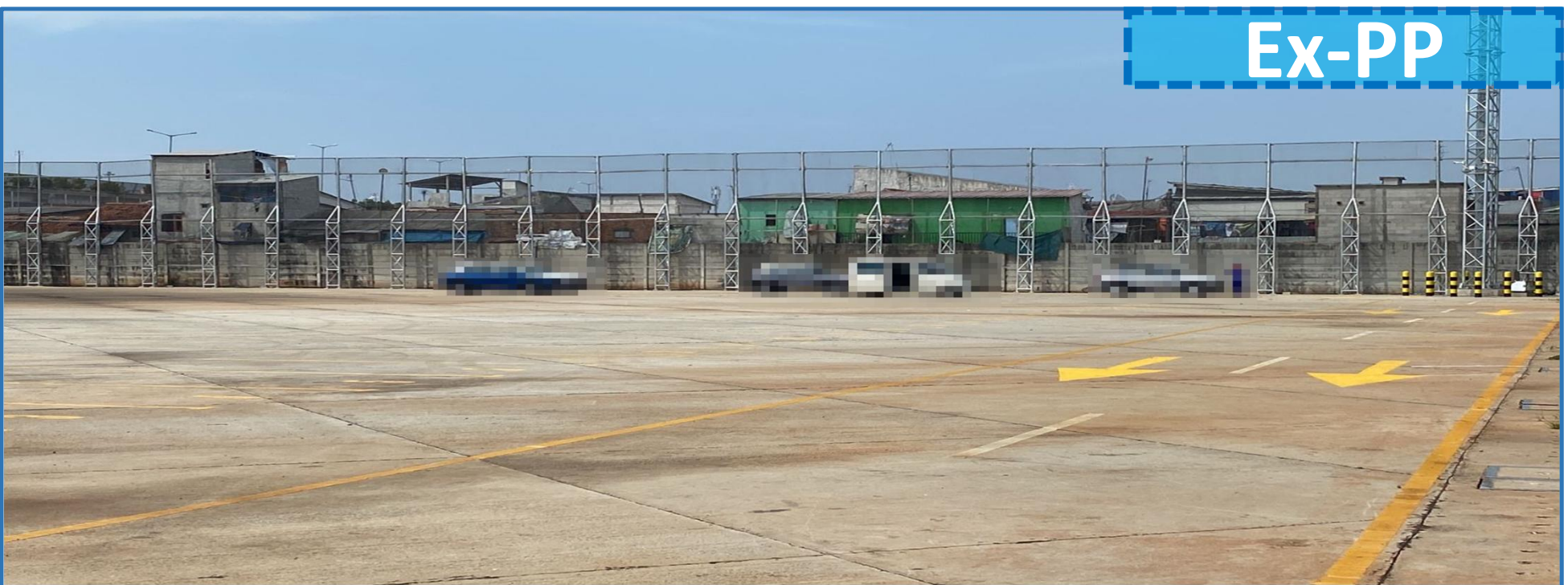
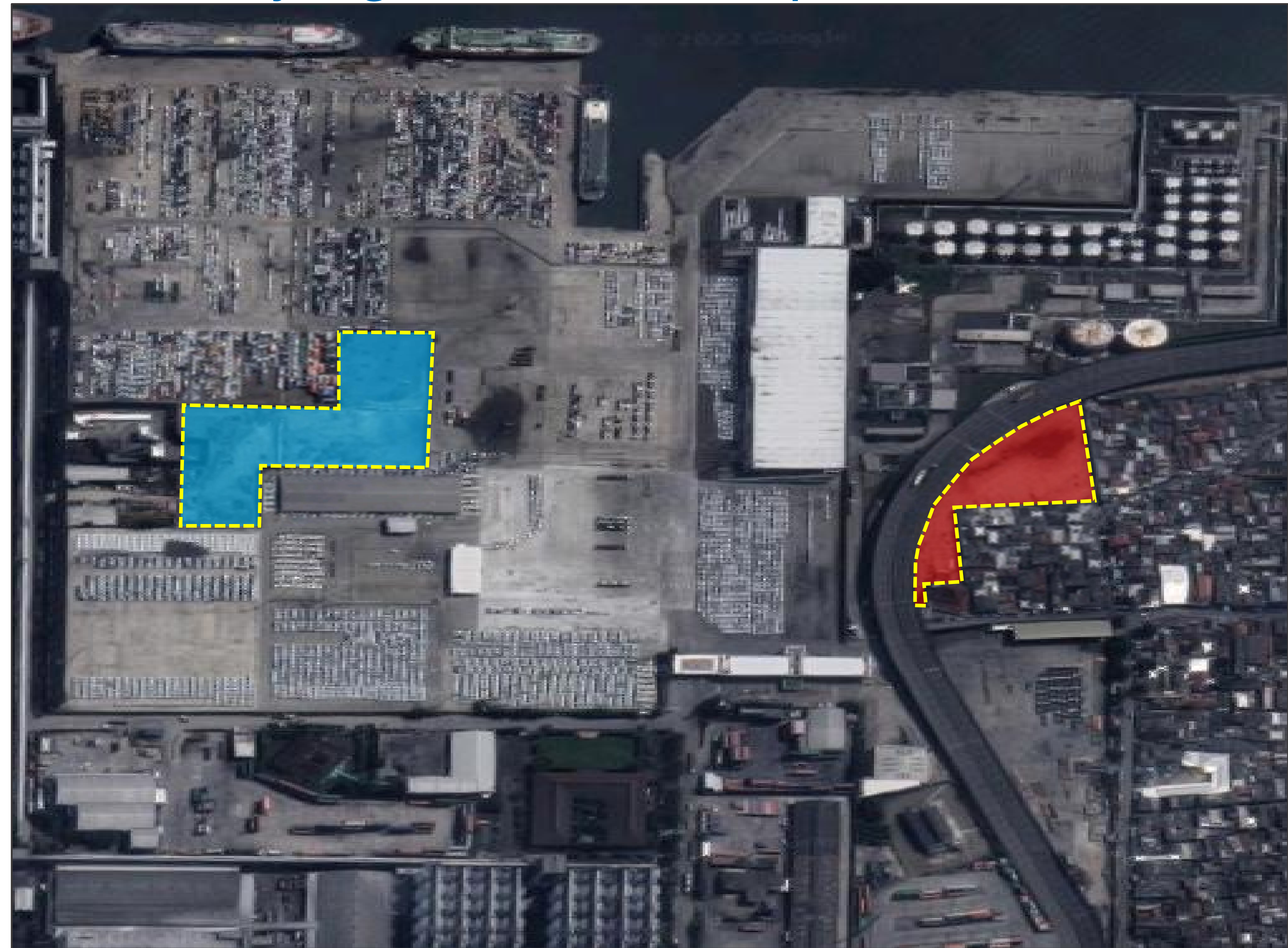
- 1 Gate
- 2 Stall Car Carrier
- 3 Central Inspection Facility
- 4 Warehouse / Car Wash
- 5 Car Park Building (5 Storey)
- 6 Charging Station



Domestic Area

IPCC Tanjung Priok Layout



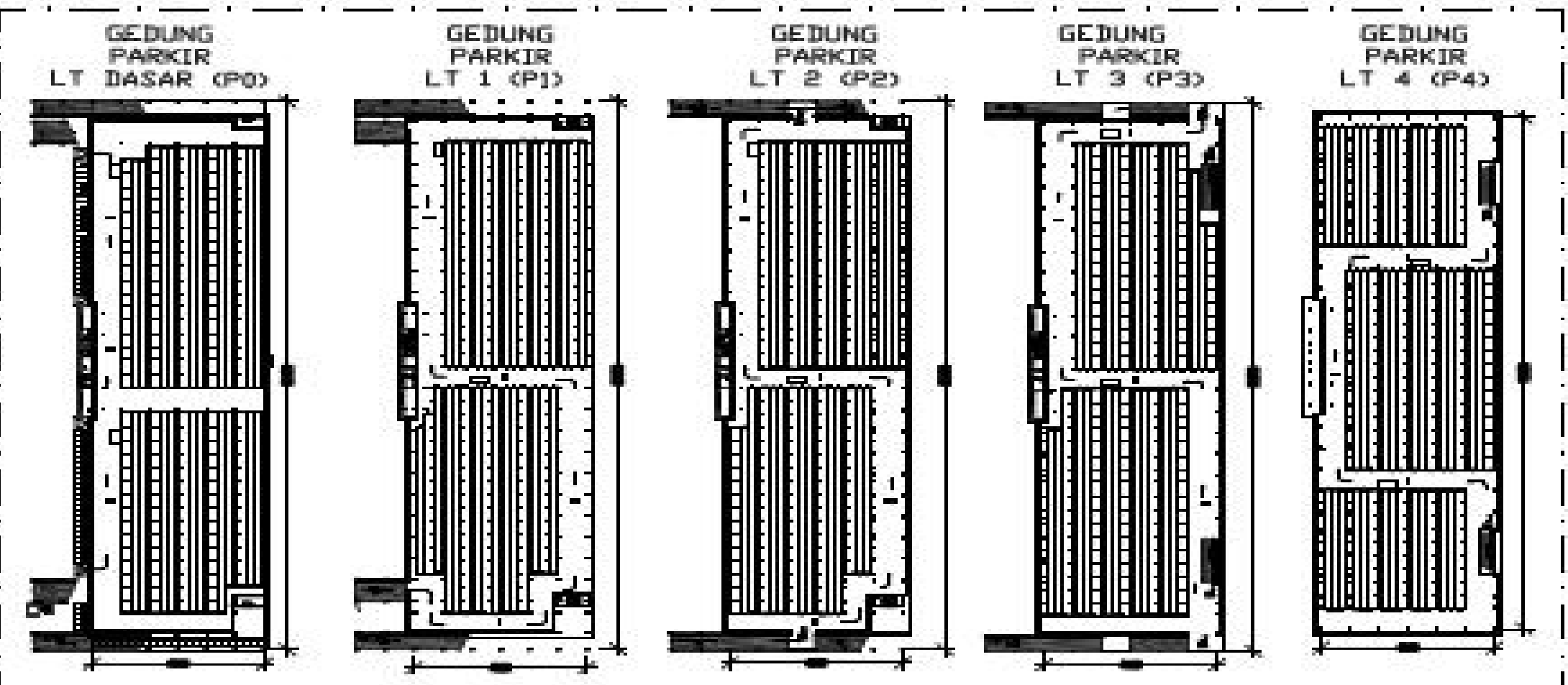
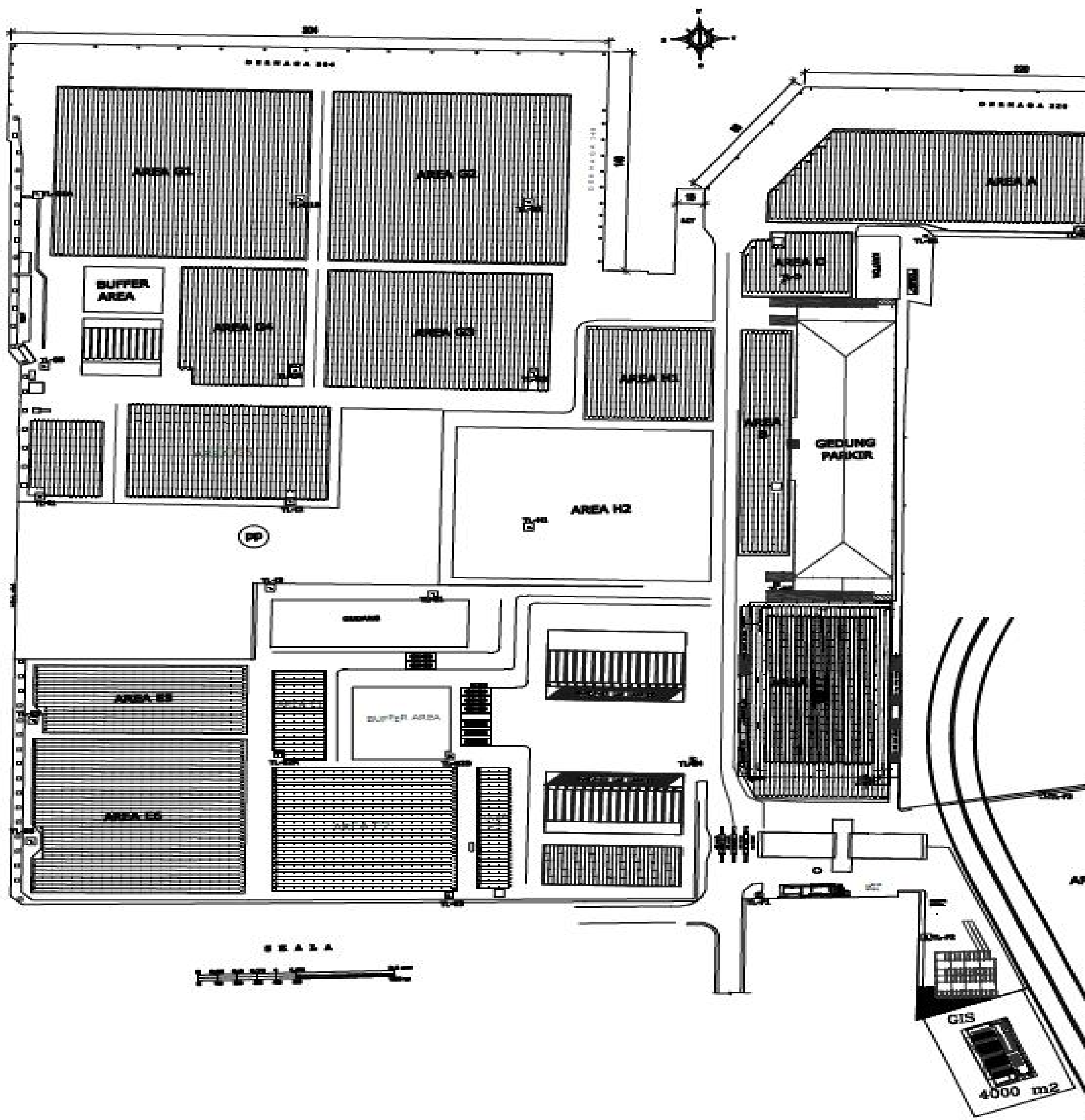
IPCC Tanjung Priok Yard Expansion Plan



	<u>Phase 1: Addition from ex-DKP</u>
▪ Area	: ± 1.8 Ha
▪ Capacity	: ± 800 units
▪ Construction	: Completed
	<u>Phase 2: Addition from ex-PP</u>
▪ Area	: ± 1.3 Ha
▪ Capacity	: ± 1.000 units
▪ Construction	: On going (Sep 2022)

Line Of Business - Positioning

Facilities



ITEM	LUAS EFEKTIF (HA)	JUMLAH SLOT EFEKTIF	ITEM	LUAS EFEKTIF (HA)	JUMLAH SLOT EFEKTIF
AREA A	1,47	1036 CBU	AREA E6	1,14	873 CBU
AREA B	0,40	264 CBU	AREA WAREHOUSE	0,30	120 CBU
AREA O	0,23	153 CBU	AREA H1	0,41	300 CBU
AREA C	1,00	771 CBU	AREA H2	1,35	400 EQP
AREA GEDUNG PARKIR LT 1	0,63	484 CBU	AREA F	1,50	150 EQP
AREA GEDUNG PARKIR LT 2	0,63	487 CBU	AREA G1	1,51	1167 CBU
AREA GEDUNG PARKIR LT 3	0,64	495 CBU	AREA G2	1,41	1098 CBU
AREA GEDUNG PARKIR LT 4	0,64	541 CBU	AREA G3	0,91	714 CBU
AREA GEDUNG PARKIR LT 5	0,65	495 CBU	AREA G4	0,50	385 CBU
AREA E1	0,15	118 CBU	AREA G5	0,84	561 CBU
AREA E2	0,79	612 CBU	TOTAL EFEKTIF AREA INTERNASIONAL	11,79	7219 CBU
AREA E3	0,13	99 CBU		2,85	550 EQP
AREA E5	0,50	371 CBU	TOTAL EFEKTIF AREA DOMESTIK	5,17	3925 CBU