

GOVERNMENT REGULATION OF THE REPUBLIC OF INDONESIA
NUMBER 8 OF 2011
ON
MULTIMODAL TRANSPORT

BY THE BLESSINGS OF ALMIGHTY GOD

PRESIDENT OF THE REPUBLIC OF INDONESIA,

Considering : that to implement the provisions of Article 148 of Law Number 23 of 2007 on Railways, Article 55 of Law Number 17 of 2008 on Shipping, Article 191 of Law Number 1 of 2009 on Aviation, and Article 165 section (4) of Law Number 22 of 2009 on Road Transportation and Traffic, it is necessary to establish Government Regulation on Multimodal Transport;

Observing : 1. Article 5 section (2) of the 1945 Constitution of the Republic of Indonesia;
2. Law Number 23 of 2007 on Railways (State Gazette of the Republic of Indonesia Number 65 of 2007, Supplement to the State Gazette of the Republic of Indonesia Number 4722);
3. Law Number 17 of 2008 on Shipping (State Gazette of the Republic of Indonesia Number 64, Supplement to the State Gazette of the Republic of Indonesia Number 4849);
4. Law Number 1 of 2009 on Aviation (State Gazette of the Republic of Indonesia Number 1 of 2009, Supplement to the State Gazette of the Republic of Indonesia Number 4956);

5. Law Number 22 of 2009 on Road Transportation and Traffic (State Gazette of the Republic of Indonesia Number 96 of 2009, Supplement to the State Gazette of the Republic of Indonesia Number 5025);

HAS DECIDED:

To issue : GOVERNMENT REGULATION ON MULTIMODAL TRANSPORT.

CHAPTER I GENERAL PROVISIONS

Article 1

In this Government Regulation:

1. Multimodal Transport means the transportation of goods that uses not less than 2 (two) different modes of transportation on the basis of 1 (one) contract as the multimodal transport document from one place at which the goods are taken in charge by the multimodal transport operator to a place designated for delivery to the consignee of the multimodal transport.
2. National multimodal transport operator means State-Owned Enterprises, Local-Owned Enterprises, or Indonesian Legal Entities specifically established for multimodal transport.
3. Foreign multimodal transport operator means an operator established based on other countries' multimodal transport law.
4. Association means the association of multimodal transport operators or transport services companies (freight forwarder) and logistics service providers.
5. Agent means an Indonesian Legal Entity appointed by the multimodal transport operator in accordance with a cooperation agreement.
6. User means an individual or a legal entity which uses multimodal transport services in accordance with the agreement.

7. Goods mean any property that is the freight of multimodal transport, such as containers, pallets and other packaging including livestock.
8. Minister means the minister administering government affairs in the field of multimodal transport.

CHAPTER II MULTIMODAL TRANSPORT ACTIVITIES

Article 2

- (1) Multimodal transport may only be operated by multimodal transport operator.
- (2) Multimodal transport as referred to in section (1) is operated by national multimodal transport operator and foreign multimodal transport operator.
- (3) Multimodal transport activities as referred to in section (1) cover the activities since the goods are taken in charge by the multimodal transport operator from the user until the delivery of goods to the consignee from the multimodal transport operator as agreed in a multimodal transport document.
- (4) In operating multimodal transport activities as referred to in section (3), the multimodal transport operator has the liability for the supporting multimodal transport activities which cover:
 - a. freight forwarding;
 - b. warehousing;
 - c. cargo consolidation;
 - d. provision of cargo space; and/or
 - e. customs for inward and outward multimodal transportation.

Article 3

- (1) Multimodal transport activities as referred to in Article 2 may be operated by using land, railway, sea, and/or air transportation modes.

- (2) The transportation modes as referred to in section (1) consist of motor vehicles, train, ship, and aircraft.
- (3) The business of each transportation mode as referred to in section (2) may be operated by transportation services company.

CHAPTER III MULTIMODAL TRANSPORT DOCUMENT

Article 4

The multimodal transport document as referred to in Article 2 section (3) at least contains:

- a. identification of goods (brand and number);
- b. nature of goods (dangerous or perishable);
- c. details of goods (package or unit of goods);
- d. gross weight or quantity of goods;
- e. size of goods;
- f. other information stated by the consignor/sender;
- g. real condition of goods;
- h. name and business address of the multimodal transport operator;
- i. name of consignor or user;
- j. consignee if stated by the consignor;
- k. place and date when the goods are received by the multimodal transport operator;
- l. place of delivery of goods;
- m. date or period of time of delivery of the goods at the place of delivery in accordance with the agreement of the parties;
- n. statement that the multimodal transport document is “negotiable” or “non-negotiable”;
- o. place and date of the multimodal transport document issuance;
- p. signature of the person in charge of the multimodal transport operator or a person having authority from him or her;
- q. costs for each mode of transportation and/or the total costs, currency, and the place of payment in accordance with the agreement of the parties;

- r. intended journey routes, modes of transportation, and places of transshipment, if known, at the time the multimodal transport document is issued;
- s. name of agent or representative that deliver the goods; and
- t. cargo insurance.

Article 5

- (1) The multimodal transport document as referred to in Article 4 is formulated by multimodal transport operator association.
- (2) Multimodal transport operator association as referred to in section (1) in formulating the multimodal transport document is required to refer to the Standard Trading Conditions (STC) stipulated by the minister administering government affairs in legal sector based on the recommendation from the Minister.
- (3) Further provisions regarding the procedures for recommendation granting as referred to in section (2) is regulated by a Ministerial Regulation.

Article 6

- (1) Multimodal transport document as referred to in Article 5 may be in the form of written and/or electronic document.
- (2) The multimodal transport document as referred to in section (1) is an evidence of the agreement upon the approval by the multimodal transport operator and multimodal transport user.

CHAPTER IV MULTIMODAL TRANSPORT OPERATOR

Article 7

- (1) Multimodal transport operator as referred to in Article 2 section (1) is required to obtain a multimodal transport business permit from the Minister.

- (2) The multimodal transport business permit as referred to in section (1) is granted to the multimodal transport operator that has fulfilled:
 - a. administrative requirements; and
 - b. technical requirements.
- (3) Administrative requirements as referred to in section (2) point a at least cover:
 - a. Notary deed of establishment of a Company legalized by the minister administering government affairs in legal sector;
 - b. taxpayer identification number;
 - c. certificate of business domicile; and
 - d. maintains minimum assets equivalent to 80,000 (eighty thousand) Special Drawing Right (SDR).
- (4) Technical requirements as referred to in section (2) point b at least cover:
 - a. owning and/or controlling working equipment; and
 - b. having competent human resources in multimodal transport sector.
- (5) Working equipment as referred to in section (4) point a at least cover a permanent office, mode of transportation, and loading and unloading equipment.
- (6) Competence in multimodal transport as referred to in section (4) point b is proven by a certificate of competence in accordance with the provisions of legislation.
- (7) Further provisions regarding the requirements and procedures to obtain multimodal transport business permit is regulated by a Ministerial Regulation.

Article 8

- (1) In the operation of multimodal transport activities as referred to in Article 7, the national multimodal transport operator may establish a representative office and/or appoint an agent.
- (2) National multimodal transport operator as referred to in section (1) may serve multimodal transport in at home and/or abroad.

- (3) In the event that the multimodal transport activities are operated by a foreign multimodal transport operator, a national multimodal transport operator is required to be appointed as an agent.
- (4) Multimodal transport operator may act on its own behalf or be represented by a representative office or its agent to sign or implement the multimodal transport contract.

Article 9

- (1) Foreign multimodal transport operator as referred to in Article 8 section (3) may only provide multimodal transport services for import or vice versa through agent.
- (2) In the operation of multimodal transport services, foreign multimodal transport operator is required to register its business in Indonesia.
- (3) The registration as referred to in section (2) is conducted by foreign multimodal transport operator to the Minister.
- (4) The registration as referred to in section (3) remains in force until the issuance the written notice regarding the revocation of the business permit from the country of origin.
- (5) Further provisions regarding the procedures for the registration of foreign multimodal transport operator are regulated by a Ministerial Regulation.

Article 10

- (1) In the operation of multimodal transport activities, multimodal transport operator may cooperate with transportation modes operator as referred to in Article 3 section (3).
- (2) The cooperation as referred to in section (1) is in the form of cooperation agreement.

Article 11

The operator that already has a multimodal transport business permit, is required to:

- a. implement the provisions stipulated in multimodal transportation business permit;

- b. report in a written form if there is a change in the president director or person in charge and/or owner, the companies' taxpayer identification number, and the domicile of the company to the Minister;
- c. implement operational activities not later than 6 (six) months from the issuance of the permit; and
- d. report its operational activities to the Minister once every 6 (six) months.

Article 12

- (1) In addition to the obligations as referred to in Article 11, in implementing its multimodal transport activities, multimodal transport operator is required to:
 - a. issue multimodal transport documents;
 - b. deliver goods in accordance with the agreement in the multimodal transport document;
 - c. maintain the safety and security of the operation of the multimodal transport activities;
 - d. take action in accordance with the provisions of legislation on special and dangerous goods;
 - e. resolve claims proposed by user; and
 - f. insure its liabilities in accordance with the provisions of legislation.
- (2) The claim proposed by the user or consignee as referred to in section (1) point e is accompanied with an acknowledgement receipt of goods and signed by the multimodal transport operator and the consignee.
- (3) The multimodal transport operator that fails to fulfill the obligations as referred to in Article 11 and Article 12 is imposed with administrative sanctions.
- (4) The administrative sanctions as referred to in section (3) may be in the form of:
 - a. written reprimand;
 - b. temporary suspension from operating multimodal transport activities; and/or
 - c. revocation of multimodal transport business permit.

- (5) The revocation of multimodal transport operator business permit as referred to in section (4) point c is implemented if:
 - a. the concerned operator conducts the activities that harm the state security and human safety;
 - b. obtains business permit illegally;
 - c. being declared bankrupt by a court decision; or
 - d. commits the act of smuggling and/or document fraud based on a court decision with a permanent course.
- (6) Further provisions regarding the procedures for the imposition of the administrative sanctions are regulated by a Ministerial Regulation.

Article 13

Multimodal transport operator has the rights to:

- a. receive payments from the user in accordance with the agreement stated in the multimodal transport document;
- b. receive information from the user regarding the clarity of the transported goods;
- c. open and/or inspect the cargo before the user to match the information validity of the transported goods;
- d. refuse to transport goods that harm the safety and security of the multimodal transport operation;
- e. take certain actions to maintain the safety and security of the multimodal transport operation; and
- f. reject unproven claims.

Article 14

- (1) Multimodal transport operator is responsible for the transported goods since the goods are received from the multimodal transport user until the goods are delivered to the consignee in accordance with the provisions stated in the multimodal transport contract.
- (2) The responsibilities as referred to in section (1) cover partial or total damage or loss of goods, and/or the delay in the delivery of goods to the consignee.

CHAPTER V
MULTIMODAL TRANSPORT USER

Article 15

Multimodal transport user may be an individual, group of people, business entity, state-owned enterprise, local-owned enterprise, or government institution.

Article 16

Multimodal transportation user as referred to in Article 15 is required to:

- a. pay the costs in accordance with the agreement stated in the multimodal transport document;
- b. provide true and accurate information regarding type, condition, quantity, weight and volume of goods, marking, time, and place of the goods received by the multimodal transport operator from the user as well as the time and place of goods delivered to the consignee stated in the multimodal transport document; and
- c. inform and mark or label as special or dangerous goods in the event that the goods sent is special or dangerous goods in accordance with international conventions and the provisions of legislation.

Article 17

- (1) Multimodal transport user as referred to in Article 16 has the rights to:
 - a. obtain services in accordance with the provisions in the multimodal transport document;
 - b. propose a claim to obtain compensation in the event that the multimodal transport operator fails to fulfil its obligations in accordance with the multimodal transport document; and
 - c. obtain the information regarding the location of goods.
- (2) Proposed claims from the user as referred to in section (1) point b is required to be accompanied by an

acknowledgement receipt of goods and signed by the multimodal transport operator and the consignee.

Article 18

Multimodal transport user has no rights to demand compensation over the actions taken by the multimodal transport operator for opening and/or inspecting, not delivering, or performing any specific actions to dangerous goods and goods that may cause harm to properties, life, and the environment if the goods transported by the multimodal transport user to the multimodal transport operator are not reported.

Article 19

A user is responsible for:

- a. all losses, damages, lost goods and the costs paid due to incorrect, inaccurate, and incomplete information;
- b. the consequence arising from the refusal of the consignee to receive the goods or the address is not found, that is not the fault of the multimodal transport operator; and
- c. all losses, damages, lost goods and the costs paid due to unreported dangerous goods.

CHAPTER VI

CONSIGNEE OF MULTIMODAL FREIGHT

Article 20

Multimodal freights may be received by multimodal transport user or other parties stated in the multimodal transport document.

Article 21

A consignee of multimodal freights is obligated to:

- a. receive the goods and sign the acknowledgement receipt in accordance with the multimodal transport document;
- b. pay the multimodal transport services costs in the event that the costs are borne by the consignee in accordance with the multimodal transport document; and

- c. notify in a written form to the multimodal transport operator in the event that the goods received is damaged and/or incomplete not later than 3 (three) days after the goods is received and state the damage in the acknowledgement receipt signed by the multimodal transport operator and the consignee.

Article 22

A consignee has the rights to file a claim in the event that the multimodal transport operator fails to fulfil the obligations in accordance with the multimodal transport document.

CHAPTER VII LIMITATION OF LIABILITY

Article 23

- (1) The liability of multimodal transport operator for damage or loss of goods as referred to in Article 14 section (2) is given in the form of compensation.
- (2) The compensation as referred to in section (1) is given equals to:
 - a. 666.67 (six hundred sixty-six point sixty-seven) SDRs per package or 2 (two) SDRs per kilogram of gross weight of lost or damaged goods for the freight transported by means of sea, inland waterways and ferry; or
 - b. 8.33 (eight point thirty-three) SDRs per kilogram of gross weight of lost or damaged goods, in the event that the multimodal transport does not use sea, inland waterways and ferry transport.

Article 24

In the event that the damage and loss of goods is due to errors, negligence, and/or carelessness of the multimodal transport operator, compensation as referred to in Article 23 section (1) is given at the maximum value of goods.

Article 25

- (1) The amount of compensation as referred to in Article 23 section (2) point a is determined to be the most beneficial amount for users.
- (2) In the event that the type and value of goods are stated in the multimodal transport document, the compensation is given at the maximum value of the goods.
- (3) In the event that the compensation is caused by the delay of the delivery or loss of goods that is not caused by loss or damage of goods, the limit of the multimodal transportation operator liability does not exceed the transportation costs.
- (4) In the event that container, pallet or other forms of packaging is filled with several delivery packages and each package is stated in the transport document, the compensation is calculated in accordance with individual package.
- (5) In the event that individual delivery package as referred to in section (4) is not stated in the transport document, the compensation is calculated as one package.

CHAPTER VIII
INSURANCE

Article 26

- (1) Multimodal transport operator is required to insure its liability in accordance with the provisions of legislation.
- (2) Multimodal transport operator may cancel the cargo insurance in accordance with a written request from multimodal transport user.
- (3) The insurance costs as referred to in section (2) are borne by multimodal transport user.

CHAPTER IX
MULTIMODAL TRANSPORT TARIFFS

Article 27

- (1) Multimodal transport tariffs are determined in accordance with a joint agreement between multimodal transport

operator and multimodal transport service user in a written form.

- (2) The components of multimodal transport tariffs consist of transportation tariffs of each used modes as well as other tariffs in accordance with the type of services provided by the multimodal transport operator.
- (3) Type, structure and tariffs classes of each modes are determined in accordance with the provisions of legislation.

CHAPTER X FOSTERING

Article 28

- (1) The Minister provides fostering to multimodal transport operator.
- (2) The fostering as referred to in section (1) is conducted through:
 - a. regulation;
 - b. control; and
 - c. supervision.
- (3) Regulation as referred to in section (2) point a is implemented through the formulation of policies, norms, standards, guidelines and criteria of multimodal transport.
- (4) Control as referred to in section (2) point b is implemented through:
 - a. development of information and communications technology;
 - b. application of technical standards on the quality of service, safety and security of multimodal transport; and
 - c. application of human resources standards of competence in multimodal transport.
- (5) Supervision as referred to in section (2) point c is implemented through monitoring and evaluation of multimodal transport activities.

Article 29

- (1) Competent human resources as referred to in Article 28 section (4) point c is proved by a certificate of competence.
- (2) The certificate of competence as referred to in section (1) is obtained after receiving education and training in multimodal transport field.
- (3) Education and training as referred to in section (2) are conducted by the Government or an accredited Indonesian legal entity in accordance with the provisions of legislation.

Article 30

Further provisions regarding multimodal transport supervision is regulated by a Ministerial Regulation.

CHAPTER XI

CLOSING PROVISION

Article 31

This Government Regulation comes into force 1 (one) year since the date of its promulgation.

In order every person may know hereof, it is ordered to promulgate this Government Regulation by its placement in the State Gazette of the Republic of Indonesia.

Issued in Jakarta
on 4 February 2011

PRESIDENT OF THE REPUBLIC OF
INDONESIA,

signed

DR. H. SUSILO BAMBANG YUDHOYONO

Promulgated in Jakarta
on 4 February 2011

MINISTER OF LAW AND HUMAN RIGHTS
OF THE REPUBLIC OF INDONESIA

signed

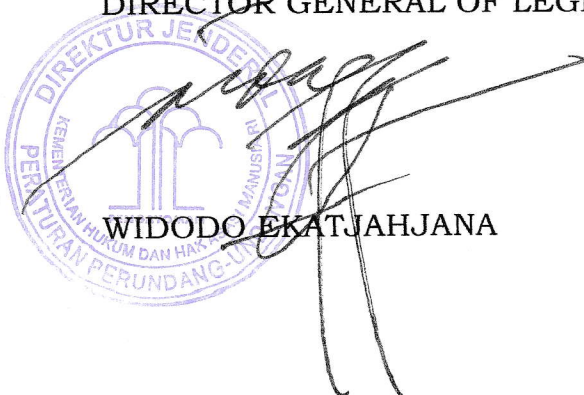
PATRIALIS AKBAR

STATE GAZETTE OF THE REPUBLIC OF INDONESIA NUMBER 20 OF 2011

Jakarta, 9 June 2020

Has been translated as an Official Translation
on behalf of Minister of Law and Human Rights
of the Republic of Indonesia

DIRECTOR GENERAL OF LEGISLATION,



WIDODO EKATJAHJANA

ELUCIDATION OF
GOVERNMENT REGULATION OF THE REPUBLIC OF INDONESIA
NUMBER 8 OF 2011
ON
MULTIMODAL TRANSPORT

I. GENERAL

Multimodal Transport is the transportation of goods using not less than two different modes of transportation, in accordance with a contract that uses multimodal transport document from one place of the goods is taken in charge by multimodal transport operator to the designated place of delivery of the goods. Multimodal transportation is an important component of the logistics system, because the transportation of goods in logistics activities generally uses more than one mode of transportation. Multimodal transportation services are provided by multimodal transportation operator. A multimodal transportation operator does not merely provide freight transportation services from the place of origin to the destination, but also provides additional services in the form of freight forwarding services, warehousing services, cargo consolidation services, provision of cargo space, and customs for inward and outward multimodal transportation.

Multimodal transport is regulated under the United Nations Convention on International Multimodal Transport of Goods, and the ASEAN Framework Agreement on Multimodal Transport (AFAMT). The role of multimodal transport is increasingly important along with the agenda of the integration of the ASEAN logistics system towards the realization of the ASEAN single market. The integration of the ASEAN logistics system and the ASEAN Framework Agreement on Multimodal Transport implies the liberalization of multimodal transportation services in the ASEAN region

which ultimately leads to the liberalization of services at the global level of the General Agreements on Tariffs and Trade (GATT's). Thus, it is necessary to create conducive climate for the development of national multimodal transportation operators that grow sustainably and competitive.

National multimodal transport operators must be able to provide multimodal transportation services with safety and security standards in accordance with the provisions of legislation as well as service quality that are able to ensure the realization of high effectiveness and efficiency in the operation of transportation as an important component in the logistics system. In order to realize the proper quality of service, suitable regulations, policies, standards, guidelines and criteria are needed.

In the operation of multimodal transportation, it is necessary to formulate a regulation that is realized in the form of a Government Regulation as an elaboration and implementation of the four Laws in transportation sector.

The provisions regarding multimodal transportation are regulated in Article 165 of Law Number 22 of 2009 on Road Traffic and Transport, Article 50 to Article 55 of Law Number 17 of 2008 on Shipping, Article 187 to Article 191 of Law Number 1 of 2009 on Aviation, and Article 147 to Article 148 of Law Number 23 of 2007 on Railways.

In Government Regulation on Multimodal Transport, the regulation regarding multimodal transport operator and its requirements is the most important element in order to provide guidelines and the development for the operation of multimodal transport in Indonesia.

II. ARTICLE BY ARTICLE

Article 1

Sufficiently clear.

Article 2

Section (1)

Sufficiently clear.

Section (2)

Sufficiently clear.

Section (3)

User may be a consignor and/or consignee. The term "consignor" means the party who delivers the goods to multimodal transport operator at the place of origin of goods to be transported and delivered to the consignee in accordance with the multimodal transport documents. The term "consignee" means the party who receives goods at the place of delivery of goods which delivered by multimodal transport operator in accordance with the multimodal transport document.

Section (4)

Point a

The term "freight forwarding" means the activity of Freight Forwarding Services. Freight Forwarding is a business aimed at representing the interests of the owner of the goods to handle all the activities required for the delivery and receipt of goods through land, railway, sea, and/or air transportation which may include the activities of delivering, receiving, loading and unloading, storing, sorting, packing, marking, measuring, weighing, arranging document settlement, issuing transportation documents, booking transport room, managing distribution, calculating transportation costs, claims, insurance for goods delivery, settling invoices and other necessary costs, as well as provision of information and communication systems, and logistics services.

Point b

Sufficiently clear.

Point c

The term "cargo consolidation" means the collection of several cargoes from several senders into one unit that is transported to the destination to be delivered to one or several consignees.

Point d

Sufficiently clear.

Point e

Sufficiently clear.

Article 3

Sufficiently clear.

Article 4

Sufficiently clear.

Article 5

Section (1)

Sufficiently clear.

Section (2)

The term "Standard Trading Conditions" means various provisions regarding transportation of goods services determined by the association in accordance with provisions of legislation.

Section (3)

Sufficiently clear.

Article 6

Sufficiently clear.

Article 7

Section (1)

Sufficiently clear.

Section (2)

Sufficiently clear.

Section (3)

Point a

Sufficiently clear.

Point b

Sufficiently clear.

Point c

Sufficiently clear.

Point d

The term "Special Drawing Right (SDR)" means a unit of account determined by the International Monetary Fund (IMF). The determination of the value of SDR into rupiah is based on the middle rate of Bank Indonesia.

Section (4)

Point a

The term "controlling working equipment" means the working equipment which is controlled by Indonesian legal operator in accordance with a legal agreement agreed by the parties for the activities of storing, leasing, and/or trading of transport equipment.

Point b

Sufficiently clear.

Section (5)

Sufficiently clear.

Section (6)

The term "certificate of competence" means the evidence of working capability of each individual which includes the aspects of knowledge, skills and/or expertise, as well as working ethics in accordance with the established standards.

Section (7)

Sufficiently clear.

Article 8

Sufficiently clear.

Article 9

The operation of multimodal transport in Indonesia is required to comply with the cabotage principle. Multimodal goods transported by foreign multimodal transport operator after arriving at the import-export transportation node for advanced transportation must cooperate with National multimodal transport operator appointed as agents/representatives. Transportation node is a designated place for intermodal and intramodal transfers in the form of terminals, train stations, sea ports, inland waterways ports, and/or airports.

Article 10

Sufficiently clear.

Article 11

Sufficiently clear.

Article 12

Sufficiently clear.

Article 13

Sufficiently clear.

Article 14

Sufficiently clear.

Article 15

Sufficiently clear.

Article 16

Point a

Sufficiently clear.

Point b

Sufficiently clear.

Point c

The term "mark" means dangerous cargo along with its technical name, as well as the classification number stating the contents of the cargo in accordance with the provisions of the International Maritime Organization (IMO). The term "label" means a sticker affixed to each dangerous cargo wrapping and containers carrying dangerous goods. The term "special goods" means goods which due to their nature, type and size require special handling such as logs, bulks, rails, and so on. The term "dangerous goods" means goods or materials that may impose the risks of endangering health, safety of lives, property, as well as transportation safety and security. Dangerous goods are classified as follows:

- a. explosives;
- b. compressed gases, liquified or dissolved under pressure;
- c. flammable liquids;
- d. flammable solids;
- e. oxidizing substances;
- f. toxic and infectious substances;
- g. radioactive materials;

- h. corrosive substances;
- i. liquids aerosols and gels in certain amounts; or
- j. other miscellaneous dangerous substances.

Article 17

Section (1)

Point a

Sufficiently clear.

Point b

Sufficiently clear.

Point c

The term "information regarding the location of goods" means the information that may be obtained anytime regarding the location/whereabouts of the goods transported by multimodal transport operator.

Section (2)

Sufficiently clear.

Article 18

Sufficiently clear.

Article 19

Sufficiently clear.

Article 20

Sufficiently clear.

Article 21

Sufficiently clear.

Article 22

Sufficiently clear.

Article 23

Sufficiently clear.

Article 24

The term "errors, negligence, and/or carelessness of multimodal transport operator" means the errors, negligence, and/or carelessness committed by agents, representatives, branch offices, and/or any person who works for them.

Article 25

Section (1)

Sufficiently clear.

Section (2)

Sufficiently clear.

Section (3)

Sufficiently clear.

Section (4)

The term "other forms of packaging" means the packaging other than containers and pallets used to pack shipping units.

Section (5)

Sufficiently clear.

Article 26

Insurance coverage covers the activities from the time the goods are received by multimodal transportation operator from the consignor or owner of the goods until the delivery of the goods to the consignee at the place agreed in the contract.

Article 27

Sufficiently clear.

Article 28

Sufficiently clear.

Article 29

Competent human resources are obtained by fostering, which among others covers the establishment of the standards of competence, certification, education and training, accreditation of educational institutions and training of multimodal transport human resources. Multimodal transport human resources consist of experts of

multimodal transport business operator handling sorting, packaging, managing Hazardous and Poisonous Goods, marking, measuring, weighing, arranging document settlement, transport document issuance, transportation cost calculation, claims, insurance, provision of information and communication systems, and other logistics services.

Article 30

Sufficiently clear.

Article 31

Sufficiently clear.

SUPPLEMENT TO THE STATE GAZETTE OF THE REPUBLIC OF INDONESIA
NUMBER 5199