



REPUBLIC OF INDONESIA
MINISTRY OF NATIONAL DEVELOPMENT PLANNING/
NATIONAL DEVELOPMENT PLANNING AGENCY

PUBLIC - PRIVATE PARTNERSHIPS

INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

2013





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Jakarta, November 2013



FOREWORD BY THE MINISTER OF NATIONAL DEVELOPMENT PLANNING AND HEAD OF NATIONAL DEVELOPMENT PLANNING AGENCY (BAPPENAS)

The Government of Indonesia is consistently sustaining the momentum of Public Private Partnership (PPP) development in order to accelerate the provision of infrastructure. The PPP model has gained increasing in presence since the pronouncement of the Master plan for the Acceleration and Expansion of Indonesia's Economic Development (MP3EI) in 2011. The MP3EI reiterates the Government of Indonesia's determination to use the PPPs as one of the keys to financing the country's economic development.

The Government holds a proactive approach and continues to evaluate and strengthen policy in order to support the provision of infrastructure using PPPs. Firstly, through the establishment of the regulatory framework for PPPs, comprising Presidential Regulation 67/2005 on Cooperation between Government and Business Entities in Infrastructure Provision and its subsequent amendments PR 13/2010, PR 56/2011 and PR 66/2013. Secondly, by providing supporting regulations to address major issues affecting the implementation of PPP projects, v.g.Law 2/2012 on land acquisition for public infrastructure projects and Regulation 223/PMK.011/2012 of the Ministry of Finance on the Viability Gap Fund.

Bappenas has also updated Ministerial Regulation on PPP Operational Guidelines 4/2010 with Ministerial Regulation 3/2012 to reflect the evolution of the legal framework and to improve the PPP preparation process. The new regulation synchronizes the processes in the PPP project cycle with the requirements of environmental assessment, land acquisition, resettlement plan, government support and government guarantee. Furthermore, the Government has issued Bappenas Ministerial Regulation 6/2012 to establish the Procedures for Registering Project Proposals in the PPP Book.

The PPP Book is primarily intended to inform potential investors, lenders and contractors about the opportunities available in Indonesia to become a private partner in a PPP Project. The PPP Book is therefore the presentation of PPP opportunities in Indonesia to the world. The 2013 edition of the Book is richer in information than its, and now incorporates a description of recent regulatory changes and PPP development policy in Indonesia.

Following a rigorous review and screening process in compliance with Bappenas Regulation 6/2012, the PPP Book now consists of 27 projects, arranged in three categories: potential, prospective, and ready for offer PPPs. In this 2013 edition there are 14 prospective projects and 13 potential projects. To date, 21 projects listed in previous books have already gone to tender. I trust the information presented in this book will provide useful references to any party involved in the development of PPPs in Indonesia.

Jakarta, November 2013



Armida S. Alisjahbana

**Minister of National Development Planning/
Head of National Development Planning Agency**

TABLE OF CONTENTS

Foreword by Minister of National Development Planning and Head of National Development Planning Agency (BAPPENAS)	iii
Table of Contents	iv
1. Indonesia Country Profile	vi
2. Regulatory Frameworks for Public-Private Partnerships in the Provision of Infrastructure:	vii
2.1 Cross-Sector Regulatory Frameworks	vii
3. PPP Institutional Framework in Indonesia	viii
4. PPP Project Cycle	ix
4.1 Solicited Proposals	ix
4.2 Unsolicited Proposals	x
5. PPP Project Selection Criteria	xi
5.1 Potential Projects	xii
5.2 Prospective Projects	xiii
5.3 Ready-to-Offer Projects	xiv
5.4 Important Notes related to the Viability Gap Fund and Government Guarantee During the Procurement Process	xv
5.5 Eligibility Criteria for Unsolicited Proposals	xv
6. PPP Project Evaluation	xvi
6.1 PPP Book From 2009 To 2013	xvi
6.2 PPP Book 2012 - PPP Book 2013	xvii
6.3 Summary of Projects Already Tendered	xviii
7. PPP Project Digest	xxii
7.1 Projects Registered in the PPP Book 2013	xxii
7.2 Summary of Public Private Partnerships Project Plan in Indonesia	xxiii
Prospective Project List	1
Soekarno-Hatta International Airport to Manggarai Railway	2
Integrated Terminal of Gedebage (Railway), Bandung, West Java	5
Revitalization of Yogyakarta Rail Station & Pedestrianization of Malioboro, DI Yogyakarta	9
Consolidated Urban Development, Banda Aceh, Aceh	13
Strategic Infrastructure and Regional Development of Sunda Strait	17
Manado - Bitung Toll Road, North Sulawesi	21
Tanjung Priok Acces Toll Road, DKI Jakarta	24
Balikpapan - Samarinda Toll Road, East Kalimantan	27
Kayu Agung – Palembang – Betung Toll Road, South Sumatera	30
Pondok Gede Water Supply, Bekasi, West Java	33
Southern Bali Water Supply, Bali	36
Solid Waste Treatment and Final Disposal - Bogor and Depok Area, West Java	40
Solid Waste Treatment and Final Disposal - Surakarta, Central Java	43
Karama Hydro Power Plant, West Sulawesi	46

Potential Project List	49
Development of Maloy International Port, East Kalimantan	50
Expansion of Tanjung Priok Port, Cilamaya, Karawang, West Java	53
Expansion of Tanjung Sauh Terminal, Batam, Riau Island	56
Development of New Bali Airport, Bali	59
Kulonprogo International Airport, DI Yogyakarta	62
Pulau Baai - Muara Enim Coal Railway	65
Development of South Sumatera Monorail, South Sumatera	68
Mass Rapid Transport Surabaya, East Java	72
Bandung Monorail, West Java	76
Cileunyi - Sumedang - Dawuan Toll Road, West Java	79
Pandaan - Malang Toll Road, East Java	82
Pasirkoja - Soreang Toll Road, West Java	86
DKI Jakarta Sewage Treatment Plant	88
8. Glossary	91

1. INDONESIA COUNTRY PROFILE

Indonesia's economy is among the brighter performers in Asia. Indonesia's economy continued to grow at a steady pace in the 2012, with GDP growth of 6.2 percent. This is robust performance considering the weak global environment and unsettled financial market conditions which prevailed during the whole year. The 2012 GDP growth was solid, which was primarily based on private consumption and a better performance in fixed-capital investment. The aggregate fiscal position remains sound, as budget deficit 2.7 percent of GDP as net exports remained a drag on growth, but FDI have improving as country's credit rating slowly improved. Indonesia was also able to manage the annual average CPI inflation in 2012 at 4.3 percent year-on year, which was the lowest in 12 years.

Indonesia has opportunities to grow although the world economy still slow. In the year 2013, Indonesia's economic predicted will remains positive, and the government now aims for growth of 6.8 percent. The projection assumes that domestic consumption and investment growth remain strong, while improving growth in Indonesia's major trading partners supports a modest recovery in exports. Thus to provide for the domestic consumer sector and investment to grow faster, the Bank of Indonesia has set policy rate at 5.75 percent.

However, there will be factors that hinder Indonesia to achieve the economic growth target. The Global Competitiveness Report 2013-2014 states that the biggest shortcomings for Indonesia's economic development found is in the basic areas of competitiveness. Indonesia's rank in institutional framework (67nd) is undermined by concerns about corruption and bribery, unethical behavior within the private sector, and the cost to business of crime and violence. Infrastructure remains largely underdeveloped (61th). Furthermore, the public health situation is a cause of even more concern (72nd). The report is also a wake-up call as Indonesia competitiveness rank rise twelve places from 50th in year 2012 to 38th. Indonesia's competitiveness rank was left from other countries in the ASEAN such as Thailand (37th), Brunei Darussalam (26th), Malaysia (24th), and Singapore (2nd) although still better than Philippines (59th), Vietnam (70th), and Cambodia (88th).

Indonesia's infrastructure development lagged the economic growth. To date Indonesia's infrastructure investment as a share of total output at around 3 percent, remains below its pre-Asian financial crisis levels of around 7 percent. This lack of infrastructure investment creates bottlenecks and high transportation and logistics costs that reduce the sustainable growth rate. Inadequate infrastructure services means lower quality of life. Hence infrastructure investment is necessary to sustain growth and improve the Indonesia's competitiveness. Infrastructure development is essential to improve Indonesia export performance, support economic growth, and reduce the poverty. In addition, the UN reported date the infrastructure investment is urgently required mainly because of the rapid urbanization in Indonesia. Agglomeration economies offer the opportunity to boost productivity growth. However, not all of Indonesia's areas are performing well. Thus to unlock the benefits, more infrastructure investment is critical.

The 2010-2014 National Medium Term Development Plan (RPJM 2010-2014) has three infrastructure development target: (i) improving the infrastructure provision based on the Minimum Standard of Services (ii) new infrastructure development to strengthen real sector competitiveness (iii) and support in infrastructure investment through PPP's. Thus to support the target, the Government develop The Masterplan for Acceleration and Expansion of Indonesia's Economic Development (MP3EI) in 2011, which aims to accelerate the Indonesia economic development through infrastructure investment. The MP3EI aims to propel Indonesia into the top ten worldwide economies. The policy rests on three main pillars: establishing six economic corridors based on the comparative advantage of the different regions of Indonesia; promoting connectivity within Indonesia, the ASEAN region and globally as well as improving human resources and science and technology. Thus, PPPs are expected to play an important role in the implementation of MP3EI and projected to provide a substantial contribution to the funding and capacity needs of the plan.

2. REGULATORY FRAMEWORK FOR PUBLIC PRIVATE PARTNERSHIP IN THE PROVISION OF INFRASTRUCTURE

2.1 Cross-Sector Regulatory Framework

The Government of Indonesia (GOI) has taken a series of major steps to refine the PPP policy and regulatory frameworks in order to improve the attractiveness and competitiveness of the GOI's PPP program. These core legislative steps depicted in the figure below include:

- Presidential Regulations 13/2010, 56/2011 and 66/2013 issued by the Government as first, second and third amendments respectively to Presidential Regulation 67/2005, establishing the cross-sector regulatory framework for implementing PPPs in the provision of infrastructure. The successive amendments have established clearer and more detailed stipulations about unsolicited proposals, cooperation agreements and Government's support and guarantees to projects, among other points;
- Presidential Regulation 78/2010 on the provision of government guarantees for PPP infrastructure projects through IIGF, a single-window mechanism. The Ministry of Finance Regulation (PMK) 260/2010 establishes the procedure for requesting and providing such guarantee, whereas PMK 223/2012 regulates the Viability Gap Fund;
- Law 2/2012 on land acquisition for development projects serving the public interest and its implementing Presidential Regulation 71/2012;
- Government Regulation 27/2012 on environmental permits, which replaces the previous Government regulation on environmental impact assessment; and
- Bappenas Regulation 3/2012, which establishes the cross-sector operational guidelines for the implementation of PPP projects in infrastructure.

Figure 2.1 summarizes the progress of PPP regulatory frameworks since 1998.

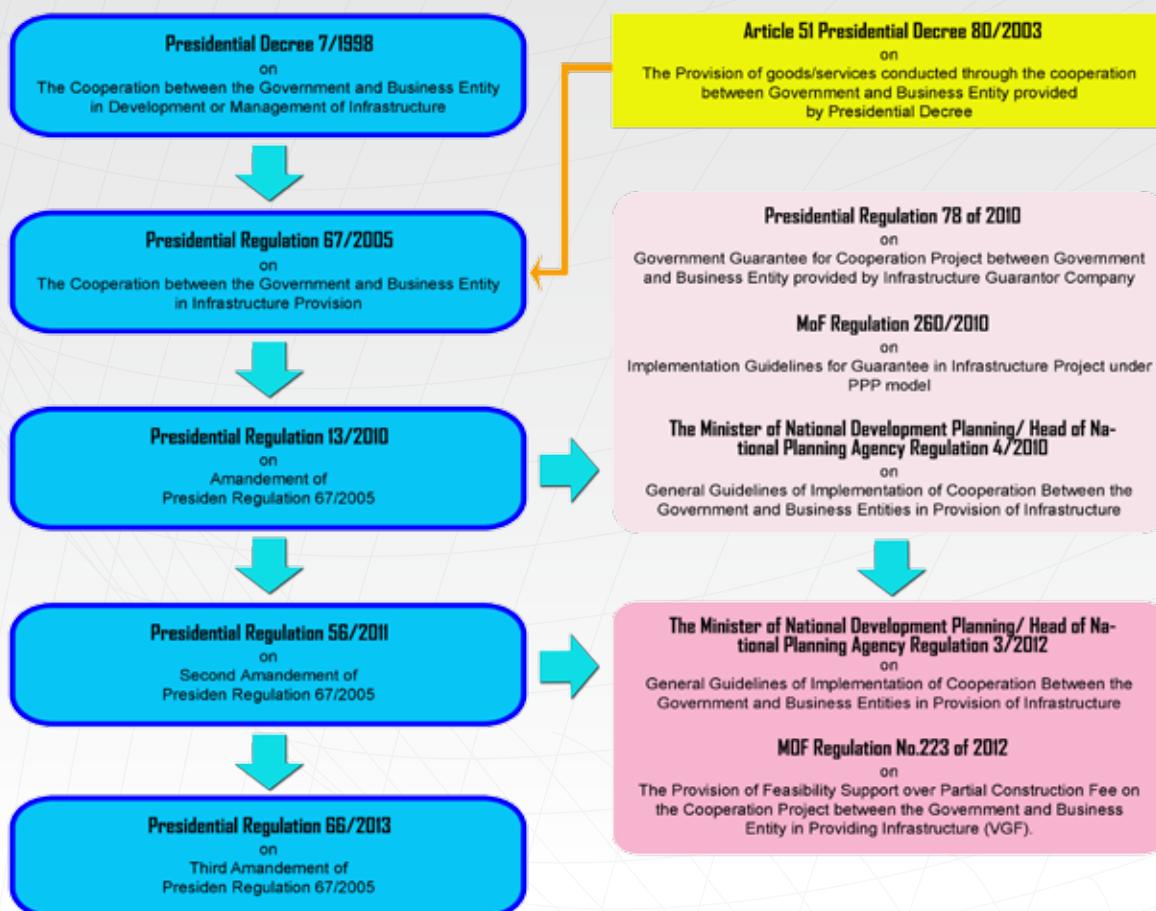


Figure 2.1. The Evolving Cross-sector PPP Regulatory Frameworks in Indonesia

In addition to the core legislation mentioned above, Indonesia has sets of regulations for:

- Cooperation between the Government and the private sector in the management of state-owned or region-owned assets (brown field assets).
- Land acquisition.
- Environmental assessment and protection.
- Sector laws and implementing regulations for sea, rail, air and land transportation, water supply and sanitation, energy and telecommunications.

Full details of the regulatory framework are available for consultation on the website of our PPP Unit at www.pkps.bappenas.go.id.

3. PPP INSTITUTIONAL FRAMEWORK IN INDONESIA

The institution in charge of coordinating Indonesia's PPP program is the Ministry of National Development Planning/ National Development Planning Agency (Bappenas). The different implementing agencies in infrastructure sectors liaise with Bappenas to decide which projects should be procured as PPPs. The Ministry of Finance makes recommendations about fiscal support for projects. Indonesia's infrastructure is rigorously demarcated by sector, each one having its sector law. Thus, coordination is essential for infrastructure development to be effective. By the very fact of its name, KKPPI (The Policy Committee for the Acceleration of Infrastructure Provision) has been assigned the task of ensuring effectiveness. KKPPI plays a key role in providing inter-ministerial coordination and quality control in the structuring of projects as well as coordinating policies that affect infrastructure development. However, as the top decision-making committee for PPP in Indonesia, KKPPI has not played as strong a leadership role as was intended, becoming as a result less effective and active in supporting PPP project preparation and implementation.

Nevertheless, the government realizes the need to create an effective coordination framework with strong political leadership to reinforce its infrastructure program in general and that of PPPs in particular. At the initiative of Bappenas, the Ministry of Finance and the Coordinating Ministry of Economic Affairs a revitalization scheme of KKPPI is being developed and designed to be the champion institution at the top.

The government has also established four financial instruments under MoF: (1) the IIGF or PT PII which provides government guarantees or credit enhancements only to PPP projects that are financially feasible; (2) PT SMI which acts as facilitator and catalyst for infrastructure development in Indonesia, including the promotion of public private partnership schemes and funding activities in various infrastructure-related sectors in the form of debt, equity and mezzanine financing; (3) PT IIF, a non-bank financial institution that provides long-term funding for infrastructure projects in Indonesia; and (4) the Center for Government Investment (PIP) which is a public service agency (BLU) that provides pre-financing arrangements for land acquisition.

Bappenas PPP unit stands in the Directorate for PPP Development (PKPS), while MoF holds a PPP unit under the Directorate General for Debt Management. As the execution of PPP project planning, preparation and transaction has been devolved to the respective line ministries and contracting agencies, the Government has recognized the need to establish a Central PPP Unit (PC3U) to be responsible for ensuring policy consistency, quality control and transparency, establishing standards and principles that all transactions must follow, and monitoring the execution for compliance. Given the remarkable investment needs and the limited capital resources, the unit will prioritize PPP projects according to their development impact and their readiness toward implementation. Other tasks include: assisting line ministries and local governments in identifying, preparing, and implementing PPP projects; reviewing project evaluation carried out by the PPP nodes; assessing requests for Government support to PPP projects; coordinating such support with MoF; publishing status reports on PPP projects and disseminating relevant information; preparing guidelines and manuals for PPP projects; and building capacity in the PPP nodes. The PC3U is currently being developed and it is envisaged as an independent, centralized organization dedicated to PPPs with access to fiscal budget allocation decisions. This dedicated unit will be placed under a high-level political leadership and

decision making institution that has the authority to: (1) coordinate across planning and fiscal agencies; (2) decide on cross-ministerial conflict resolution, and (3) drive legislative improvements.

The homogeneity of regulatory arrangements and practices in infrastructure sectors is another important cross-cutting issue, with wide variations found from sector to sector. Nevertheless, progress has been made towards a more consistent regulatory framework. The Government has established regulatory bodies although not yet fully independent for toll roads (BPJT), the downstream end of the oil and gas sector (BPH Migas), and telecommunications (BRTI). These bodies are already operational in terms of budgeting, staffing, functions, and standard operations. Various short-term recommendations to move towards the introduction of internationally recognized regulatory practices have been identified. These include consolidating the existing regulatory functions under each line ministry, building the line ministries' capacity in regulatory procedures, creating a more transparent regulatory environment, encouraging stakeholder participation in regulatory matters, and allowing tariffs to reach cost recovery levels.

4. PPP PROJECT CYCLE

4.1 Solicited Proposals

For solicited proposals, the PPP project cycle consists of four phases, namely planning, project preparation, transaction, and contract management. Figure 4.1 shows the interrelation between the four phases of the PPP projects cycle.

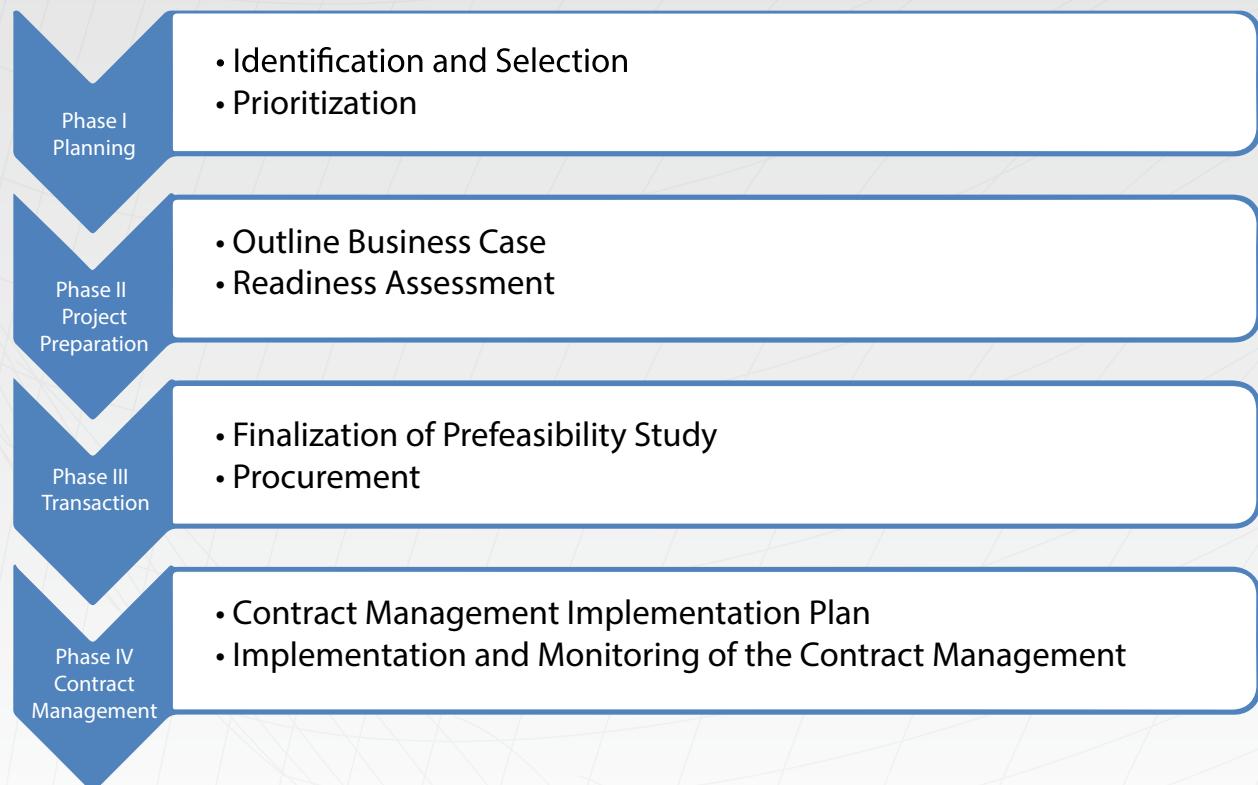


Figure 4.1. The Project Cycle for Solicited Proposal

The PPP project development cycle, as summarized in Figure 4.2 below, shows the overall configuration of the main activities, key processes of requesting government support, of government guarantee, of environmental impact assessment, and of land acquisition with the process of development, preparation, transaction of PPP project & contract management, including the involvement of various institutions in each phase of the project development.

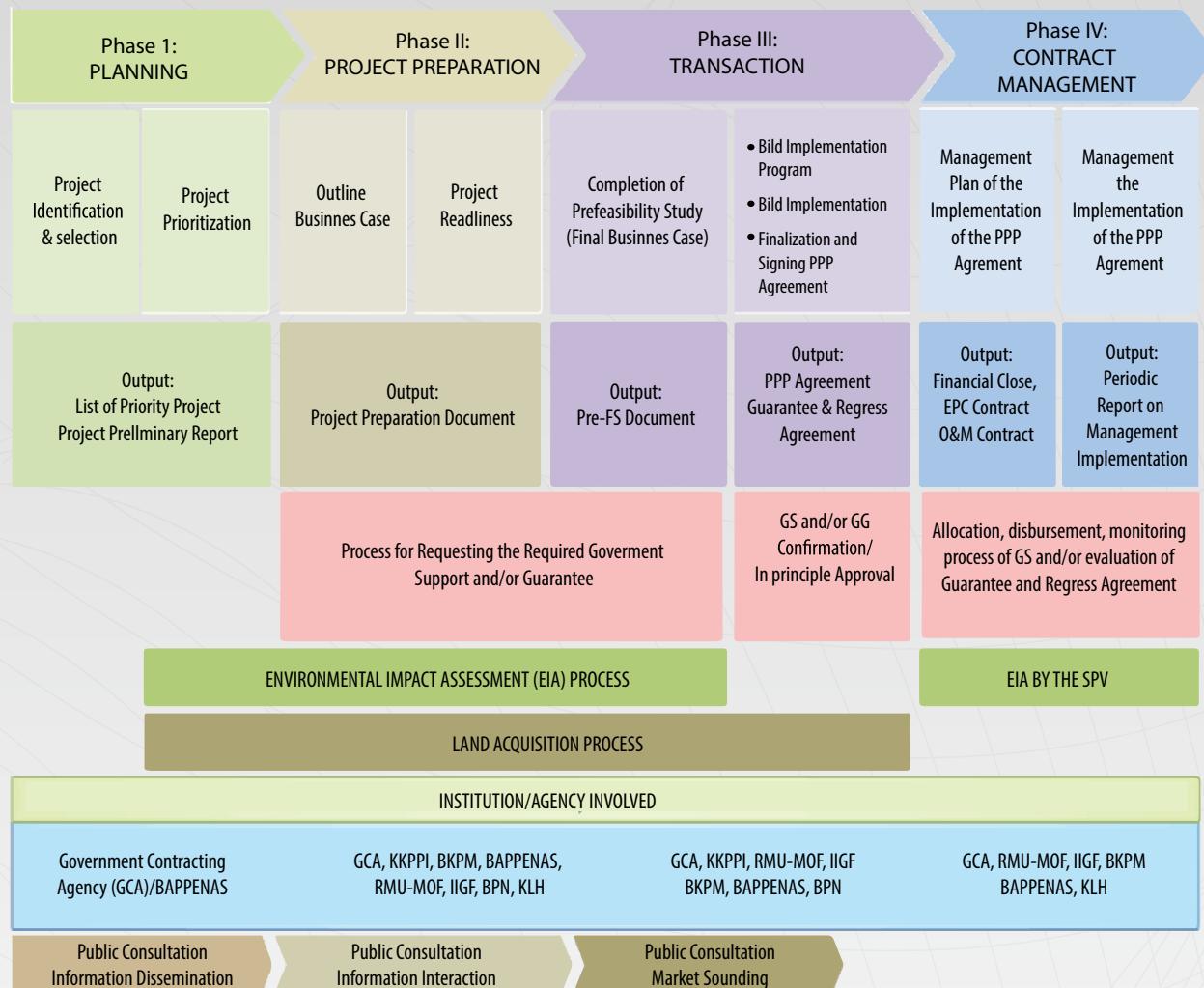


Figure 4.2. PPP Project Development

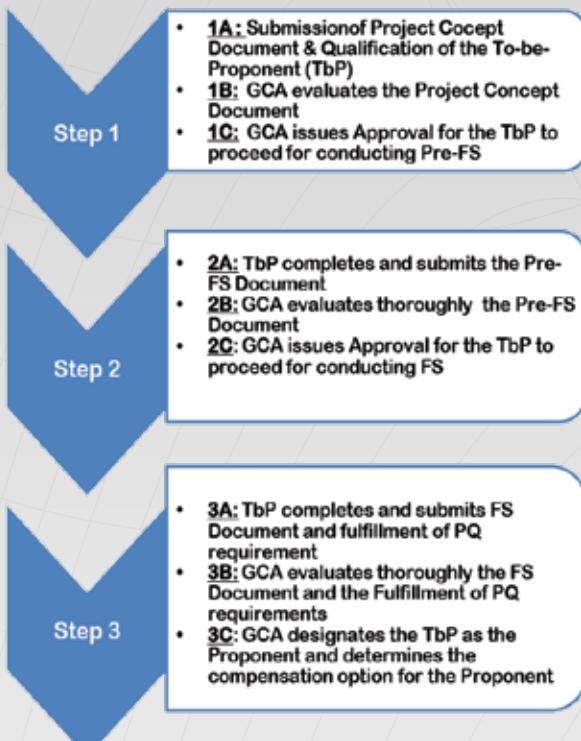
4.2 Unsolicited Proposals

The process for dealing with unsolicited proposals involves two stages, namely:

- The first stage is standard in most cases and takes place from the time the proponent presents the project to the government until all internal assessments and approvals are finished and the project is ready to be publicly tendered.
- The second stage involves a competitive tender process; approaches tend to differ in incentives or benefits to the original proponent of the project.

Figure 4.3 shows the detailed steps for each stage of the management process for a private business entity initiating an unsolicited infrastructure proposal. The principle in designing the procedure for unsolicited proposals is that the proponents should know precisely where and to whom to submit their proposals, what information is required, and the steps and time frame for decisions to be made.

Approval Process as the Proponent of an Unsolicited Proposal



Competitive Tender Process

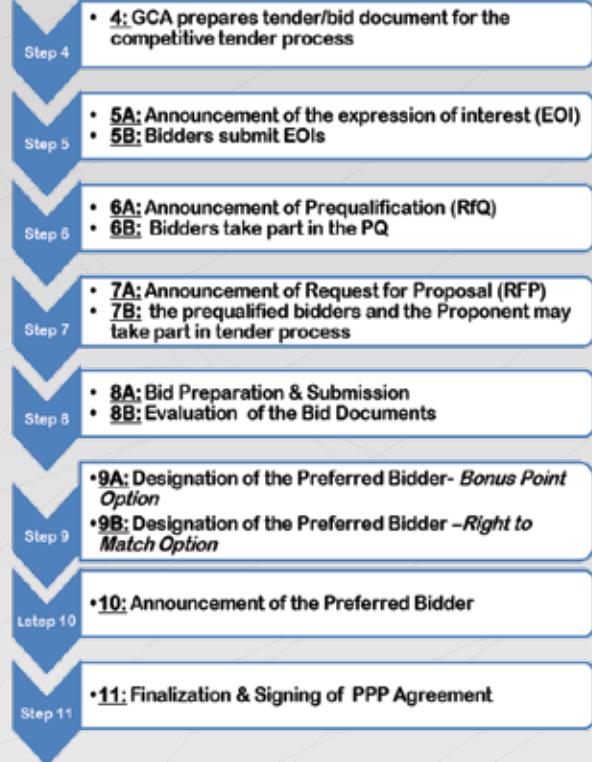


Figure 4.3. The Management Process of Unsolicited Proposals

5. PPP PROJECT SELECTION CRITERIA

The PPP Book is a list of Public Private Partnership projects planned in Indonesia. The list consists of three categories: (i) Potential Projects; (ii) Prospective Projects (formerly known as priority projects); and (iii) Ready for Offer Projects. The PPP Book is prepared and published every year in accordance with the process of the Government's Work Plan.

In order to be registered in the PPP Book, the Minister, Head of Institution or Head of Local Government must submit their project proposal to Bappenas along with a statement about the Ministry/Institution or local government working unit that will be responsible for planning, preparation and transaction of the proposed PPP project. The PPP project proposal should be accompanied by supporting documentation that differs between planning stages, as shown in Figure 5.1.

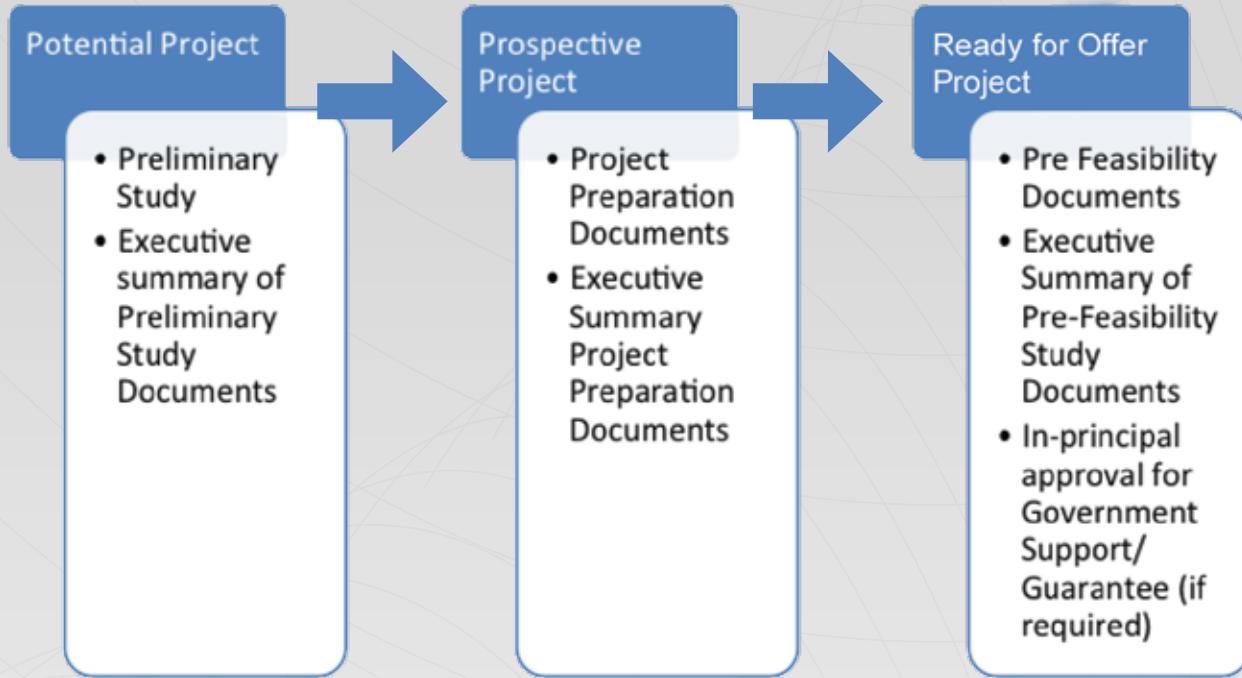


Figure 5.1. Supporting Documentation for PPP Project Proposals

In order to guarantee its quality and rigour, the PPP Book 2013 has been drafted in compliance with Bappenas Regulations 3/2012 and 6/2012, which governs the procedures for implementation of PPPs and registration of projects in the PPP Book, respectively. The criteria in these regulations have been designed to ensure that all projects are properly analysed and designed before entering the PPP Book.

The Government is aware that any information that gives bidders a good understanding of the technical requirements of projects will help them arrange the right mix of consortium partners with confidence, making them more likely to participate in the venture. An overview of the output or performance specification for a service or facility helps potential bidders understand what the project is intended to produce. This results in a clearer definition of scope and responsibilities, including the needs for specialist partners.

Following is a summary of assessment criteria for projects to be integrated in the PPP Book, along with requirements associated with environmental assessment, land acquisition and resettlement, government support and government guarantee for each of the planning categories of the Book.

5.1 Potential Projects

Potential Project Eligibility Criteria

- The project must comply with the national/regional mid-term development plan and the infrastructure sector's strategic plan;
- Location of the project must comply with Spatial Planning stipulations;
- Projects that promote interconnection across infrastructure sector and across regions are favoured; and
- A preliminary study must be available.

Land acquisition, environmental assessment, and Government Support/ Government Guarantee

- The project must have a designated location and estimated land extension requirement;
- There must be a land acquisition cost estimate as well as a screening to determine whether or not a resettlement plan is necessary in accordance with the laws and regulations;
- A plan and schedule to carry out the land acquisition and resettlement program must be available;
- The need for Government Support and/or Government Guarantee and if applicable the documents required in order to obtain approval must be identified.

5.2 Prospective Projects

Prospective Project Eligibility Criteria

- The project must be economically feasible based on social cost benefit analysis;
- Must be technically, legally and financially feasible based on the findings from the outline business case conducted during project preparation;
- A risk assessment identifying and allocating risks must have been completed;
- Must incorporate an analysis to determine the best option for procurement modality;
- If required, the need for government support and/or guarantee must be identified; and
- The need for land acquisition must have been already identified.

Environmental Assessment

- When the process of Preliminary Appraisal of Pre-Feasibility Study is started and during the process of preparation of Project Readiness Assessment, the GCA, accompanied by the environmental consultant, shall start the preparation of the Environmental Impact Assessment (AMDAL) or UKL-UPL documents.
- During the process of Project Readiness Assessment, the GCA shall complete the preparation of AMDAL documents.
- If the PPP Project does not require AMDAL, the processing of environmental permits may be carried out based on the recommendations provided by the authorized agency.

Land Acquisition & Resettlement

- When the process of Preliminary Appraisal of Pre-Feasibility Study is started, the GCA shall prepare the plan of land acquisition and resettlement.
- During the process of Project Readiness Assessment, the GCA shall complete the land acquisition and resettlement plan. It must also start the process to obtain approval for the budget proposal and the project implementation schedule based on the applicable laws and regulations.

Government Support

- If required, the GCA must identify the need for Government Support, its form (fiscal and/or non-fiscal) and its amount;
- The GCA must submit an application to Ministry of Finance requesting approval in principle to obtain Viability Gap Funding (VGF) Government Support.

Government Guarantee

- When the Preliminary Appraisal of Pre-Feasibility Study is started, the GCA shall consult with the Infrastructure Guarantee Business Enterprise (BUPI) to obtain an initial indication of the project's need for guarantee;
- During the Project Readiness Assessment, the GCA shall prepare and submit a cover letter and screening form to the BUPI as an application to obtain the Government Guarantee; and
- The GCA shall ensure that the BUPI issues a confirmation to proceed for the PPP Project before the Final Business Case is completed during transaction stage.

5.3 Ready for Offer Projects

Ready for Offer Project Eligibility Criteria

- For solicited projects the GCA must have endorsement from stakeholders. For unsolicited projects the proponent must have unsolicited project approval from the GCA;
- There must be confirmation of project readiness, technical conformity, market appetite, and chosen procurement modality;
- The Environmental Impact Assessment (AMDAL) must be completed;
- Detailed output specification must have been drafted;
- Tariff structure must have been drafted;
- Must have financial analysis, financial model, risk allocation & mitigation strategy and, if required, the mechanisms for the provision of government support and/or guarantee must have been completed;
- Must have a draft procurement plan, including the following considerations:
 - The likelihood of private sector/investors interested in the project;
 - Rationale of the plan or schedule of the bid implementation; and
 - Presence and readiness of the procurement committee.
- Draft PPP agreement already developed and prepared.

Environmental Assessment

- To finalize the Pre-Feasibility Study, the GCA shall complete all AMDAL documents or UKL-UPL forms, as applicable;
- The AMDAL documents must be submitted to the Minister, Governor, or Head of Region through the Secretariat of the AMDAL evaluation commission at central, provincial or regency/municipal level.
- The UKL-UPL forms when applicable must have been submitted to the Minister, Governor, or Head of Region to be used as the basis for the issuance of the UKL-UPL recommendations.
- SKKL or UKL-UPL recommendations as applicable must have been obtained from the Minister, Governor or Head of Region.
- Requirements to be undertaken by the Business Entity must have been determined.

Land Acquisition

- The GCA shall submit an application for issuance of determination of project location to the Governor based on the laws and regulations;
- The GCA shall use the information in the RKL and RPL to complete the land acquisition and resettlement program;
- The GCA shall ensure the availability of budget to acquire the land;
- When the tender process is started, the GCA shall ensure that the land acquisition process has been started by the institution responsible for it, in accordance with the laws and regulations.
- When the tender process is started, the GCA shall ensure that the resettlement program has been carried out.

Government Support

- When the Pre-Feasibility Study is completed, the GCA shall submit it to the Minister of Finance to obtain the approval in principle for Government Support in the form of non financial fiscal contribution;
- The GCA must obtain agreement in principle for VGF Government Support.

Government Guarantee

- The GCA shall submit the Guarantee Application Package along with the Pre-Feasibility Study to the BUPI to obtain the Government Guarantee. The BUPI shall issue a Letter of Intent for the project.
- Once the Guarantee Application Package has been received by the BUPI, BUPI shall evaluate it according to the laws and regulations.

5.4 Important Notes related to the Viability Gap Fund and Government Guarantee During the Procurement Process

Government Support

- During Prequalification stage, the GCA shall file a request for granting initial determination of feasibility support, in accordance with the laws and regulations;
- During bid stage, the Minister of Finance shall issue an initial decision letter on VGF support;
- Once a tender winner has been selected, the GCA must submit the tender results to the Minister of Finance as the basis for the Minister to issue the final decision letter on VGF support.

Activities related to government guarantee

- Once the PPP Agreement has been finalized and during financial close stage, the BUPI and GCA must finalize the Guarantee Agreement and the Recourse Agreement.
- Before project bidders submit their proposals, the GCA must ensure that BUPI has issued the approval in principle, in the form of a Letter of Intent based on the results of BUPI's evaluation.

5.5 Eligibility Criteria for Unsolicited Proposals

In the case of unsolicited proposals, there are specific stipulations in Bappenas Regulations 6/2012 and 3/2012 that determine the eligibility of a project and how it is prepared and transacted. An unsolicited project must meet the criteria for Ready-for-offer projects before the Minister/ Head of the Institution/ Head of Region submits a project proposal to Bappenas. The project initiator must prepare and submit a Project Concept Document and a Pre-Feasibility Study for review and approval by the GCA (articles 15 and 16 of Regulation 6/2012).

On the other hand, Chapter VI of Bappenas Regulation 3/2012 specifies that, once the preparatory phase has been completed and the project is ready to be publicly tendered, the GCA must determine the chosen form of compensation to the initiator from the three possibilities legally available: 1) purchasing of the cooperation project initiative including its intellectual property rights (in which case the initiator cannot enter the bidding process); 2) added value for the initiator's bid; and 3) the right to match the best bidder.

In addition, the GCA must submit the draft budget for land acquisition to the Minister of Finance before approval is sought from the regional or local parliament (DPR/DPRD).

Full details of the criteria and requirements mentioned above can be found on the Bappenas PPP Unit's website <http://pkps.bappenas.go.id>.

6. PPP PROJECT EVALUATION

6.1 PPP Books From 2009 to 2013

The following figure depicts the evolution of evaluation of PPP projects throughout the successive PPP Books since the year 2009. Whilst the number of projects in the PPP Book has gradually decreased particularly for potential projects to a total of 27 projects in this 2013 edition, the number of projects that have already been tendered and therefore excluded from the Book has increased steadily to 27 projects in 2013.

The decrease in number of projects in the PPP Book owes to the introduction and application of the more comprehensive and stricter screening processes introduced by Bappenas Regulation 6/2012, resulting in a more robust and achievable selection of projects.

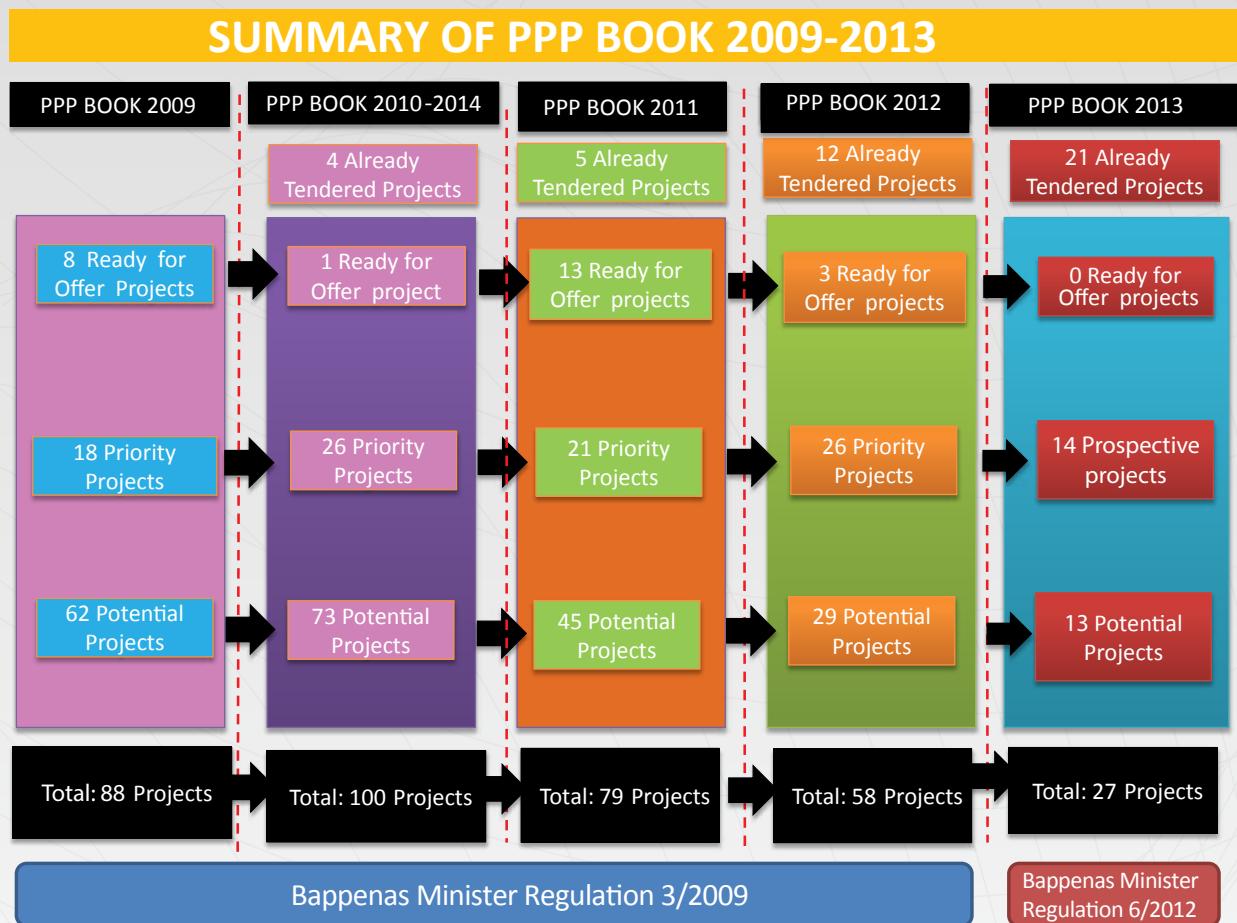


Figure 6.1. Summary of PPP Book 2009 – 2013

6.2 PPP Book 2012 – PPP Book 2013

Figure 6.2 summarizes the results of the evaluation process carried out since the publishing of the previous edition of the Book. Of the fifty-eight projects contained in the 2012 edition, thirty have been removed and eight have gone out to tender. The PPP Book 2013 contains those projects that have evolved or remained unchanged from the 2012 edition plus seven new projects that have succeeded in the evaluation process.

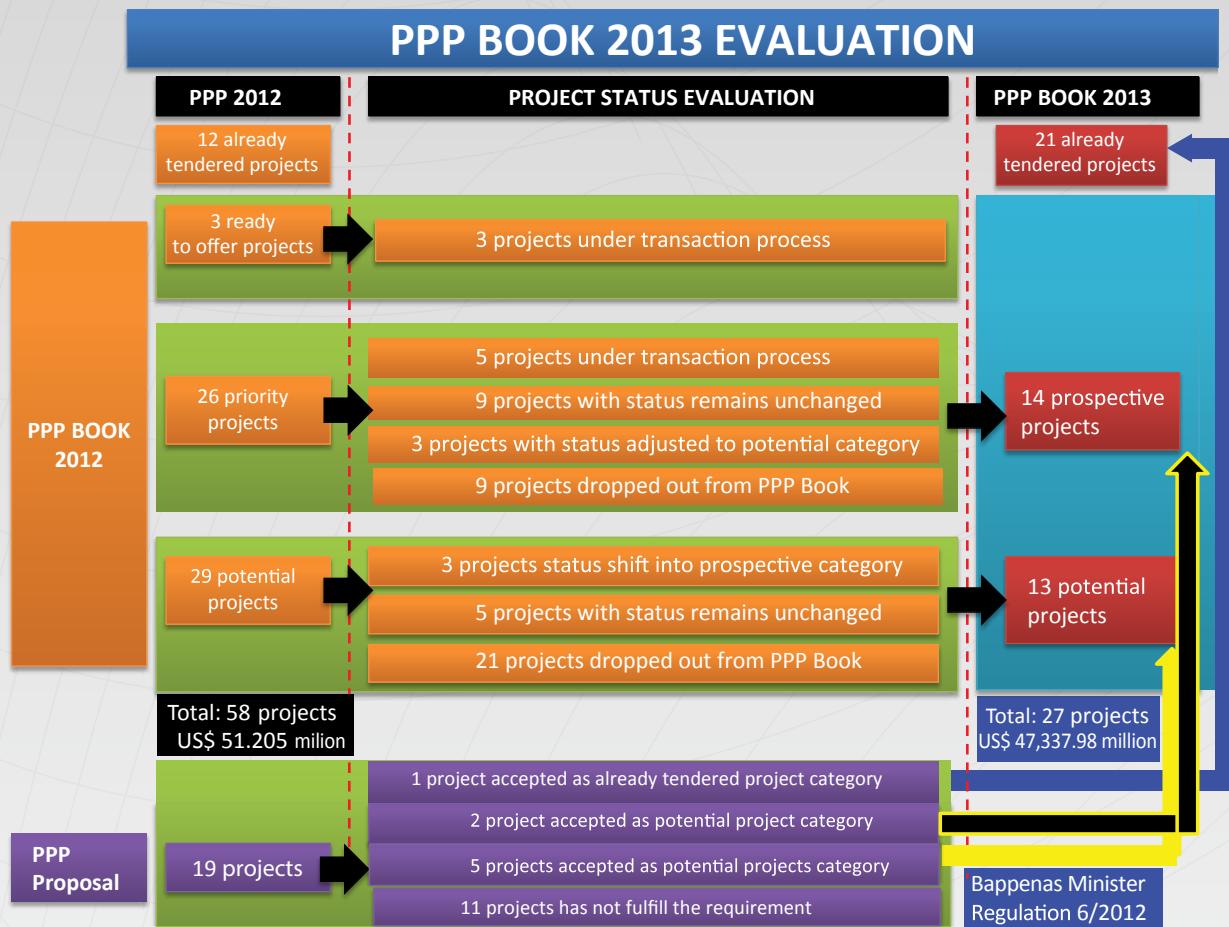


Figure 6.2. PPP Book 2013 Evaluation

6.3 Summary of Projects Already Tendered

Table 6.1 lists projects already tendered up to the year 2013. There is a total of 21 projects undergoing public procurement.

No	Project Name	Description	Status Per October 2013
1	Central Java Coal Fired Power Plant	Development of power plant in Central Java approximately 2,000 MW.	<ul style="list-style-type: none"> - The Government has established a coordination team for the project development acceleration, by Decree of Coordinating Minister for Economic Affairs 8/2013. - Guarantee agreement has been completed. - Extension of Financial Close until 6 October 2014.
2	Umbulan Water Supply, East Java	Development of bulk water supply system (4,000 l/s) and transmission pipeline (106 km).	<ul style="list-style-type: none"> - RFP was issued to 5 qualified bidders. - Government Support and Guarantee are being prepared.
3	PurukCahu - Bangkuang Coal Railway	Development of a dedicated coal transportation system in Central Kalimantan Province from Puruk Cahu to Bangkuang and eventually onwards to the Coal Port in Lupak Dalam.	<ul style="list-style-type: none"> - Awaiting final bids. - Land Acquisition plan under preparation.
4	Bandar Lampung Water Supply, Lampung	Development of bulk water and extraction raw water from Way Sekampung River; water treatment to achieve the required quality standard; and bulk supply of 500 l/s processed water to the point of bulk water supply connection.	<ul style="list-style-type: none"> - PQ has been implemented on 12 May 2012 with 4 qualified bidders. - In the process of obtaining Viability Gap Fund and Government Guarantee.
5	Maros Regency Water Supply, South Sulawesi	Development of bulk water and provision of water supply services to Regency of Maros. This project entails the development of an intake of 280 l/s, raw water transmission for 200 m, WTP with a capacity of 250 l/s, service reservoir of 1,500 m3, primary distribution mains 9,7 km, reservoir + booster pump, for distribution to Hasanudin Airport and Industrial Area Moncongloe, with a capacity of 3,000 m3.	<ul style="list-style-type: none"> - PQ has been implemented twice with two qualified bidders. - In the process of completing the raw water source issues.

No	Project Name	Description	Status Per October 2013
6	Kemayoran – Kampung Melayu Toll Road	Development of toll road in DKI Jakarta from Kemayoran to Kampung Melayu (9.65 km)	<ul style="list-style-type: none"> - Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner. - Contract signing preparation.
7	Sunter – RawaBuaya – BatuCeper Toll Road	Development of toll road in DKI Jakarta from Sunter to Batuceper (22.92 km)	<ul style="list-style-type: none"> - Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner. - Contract signing preparation.
8	Ulujami - Tanah Abang Toll Road	Development of toll road in DKI Jakarta from Ulujami to Tanah Abang (8.27 km)	<ul style="list-style-type: none"> - Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner. - Contract signing preparation.
9	Pasar Minggu - Cassablanca Toll Road	Development of toll road in DKI Jakarta from Pasar Minggu to Cassablanca (9.56 km)	<ul style="list-style-type: none"> - Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner. - Contract signing preparation.
10	Sunter-Pulo Gebang-Tambelang Toll Road	Development of toll road in DKI Jakarta from Sunter to Tambelang (25.73 km)	<ul style="list-style-type: none"> - Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner. - Contract signing preparation.
11	Duri Pulo – Kampung Melayu Toll Road	Development of toll road in DKI Jakarta from Duri Pulo to Kampung Melayu (11.38 km)	<ul style="list-style-type: none"> - Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner. - Contract signing preparation.
12	Nusa Dua – Ngurah Rai – Benoa Toll Road	Development of toll road in Bali Province from Nusa Dua to Benoa (9.70 km)	<ul style="list-style-type: none"> - PT Jasamarga Bali Tol as SPV. - Under operation since Sept 30, 2013.

No	Project Name	Description	Status Per October 2013
13	Tanah Ampo Terminal Cruise	Development of existing cruise terminal to accommodate 2 large cruise ships and expansion of jetty to accommodate cruise ship up to 300 m length.	<ul style="list-style-type: none"> - Re-announcement of PQ on 6 May 2013 with document submission deadline on 1 July 2013. - Pre-Qualification process.
14	Medan-Kualanamu-Tebing Tinggi Toll Road	Development of Toll Road from Medan - Kualanamu – Tebing Tinggi for 61.30 km	<ul style="list-style-type: none"> - Construction for the part of government support started on December 2012. - PQ has been implemented in 13 February 2013 with four qualified bidders. - Bidding document and Government Guarantee are being prepared.
15	Solid Waste Management Improvement Project, Bandung Municipal	Development of waste treatment plant by incineration process, with output as electricity.	<ul style="list-style-type: none"> - Preferred bidder announced on August 14, 2013 with consortium of PT Bandung Raya Indah Lestari and Hangzhou Boiler Co. as the winner. - Contract signing upcoming.
16	Serpong – Balaraja Toll Road	Development of Serpong – Balaraja for 36.30 km that will connect Jakarta – Serpong Toll Road and Tangerang – Merak Toll Road	<ul style="list-style-type: none"> - Land acquisition progress for Section I at 100%. - PQ has been implemented with four qualified bidders (dated February 13, 2013). - Bidding document is being prepared.
17	South Sumatera 9 Mine Mouth Coal Fired Steam Power Plant	Development of Coal Fired Power Plants 2x600 MW in South Sumatera province.	<ul style="list-style-type: none"> - PQ has been implemented with eight qualified bidders. - Preparing for Guarantee Application Package application to BUPI. - RFP has been issued on August 1, 2013.

No	Project Name	Description	Status Per October 2013
18	South Sumatera 10 Mine Mouth Coal Fired Steam Power Plant	Development of Coal Fired Power Plants 1 x 600 MW in South Sumatera province.	<ul style="list-style-type: none"> - PQ has been implemented with eight qualified bidders. - Preparing for Guarantee Application Package application to BUPI. - RFP has been issued on August 1, 2013.
19	West Semarang Municipal Water Supply, Central Java	Development of new water supply system in Western area of Semarang, by construction of new WTP with capacity of 1,000 l/s and water distribution facilities.	<ul style="list-style-type: none"> - EOI announced on July, 2013. - Pre Qualification is being prepared.
20	Lamongan Regency Water Supply, East Java	Development of water supply system to serve the northern area of Lamongan Regency, or the PANTURA.	<ul style="list-style-type: none"> - EOI announced on August 19, 2013 . - Pre Qualification is being prepared.
21	Batam Solid Waste, Riau Island	Reducing the solid waste volume at Telaga Punggur which will reach its maximum on the year of 2020.	<ul style="list-style-type: none"> - Pre Qualification announced on 5 September 2013. - Under Pre Qualification process.

7. PROJECT DIGEST

7.1 Projects Registered in the PPP Book 2013

Table 7.1 below lists the 27 projects registered in the PPP Book 2013: 14 projects are in the category of prospective projects, comprising 4 water supply and sanitation projects (including solid waste), 4 transportation projects, 5 toll road projects and 1 power plant. On the other hand, 13 projects are in the category of potential projects, comprising 1 water supply and sanitation project, 9 transportation projects and 3 toll road projects.

READY FOR OFFER	POTENTIAL
<p>PROSPECTIVE</p> <ul style="list-style-type: none">● Soekarno-Hatta International Airport - Manggarai Railway● Integrated Terminal of Gedebage (Railway), Bandung, West Java● Revitalization of Yogyakarta Rail Station & Pedestrianization of Malioboro, DI Yogyakarta● Consolidated Urban Development, Banda Aceh, Aceh● Strategic Infrastructure and Regional Development of Sunda Strait● Manado - Bitung Toll Road, North Sulawesi● Tanjung Priok Acces Toll Road, DKI Jakarta● Balikpapan - Samarinda Toll Road, East Kalimantan● Kayu Agung – Palembang – Betung Toll Road, South Sumatera● Pondok Gede Water Supply, Bekasi, West Java● Southern Bali Water Supply, Bali● Solid Waste Treatment and Final Disposal - Bogor and Depok Area, West Java● Solid Waste Treatment and Final Disposal - Surakarta, Central Java● Karama Hydro Power Plant, West Sulawesi	<p>POTENTIAL</p> <ul style="list-style-type: none">● Development of Maloy International Port, East Kalimantan● Expansion of Tanjung Priok Port, Cilamaya, Karawang, West Java● Expansion of Tanjung Sauh Terminal, Batam, Riau Island● Development of New Bali Airport, Bali● Kulonprogo International Airport, DI Yogyakarta● Pulau Baai - Muara Enim Coal Railway● Development of South Sumatera Monorail, South Sumatera● Mass Rapid Transport Surabaya, East Java● Bandung Monorail, West Java● Cileunyi - Sumedang - Dawuan Toll Road, West Java● Pandaan - Malang Toll Road, East Java● Pasirkoja - Soreang Toll Road, West Java● DKI Jakarta Sewage Treatment Plant

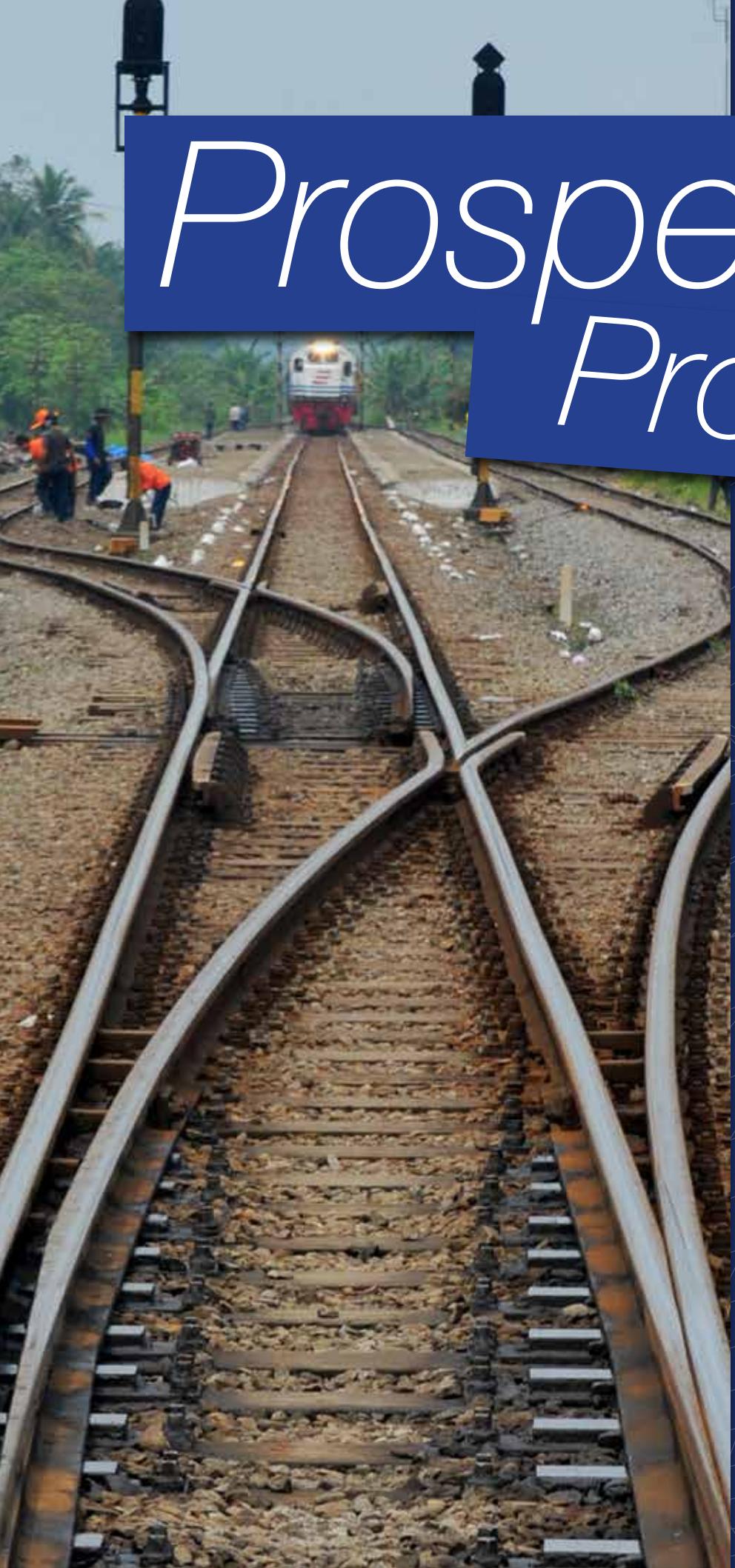
7.2 Summary of Public Private Partnerships Project Plan in Indonesia

Tables below are the summary of PPP Project Plan in Indonesia for 2013, consists of 27 projects, which divided into three categories, with total estimated project cost of US\$ 47,337.98 million.

Project Readiness	Sector/sub-sector	Project Name	Estimated Project Cost (US\$ million)
Ready to Offer	N/A	N/A	N/A
Total			-
Project Readiness	Sector/sub-sector	Project Name	Estimated Project Cost (US\$ million)
Prospective	Transportation		3,553.23
	Railway	Soekarno-Hatta International Airport - Manggarai Railway	2,570.00
	Railway	Integrated Terminal of Gedebage (Railway), Bandung, West Java	133.00
	Railway	Revitalization of Rail Station & Pedestrianization of Malioboro, DI Yogyakarta	828.63
	Land Transportation	Consolidated Urban Development, Banda Aceh, Aceh	21.60
	Toll Roads & Bridges		28,001.68
	Toll Bridge	Strategic Infrastructure and Regional Development of Sunda Strait	25,000.00
	Toll Road	Manado - Bitung Toll Road, North Sulawesi	353.00
	Toll Road	Tanjung Priok Acces Toll Road, DKI Jakarta	612.50
	Toll Road	Balikpapan - Samarinda Toll Road, East Kalimantan	1,200.00
	Toll Road	Kayu Agung - Palembang - Betung Toll Road, South Sumatera	836.15
	Water Supply & Sanitation		308.84
	Water Supply	Pondok Gede Water Supply, Bekasi, West Java	20.00
	Water Supply	Southern Bali Water Supply, Bali	218.84
	Sanitation	Solid Waste Treatment and Final Disposal - Bogor and Depok Area, West Java	40.00
	Sanitation	Solid Waste Treatment and Final Disposal - Surakarta, Central Java	30.00
	Power		1,335.50
	Power Generation	Karama Hydro Power Plant, West Sulawesi	1,335.50
Total			33,199.25

Project Readiness	Sector/ sub-sector	Project Name	Estimated Project Cost (US\$ million)
Potential	Transportation		12,319.43
	Sea Transportation	Development of Maloy International Port, East Kalimantan	1,780.00
	Sea Transportation	Expansion of Tanjung Priok Port, Cilamaya, Karawang, West Java	1,135.59
	Sea Transportation	Expansion of Tanjung Sauh Terminal, Batam, Riau Island	805.80
	Air Transportation	Development of New Bali Airport, Bali	510.00
	Air Transportation	Kulonprogo International Airport, DI Yogyakarta	500.00
	Railway	Pulau Baai - Muara Enim Coal Railway	3,000.00
	Railway	Development of South Sumatera Monorail	550.00
	Railway	Mass Rapid Transport Surabaya, East Java	1,170.00
	Railway	Bandung Monorail, West Java	2,868.04
Toll Roads & Bridges			1,645.80
	Toll Road	Cileunyi - Sumedang - Dawuan Toll Road, West Java	1,015.80
	Toll Road	Pandaan - Malang Toll Road, East Java	420.00
	Toll Road	Pasirkoja - Soreang Toll Road, West Java	210.00
Water Supply & Sanitation			173.50
	Sanitation	DKI Jakarta Sewage Treatment Plant	173.50
Total			14,138.73

Prospective Projects





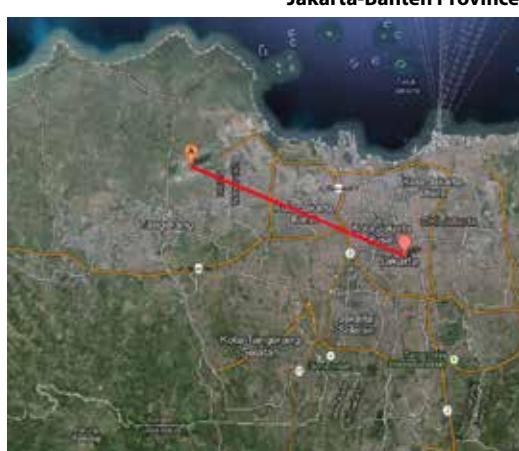
Project Code: P - 001 - 09 - 001

1. SOEKARNO-HATTA INTERNATIONAL AIRPORT - MANGGARAI RAILWAY

2. The Opportunity

2.1 Project Background

The increase in the road traffic to and from the Soekarno-Hatta International Airport (SHIA) is a constraint for the economic efficiency of the Jakarta metropolitan region. It has been suggested that the central areas of metropolitan Jakarta will experience a total gridlock as early as the year 2014. Over the last 8 years, the speed of vehicles on the street has reduced by 25% from a mean value of 26 km/hour to less than 20 km/hour. Meanwhile, the passenger at SHIA is growing robust. Annual passenger throughput in 2012 was in excess of 50 million, making SHIA one of the world's top ten busiest airports. Thus, the condition clearly shows the need for airport rail is on urge. The access between SHIA and the Jakarta Municipal cannot be accommodated in future only by road based transport modes.



2.2 Project Description

The railway will be 33.86 km in length, leading from Soekarno-Hatta International Airport to Halim Perdanakusuma Airport. The project is likely to have all or most of the following features:

- The in-town stations will be highly accessible by road and other transport modes, preferably close to or integrated with major centres of commercial activity or dense residential areas.
- The in-town stations will have convenient interchanges with the proposed Mass Rapid Transit (MRT) system and other railway lines.
- The airport station should be as close to the passenger terminals as possible, and passengers should have minimal changes in level and short walking distances between train and check-in (airport departures), or between baggage reclaim and train (airport arrivals).
- Trains will be comfortable, with adequate space for luggage.
- The journey time from the in-town stations to the airport will be reliable and more attractive than alternative modes of transport under average traffic conditions.
- The cost of the journey will be competitive with other modes of transport.
- Trains will need to run at a speed greater than that of a typical commuter railway and with far fewer intermediate stops.
- The service will be relatively frequent, preferably with an interval between trains in peak time of no more than ten minutes.

2.3 Project Objectives

The objectives of this project include the following:

- To accommodate accessibility to and from SHIA
- To accommodate demand growth at SHIA
- Stimulate national/local economy

2.4 Government Contracting Agency

Ministry of Transportation

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall be responsible to:

- Undertake the engineering design
- Construct the civil works for the rail infrastructure (earthworks, structures, rail track, power supply, signaling, train stations, power station, depot and workshop)
- Procure the rolling stock
- Provide substantial private finance for the initial costs
- Operate and maintain the infrastructure and rolling stock during a long concession period

5. Economic Significance of Project

The economic benefits of the project are:

- Improvement of commercial and industrial activities in the area
- Improvement of the job opportunities for local citizens.

6. Project Structure

The estimated project cost is US\$ 2.57 billion. The project will be structured at the finalization of Outline Business Case (OBC) and project readiness.

7. Government Support and Government Guarantee

Various laws and regulations provide a basis for the GCA to provide the Business Entity with the land and rights of access required for the project. The majority of such land is already in public ownership. Private owners of land required for the project, and other relevant parties with an interest in such land specified by Indonesian law, will be entitled to compensation by the Government of Indonesia.

8. Project Technical Profile

The technical specifications are as follows:

- Type: Elevated Track
- Length of Alignment: 33.86 Km
- Width: Standard Gauge 1,435 mm
- Type of Train: Electronic Multiple Unit (EMU)
- Operating speed: Max. 120 km per hour
- Electric Power: 1,500 V/DC or 25 KV/AC

9. Initial Environmental Examination Findings

The process of environmental impact assessment is being finalized.

10. Land Acquisition and Resettlement Action Plan

The majority of the required land is already in public ownership. Private owners of land required for the project, and other relevant parties with an interest in such land specified by Indonesian law, will be entitled to compensation by the Government of Indonesia. Land acquisition and resettlement will be conducted under Law 2/2012 and Presidential Regulation 71/2012.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Soekarno-Hatta International Airport to Manggarai Railway PPP Project:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



Project Code: D – 001 - 09 – 002

1. INTEGRATED OF GEDEBAGE MULTIPURPOSE TERMINAL (RAILWAY), BANDUNG, WEST JAVA

2. The Opportunity

2.1 Project Background

In order to accelerate economic development, the government of Bandung Municipal divides its area into parts, Eastern Bandung and Western Bandung. Western Bandung development is centered in Cibeunying Subdistrict and Eastern Bandung is centered in Gedebage Subdistrict. The Local Government plan a new urban structure development for Gedebage area to accommodate the development of Bandung Municipal. To support this plan, modern and sustainable infrastructure will be developed in area of Gedebage Subdistrict. The plan is to redevelop the existing Gedebage Container Terminal into multipurpose terminal that support transportation system integration.



2.2 Project Description

This project will develop a multipurpose terminal in Gedebage Subdistrict, Bandung. Gedebage Terminal is the merge of two existing terminals that are Leuwipanjang and Cicahem. The Gedebage Multipurpose Terminal is expected to provide access for passenger and goods, and also accelerate Gedebage Subdistrict growth. The scope area is mainly around Soekarno-Hatta, Gedebage, and Cimencrang Street. The project plan to develop Gedebage Multipurpose Terminal (GMT) as part of the Gedebage Primary Center. GMT will encompass high road transportation terminal, container terminal, and railway station. As complementary to the GMT, regional railway station will be built in Kebon Kawung and Kiaracondong, and also terminal type B at city boundary. To support the GMT, double track development to GMT will be developed in Padalarang/Cimindi-Rancaekek-Cicalengka area.

2.3 Project Objectives

The objectives of Gedebage Multipurpose Terminal development are as follows:

- To accelerate economic growth of Bandung Municipal
- To provide sustainable transportation system in Bandung Municipal
- To provide access for passenger and goods
- To reduce the road traffic congestion

2.4 Government Contracting Agency

Government of Bandung Municipal

Integrated Terminal of Gedebage (Railway), Bandung, West Java

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall design, engineer, procure, construct, test, and commission the facilities in accordance with:

- The design and technical specification.
- All applicable national/international standard.
- All legal requirements.
- The project milestone schedule.
- Relevant term of the Project Agreements.

5. Economic Significance of Project Location

Several benefits to be obtained from Gedebage Multipurpose Terminal are:

- Reduced accident and health care expenditure.
- Saving on income loss.
- Expected income from fuel saving.
- Expected saving from transportation hour expenditure.
- Manpower absorbed during construction period.

The Social Cost Benefit Analysis of project shows the EIRR of 30%, which indicates the project is viable if compared with the social discount rate of 12%. The result also shows the project will give significant contribution in terms of socio economic.

6. Project Structure

Total Investment	US\$ 133.00 million
Debt to equity ratio	70:30
Debt level	US\$ 93.10 million
Equity level	US\$ 39.90 million

The total investment is already excluding land acquisition cost. The investment value is in nominal terms, including interest cost and inflation.

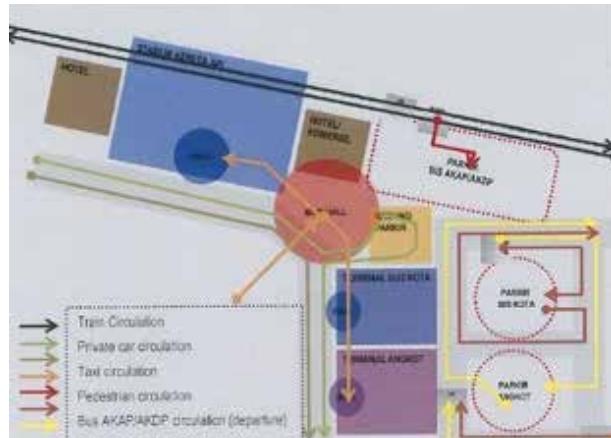
7. Government Support & Government Guarantee

Government shall prepare and execute the land acquisition plan for the project to increase the project feasibility. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of the Outline Business Case.

8. Project Technical Profile

GMT is planned to divide terminals into 13 zones, comprising public and private zones. Those private zones are GMT station and terminal, parking area and specific lane zone for public transportation. Public zone includes retention pool, gas station, mosque, and hotel.

Circulation Concept of GMT



The basic design of GMT is made which the main building consist of two floor which is monumentally defined as follow,

- A Floor 1 : Train station, taxi and private car drop zone
- A Floor 2 : Terminal bus, bus station, and drop zone of AKAP/AKDP and mini bus
- B Floor 1 : Circulation of Taxi, private vehicle drop zone
- B Floor 2 : Corridor, restaurant, gymnastic, fitness, and supermarket
- C Floor 1 : Terminal of city bus and mini bus
- C Floor 2 : The arrival terminal of city bus and mini bus
- D Floor 1 : Motorcycle parking area
- D Floor 2 : Car and taxi parking area

Total passenger of GMT in the first year is assumed to be equal with total Leuwipanjang and Cicaheum terminal, which are 40,700 passengers. As for total passenger at the end of planned year, can be seen in the table bellow:

Type of vehicle	Total armada	Total passenger/armada	Total passenger	Accessing passengers
Taxi	1,390	2.00	2,780	1,390
AKAP/AKDP	1,500	50.00	75,000	22,500
City Bus	229	50.00	11,450	3,435
Public transport	5,521	10.00	55,210	27,605
Private car	140	4.00	560	280
Motorcycle	5,600	1.00	5,600	2,800
Total				58,010

9. Initial Environmental Examination Findings

GMT Project, based on Minister of Environmental Affairs Regulation 11/2006, is included in the category of compulsory AMDAL. This is because the area oh this integrated terminal is more than 2 ha and may generates some impacts.

Integrated Terminal of Gedebage (Railway), Bandung, West Java

10. Land Acquisition and Resettlement Action Plan

Gedebage Multipurpose Terminal will need 30 ha area. This project will affect residential and cemetery area in the village of Gedebage Bolang Ranch and South Cisaraten. The number of affected people will be approximately 3,875 people. This number is very large, therefore it is recommended to conduct a complete review of LARAP.

Building type	Area (Ha)
AKAP/AKDP Bus terminal and station	14,39
City bus and transportation terminal	6,59
Taxi, car, and motorcycle service area	2,20
Main hall	0,79
Gas station	0,12
mosque	0,17
AKAPI/AKDP Bus Specified lane	1,72
Area Circulation	3,38
Hotel (2)	0,60
Total	30

11. Indicative Timeline for the Selection Process

Indicative project implementation schedule for Gedebage Multipurpose Terminal Project



Note: This timetable is subject to government approval process

12. Contact information

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13. Other information

N/A



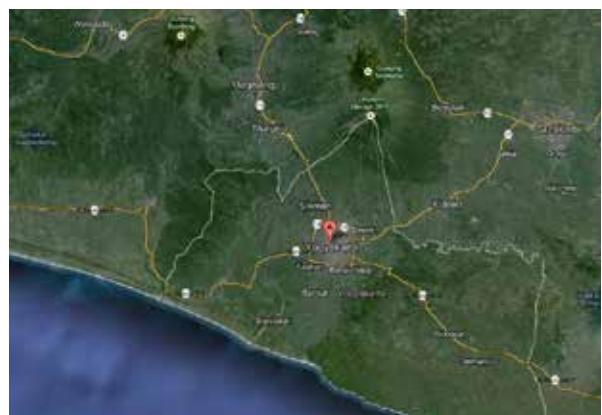
Project Code: D – 001 - 12 – 008

1. REVITALIZATION OF YOGYAKARTA RAIL STATION AND PEDESTRIANIZATION OF MALIOBORO, DI YOGYAKARTA
2. The Opportunity

2.1 Project Background

Yogyakarta Municipal, the capital of DI Yogyakarta Province, is known as the center of Javanese fine arts and major tourism center. Most tourists, domestic and foreign, tend to gravitate toward the area in which Tugu rail station and Malioboro are located. In 2007, there were about 2.5 million passengers at Adisutjipto Airport and 1.9 million rail passengers. Traffic congestion happens due to the large number of passengers and tourists visits. The project is expected to solve the problem within the area of Tugu Rail Station and Malioboro.

Project Location :
DI Yogyakarta Province



2.2 Project Description

The project is divided into following two parts:

Redevelopment of Tugu Rail Station

- The development plan of Tugu Rail Station area includes the construction of several facilities, such as commercial facility, underground parking, warehouse, office building, hotel, apartment, and so on.

Pedestrianization of Malioboro

- The development plan called as Malioboro Pedestrianization with underground area. The pedestrianization starts from the front of Garuda Hotel to the Gedung Agung with the restriction of motor vehicle but the public vehicle is allowed to enter.

2.3 Project Objectives

The Revitalization of Yogyakarta Rail Station and Pedestrianization of Malioboro Project is expected to provide significant social and economic benefits to the Yogyakarta Municipal. There are two key project objectives from the perspective of project owners are to:

- Revitalize the growth in the local economy primarily through a redevelopment of Tugu Rail Station area.
- Pedestrianize Jl. Malioboro and Jl. A. Yani and to improve them as a tourist destination.

2.4 Government Contracting Agency

Provincial Government of DI Yogyakarta.

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian sectors' law.

4. Private Partner's Role

The private shall responsible for the following:

- To implement the orderly and featured development suitable for the local traditional culture and appropriate as an international tourism destination.
- To contribute to the increase of tourists and vitalization of regional economy.
- To create the clean, safe and comfortable space for all the people including tourists and residents.
- To provide the sustainable services in a certain level of quality during the 30 years of concession period.

5. Economic Significance of Project

Based on the Social Cost Benefit Analysis (SCBA), the main benefits of the project are:

- Revitalization of Tugu Rail Station will increase the number of visitors to Malioboro area, increase of land price by the development of commercial facility, and increase of accessibility by parking.
- The pedestrianization of Malioboro street will decrease the travel cost, time, and number accident while also increase of accessibility by parking.
- The project also has qualitative benefit on the increase of job opportunity.

The SCBA result shows the project has EIRR of 14.50%, which indicates project as economically viable, however it does not contribute significantly in terms of socio-economic benefits, if compared with the social discount rate of 12%.

6. Project Structure

Item	Option 1	Option 2
Estimated project cost	US\$ 732.78 million	US\$ 828.63 million
Indicative debt to equity ratio	70:30	70:30
Debt level	US\$ 512.95 million	US\$ 580.04 million
Equity level	US\$ 219.83 million	US\$ 248.59 million

- Detailed information for option 1 and option 2 are available in the explanation of technical options for the project (point 8.1).
- Project costs are given in nominal terms. The cost includes interest during construction.
- Decision on the preferred technical option and the final estimation of project cost shall be further analyzed at the Final Business Case (FBC) stage.

7. Government Support and Government Guarantee

The Project's Outline Business Case (OBC) has indicated that the project may require government support to increase the financial viability of project. However, the form and scale of the required government support have not been specified. The revised OBC is undergoing. To mitigate the project's risks from changes in demand risk and shifts in political scenario, the project may need government guarantee. However, since the project component and scheme for the project has not been defined, the necessity and applicability of the government guarantee will be identified and specified in the revised OBC and assessment of the project's readiness.

8. Project Technical Profile

8.1 Technical Options for the Project

Options	Revitalization of Tugu Rail Station	Pedestrianization of Malioboro	
		On-ground Road Improvement and Underground Area Development	Off-street Parking Development
Option 1	<input type="checkbox"/> Building Facility <input type="checkbox"/> Parking for Building Facility	On-ground Road Improvement without Underground Structure	Off-street Parking (4 locations)
Option 2	<input type="checkbox"/> Under-ground Parking	On-ground Road Improvement and Underground Pedestrian Street with Shops	

Based on the result of OBC, the preferred technical options for the implementation of the project as a PPP are option 1 and option 2.

8.2 Tugu Rail Station Revitalization

The revitalization of Tugu Rail Station is the project component in integration with the construction of the under-ground parking for the railway passenger and visitor to this area as well as to develop the commercial building facilities and parking spaces. The project areas for the revitalization of Tugu Rail Station are as follows:

- Total project area: 250,000 m²
- Total site area (site 1 to site 21) excluding railway facility: 209,761 m²
- Total project area excluding railway facility and area street: 167,694 m²

Tugu Rail Station Redevelopment Project Area



8.3 Malioboro Pedestrianization

The project area for the pedestrianization consists of the pedestrianization of Jl. Malioboro and Jl. A. Yani, and the construction of public off-street parking spaces at four (4) locations. The length of road approximately 1.5 km for Jl. Malioboro and Jl. A. Yani and width of road approximately 22 m. The technical option 1 consider on-ground road improvement without under-ground structure while technical option 2 consider on-ground road improvement and under-ground pedestrian street with shops. Further analysis for the specification for on-ground and off-ground road improvement will be examined further on the Final Business Case (FBC).

Project Area For Pedestrianization of Malioboro



9. Initial Environmental Examination Findings

The Initial Environmentally Examination (IEE) finds major impacts of the project, which are:

- Social conflicts due to land acquisition.
- Generation of traffic movement and the housing needs of a large workforce.
- Generation of traffic movement and parking needs for visitors.
- The production of waste.

As the size of the project area criteria exceed the 250,000 m², therefore the project subject to the requirement of the AMDAL based on the Government Regulation 27/2012. The level of the government responsibility for the AMDAL and which party needs to conduct the AMDAL for the project will be confirmed on the next stage of the studies.

10. Land Acquisition and Resettlement Action Plan

The Provincial Government of Yogyakarta is responsible for allocating the budget for the land acquisition and resettlement in accordance with the Law No. 2/2012 concerning the land procurement for development for public interest.

The land for the revitalization of Tugu Rail Station is partially owned by the Keraton and used by PT. KAI. The land acquisition and resettlement plan for the project are as follows:

- (i) if the land is returned to the Keraton: the Keraton as land owner does the land acquisition and resettlement implementation. The Keraton also lease the land to the Special Purpose Vehicle (SPV).
- (ii) if the right land use is certified to PT. KAI: PT. KAI is responsible for the land acquisition, resettlement and land clearance for the project implementation.

The land for Malioboro Pedestrianization consists of right to build and the right to use. The provincial government will settle with the lessee. The resettlement plan and land confirmation for the project will be clarified on the revision of OBC and project readiness stage.

11. Project Implementation Schedule

Indicative project implementation schedule for Revitalization of Yogyakarta Rail Station and Malioboro Pedestrianization Project:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



Project Code: D – 001 - 12 – 009

1. CONSOLIDATED URBAN DEVELOPMENT, BANDA ACEH, ACEH

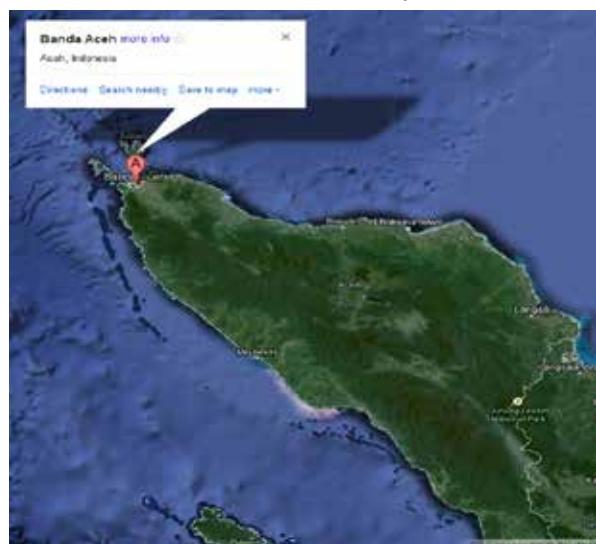
2. The Opportunity

2.1 Project Background

The Government of Banda Aceh aims Banda Aceh Municipal to become an attractive tourist destination and economic hub in Aceh. The Consolidated Urban Development Project is the starting point of urban renewal of Banda Aceh. The project comprises of three components, which are revitalizing Peunayong CBD, redevelopment Keudah Terminal and commercial district, and development of tertiary drainage and sanitation. Peunayong is an old CBD Banda Aceh which have commercial and social importance of old buildings, hotels, restaurants, markets and businesses with high density residential. The development of the site could enhance the unique character of this part of Banda Aceh. The Keudah Terminal, which located in the Banda Aceh CBD and is currently underutilized. Thus the municipal proposes to re-develop the land on which the Keudah bus terminal is located to comprise of a mix of commercial and public facilities.

Development of wastewater treatment and drainage in the CBD is planned to avoid flood in inner city area.

Project Location :
Banda Aceh Municipal, Aceh Province



2.2 Project Description

The project is divided into three components:

- The new terminal and the development of commercial areas of Keudah
Proposed activity of transportation development in Keudah Terminal. While the development of commercial areas of Keudah include the construction of shopping mall, hotel, basement parking area and shop pedestrian bridge to accommodate commercial activity.
- Revitalizing Old CBD Peunayong
Proposed activity of revitalization that will be done in the Old CBD Peunayong as one of commercial/services, public tourism place and public recreational facility.
- The reparation of District Peunayong drainage and sanitation.

2.3 Project Objectives

The Consolidated Urban Development Project is expected to provide significant social and economic benefits to Banda Aceh Municipal. Key project objectives from the perspective of project owners:

- Management traffic in Keudah Terminal.
- Development of commercial area in Keudah.
- Development of Old CBD Peunayong area.
- Repair Peunayong tertiary drainage and sanitation.

2.4 Government Contracting Agency

Government of Banda Aceh Municipal

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

This private partner shall perform revitalization project, including financing, engineering design, construction, operation and maintenance during contract period. The private is responsible to manage and improve the efficiency and quality of service to the community in accordance with the government regulations.

5. Economic Significance of Project

Based on the Social Cost Benefit Analysis (SCBA), the main benefits of the project are:

- The development of Keudah Terminal will improve trajectory and retribution. Keudah Terminal development will also reduce travel time and open job opportunities.
- While the commercial area in Keudah Terminal will improve revenue from electricity, water and taxes. The commercial area will also increase the growth of street vendors and employment opportunities.
- The drainage and wastewater development will increase quality of community health, reduction in the environmental health impacts due to reduced pollutant sources, and also increased income from management activities.
- The revitalization of Old CBD Peunayong will increase income from visitors, the environment will be more clean and well planned, and also open up employment opportunities.

The SCBA result shows the project has EIRR of 15,25 %, which indicates project as viable in terms of economic, if compared with the social discount rate of 10%.

6. Project Structure

Estimated project cost	US\$ 1.60 million
Indicative debt to equity ratio	70:30
Debt Level	US\$ 15.12 million
Equity Level	US\$ 6.46 million

7. Government Support and Government Guarantee

The project's Outline Business Case (OBC) indicates that the project is feasible and may not require government support in terms of fiscal. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government guarantee will be identified and specified in the assessment of the project's readiness.

8. Project Technical Profile

8.1 Keudah Terminal Development

The Terminal of Keudah is integrated with regional terminal, which location is planned at Batoh/Peunyerat area, and the function will be altered into commercial and service area. The development plans of land use structure are:

- Develop Keudah terminal concept into Transit Point.
- Development of “mix use building”, consist of:
 - Shopping Mall space program
 - Hotel space program
 - Basement parking space program
 - Development of coffee shop pedestrian bridge, consist of commercial area
 - circulation& public area
 - public facilities/services.

8.2 Revitalizing Old CBD Peunayong

The revitalization plan for old CBD Peunayong are:

- Conserve the old buidng to maintain and restore buildings.
- Rehabilitation of buildings in the corridor of Jl. Ahmad Yani and Jl. Kartini.
- Develop the corridor of Jl. Ahmad Yani into gradually become Pedestrial Mall.
- Support and advise the procurement of parking lot/building.

8.3 Peunayong Drainage and Sanitation Development

The area management schemes of environment quality improvement plan are:

- Build control box equipped with sediment & trash trap along Jl kartini, Jl Teluk betung, alleys in OCB Peunayong area, and canal channel to avoid river pollution,
- Build new canal channel along the Aceh river flood plain.
- Build new local channel at alleys between Jl Kartini & Jl A. Yani.
- Old channel rehabilitation and build U20 channels and water line surrounding the terminal

9. Initial Environmental Examination

The development of Keudah Terminal has potential impact to environment, therefore the project subject to the requirement of the AMDAL based on the Government Regulation 27/2012. The level of the government responsibility for the AMDAL and which party needs to conduct the AMDAL for the project will be confirmed on the next stage of the studies.

10. Land Acquisition and Resettlement Action Plan

The OBC study only indicates land acquisition in the implementation of development plan in Keudah Terminal. Thus the project site does not require any land acquisition, meaning there will be no land acquisition process. Implementation of development plan the Keudah Terminal has no agenda for resettlement plan, as the project does not require relocating any communities around. The possibility resettlement program that arises is the determination of the location “Labi-labi” – the local transportation mode – temporary Base. This relocation and implementation of program plan will be under responsibility of DISHUBKOMINFO of Banda Aceh. The project readiness study will confirm the status for land acquisition and resettlement requirement on the project sites of Peunayong CBD and the Peunayong drainage and sanitation program.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Consolidated Urban Redevelopment Banda Aceh



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



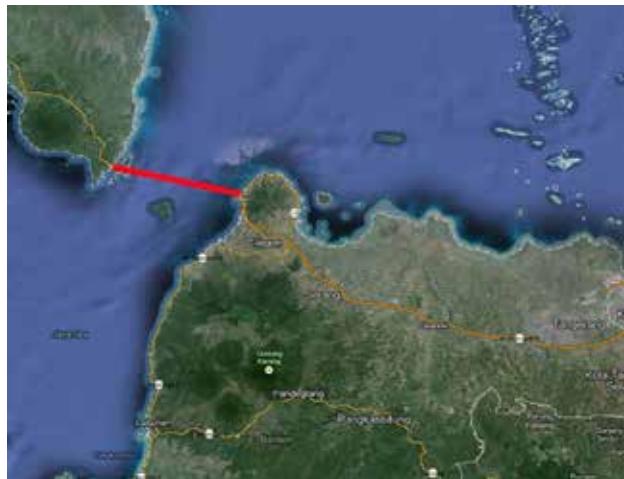
Project Code: P - 002 - 09 - 015

1. STRATEGIC INFRASTRUCTURE AND REGIONAL DEVELOPMENT OF SUNDA STRAIT

2. The Opportunity

2.1 Project Background

Sumatera and Java Island are two islands with very rapid development in Indonesia. These islands contribute 80% of Indonesia's GDP. The economic growth of Banten and Lampung province, as the entrance from the two islands, are increasing as well. The growth of passengers and goods that cross Sunda Strait to enter these provinces increases annually. Merak and Bekauheni ports, as the facilities to cross Sunda Strait, have reached the optimum capacities. Effort to increase the capacity of these harbors is limited due to the availability of space in those areas. To resolve this problem, the idea to connect the two islands, Sumatera and Java, by an overpass is raised.



Project Location :
Lampung & Banten Province

2.2 Project Description

The Sunda Strait Bridge (SSB) will be built over the Sunda Strait, with a length approximately 29 km from Anyer beach in Banten Province to Bakauheni in Lampung Province. Based on pre-feasibility study, SSB will consist of five sections. Two of the sections are ultra-long suspension bridges with each of main spans is at 2,200 m and three other sections are a series of balanced cantilever bridges with a span of 200 meters. The height of the suspension bridge is expected so that large ships can still pass beneath the SSB.

2.3 Project Objectives

The development of Sunda Strait Bridge (SSB) Project will create employment opportunities, which should be able to be filled by local communities in both provinces, without closing the opportunity to immigrant workers and experts, which are needed. Employment opportunities created by SSB project will also increase community's income. The objectives of this project are as follows:

- To stimulate national as well as regional economic growth
- To strengthen the value of United Republic of Indonesia
- To strengthen the national defense
- To strengthen the national security
- To increase the standard of living in terms of quantity and quality

2.4 Government Contracting Agency

Implementing Agency for Development of Sunda Straits Strategic Areas and Infrastructure

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

PPP modalities have not been selected. The modalities that considered are Build-Operate-Transfer (BOT) or design-build-operate-maintenance (DBOM). Both of the options are an integrated partnership that combines the design and construction responsibilities of design-build procurements with operations and maintenance. These integrated contracts transfer design, construction, and operation of a single facility or group of assets to a private sector partner.

5. Economic significance of project location

SSB will have four broad functions in assisting economic development, including:

- As an input into the production process permitting goods and people to be transferred between and within production and consumption centers in Java & Sumatra;
- SSB development can shift production possibility functions by altering factor costs and reducing levels of inventory tied-up in the production process;
- Increasing factor mobility and permitting factors of production, especially labor, to be transferred between Sumatra and Java, where they may be most productively employed; and
- Increasing the welfare of individuals by extending accessibility to a range of facilities and providing superior public goods, such as improved social cohesion and security.

Multiplier effect from Sunda Strait Development can be seen as follow,

Efficient Logistics Delivery Time	Increasing Capital Flow
Transportation Economic Scale	Production economic scale
Efficient Vehicle Operating Cost	Capital Goods & Utilization
Cyclical Time for Goods Provision	Value Added for New industrial Area
Quality of Goods Provision	Enhancement of Natural Resource Management
Labor Flow	Job creation

The social economic analysis for SSB will be detailed, using SCBA, during the Feasibility Study.

6. Project Structure

The project with estimated cost of US\$ 25,000.00 million. Project structure would be calculated in subsequent studies.

7. Government Support & Government Guarantee

The pre-feasibility study of SSB project indicates the need for government supports in terms of land acquisition from regional governments of Lampung and Banten so the land acquisition process could be accelerated. This process is proposed to enhance financial viability of the project. The land utilization in SSB project includes abutment area, on/off ramp, service areas among others. A more accurate assessment of the required government support, in terms of form and scale, for the project is under preparation. The project needs government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The Government Contracting Agency, in exchange for providing a contingent fiscal support i.e. a minimum revenue guarantee, also negotiates for fiscal claw-back. Such a provision allows the government to benefit from the upside of the project.

8. Project Technical Profile

The project development has the following route: start from Anyer in Banten through Island of Sangiang, Island of Panjurit, Island of Rimau Balak and Bakauheni. SSB with total length of 29,000 m (does not include approach at Banten and Lampung). The project designed with 5 (five) sections as follows:

Section	Length (Km)	Bridge	
		Type	Length (m)
Section I	6.50	32 balanced cantilever bridges	200
		1 balanced transition cantilever	100
Section II	3.80	1 ultra-long span suspension bridges – ULSB East crossing deep and wide sea abyss	2.200 - 800
		2 side span on both sides	
Section III	8.55	32 balanced cantilever bridges	200
		1 balanced transition cantilever	150
Section IV	3.80	1 ultra-long span suspension bridge – ULSB West crossing deep and wide sea abyss	2.200 - 800
		2 side span on both sides	
Section V	6.35	32 balanced cantilever bridges	200
		1 balanced transition cantilever	150

Width of each ultra-long span suspension bridge is 60 m. This bridge is design to accommodate 2 x 3 road lanes, and 2 x 1 rail tracks in the middle and each 1 lane for maintenance on the side. Total width of each balanced cantilever bridge is 46.80 m, each will have equal number of road lanes, rail track lanes and maintenance lane as use in 2 ultra-long span suspension bridge.

9. Initial Environmental Examination Findings

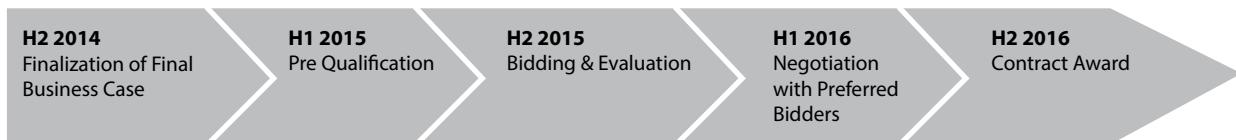
Potential impact during preconstruction-construction phase. To anticipate these impacts, environment assessment has to conduct to minimize the impact of development on the environment. The detail of environment assessment will be explained in the subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The provision of land acquisition needs to be clarified. The land acquisition will cover the area of abutment and the footprint of the bridge. Beside the above mentioned land status, the development of bridge will also need to combine with the area development. Detail analysis and survey for the size and indicative land price for each region are necessary so estimated priced can be obtained. Settlement on land problem is very vital for the success of SSB development. Land acquisition process must be seriously and specifically handled and planned. The rights of affected people should get full attention, better prosperity compensation, and same social relationship, which have been maintained in their settlement or village. The detail about land acquisition and resettlement plan will be provided in the subsequent studies.

11. Project Implementation Schedule

Indicative schedule for implementation of Sunda Strait Bridge Project:



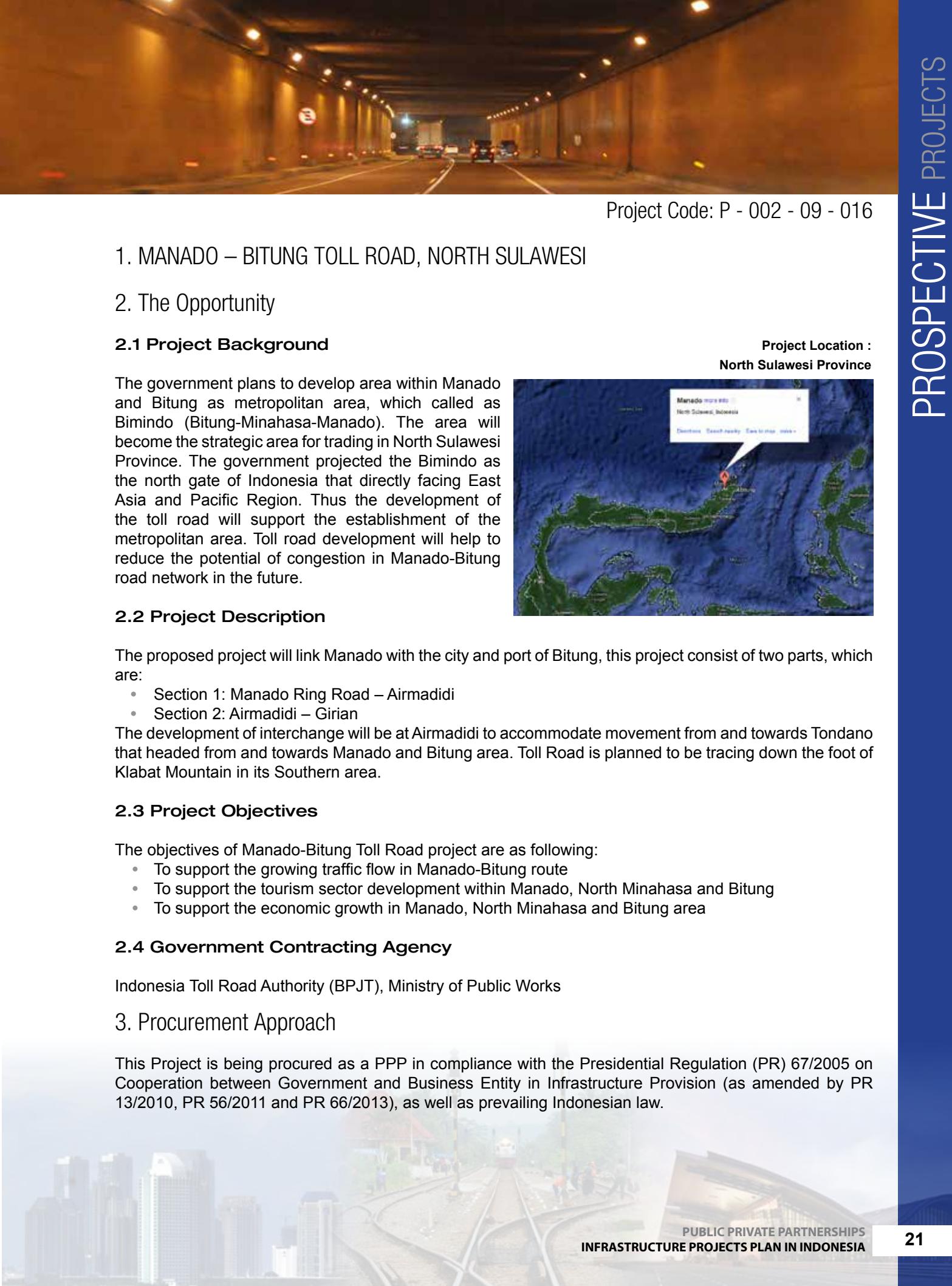
Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



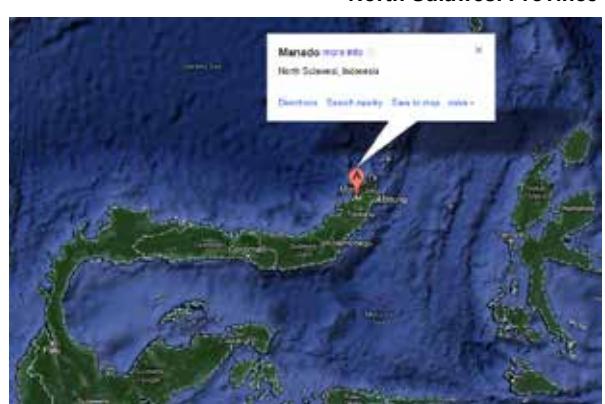
Project Code: P - 002 - 09 - 016

1. MANADO – BITUNG TOLL ROAD, NORTH SULAWESI

2. The Opportunity

2.1 Project Background

The government plans to develop area within Manado and Bitung as metropolitan area, which called as Bimindo (Bitung-Minahasa-Manado). The area will become the strategic area for trading in North Sulawesi Province. The government projected the Bimindo as the north gate of Indonesia that directly facing East Asia and Pacific Region. Thus the development of the toll road will support the establishment of the metropolitan area. Toll road development will help to reduce the potential of congestion in Manado-Bitung road network in the future.



2.2 Project Description

The proposed project will link Manado with the city and port of Bitung, this project consist of two parts, which are:

- Section 1: Manado Ring Road – Airmadidi
- Section 2: Airmadidi – Girian

The development of interchange will be at Airmadidi to accommodate movement from and towards Tondano that headed from and towards Manado and Bitung area. Toll Road is planned to be tracing down the foot of Klabat Mountain in its Southern area.

2.3 Project Objectives

The objectives of Manado-Bitung Toll Road project are as following:

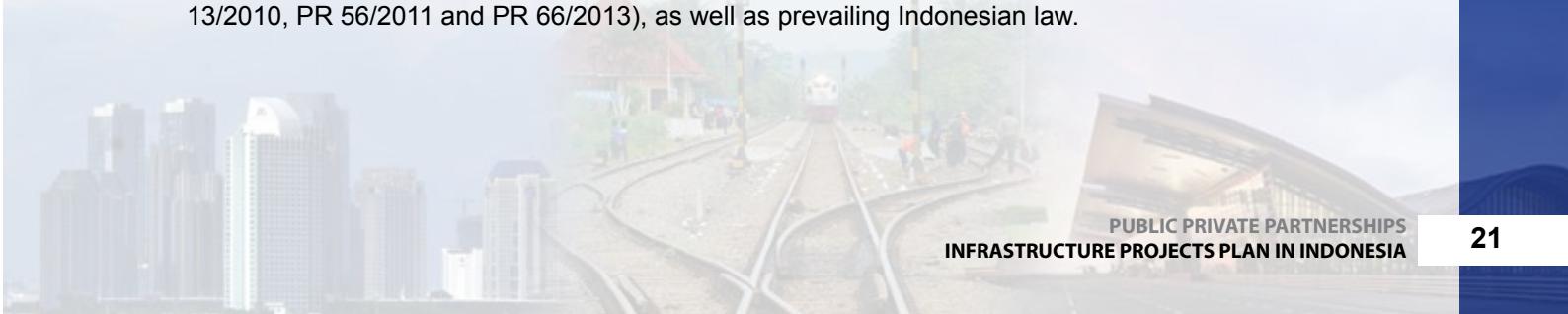
- To support the growing traffic flow in Manado-Bitung route
- To support the tourism sector development within Manado, North Minahasa and Bitung
- To support the economic growth in Manado, North Minahasa and Bitung area

2.4 Government Contracting Agency

Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.



4. Private Partner's Role

The PPP Company shall responsible to perform the toll road project, including financing, construction, operation, and maintenance during the concession period.

5. Economic Significance of Project

The benefits of the project are benefits from Vehicle Operating Cost and improvement of time traveling cost for the passengers. A preliminary Social Cost Benefit Analysis (SCBA) has indicated that the project would provide meaningful socio-economic benefits to the people at large as indicated by the EIRR of 26.86% if compared with discount rate of 12%.

6. Project Structure

The project with estimated cost of US\$ 353.00 million and land acquisition cost of US\$ 26.67 million, with project structure as follows:

Estimated Project Cost	US\$ 353.00 million
Indicative debt to equity ratio	70 : 30
Debt	US\$ 247.10 million
Equity	US\$ 105.90 million

The project investment cost is nominal terms, including interest cost and inflation.

7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports in terms of land acquisition and part of construction to enhance financial viability of the project. A more accurate assessment of the required government support, in terms of form and scale, for the project is under preparation. The project has not yet indicated the need to request a government guarantee. The need for a government guarantee will be provided in subsequent studies.

8. Project Technical Profile

The project technical profile is as follow:

- Segment Manado (from Ring Road) – Airmadidi with length 13,5 km.
- Segment Airmadidi – Girian (Danowudu, Bitung) with length 25,5 km.
- Drainage construction.
- Subgrade.
- Concrete pavement.
- Structure including box culvert.
- Toll facilities.
- Road facilities.
- Landscape.

9. Initial Environmental Examination Findings

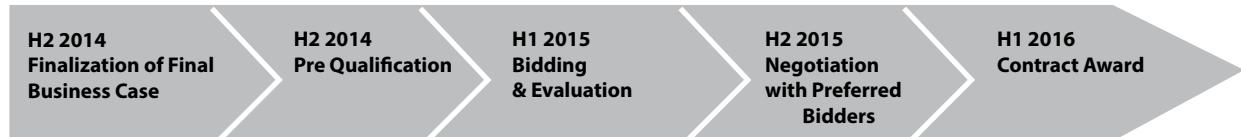
The initial environmental examinations identified potential impact that could occurred as a result of Manado-Bitung Toll Road project development. The Environmental Impact Analysis Study (ANDAL) document has been conducted and the report was made separately.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Manado Bitung Toll Road Project.



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



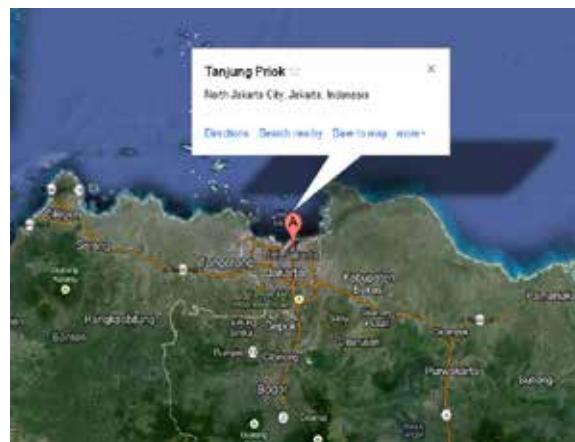
Project Code: P - 002 - 09 – 018

1. TANJUNG PRIOK ACCES TOLL ROAD, DKI JAKARTA
2. The Opportunity

2.1 Project Background

Rapid expansion of social and economic activities stimulates motorization in DKI Jakarta. Traffic congestion is evident on major arterial roads as well as on toll road. Jakarta Outer Ring Road (JORR) was planned in the middle of 1970's to properly develop the peripheral area of DKI Jakarta as well as to absorb part of the Central Business District functions of DKI Jakarta. JORR is trunk toll road that runs at 10 to 13 km radius from the center of the Jakarta City around the metropolitan area. Tanjung Priok Access Road was originally planned to connect JORR to Tanjung Priok International Port, but it is now planned as a part of JORR to replace the N Section that has been set aside due to land acquisition and resettlement issues.

Project Location :
DKI Jakarta Province



2.2 Project Description

Tanjung Priok Access Toll Road project has an essential role for economic and industrial activities in the central district of Indonesia, and are expected to play an integral part of the Jakarta – West Java Toll Road system. This project is divided into five construction sections:

Section E-1	3.40 km
Section E-2	2.74 km
Section E-2A	1.92 km
Section NS Link	2.24 km
Section NS Direct Ramp	1.10 km

2.3 Project Objectives

The project is the development of Tanjung Priok Access Road to alleviate serious congestion in Jakarta City. Tanjung Priok Access Toll Road was originally planned to connect JORR to Tanjung Priok International Port. The major objectives of the project are:

- To strengthen the road network in Jakarta Metropolitan Area to enhance as full access-controlled express ways
- To provide by pass function to avoid congested intra-urban toll ways encompassing the Central Business Districts (CBD) of DKI Jakarta
- To stimulate economic growth through efficient urban activities and prospective development, especially around interchanges and frontage roads
- To provide alternative access to urban development centers through radial toll road and major transport facilities such as Tanjung Priok Port and Soekarno-Hatta Airport
- To provide potential spaces for introducing Intelligent Transport System (ITS), preventing urban disaster resulting from extending and adjusting land use from urban sprawl.

2.4 Government Contracting Agency

Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall liable to perform the toll road project for operation and maintenance in accordance with cooperation agreement.

5. Economic Significance of Project

Based on the Economic and Financial Project Analysis, the main benefits of the project are:

- Saving in vehicle operating cost
- Saving in vehicle cost
- Decrease of traffic time cost
- Creation of incremental short-term employment in the construction period

The SCBA shows the project has EIRR of 38,1%. The result of cost benefit analysis shows that the project is economically feasible.

6. Project Structure

Estimated project cost for construction is US\$ 612.50 million. The project structure will be identified and specified in the subsequent studies.

7. Government Support and Government Guarantee

Preliminary study indicates that the project requires government support in form of land acquisition and construction to increase the project feasibility. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

8. Project Technical Profile

The specification of Tanjung Priok Access Toll Road is as follows:

Length		
E-1 Section	:	3.40 km
E-2 Section	:	2.74 km
E-2A Section	:	1.92 km
NS Link Section	:	2.24 km
NS Direct Ramp	:	1.10 km
Other Specification		
Road Width	:	26,5 m
Through Traveled Lane	:	3,5 m x 3 = 10,5
Outer Shoulder	:	1.75 m
Inner Shoulder	:	0.5 m
Median	:	2.0 m

9. Initial Environmental Examination Findings

The Initial Environmentally Examination (IEE) finds major impacts of the project, which are:

- Ambient air quality decrease (TSP, HC, Pb, SO₂, NO₂, CO)
- Noise level increase
- Social impact due to land acquisition

According to JBIC Illustrative List of Sensitive Sector, the Tanjung Priok Access Toll Road Project is categorized in the sensitive sector with a large-scale involuntary resettlement but does not include any sensitive area, therefore the project subject to the requirement of the AMDAL based on the Government Regulation 27/2012. The level of the government responsibility for the AMDAL and which party needs to conduct the AMDAL for the project will be confirmed on the next stage of the study.

10. Land Acquisition and Resettlement Plan

The required land for Tanjung Priok Access Toll Road development is 16,424 m².

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Tanjung Priok Access Toll Road:



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13. Other Information

N/A



Project Code: P - 002 - 10 - 022

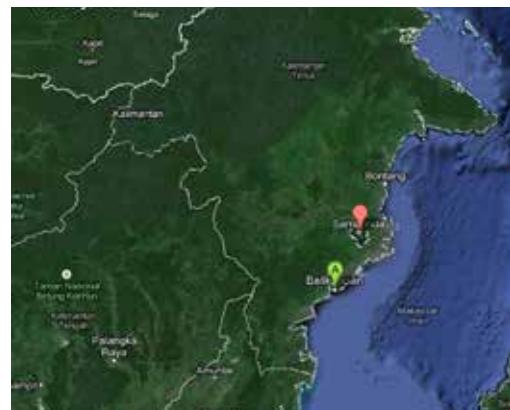
1. BALIKPAPAN – SAMARINDA TOLL ROAD, EAST KALIMANTAN

2. The Opportunity

2.1 Project Background

Balikpapan Municipal and Samarinda Municipal are the two major cities on Kalimantan Island which is located in East Kalimantan Province. The improvement of economic and social activity within two cities has increased the mobility of people and goods between the cities. As an effort to support and balance the development of economic growth in appropriate areas, the government is currently exploring the possibilities of developing a sub toll road corridors. This project will develop new toll road corridor from Balikpapan to Samarinda for 99.02 kilometers and as part the establishment of a sub regional multi-modal transport network to support the free movement of people and goods across borders, in order to increase trade and tourism within the sub region of BIMP-EAGA.

Project Location :
East Kalimantan Province



2.2 Project Description

Balikpapan-Samarinda toll road are in Balikpapan and Samarinda Municipal, the starting point of the trace starts from the District of North Balikpapan to Ulu Subdistrict. Balikpapan-Samarinda trace is 99,02 km in length. Most of the land use conditions along the alignment is still dominated by forests and plantations, but at some point there are residential areas such as in the Balikpapan Municipal, Sanga-Sanga and Samarinda Municipal. This project will increase the mobility of people and goods within Samarinda and Balikpapan. Thus the project is expected will support the economic improvement and regional development in East Kalimantan Province. The proposed toll road has project also been designated by Government decree as a component of the ASIAN Highway and the ASEAN Highway network. This project is divided into five construction sections:

Section I	Balikpapan – Samboja (25.4 km)
Section II	Samboja – Palaran I (23.26 km)
Section III	Samboja – Palaran II (22.60 km)
Section IV	Palaran – Jembatan Mahkota II (16,9 km)
Section V	Balikpapan – Sepinggan Airport (11.11 km)

2.3 Project Objectives

The Balikpapan - Samarinda Toll Road Project is developed to support the increasing movement of people and goods between the two cities. The objective of this project is to reduce the cost of logistics industry and the travel time between the center of government at the center of Samarinda and Balikpapan.

2.4 Government Contracting Agency

Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This project is being procured as a PPP based on Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall liable to perform the toll road project, including the financing, engineering design, construction, operation, and maintenance in accordance with cooperation agreement.

5. Economic Significance of Project

By the development of Balikpapan – Samarinda toll road, main benefits that will be derived are:

- Vehicle operating cost
- Travel time reductions
- Improved regional social economic conditions
- Improved road safety

The result of economic analysis shows the project has EIRR of 19.19%, which indicates the project economically viable but not give significant socio economical impact. Thus the Social Cost Benefit Analysis (SCBA) should be provided in subsequent studies.

6. Project Structure

The estimated project cost is US\$ 1,200.00 million. US\$ 133.33 million is allocated for land acquisition, the project structure are as follows:

Estimated project cost	US\$ 1,200.00 million
Indicative debt to equity ratio	70:30
- Debt Level	US\$ 840 million
- Equity Level	US\$ 360 million

The project cost is nominal terms, including interest cost and inflation rate.

7. Government Support and Government Guarantee

The study document indicates that the project requires government support in form of land acquisition cost, partial development of toll road infrastructures, and O&M subsidy. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of the Outline Business Case.

8. Project Technical Profile

The technical profile of Balikpapan - Samarinda Toll Road Project is as follows:

Elements	Characteristic
Length	99.40 km
Design speed	80 km/hr
Number of lane	2x2 lanes
Lane of width	3,6 m
Outershoulder width	3,0 m
Inner shoulder width	1,5 m
Media width	3,8 m
Right of Way	40.00 m (minimum)

9. Initial Environmental Examination Findings

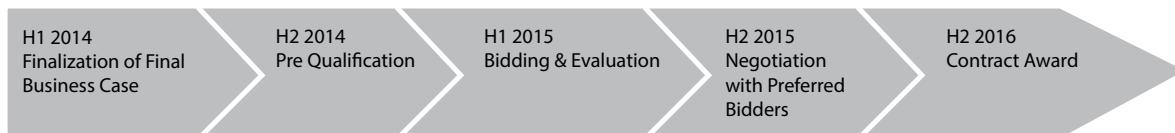
The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Project Implementation Schedule

Indicative project implementation schedule for Balikpapan – Samarinda Toll Project



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



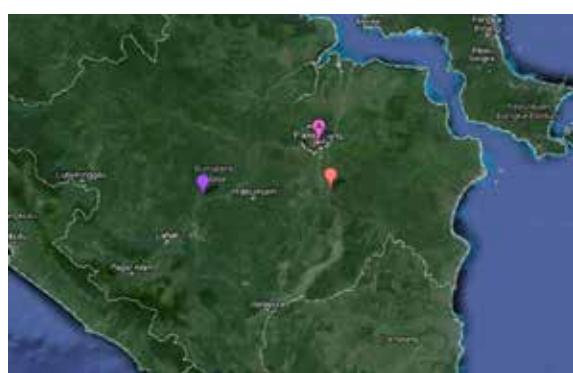
Project Code: B - 002 - 13 - 023

1. KAYU AGUNG - PALEMBANG - BETUNG TOLL ROAD, SOUTH SUMATERA

2. The Opportunity

2.1 Project Background

Transportation system in Sumatera shows unbalance of supply and demand particularly during religious holidays. The condition of the Trans Sumatera Highway is less support for the economic growth in Sumatera. To resolve that issue, PT. Sriwijaya Markmore Persada, initiate a toll road connecting Kayuagung – Palembang – Betung (KAPALBETUNG), South Sumatera. The toll road is an access road toward Eastern Highway and Middle Highway of Trans Sumatera where the traffic is quite congested. The proposed toll road is also built to subdue the congested in the area and to provide adequate accessibility.



Project Location :

South Sumatera Province

2.2 Project Description

Kayu Agung – Palembang – Betung (KAPALBETUNG) toll road is planned to be part of Sumatera Island Toll Road and integrated with Trans Sumatera Eastern Highway. The Kayu Agung – Palembang – Betung toll road is located in South Sumatera Province, precisely in Ogan Komering Ilir Regency, Banyuasin Regency, and Palembang Municipal. Kapalbetung toll road will be built in three sections:

- 1st section : Kayu Agung – Jakabaring
- 2nd section : Jakabaring – Musilandas
- 3rd section : Musilandas – Betung

2.3 Project Objectives

The objectives of Kayu Agung – Palembang - Betung toll road are as follow:

- To support the social and economic growth
- To accommodate traffic growth
- To increase the regional development South Sumatera Province

2.4 Government Contracting Agency

Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall liable to perform the toll road project, including the financing, engineering design, construction, operation, and maintenance in accordance with cooperation agreement.

5. Economic significance of project location

The economic benefits from the development of Kayu Agung – Palembang - Betung Toll road are as follow:

- Reduction of traffic congestion
- Reduction of travel time
- Reduction of vehicles operation cost
- Improvement of regional economic development

The SCBA shows the project has EIRR of 28.96%. The result of cost benefit analysis shows that the project is economically feasible.

6. Project Structure

Estimated project cost	US\$ 836.15 million
Indicative debt to equity ratio	70 : 30
Debt level	US\$ 585.30 million
Equity level	US\$ 250.85 million

7. Government Support and Government Guarantee

The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

8. Project Technical Profile

The main alignment of Kayu Agung – Palembang - Betung toll road is 111.69 km and divided into three sections:

- 1st section : Kayu Agung – Jakabaring (33.50 km)
- 2nd section : Jakabaring – Musilandas (33.90 km)
- 3rd section : Musilandas – Betung (44.29 km)

The toll road will have 10 interchanges located in Siran Pulau Padang, Muara Batun/Jejawi, Jakabaring, Keramasan, Gandus, Sungai Rengas, Musi Landas, Pulo Rimau, Pangkalan Balai, and Betung. This toll road will have eight 8 bridges crossing river and seventeen 17 overpasses. Four pair of rest area with type-A service will be built to complement the toll road.

The Kayu Agung – Palembang – Betung toll road is design to accommodate traffic with velocity 100 km/hr. Other specification are shown in table below:

Length	111.69 km
Road Width/ lane	3.60 m
Outer Shoulder	3.00 m
Inner Shoulder	1.50 m
Median (including inner shoulder)	5.50 m

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Plan

Compensation will be given to the society whose land affected by toll road development. The compensation covers cost for:

- Land acquisition and buildings
- Transfer of public utilities
- Replacement/harvesting of plants

The compensation will be adjusted to the provision of local government and the result of field surveys.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Kayu Agung – Palembang – Betung Toll Road:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

Kayu Agung- Palembang – Betung Toll Road is an unsolicited project with PT. Sriwijaya Markmore Persada as the project proponent.



Project Code: D - 004 - 09 – 024

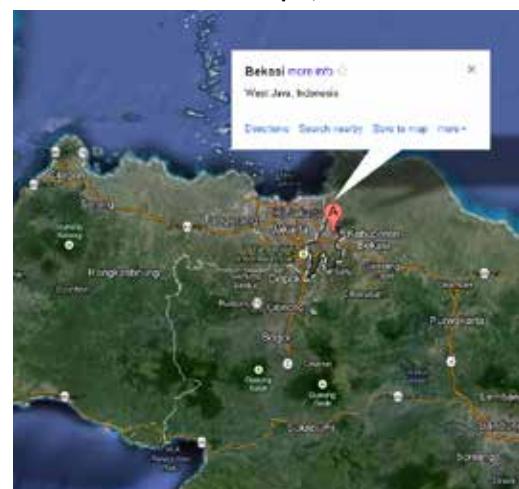
1. PONDOK GEDE WATER SUPPLY, BEKASI, WEST JAVA

2. The Opportunity

2.1 Project Background

The existing condition of water service coverage of PDAM Bekasi Municipal is very low with only 25 percent of the total household. While for Pondok Gede Sub-District, the service coverage of PDAM is less than 1 percent. For Pondok Gede area, the PDAM Bekasi only has one water intake with capacity 10 l/s to serve 400 connections. Most of the household in the area uses ground water to cover their daily needs. The Bekasi Municipal has problems to expand the service, as the limitation of existing water supply capacity is land city's budget to expand the water system are limited. By the implementation of Pondok Gede Water Supply Project, the Bekasi Municipal plans to increase the total service coverage for the Pondok Gede and surrounding area. The realization of this project will accelerate the city process to achieve the MDG's target of 80 percent.

Project Location :
Bekasi Municipal, West Java Province



2.2 Project Description

The purpose of water supply development in Bekasi Municipal is to support activities of education, local economic, government and other activities which lead to enhance need of water services. For this project, the PDAM Bekasi has planned to use water source West Tarum Canal that traverses the city. The data of Perum Jasa Tirta II shows that West Tarum canal has average width of 25 m with length of 80 km, and a flow rate of 55 m³/sec. Aside for irrigation, it is also a raw water source for PAM Jaya and PDAM Bekasi. Government of Bekasi Municipal is currently seeking an allocation of 300 l/sec of raw water from this source. Thus the project planned to provide service for 30.000 connections, consisting 28.320 domestic connections and 1.680 non-domestic connections.

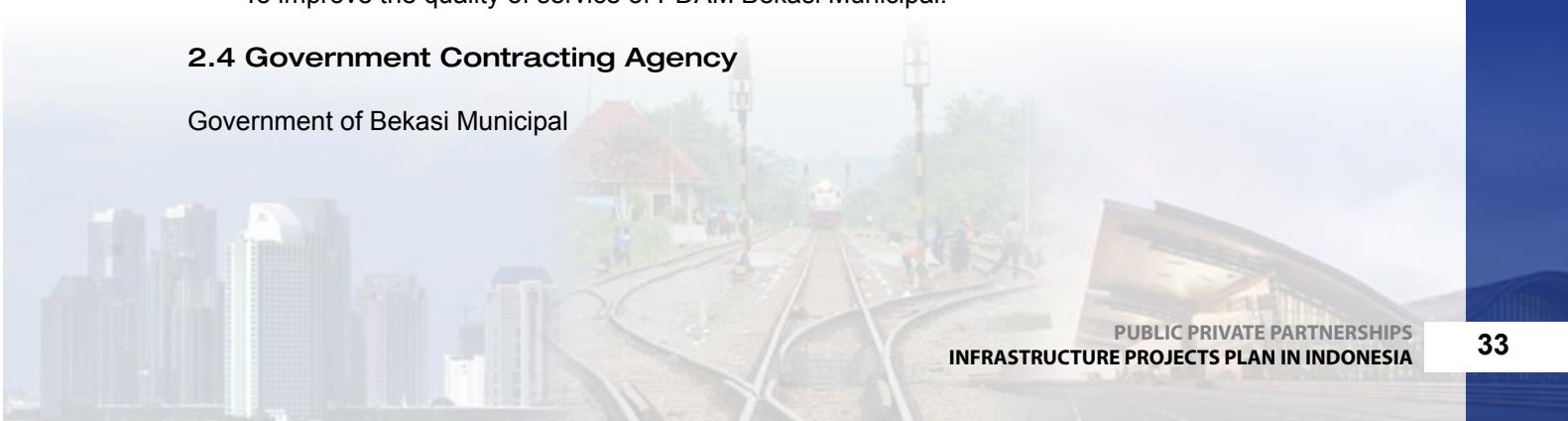
2.3 Project Objectives

The purpose of the project is to expand the coverage of water supply services in five villages in Pondok Gede Subdistrict, i.e. Jatibening, Jatibening Baru, Jatimakmur, Jatiwaringin, and part of Jaticempaka Village. The general objectives of the project are:

- To expand the water supply system for Bekasi Municipal.
- To improve the quality of service of PDAM Bekasi Municipal.

2.4 Government Contracting Agency

Government of Bekasi Municipal



3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

Private partner shall be responsible to finance, construct, operate, and maintain the infrastructure assets starting from the WTP and the main reservoir, the raw water transmission network, construction of the sub-district reservoirs, distribution of water to PDAM reservoirs as arranged in the BOT contract over the agreed contract period.

5. Economic significance of project location

The project preparation document indicates several economic significances of the project. The economic benefits of the project are: improvement of commercial and industrial activities in the area; improvement of the quality of life of household; and increase of piped drinking water supply systems coverage. Thus the Social Cost Benefit Analysis (SCBA) should be provided in subsequent studies.

6. Project Structure

Estimated project cost	US\$ 20.00 million
Indicative debt to equity ratio	60 : 40
Debt level	US\$ 12.00 million
Equity level	US\$ 8.00 million

7. Government Support and Government Guarantee

The project preparation document has indicated that the project may require government support to increase the financial viability of the project. The Government of Bekasi Municipal will support the project in form of land acquisition, detail engineering design, and AMDAL UKL/UPL preparation. The project may need government guarantee to mitigate the project's risks from changes in demand risk and shifts in political scenario. The OBC has indicated the necessity for Government Guarantee and the Government of Bekasi Municipal plans to submit guarantee application.

8. Project Technical Profile

The technical specifications for Pondok Gede Water Supply are as follow:

Water intakes with total capacity 300 l/s.

- Water transmission
- Water treatment plant with capacity of 300 l/s
- Reservoir with capacity 7000 m³
- Distribution pipelines for 61 km
- House connections for 30,000 consumers

9. Initial Environmental Examination Findings

The project is classified to require an Environmental Impact Assessment (EIA), Environmental Management Plan and Public Consultation. Initial environmental investigations have indicated that the project should not face any significant problems from an environmental view point. Thus study relates with the environmental assessment impact will be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

For the development of the water intake, treatment plant and service reservoir, the government of Bekasi Municipal estimates the size of land required at 8,000 m². The considerable lengths of transmission main are expected to be constructed on public land. The identification for the status of land, the acquisition and resettlement plan will be confirmed on the subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Pondok Gede Water Supply Project.



Note: This timetable is subject to government approval process.

12. Contact Information

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13. Other Information

N/A



Project Code: D - 004 - 09 - 025

1. SOUTHERN BALI WATER SUPPLY, BALI

2. The Opportunity

2.1 Project Background

Tourism and related development in Southern Bali region is currently being constrained due to inadequate drinking water supplies. The Government of Klungkung Regency has set a plan to improve water supply in Denpasar-Badung-Gianyar-Klungkung (SARBAGIKU) area, in particular Denpasar Municipal, Badung Regency, Klungkung Regency, and Gianyar Regency. The Bali Province assessed that it is a priority to improve the water service to the consumers in the Denpasar and Badung areas, which highly populated and main tourism destination. Both areas are potential and need sufficient water supply facilities. Raw water from the ground has an inadequate quality as the water might have any contamination by the industry and household sewage and intruded by the sea water.

Project Location :
Bali Province



2.2 Project Description

This project will be located in Southern Bali area, in particular at Denpasar Municipal, Badung Regency, Klungkung Regency, and Gianyar Regency. To supply water in Southern Bali, there will be three water sources, Tukad Unda, Tukad Penet, and Tukad Petanu. This project will provide raw water supply with capacity 1,000 l/s to meet the existing demand and the future demand projection. The Southern Bali Water Supply Project will cover:

- Water Treatment Plant
- Reservoir
- Transmission pipe
- Operation and Maintenance of WTP

2.3 Project Objectives

The objectives of Southern Bali Water Supply are to:

- Provide significant water supply for SARBAGIKU area (Denpasar Municipal, Badung Regency, Klungkung Regency, and Gianyar Regency)
- Provide water supply in Bali Province to meet the future demand in 15 years
- Increase the economic capacity of the community
- Support Government of Indonesia to achieve Millennium Development Goals (MDGs)
- Create a competitive and equitable public-private partnership scheme
- Support international forum held in Bali Province

2.4 Government Contracting Agency

The Government Contracting Agency will be Provincial Government of Bali.

The GCA will be responsible for the implementation of the Southern Bali Water Supply Project. The Local Government of Denpasar, Klungkung, Gianyar, and Badung will be responsible to ensure the PDAM capacity to supply water to the target area.

3. Procurement Approach

This project is being developed as an unsolicited project. The procurement will take place only after the GCA has approved the feasibility study prepared by the project proponent and compensation option to the project proponent has been mutually agreed. The procurement will be conducted by the GCA based on open and competitive tender procedure with or without the participation of the project proponent depending on the compensation option being adopted. The project then will be procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

The Private Partner will be responsible for designing, developing, and operating the water supply facility, and also to sell the bulk water to the operating company established by local government.

5. Economic Significance of Project

Based on the Social Cost Benefit Analysis (SCBA), the main benefits of project are:

- Expected medical cost savings for the population
- Savings in lost earnings
- Expected income gained from water collection avoided
- Expected saving of electricity expense in persons
- Consumer surplus benefits
- PDAM surplus benefits
- Government benefits
- Expected job opportunity during construction process

The SCBA result shows that the project has EIRR of 14,1%, which indicates that the project is feasible, if compared with the social discount rate of 12%.

6. Project Structure

The construction cost based on specification for water supply is estimated US\$ 218.84 million.

Estimated project cost	US\$ 218.84 million
Indicative debt to equity ratio	70 : 30
Debt level	US\$153.19 million
Equity level	US\$ 65.651 million

7. Government Support and Government Guarantee

To assure the effectiveness and success of the project, Government of Indonesia has to support and guarantee the implementation of the partnership. However, the Southern Bali Water Supply is an unsolicited project proposed by K-Water Consortium and fiscal government support is not available for unsolicited project. The government guarantee is needed in form of government commitment to add the PDAM capital to improve the distribution network and development of drinking water network service. To get the government guarantee, the K-Water consortium propose proposal to get guarantee from BUPI.

K-Water Consortium requested government support as follows:

- To get all location permits required (land acquisition, access path, and resettlement) in order to avoid additional cost along the process.
- Protection from increasing operational cost caused by inflation.
- To get pacification of quality and quantity of raw water.
- To get pacification from demand changes and payment failure.
- Assurance in distribution network performance.

8. Project Technical Profile

The raw water source for Southern Bali water supply is Tukad Unda. Tukad Unda is located in Semarapura Kangin Village, Klungkung Subdistrict, Klungkung Regency. The coverage area of the project is SARBAIKU, in particular Denpasar Municipal, Badung Regency, Klungkung Regency, and Gianyar Regency. The project components are as follows:

- Water Treatment Plant (WTP) with capacity 1,000 l/s from Tukad Unda.
- Reservoir.
- Transmission pipe, transmitted from WTP to distribution point.
- Operation and Maintenance of WTP from Tukad Penet with capacity 300 l/s and Tukad Petanu with capacity 300l/s.

Based on that coverage area, the transmission lines are built along Prof. I. B. Mantra Street up to Klungkung and Gianyar Regency. To supply Denpasar City and Badung Regency, the optimal transmission lines have planned to cover the existing PDAM coverage area. There are two alternatives due to construction of transmission line in Southern Bali, as follows:

- 1st Alternative will use Ngurah Rai Bypass and Sunset Road to supply Badung and Nusa Dua area. This alternatif will use 22 km of transmission line with diameter 1100 mm
- 2nd Alternative will use Gatot Subroto and Ngurah Rai Bypass to supply Badung Regency and Nusa Dua area. This alternative will need 20,5 km transmission line with diameter 600-900 mm.

The study document indicates problem during the construction for the 1st alternative. Henceforth, the 2nd alternative is selected for the project. Two reservoirs will be built in Estuary and Seminyak to achieve an efficient water supply to support the preferred alternative.

9. Initial Environmental Examination Findings

Considering the characteristics and spatial scale of the project, it is appropriate to perform a full-scale EIA investigation. Based on the initial environmental study, list of environmental impacts caused by the project are as follows:

- Reduction in the quantity of raw water in the downstream due to raw water uptake
- Decreasing the environment quality due to the construction of the project
- Air Pollution due to use of chemicals

10. Land Acquisition and Resettlement Action Plan

Most areas of the project will be built on land owned by the government except the location of reservoir in Seminyak/Dalung. This reservoir will be built on land owned by public. To support the Southern Bali Water Supply, public will hand over their land if the substitute land is similar to their previous land or purchased at market prices.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Southern Bali Water Supply Project



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

Southern Bali Water Supply project is an unsolicited project with K-Water Consortium as the Project Proponent.



Project Code: D - 005 - 09 - 028

1. SOLID WASTE TREATMENT AND FINAL DISPOSAL - BOGOR & DEPOK AREA, WEST JAVA
2. The Opportunity

2.1 Project Background

Solid waste management in final waste disposal site (TPPAS) in the Bogor Municipal, Bogor Regency and Depok Municipal is still using open landfill. Solid waste from Bogor Municipal and Bogor Regency recently processed in TPA Galuga based on the agreement between Government of Bogor Municipal and Bogor Regency. These agreements has already to extend for many time and these planned to be finished at 2015. Therefore Government of West Java Province has planned to develop and manage TPPAS Nambo through PPP scheme. Final waste disposal Nambo is located in Nambo Village Kelapanunggal Subdistrict, Bogor Regency with total area 56 ha.

Project Location :
West Java Province



2.2 Project Description

The overall of this project implementation in TPPAS Nambo consisted of infrastructure development as follows: intermediate treatment and sanitary landfill specification with air, water and land pollution control, insect vector and odor control. All infrastructures should comply with the prevailing environmental law.

2.3 Project Objectives

The Nambo Solid Waste Project is expected:

- To improve public services in solid waste management
- To improve community health
- To improve clean environmental

2.4 Government Contracting Agency

Provincial Government of West Java

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

The scope of responsibility of private partner is as follows:

- To accommodate any waste shipment from the source
- To process waste with a process that meets the technical provisions
- To produce and sell processed waste product
- To maintain the infrastructure that had been developed by the Provincial Government of West Java

5. Economic Significance of Project Location

Based on the Social Cost Benefit Analysis (SCBA), the main benefit of the project are:

- Improved health and sanitation of the region.
- Operational cost efficiency.
- Better solid waste management.

The SCBA result shows the project has EIRR 41,94%, which indicates that project as viable and produce significant contribution to the society in terms of socio-economic, if it is compared with the social discount rate 7%.

6. Project Structure

The project with estimated cost of US\$ 40.00 million, with project structure as follow:

Estimated project cost	US\$ 40.00 million
Indicative debt to equity ratio	70 : 30
Debt level	US\$ 28.00 million
Equity level	US\$ 12.00 million

7. Government Support and Government Guarantee

The study document indicates some requirement for government support. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

8. Project Technical Profile

The project technical profile for TPPAS Nambo is as follows:

- Operational hours: 8 hours/day, 365 days/year
- Operational capacity: 1000 ton/day
- Refuse derived fuel with capacity of 1000 ton consist of 3 modules
- Compost processing unit with capacity of 100 ton consist of 1 module
- Output target:
 - Compost 45.4 ton per day
 - RDF 408,6 ton per day

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative schedule for implementation of Solid Waste Final Disposal and Treatment Facility of Bogor Depok Area:



Note: This timetable is subject to government approval process

12. Contact information

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13. Other information

N/A



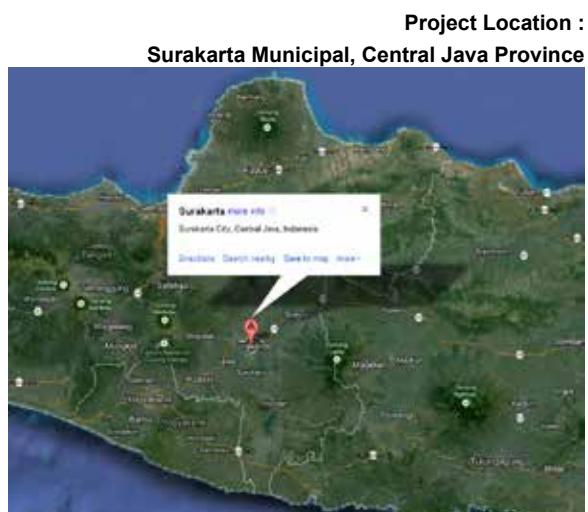
Project Code: D - 005 - 10 - 029

1. SOLID WASTE TREATMENT AND FINAL DISPOSAL - SURAKARTA, CENTRAL JAVA

2. The Opportunity

2.1 Project Background

The Final Disposal Site (FDS) Mojosongo Surakarta is technically over-loaded. The FDS consist of 17 ha land, 13 ha of area are for waste disposal, 2 ha for office and road infrastructure, 1 ha for graveyard and 1 ha for leachate treatment that have been operated since 1987. At the moment, the landfill is using open dumping waste management system, however according Law Number 18 of 2008 on Waste Management, open dumping system only allowed to operate until year 2013. Government of Surakarta Municipal is constrained by the difficulty of obtaining new location, financial limitation and also the service demand of society. Thus, Government of Surakarta Municipal proposes PPP project to solve the city's problems.



2.2 Project Description

This project plans to reduce the solid waste volume at TPA Putri Cempo and conduct proper waste management system according to applicable law. The concept is to integrate solid waste management (waste prevention, recycling and composting, and combustion and disposal in properly designed, constructed, and managed landfills) for Surakarta Municipal.

2.3 Project Objectives

The objectives of TPA Putri Cempo waste management project are as follows:

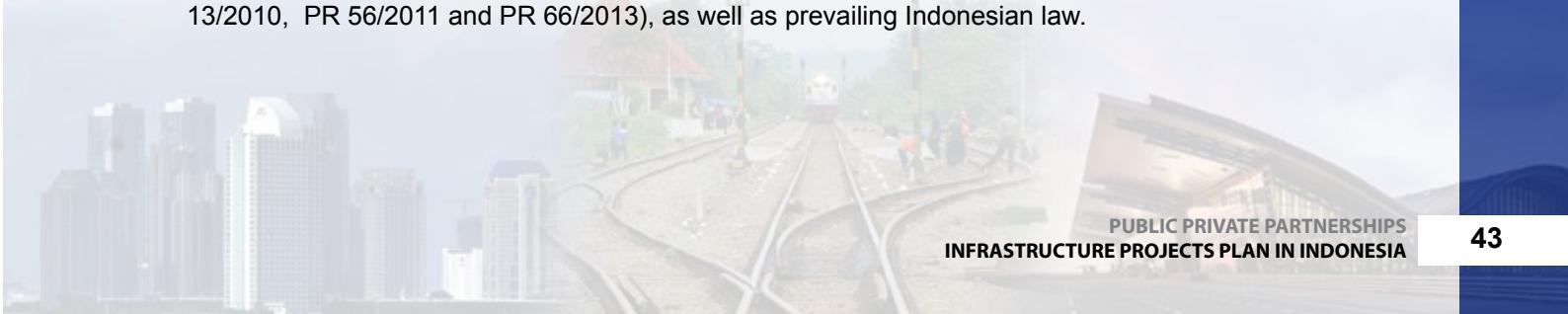
- To handle final waste management according to applicable law
- To improve public service in waste sanitation field
- To improve the cleanliness and environmental health

2.4 Government Contracting Agency

Municipal Government of Surakarta

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.



4. Private Partner's Role

The private partner shall responsible to perform the solid waste project, including financing, engineering design, construction, operation, and maintenance based on the cooperation agreement as well as prevailing Indonesian law.

5. Economic Significance of Project

Benefit obtained from the waste management project:

- Improvement of waste related service
- Efficiency in operational cost of the Final Disposal Site
- Prevention from poor waste management impact that would cause regional environmental pollution.
- Possibility of increasing Regional Original Income (PAD) from sale of compost

The result of social cost benefit analysis will be provided in the subsequent studies.

6. Project Structure

The project with estimated cost of US\$ 30.00 million.

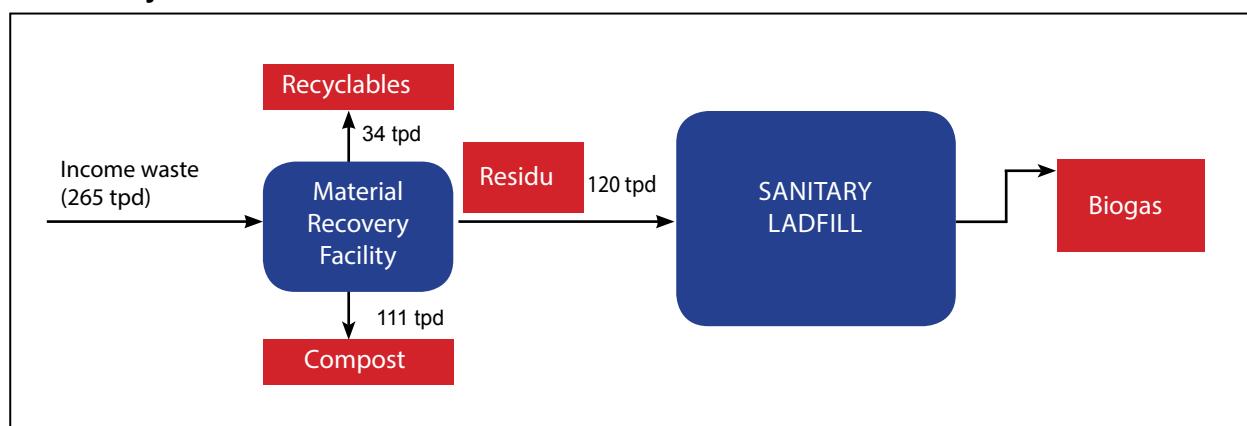
7. Government Support and Guarantee

The study document indicates some requirements for government support. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of the Outline Business Case.

8. Project Technical Profile

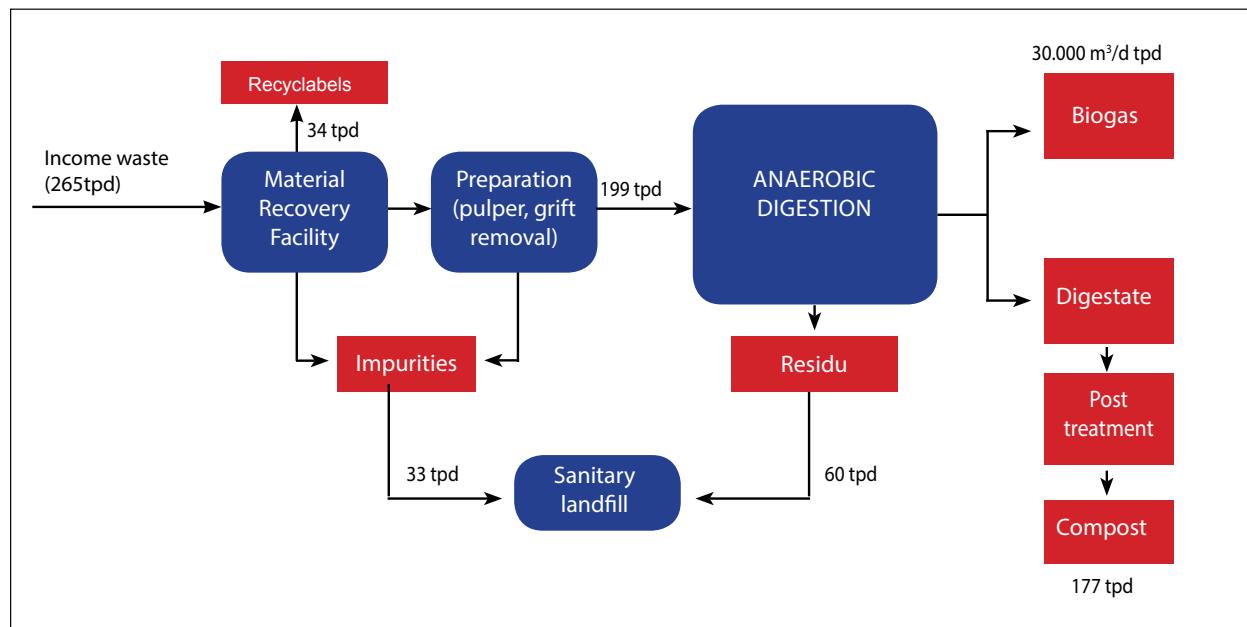
The technical profile of this project comprise of two options:

► Sanitary Landfill



Flow Chart of Sanitary Landfill Waste Management

► Anaerobic Digestion (AD)



Flow Chart of AD Waste Management

9. Initial Environmental Examination Findings

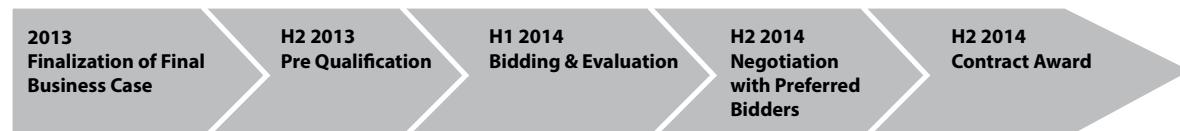
The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

Land Acquisition and Resettlement Action Plan (LARAP) will not be prepared for TPA Putri Cempo waste management project as the area for the project is already set up at the existing Final Disposal Site.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Putri Cempo Solid Waste Project:



Note: This timetable is subject to government approval process

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13. Other Information

N/A



Project Code: B - 007 - 10 - 032

1. KARAMA HYDRO POWER PLANT, WEST SULAWESI

2. The Opportunity

2.1 Project Background

The existing potencies of Indonesia hydro power plant estimated up to 75,000 MW, however the utilization is only around 2.5 percent. Sulawesi Island's hydro resources are potential to generate electricity. Total capacity of power plant both constructed and under construction in Sulawesi area is 1,317.4 MW. This existing power capacity is still under the requirement, at least needed additional capacity of 1,164.6 MW for the Island. Therefore it's really important for PLN to develop Karama Hydro Electric Power Plant to support the development of the area.

Project Location :
West Sulawesi Province



2.2 Project Description

The Karama Hydro Electric Power Plant (HEPP) Project will have capacity of 4 x 112.50 MW and located in West Sulawesi province. The power from the Karama HEPP will be evacuated from the switchyard through 150 kV transmission line to Mamuju substation and retransmitted by 275 kV line to South Sulawesi (Pinrang Substation) to serve electricity in the whole island when it is interconnected. The power grids of West Sulawesi, South Sulawesi, Southeast Sulawesi, and Central Sulawesi Province will be interconnected in 2013 – 2020.

2.3 Project Objectives

The development of Karama HEPP is mainly to alleviate the power shortage in Northern part of Sulawesi Island, which is related to the four province of West Sulawesi, South Sulawesi, Southeast Sulawesi, and Central Sulawesi.

2.4 Government Contracting Agency

PT Perusahaan Listrik Negara (Persero)

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

This project proposed that private partner should be responsible to finance, construct, operate and maintain the project during the concession period.

5. Economic Significance of Project

The benefits of the project are in form of direct and non-direct benefit:

- The direct benefit is the development of hydro energy that can substitute the utilization of fossil energy that is more expensive
- The non-direct benefit is the increase of business expansion that could lead to increase job opportunities and human resource absorption.

6. Project Structure

The project with estimated cost of US\$ 1,335.50 million.

7. Government Support and Government Guarantee

The study has indicated that the project may require government support to increase the financial viability of the project. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be provided in subsequent studies.

8. Project Technical Profile

The development plan of Karama HEPP Project could be seen in table below:

Item	Unit	Features	Remark
Catchment area (upstream from dam site)	km ²	5,464.0	
Average annual runoff	million m ³	145,300	
Mean annual flow	m ³ /s	416.8	
Installed capacity	MW	450	4 units
Annual average power generation	GWh	2,222	
Annual utilization hours	h	5,360	
Max. dam height	m	119	RCC dam
Spillway orifice-size (width x height)	m	14 x 22	5 units
Construction period	year	4.5	

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Karama Hydro Electric Power Plant Project



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A

Potential Projects





Project Code: P - 001 - 10 - 003

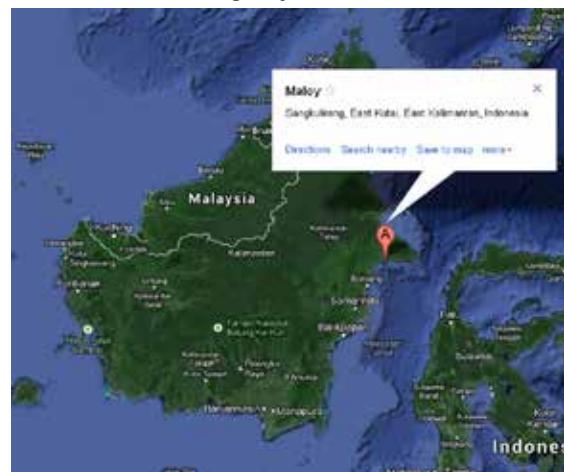
1. DEVELOPMENT OF MALOY INTERNATIONAL PORT, EAST KALIMANTAN

2. The Opportunity

2.1 Project Background

East Kalimantan has potential natural resources that can be managed for increasing the public welfare. East Kalimantan is part of the Indonesian Archipelago Sea Line Channel II (ALKI II) for international trade. Thus the province will be developed as Indonesia's hub for sea trading. Based on the geo-position and geo-economy study, the most suitable area for economic and maritime development in East Kalimantan specifically at Maloy area, Sangkulirang, East Kutai Regency. Maloy has industrial investment prospect, agro-industry, mineral, fishing, and shipyard. Maloy is also the agriculture based on industrial development in East Kalimantan Province. Thus, the Provincial of East Kalimantan plans to develop international standard port that will support the industrial activity of the region.

Project Location :
East Kutai Regency, East Kalimantan Province



2.2 Project Description

Maloy International Port is designed initially to handle CPO exports. Terminals are also planned for coal, containers and general cargo. While the industrial area development is designed to support agricultural based industry that is oleo-chemical.

2.3 Project Objectives

The objectives of Maloy International Port development project are:

- Providing efficient, well located port facilities for export of bulk commodities, including CPO and coal
- Promoting the enhanced export of natural resources
- Increasing export earnings
- Developing an industrial estate
- Increasing incomes for beneficiaries
- Improving role and function of Maloy Port as the export port that will increase area access externally.

2.4 Government Contracting Agency

Ministry of Transportation

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall responsible to perform the project, including financing, construction, operation, and maintenance during the concession period.

5. Economic Significance of Project

The benefits of the project are benefits from the input of renewable natural resources, having opened national and international market, also economic involvement and participation of local society in the production process. The study document has no information regarding the social cost benefit impact.

6. Project Structure

Project estimation cost is based on construction phase and provision. The cost estimation for phase 1 is US\$ 350.00 million, while the total project cost is US\$ 1,780.00 million.

7. Government Support and Government Guarantee

The project's preliminary study indicates the need for government supports to enhance financial viability of the project. A more accurate assessment of the required government support, in terms of form and scale, for the project is under preparation. The project has not yet indicated the need to request a government guarantee. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

8. Project Technical Profile

The development of Maloy Industrial area project comprises into six stages:

- Land acquisition.
- Calculation and preparation land: Lot A, Lot B and Lot C.
- Infrastructure: main road, secondary road and green area.
- Service facilities: managing office, hospital, security centre, fire department, mosque and fasum retail.
- Supporting facilities: power plant, industrial area gas pipeline, IPAL and clean water sources.
- The development of Maloy CPO Port comprises into two parts:
 - Public works:
 - Port facilities: Port office, beacon tower, fire department, garage warehouse.
 - Installation: waste management, electricity substation.
 - Public facilities: mosque, food center, public toilet.
 - CPO Liquid Bulk works:
 - Single Point Mooring (SPM).
 - Trestle (1,5 km).
 - SILO tank.
 - Tool warehouse.
 - Parking area.
 - Road.
 - Green area.

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Maloy International Port:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



Project Code: P – 001 - 11 – 005

1. EXPANSION OF TANJUNG PRIOK PORT, CILAMAYA, KARAWANG, WEST JAVA

2. The Opportunity

2.1 Project Background

The industries of West-Java rely to a large extent on imported materials. The import of materials and the export of the industrial end products take a place largely through the port of Tanjung Priok. The port of Tanjung Priok handles most of the shipping trade related to the West-Java Province; only small portion ships their products through the port of Cirebon. Tanjung Priok is an autonomous area of Jakarta, the port is congested and with small possibilities for upgrade. Additionally, transportation distance from the West Java industrial center to the port of Tanjung Priok is long and heavily congested. Therefore, the Government of West Java plan to develop port with international standard to support the Tanjung Priok Port operation.



2.2 Project Description

The Project divided into following two phases:

- Phase I : Port Construction
- Phase II : Port Extension (a new land reclamation is located in the east of current container storage area, the plan is to expand this area for storage and handling of containers, and the construction of a new harbor basin for container vessels).

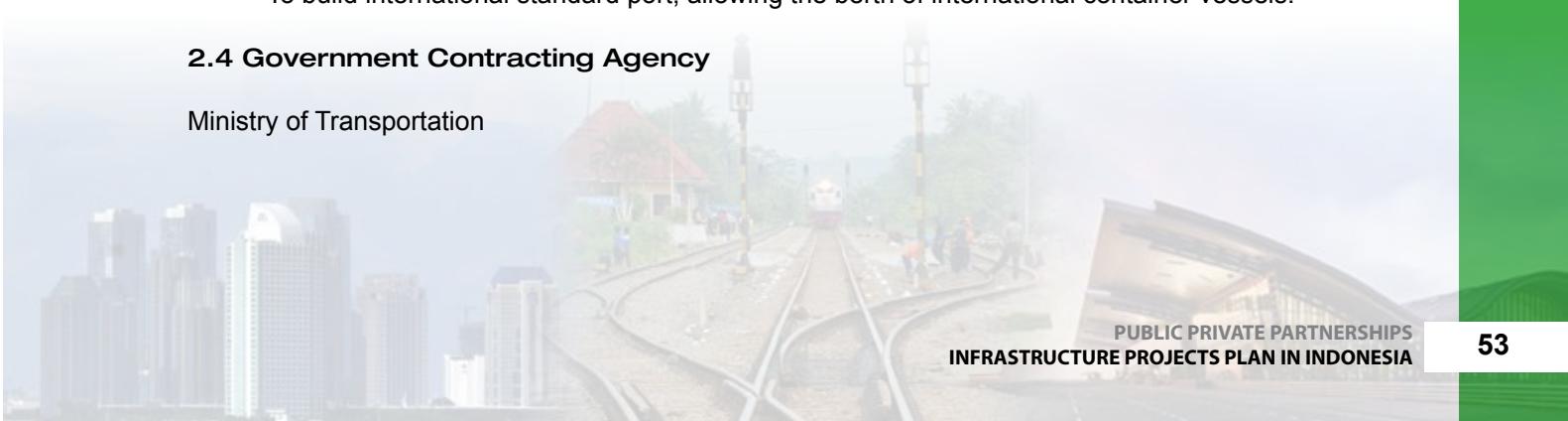
2.3 Project Objectives

The development of Cilamaya Port is expected to provide significant social and economic benefits to the Provincial of West Java. The main objectives of the projects are:

- To reduce transport congestion at the Tanjung Priok quays.
- To shorten the transportation distance from West-Java Industries to the port.
- To support the local autonomy and create new possibilities for industrial developments.
- To build international standard port, allowing the berth of international container vessels.

2.4 Government Contracting Agency

Ministry of Transportation



3. Procurement Approach

This project is being procured as a PPP based on Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

This project proposed that private partner should be responsible to finance, design, and construct the project, consist of wharf, pavement, yard, building, and cargo equipment. The preliminary study states that alternative roles also include sub-contract of the operations to private operator through some form of sub-concession or lease agreement.

5. Economic Significance of Project

The main benefits for the Cilamaya Port development are:

- To support economic development of West-Java Province.
- To support West Java Province autonomy and generate additional income port levy and tax.
- To generate new industrial investments.

6. Project Structure

The project with estimated cost of US\$ 1,135.59 million.

7. Government Support and Government Guarantee

The preliminary study has indicated that the project may require government support to increase the financial viability of the project. The forms of government support required are in the form of land acquisition and the development of supporting port infrastructure. Government guarantee might be needed to mitigate the project's risks from changes in demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

8. Project Technical Profile

The total land surface of the port area is 250 ha. It consists not only of reclaimed land, but also includes a zone on-shore, along the Ciparage coastline, of 110 ha. The area will be elevated up to a height of 4m + LWS. The Project divided into following part:

Phase I:

- Breakwater.
- Outer Seawall/Revetment.
- Dredging.
- Quay
- Oil Jetty (-12.5 m).
- Terminal Service Area.
- Port Administration Area.
- Road and Bridge.
- Container Handling Equipment.
- Navigational Aids.
- Back Up Area.

Phase II:

- Quay
- Road and Bridge.

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact will be provided in subsequent studies. The study indicates the environmental impact study must be carried out (AMDAL procedure) for the construction of the Cilamaya Port, the toll-road connection and the development of the Karawang Industrial Zone. These studies will be focused on the detailed engineering design and development plan.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Project Implementation Schedule

Indicative project implementation schedule for Cilamaya Port Development Project:



Note: This timetable is subject to government approval process

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13. Other Information

N/A



Project Code: P – 001 - 13 – 010

1. EXPANSION OF TANJUNG SAUH PORT, BATAM, RIAU ISLAND

2. The Opportunity

2.1 Project Background

Indonesian ports are facing a serious challenge because of the high economy growth in the last 10 years. The future growth of international shipping activities in Indonesia should be accommodated by adequate port facilities. To support the economic growth, the Batam Management Board plans to develop a Transshipment Terminal located in Tanjung Sauh, Batam. The Tanjung Sauh is a port located within Sijori Growth Triangle and will be able to handle shipments through the Malacca Straits without transshipment from Singapore. The development of Tanjung Sauh Port will reduce transport costs for industries and enhance Indonesia's comparative advantage for export commodities. The Tanjung Sauh port is designated as the marine economic corridor for Indonesia. This project will be the overhaul of Indonesia transport infrastructure to cope with growing domestic demand.



2.2 Project Description

The project will develop the terminal located within Sijori Growth Triangle and designated to be able to handle transshipment. The Tanjung Sauh port will directly compete with Singapore port and the development of this project become complements to Batu Ampar port on Batam, which currently underexpansion. The Tanjung Sauh Port development is part of the Acceleration and Expansion of Indonesia Economic Development Masterplan (MP3EI), which is prioritized by the government. Thus, this project is projected as one of seaeconomic corridors that can serve as transit points for smaller feeder ports all across the archipelago.

2.3 Project Objectives

The objectives of the Transshipment Terminal Development Project in Tanjung Sauh are as follows:

- To deliver transshipment service that focus on the Malacca Straits and in line with the National Port Master Plan
- To develop, operate and expand a transhipment terminal and focus for a major shipping line
- To develop container support services and provide jobs and income improvement

2.4 Government Contracting Agency

The Government Contracting Agency will be decided in subsequent studies.

3. Procurement Approach

This Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

This project proposed that Private Partner should be responsible to finance, design, and construct the project. The preliminary study states that alternative roles also include sub-contract of the operations to private operator through some form of sub-concession or lease agreement.

5. Economic Significance of Project

The economic benefits of the project are:

- improvement of Twenty-feet Equivalent Units (TEU) capacity in the terminal
- improvement of productivity that could enhance the terminal performance
- improvement of industrial development in Batam
- improvement of regional economy

6. Project Structure

The estimated cost for the project's 1st phase is US\$ 805.8 million. The Outline Business Case is currently undertaken to structure the project.

7. Government Support and Government Guarantee

The preliminary study has indicated that the project may require government support to increase the financial viability of the project. The forms of government support required are in the form of land acquisition and the development of support infrastructure. Government guarantee might be needed to mitigate the Project's risks from changes in demand risk and shifts in political scenario. At the next stage of project preparation, this issue will be analyzed further.

8. Project Technical Profile

The preliminary design of the Transshipment Terminal will need several planning requirements:

- Oceanography/marine approaches (dredging);
- Evaluation about ground conditions;
- Planning Phase 1:
 - Dredging : 600,000 m³
 - Quay/Berth : 2,300 m
 - Backup area/Container yard : 138 ha
 - Gantry Crane : 20 unit
 - RMGC : 60 unit
 - Heat Truck : 100 unit
 - Trailer : 100 unit

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

Expansion of Tanjung Sauh Terminal, Batam, Riau Island

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Tanjung Sauh Port Project:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



Project Code: D – 001 - 10 – 004

1. DEVELOPMENT OF NEW BALI AIRPORT, BALI
2. The Opportunity

2.1 Project Background

Province of Bali is one of the most visited tourist attractions in Indonesia. Passenger traffic has more than doubled at Ngurah Rai International Airport in the past decade reaching 11.1 million passengers in 2010 due to Bali's high reputation. Currently, Ngurah Rai International Airport is too congested and no longer adequate for a drastic increase in the number of flight frequency, flight service users, and cargo. During the holiday season there is congestion in the area around the airport because the local government does not have a definite plan to provide infrastructure and mass transit systems. The development of New Bali Airport will help to reduce the potential of congestion in Denpasar Municipal and Nusa Dua District in the future.



2.2 Project Description

Construction of the New Bali International Airport will be built in north Bali between the three locations, as follows:

- Gerogkak District.
- Celukan Bawang District.
- Kubutambahan District.

Based on the results of feasibility study of New Bali International Airport; Kubutambahan District is the recommended location for a New North Bali Airport. Utilizing approved evaluation criteria, the Kubutambahan site ranks clearly the highest when compared against sites in Gerogkak and Celukan Bawang. The site at Kubutambahan is the only site capable of accommodating a two-runway airport covering 1,120 ha. The development of New Bali International must be supported also by the construction of toll road to connect South Bali and Singarajato accommodate the spill over traffic from Ngurah Rai Airport.

2.3 Project Objectives

There are two key project objectives from the project:

- To accommodate the passenger destined for, or originating in North Bali, and
- To accommodate the spill traffic from Ngurah Rai Airport that is expected to be capacity constrained by 2015/2016.

2.4 Government Contracting Agency

Provincial Government of Bali

3. Procurement Approach

This project is being procured as a PPP based on Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The role of private will be provided on the subsequent studies.

5. Economic Significance of Project

Proper economic analysis should be conducted at the pre-feasibility study preparation.

6. Project Structure

The estimated project cost is US\$ 510 million.

7. Government Support and Government Guarantee

The study documents has indicated that the project requires government support in form of land acquisition to increase the project feasibility. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

8. Project Technical Profile

The preliminary study proposed that New Bali Airport would comply with the international standard for air transportation. Proposed project will develop two-runway airport with length 3,800 x 60 meter. Total area for the development of airport is 1,200 ha.

9. Initial Environmental Examination Findings

Based on preliminary study, the initial environmental examination identifies some environmental impacts of the project:

- There is potential pollution from aircraft noise during airport operation.
- There will be impact on flora and fauna in surrounding project area.
- Construction potentially creates impacts to the surroundings.
- There is potential impact on the water quality in surrounding area.

10. Land Acquisition and Resettlement Plan

The detail regarding the land acquisition and resettlement plan will be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for New Bali International Airport Project:



Note: This timetable is subject to government approval process

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13. Other Information

N/A



Project Code: D – 001 - 11 – 006

1. KULON PROGO INTERNATIONAL AIRPORT, DI YOGYAKARTA

2. The Opportunity

2.1 Project Background

The Yogyakarta Province Airport, Adisucipto, needs to be upgrade and rehabilitate after the earthquake in 2006. The government plan to expand the Adisucipto, however, the airport is not fully comply with international regulations yet economical to extend significantly the present runway due to presence of various obstacles that will hinder the airport expansion. Based on the current traffic, the Adisucipto Airport is estimated to reach its maximum capacity on 2015. Therefore, Provincial Government of Yogyakarta propose the need of new airport that will be able to accommodate new generation transport aircraft coming to service with Asian and Indonesian airlines. Based on studies, Kulon Progo Regency is the preferred area for the new airport site. Development of the new airport in this location would also provide a major boost to accelerate of the economic growth of the Yogyakarta Province.



2.2 Project Description

The project will be developed in Kulon Progo Regency within area of 637 ha. The project will uses dual linear international airport terminals concept, with the runway of 3,250 meters long and 45 meters wide. The airport can accommodate 28 aircraft with a passenger capacity of 10 million people per year, and can be expanded to 20 million passengers per year. The proposed airport will be an international airport complies with the international standard.

2.3 Project Objectives

The development of Kulon Progo Airport is expected to meet the following objectives:

- To anticipate the increasing demand of airline passenger in Yogyakarta area
- To accommodate international flights that will increase Yogyakarta access to the world market to bring multiplier effect on economic and infrastructure development in Kulon Progo Regency

2.4 Government Contracting Agency

Provincial Government of Daerah Istimewa Yogyakarta

3. Procurement Approach

This project is being procured as a PPP based on Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The role of private will be provided on the subsequent studies.

5. Economic Significance of Project

The preliminary study shows the project's economic internal rate of return (EIRR) is between 8 to 12%, which indicates project as economically viable, however it does not contribute significantly in terms of socio-economic benefits. Thus, proper economic analysis should be conducted at the pre-feasibility study preparation.

6. Project Structure

The estimated project cost is US\$ 500.00 million. The preliminary study does not assesses the structure of project. Detailed financial analysis will be assessed in the subsequent studies.

7. Government Support and Guarantee

Preliminary study has indicated that the project requires government support in form of land acquisition to increase the project feasibility. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

8. Project Technical Profile

The preliminary study proposed that Kulon Progo Airport will comply with the international standard for air transportation. Proposed landside and airside facilities are listed below:

Air facilities	Land side facilities	
Runway	Terminal (passenger and cargo)	Service area
Taxiways	Military and security facilities	Convention centers
Apron	Fire and fuel station	Business center
Overrun	Future airport extensions area	Logistic center
Control tower	Waste water treatment plant	Cold storage
Radar building	Power station	Industrial park
Hangar	Housing and residential building	Coast line highway and buildings
Air traffic control center	Parking	Rail passenger and bus terminal

9. Initial Environmental Examination Findings

Based on pre-feasibility study, the initial environmental examination for the new airport location are listed as follow:

- There is no significant flood hazard on the raised beach land facet
- There is no sign of coastal abrasion
- There are no historical records that would confirm catastrophic tsunami in the past
- The airport site in Kulon Progo does not have any geological weakness and fractures

Preliminary impact assessment during the construction and operational phase are listed in the table below:

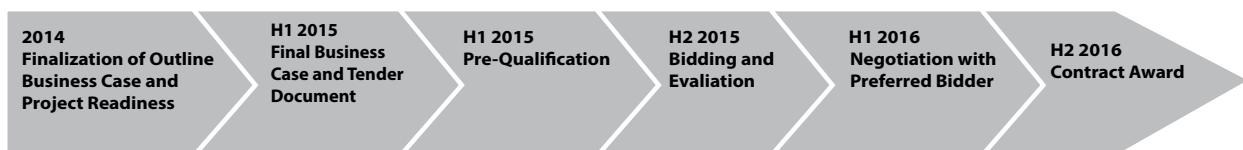
Construction Phase	Operational Phase
Damage to landscape	Damage to landscape
Compaction, loss of soil	Compaction, loss of soil
Damage to surface and ground water network	Damage to geological features
Impact of noise pollution	

10. Land Acquisition and Resettlement Action Plan

The preliminary study indicates that the project will need land acquisition for the site.

11. Project Implementation Schedule

Indicative project implementation schedule for Kulonprogo International Airport Project:



Note: This timetable is subject to government approval process

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13. Other Information

N/A



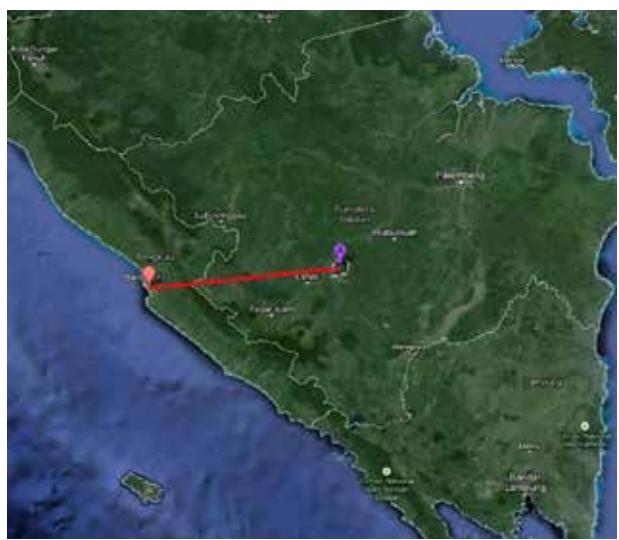
Project Code: P - 001 - 12 - 007

1. PULAU BAAI - MUARA ENIM COAL RAILWAY
2. The Opportunity

2.1 Project Background

Indonesia has one of the largest coal reserves in the Asia-Pacific region, with 7 billion tons of coal. Bengkulu and South Sumatra have large coal reserves but limited transportation infrastructure: most roads are 2-lane in poor pavement condition; railway transport is limited by narrow gauge rails and radical curves; and large vessel shipment is unavailable due to insufficient port facilities. Coal production faced difficulty due to insufficient infrastructure although coal deposits were verified. As a result, coal production is only able to produce the least amount of coal required for maintaining roads and ports. Regulation by the central and local government also limits the coal transportation. The government imposed restriction on coal transport using public road due to risk of traffic accidents and complaints from local communities. This project will address the infrastructure issues of the region, providing mine owners with the opportunity to develop and monetize the area's coal reserves.

Project Location :
South Sumatra-Bengkulu Province



2.2 Project Description

The project will develop 230 km of railway, leading from the significant coal resources around the Bengkulu and Muaraenim regions to the Port and Coal Terminal at Pulau Baai.

2.3 Project Objectives

The objectives of the project are as follows:

- Build a coal transport infrastructure in Sumatra
- Increase volume of coal production and transport by railway transport
- Stimulate national/local economy and create local employment

2.4 Government Contracting Agency

Ministry of Transportation

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.



4. Private Partner's Role

This project proposed that private partner should responsible for expand, build, finance, operate and, on completion, based upon a 30-years cooperation agreement. The private operator will be expected to invest in the construction of the system including development of Hauling Road, Railway (230 Km), Terminal and Independent Power Plant (IPP).

5. Economic significance of project location

The economic benefits of the project are:

- Improvement of commercial and industrial activities in the area;
- Improvement of the job opportunities for local citizens. .

6. Project Structure

The estimated project cost is US\$ 3,000.00 million. The project will be structured at the finalization of Outline Business Case (OBC) and project readiness.

7. Government Support and Government Guarantee

The necessity and applicability of the government support and government guarantee will be identified and specified in next stage of PPP project preparation.

8. Project Technical Profile

The technical specifications will be identified in subsequent studies.

9. Initial Environmental Examination Findings

Considering the characteristics and spatial scale of the project, based on preliminary study, it is appropriate to perform a full-scale EIA investigation.

10. Land Acquisition and Resettlement Plan

Various laws and regulations provide a basis for the GCA to provide the Project Company with the land and rights of access required for the project. The majority of such land is already in public ownership. Private owners of land required for the project, and other relevant parties with an interest in such land specified by Indonesian law, will be entitled to compensation by the Government of Indonesia. Land acquisition and resettlement will be conducted under Law 2/2012 and Presidential Regulation 71/2012.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Pulau Baai – Muara Enim Coal Railway:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other information

N/A



Project Code: D – 001 - 13 – 012

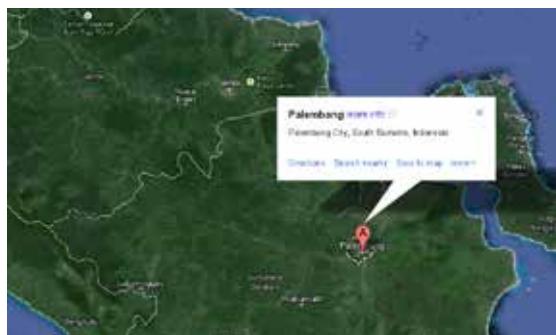
1. DEVELOPMENT OF SOUTH SUMATERA MONORAIL

2. The Opportunity

2.1 Project Background

Palembang Municipal aims to increase economic growth through regional network development. The network should have integrated transportation system to support the existing air transportation and land transportation system in the area. The Local Government of South Sumatera Province plans to build monorail as a part of mass transportation in the area with medium load capacity. Through the development of monorail, the Palembang Municipal expects to be able to anticipate the people movement within the area of Palembang.

Project Location :
South Sumatera Province



2.2 Project Description

The monorail development plan in Palembang Municipal with its specific condition is divided into four corridors, namely:

- Corridor 1: Masjid Agung – Jakabaring - South Ring Road.
- Corridor 2: Prameswara – UNSRI Bukit – Kapten Rivai – Veteran – Perintis Kemerdekaan – RE Martadinata – Mayor Zen.
- Corridor 3: Demang Lebar Daun – Basuki Rahmat – R. Sukamto – Abdul Rozak – Patal Pusri.
- Corridor 4: Sultan Mahmud Badaruddin II Airport – Masjid Agung.

2.3 Project Objectives

The project will support South Sumatera as one of Indonesia's economic corridor. Thus the development of social and economic within the region will improve. The Project also aims to fulfill the need of public transportation system and create integrated transportation system in South Sumatera.

2.4 Government Contracting Agency

Provincial Government of South Sumatera

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall responsible for finance, detailed engineering design, construction, operation and maintenance the infrastructure of monorail based on the cooperation contract.

5. Economic Significance of the Project

The Project will develop integrated transportation system, with main benefits are as follow:

- Increasing the convenience level of public transportation with competitive service price.
- Increasing the mobility of people and job creation.
- Increasing the value of property within the region.
- Increasing accessibility and able to invite new investor to the region.

6. Project Structure

Estimated project cost	US\$ 550.00 million
Indicative debt to Equity Ratio	70 : 30
Debt portion	US\$ 385.00 million
Equity portion	US\$ 165.00 million

7. Government Support and Government Guarantee

The study document indicates that the project requires for government support, in form of land acquisition and partial infrastructure development. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of the Outline Business Case (OBC).

8. Project Technical Profile

8.1 Corridors and Potential Passenger

The project classified into specific corridors as follows:

Corridor	Potential monorail passengers				
	2015	2020	2025	2030	2035
Corridor 1 Masjid Agung - Jakabaring - South Ring Road	69,360	94,167	134,808	201,502	311,136
Corridor 2 Prameswara - UNSRI Bukit - Kapten Rivai - Veteran - Perintis Kemerdekaan - RE Martadinata - Mayor Zen	61,196	93,547	146,593	233,725	377,075
Corridor 3 Demang Lebar Daun - Basuki Rahmat - R. Sukamto - Abdul Rozak - Patal Pusri	69,360	94,167	134,808	201,502	311,136
Corridor 4 Sultan Mahmud Badaruddin II Airport - Masjid Agung	49,813	75,036	116,431	184,484	296,541

Alternative corridor						
Corridor 5 Airport SBM II - Kol. Burlian Street - Jenderal Soedirman Street - Mayor Jenderal H.M Ryacudu Street - Gubernur H. Bastari Street - Heading to Jakabaring Sport City and ended in South Ring Road	92,098	131,380	195,819	301,701	475,963	
Optimized Corridor 5 Airport SBM II - Kol. Burlian Street - Demang Lebar Daun Street - Angkatan 45 Street - Kapten Rivai Street - Jenderal Soedirman Street - Mayor Jenderal H.M Ryacudu Street - Gubernur H. Bastari Street - Heading to Jakabaring Sport City and ended in South Ring Road	115,614	161,777	237,451	361,713	566,097	

8.2 Operation Pattern of the Corridors

The station placement will become integration points of the monorail transportation mode based on demands and needs. The routes will be divided based on current density, namely:

- Travel route 1 lane A; from airport to Masjid Agung.
- Travel route 1 lane B; from Masjid Agung to Jakabaring.

The capacity of the area is estimated to be at least 100,000 passengers per day. To accommodate the passenger, the monorail has to accomplish the following specifications:

- The monorail system has to accommodate 600 passengers, minimum.
- Every segment has two lanes, and every lane has one train.
- The average velocity is 45 km/hour, with maximum velocity is 75 km/hour with waiting period in station is 1.5 minutes.

9. Initial Environmental Examination Findings

By the scope, the project is subject to the requirement of the AMDAL based on the Government Regulation 27/2012. The information about environmental examination on the final report (2012) is neither including EIA work nor from EIA study, but made at glance to give a prediction figure on living environmental impact around the project site. Environmental impact caused by South Sumatera Monorail based on multiple studies in other practice:

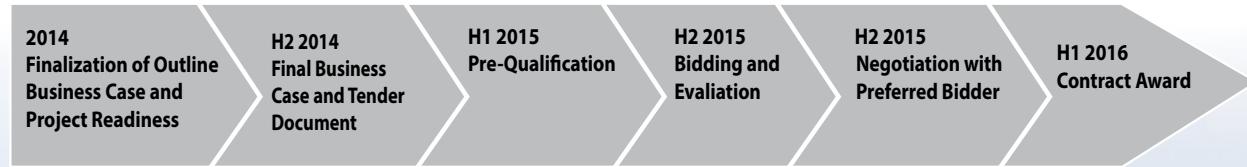
- Train system contributes only 0.9% of the entire global warming.
- Train system contributes less environment impact than wheeled vehicle.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for South Sumatera Monorail Project:



Note: This timetable is subject to government approval process

12. Contact Information

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Mr. Basyarudin Ahmad

Secretary of Public Works Agency, South Sumatera Province

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13. Other Information

N/A



Project Code: D – 001 - 13 – 013

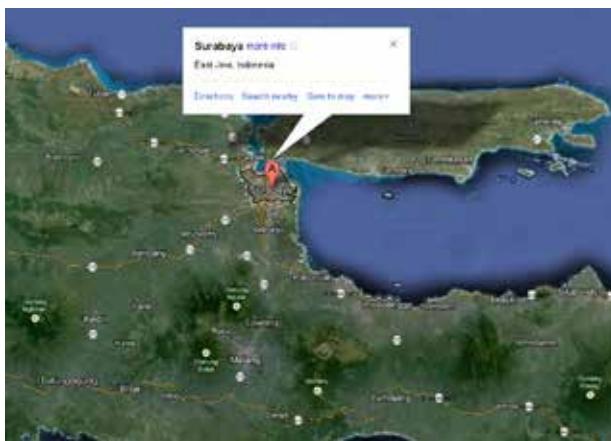
1. MASS RAPID TRANSPORT SURABAYA, EAST JAVA

2. The Opportunity

2.1 Project Background

Surabaya is Indonesia's second-largest city with a population of around 3 million, more than 6 million people live in the metropolitan area. The city's rapid development creates externalities such urbanization, pollution, and traffic congestion. Thus if not properly treated, externalities may hinder the development. Traffic congestion in the past few years has become major issues in the city. The congestion occurred because the growth of vehicle surpasses road capacity, while the government has limited infrastructure fund to expand the road network. To resolve this issue, the government plans to enhance the public transportation system of the city by providing Mass Rapid Transportation (MRT).

Project Location :
Surabaya Municipal, East Java Province



2.2 Project Description

This project plans to develop Surabaya Mass Rapid Public Transportation into two corridors, which are:

- North – South Corridor, this corridor planned to use tram as transportation mode. The alignment of tram route will use the existing road network.
- East – West Corridor, this corridor planned to use monorail as transportation mode. The monorail route will use elevated rail above the existing road network.

2.3 Project Objectives

Objectives of the mass rapid public transport development in Surabaya include the following:

- To improve Surabaya Municipal of traffic management system
- To fulfill the needs of public transportation system in Surabaya Municipal
- To revitalize the growth in the economy of Surabaya Municipal

2.4 Government Contracting Agency

Municipal Government of Surabaya

3. Procurement Approach

This solicited Project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013) as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall responsible for performing the MRT project, including financing, engineering design, and construction, operation and maintenance of the MRT during the concession period.

5. Economic Significance of Project

The benefits of the Surabaya MRT project are improvement of public transportation system, time saving from transportation, and reduction of cost from traveling. Benefits from Vehicle Operating Cost and improvement of time traveling cost for the passengers.

6. Project Structure

The combined project cost for MRT project that consist of Monorail and Tram is US\$1,170 million

	Monorail	Tram
Estimated project cost	US\$ 990.00 million	US\$ 180.00 million
Indicative debt to equity ratio		70 : 30
Debt level	US\$ 693.00 million	US\$ 126.00 million
Equity level	US\$ 297.00 million	US\$ 54.00 million

7. Government Support and Government Guarantee

The feasibility study has indicated that the project may require government support to increase the financial viability of the project. The forms of government support required are in the form of subsidy for operation and maintenance, specifically for East – West Corridor commuter transport mode. Government guarantee might be needed to mitigate the project's risks from changes in demand risk and shifts in political scenario. The necessity and applicability of the government guarantee will be identified and specified in the assessment of the next stage of study.

8. Project Technical Profile

The capacity of a tram is 200 passengers, with 6 trams at the initial operation year while monorail capacity will hold up to 400 passengers, 12 monorail at the initial year of operation. The development plan of Mass Rapid Public Transportation Project comprises into:

- Construction of East – West Corridor:
 - Elevated with two tracks of monorail to be supported by one pillar and two beams.
 - Trajectory, with length estimated about 26,9 km.
 - Station, located at Bulak area and Citra Land.
 - Depo, located around Bulak.
- Construction of North – South Corridor:
 - The corridor will be built at grade.
 - Double track for road segment that functioned two-way and single track
 - Trajectory, with length towards north about 10,83 km and towards south about 11,43 km.
 - Station, located at Joyoboyo Terminal and Perak.
 - Depo, located around Joyoboyo Terminal.
- Transfer Point.
- Park and Ride, for inter-mode movement facility.
- Pedestrian facility.

9. Initial Environmental Examination Findings

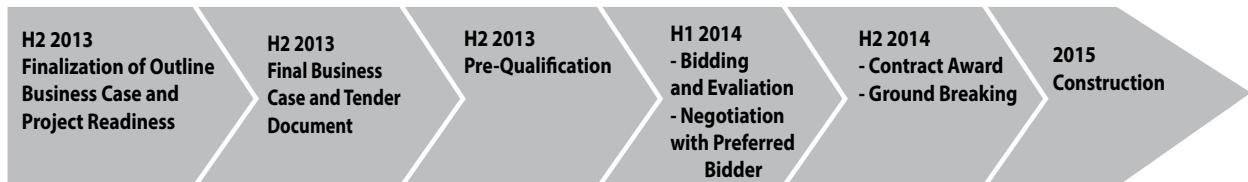
The information relates with the environmental assessment impact will be provided in subsequent study. However, by the size of the project, the project subject to the requirement of the AMDAL based on the Government Regulation 27/2012. The level of the government responsibility for the AMDAL and which party needs to conduct the AMDAL for the project will be confirmed on the next stage of the study.

10. Land Acquisition and Resettlement Action Plan

According to the preliminary study, the development of Surabaya MRT has options for alignment, whether project implementation involving land acquisition or without land acquisition. However the identification for land acquisition and resettlement action need to be clarified on the next stage of the study.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Surabaya MRT Project:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



Project Code: D - 001 - 13 - 014

1. BANDUNG MONORAIL, WEST JAVA
2. The Opportunity

2.1 Project Background

Bandung Municipal as the capital city of West Java province grows as metropolitan city. The area of Bandung is transformed as a tourist destination, especially during holidays. Various activities have become driver for economic growth in Bandung and its surrounding. Bandung Municipal is center of activities. At the daytime, the population in Bandung Municipal is increasing because of the incoming commuters from the surrounding areas: Bandung regency, Cimahi and Sumedang District. This situation often leads to road congestion in certain areas. Therefore, the Local Government of Bandung Municipal demanding the construction of a transportation mode that meet the characteristic of the area and anticipate the growing future needs, which is monorail transportation system.

Project Location :
Bandung Municipal, West Java Province



2.2 Project Description

The Bandung Municipal Monorail is urgently required to reduce traffic congestion, lower environmental degradation, and lower greenhouse gas emission. This Project is divided into 2 corridors:

- Trans Cikapundung Monorail:
Dago Bengkok (North)- Pasirluyu (South) intersection with existing East-West rail road at Viaduct (will be central Station)
- Bandung Monorail Solicited Project, City Core (Loop Line) and Radial (Y Line and Feeder Line),
Loop Line (Green Line) : 11.20 km
Y-Line (Blue Line) : 15.50 km
Feeder Line (Red Line) : 13.40 km

This Project are divided into four construction corridors:

- Dago Bengkok (North)-Pasirluyu (South) intersection with existing East-West rail road at Viaduct (will be central station) : 11.5 km for Trans Cikapundung
- Loop Line (Green Line) : 11.2 km
- Y-Line (Blue Line) : 15.5 km
- Feeder Line (Red Line) : 13.4 km

2.3 Project Objectives

Bandung Municipal Monorail Project is developed to address the issues of road infrastructure availability to reduce in transport congestion because of increase in population that continues to grow; to increase in the number of workers coming from outside of Bandung Municipal; and to enhance the public transportation service Bandung Municipal.



Bandung Monorail Project, West Java

2.4 Government Contracting Agency

Government of Bandung Municipal

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 concerning Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

BOT is option suggested to develop and implement an infrastructure project for monorail. The table below shows the preferred allocation of function for monorail project :

	Government/GCA	Investor
Design		✓
Built		✓
Finance	✓	✓
Operate		✓
Own	✓	✓

In a BOT transaction, the private sector proponent will not only responsible for building the facility on time and within budget but also for operating and maintaining the facility according to specifications for the length of the contract. In this case, the proponent will receive payment for its services only when the facility has been built and has operated in line with pre-set standards. The facility will be transferred to the government at the end of the contract term.

5. Economic Significance of Project

Bandung Municipal monorail development benefits will be derived from:

- Reduction in travel time
- Passengers safety
- Reduction in construction capital cost
- Reduction in traffic disruption
- Reduction in environmental impact
- Can accommodate passenger in a big capacity
- Reduction in traffic jam
- Enhance connection to center business district area.

6. Project Structure

Estimated total project cost : US\$ 56.00 million/km for the Monorail project. The total cost for every corridors:

No	Corridor	Length x Cost/Km	Total Cost
1	Trans Cikapundung Dago Bengkok (North)-Pasirluju (South) intersection with existing East-West rail road at Viaduct (will be central station)	11.115 Km x USD 56,000,000	USD 662,440,000
2	Loop Line (Green Line)	11.2 Km x USD 56,000,000	USD 627,200,000
3	Y-Line (Blue Line)	15.5 Km x USD 56,000,000	USD 868,000,000
4	Feeder Line (Red Line)	13.4 Km x USD 56,000,000	USD 750,400,000
Total Cost			USD 2,868,040,000

7. Government Support and Government Guarantee

The preliminary study document indicates that the project requires government support in the form of land acquisition. Government guarantee might be needed to mitigate the project's risks from changes in demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

8. Project Technical Profile

- Trans Cikapundung Monorail
Dago Bengkok (North) - Pasirluju (South) intersection with existing East-West railroad at Viaduct as the central for 11.20 km with 13 stops.
- Elevated Double Track Monorail
Each consist of 16 train sets with 4 cars, headway 3-5 minutes and maximum capacity of 10,000 pphpd

9. Initial Environmental Examination Findings

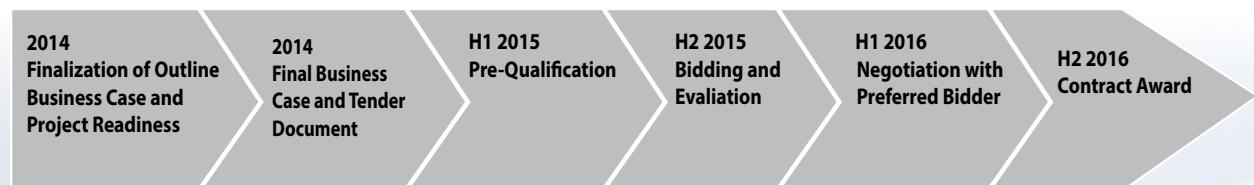
The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The information related with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Bandung Municipal Monorail:



Note: This timetable is subject to government approval process

Bandung Monorail Project, West Java

12. Contact Information

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13. Other Information

N/A



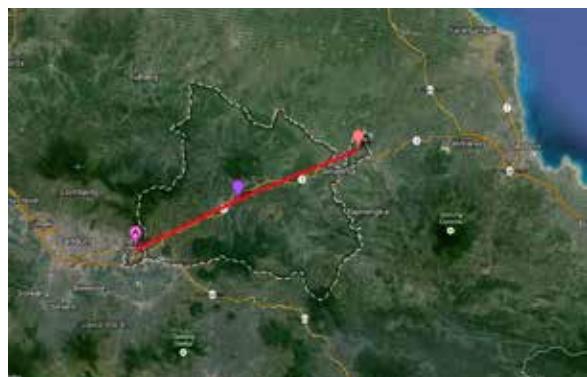
Project Code: P – 002 - 09 – 019

1. CILEUNYI - SUMEDANG - DAWUAN TOLL ROAD, WEST JAVA

2. The Opportunity

2.1 Project Background

Sumedang Regency serves as a buffer zone for the capital city of West Java Province and lies between two major urban areas: the Metropolitan Bandung and Cirebon. Due to the rapid development of these cities, Sumedang Regency, including the town of Sumedang, is expected to get positive impacts such as increased economic growth and/or development of Sumedang regency and also become the trigger of West Java central area development. The proposed development of a high-grade highway that connects Cileunyi - Sumedang - Cirebon area would certainly enhance and accelerate such prospective development.



Project Location :
West Java Province

2.2 Project Description

The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufacturing goods as well as services produced from these areas to the port city of Cirebon. This toll road is urgently required to shift some of the development to the east side of Bandung. This project is divided into six construction sections:

Section I	Cileunyi – Tanjung Sari (9,8 km)
Section II	Tanjung Sari – Sumedang (17,51 km)
Section III	Sumedang-- Cimalaka (3,73 km)
Section IV	Cimalaka -- Legok (6,96 km)
Section V	Legok – Ujung Jaya (16,35 km)
Section VI	Ujung jaya – Kertajati (4,00 km)

2.3 Project Objectives

The Cileunyi – Sumedang – Dawuan Toll Road Project is developed to support the increasing mobility of people and goods from the areas to the port in Cirebon. Thus, this project also will support the economic growth and social development of West Java Province, particularly in Bandung, Sumedang, Majalengka and surrounding areas. The main objectives of the project are:

- Constructing the alternative access transportation in Bandung to Sumedang
- Reducing traffic volume in the existing road, particularly during working days;
- Obtaining “value for money” of the infrastructure investment and service provision for Government of Indonesia and relevant regional or local governments.

2.4 Government Contracting Agency

The Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall responsible to perform the toll road project, including financing, engineering design, construction, operation and maintenance of the toll road during the concession period.

5. Economic Significance of Project

A preliminary Social Cost Benefit Analysis (SCBA) has indicated that the project would provide meaningful socio-economic benefits to the people at large as indicated by the EIRR of 23.32%. However, further analysis is required to obtain more accurate results of the SCBA.

6. Project Structure

Estimated project cost	US\$ 1,015.80 million
Indicative debt to equity ratio	70 : 30
Debt level	US\$ 711.13 million
Equity level	US\$ 304.77 million

7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports in terms of land acquisition and partial construction of the toll road to enhance financial viability of the project. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario.

8. Project Technical Profile

The specification of Cileunyi-Sumedang-Dawuan Toll Road is as follow:

Elements	Characteristic
Length	60.28 Km
Design speed	80 Km/hr
Number of lane	2x2 lanes (start), 2x3 lanes (final)
Lane of width	3.6 m
Outer shoulder width	3.0 m
Inner shoulder width	1.5 m
Media width	13 m

9. Initial Environmental Examination Findings

The examination of environmental impact has been conducted through RKL, RPL, and ANDAL report. The environmental impact of this project are listed below,

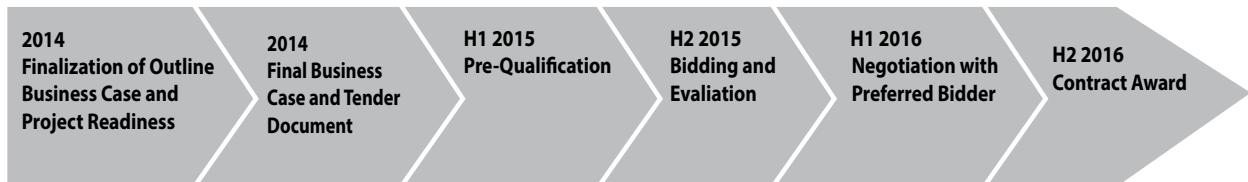
- Noise nuisance from the traffic
- Flood
- Decrease in ground water level
- Decrease in the carrying capacity of the land
- Changes in land use
- Shifting on runoff flow

10. Land Acquisition and Resettlement Action Plan

Total area required for the project is 854.25 ha. The land acquisition progress per May 2013 is 23.61 percent. Based on the study, this may need to conduct resettlement program Therefore, Land Acquisition and Resettlement Action Plan (LARAP) is needed for Cileunyi-Sumedang-Dawuan Toll road.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Cileunyi –Sumedang-Dawuan Toll Road



Note: This timetable is subject to government approval process

12. Contact Information

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Mr. Brawijaya

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13. Other Information

N/A



Project Code: P – 002 - 09 – 020

1. PANDAAN - MALANG TOLL ROAD, EAST JAVA

2. The Opportunity

2.1 Project Background

Malang – Pandaan road is part of Southern Java road network that connect the Surabaya Municipal with the other area in East Java through Malang Regency and Pasuruan. The regional development has created disturbance and barriers to the transportation flow in the existing road Pandaan – Malang. For instance, high frequency of pedestrian and public vehicles in the artery and toll road creates road congestions. The road congestion is inevitable for economy of the region, therefore the Pandaan – Malang toll road is designed to improve the connectivity within the region.



2.2 Project Description

The road section designed for 37.62 km, located in the center of East Java Province. From North to West region passing the Pasuruan Regency, Malang Regency and Malang Municipal. The Pandaan District will become the cross knot of toll road, the West – East area is prone to road congestion due shits of the land use. The realization of North – West corridor will stimulate the development of East Java, as it will connect the eastern area of the province with the Surabaya Municipal.

2.3 Project Objectives

The objectives of this project are:

- Improving public service in the transportation system.
- Enhancing and strengthening local economic and social activity of East Java Province
- Improving the connectivity within the region.

2.4 Government Contracting Agency

Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner responsible to perform the toll road project, including financing, engineering design, construction, operation and maintenance of the toll road during the concession period.

5. Economic Significance of Project Location

In the preliminary study indicates several economic significance of this project. The cost benefit analysis should be conducted at the PPP project preparation stage to verify this analysis. Based on the Social Cost Benefit Analysis (SCBA), the main benefits of the project are:

- Enhancing the efficiency cost of vehicle operation.
- Enhancing in efficiency of passenger.

The SCBA result shows that project has EIRR of 20.14%, which indicates project as economically viable, if compare with discount rate 10%.

6. Project Structure

Estimated project cost	US\$ 420.00 million
Indicative debt to equity ratio	70 : 30
Debt level	US\$ 294.00 million
Equity level	US\$ 126.00 million

7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports in terms of land acquisition and partial construction of the toll road to enhance financial viability of the project. A more accurate assessment of the required government support, in terms of form and scale, for the project is under preparation. The project has not yet indicated the need to request a government guarantee. The need for a government guarantee will be indicated in subsequent studies.

8. Project Technical Profile

The specification of Pandaan – Malang Toll Road is as follow:

Elements	Characteristic
Length	37.62 Km
Design speed	80 – 120 km/hr
Number of lane	2x3 lanes
Lane of width	3.60 m
Outer shoulder width	3.00 m
Inner shoulder width	1.50 m
Media width	12.70 m

9. Initial Environmental Examination Findings

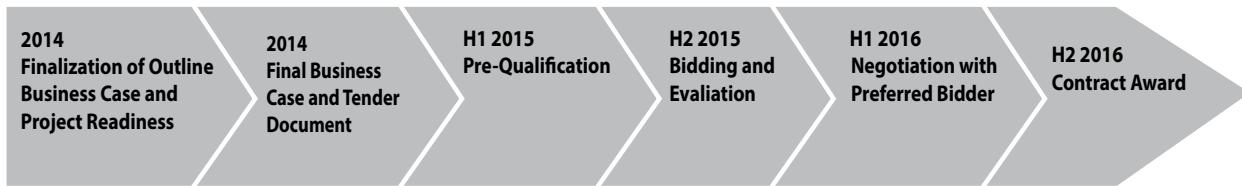
The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Action Plan

The Land Acquisition Team (P2T) prepared and identified the land ownership. The land acquisition process starts in 2013.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Pandaan – Malang Toll Road:



Note: This timetable is subject to government approval process

12. Contact Information

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13. Other Information

N/A



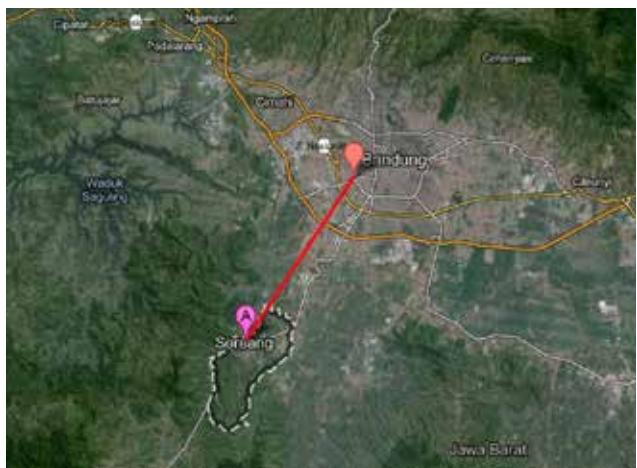
Project Code: P – 002 - 09 – 021

1. PASIRKOJA – SOREANG TOLL ROAD, WEST JAVA

2. The Opportunity

2.1 Project Background

Economic growth in South Bandung area in recent years has grown substantially, especially in Soreang as the Capital Regency of Bandung, and some surrounding congestion, such as Margaasih Subdistrict, Margahayu Subdistrict, Ketapang Subdistrict, Banjaran Subdistrict and Soreang Subdistrict. Economic growth has an impact on the increasing number of vehicles, changes in land use due to the growing centers of trade and industry such as the construction of new stores, malls factory, garment industry in both large and small. This raises new issues that increasing congested traffic in some streets. One of the alternative to resolve this problem is to build a new road in the form of toll roads.



Project Location :
West Java Province

2.2 Project Description

The Pasirkoja – Soreang Toll Road project will provide direct access for transporting people and goods. The construction of Pasirkoja – Soreang Toll Road is approximately 10 km while the overall length including access roads and interchanges is approximately 15 km.

2.3 Project Objectives

The Pasirkoja – Soreang Toll Road Project is developed to support flow of goods and service and government activity, so everything can be run quickly and smoothly which lead to an increase in economic growth. The main objectives of the project are:

- Short-term objectives: to reduce traffic congestion Kopo - Soreang.
- Long term-objectives: as a liaison to spur the growth of the southern region.

2.4 Government Contracting Agency

Indonesia Toll Road Authority (BPJT), Ministry of Public Works

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.



4. Private Partner's Role

The private partner shall responsible to perform the toll road project, including financing, engineering design, construction, operation and maintenance of the toll road during the concession period.

5. Economic Significance of Project

The Pasirkoja – Soreang Toll Road development benefits will be derived from:

- Reduction in travel time
- Reduction in vehicle operating cost
- Reduction in number of accidents
- Increase in the level of welfare of the people
- Improved regional social economic conditions

The result of Project's Economic Analysis, shows the project has 24.39% (with land acquisition).

6. Project Structure

The estimated project cost is US\$ 210.00 million and the land acquisition cost of US\$ 47.22 million.

7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports in terms of land acquisition and partial construction of the toll road to enhance financial viability of the project. A more accurate assessment of the required government support, in terms of form and scale, for the Project is under preparation. The project has not yet indicated the need to request a government guarantee. The need for a government guarantee will be indicated in subsequent studies.

8. Project Technical Profile

The construction of Pasirkoja – Soreang Toll Road is approximately 10 km while the overall length including access roads and interchanges is approximately 15 km. The specification of Pasirkoja – Soreang Toll Road is as follow:

Elements	Characteristic
Length	15.00 Km
Design speed	80 Km/hr
Number of lane	2x3 lanes
Lane of width	3.50 m
Outer shoulder width	2.00 m
Inner shoulder width	0.50 m
Media width	3 m
Right of Way	30.00 m (minimum)

9. Initial Environmental Examination Findings

The information related with the environmental assessment impact planned to be provided in subsequent studies.

10. Land Acquisition and Resettlement Plan

The information relates with the land acquisition and resettlement planned to be provided in subsequent studies.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Pasirkoja - Soreang Toll Road:



12. Contact Information

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13. Other Information

N/A



Project Code: D – 005 - 12 – 030

1. DKI JAKARTA SEWAGE TREATMENT PLANT

2. The Opportunity

2.1 Project Background

DKI Jakarta has continuously been growing economically by centering on the national administration, commercial, trading, and industries. However the urban environment has worsened particularly the water and sanitary environment, due to the lack of sewerage system to treat the increased amount of wastewater. At present, the government of Indonesia as well as DKI Jakarta is aware the necessity to improve the deteriorated urban environment. However, the development of the sewerage system could not proceed as planned and the coverage remains as low as 2%, mainly due to the requirement of huge funds for construction and operation & maintenance. Meanwhile, the Government of Indonesia (GOI) plans to improve the coverage of sewerage service to 5% by 2014 in 16 major cities nationwide, as a medium-term target, including DKI Jakarta. The government plans to use PPP scheme in the sewerage development in order to create synergy between the private sector's technical skills and funding capacity and the Indonesian government's legal and administrative power.



2.2 Project Description

The Project will use Pejagalan Sludge Treatment Plant (STP) site, with total area of 6.9 ha. The Project serves zone 1 in Central Jakarta and expected to cover a wide area of 4,901 and served population of 1,236,736. The team for preparatory survey recommends membrane bioreactor (MBR) as it has smaller footprint process than conventional activated sludge process (CAS) and does not require primary or secondary sedimentation. MBR also has advantages in the construction and O&M cost and can be arranged in the Pejagalan STP site, as it only requires 6.17 ha of land.

2.3 Project Objectives

The objectives of this project are:

- To establish wastewater system in DKI Jakarta, and
- To Improve the wastewater sector condition in DKI Jakarta.

2.4 Government Contracting Agency

Provincial Government of DKI Jakarta

3. Procurement Approach

This project is being procured as a PPP in compliance with the Presidential Regulation (PR) 67/2005 on the Cooperation between Government and Business Entity in Infrastructure Provision (as amended by PR 13/2010, PR 56/2011 and PR 66/2013), as well as prevailing Indonesian law.

4. Private Partner's Role

The private partner shall responsible for providing funds, conducting EPC, and implementing operation and maintenance throughout the cooperation period. Private partners will receive service fees in exchange for these works to compensate for their funds and expenses.

5. Economic Significance of the Project

The project will give main benefits as follows:

- Effect of the reduction in wastewater treatment cost.
- Effect of improvement in public sanitation.
- Effect of improvement of the living environment.
- Effect of the rise in land value.
- Effect of tourism recuperation.
- Effect of reclaimed water utilization.

The impact of this project for DKI Jakarta is not only come from sewerage tariffs revenue but also social benefit-related revenues. The EIRR is larger than the social discount rate of 12%.

6. Project Structure

7. Government Support and Government Guarantee

Estimated project cost	US\$ 173.5 million
Debt to Equity Ratio	70 : 30
Debt level	US\$ 121.45 million
Equity level	US\$ 52.05 million

The preparatory study document indicates the requirement for government support, in form of fiscal support, the Viability Gap Fund (VGF) for subsidy at 30% to 60% of the initial CAPEX. Thus the government support will enable the DKI Jakarta to reduce service fee and financial shortfall level in the O&M period. The project may need government guarantee to mitigate the project's risk from changes in the demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of the subsequent studies.

8. Project Technical Profile

The preparatory study proposes membrane bioreactor for wastewater treatment general plan at Pejagalan STP. The technical outlines are as follows:

- Average treatment capacity of 198,000 m3/day.
- Daily maximum capacity of 264,000 m3/day.
- Peaking Factor (PF).
- $\text{Sewer PF} = 4.02 * (0.0864 * Q) - 0.154$
- Large Pumping Station PF = 2.0
- Design effluent quality.
- BOD 20 mg/l (daily average).
- TSS 20 mg/l (daily average).
- Fecal Coli 10,000 MPN/100ml.

9. Initial Environmental Examination Findings

The preparatory study predicts the environmental impacts of the project during operation are as follows:

- Liquid waste effluent of STP would affect surface water quality.
- STP operation produces sludge that decreases the quality of surrounding environment.
- Solid waste, oil leakage and other domestic waste will contaminate the soil.
- Potential impact from NH₃ and H₂S emission from operational STP.
- Piles of excavation soil, which are exposed to the rain, will flow into the nearest water body and cause sedimentation.

10. Land Acquisition and Resettlement Action Plan

The STP project is planned to be constructed in the area of Penjaringan Park, whereas the sewer network installation is planned to pass along road property areas in three municipalities in Jakarta: Central, East, and North. According to government regulation, the areas are set as public area and expected for their intended function usage. However, there have been some activities by occupying groups in various location that based on the regulation. Consequently, when the construction of STP, the government must deals with these illegal occupants, although the land to be acquired is formally under the authority of government. The government of DKI Jakarta should prepare resettlement plan to a party entitled to the land chooses the option of the resettlement, among other options of compensation. However, based on PR 71/2012, illegal occupants are not included in the criteria of people whose legal rights are acknowledged in land acquisition.

11. Indicative Project Implementation Schedule

Indicative project implementation schedule for DKI Jakarta Waste Water Treatment Plant Project:



Note: This timetable is subject to government approval process

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13. Other Information

N/A

Glossary

Term	Meaning
AMDAL (EIA)	Analisis Mengenai Dampak Lingkungan <i>Environmental Impact Assessment</i>
AKAP/AKDP	Antar Kota Antar Provinsi/ Antar Kota Dalam Provinsi <i>Inter Province Transportation/ Inner Province Transportation</i>
Bappenas	Badan Perencanaan Pembangunan Nasional <i>National Development Planning Agency</i>
BLU	Badan Layanan Umum <i>public service agency</i>
BOT	Bangun – Guna - Serah <i>Build Operate Transfer</i>
BOO	Bangun- Milik- Guna <i>Build Own Operate</i>
BOOT	Bangun- Milik- Guna - Serah <i>Build Own Operate Transfer</i>
BPJT	Badan Pengelola Jalan Tol <i>The Indonesia Toll Road Authority</i>
BRTI	Badan Regulasi Telekomunikasi Indonesia <i>Indonesian Telecommunications Regulatory Authority</i>
BUPI	Badan Usaha Penjaminan Infrastruktur <i>Infrastructure Warranty Business Entity</i>
CMEA	Kementerian Koordinator Bidang Perekonomian <i>Coordinator Ministry Of Economic Affairs</i>
EIRR	Tingkat Pengembalian Ekonomi <i>Economic Internal Rate of Return</i>
FBC	Kajian Akhir Prastudi Kelayakan <i>Final Business Case</i>
GCA	Penanggung Jawab Proyek Kerjasama <i>Government Contracting Agency</i>

Term	Meaning
Gol	Pemerintah Indonesia <i>Government Of Indonesia</i>
IEE	Analisa Awal Dampak Lingkungan <i>Initial Environmental Examination</i>
IPP	Investasi Listrik Swasta <i>Independent Power Producer</i>
KKPPI	Komite Kebijakan Percepatan Penyediaan Infrastruktur <i>Committee on Policy for the Acceleration of Infrastructure Development</i>
MOF	Kementerian Keuangan <i>Ministry of Finance</i>
MP3EI	Master Plan Percepatan & Perluasan Pembangunan Ekonomi Indonesia <i>The Masterplan for Acceleration and Expansion of Indonesia's Economic Development</i>
MRT	Angkutan Umum Massal Cepat Mass Rapid Transit
OBC	Kajian Awal Prastudi Kelayakan Outline Business Case
O&M	Operasi dan Pemeliharaan <i>Operation & Maintenance</i>
P2T	Panitia Pengadaan Tanah <i>The Land Acquisition Team</i>
P3CU	Unit Pusat Kerjasama Pemerintah dan Swasta <i>Public Private Partnership Central Unit</i>
PDAM	Perusahaan Daerah Air Minum <i>Local Government Owned Water Utilities</i>
Permen PPN	Peraturan Menteri Perencanaan Pembangunan Nasional <i>Regulation of the State Minister of National Development Planning</i>
Perpres	Peraturan Presiden <i>Presidential Regulation</i>
PIP	Pusat Investasi Pemerintah <i>Government Investment Unit</i>

Term	Meaning
PLN	Perusahaan Listrik Negara <i>State Electricity Company</i>
PPA	Perjanjian Jual Beli Listrik <i>Power Purchase Agreement</i>
PPP	Kerjasama Pemerintah Swasta <i>Public Private Partnership</i>
PT. SMI	PT. Sarana Multi Infrastruktur
PT PII (IIGF)	PT. Penjaminan Infrastruktur Indonesia <i>Indonesia Infrastructure Guarantee Fund</i>
RFP	Permintaan untuk Proposal <i>Request for Proposal</i>
RKL	Rencana Pengelolaan Lingkungan <i>Environmental Management Plan</i>
RPL	Rencana Pemantauan Lingkungan <i>Environment Management Plan</i>
RPJMD	Rencana Pembangunan Jangka Menengah Daerah The Regional Medium-Term Development Plan
RPJMN	Rencana Pembangunan Jangka Menengah Nasional The National Medium-Term Development Plan
SCBA	Analisis Biaya Manfaat Sosial <i>Social Cost Benefit Analysis</i>
SPV	Lembaga Khusus <i>Special Purpose Vehicle</i>
VGF	Dana Pendampingan Pemerintah <i>Viability Gap Fund</i>

The cost estimationin the PPP Book 2013 are based on information provided by the GCA, with base conversion rate at IDR 9,000 per USD 1. These cost estimates reflect the most recent information available and are subject to change.

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