Mapping the Indonesian palm oil supply chain
The Trase approach

Harnessing per shipment customs records, asset level information and metrics of jurisdictional sustainability to bring transparency to international commodity supply chains.
Supply chain data

1. Shipment records
2. Asset information
3. Supply chain connections
4. Domestic transport
5. Production data
6. Jurisdictional sustainability
1. Shipment records

Bills of lading detail the entire trade in CPO, RPO and PKO each year. The information contains ports, exporters, importers, destinations, volumes and values.

This demand signal is the starting point for all supply chain mapping.
2. Asset information

Working together with WRI, Daemeter, Proforest, Aid Environment and others to build a comprehensive database of palm oil mills and refineries.

This database incorporates information on ownership, capacities, throughput and licensing (where available).
3. Supply chain connections

Exports are linked to assets via common ownership and known trading relationships.

This information is ascertained from self-declarations, official government records, company filing, news articles and other sources.
4. Domestic transport

Supply chain connections are constrained by transport networks, including roads and waterways.

This allows for the shipment of palm oil between islands prior to export.
5. Production data

Palm oil allocation is further constrained by production statistics collected at the Kabupaten scale by the Directorate General of Estate Crops.
6. Jurisdictional sustainability

Harnessing metrics of jurisdictional sustainability to better understand risks and opportunities associated with the international trade in Indonesian palm oil.
Bringing it all together
Bringing it all together
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Terima kasih!