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Ahok to be released on Jan. 24

JAKARTA: Former Jakarta governor Basuki "Ahok" Tjahaja Purnama is expected to be a free man once again on Jan. 24 next year after serving his two-year prison sentence for blasphemy, a Law and Human Rights Ministry director general has said.

The ministry's corrections director general, Sri Puguh Budi Utami, said Ahok would be released on the specified date after a sentence reduction for Christmas.

"His sentence is being reduced by a total of three months and 15 days," Sri said on Monday, as quoted by *tempo.co*.

Earlier in August, the former governor got his second sentence reduction by two months for Independence Day. Previously, he had received a 15-day cut during Christmas in 2017.

Ahok has been in prison since May 9, 2017 after judges found him guilty and sentenced him to two years behind bars for violating the controversial Blasphemy Law in May last year.

Despite being eligible to apply for parole for serving two-thirds of his prison term, Ahok had said he was committed to completing his term. — *JP*

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Local budgets play role in stability: Govt

Marchio Irfan Gorbiano
THE JAKARTA POST/JAKARTA

Minister tells local administrations to help minimize impact of global uncertainty

More funds must be balanced with better management, says watchdog

With external pressures likely to continue next year, regional administrations should focus their fiscal policies on minimizing the negative impacts of global economic uncertainty, Finance Minister Sri Mulyani Indrawati said on Monday.

She added that the downward revision of the 2019 global growth projection coupled with rising global uncertainties — partly driven by the United States Federal Reserve's normalization policy — had resulted in a challenging environment for the Indonesian economy next year.

"The global environment will likely not give us an easy challenge [in 2019] as growth is expected to weaken while uncertainty remains high," Sri Mulyani said in Jakarta on Monday.

The International Monetary Fund recently revised its global growth projection from 3.9 percent for 2018 and 2019 to 3.7 percent in the same period, highlighting uneven recovery among countries while some previously identified risks have materialized.

In the face of such challenges, the minister urged the central government and regional administrations to work together in supporting domestic economic growth, particularly in fostering a positive climate for businesses and investments.

"Use all of our [fiscal] resources — the state budget [APBN] and regional budget [APBD] — to build resilience for our national economy from external shocks," Sri Mulyani told hundreds of regional administration officials in a seminar held at the Finance Ministry in Central Jakarta.

Sri Mulyani added that national and local fiscal policies in the APBN and APBD should be designed to encourage a more equitable development, create more job opportunities and reduce poverty so as to boost household spending and investment in the country — the two major sources of growth for the Indonesian economy.

According to Statistics Indonesia, the country's GDP expanded by 5.17 percent year-on-year (yoy) in the third quarter, supported by strong household spending, the primary engine of the economy, which reached 5.03 percent in the same period.

Meanwhile, investment growth was at 6.96 percent yoy, rebounding close to the 7 percent level that was previously recorded between the third quarter of 2017 and the first quarter of this year.

The government has set aside Rp 826.8 trillion (US$ 56.95 billion) in the 2019 state budget — or 33 percent of Rp 2.46 quadrillion of total government spending — to be transferred to regional administrations under various budget allocations, such as the general allocation fund (DAU) and the special allocation fund (DAK).

The figure is higher than the Rp 766.2 trillion allocated in this year's state budget.

Other budget allocations include village funds, which increased 17 percent to Rp 70 trillion for 2019, and subdistrict funds, a Rp 3 trillion transfer scheme that will be disbursed for the first time to regional administrations next year.

Regional Autonomy Watch (KPPOD) executive director Robert Endi Jaweng said that despite the relatively large amounts of money set aside for regional administrations, their fiscal policies through their APBD have yet to be fully directed toward attracting investments and boosting the local economy.

"The impact of regional government's fiscal policy on human capital development as well as public services is not always felt," Robert said.

He urged the central government to improve the accountability and synchronization between budget planning and implementation in the regions, so that the APBD could become a catalyst for attracting more investments into the region.

"A larger portion of funds transferred [to the regions] must be balanced with improvements in the quality of fiscal management."

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Regions innovate to reduce poverty

Kharishar Kahfi
THE JAKARTA POST/JAKARTA

Fifteen-year-old Riska B. from Sakuala Island in Sumenep regency, Aceh, has been helping her fisherman father at sea since second grade, when her mother died.

She said she did not have a choice in the matter as she and her father needed to provide for their family, which included several of her younger siblings.

Riska was forced to drop out of school. But two years ago she saw the chance to continue her studies when the regency's education agency initiated a program called Kelas Perahu (Boat Class). It provides access to education for the children of fishermen through a special consultation, as well as worksheets from teachers.

Regional administrations create programs to help alleviate poverty

Some programs need door-to-door services

"I'm happy about this program because it has allowed me to keep studying while helping my father at sea," Riska said during a seminar on regional innovations in Jakarta on Monday.

Kelas Perahu is one of 12 programs related to basic services and economic development initiated by regional administrations across the country. Their purpose is to eradicate poverty and foster economic growth.

Kelas Perahu has helped reduce the number of school dropouts by 51.9 percent.

In developing their respective innovative programs, each regional administration was assisted by the Community Collaboration and Services for Welfare (KOMPAK), an Australian-Indonesian institution focused on reducing poverty by improving basic services and economic activities for the poor.

"Due to our attempts to improve basic services and economic activities, we are trying to be a strategic partner for governmental and non-governmental parties," said KOMPAK team leader Anna Winoto.

The programs focus on a range of issues, including population and civil registry, health, education, market mediation, village information systems and village governance.

Most are related to population and civil registry, including those initiated by West Nusa Tenggara's North Lombok regency, Central Java's Petungkriyono district in Pekalongan regency, three regencies in Aceh and 10 regencies in West Papua and Papua.

In the civil registry sector, most of the innovations take the form of door-to-door service, where regional administration officials approach each home to gather residents' civil data, as well as hand out civil documents.

In Petungkriyono, the administration uses *ojek* (motorcycle taxis) to help collect forms from residents and deliver them to the nearest civil registry agency office. Once the documents are completed, they are returned to the residents.

"Submitting a request for civil documents used to be a hassle because residents would need to drive two hours to get to the civil registry's office located 43 kilometers from the district. This kept residents from obtaining their civil documents," said district head Agus Dwi Nugroho.

Pacitan regency in East Java, meanwhile, developed an online platform called SEPAKAT, which is used to identify the characteristics of poverty in each region based on data from Statistics Indonesia. The administration will use the data to draft proper programs and allocate resources to address each characteristic.

Concerns were raised over whether regional administrations can stay committed to implementing their respective programs once KOMPAK, which has been acting as their partner during the development phase, hands over the reins. The decline of many initiatives has suggested that they cannot.

The National Development Planning Ministry's population and manpower affairs undersecretary, Pungky Sumadi, dismissed such concerns, saying these programs focused on the people and their mindset and they were not standalone projects.

"We are expecting administrations that have carried out their programs to expand them to other regions. At the same time, the central government can also help educate regions [and help them] implement several programs, such as SEPAKAT, elsewhere," Pungky told *The Jakarta Post* on the sidelines of the seminar.

Pungky echoed the hope of Minister-Counsellor Fleur Davis of the Australian Embassy in Jakarta, who said the programs could be shared across the country.

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BIOFUEL

Indonesia plans to make B30 mandatory, studies B100

Bambang Nurbianto
THE JAKARTA POST/JAKARTA

While the government expanded the mandatory use of a 20 percent biodiesel blend (B20) in September, it plans to further boost domestic biodiesel consumption to absorb more crude palm oil (CPO) amid fluctuation in the global market price of the commodity.

Apart from improving the distribution of the B20 blend across the country, the government is also carrying out research to increase the portion of biodiesel in the fuel from 20 percent to 30 percent (B30) or even to 100 percent (B100).

The Energy and Mineral Resources Ministry's oil and gas director general, Djoko Siswanto, was quoted by *kontan.co.id* on Monday as saying that B100 fuel was being tested by the ministry.

State-owned oil and gas holding company Pertamina supply chain operations manager Gema Iriandus Pahalawan further explained that three more biodiesel refineries would be developed, likely in Plaju in South Sumatra, Dumai in Riau and Balikpapan in East Kalimantan, to produce more biodiesel.

Gema said the production of B30 biodiesel was expected to be implemented, while the government was still improving the B20 distribution, which had reached 97 percent in November and was planned to be completed in December.

However, he declined to comment further on the plan to construct the three refineries. "We are still in the process of calculating the budget. The plan may be realized in the next few years," he added, as reported by *kontan.co.id.*

Meanwhile, Indonesian Biodiesel Producers Association (Aprobi) chairman Master Parulian Tumanggor said the government had managed to improve the purchase order mechanism and simplify the delivery process of the fuel.

Master said the biodiesel producers were ready to produce B30 blends and now were waiting for the government's decision.

Meanwhile, NH Korindo Sekuritas analyst Joni Wintarja said the government needed to expand the use of biodiesel to lift the declining price of palm oil in the global market.

He said Indonesia accounted for 56 percent of worldwide production of the commodity and for 57 percent of CPO exports.

"The problem is that the CPO price has declined 20 percent from early 2017 to July 2018. The expanded domestic use of B20 will help increase the commodity's global price," said Joni.

The securities analyst stressed the need to expand the installed capacity for B20 production, which was only about 3.4 million kiloliters per year, while India, which was not a major palm oil producer, imported some 11 million tons of crude palm oil per year to produce biodiesel.

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Proposed IoT regulation to boost digital economy, govt says

The Jakarta Post
JAKARTA

The government is finalizing a proposed regulation that will standardize Internet of Things (IoT) technology in the country as part of its efforts to boost the growth of the digital economy to help narrow the income gap, a minister has said.

Communications and Information Minister Rudiantara said in a forum recently that his ministry expected the regulation to be issued in the first quarter of 2019.

In this regard, the IoT is defined as an interconnection via the internet of computing devices embedded in everyday objects, enabling them to exchange data, often in the form of chips.

Rudiantara cited smart farming as an example of IoT implementation, in which a farmer in Ubud, Bali, could grow her crops efficiently with the help of the internet. The farmer showcased her activities in a forum held by Atma Jaya Catholic University in Jakarta.

"It was presented in [a farm] in Ubud, where the owner, *Bu* Hesti, explained how the IoT helped her measure nutrients, the growth of soil, fertilization and many other things," the minister said. "All of those are being done by sensors and not by humans."

Aside from agriculture, he said the IoT could be used in any sector, such as transportation and construction, which includes 3D-printed houses. For the 3D-printing innovation, he said he had started discussion with Revolution Precrafted, a unicorn from the Philippines, as the government was implementing its One Million Houses program to reduce the housing backlog in the country.

"Here's the thing, if we use human workers, how long would it take for us to build 1 million type-21 houses?" Rudiantara remarked. "Moreover, with 3D printing, it will only cost US$10.000 per house; while with conventional materials, it would definitely cost more."

Rudiantara stressed that the government threw its support behind helping the IoT to develop, including in microrobotics, artificial intelligence (AI), chatbots and cloud computing. In order to ensure better internet connection, he said the government had targeted that every city and regency could be connected to the broadband network.

According to the ministry's data, broadband connection in the western part of Indonesia has reached around 99.5 percent, far higher than in other areas. The government expects to complete the network development in the central part of Indonesia before the end of 2018.

"In the east [of Indonesia], [the connection] is the least progressive; 80 percent but we hope in the first quarter of next year, the construction will wrap up so everything will be integrated next year," Rudiantara explained.

He added that the government regarded the digital economy as a way to reduce the country's income inequality given its ability to create new forms of jobs, citing local unicorns Go-Jek, Tokopedia and Bukalapak as the pioneers of digital small and medium enterprises (SME). Currently, the number of SME business owners in Indonesia amounts to 6 million people.

The digital economy, he said, would also create a sharing-based economy and help boost efforts at financial inclusion, giving greater access to the unbanked population.

Indonesia's Gini ratio, which measures a country's level of inequality on a scale of 0 to 1, fell slightly to 0.389 in March, according to Statistics Indonesia data, after sitting as high as 0.41 in 2011.

A country with a Gini ratio of 0.0 would be considered to have total equality in income distribution, while a score of 1 would indicate a country with total inequality, in which one person controls all income.

While the digital economy might improve people's welfare, Atma Jaya Catholic University rector A. Prasetyantoko said society might have to confront questions emerging from technological disruption.

"In the years to come, technology will become more intensive in every aspect; in the industrial, financial and educational sectors," he said. "Furthermore, in this economic system shifts in social entrepreneurship become clearer, which means social perspectives will become stronger."

Prasetyantoko believed technological disruption had prompted institutions to transform their systems in order to stay relevant. Atma Jaya has recently developed two digital products, a chatbot named Savira and an online course program called Atmazeds. **(aak)**

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TECHNOLOGICAL REFORM

VP Kalla to businesspeople: Get used to Industry 4.0

Rachmadea Aisyah
THE JAKARTA POST/JAKARTA

Vice President Jusuf Kalla has urged businesspeople to refrain from overreacting to the so-called fourth industrial revolution, or Industry 4.0, as technological reforms have long been taking place without anyone previously coining a term for the changes.

Speaking in front of 150 high-ranking business representatives, Kalla, a seasoned businessman and the 54th richest person in Indonesia in 2018, according to Globe Asia magazine, said businesses should trust that the government had been preparing its best to advance the country along with the Industry 4.0.

However, Indonesia should not compare its development to every other country in the world, because each required different levels of technology and automation from the revolution.

Businesses, he said, should adopt Industry 4.0 for their own improvement and not measure themselves against others.

"For example, does Indonesia have to stand on par with Japan [in terms of Industry 4.0]? Japan has advanced before us, but its workforce is decreasing because of an aging population," Kalla said during a CEO forum held by the Indonesian Employers Association (Apindo) and global consulting firm McKinsey on Monday.

"Indonesia's workforce is growing. Who is going to become consumers if [workers] are being replaced by robots and automated [systems]? They will lose income because they are not being employed."

According to a 2018 study by McKinsey, 78 percent of Indonesian companies are aware of the Industry 4.0 concept. The figure was beaten only by Vietnam, whose awareness was recorded at 79 percent, whereas countries like Thailand, Singapore and Malaysia saw a lower rate.

However, it urged private stakeholders to play a larger part in implementing Industry 4.0 as it should not be left entirely to the government.

"Fundamentally, this is not a transformation that should be subsidized by the government, because [Industry 4.0] has an industry base or returns that bring profit," said Karel Eloot, McKinsey senior partner and head of its Asia operations.

He said President Joko "Jokowi" Widodo had shown an exemplary initiative when he launched in April a national road map for implementing Industry 4.0.

If done properly, Industry 4.0 can contribute nearly US$121 billion to Indonesia's GDP by 2025, McKinsey has calculated.

The manufacturing sector is expected to provide more than a quarter of the GDP boost at $34 billion, followed by retail at $25 billion, transportation at $16 billion, mining at $15 billion, agriculture at $11 billion, telecommunications at $8 billion, health care at $7 billion, the public sector or utilities at $5 billion and financial businesses at $2 billion.

Phillia Wibowo, McKinsey managing partner in Jakarta, said the revolution would further boost Indonesia's economic growth, urging the industrial sector to increase its current productivity by 60 percent to reach a 7 percent GDP growth rate.

She emphasized that the workforce should not be worried about the revolution, as long as they were willing and to upskill themselves.

"It should be noted that Industry 4.0 would not eliminate jobs, but tasks embedded within them instead," she said. "Therefore, it is important for businesses and the government to be able to drive the workforce through skill transitions."

Apindo chairman Hariyadi Sukamdani said he was looking forward to more discussions and partnerships between the government and the private sector to come up with the best practices for Industry 4.0.

"This revolution will require companies to transform in their attempt to achieve their goals, including the efficiency of operational costs and the increase of production volume necessary to enhance their competitiveness," he said.

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Indonesia faces challenge to improve nationwide freight services

Riza Roidila Mufti
THE JAKARTA POST/JAKARTA

Indonesia, an archipelago consisting of thousands of islands, faces challenges establishing an integrated logistics system to improve connectivity, as many businesses still prefer land transportation to other modes.

Better connectivity in the logistics sector means better integration of multi-modal transportation on land, rail, sea and in the air.

However, the director general of land transportation at the Transportation Ministry, Budi Setyadi, said that until today Indonesia still highly relied on land transportation for freight services.

"As much as 90 percent of logistics still rely on land transportation and only the rest use other modes of transportation," Budi said on Monday during a seminar held by the Indonesian Employers Association (Apindo).

The high dependency on land transportation showed how Indonesia still lacks an integrated multi-modal freight system.

The ministry's public transportation and multi-mode director, Ahmad Yani, said the government had tried to provide transportation options for the logistics sector to shift from roads to rail or sea. However, businesses were less interested in the two alternatives, he said.

"For example, in early January we prepared a long-distance ferry [LDF] for freight, but it did not attract interest from business players. We have offered it five times, but there's still not much interest from businesses to use LDF," he said.

Yani said that the government still needed input from business players on the kinds of regulations that could attract them to shift from road to sea transportation.

In terms of rail, businesses sometimes faced hurdles in the form of regional bylaws.

For example, Sulistyo Wimbo Hardjito, a member of the Indonesia Chamber of Commerce and Industry (Kadin) and a former president director of state-owned airport operator Angkasa Pura AP I, revealed that Jebres Station in Surakarta, Central Java, halted the unloading of freight from trains as the local administration prohibits the activity.

Another example is a regional bylaw that orders the Merak train station in Banten be moved out of the Merak Seaport area, where it is currently located.

"These kinds of regulations are a form of discouragement and are counterproductive when the [central] government is pushing for integrated intermodal freight transportation," said Sulistyo.

Responding to the report, director general Budi said the government would study the cases and would later coordinate and communicate with the regional administrations and state-owned railway operator, KAI.

Although Indonesia's position in the World Bank's latest Logistics Performance Index showed improvement — from 63rd in 2016 to 46th in 2017 — the archipelago still lost to fellow Southeast Asian economy Vietnam, which ranked 39th in 2017.

In addition to pushing more businesses to use rail and sea for freight transportation, the government is also attempting to improve efficiency by establishing more goods terminals as logistics hubs. With the establishment of goods terminals in strategic areas, the movement of freight across countries, provinces and cities is expected to be more efficient.

"One goods terminal that will soon be inaugurated is the Entikong Terminal [in Sanggau, West Kalimantan]. We are also in the process of establishing six more goods terminals in different locations," said Budi Setyadi.

The international goods terminal in Entikong, which is located in the border area of Indonesia and Malaysia, is to open in January. The six other terminals are also to be established in border areas, such as in Nanga Badau in West Kalimantan, Motamain in East Nusa Tenggara and Skouw in Papua.

The goods terminals located in border areas are intended to be hubs for cross-country logistics.

Indonesia Truck Business Association (Aptrindo) vice chairman Kyatmaja Lookman, who is also a committee member at Kadin, said goods terminals are crucial for efficiency.

"We can no longer only rely on point-to-point delivery logistics as it is too costly. Going forward, there should be a focus on hub-to-hub logistics similar to Europe," he said.

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Govt inches closer to control of Freeport

PTFI gets international antitrust permits to prevent cartel allegations

Final divestment deal expected on Dec. 15: Reports

Stefanno Reinard Sulaiman
THE JAKARTA POST/JAKARTA

It may only be a matter of days before the government is in control of the majority stake of gold and copper miner PT Freeport Indonesia (PTFI), which operates Papua's giant Grasberg mine, as the company has almost completed an assessment of international antitrust issues.

The company recently obtained four out of five antitrust permits from Japan, South Korea, the Philippines and China, said Budi Gunadi Sadikin, president director of state mining holding company PT Indonesia Asahan Aluminium (Inalum), which is to hold 51 percent of PTFI's shares.

The antitrust assessment is important for PTFI to protect its position from any allegations of running a cartel from its export destinations. Budi said, for instance, China as a huge importer of copper should be informed about any corporate action from around the world to avoid cartel allegations, which could affect prices of the commodity.

The remaining antitrust permit had to be obtained from the Indonesian authority, Budi said. Based on the prevailing law and regulations, the Business Competition Supervisory Commission handles antitrust issues in Indonesia. While it was waiting for approval, Budi said it could be settled after the divestment deal had been sealed.

"Notices [for antitrust permits] have been received from China and the Philippines last week, so it [the deal] has already been cleared. The next step is only discussing the special mining permit [IUPK] between PTFI and the government," he said after an agreement with the Corruption Eradication Commission (KPK) in Jakarta on Monday.

When asked about the progress of the IUPK discussion, Bambang Gatot Ariyono, director general of minerals and coal at the Energy and Mineral Resources Ministry, told *The Jakarta Post* that the permit was expected to be issued "right on time", without detailing the exact date. Meanwhile, various reports show that State-Owned Enterprises (SOEs) Minister Rini Soemarno was expecting that the final agreement on PTFI's divestment could be signed on Dec. 15.

Budi did not deny nor confirm the expected date. The Inalum president director only said: "If God is willing [on the plan]".

The government, represented by Inalum, will become the major owner of PTFI this month by increasing its ownership from 9.36 percent to 51.23 percent. The deal would cost Inalum US$3.85 billion.

Inalum chief financial officer Orias Petrus Moedak said on Monday that Inalum still had a June 2019 deadline to disburse $3.85 billion for the divestment.

"We have promised in our prospectus that the transaction would be finalized no later than June 2019. If the transaction fails, we would have to return all of the funds plus the interest as our global bonds [previously issued] were designated only for [financing the] Freeport deal," he said.

Orias said Inalum was holding $5.4 billion in cash, $4 billion of which was from the global bonds issued on the Singapore bourse in November.

Budi said the company had settled previous issues with Papua Governor Lukas Enembe as the latter had met President Joko "Jokowi" Widodo on Nov. 29, saying that there was a misunderstanding on the future structure of PTFI shares owned jointly by Inalum and the Papua province.

According to data from Inalum, the final structure of PTFI's ownership after the divestment deal will comprise Inalum, Indocopper Investama (PTII) and Freeport McMoRan (FCX), with ownership at 26.2, 25 and 48.8 percent, respectively.

PTII, which is a subsidiary of United States mining giant FCX, currently holds 9.36 percent of PTFI's shares. The firm is part of the PTFI divestment deal and Inalum is set to buy all of PTII's shares for $350 million.

In the proposed structure, PTII shares would be controlled by Inalum and a company owned by the regional administration with shares of 60 and 40 percent respectively. The 40 percent of shares in PTII are considered the equivalent of 10 percent of shares in PTFI.

"The structure of Indocopper [previously owned by the Bakrie Group] has been consulted on with [Papua's] governor; we explained it completely. Previously, he [Lukas] was worried that Indocopper was still owned by the previous entity, but it's not," Budi said.

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ENERGY

SK, Hyundai to upgrade Pertamina refinery

Wilda Asmarini
REUTERS/JAKARTA

State energy holding company Pertamina on Monday said it appointed South Korea's SK Engineering & Construction Co. and Hyundai Engineering & Construction Co. as engineering and construction contractors for its Balikpapan refinery upgrade.

Upgrade work at the US$4 billion Balikpapan project, in East Kalimantan will now start at the beginning of 2019, Pertamina executive Ignatius Tallulembang said at a media briefing.

Development will be jointly undertaken with state-owned construction firm PT Pembangunan Perumahan Tbk and state engineering firm PT Rekayasa Industri (Rekind), Tallulembang said. When the upgraded refinery goes onstream in August 2023, it will produce fuel to the "Euro V" emissions standard, he added.

The upgrade comes as Southeast Asia's largest economy hopes to reduce its dependence on costly oil product imports, currently meeting around a third of its fuel needs of around 1.4 million barrels per day.

But a program launched in late 2014 to double Indonesia's refinery output has faced multiple setbacks, as the country has continued to struggle to attract investment in the sector.

Earlier plans to upgrade Balikpapan with Japan's JX Nippon fell apart in early 2016, but as recently as August this year it was seeking to revive that partnership, or form a new one with Azerbaijan's Socar for the project.

At the same event, Pertamina signed a framework agreement with Oman's Overseas Oil and Gas LLC (OOG) to develop a new $10 billion refinery and petrochemical complex in Bontang, also on Borneo.

State-owned OOG, which is taking a majority stake in the project, was chosen for its financial capability, Pertamina chief executive Nicke Widyawati said. Pertamina is in talks with OOG to increase its share of the project to 20-30 percent from 10 percent under the current plan, Tallulembang said.

It was not immediately clear how much of the project cost will be carried by OOG.

Widyawati declined to comment on why Japan's Cosmo Energy Holdings, earmarked in January for partnership in the project, was not included in the latest agreement.

Over the next year, Pertamina and OOG plan to carry out a feasibility study for the project. Once completed, OOG is expected to supply 300,000 bpd of crude oil to the refinery, Tallulembang said.

Pertamina now expects all six of its refinery projects — including the Balikpapan, Cilacap, Balongan and Dumai refinery upgrades and the Bontang and Tuban grassroots developments — to be completed by the end of 2026, Widyawati said.

"We recognize that the refineries have experienced delays [but] better late than never," Widyawati said.