

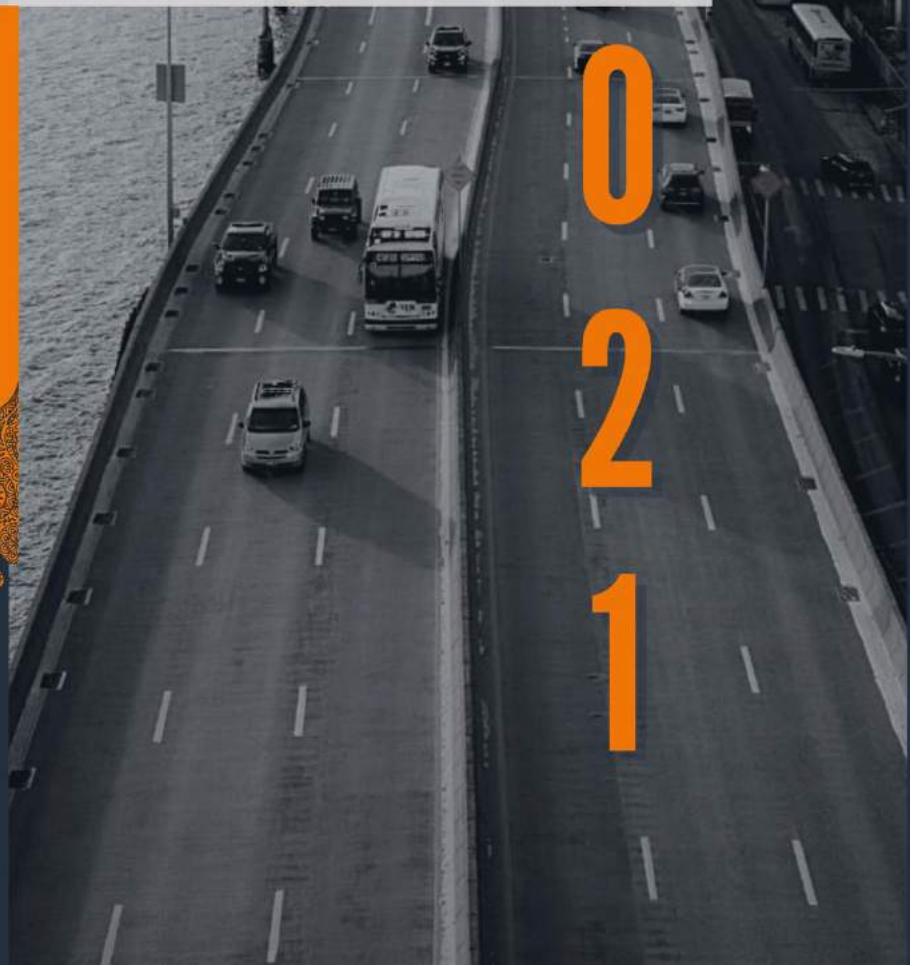


REPUBLIC OF INDONESIA  
MINISTRY OF NATIONAL DEVELOPMENT PLANNING/  
NATIONAL DEVELOPMENT PLANNING AGENCY

# PUBLIC-PRIVATE PARTNERSHIP

INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

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## **DISCLAIMER**

The information contained in this PPP Book was obtained in June along with the issuance of National Development Planning Minister Decree Number KEP.79/M.PPN/HK/06/2021.

The project digests are based on the Project Owner data and may change simultaneously with the development of the project.

## **Foreword**

### **PPP FOR BETTER INFRASTRUCTURE**

Indonesia as an emerging market has been well aware of infrastructure development is as one of key essentials in accelerating the growth of economics and lessening the gap of economic inequality of eastern – western part of Indonesia. Global Competitiveness Report 2020 states that the index of Indonesia's infrastructure quality has increased by 13 places, namely from rank 72nd in 2019 to rank 58th in 2020. This achievement means that despite of the Covid 19 pandemic, the Government of Indonesia remains their commitment to strengthen the infrastructure service.

Under the current Medium-Term National Development Plan 2020-2024, the main government target is to reach the average GDP growth to 6% and allocating IDR 6.445 Trillion or about 6,2% of GDP for infrastructure spending. In contrast, the funding capacity of the government is only able to fund IDR 2.385 Trillion or about 37% of the total required investment. This funding gap forces the government in maximizing innovative financing scheme by encouraging the participation of private sector in infrastructure provision investment through the Public Private Partnership (PPP) scheme.

As the aforementioned urgency of the private sector involvement leads PPP to become one of the alternative financing scheme as the response to the limitation of government spending budget. To show support towards the Government Contracting Agency's of PPP Project, The Government of Indonesia

The Government of Indonesia needs to facilitate and support the Government Contracting Agency's capacity (GCA) as well as providing reliable information for the private sector as the potential investor. Aiming to give better overview about the infrastructure PPP projects plan, the government issues PPP Book annually. In compliance with the Minister of National Development Planning Regulation Number 4/2015 as amended by Minister of National Development Planning Regulation Number 2/2020, Bappenas has the responsibility to rigorously review and screen all PPP Projects before it is issued and published in the PPP Book. Furthermore, The PPP Joint Office has been established and The PPP Joint Office also involved in the preparation of this PPP Book.

In PPP Book, the projects are organized into two categories based on their readiness level; those are ready to offer projects and under preparation projects. Moreover, PPP Book also provides information related to projects that have already moved to the tender process (under transaction) and the success story of PPP projects in Indonesia. This year, the total projects covered in PPP Book are 47 projects, with 40 categorized as under preparation projects, and 7 categorized as ready to offer projects.

The government hopes that this PPP Book would escalate the participation of private parties so that the implementation of PPP projects could be more acceptable.

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## **1. Indonesia Country Profile**

Indonesia, with a land area of 1,916,862 square kilometers, is the 14<sup>th</sup> largest country in the world. The ranks increased to the 7<sup>th</sup> largest country in terms of land and sea area combined, where it consists of 34 provinces. Indonesia's population — which at 266.7 million makes it the world's fourth-most-populous country, is the most populous in Southeast Asia. According to the World Bank, Indonesia's GDP per capita has steadily risen, from \$165 Million in the year 2000 to \$1,119 Million in 2019. Indonesia is also a member of the G-20, where it is a representative of developing countries that give an economic impact on the world.

In order to achieve the medium scenario of GDP growth target and infrastructure stock target in RPJMN 2020–2024, infrastructure development needs are 6,445 Trillion IDR or an average of 6.2 percent of GDP. However, the government's ability to fund infrastructure development is only 2,385 trillion IDR or only 37 percent of total needs (RPJMN 2020–2024). It required an innovative effort to encourage the participation of the community and business entities to finance the remaining 63% of infrastructure development needs.

The infrastructure gap must be seen as an opportunity to grow. As infrastructure development accelerates, the multiplier effect will start to take effect on people's daily life. Better infrastructure means that the country will be able to absorb a larger flow of goods and tourists that travel across the country, hastening the economic growth of the nation. As the nation grows, social equality will spread throughout Indonesia as different parts of the nation's vast territory will gain access to more electricity and telecommunication network, better road and transportation system, and improved social infrastructures such as healthcare and education facilities.

Over the years, the investment climate for the private sector is getting better, as Indonesia has steadily increased its Ease of Doing Business (EoDB) Ranks by the World Bank. Indonesian EoDB's rank rose from 106 in 2016 to 73 in 2020. At the moment, Indonesia is the Top 3 Asian Best Investment Destination according to The Economist and also the Top 6 Japan Investment Destination (JBIC rating). Moreover, Indonesia's Sovereign Credit Rating is rated by Moody's (Baa2/Stable Outlook), Fitch (BBB/Stable Outlook), and S&P (BBB/Stable Outlook) in 2020.

The Government of Indonesia is acknowledging the importance of improving the nation's infrastructure while also fully aware of the profitability of such infrastructure investment from the perspective of business and the private sector. To bridge the interest of the private sector in finding profitable investment and providing better infrastructure for the people, the Government is offering the Public-Private Partnership (PPP) scheme in developing infrastructure projects. This scheme is provided through the Presidential Regulation Number 38/2015 alongside its technical regulations. Now, as the condition for PPP projects in Indonesia has matured and a steady stream of new projects has come throughout the years, new opportunities for a profitable investment arise alongside the projects.

## **2. Regulatory Frameworks**

The Government has taken a series of major steps to refine the PPP policies and regulatory framework to improve the attractiveness and competitiveness of the Government's PPP program. The regulations consist of:

**1) Regulatory Framework for PPP Scheme Guidelines**

- a. Presidential Regulation Number 38/2015, Public Private Partnership on Infrastructure Provision contains general stipulation to support the implementation of national development in order to improve the national economy, the welfare of society and the competitiveness of Indonesia in a global context. This Presidential Regulation mandated to Bappenas, LKPP, MoF, MOHA to stipulate the technical regulation.
- b. Minister of National Development Planning Number 4/2015 regarding operational guidelines for PPP on infrastructure provision as amended by Minister of National Development Planning Regulation Number 2/2020. The key points of this amendment are :
  - Simplification of studies preparation for both solicited and unsolicited projects;
  - Adding more sectors of infrastructure as the sector-specific needs grow;
  - Bappenas facilitation for studies preparation;
  - Improving the role of PPP Joint Office.
- c. Head of National Public Procurement Agency (LKPP) Regulation Number 19/2015 regarding guidelines for procurement of business entities on PPP scheme in infrastructure provision. Since LKPP Regulation Number 29/2018 regulates the solicited project, so that this regulation only applies for unsolicited project and preparation agency.
- d. National Public Procurement Agency (LKPP) Regulation Number 29/2018 regarding guidelines for procurement of business entities on solicited PPP infrastructure projects. The key point of this amendment is to make the guidelines more clear, especially the clause regarding two stages bidding.

**b) Regulatory Framework for Availability Payment Scheme on PPP Projects**

- a) Minister of Finance Regulation Number 260/2016 as an amendment of Minister of Finance Regulation Number 190/2015 regarding Availability Payment on PPP scheme in Infrastructure Provision.
- b) Minister of Home Affairs Regulation Number 96/2016 regarding Availability Payment using the local budget (APBD) on PPP scheme in Infrastructure Provision.

**3) Regulatory Framework for Government Guarantee on PPP Projects**

- a) Presidential Regulation Number 78/2010 regarding government guarantees on PPP infrastructure projects.
- b) Minister of Finance Regulation Number 8/2016 as an amendment of Minister of Finance Regulation Number 260/2010 regarding guidelines on a government guarantee.
- c) Minister of Finance Regulation Number 30/2012 regarding contingency liability fund.

#### 4) Regulatory Framework for Government Support on PPP Projects

- a) Minister of Finance Regulation Number 170/2018 as an amendment of Minister of Finance Regulation Number 223/2012 regarding VGF
- b) Minister of Finance Regulation Number 170/2015 as an amendment of Minister of Finance Regulation Number 143/2013 regarding VGF
- c) Minister of Finance Regulation Number 73/2018 regarding PDF
- d) Minister of Finance Regulation Number 180/2020 regarding PDF

#### 5) Other related regulation

- a) Government Regulation Number 27/2014 regarding the management of national/regional asset as amended by Government Regulation Number 28/2020 regarding the management of national/regional asset
- b) Government Regulation Number 28/2018 regarding regional cooperation

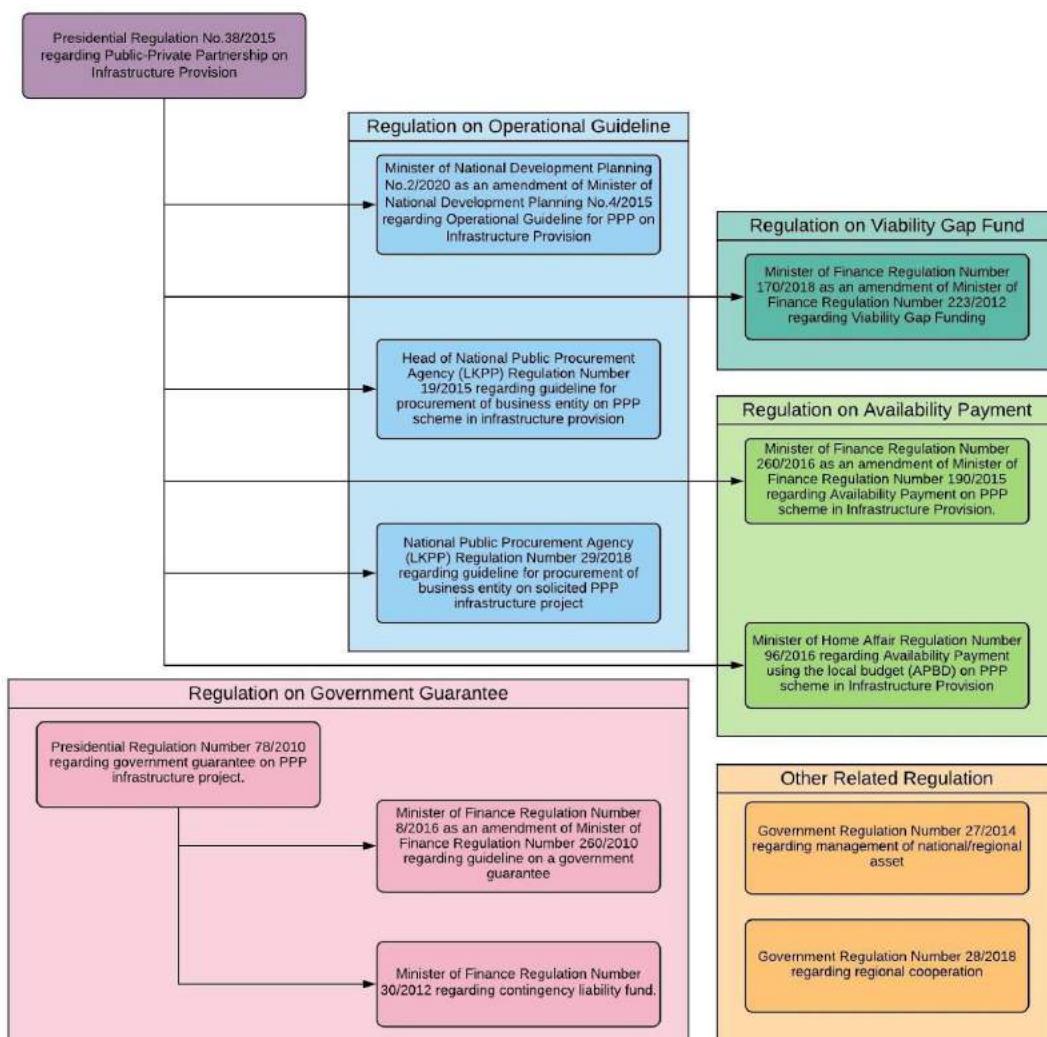


Figure 1: The Evolving Cross-sector PPP Regulatory Frameworks in Indonesia

### **3. PPP Stage Explanations**

There are four stages for the PPP scheme: Planning, Preparation, Transaction, and Implementation.

#### **3.1 Planning**

The planning phase consists of such activities as follows:

##### **1) PPP budget planning**

The Minister/Head of Institution/Head of Regional Government set up a budget for PPP that includes all stages from planning, preparation, transaction and implementation. This step is crucial to ensure the continuity of the project.

##### **2) PPP identification and determination**

Project identification, as the name implies, refers to the activities of finding a suitable infrastructure project to be provided using a PPP scheme. There are 20+1 sectors that are eligible to be provided using the PPP scheme. PPP projects can be identified in three ways as follows:

- a) Proposed by Minister/Head of Institution/Head of Regional Government/Director of State-Owned Enterprise (SOE)/Director of Regional-Owned Enterprise (ROE), colloquially named Government Contracting Agency (GCA).
- b) Proposed by the Ministry of National Development Planning/ National Development Planning Agency based on the National Development Priority Program.
- c) Proposed to suitable GCA by the business entity itself, known as unsolicited projects.

In solicited PPP projects, determining whether the project is suitable for PPP or not must be done using a preliminary study. A preliminary study is an initial study conducted by the GCA to provide descriptions of the requirements necessary for the infrastructure provision and its benefits if it is delivered under cooperation with the business entity through the PPP scheme. Furthermore, the Preliminary Study should consist of:

- a) Need analysis
- b) Compliance criteria
- c) Value for money analysis
- d) Analysis of potential revenue and project funding scheme
- e) Recommendation and follow-up plan

##### **3) PPP planning phase budget disbursement**

The GCA must set up and eventually disburse the budget for the planning phase, at least for preparation of Preliminary Study and conducting Public Consultation.

**4) Public consultation**

Public consultation on the preparation stage will discuss the planned projects with related stakeholders. The goal of the public consultation is to gather inputs and responses from stakeholders regarding the projects.

**5) PPP screening**

After completing the preliminary study including the public consultation, the GCA then will decide whether the planned project is suitable to be continued using PPP or other schemes. Then, the GCA must propose the project by sending a letter attached with all the documentation to the Minister of National Development Planning to get feedback and recommendation.

**6) Compiling the PPP Book**

The Ministry of National Development Planning after receiving the project from many GCAs will then check its readiness and compile the projects into one document called PPP Book. This document is issued annually.

**7) PPP Categorization**

The proposed project, will be categorized into two categories : under preparation projects and ready to offer projects, according to its readiness and completion level.

### **3.2 Preparation**

The PPP preparation stage comprises of Pre-Feasibility Study, which consists of:

**1) Pre-Feasibility Study**

Pre-Feasibility Study in the case of solicited PPP Projects can be divided into 2 (two) documents: Outline Business Case (OBC) and Final Business Case (FBC), where the FBC is the improvement of the OBC with more detailed data and analysis. Although in special cases, both can be combined into one document, such as if the project is considered a priority project and/or national strategic project or if there are similar projects with proven high demand on the market. The OBC/FBC document must include at least:

- a) Legal and institutional analysis;
- b) Technical analysis;
- c) Economic and commercial analysis;
- d) Environmental and social analysis;
- e) Cooperation form and structure in infrastructure provision analysis;
- f) Risk management analysis;
- g) Government Support and/or Government Guarantee analysis; and
- h) Outstanding issues.

## 2) Public Consultation

The purpose of Public Consultation is to review the compliance of the social standards. Moreover, the aim of Public Consultation is to obtain inputs regarding public needs related to the PPP project and ensure the readiness of the project.

## 3) Market Sounding

Market Sounding is intended to obtain inputs and responses from the PPP markets (business entities/ agencies/ institutions/ national or international organizations).

### 3.3 Transaction

#### 1) Market Consultation

Market consultation can be done to ensure the willingness of the prospective bidders and to gather inputs, considerations, and responses regarding the PPP Project. This activity can be done by one-on-one meetings with interested parties or formal project promotional events.

#### 2) Project Location Determination

GCA must determine and set the location of the project before the procurement process. Land acquisition is one of the responsibilities of the GCA. The GCA must consult with the preparation document and any related institution to ensure that the land acquisition and the ensuing relocation (if any) is compliant with the regulation. GCA must also ensure that the project has obtained any applicable environmental permits and licenses.

#### 3) SPC Procurement Process

The procurement process consists of pre-qualification of prospective participants, request for proposals, and evaluation. After evaluating the bidding proposals, the GCA will then determine the winning bidder. Before the winning bidder is awarded, usually the bidders are given a chance to object the result. Eventually, the GCA will release a letter of award if there is no objection from other bidders or the objection is considered invalid.

#### 4) Agreement Signing

After the letter of award is issued, the winning bidder must establish a Special Purpose Company (SPC) as legal entity to sign the PPP agreement. If there is some form of government guarantee, SPC must also sign guarantee agreement with Indonesian Infrastructure Guarantee Fund (IIGF) while the GCA sign a recourse agreement with the IIGF.

#### 5) Financial Close

After signing the agreement, the SPC should be able to secure the financing of the project. This must be obtained no longer than 12 months after signing the PPP Agreement and could be extended from time to time if failure to obtain financing is not caused by negligence of the implementing Business Entity. Every extension given for financial close should be no longer than six months. Financial close could

also be done in stages according to the project cycle and the agreement between SPC and GCA.

### **3.4 Implementation**

The implementation stage consists of 2 (two) activities, that is:

- 1) Preparation of PPP implementation monitoring**

To prepare for the implementation, GCA must establish the monitoring team, prepare and issue guidelines on PPP implementation monitoring, hand over all project documentation to the monitoring team, and oversee the progress of financial close from the SPC.

- 2) PPP implementation monitoring**

The monitoring will commence from the construction phase, operational phase until the handover of the asset after the cooperation period is finished

### **4. PPP Joint Office**

Regarding the acceleration of the implementation of PPP projects in Indonesia, President Joko Widodo gave directions delivered at the 2017 PPP Book launching that coordination related to PPP projects will be carried out through the Indonesia PPP Joint Office. The purpose of establishing the Indonesia PPP Joint Office is to serve as a coordination forum among PPP project stakeholders. Furthermore, the Indonesia PPP Joint Office also provides facilitation and capacity building where assistance can be provided starting from the planning stage to the operation stage. To strengthen the institutional coordination forum between PPP stakeholders, a Memorandum of Understanding on the Synergy of Ministries and Institutions in the Implementation of Infrastructure Provision with the Government/Regional Government Cooperation Scheme with Business Entities through Joint Offices by the seven Members of the Indonesia PPP Joint Office has been signed by the members on 18 September 2020.

The functions of the PPP Joint Office are:

- a. Become a coordination forum for PPP stakeholders;
- b. A front office for the Government to serve business entities in obtaining information and knowledge related to PPP schemes;
- c. Giving recommendation for PPP project implementation;
- d. To propose recommendation to related parties in harmonizing PPP policies;
- e. To monitor the government's planning and budgeting process in accommodating PPP projects;
- f. synergize in providing Government support and facilities for project in a sustainable and integrated manner;
- g. recommends required guidelines for PPP implementation to the PPP Joint Office member based on their duties, function and authorities;
- h. implement effective management and communication between PPP stakeholders including exchange of data and information to strengthen data integration; and
- i. become an integrated PPP information center and accessible by business entities and all PPP stakeholders.

The members of the PPP Joint Office are:

- a. Coordinating Ministry of Economic Affairs.
- b. Coordinating Ministry of Maritime and Investment Affairs.
- c. Ministry of Finance.
- d. Ministry of Home Affairs.
- e. The Ministry of National Development Planning / National Development Planning Agency.
- f. Ministry of Investment / Indonesia's Investment Coordinating Board (BKPM).
- g. National Public Procurement Agency (LKPP).

In carrying out activities at the PPP Joint Office, members can also involve other parties under their authority, such as the Ministry of Agrarian Affairs and Spatial Planning / National Land Agency under the Coordinating Ministry for Economic Affairs and PT PII/IIGF, PT SMI, and/or LMAN under the Ministry of Finance. In several conditions, the involvement of other related parties is also possible through the PPP Joint Office.

## 5. PPP Project Pipeline

Based on Presidential Regulation Number 38/2015, there are two PPP project proposal schemes, which are **Solicited** and **Unsolicited**. The project pipeline comparison between the two schemes is shown below. **Solicited Proposal** is initiated by the Government, while the **Unsolicited Project** is initiated by the private sector.

### 5.1 Solicited Proposal

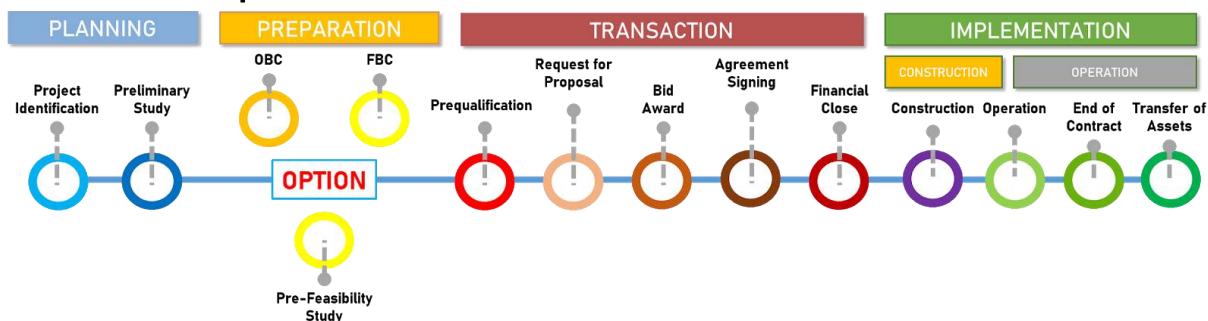


Figure 3: The Project Pipeline for Solicited Proposals

According to Minister of National Development Planning Number 2/2020, for solicited proposals, the PPP Project Pipeline consists of four phases, namely Planning, Preparation, Transaction, and Implementation.

Figure 3 shows the interrelation between the four phases of the PPP Projects Pipeline. The four phases are straightforward phases; each of them consists of another sub-process.

- 1) The planning phase consists of Project Identification and Preliminary Study. The first step is used to choose a viable PPP project from a list of projects. Then, during the second step, the project will go through a series of qualitative studies to determine whether the project is suitable for a PPP scheme. This phase is estimated to take 1 to 2 months. During this phase, Public Consultation is required to be done to inform the impacted parties on the planned PPP Project.
- 2) In the preparation phase, the project will undergo a series of quantitative studies to see the viability of the PPP projects, in terms of financial value, economic value, risk analysis and mitigation, et cetera. In this phase, private sectors are invited to give

input in Market Sounding. It is to be noted that in special cases, OBC and FBC can be combined into one document, if the project is considered as a priority project and/or national strategic project or if there are similar projects with proven high demand on the market. In general, it is estimated to take 8 to 10 months for a project to finish the preparation phase.

- 3) Transaction phase, which facilitates the project through a transaction to find the suitable business entity, includes Market Consultation, Prequalification, Request for Proposal, Bid Award, PPP Agreement Signing, and then Financial Close. It is estimated to take 12 months to finish the transaction phase.
- 4) The last phase is the implementation phase, which consists of the construction stage, operation stage and handover of the asset after the cooperation period is finished. During these stages, GCA will establish a monitoring team to oversee and evaluate each aspect of contract implementation.

## 5.2 Unsolicited Proposal

As already mentioned above, the unsolicited PPP proposal is initiated by the private sector or the project proponent. The process framework of unsolicited PPP proposals is quite the same: Planning, Preparation, and Transaction. However, the planning and preparation are conducted by the private sector as the initiator, while the transaction is conducted by the government (GCA).

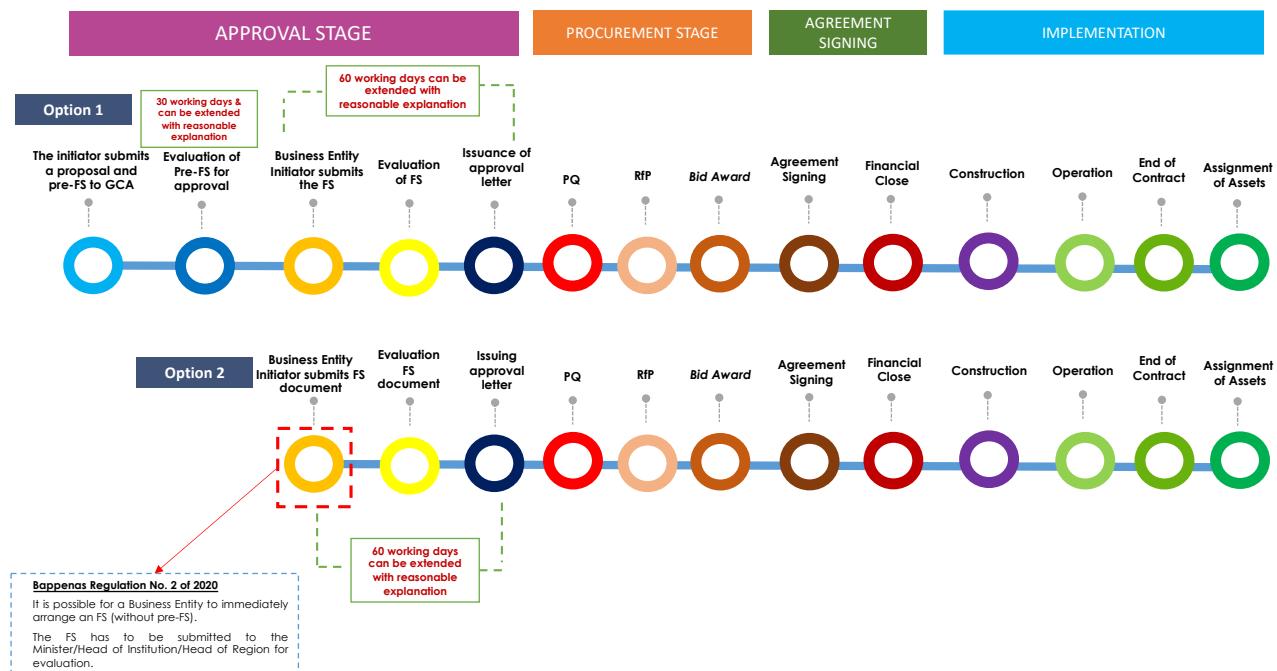


Figure 4: The Project Pipeline for Unsolicited Proposals

Based on Minister of National Planning and Development Regulation Number 4/2015 as amended by Minister of National Planning and Development Regulation Number 2/2020, the process for dealing with unsolicited proposals can be divided into three main stages, namely:

- 1) The first stage is the Approval Process. It starts from the time the project proponent proposed the project to GCA by submitting Letter of Intent (LoI) and Pre-Feasibility Study or Feasibility Study. After receiving the feasibility study, the GCA then must do all internal assessments and decide whether to approve the project or not. When the GCA approves the project after assessing and evaluating the proposal it must issue an Approval Letter.

The type of Approval Letter will depend on the level of feasibility study given. If the project proponent sent a Pre-Feasibility Study, the government will issue a Pre-FS Approval Letter and give rights to the project proponent to prepare the Feasibility Study. If the project proponent sent a Feasibility Study, the government will issue FS Approval Letter and announce the proponent as Project Initiator.

The Project Initiator may propose the incentives or benefits as compensation for their work of preparing the project. The choices of incentives or benefits to the Project Initiator are as follows:

a) Right to Match

If another bidder has a better proposal wins the tender process after the evaluation, Project Initiator may, at their own consideration, match their proposal.

b) Additional Point on Procurement Score

The Project Initiator automatically gains an additional score of 10% during the proposal evaluation process.

c) Sold the initiatives to the GCA

GCA can purchase the intellectual property of the feasibility study on an agreed price from the Project Initiator. The feasibility study document is then owned by the GCA. Then, Project Initiator can decide whether to participate without any added incentives or not participate in the tender process at all.

- 2) The second stage involves a Competitive Tender Process. The bidding process is conducted similar to the solicited PPP project from pre-qualification until the bid award.
- 3) The third stage, the PPP Agreement Signing is also done in a similar way to the solicited PPP project. This stage starts from the signing of the PPP agreement until the financial close.

## 6. Option on Investment Return for PPP Project

According to Minister of National Development and Planning/Head of National Planning Agency Regulation Number 4/2015 as amended by Minister of National Development and Planning/Head of National Planning Agency Regulation Number 2/2020, there are 3 (three) options for the return of investment method, namely:

- 1) User charge payment in the form of Tariff, in this scheme the Special Purpose Company (SPC)'s main income is directly paid through user charge;

- 2) Availability Payment, in cases where the project is not financially profitable, the government will pay an agreed amount of annual payment as the SPC's main income; and
- 3) Payment In other forms, in accordance with the laws

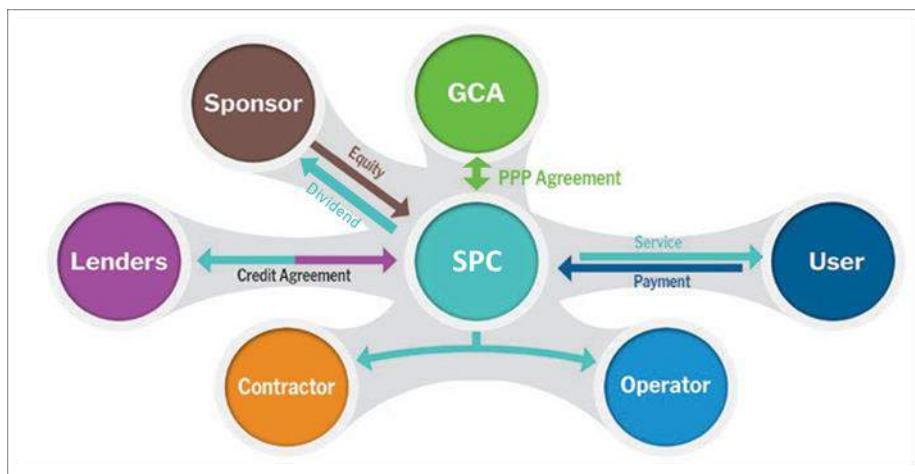


Figure 5: User Charge Scheme

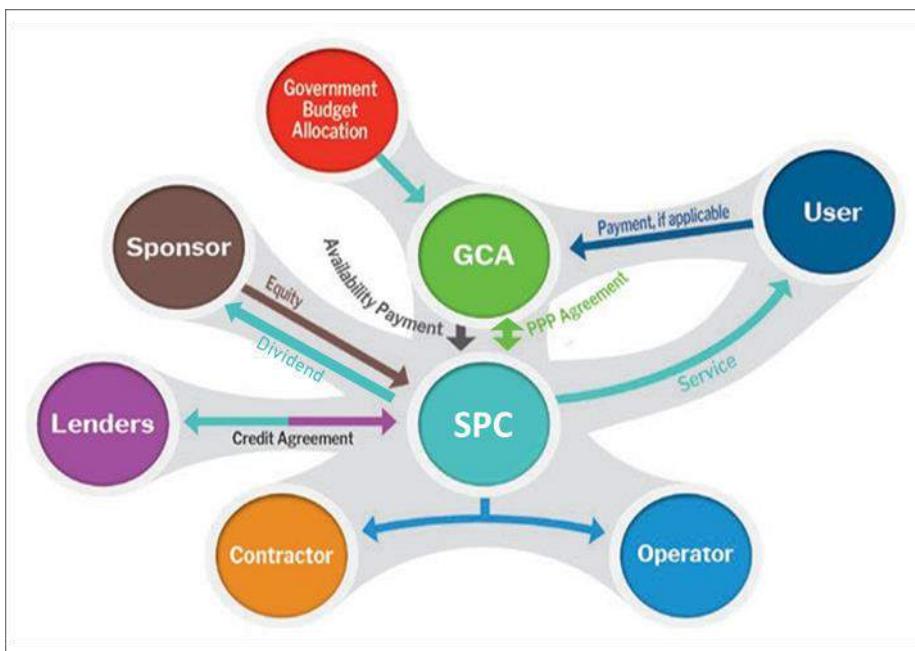
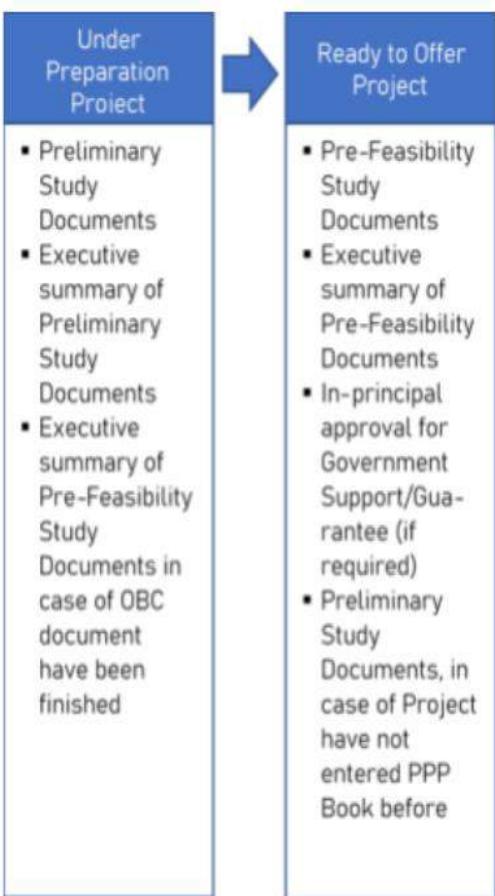


Figure 6: Availability Payment Scheme

## 7. PPP Project Selection Criteria

The PPP Book is a list of Public-Private Partnership projects planned in Indonesia. The list consists of two categories: (i) Under Preparation Projects; and (ii) Ready to Offer Project. The PPP Book is prepared and published every year by the process of the Government's Work Plan.

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's 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 7.

The projects inside the PPP Book 2021 has been drafted in compliance with Minister of National Development Planning/ National Development Planning Agency Regulation Number 4/2015 as amended by Minister of National Development Planning/ National Development Planning Agency Regulation Number 2/2020, which governs the procedures for the implementation of PPP projects and registration of projects in the PPP Book respectively. The criteria in this regulation have been designed to ensure that all projects are appropriately analyzed and thoroughly designed before entering the PPP Book.

The Government is aware that any information that gives bidders a good understanding of the technical requirements of the 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 of specialist partners.

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

### 1) Under Preparation Project\*

Under Preparation Project Eligibility Criteria
<ul style="list-style-type: none"> <li>▪ Compliance with National/Regional Mid-Term Development Plan and Strategic Plan of infrastructure sector;</li> <li>▪ Suitability of the project location which will be cooperated with Spatial Plan;</li> <li>▪ Relation between inter-sector of Infrastructure and inter-region; and</li> <li>▪ Has prepared the Preliminary Study.</li> </ul>

\*) unsolicited project could be categorized as under preparation project if GCA has issued Pre-FS approval letter containing: Potential Initiator exclusive rights for a certain period of time to complete PPP pre-feasibility study, obligation to prepare

pre-feasibility study and to obey procedures for unsolicited PPPs in accordance with General Guidelines and obligation to convey compensation form proposal.

## 2) Ready to Offer Project\*

Ready to Offer Project Eligibility Criteria
<ul style="list-style-type: none"><li>▪ Has obtained certainty regarding PPP readiness, technical compliance, market interest, and the option of PPP form;</li><li>▪ Has completed environmental impact assessment in accordance with applicable laws and regulations;</li><li>▪ Has prepared detailed draft of output specification;</li><li>▪ Has prepared draft of SPC investment return;</li><li>▪ Has conducted financial model analysis, allocation and risk mitigation and also granting of Government Support and/or Government Guarantee mechanism, if needed;</li><li>▪ Has prepared a draft of SPC procurement plan considering:<ul style="list-style-type: none"><li>• Market potential and interest of Business Entities on the project;</li><li>• Feasibility of planning and schedule of tender process; and</li><li>• Readiness of the Procurement Committee.</li></ul></li></ul>

\*) unsolicited project could be categorized as ready to offer project if GCA has issued the final Approval Letter which contains : Feasibility Study approval, stipulation of PPP proposal as Unsolicited PPP, stipulation of Potential Initiator as Business Entities Initiator, stipulation of compensation form and SPC procurement prequalification eligibility.

## 3) Already Tendered Project

Already Tendered Project Eligibility Criteria
<ul style="list-style-type: none"><li>• Has issued the prequalification notice;</li><li>• Projects are in prequalification stage, tender stage, and bid award considered as already tendered project.</li></ul>

## 4) Success Story Project

Success Story Project Eligibility Criteria
<ul style="list-style-type: none"><li>• Has obtain financial close;</li><li>• Projects are in construction and operation stage considered as already tendered project</li></ul>

## 5) Important notes related to the Viability Gap Fund and Government Guarantee during the Procurement Process

<b>Activities Related to Government Support</b>
<ul style="list-style-type: none"> <li>• Before Prequalification stage, the GCA shall file a request for granting initial determination of feasibility support, in accordance with the laws and regulation;</li> <li>• During bid stage, the Minister of Finance shall issue in-prncipal approval letter on VGF support;</li> <li>• Once a tender winner has been selected, the GCA must submit the tender result to the Minister of Finance as the basis for the Minister of Finance to issue the final decision on VGF support</li> </ul>
<b>Activities Related to government Guarantee</b>
<ul style="list-style-type: none"> <li>• Before the project bidders submit their proposals, the GCA must ensure that Guarantor has issued in-principal approval, in the form of a Lettof of Intent based on the result of Guarantor's evaluation</li> </ul>

## 6) Unsolicited Project

<b>Unsolicited Project Eligibility Criteria</b>
<ul style="list-style-type: none"> <li>• Technically integrated with regional long-term plan and/or sectoral master plan;</li> <li>• Economically and financially feasible;</li> <li>• The project proponent has adequate financial capabilities to finance the project.</li> </ul>

# 8. PPP Project Evaluation

## 8.1 PPP Books From 2009 to 2021

The following figure depicts the evolution of PPP projects throughout the successive PPP Books since 2009.

During 2019, BAPPENAS received proposals for new infrastructure projects from ministries as well as the local government. BAPPENAS reviewed and screened those proposals in compliance with the Head of BAPPENAS/Minister of National Development Planning Regulation 4/2015 as amended by the Head of BAPPENAS/Minister of National Development Planning Regulation 2/2020. From the review and screening process, 54 proposals can be accepted to be included in PPP Book 2021 categorized as Ready to Offer and Under Preparation Projects. Other than two categories as regulated in Minister of National Development Planning Regulation No. 2 of 2020, there are other categories such as Already Tendered projects and Successful Stories.

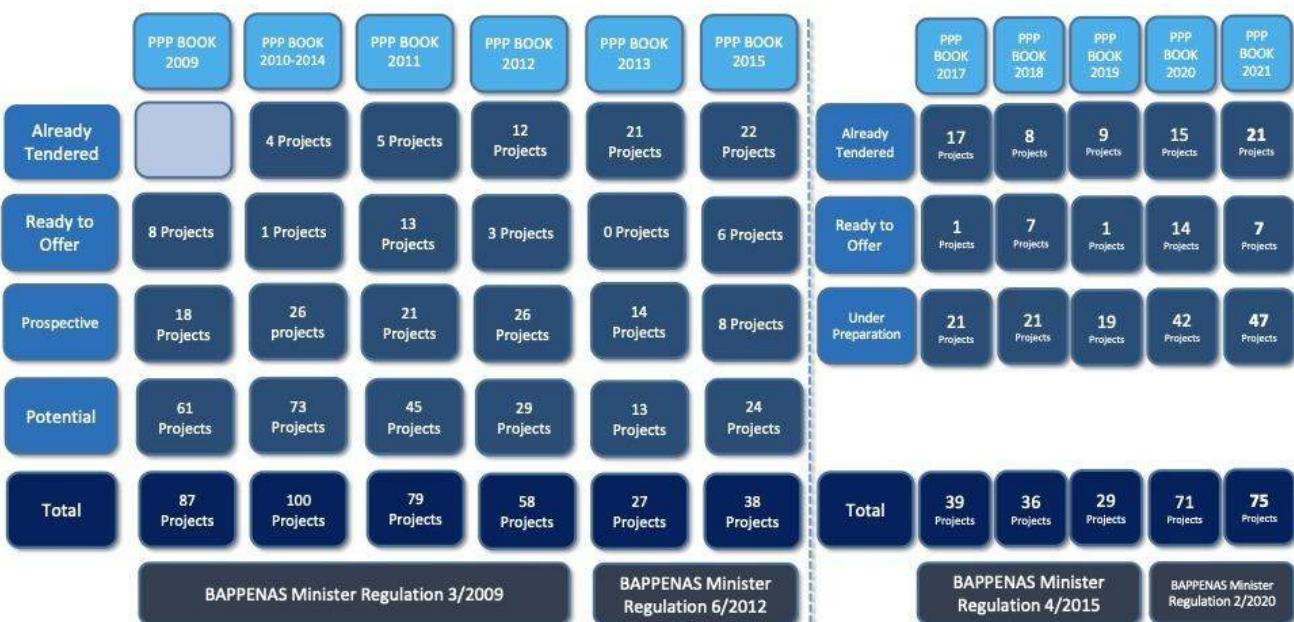


Figure 8: Summary of PPP Book Projects from 2009 to 2021

## 8.2 PPP Book 2020 Evaluation as an Input to PPP Book 2021

Figure 9 summarizes the evaluation process results since the publishing of the previous edition of the PPP Book. Of the 56 projects in the 2020 edition, 34 projects are carried on to this edition while others have progressed to the next stage of the PPP scheme or dropped because of various conditions.

The carried projects are:

- 1) Semanan – Balaraja Toll Road (unsolicited)
- 2) Kamal – Teluk Naga – Rajeg Toll Road (unsolicited)
- 3) Bogor – Serpong (via Parung) Toll Road (unsolicited)
- 4) Cikunir-Karawaci Inner City Elevated Toll Road (unsolicited)
- 5) Semarang Harbour Toll Road (Unsolicited)
- 6) South Sentul – West Karawang Toll Road (Unsolicited)
- 7) Proving Ground Motor Vehicle Roadworthiness Testing and Certification Agency (Balai Pengujian Laik Jalan & Sertifikasi Kendaraan Bermotor/BPLJSKB) Bekasi
- 8) Kediri Airport (Unsolicited)
- 9) Sarbagikung Regional Water Supply System (Unsolicited)
- 10) Construction of Singkawang Airport
- 11) Development of Baubau Port
- 12) Makassar-Maros-Sungguminasa-Takalar Toll Road
- 13) Construction of Badung Southern Ring Road
- 14) Batam-Bintan Bridge
- 15) Construction of Merangin Dam
- 16) Construction of Kamijoro Regional Water Supply System
- 17) Construction of Jatigede Regional Water Supply System
- 18) Pantura Regional Water Supply System

- 19) Dadimuria Regional Water Supply System
- 20) Wosusokas Regional Water Supply System Phase 2
- 21) Construction of Waste to Energy Facility in South Tangerang
- 22) Jatibarang Waste to Energy Facility
- 23) Piyungan Waste Treatment
- 24) Integrated Hazardous Waste Management System in Sumatera Region
- 25) Development of Modern Land Registry Information System
- 26) Provision of Kuta Integrated Utility Panel
- 27) Madiun Street Lighting
- 28) Teluk Bintuni Industrial Zone
- 29) Ngawi Planetarium Agro Park
- 30) Development and Management of a National Research Vessel Fleet
- 31) Construction of Class A Regional General Hospital in Central Kalimantan
- 32) Development of Correctional Institutions and Development of Agro-Industrial Zones
- 33) Bina Harapan Cisaranten Housing
- 34) Sei Mangkei Public Housing, North Sumatera

The PPP Book 2021 contains those projects that have progressed or remained unchanged from the previous edition and new projects that have succeeded in the evaluation of the process.

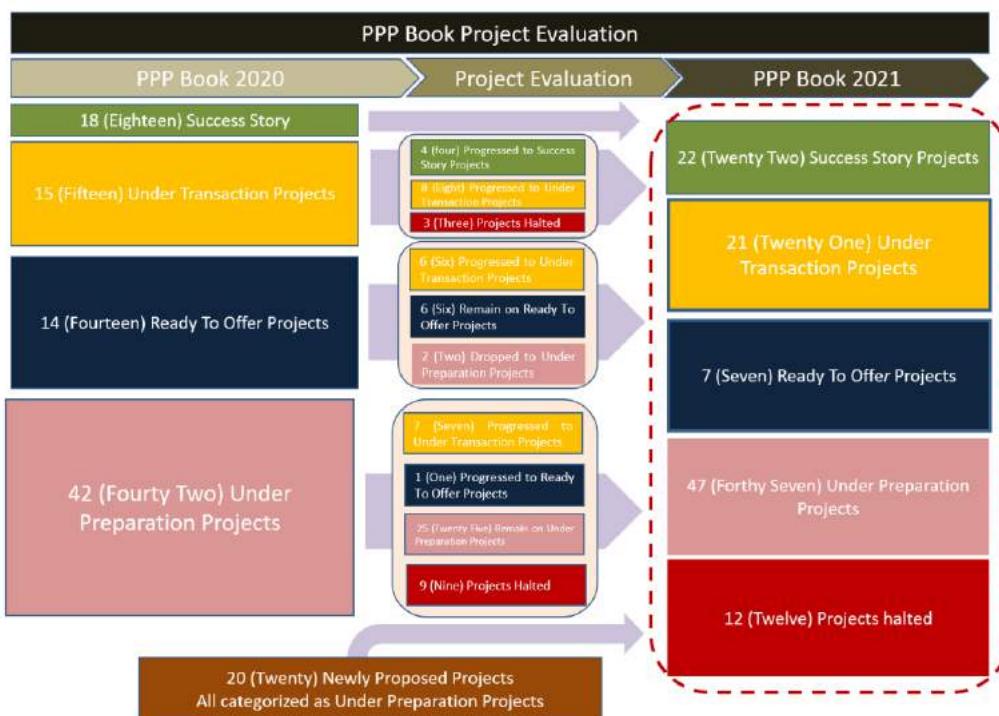
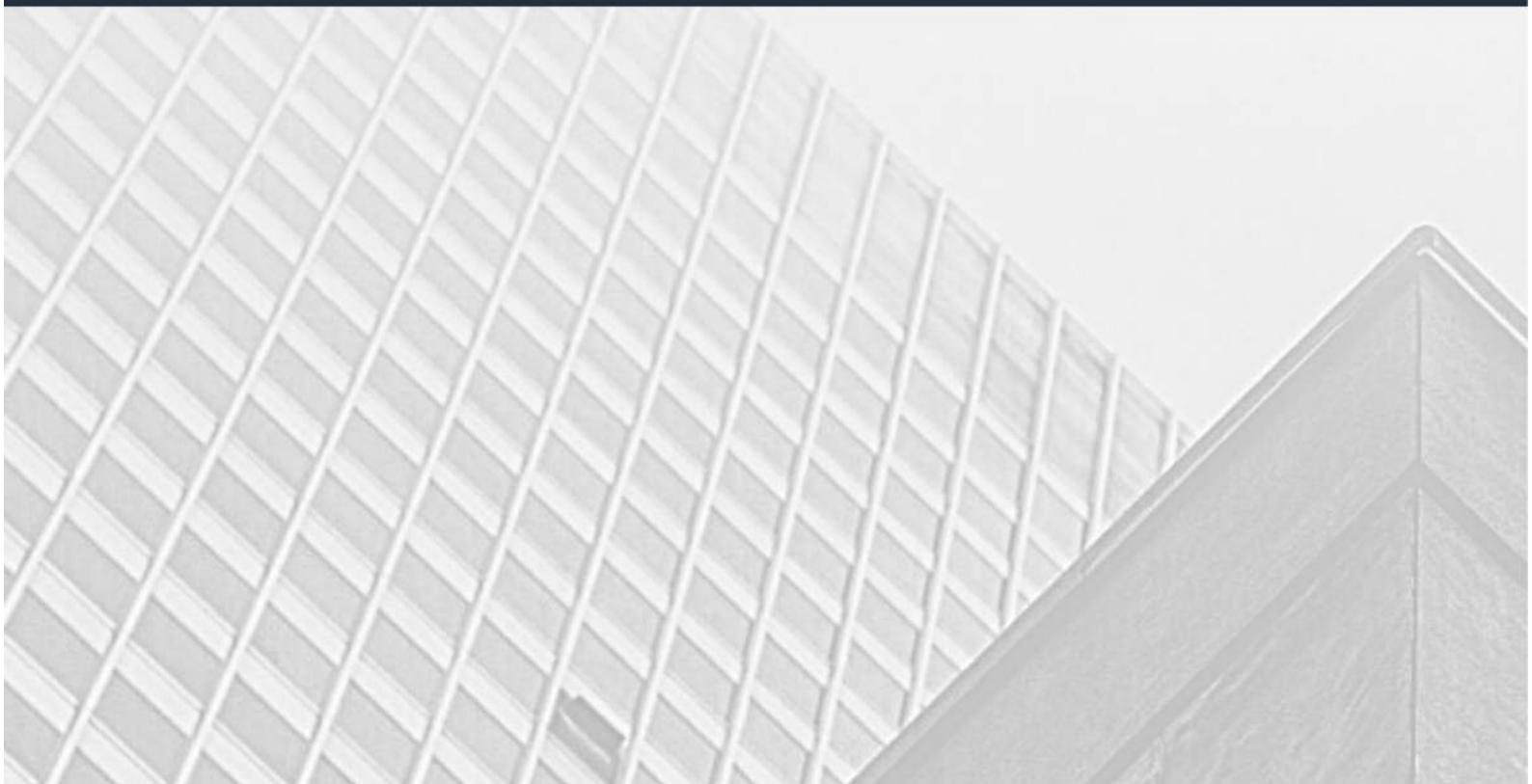


Figure 9: PPP Book Evaluation

# PPP PROJECTS

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REGISTERED IN PPP BOOK 2021



## Project Summary

The following is the list of projects registered in PPP Book 2021 based on National Development Planning Minister Decree No. KEP.79/M.PPN/HK/06/2021.

Table 1: Ready to Offer Project Summary

No	Project Name	Description	Status (per June 2021)
1	Proving Ground Motor Vehicle Roadworthiness Testing and Certification Agency (Balai Pengujian Laik Jalan & Sertifikasi Kendaraan Bermotor/BPLJSKB) Bekasi	This BPLJSKB Proving Ground is planned as a certification and testing facilities for motor vehicles to improve motor vehicle's safety and security and also to reduce level of emission. It will adopt UNECE standards and it will comprise high speed tracks, brake-testing, sound testing, sideslip-testing and other testing facilities.	Ready to Offer (Tender Preparation)
2	New Airport in Kediri (Unsolicited)	Kediri Airport Project is proposed with a runway length of 3.300 x 45 m and total area passenger terminal building for 70.000 m <sup>2</sup> serving passengers of 1,5 - 2,5 million people per year. This airport increasing the economic and social activities of the community through the development of connectivity between Kediri Regency and centers of economic activity both at the national and global levels.	Ready to Offer (Approval Letter)
3	Semanan – Balaraja Toll Road (Unsolicited)	Semanan-Balaraja Toll Road section is part of the Inner Jakarta Toll Road Network. The toll road will start at the end of Serpong-Balaraja Toll Road section, located in East Balaraja Interchange. It will have the length of 32.39 km with 4 interchange and 2 junctions.	Ready to Offer (Tender Preparation)

No	Project Name	Description	Status (per June 2021)
4	Kamal – Teluk Naga – Rajeg Toll Road (Unsolicited)	38.6 km Kamal-Teluknaga-Rajeg Toll Road is located in North Jakarta (DKI Jakarta Province) and Tangerang Regency (Banten Province). This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area and will support Pantura strategic area.	Ready to Offer (Tender Preparation)
5	Bogor – Serpong (via Parung) Toll Road (Unsolicited)	The project is to construct ±31.11 km of Bogor-Serpong toll road which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with five interchanges and two junctions.	Ready to Offer (Tender Preparation)
6	Cikunir-Karawaci Inner City Elevated Toll Road (Unsolicited)	The project is to construct ±40 km of Cikunir-Tomang-Karawaci Elevated toll road with PPP scheme. The proposed toll road plan will be above the existing toll road section, which the starting point located in Cikunir (at the junction between JORR and the Jakarta-Cikampek toll road) and the end point located after the Alam Sutera intersection. Business entity shall responsible to perform the toll road project with build-operate-transfer (BOT) scheme.	Ready to Offer (Tender Preparation)
7	South Sentul – West Karawang Toll Road (Unsolicited)	The project is to construct ± 61.5 km of The South Sentul – West Karawang Toll Road which connecting Sentul Junction and Karawang Junction. At the South Sentul – West Karawang TollRoad there are 3 junctions that connect to the Bogor Ring Road Toll Road, the Jakarta –	Ready to Offer (Tender (Preparation)

No	Project Name	Description	Status (per June 2021)
		South Cikampek Toll Road, and the existing Jakarta - Cikampek Toll Road.	

Table 2 : Under Preparation Project Summary

No	Project Name	Description	Status (per June 2021)
1	Cilacap – Yogya Toll Road	Cilacap – Yogya Toll Road project is to construct ±125,47 km toll road of Cilacap-Yogyakarta and to complete toll road network in South of Central Java Province which is expected to stimulate growth in the central-south region with its various potential. This toll road is equipped with 2 junction and 4 interchanges.	Under Preparation (OBC)
2	Demak – Tuban Toll Road	Demak – Tuban Toll Road project is to construct ±197.10 km toll road of Demak-Tuban which is expected to support Presidential Regulation Number 79/2019, Presidential Regulation Number 80/2019, and encourage economic and regional growth. This toll road is equipped with 5 interchanges.	Under Preparation (OBC)
3	Ngawi – Bojonegoro – Babat Toll Road	Ngawi – Bojonegoro – Babat Toll Road project is to construct 119,028 km toll road of Ngawi-Bojonegoro-Babat which has been listed in the Presidential Regulation Number 80/2019. This toll road is equipped with 2 junctions, 4 interchanges, and It will pass through Gas Unitization Field Development of Jambaran-Tiung Biru in Kab. Bojonegoro and Blok Cepu Area.	Under Preparation (OBC)
4	Kediri – Tulungagung Toll Road (Unsolicited)	Kediri – Tulungagung Toll Road project is to construct ±37.5 km toll road of Kediri-Tulungagung which is expected to encourage economic and regional growth south side of East Java, also become an access road to Kediri Airport. This toll road plan is equipped with 2 junctions and 3 interchanges.	Under Preparation (Feasibility Study Preparation)

No	Project Name	Description	Status (per June 2021)
5	Development of New Ambon Port	The New Ambon Port is designed to integrate the center for the growth of the fish processing industry with the cargo consolidation from Eastern Indonesia. This integrated port development concept includes international and domestic container terminals, Roro terminals, fishing ports (TPI and processing sites), industrial and logistics areas, LNG terminals and power plants.	Under Preparation (Preliminary Study)
6	Development of New Palembang Port	New Palembang Port (Tanjung Carat Terminal) becomes a sustainable solution facing the problem of existing Boom Baru Port with limited depth and width of access channel, sedimentation, and limited development area. It is expected to play an important role in supporting the development of the Tanjung Api-Api Special Economic Zone, regional development in South Sumatra Province and its surroundings, with the potential natural resources such as coal, CPO, and rubber.	Under Preparation (Preliminary Study)
7	Natural Gas Distribution Network for Medan City Households	Construction and operation of gas distribution network from the tie-in to household stove in 21 sub-districts in Medan city. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
8	Natural Gas Distribution Network for Bandar Lampung City Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 329,395 household connections in Bandar Lampung City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
9	Natural Gas Distribution Network for Batam City Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 307,749 household connections in Batam City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)

No	Project Name	Description	Status (per June 2021)
10	Natural Gas Distribution Network for Palembang City Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 354,441 household connections in Palembang City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
11	Natural Gas Distribution Network for Depok City Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 367,709 household connections in Depok City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
12	Natural Gas Distribution Network for Pasuruan City Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 36,213 household connections in Pasuruan City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
13	Natural Gas Distribution Network for Mojokerto City Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 29,575 household connections in Mojokerto City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
14	Natural Gas Distribution Network for Cirebon Regency Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 359,852 household connections in Cirebon Regency. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)
15	Natural Gas Distribution Network for Jombang Regency Households	Construction and operation of gas distribution network from the tie-in to household stove connection for 351,217 household connections in Jombang Regency. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Preliminary Study)

No	Project Name	Description	Status (per June 2021)
16	Petanglong Regional Water Supply – Kaliboyo System	SPAM Regional Petanglong has a total capacity of 450 lps from Kali Boyo Dam which is distributed Pekalongan City (200 lps) and Batang Regency (250 lps) with a total of 36,000 home connections.	Under Preparation (Preliminary Study)
17	Karawang Spuur Public Housing	Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. In the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 2 towers, resulting in 1.175 residential units.	Under Preparation (OBC)
18	Ir. H. Djuanda Water Supply (Jatiluhur II) (Unsolicited)	Ir. H. Djuanda Water Supply has a water capacity of 10,000 lps, with water allocation to 5 service areas, namely: DKI Jakarta (3,275lps), Bekasi City (1,051lps), Bekasi Regency (1.976lps), Karawang Regency (971lps), and Bogor Regency (2.012lps).	Under Preparation (Feasibility Study Evaluation)
19	Operational and Maintenance (OM) Surabaya-Madura (Suramadu) Bridge	Suramadu Bridge which connects Surabaya City and Madura Island (Bangkalan), is the longest cable stayed bridge in Indonesia. It stretches along 5.438 meters with service life for 100 years and requires operational and maintenance.	Under Preparation (OBC)
20	Malang – Kepanjen Toll Road (Unsolicited)	The project is to construct ±29.787 km toll road of Malang-Kepanjen which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with 2 junctions and 4 interchanges.	Under Preparation (Tender Preparation)

No	Project Name	Description	Status (per June 2021)
21	Semarang Harbour Toll Road (Unsolicited)	The project is to construct ± 20.86 km of Semarang Harbour toll road which connects the Semarang - Batang Toll Road (SBTR) and Semarang - Demak Toll Road to complete the Ring Road around the City of Semarang. This toll road will be integrated with the sea wall and retention pond in the city of Semarang. The return of investment of the sea wall comes from the development of the reclamation area given to the winner of the auction while the retention pond will be financed by government of Semarang city.	Under Preparation (Issuing Approval Letter)
22	Sarbagikung Regional Water Supply System (Unsolicited)	The Water Supply System (SPAM) Sarbagikung project built with capacity 2,300 lps for Increasing the capacity and quality of drinking water services in the Denpasar city, Badung regency, Gianyar regency, and Klungkung regency.	Under Preparation (Feasibility Study Evaluation)
23	Construction of Singkawang Airport	The Singkawang Airport Development Project was included as one of the 4 (four) airport projects planned to be developed under the PPP Scheme several years ago. With new development, the Singkawang Airport is planned to have 2,500 x 45 m runway with 12,500 m <sup>2</sup> area of domestic passenger terminal.	Under Preparation (FBC)
24	Development of Baubau Port	The Murhum Baubau Port needs to be developed to meet the increasing demand and to support long-term programs of Baubau Regional Government which aims to make the city as the gateway of economy and tourism in Southeast Sulawesi. This port is the most rapid economic activities compared to the other two ports in the city of Baubau.	Under Preparation (FBC)

No	Project Name	Description	Status (per June 2021)
25	Makassar-Maros-Sungguminasa-Takalar Toll Road	The project is to construct approximately 48 Km of Mamminasata toll road. This Toll Road will connect Maros Sub-district and Takalar Sub-district without passing through Makassar City and expected to shorten the logistics path between the two regions. Mamminasata Toll Road is planned to have 4 interchanges with trumpet interchange type.	Under Preparation (FBC)
26	Construction of Badung Southern Ring Road	The role of the ring road (11.5 km) is to improve connectivity between regions with different functions in South Badung, which can then lead to an increase in the quality of the area in accordance with its function. The various potentials of both developing new tourism areas and reviving local community commodities, including arts and culture, are the reasons for this southern ring road development plan.	Under Preparation (FBC)
27	Batam-Bintan Bridge	This project is to construct a bridge connecting Batam and Bintan which located in Riau Islands province. The project is expected to use a PPP scheme with user charge as return of investment scheme.	Under Preparation (Tender Preparation)
28	Construction of Merangin Dam	The Merangin Dam project is built as a multifunction dam that will accommodate irrigation for 12.000 ha, flood control about 583.5 m3/sec in the densely populated lower part of the Merangin basin, raw water supply about 2 m3/s and might also be electricity needs up to 90-107,5 MW.	Under Preparation (OBC)

No	Project Name	Description	Status (per June 2021)
29	Construction of Kamijoro Regional Water Supply System	Kamijoro Regional Water Supply system is a provincial project in Special Region of Yogyakarta, aimed to supply the drinking water (Air Minum) to the regencies of Bantul and Kulon Progo. The project was initiated due to limited water resource for local people, while also supporting the current development of New Yogyakarta International Airport, and industrial area within the both regencies. The project utilizes bulk water from Progo River through Kamijoro Dam, which has been planned to supply 475 lps drinking water, consist of 286 lps to Bantul Regency and 189 lps to Kulon Progo Regency.	Under Preparation (FBC)
30	Construction of Jatigede Regional Water Supply System	The Jatigede Water Supply Project aims to increase the water supply capacity to meet the demand in the West Java. The off takers of the drinking water are five regionals: Sumedang Regency, Majalengka Regency, Cirebon Regency, Indramayu Regency and the of Cirebon. The capacity of the drinking water is 2,000 L/s at Kadipaten, Majalengka Regency.	Under Preparation (FBC)
31	Pantura Regional Water Supply System	Pantura Water Supply System will utilize water from Bengawan Solo River to supply water in Lamongan, Bojonegoro and Tuban Regency. It is projected that in 25 years, the water demand in the area will grow to 1,749 lps. To fulfill this demand, the government needs to expand the current water supply system.	Under Preparation (Pre-Feasibility Study)

No	Project Name	Description	Status (per June 2021)
32	Dadimuria Regional Water Supply System	Dadimuria regional Water Supply is planned to be able to serve 4 Regencies (Grobogan Regency, Kudus Regency, Jepara Regency and Pati Regency) with a total of 40,000 SRs and a total capacity of 500 lps. The project scope is the construction of a production unit and the construction of the main transmission and distribution system.	Under Preparation (OBC)
33	Wosusokas Regional Water Supply System Phase 2	Wosusokas Regional Water Supply System provide clean water for population in Wonogiri Regency, Karanganyar Regency, Sukoharjo Regency and Surakarta City. Due to the growing population, the needs for clean water will also increase. The project will be done in two phases with phase II to be constructed using PPP scheme.	Under Preparation (OBC)
34	Construction of Waste to Energy Facility in South Tangerang	Waste management of 800 tonnes per day is located in Cipeucang Landfill, South Tangerang, Banten. Conversion of waste to electricity with output capacity to be determined and Purchase Agreement with PLN. Scope of this project are design, build, finance, operate, maintain the WTE plant and supporting infrastructure.	Under Preparation (FBC)
35	Jatibarang Waste to Energy (WtE) Facility	Jatibarang WtE Project is one of the National Strategic Projects under Presidential Regulation (Perpres) No. 3/2016. The existing landfill site at Jatibarang will reach its maximum capacity within the next few years. The potential private sector partner will be responsible for designing, building, financing, operating,	Under Preparation (FBC)

No	Project Name	Description	Status (per June 2021)
		maintaining, and transferring (DBFOMT) the WtE plant, which has a proposed capacity of 1,000 tonnes/day of municipal solid waste (MSW).	
36	Piyungan Waste Treatment	The capacity of waste landfill (TPA) has been exceed while there is an increase in the volume of waste that enters Piyungan Landfill, so that appropriate technology and professional operation management are necessary. Average amount of waste that managed by Piyungan Regional Waste Landfill from Yogyakarta City, Sleman Regency, Bantul Regency is 650-700 ton/day.	Under Preparation (OBC)
37	Integrated Hazardous Waste Management System in Sumatera Region	The amount of hazardous waste that can be managed is still inadequate compared to the production of hazardous waste for each year, so that hazardous waste management services are still needed. This project is to develop the Integrated Hazardous and Specific Waste Management Facility in Sumatera Area with PPP scheme. The Project scheme implemented will be build-operate-transfer. This project will be located at Batubara/Simalungun Regency, North Sumatera (indicative location).	Under Preparation (OBC)
38	Development of Modern Land Information System	The objective of the project is to improve public service in land affairs through development of Modern Land Information System. Modern Land Information System development in land affairs focus on transformation from conventional to electronic service	Under Preparation (FBC)

No	Project Name	Description	Status (per June 2021)
		(website and mobile apps), through implementing advance technologies to support Accelerated Systemic Land Registration (PTSL) project target and 100 percent land certificates in Indonesia by 2025.	
39	Provision of Kuta Integrated Utility Panel	Badung Regency have decided to construct underground utility ducting that integrates several utility line in Kuta District and its surrounding. The ducting will be in form of Pre-Cast Concrete Box Culvert and Pipe Conduit. The total length of the ducting will be 19,471 m of Box Culvert and 36,656 m of Pipe Conduit.	Under Preparation (FBC)
40	Madiun Street Lighting	Madiun Regency is one of the main investment destinations for prospective industries in West East Java, which borders Central Java Province. Madiun Regency is directly well connected to the Trans-Java toll road network and is the main gateway for transportation from East Java to Central Java Province. This traffic needs to be supported by well-maintained street lighting to support economic activities and industrial estates, increase social mobility and improve road safety and security. To achieve this goal, Madiun Regency proposes a PPP Project for Madiun Street Lighting.	Under Preparation (OBC)
41	Bintuni Industrial Zone	Bintuni Industrial Zone is a National Strategic Project according to Presidential Regulation No. 56 Year 2018. This Industrial Estate consists of some natural gas plant processing to methanol, polyethylene, and polypropylene.	Under Preparation (FBC)

No	Project Name	Description	Status (per June 2021)
42	Ngawi Planetarium Agro Park	Ngawi Planetarium Agro Park is part of a tourist attraction that utilizes agriculture (agro) as a tourist attraction. The Ngawi Planetarium Agro Park area consists of an Agribusiness Incubation Area and a Tourist Destination Area. The purpose of developing Ngrambe Agro-tourism is to expand knowledge, recreational experience, and business relations in agriculture.	Under Preparation (FBC)
43	Development and Management of a National Research Vessel Fleet	This project will support the marine research conducted by Indonesian Institute of Sciences (LIPI) and its partners, in the field of marine geosciences, ocean-atmosphere interaction, fishery, and hydrography, within Indonesian Exclusive Economic Zone and its surrounding.	Under Preparation (FBC)
44	Construction of Class A Regional General Hospital in Central Kalimantan	The ratio of beds to 1,000 inhabitants in Central Kalimantan Province is still below the ideal ratio. This project is to increase the bed capacity of dr. Doris Sylvanus Regional Hospital, a provincial-owned hospital to 400 beds and improve the hospital class from Class B Hospital to Class A Hospital.	Under Preparation (Tender Preparation)
45	Development of Correctional Institutions and Development of Agro-Industrial Zones	The scope of services of this project are: (i) build Correctional Institutions and its supporting facilities and also the facilities to assimilate convicts (ii) Maintain/repair the Correctional Institution building; (iii) Improve training for Correctional convicts; (iv) Develop commercial beef processing activities	Under Preparation (OBC)
46	Bina Harapan Cisaranten Housing	Development of affordable housing plus commercial exploitation on a land parcel of 5 Hectares, consist of eleven towers, with an approximate potential of 2,738 housing units.	Under Preparation (OBC)

No	Project Name	Description	Status (per June 2021)
47	Sei Mangkei Public Housing	This project will build to meet the needs of workers in Sei Mangkei Industrial Area which consist of 3 towers rental flats. Each tower has 18 floors and 672 units. 1 apartment tower has 16 floors consist 132 rooms and 1 hotel tower with 15 floors. Land area: 2.5 Ha	Under Preparation (FBC)

## Summary of Estimated Investment for PPP Project

No	Project Name	Estimated Project Cost (USD Million)
<b>Ready to Offer</b>		
1	Proving Ground Motor Vehicle Roadworthiness Testing and Certification Agency (Balai Pengujian Laik Jalan & Sertifikasi Kendaraan Bermotor/BPLJSKB) Bekasi	119.2
2	Semanan – Balaraja Toll Road (unsolicited)	1,061.64
3	Kamal – Teluk Naga – Rajeg Toll Road (unsolicited)	1,285.56
4	Bogor – Serpong (via Parung) Toll Road (unsolicited)	612.86
5	Cikunir-Karawaci Inner City Elevated Toll Road (unsolicited)	1,791.10
6	South Sentul – West Karawang Toll Road (Unsolicited)	1,066.44
7	New Airport in Kediri (Unsolicited)	595.89
<b>Under Preparation</b>		
1	Cilacap – Yogya Toll Road	1,091.10
2	Demak – Tuban Toll Road	1,813.70
3	Ngawi – Bojonegoro – Babat Toll Road	967.81
4	Kediri – Tulungagung Toll Road (Unsolicited)	501.51
5	New Ambon Port	305.75
6	Tanjung Carat Port	324.93
7	Natural Gas Distribution Network for Medan City Households	203.42
8	Natural Gas Distribution Network for Bandar Lampung City Households	181.51
9	Natural Gas Distribution Network for Batam City Households	162.33
10	Natural Gas Distribution Network for Palembang City Households	219.18
11	Natural Gas Distribution Network for Depok City Households	210.27
12	Natural Gas Distribution Network for Pasuruan City Households	21.85
13	Natural Gas Distribution Network for Mojokerto City Households	16.1
14	Natural Gas Distribution Network for Cirebon Regency Households	210.27
15	Natural Gas Distribution Network for Jombang Regency Households	217.81
16	Petanglong Regional Water Supply – Kaliboyo System	29.11
17	Karawang Spuur Public Housing	31.71
18	Ir. H. Djuanda Water Supply (Jatiluhur II) (Unsolicited)	1,006.85
19	Operational and Maintenance (OM) Surabaya-Madura (Suramadu) Bridge	105.96
20	Malang – Kepanjen Toll Road (Unsolicited)	681.80
21	Semarang Harbour Toll Road (Unsolicited)	1,180.82
22	Sarbagikung Regional Water Supply System (Unsolicited)	222

No	Project Name	Estimated Project Cost (USD Million)
23	Construction of Singkawang Airport	127.12
24	Development of Baubau Port	14.69
25	Makassar-Maros-Sungguminasa-Takalar Toll Road	508.22
26	Construction of Badung Southern Ring Road (Option 1)*	300
	Construction of Badung Southern Ring Road (Option 2)*	135
27	Batam-Bintan Bridge	935.62
28	Construction of Merangin Dam	257.8
29	Construction of Kamijoro Regional Water Supply System*	21.9 – 23.7
30	Construction of Jatigede Regional Water Supply System	141.6
31	Pantura Regional Water Supply System	109.31
32	Dadimuria Regional Water Supply System	45.21
33	Wosusokas Regional Water Supply System Phase 2	57.39
34	Construction of Waste to Energy Facility in South Tangerang	120.8
35	Jatibarang Waste to Energy Facility	198.6
36	Piyungan Waste Treatment	121.43
37	Integrated Hazardous Waste Management System in Sumatera Region	67.9
38	Development of Modern Land Registry Information System	314.56
39	Provision of Kuta Integrated Utility Panel	79.39
40	Madiun Street Lighting	7.82
41	Bintuni Industrial Zone	451.1
42	Ngawi Planetarium Agro Park	8.58
43	Development and Management of a National Research Vessel Fleet	35.34
44	Construction of Class A Regional General Hospital in Central Kalimantan	77.2
45	Development of Correctional Institutions and Development of Agro-Industrial Zones	562.8
46	Bina Harapan Cisaranten Housing	73.56
47	Sei Mangkei Public Housing	77.68
<b>TOTAL PROJECT COST</b>		<b>21,037.95</b>

\*Only the highest cost option is chosen

\*Exchange rate USD 1 = Rp 14,600



# **READY TO OFFER**

## **Transportation**

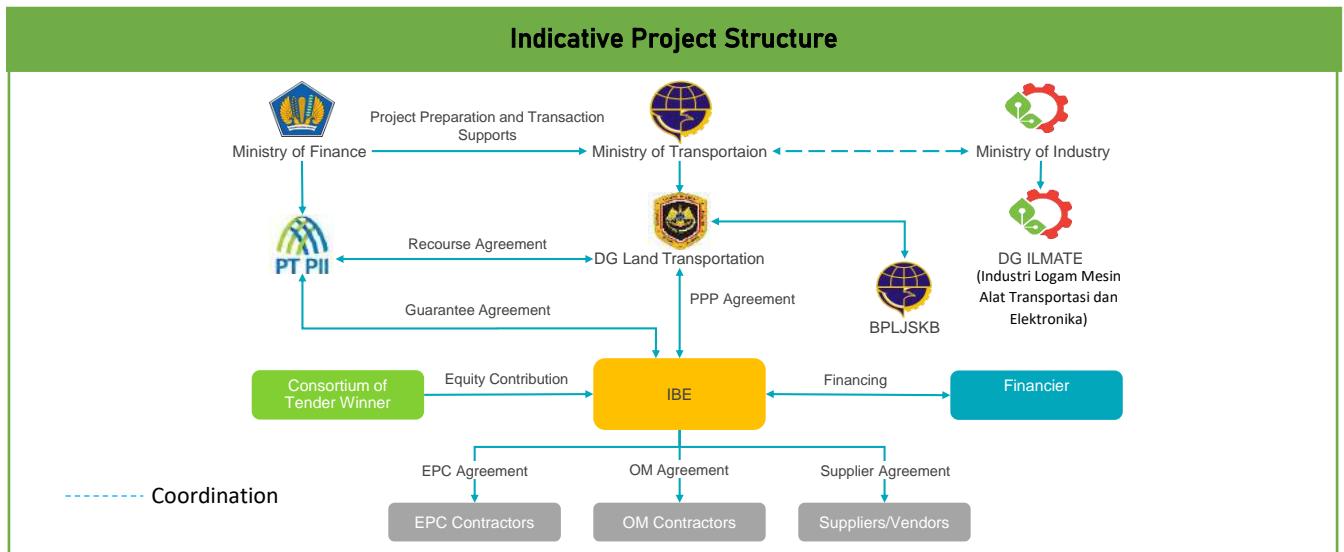
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1. Proving Ground Motor Vehicle Roadworthiness Testing and Certification Agency (Balai Pengujian Laik Jalan & Sertifikasi Kendaraan Bermotor/BPLJSKB) Bekasi
2. New Airport in Kediri

# Proving Ground Motor Vehicle Roadworthiness Testing And Certification Agency (Balai Pengujian Laik Jalan & Sertifikasi Kendaraan Bermotor/BPLJSKB) Bekasi

Location : Bekasi, West Java Province

Sector : Transportation	Sub-Sector : Vehicle Testing Facility
	<p><b>Description:</b>  This BPLJSKB Proving Ground is planned as a certification and testing facilities for motor vehicles to improve motor vehicle's safety and road worthiness and also to reduce level of emission. It will adopts UNECE standards and it will comprise high speed tracks, brake-testing, noise emission testing, crash test, and other testing facilities.</p>
<p><b>Government Contracting Agency:</b>  Minister of Transportation hand over to  Director General of Land Transportation</p> <p><b>Type of PPP:</b>  Solicited</p> <p><b>Return of Investment:</b>  Availability Payment</p>	<p><b>Estimated CAPEX:</b> USD 119.2 Million</p> <p><b>Financial Feasibility:</b>  IRR : 11%</p> <p><b>Estimated Concession Period:</b>  2 years construction + 15 years operation  *) IRR=WACC</p>



## Project Digest

<b>Project Title</b>	Proving Ground Motor Vehicle Roadworthiness Testing And Certification Agency Bekasi
<b>Government Contracting Agency</b>	Minister of Transportation hand over to Directorate General of Land Transportation
<b>Implementing Agency</b>	Direktorat General of Land Transportation ("DGLT")
<b>Preparation Agency</b>	Direktorat General of Land Transportation, with support from IIGF (through PDF assignment from Ministry of Finance)
<b>Estimated CAPEX</b>	USD 119.2 Million
<b>Estimated Concession Period</b>	2 years construction + 15 years operation
<b>Location</b>	Bekasi, West Java

### 1. Project Picture (Map and/or Illustration of Project)



**Picture 1 – Estimated Layout of Proving Ground BPLJSKB**

### 2. The Opportunity

#### 2.1. Project Background

To have a safe and order road traffic and land transport, the vehicles that uses the road must comply with several technical, administrative and legal criteria. One way of achieving that is by establishing center for testing and certification of motorized vehicles, also known as proving ground. The task for establishing such proving ground will be handed to Motor Vehicle Roadworthiness Testing and Certification Agency or Balai Pengujian Laik Jalan dan Sertifikasi Kendaraan Bermotor (BPLJSKB), a unit under Directorate General Land Transportation which is part of the Ministry of Transportation.

As stipulated in the regulation, the testing and certification process should use ASEAN Mutual Recognition Arrangement (MRA) regarding motorized vehicles, which basically follows the UNECE standard. Additional benefits from adopting ASEAN MRA in testing and certification process is Indonesia can increase its automotive products' competitiveness in regional or global market.

Based on preliminary discussion, DGLT has decided to add some other testing facilities into the scope of work, as follows:

- Braking Test
- Speedometer Test
- Noise Emission Test
- Steering Test
- Crash Test
- Stability Test
- Electric Power Trained Vehicle
- CO<sub>2</sub> Emission
- Quiet Road Transport Vehicle

## 2.2. Project Description

There are two kinds of certificate which is published by DGLT, that is Sertifikat Uji Tipe (SUT) and Sertifikat Registrasi Uji Tipe (SRUT). SUT is the prove that the vehicles have passed the test, while SRUT is a prove that the vehicles have the same specification of a vehicles type that have earned an SUT. BPLJSKB scope of work is testing vehicles for SUT certification. DGLT have planned to streamline and integrate both certification under BPLJSKB to simplify the work needed for car manufacturer to have a certification. The proving ground is an essential part to realize this plan.

The construction of BPLJSKB Proving Ground is planned to use PPP scheme with Availability Payment as investment return, and is offered to a business entity that has the potential to finance, design, build, maintaining all assets and transfer the asset at the end of the term of cooperation, while BPLJSKB will operate the facilities.

## 2.3. Project Objectives

- Fulfillment of motor vehicle's safety and security standards as regulated by Law and development of Proving Ground with adopts UN Regulations
- Conserve environment from pollution due to emissions of vehicles on the road
- Increase acceptance of Indonesian automotive products in ASEAN countries
- Increase economic growth and state revenue from higher exports

## 3. Business Entity's Scope of Work

- Project Financing
- Design and construction of proving ground infrastructures and testing facilities

- Maintenance of infrastructures and testing facilities
- Provide training to enhance the capability of BPLJSKB staff
- Development of Proving Ground Management Information Systems (PGMIS)
- Transfer of infrastructure asset and testing facilities back to GCA at the end of project

#### **4. Technical Specification**

There will be the in-scope UNR in the PPP proving ground project:

No	UNR	Description	Notes
1.	R13	Braking system	ASEAN MRA
2.	R13H	Braking system	ASEAN MRA
3.	R17	Seats	ASEAN MRA
4.	R28	Audible Warning	ASEAN MRA
5.	R39	Speedometer	ASEAN MRA
6.	R41	Niose emissions from motorcycle	ASEAN MRA
7.	R46	Indirect vision	ASEAN MRA
8.	R51	Niose emission	ASEAN MRA
9.	R79	Steering system	ASEAN MRA
10.	R14	Seat belt anchorages	ASEAN MRA
11.	R94, R95	Frontal impact performance, Lateral impact performance	Additional
12.	R100	Electric power train	Additional
13.	R101	Fuel consumption	Additional
14.	R136	Electric power train	Additional
15.	R138	Quiet road transport vehicles	Additional
16.	R140	Electronic stability control system	Additional

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Environmental Evaluation Document has been approved. Currently the environmental permits and environmental documents have been completed and approved by the Bekasi Regency AMDAL review commission. The AMDAL will be prepared for the addition of new activities, namely the outdoor test.

#### **6. Land Acquisition and Resettlement Action Plan**

There is no need for land acquisition as the project will be constructed on government land.

#### **7. Project Cost Structure**

Estimated CAPEX	USD 119.2 Million
Indicative Debt to Equity Ratio	
- Debt Level	70% - 80%
- Equity Level	20% - 30%
IRR	11%

## **8. Government Support and Guarantee**

The study has indicated that this project needs government support in the form of incentive taxation through BKPM. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) are needed in this project.

## **9. Contact Information**

Name : Susanty Pertiwi

Position : Head of Infrastructure and Business Sub-directorate

Phone : +62-852-8006-5003

Email : s.pertiwi74@gmail.com

# New Airport in Kediri

Location : Kediri Regency, East Java

## Sector : Transportation



## Sub-Sector : Airport

### Description:

Kediri Airport Project is proposed with a runway length of 3.300 x 45 m and total passenger terminal building for 70.000 m<sup>2</sup> serving passengers of airport the economic and social activities of the community through the development of connectivity between Kediri District and centers of economic activity both at the national and global levels.

### Government Contracting Agency:

Minister of Transportation

### Type of PPP:

Unsolicited

### Return of Investment:

User Payment

### Estimated Project Cost: USD 595,89 Million

### Financial Feasibility:

IRR : 9.48%

NPV : USD 58.55 Million

### Estimated Concession Period: 50 years

## Indicative Project Schedule

Pre-Qualification  
Q4 2021

Request for  
Proposal  
Q1 2022

Bid Award  
Q2 2022

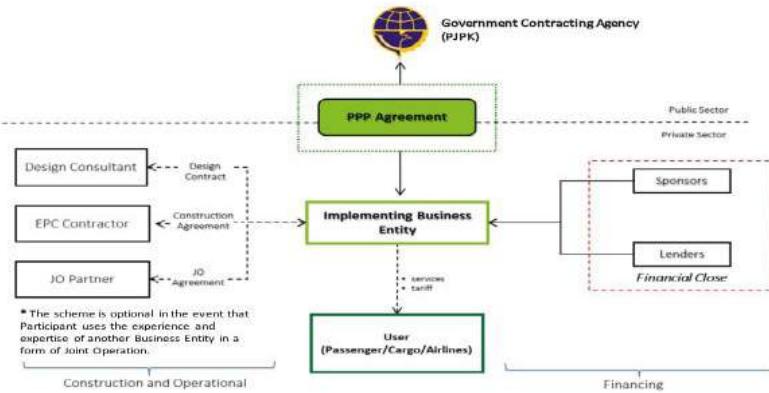
Agreement  
Signing  
Q2 2022

Financial Close  
Q2 2022

Construction  
Q4 2022

Project Status : Approval Letter

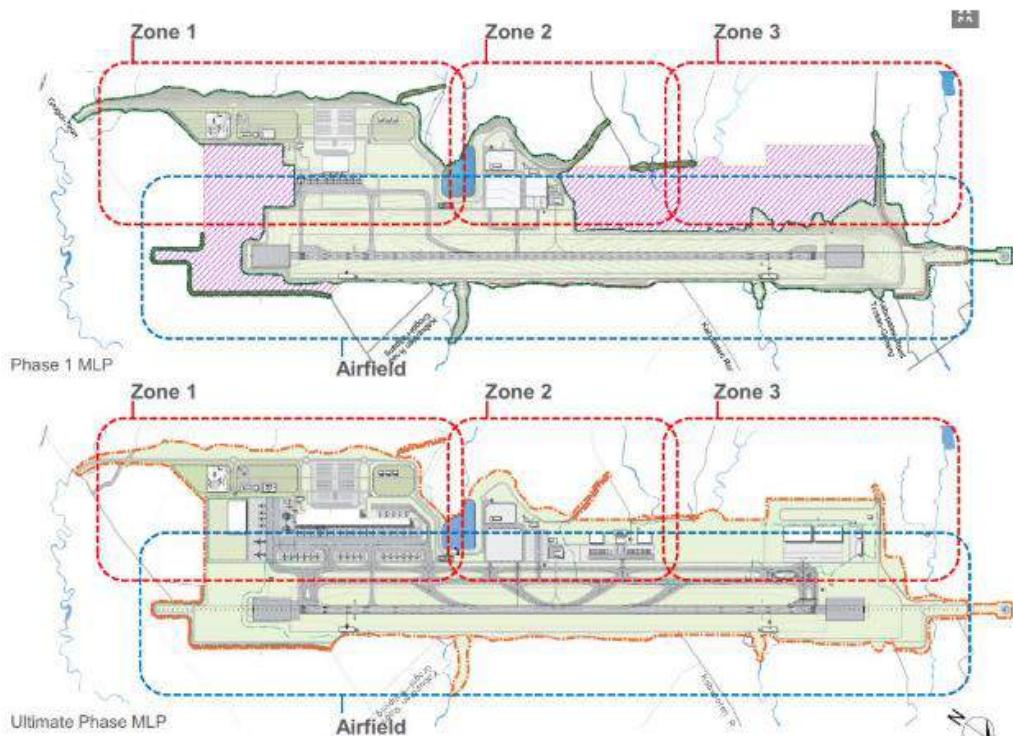
## Indicative Project Structure



## Project Digest

Project Title	Construction of New Airport in Kediri
Government Contracting Agency	Minister of Transportation
Implementing Agency	Director General of Civil Aviation
Preparation Agency	PT Gudang Garam Tbk
Project Cost	USD 595,89 Million
Estimated Concession Period	50 years
Location	East Java

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of New Airport in Kediri

### 2. The Opportunity

#### 2.1. Project Background

The New Airport Project in Kediri Regency is one of the National Strategic Projects as stated in Presidential Regulation No. 109 of 2020 about the Third Amendment to Presidential Regulation No. 3 of 2016 about the Acceleration of the Implementation of National Strategic Projects. This airport aims not only to enhance air connectivity but also local economy and its surroundings through unlocking its industrial potential notably for cane and tobacco. This project is also one of the Ministry of Transportation efforts in the event to pursue creative financing to the provision of public infrastructures

## **2.2. Project Description**

The scope of work for the new Airport consist of Design, Build, Finance, Operate, Maintenance and Transfer all facilities by the end of concession period.

## **2.3. Project Objectives**

The objectives of the new airport in Kediri are to:

1. Improve public services in the field of air transportation
2. Enhance connectivity between Kediri Regency and other regions at the national and international level
3. Unlocking wider markets and opportunities through connectivity in the supply chain of the global industry
4. Support the government in realizing the infrastructure development plan in the sector air transportation.

## **3. Business Entity's Scope of Work**

Business entity shall be responsible to perform full scope of airport project, including financing, construction, operation, and maintenance during the concession period.

## **4. Technical Specification**

### **1. Landside Infrastructure:**

- a. Passenger Terminal Building
- b. Cargo Terminal Building
- c. Vehicle Parking Area
- d. Operational Supporting Building
- e. Airport Rescue and Firefighting Service Building (ARFF)
- f. Administration Building
- g. Operation Office
- h. Utility Building
- i. Security Fence
- j. Other Supporting Facilities

### **2. Airside Infrastructures:**

- a. Runway
- b. Apron
- c. Taxiway
- d. RESA

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Details on subject are provided on the document

## **6. Land Acquisition and Resettlement Action Plan**

Land required for the project will be responsible by the Business Entity

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 595,89 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	<b>70%</b>
- <b>Equity Level</b>	<b>30%</b>
<b>IRR</b>	<b>9.48%</b>
<b>NPV</b>	<b>USD 58.55 Million</b>

## **8. Government Support and Guarantee**

The initiator has been compensated with a right to match at the time of the tender. This PPP project is not eligible to receive any financial support from the Government

## **9. Contact Information**

Name : Prayoga Nugraha

Position : *Penata Muda/Asisten Terampil*, Directorate of Airport

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Email : kotaksurat\_yoga@yahoo.com



# **READY TO OFFER**

**Road**

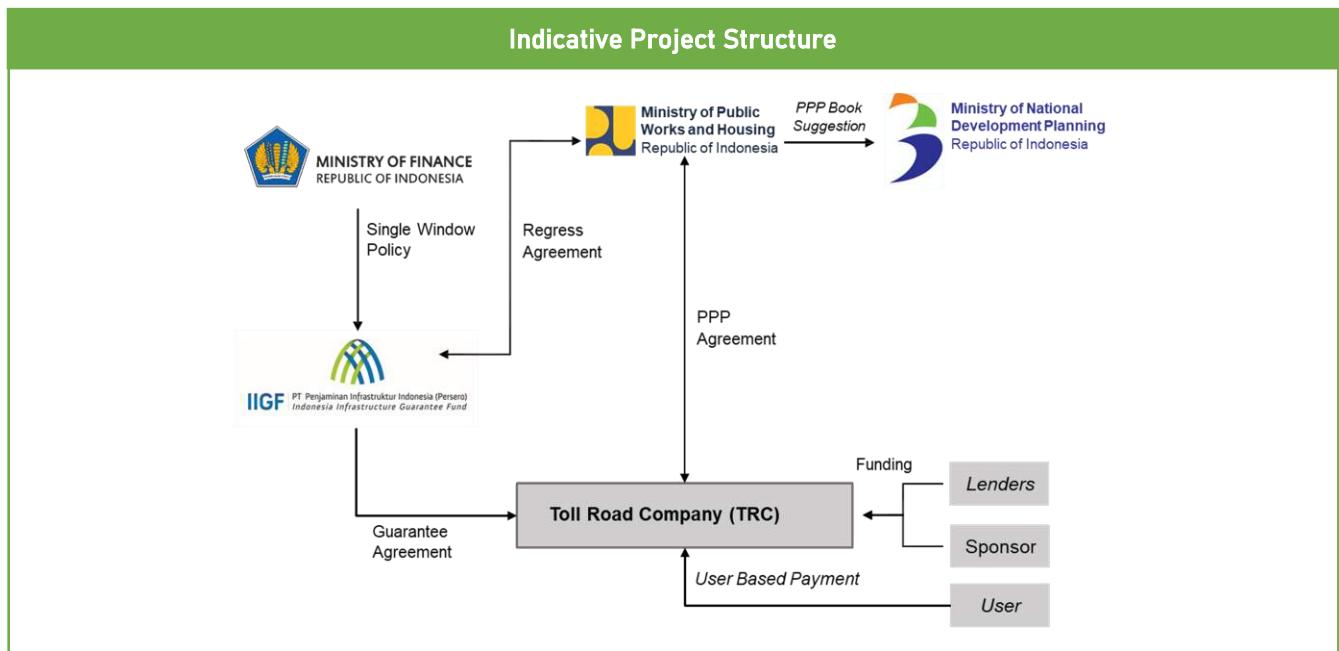
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1. Semanan-Balaraja Toll Road
2. Kamal-Teluk Naga-Rajeg Toll Road
3. Bogor-Serpong (via Parung) Toll Road
4. Cikunir-Karawaci Inner City Elevated Toll Road
5. South Sentul – West Karawang Toll Road

## Semanan-Balaraja Toll Road

Location : Tangerang, Banten Province

Sector : Road	Sub-Sector : Toll Road
	<b>Description:</b> The Semanan-Balaraja Toll Road section is part of the Inner Jakarta Toll Road Network. The toll road will start at the end of Serpong-Balaraja Toll Road section, located in East Balaraja Interchange. It will have a length of 32.39 km with 4 interchanges and 2 junctions.
<b>Government Contracting Agency:</b> Ministry of Public Works and Housing	<b>Estimated Project Cost:</b> USD 1,061.64 Million
<b>Type of PPP:</b> Unsolicited	<b>Financial Feasibility:</b> FIRR : 12.04 % NPV : USD 4,43 Million
<b>Return of Investment:</b> User Charge	<b>Estimated Concession Period:</b> 40 years



## Project Digest

Project Title	Semanan-Balaraja Toll Road
Government Contracting Agency	Ministry of Public Works and Housing
Implementing Unit	Indonesia Toll Road Authority (BPJT)
Preparation Agency	1. PT Alam Sutera Realty 2. PT Perentjana Djaja
Project Cost	USD 1,061.64 Million
Estimated Concession Period	40 Years
Location	Tangerang, West Java

### 1. Project Picture (Map and/or Illustration of Project)

Semanan-Balaraja Toll Road will become an integrated section of the Jabodetabek Toll Road Network.



Picture 1 – Jabodetabek Toll Road Network

### 2. The Opportunity

#### 2.1. Project Background

The development of the area in the west of Jakarta, specifically the city of Tangerang and the Regency of Tangerang needs a high level of accessibility both within the region and to/from outside the region. At present the development of residential and industrial zones in the Pasar Kemis and surrounding areas is the cause of economic and social growth, thus triggering an increase in the movement of people and goods.

Currently, the movement of traffic from the Tangerang and other cities in the west of Jakarta is facilitated by the Jakarta-Tangerang Toll Road, the Jakarta Inner City Toll Road and the Jakarta Outer Ring Road Toll. The traffic flow conditions in these roads are already quite congested. To overcome the congestion on these roads, it is necessary to build alternative roads with an adequate level of accessibility and mobility. The Semanan – Balaraja Toll Road

is a continuation of the planned 6 inner city toll roads of Jakarta and can be an alternative to overcome the problem.

## 2.2. Project Description

The Semanan – Balaraja Toll Road Plan is part of the Jabodetabek Toll Road Network which stretches 32.715 km. The starting point of the project is the end of the Serpong-Balaraja toll road which is located at the Balaraja Interchange east of the Tangerang-Merak toll road. From that point, the road heads north and turns east in the Rajeg area. The road will then end in the Semanan area.

There will be 6 interchanges and 2 junctions on this toll road. The interchanges in this toll road are Pasar Kemis 1 Interchange, Pasar Kemis 2 Interchange, Rajeg 2 Interchange, Sepatan Interchange, Lebak Wangi Interchange, and Batu Ceper Interchange. The two junctions are Balaraja Junction and Rajeg 1 junction. Starting from the Lebak Wangi Interchange to Semanan on/off ramp, this toll road will be an elevated toll road running alongside Cisadane River and Mookervart River.

## 2.3. Project Objectives

The objectives of Semanan – Balaraja Toll Road is to support the development and accessibility of Tangerang and the surrounding area west of Jakarta.

## 3. Business Entity's Scope of Work

The scope of work for the business entity will be build-finance-operate-transfer.

## 4. Technical Specification

No	Facilities	Capacity
1	Length	32.715 km
2	Design Speed	80 Km/hr
3	Number of Lane	2x2 (initial stage)
4	Lane Width	3.50 m
5	Outer Shoulder Width	3.00 m
6	Inner Shoulder Width	1.00 m
7	Median Width (including inner shoulder)	4.50 m

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

The schedule of AMDAL study has been explained in the feasibility study document and business plan. Currently, the EIA Terms of Reference (KA-ANDAL) have been issued by the project preparation agency.

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition plans have been made with cost approximately USD 412.84 million.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 1,061.64 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	<b>70%</b>
- <b>Equity Level</b>	<b>30%</b>
<b>FIRR</b>	<b>12.04%</b>
<b>NPV</b>	<b>USD 4.43 Million</b>

## **8. Government Support and Guarantee**

The study has indicated that this project needs government support in terms of Land Acquisition Process (Land Cost include in Investment Cost) and government guarantee from Indonesia Infrastructure Guarantee Fund (IIGF).

## **9. Contact Information**

Name : Denny Firmansyah

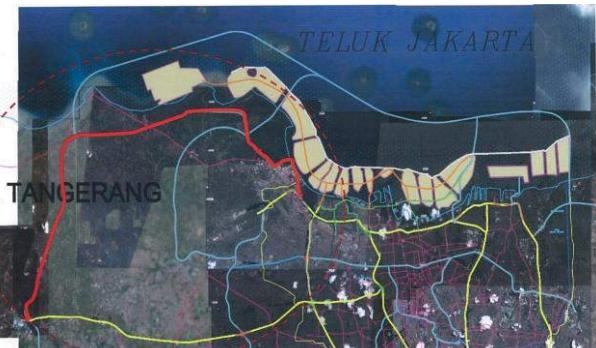
Position : Head of Investment Division

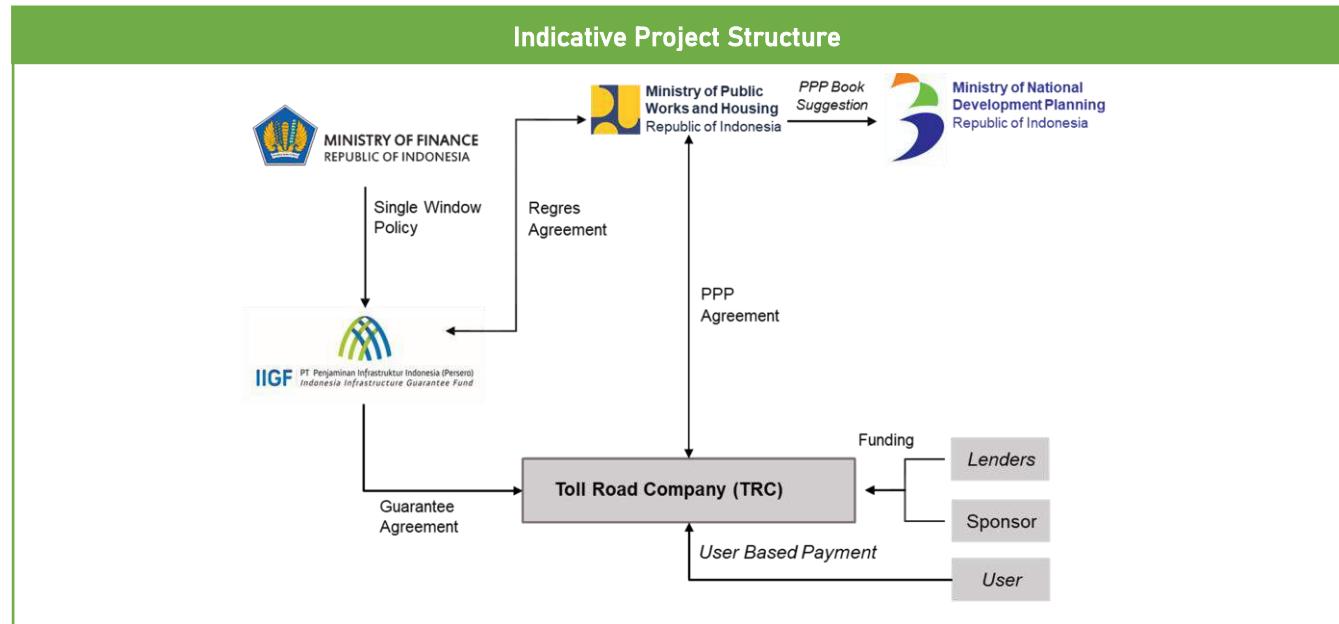
Phone : +6221 - 7258063

Email : bpjt@pu.go.id or investasi.bpjt@gmail.com

# Kamal-Teluk Naga-Rajeg Toll Road

Location : DKI Jakarta and Banten Provinces

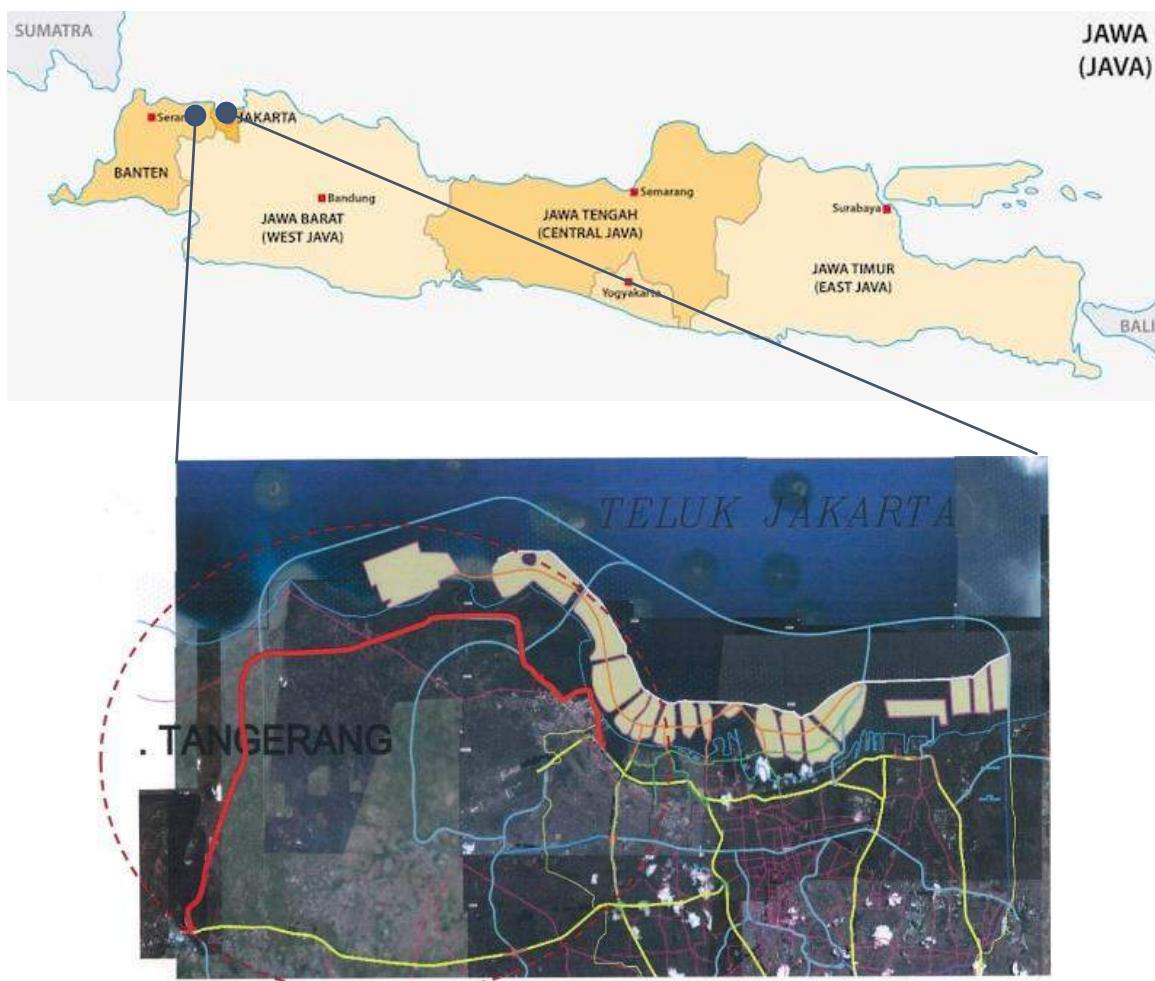
Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> 38.6 km Kamal-Teluknaga-Rajeg Toll Road is located in North Jakarta (DKI Jakarta Province) and Tangerang Regency (Banten Province). This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area and will support Pantura strategic area.</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 1,285.56 Million</p> <p><b>Financial Feasibility:</b> FIRR : 10.58% NPV : USD 44.54 Million</p> <p><b>Estimated Concession Period:</b> 40 years</p>



## Project Digest

<b>Project Title</b>	Kamal – Teluknaga – Rajeg Toll Road
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	PT. Duta Graha Karya
<b>Project Cost</b>	USD 1,285.56 Million
<b>Estimated Concession Period</b>	40 Years
<b>Location</b>	DKI Jakarta Province and Banten Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Jabodetabek Toll Road Network

### 2. The Opportunity

#### 2.1. Project Background

Pantura coast reclamation area is expected to support the provision of land for DKI Jakarta province as a development of a new international scale commercial center and the development of a waterfront city area. The toll road is one of the infrastructures prepared to

support the development of the North Jakarta area and the development of the Pantura strategic area, in order to overcome traffic problems and encourage economic and regional growth. This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area.

## 2.2. Project Description

Kamal-Teluknaga-Rajeg Toll Road (38.6 km) starts from Kamal Muara, Penjaringan sub-district (DKI Jakarta Province) and ends in Rajeg sub-district (Banten Province), meets the Semanan-Balaraja toll road plan. This toll road is equipped with 1 junction and 8 interchanges as follows:

- Junction Sedyatmo;
- Interchange Kosambi;
- Interchange Teluk Naga;
- Interchange Tanjung Pasir;
- Interchange Bandara/Kohod;
- Interchange Surya Bahari;
- Interchange Pakujaya;
- Interchange Mauk; and
- Interchange Rajeg.

Construction is planned to begin in 2022, which consists of 4 stages, and will be fully completed in 2024 and will operate in 2024.

## 2.3. Project Objectives

The objectives of Kamal-Teluknaga-Rajeg Toll Road is to support the development of North Jakarta area and Pantura as a provincial strategic area.

## 3. Business Entity's Scope of Work

Business entity shall be responsible to perform the toll road project, including financing, land acquisition, construction, and maintenance.

## 4. Technical Specification

The technical specifications for Kamal-Teluknaga-Rajeg Toll Road are as follows:

No	Facilities	Capacity
1	Length	38.6 km
2	Design Speed	80 Km/hr
3	Number of Lane	2x3 (initial stage)
4	Lane Width	3.50 m
5	Outer Shoulder Width	2.50 m
6	Inner Shoulder Width	1.00 m
7	Median Width (including inner shoulder)	4.50 m

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The schedule of AMDAL study has been explained in the feasibility study document and business plan.

## **6. Land Acquisition and Resettlement Action Plan**

Land acquisition will become the responsibility of GCA.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 1,285.56 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	<b>70%</b>
- <b>Equity Level</b>	<b>30%</b>
<b>FIRR</b>	<b>10.58%</b>
<b>NPV</b>	<b>USD 44.54 Million</b>

## **8. Government Support and Guarantee**

The government shall support the project in terms of ease of permit and license processing and also land acquisition (Land Cost include in Investment Cost). The project also indicated that it needs government guarantee from Indonesia Infrastructure Guarantee Fund (IIGF).

## **9. Contact Information**

Name : Denny Firmansyah

Position : Head of Investment Division

Phone : +6221 - 7258063

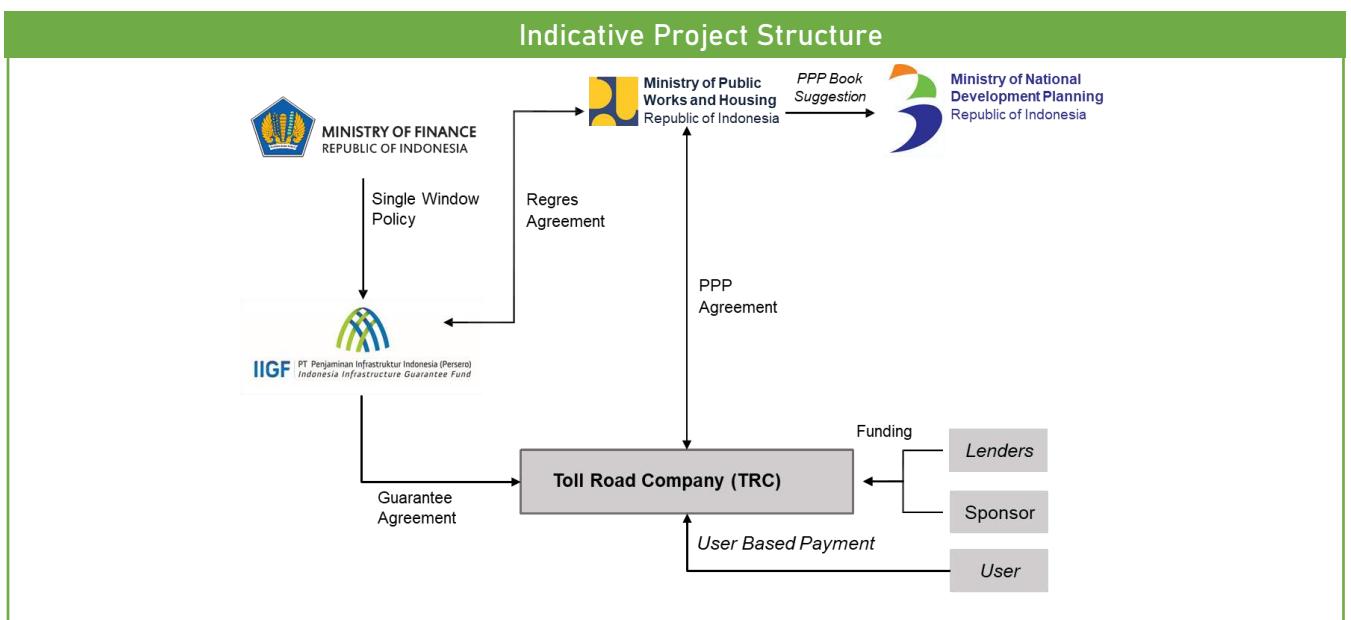
Email : bpjt@pu.go.id or investasi.bpjt@gmail.com

## Bogor – Serpong (Via Parung) Toll Road

Location: West Java Province and Banten Provinces

Sector: Road	Sub-Sector: Toll Road
	<p><b>Description:</b> The project is to construct ±31.117 km of Bogor-Serpong toll road which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with five interchanges and two junctions.</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing <b>Type of PPP:</b> Unsolicited <b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 612.86 Million <b>Financial Feasibility:</b> FIRR : 12.38% NPV : USD 78.90 Million <b>Estimated Concession Period:</b> 40 years</p>

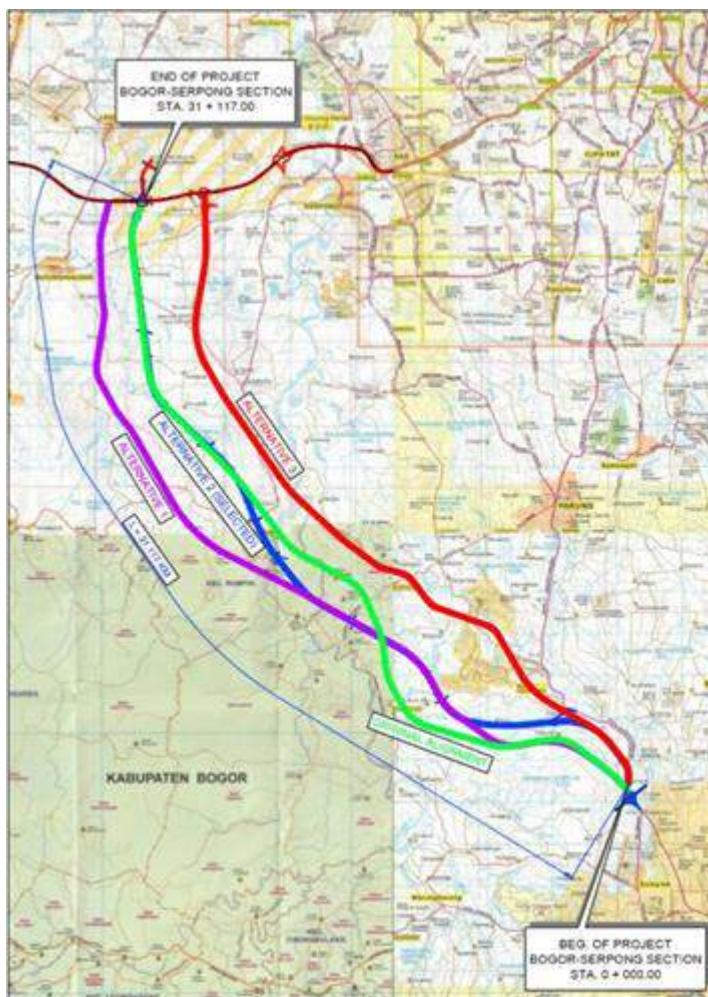
Indicative Project Schedule
 <p>Project Status: Tender Preparation</p>



## Project Digest

<b>Project Title</b>	Bogor Serpong (via Parung) Toll Road
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	PT Pama Persada Nusantara
<b>Project Cost</b>	USD 612.86 Million
<b>Estimated Concession Period</b>	40 Years
<b>Location</b>	West Java dan Banten

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Bogor-Serpong (via Parung) Toll Road Route Option

### 2. The Opportunity

#### 2.1 Project Background

Government of Indonesia is accelerating infrastructure development in Indonesia, including toll roads. In the National Toll Road Network Master Plan, especially in the category of unsolicited

projects, several toll road plans are expected to be a solution to complete the missing segments in the toll road network. At present the existing Bogor-Serpong road is overcrowded and has insufficient road width to accommodate the existing traffic. Therefore, a toll road between Bogor and Serpong is expected to be a solution to overcome existing traffic congestion.

## 2.2 Project Description

Bogor-Serpong (via Parung) Toll Road (31.1 km) will connect Selabenda Junction (Bogor) and Serpong Junction (Serpong) through Parung. There are three interchanges and two junctions. The distance between intersections is ± 5 km.

## 2.3 Project Objectives

The objectives of Bogor-Serpong (via Parung) Toll Road is to overcome existing traffic congestion between Bogor and Serpong.

## 3. Business Entity's Scope of Work

Build-Operate-Transfer (BOT)

Business entity shall responsible to perform the toll road project, including financing, construction, operating, and maintenance

## 4. Technical Specification

Planning standards use all regulations and specifications that apply in Indonesia, such as regulations issued by The Directorate General of Highways, SNI, and other regulation (AASHTO, Japanese code and specification, British Standard, etc). The design speed of Bogor-Serpong (via Parung) Toll Road is 100 km/hour and the technical specifications as follows:

No	Facilities	Capacity
1	Length	±31.117 km
2	Design Speed	100 Km/hr
3	Number of Lanes per Direction	3
4	Lane Width	3.60 m
5	Shoulder Width	
	Outside	3.00 m
	Median side	1.50 m
6	Median Width	2.50 m
7	Interchange/Junction	JC Salabenda (STA 0+000) IC Pondok Udiik (STA 3+900) IC Putuat Nutug (STA 13+240) IC Rumpin (STA 21+450) JC Serpong (STA 31+000)

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The feasibility study of the project indicates the need for Environmental Impact Assessment (EIA/AMDAL) to be prepared later.

## **6. Land Acquisition and Resettlement Action Plan**

The study indicated Land Acquisition and Resettlement Action Plan needs for land acquisition of 272,7 Ha.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 612.86 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- Debt Level	70%
- Equity Level	30%
<b>IRR</b>	<b>12.38%</b>
<b>NPV</b>	<b>USD 78.90 Million</b>

## **8. Government Support and Guarantee**

The feasibility study of the project indicates the need for government supports in terms of land acquisition (Land Cost include in Investment Cost). Government guarantee also needed from Indonesia Infrastructure Guarantee Fund (IIGF).

## **9. Contact Information**

Name : Denny Firmansyah

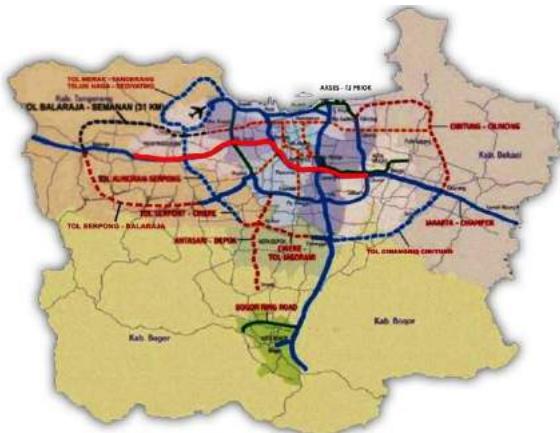
Position : Head of Investment Division

Phone : +6221 - 7258063

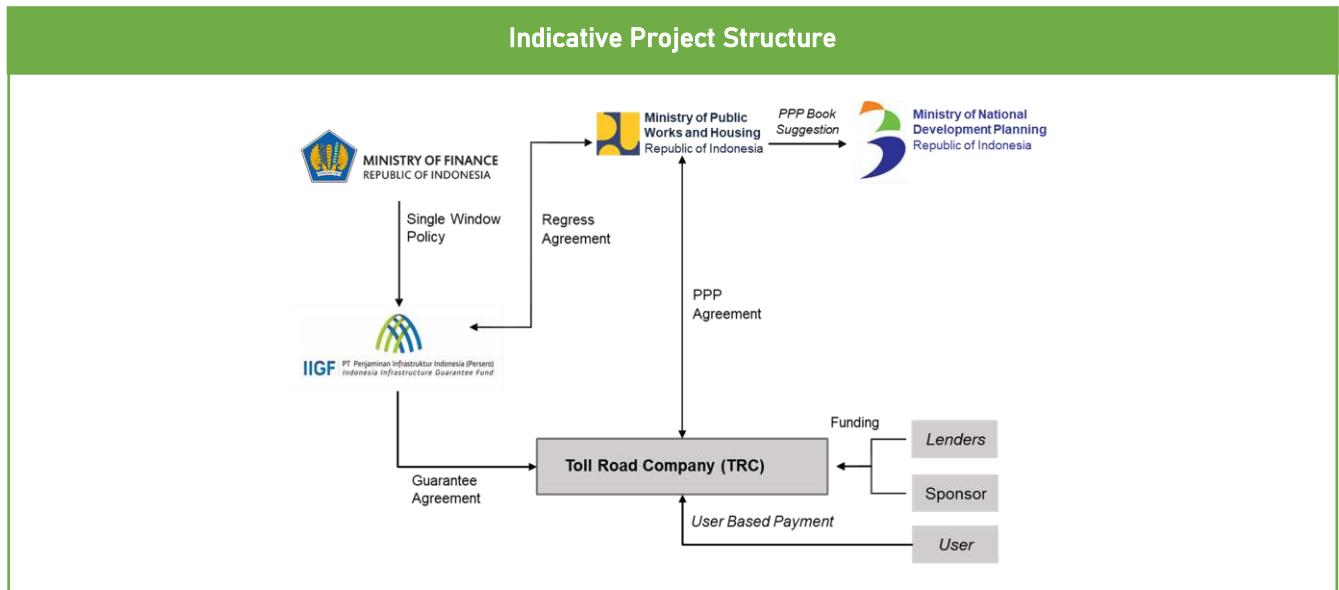
Email : bpjt@pu.go.id or investasi.bpjt@gmail.com

# Cikunir-Karawaci Inner City Elevated Toll Road

Location : DKI Jakarta and Banten Provinces

Sector : Road	Sub-Sector : Toll Road
	<b>Description:</b> The project is to construct ±40 km of Cikunir-Tomang-Karawaci Inner City Elevated toll road with PPP scheme. The proposed toll road plan will be above the existing toll road section, with the start point located in Cikunir (at the junction between JORR and the Jakarta-Cikampek toll road) and the end point located after the Alam Sutera intersection. Business entity shall be responsible to perform the toll road project with BOT scheme.
<b>Government Contracting Agency:</b> Ministry of Public Works and Housing	<b>Estimated Project Cost:</b> USD 1,791.10 Million
<b>Type of PPP:</b> Unsolicited	<b>Financial Feasibility:</b> FIRR : 12.07% NPV : USD 220.20 Million
<b>Return of Investment:</b> User Charge	<b>Estimated Concession Period:</b> 45 years

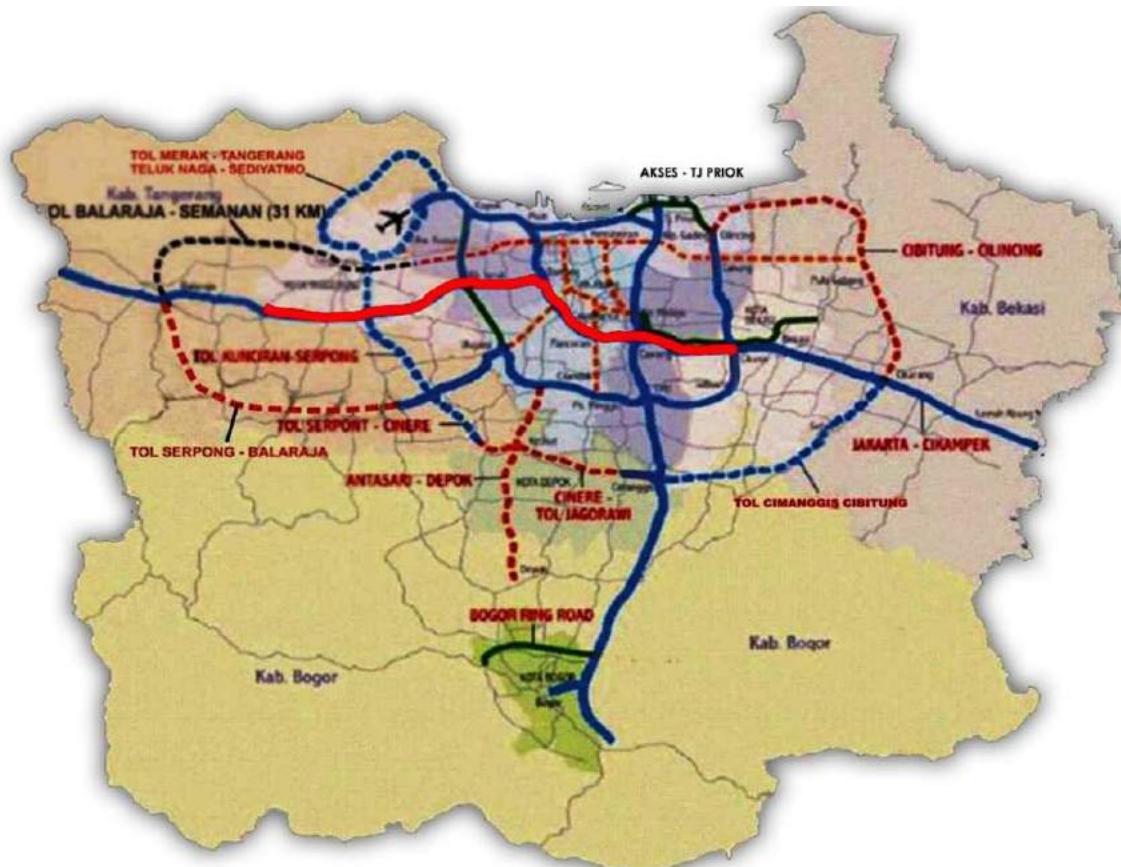
Indicative Project Schedule					
Pre-Qualification Q3 2021	Request for Proposal Q4 2021	Bid Award Q2 2022	Agreement Signing Q2 2022	Financial Close Q1 2023	Construction Q1 2023
Project Status : Tender Preparation					



## Project Digest

<b>Project Title</b>	Cikunir-Karawaci Inner City Elevated Toll Road
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Agency</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	PT Earth Investment Indonesia - PT Lintas Indonesia Sejahtera
<b>Project Cost</b>	USD 1,791.10 Million
<b>Estimated Concession Period</b>	45 Years
<b>Location</b>	DKI Jakarta and Banten

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Jabodetabek Toll Road Network

### 2. The Opportunity

#### 2.1. Project Background

The development of the Jabodetabek Area (Jakarta, Bogor, Tangerang, Bekasi) has grown rapidly, especially in the east-west corridor, starting from Bekasi Regency, Bekasi City, DKI Jakarta, Tangerang City and Tangerang Regency, which require a high level of accessibility. At present the traffic flow on the Jakarta-Tangerang Toll Road, Jakarta Inner Ring Road and Jakarta Outer Ring Road is very congested (already saturated) with V/C Ratio already greater

than 0.8. In addition, the construction of the Jakarta-Cikampek Elevated Toll Road is currently underway, one of which ends in Cikunir.

Cikunir-Karawaci Inner City Elevated Toll Road Section will be an additional alternative to the existing Toll Road section in Jakarta. This toll road will be above the existing Toll Road, therefore it can improve the performance of the road network in Jabodetabek and it can overcome congestion problems.

## 2.2. Project Description

Cikunir-Karawaci Toll Road Section ( $\pm$  40 km) is located in Banten Province (Tangerang City and Tangerang Regency), DKI Jakarta Province, and Banten Province (Bekasi City). The proposed toll road plan will be above the existing toll road section. The starting point of the project, located in Cikunir (at the junction between JORR and the Jakarta-Cikampek toll road), which is the beginning of the Jakarta - Cikampek elevated toll road. The end of the project is located after the Alam Sutera intersection. Location of main on/off ramp points as follows:

- East Pondok Gede;
- Cawang Junction;
- Pancoran;
- Semanggi;
- Palmerah;
- Tomang;
- Meruya; and
- Kembangan.

## 2.3. Project Objectives

The objectives of Cikunir-Karawaci Inner City Elevated Toll Road is to improve the performance of the road network in Jabodetabek and to overcome traffic congestion in the western area of Jakarta.

## 3. Business Entity's Scope of Work

Build-Operate-Transfer (BOT)

Business entity shall be responsible to perform the toll road project, including financing, construction, operating, and maintenance.

## 4. Technical Specification

Planning standards use all regulations and specifications that apply in Indonesia, such as regulations issued by The Directorate General of Highways, SNI, and other regulations.

No	Facilities	Capacity
1	Length	$\pm$ 40km
2	Lane number	2 + 2
3	Design Speed	
	Main road	80 Km/hr
	Ramp (toll-to-toll)	40-60 Km/hr
	Ramp (toll-to-non toll)	40-60 Km/hr

No	Facilities	Capacity
4	Lane Width	3.50 m
5	Outer Shoulder Width	2.00 m
6	Inner Shoulder Width	0.50 m
7	Median Width	
	Median concrete barrier	0.80 m
	Median width including inner shoulder	1.80 m

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

The feasibility study of the project indicates the need for Environmental Impact Assessment (EIA/AMDAL) to be prepared later.

## 6. Land Acquisition and Resettlement Action Plan

The study indicated Land Acquisition and Resettlement Action Plan needs for land acquisition of 82,204 m<sup>2</sup>.

## 7. Project Cost Structure

Estimated Project Cost	USD 1,791.10 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
FIRR	12,07%
NPV	USD 220.20 Million

## 8. Government Support and Guarantee

The government support is identified for land acquisition process (Land Cost include in Investment Cost). The government guarantee is needed from Indonesia Infrastructure Guarantee Fund (IIGF)

## 9. Contact Information

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Position : Head of Investment Division

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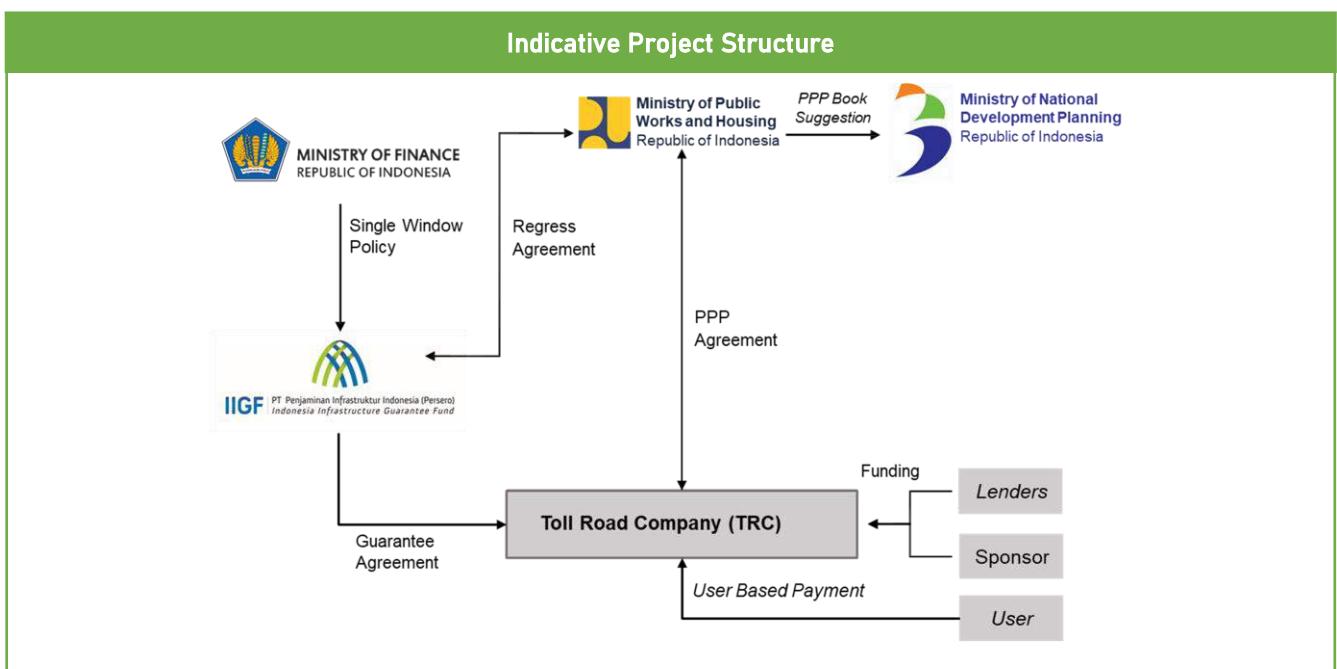
# South Sentul – West Karawang Toll Road

Location : West Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> The project is to construct ± 61.5 km of The South Sentul – West Karawang Toll Road which connect Sentul Junction and Karawang Junction. At the South Sentul – West Karawang Toll Road there are 3 junctions that connect to the Bogor Ring Road Toll Road, the Jakarta – South Cikampek Toll Road, and the existing Jakarta – Cikampek Toll Road.</p> <p><b>Estimated Project Cost:</b> USD 1,066.44 Million</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> FIRR : 12.08% NPV : USD 103.35 Million</p> <p><b>Estimated Concession Period:</b> 40 years</p>

Indicative Project Schedule					
Pre-Qualification Q3 2021	Request for Proposal Q4 2021	Bid Award Q2 2022	Agreement Signing Q2 2022	Financial Close Q1 2023	Construction Q1 2023

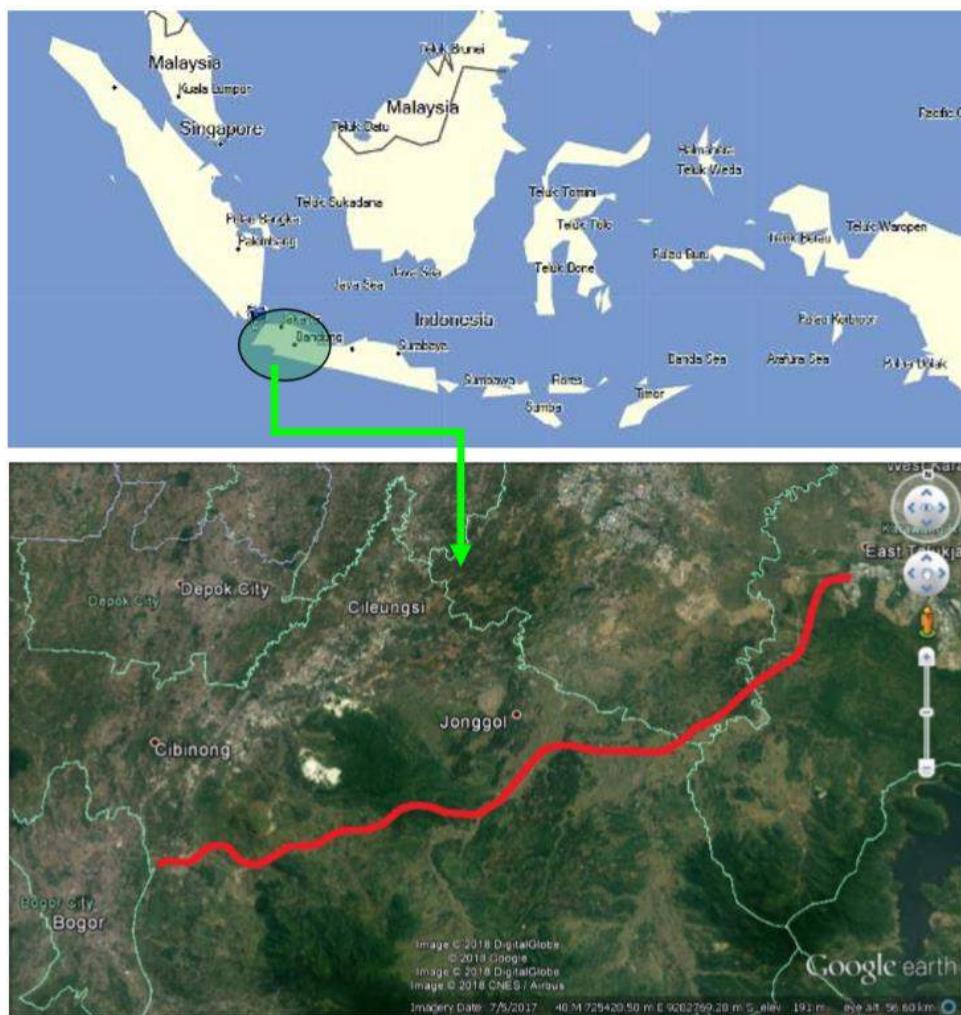
Project Status : Tender Preparation



## Project Digest

<b>Project Title</b>	<b>South Sentul – West Karawang Toll Road</b>
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	PT. Pama Persada Nusantara
<b>Project Cost</b>	USD 1,066.44 Million
<b>Estimated Concession Period</b>	40 years
<b>Location</b>	West Java

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Project Location

### 2. The Opportunity

#### 2.1. Project Background

Infrastructure developments are one of the keys to increasing Indonesia's economic growth. Currently, the Government of Indonesia is accelerating the infrastructure development in various sectors, including the toll roads. To overcome the limitations of the budget, the

government implemented various policies to attract the private sector to invest in the toll road sector.

The government plans to construct 5,405 km of toll roads as part of the road network system. A total of 820 km of toll roads is operational and 1,016 km have Toll Road Concession Agreements (*Perjanjian Pengusahaan Jalan Tol/PPJT*). Therefore, the initiative of Business Entities will be very helpful to accelerate the construction of toll roads. Thus, the target of completing 1,000 km of new toll roads planned by the Government in the next five years can be realized.

At present, the existing Sentul - Karawang road has insufficient road width to accommodate the existing traffic. Especially in the area around Karawang there are many industrial areas. The Sentul-Karawang Toll Roads Construction Plan is expected to be a solution to overcome the existing traffic demand.

## 2.2. Project Description

The South Sentul - West Karawang Toll Road construction project crosses 3 (three) regency areas, i.e. Bogor Regency, Bekasi Regency, and Karawang Regency. The total length of the South Sentul - West Karawang Toll Road is 61.5 kilometers, connecting Sentul Junction and Karawang Junction. At the South Sentul - Karawang Toll Road there are 3 (three) junctions that connect to the Bogor Ring Road Toll Road, the Jakarta - South Cikampek Toll Road, and the existing Jakarta - Cikampek Toll Road. Overall, there are 5 interchanges on this toll road section. The average speed on non-toll road is 21.10 km/hour. The design speed of the toll road is 100 km/hour.

## 2.3. Project Objectives

The objective of South Sentul - West Karawang toll road is to overcome the current traffic jams in South Sentul - Karawang area, especially the area around Karawang.

## 3. Business Entity's Scope of Work

The scope of work for the business entity will be Build-Operate-Transfer (B-O-T). The following are private partner's list of responsibilities:

- 1) Designing a Detailed Engineering Design (DED) of the South Sentul - West Karawang Toll Road based on the basic design;
- 2) Construction of the South Sentul - West Karawang Toll Road;
- 3) Operation and Maintenance of the South Sentul - West Karawang Toll Road during the concession period, after the construction phase has been completed; and
- 4) Sign and commit in the Guarantee Agreement with Indonesia Infrastructure Guarantee Fund (IIGF).

## 4. Technical Specification

The technical specifications for toll roads will refer to all regulations and specifications applied in Indonesia, such as regulations and codes issued by the Directorate General of Highways, Indonesian National Standard (SNI), and other regulations AASHTO, Japanese Code and

Specifications, British Standard, etc.). Some technical specifications for the main road including:

No	Facilities	Capacity
1	Length	61.5 km
2	Right-of-Way (ROW) typical	30 m
3	Design Speed	100 Km/hr
4	Number of Lane	2 x (2x3.6) m
5	Lane Width	3.6 m
6	Outside Shoulder Width	2 x 3.0 m
7	Inner side Shoulder Width	2 x 1.5 m
8	Median Width	0.8 m
9	Cross slope	2%
10	Shoulder slope	2%

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

The study indicates the need for Environmental Impact Assessment (EIA/AMDAL).

## 6. Land Acquisition and Resettlement Action Plan

The land requirement for the South Sentul - West Karawang Toll Road is ± 355.24 Ha. Land acquisition is proposed to be done in Q1 2022.

## 7. Project Cost Structure

Estimated Project Cost	USD 1,066.44 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
FIRR	12.08 %
NPV	USD 103.35 Million

## 8. Government Support and Guarantee

The feasibility study of the project indicates the government support will be needed to support land acquisition process (Land Cost include in Investment Cost) and need to be guaranteed by Indonesia Infrastructure Guarantee Fund (IIGF).

## 9. Contact Information

Name : Denny Firmansyah

Position : Head of Investment Division

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Email : bpjt@pu.go.id or investasi.bpjt@gmail.com



# **UNDER PREPARATION PROJECTS**

## **Transportation**

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1. Construction of Singkawang Airport
2. Development of Baubau Port
3. New Ambon Port
4. Tanjung Carat Port

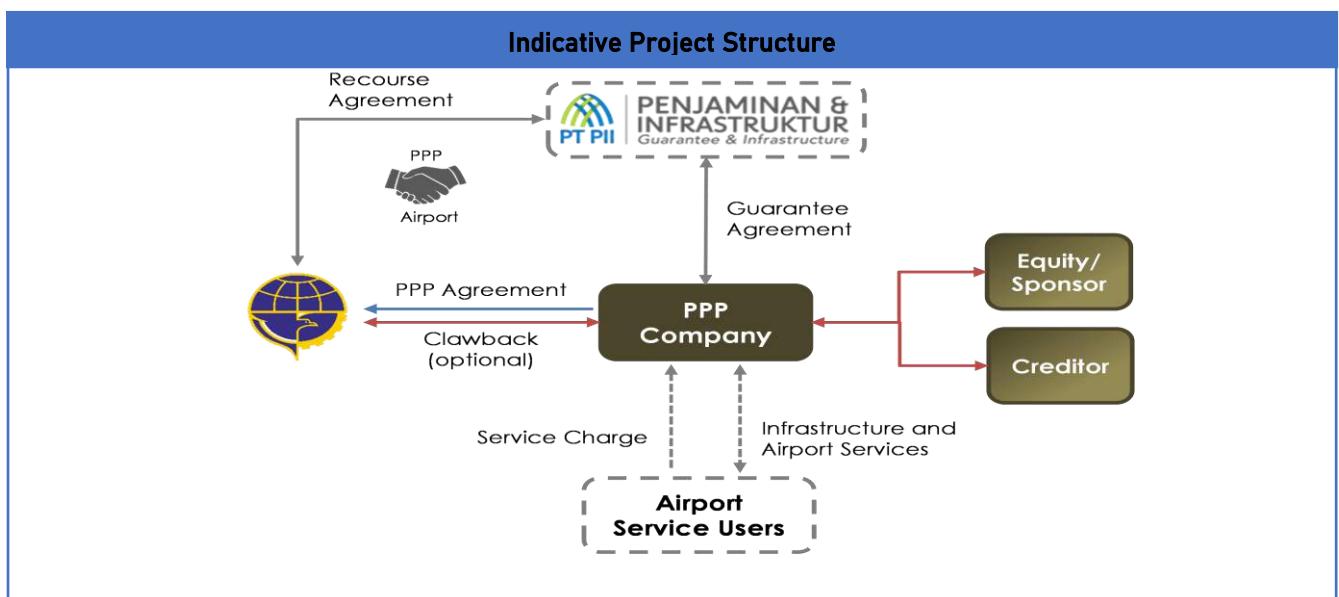
# Construction of Singkawang Airport

Location : Singkawang, West Kalimantan Province



<p><b>Government Contracting Agency:</b> Minister of Transportation hand over to Director General of Civil Aviation</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>
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<p><b>Description:</b> The new airport in Singkawang (SKW) is needed primarily to minimize travel time, as most people use Supadio Airport in Pontianak (PNK) to travel to their respective areas. The airport is designed to serve the people of Singkawang and its surrounding, known as SINGBEHAS (Singkawang, Bengkayang, and Sambas). With new development, the Singkawang Airport is planned to have 2.500 x 45 m runway with 12.500 m<sup>2</sup> area of domestic passenger terminal.</p> <p><b>Estimated Project Cost:</b> USD 127.12 Million <b>Financial Feasibility:</b> IRR : 12.3% NPV : USD 15.38 Million <b>Estimated Concession Period:</b> 32 years (2 years construction)</p>
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## Project Digest

Project Title	Construction of Singkawang Airport
Government Contracting Agency	Minister of Transportation hand over to Director General of Civil Aviation
Implementing Agency	Direktorate of Airport, Ministry of Transportation
Preparation Agency	Direktorate of Airport, Ministry of Transportation with support from IIGF (through PDF assignment from Ministry of Finance)
Project Cost	USD 127.12 million (Capex) , USD 178.76 million (Opex)
Estimated Concession Period	32 years operation including 2 years construction
Location	Singkawang, West Kalimantan

### 1. Project Picture (Map and/or Illustration of Project)

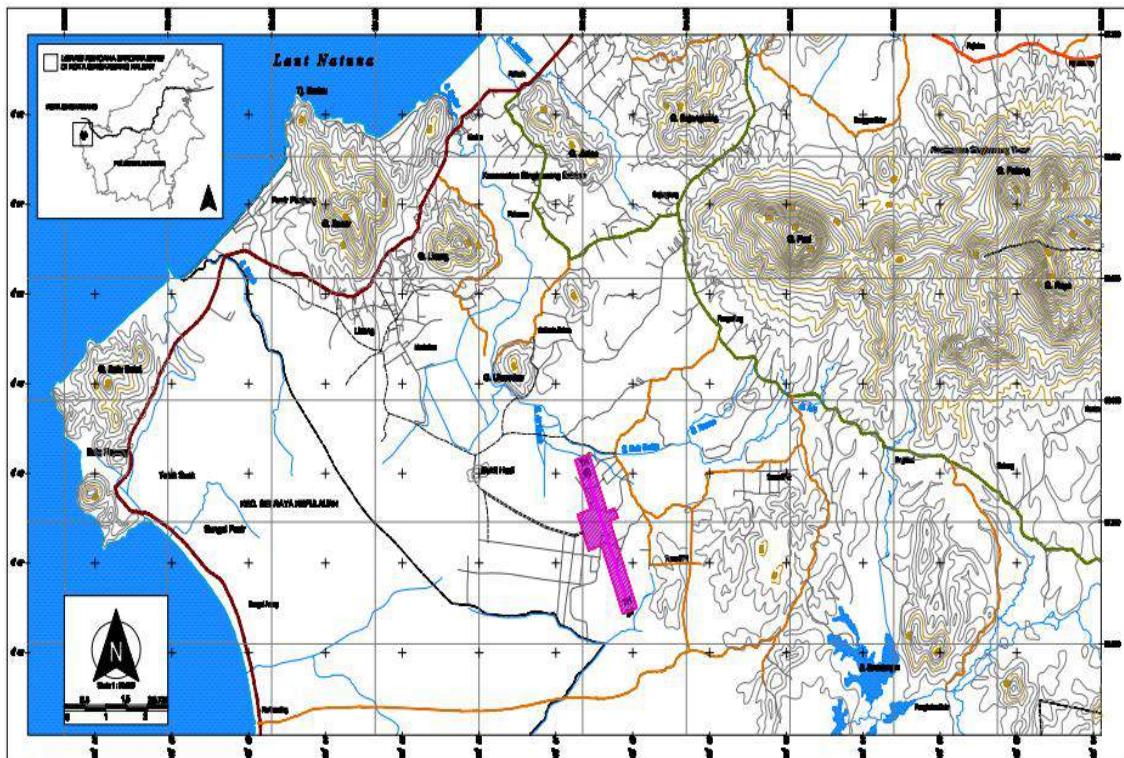


Figure 1 – Map of Singkawang Airport Location

### 2. The Opportunity

#### 2.1. Project Background

Singkawang City is a city in West Kalimantan Province. It is approximately 153 km from the Provincial Capital, Pontianak City. Singkawang City which is well-known with Chinese culture has several events that are very famous and attract many tourists. Singkawang City also has Simping Island in Sedau Beach with the title of the smallest island in the world that has been recognized by the United Nations (UN).

With the variety of attractions that are now starting to interest domestic and foreign tourists in the city, will automatically also have an impact on aspects of the availability of transportation facilities and infrastructure in the City of Singkawang. However, for now access from the City of Singkawang to the nearest capital or airport namely Supadio International Airport ("PNK") can only be reached by land. Road access that is traversed has many connecting bridges, which if there is damage there will be economic paralysis in Singkawang City and surrounding areas. Therefore, alternative modes of transportation are needed, such as air transportation to support economic and tourism activities in Singkawang City.

## 2.2. Project Description

The development of the Singkawang Airport will consist of two sides of Airport development: AirSide and Land Side. AirSide developments include: Runway, Runway Strip, Runway End Safety Area (RESA), Taxiway, Apron, Airside Service Road, Airside Perimeter Road, and Airside Operation Road. Land side developments include: Passenger Terminal, Passenger Parking Area, Conning Tower, Operation Office, Powerhouse, Security Office, Cargo Terminal and other facilities.

## 2.3. Project Objectives

The purpose of Singkawang Airport is to improve accessibility and mobilization of goods and people to and from Singkawang such as:

- 1) Optimizing the travel time for airport service users.
- 2) Improve air connectivity to regional destinations.
- 3) Unlocking the potential of Singkawang in Trade and Tourism.

Therefore, economic activity and especially the tourism sector will benefit and flourish.

## 3. Business Entity's Scope of Work

D-B-F-O-M-T (Design – Build – Finance – Operation – Maintenance – Transfer) with user charge payment method.

## 4. Technical Specification

The technical specifications for Singkawang Airport are as follow:

No	Facilities	Capacity
1	Aerodrome Reference Code	4C
2	Runway Dimension	2500 x 45 m <sup>2</sup>
3	Runway Strip Dimension	2740 x 45 m <sup>2</sup>
4	Runway Strength	60 F/C/X/T
5	Runway End Safety Area (RESA)	90 x 90 (Threshold 16); 90x90 (Threshold 34)
6	Taxiway	2
7	Apron Dimension	220 x 85
8	Total Parking Stand	5
9	Facilities	Domestic Passenger Terminal (12.500 m <sup>2</sup> ) Hanggar Cargo Terminal

	Parking Area Administration Office Workshop/Maintenance Area Security Office Clinic Waste Management Plant Sewerage Treatment Plant Powerhouse Cafeteria Quarantine Area Hotel and Garden Religious Facilities
--	---

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

The City Government of Singkawang is working to fulfill its responsibility in preparing the AMDAL Document for the Project's plan to accommodate the construction of Projects that have runway specifications above 1,200 m. This will, in addition to the extent of the area affected by the operational and safety area of the airport, certainly requires the handling of the potentially crucial impacts of environmental management during the construction and operation stages of the Project.

## 6. Land Acquisition and Resettlement Action Plan

The land required for the ultimate phase of airport operation has been secured (151,45 Ha) by the DGCA, with the full support from the Singkawang City Government.

## 7. Project Cost Structure

Estimated Project Cost	USD 127.12 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
FIRR	12,3%
NPV	USD 15.38 Million

## 8. Government Support and Guarantee

The Directorate General of Civil Aviation (DGCA) plans to build the first phase of the Project's airside facilities with the state budget (APBN) as a form of support to ensure the Project's feasibility.

Final Government Support & Guarantee subject to FBC result. However, some common risks associated with the projects guaranteed by the Government are the risks of termination and tariff adjustment.

## **9. Contact Information**

Name : Aspar Mala Amri

Position : Airport Inspector, Staff Sub Directorate System Operation and Partnership of Airport

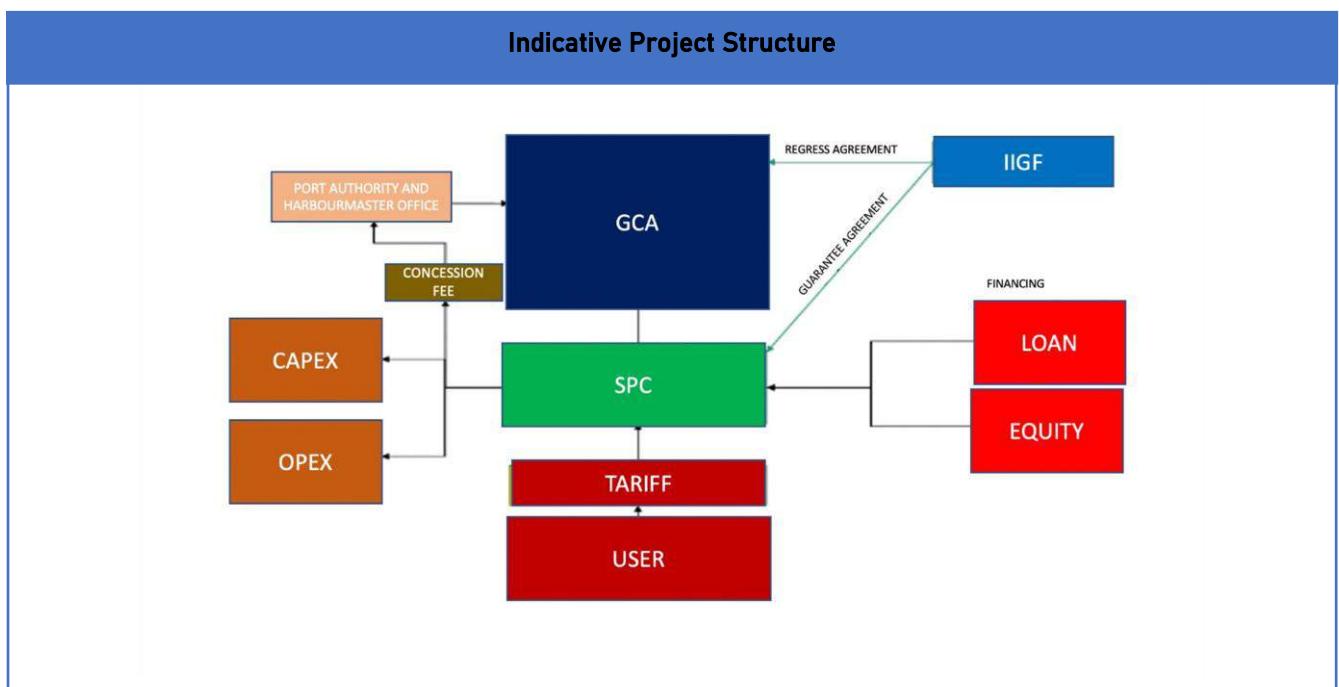
Phone : +6287888578260

Email : aspar.amri@ymail.com

# Development of Baubau Port

Location: Baubau City, Southeast Sulawesi Province

Sector : Transportation	Sub-Sector : Port
	<p><b>Description:</b> The Murhum Baubau Port needs to be developed to meet the increasing demand and to support long-term programs of Baubau Regional Government which aims to make the city as the gateway of economy and tourism in Southeast Sulawesi. This port has the most rapid economic activities compared to the other two ports in the city of Baubau.</p> <p><b>Estimated Project Cost:</b> USD 14.69 Million</p>
<p><b>Government Contracting Agency:</b> Minister of Transportation hand over the authority to Director General of Sea Transportation</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> FIRR : 13,13 % NPV : USD 2,66 Million</p> <p><b>Estimated Concession Period:</b> 30 years</p>



## Project Digest

<b>Project Title</b>	<b>Development of Baubau Port</b>
<b>Government Contracting Agency</b>	Minister of Transportation hand over to Director General of Sea Transportation
<b>Implementing Agency</b>	Direktorat General of Sea Transportation
<b>Preparation Agency</b>	Directorate of Ports
<b>Project Cost</b>	USD 14.69 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Southeast Sulawesi

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Baubau Port

### 2. The Opportunity

#### 2.1. Project Background

Baubau Seaport is located in Wolio District, Baubau City, Southeast Sulawesi Province. This port is one of the strategic transportation nodes in the Eastern Indonesia region. Due to this geographical position, Baubau Seaport is in the line of sea transportation movement from western regions of Indonesia such as Jakarta, Surabaya and the central region like Makassar to the eastern part of Indonesia such as Maluku, North Maluku, Central Sulawesi and North Sulawesi. Baubau Port is also a gateway for maritime transport for Southeast Sulawesi Province where most of the passenger and goods movement transit at this port.

As stated in Baubau development roadmap, the Port of Baubau will be further developed to fulfill the needs of better service to support long term plan of making Baubau the gateway for economic and tourism area in Southeast Sulawesi. In order to achieve that, the facilities of Baubau Port will need to be upgraded periodically to sustain the demand. The upgrade will include land reclamation, commercial area development, and port terminal development.

## **2.2. Project Description**

The scope of work for Baubau Port Development consists of :

- a. Land zoning rearrangement;
- b. Rehabilitation, operation and maintenance of existing facilities (traditional shipping, passenger and multipurpose terminal);
- c. Construction of additional facilities for the development of port considering demand growth;
- d. Provision of handling equipment to improve port performance level;
- e. Operation and maintenance of added facilities to further upgrade port service level;
- f. Ensure and transfer all assets until the end of the concession period.
- g. Providing handling equipment;
- h. Providing water supply and other utilities.

## **2.3. Project Objectives**

- a. To rehabilitate and expanding passenger and multipurpose terminal;
- b. To improve port performance level in cargo and container handling;
- c. To improve safety and security for passengers.

## **3. Business Entity's Scope of Work**

Design - Build - Operate - Maintenance - Transfer

## **4. Technical Specification**

Landside facilities consist of:

- a. Container Yard
- b. Container Freight Station
- c. Cargo Warehouse
- d. Open Storage
- e. Parking Area
- f. Passenger Terminal
- g. Parking Area

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Project activities that could induce significant environment impacts are:

- a. Construction workers mobilization
- b. Heavy equipment mobilization
- c. Earthworks and facilities construction
- d. Operational workers recruitment
- e. Seaside facilities operations

## **6. Land Acquisition and Resettlement Action Plan**

Land acquisition is needed for the addition of gateway and access road to multipurpose terminal in order to ease the circulation of cargo and container movements.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 14,69 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	<b>70 %</b>
- <b>Equity Level</b>	<b>30 %</b>
<b>FIRR</b>	<b>13,13 %</b>
<b>NPV</b>	<b>US\$ 2,66 Million</b>

## **8. Government Support and Guarantee**

Government support and government guarantee will be determined after FBC completion

## **9. Contact Information**

Name : Aries Wibowo

Position : Head of Port Development Planning Sub- Directorate

Phone : -

Email : kpbupelabuhan@gmail.com

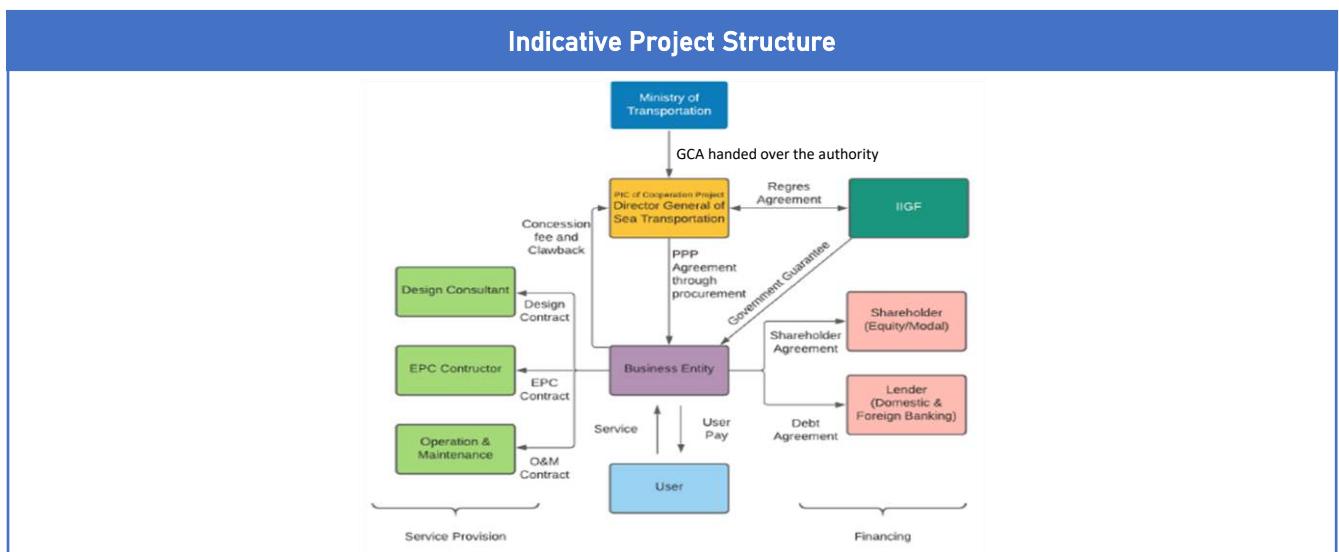
# Development of New Ambon Port

Location: Central Maluku District, Maluku Province

Sector : Transportation	Sub-Sector: Port
	<b>Description:</b> The New Ambon Port is designed to integrate the center for the growth of the fish processing industry with the cargo consolidation from Eastern Indonesia. This integrated port development concept includes international and domestic container terminals, Roro terminals, fishing ports (TPI and processing sites), industrial and logistics areas, LNG terminals and power plants.
<b>Government Contracting Agency:</b> Minister of Transportation hand over to Director General of Sea Transportation	<b>Estimated Project Cost:</b> USD 305.75 Million
<b>Type of PPP:</b> Solicited	<b>Financial Feasibility:</b> IRR : (under calculation) NPV : (under calculation)
<b>Return of Investment:</b> User Charge	<b>Estimated Concession Period:</b> TBC

Indicative Project Schedule

Project Status: Preliminary Study



## Project Digest

Project Title	Development of New Ambon Port
Government Contracting Agency	Joint GCA between The Minister of Transportation and The Minister of Marine and Fisheries with The Minister of Transportation as the lead GCA.
Implementing Agency	Directorate General of Sea Transportation
Preparation Agency	Directorate of Port with the assistance of PT SMI (Ministry of Finance's PDF)
Project Cost	Capex USD 305.75 Million
Estimated Concession Period	TBC
Location	Maluku Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Illustration of New Ambon Port

### 2. The Opportunity

#### 2.1. Project Background

The development of the New Ambon port is a strategy to stimulate an increase in economic activity in the hinterland area, especially in the eastern Indonesia in the fisheries sector and to improve logistics and national connectivity. For this reason, the government

initiated the construction of the New Ambon Port, which is planned to be located in the vicinity of Waai and Liang village in Central Maluku District, Maluku Province.

The development of the New Ambon Port in Central Maluku is urgently required due to the limited land area for the development of the existing Ambon Yos Sudarso Port which bordering with dense settlements. Development concept of the New Ambon port as a multipurpose and fisheries port, encouraging the existing Yos Sudarso Port transformed into a special tourism port. Based on data obtained from the Ministry of Tourism, it is known that the total number of domestic tourist visits to Maluku Province in 2018 reached 1,143,283 people. This shows that there is potential tourism development in Maluku Province, with Yos Sudarso Port as the one of the entrances.

New Ambon Port will be developed with an integrated multi-purpose port concept which includes: 1) international container terminal, 2) Ro-Ro terminal (Roll On - Roll Off), 3) fishing port (fish auction place/ "TPI" and processing place), 4) industrial and logistics area, 5) Liquefied terminal Natural Gas ("LNG") and 6) Power Plant. The construction of New Ambon Port is targeted for completion by the end of 2023 and expected to improve the national economy, especially the economy in the region Eastern Indonesia.

## 2.2. Project Description

New Ambon Port service area is potential for the consolidation of goods specifically for the Eastern Indonesia region, covering the Provinces of Maluku, North Maluku, Papua, and West Papua. This port will serve handling for trans shipments, fishery processing products, and industrial processed products (with the development plan of industrial zone).

The construction of the New Ambon Port has concept of an integrated port which provide services of container terminals both international and domestic, roro terminal, fishing port (TPI, cold storage, fish processing are and Fish Market), industrial area logistics, LNG terminal and power plant, with a total berth length of 1000 m (ultimate stage).

## 2.3. Project Objectives

The development of the New Ambon Port is expected to improve connectivity, reduce logistics costs, increase market affordability, stimulate economic growth, and create new growth center for fish processing industry in eastern Indonesia

## 3. Business Entity's Scope of Work

The scope of work for New Ambon Port Development consists of:

- a. Design and build port facilities for container, roro, fish processing, and LNG services;
- b. Provision of port handling equipment and power plants;
- c. Operation and maintenance;
- d. Provision of other port services.

#### **4. Technical Specification**

New Ambon Port Development overview:

- a. The berth length of 2,000 m, consisting of 1,000 m for sea ports and 1,000 m for fishing ports;
- b. There is integration through a consolidated system both on land and sea area, to ensure the smooth and easy operation of each port functions;
- c. The berth is designed to serve Panamax container vessel, with a length over all (LOA) of 250m and a carrying capacity of 2,500 TEUs;
- d. Provide a handling system for fisheries activity which integrated with the Existing Ambon Fishery Port, to be distributed and processed in the fish processing area at New Ambon Port;
- e. The fishing port is planned to serve 1,000 ships per day with a maximum size of 300GT (adjustable handling rate), with a capacity of unloading fish up to 300 tons/day;
- f. New Ambon Port is planned to have a capacity of 200,000 TEUs/year in initial stage, and reaches a capacity of 750,000 TEUs/year in the ultimate stage.

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Through PDF facility, DGST plans to be assisted by PT. Sarana Multi Infrastruktur (Persero) in the preparation of AMDAL documents.

#### **6. Land Acquisition and Resettlement Action Plan**

Land acquisition will be conducted by State's Asset Management Agency (LMAN). LARAP study will be carried out simultaneously with the preparation of the FBC.

#### **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 305.75 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	TBC
- <b>Equity Level</b>	TBC
<b>IRR</b>	Under Calculation
<b>NPV</b>	Under Calculation

#### **8. Government Support and Guarantee**

Basic infrastructure will be supported by DGST and government guarantee will be determined after FBC completion

## **9. Contact Information**

Name : Aries Wibowo

Position : Head of Port Development Planning Sub-Directorate

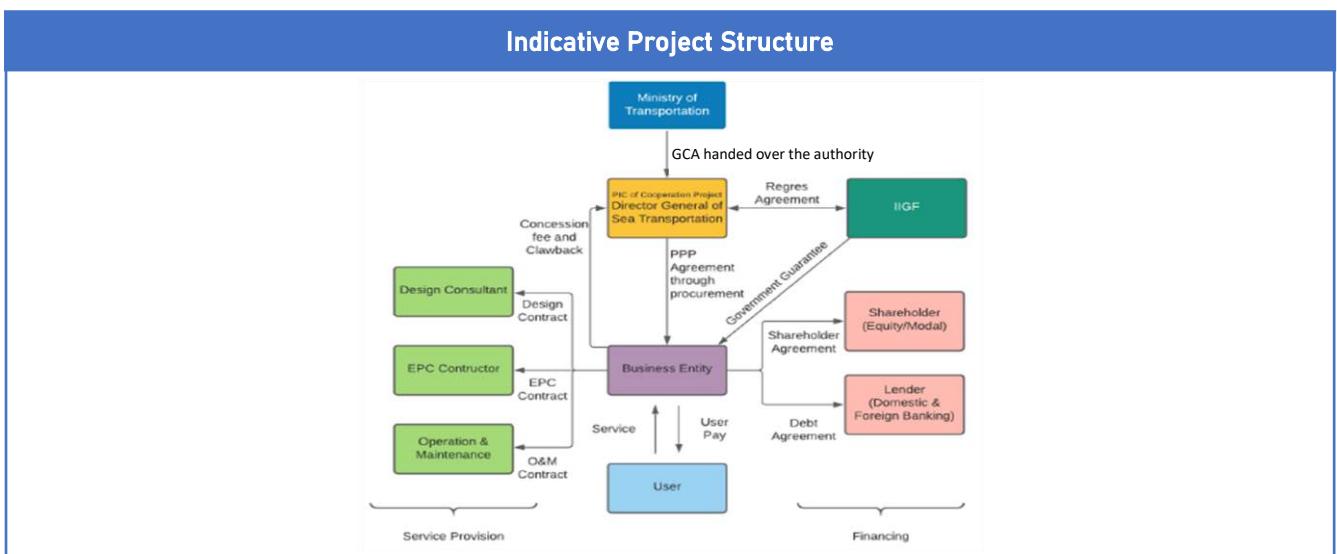
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# Development of New Palembang Port

Location : Banyuasin, South Sumatera Province

Sector : Transportation	Sub-Sector : Port
	<b>Description:</b> New Palembang Port (Tanjung Carat Terminal) becomes a sustainable solution facing the problem of existing Boom Baru Port with limited depth and width of access channel, sedimentation, and limited development area. It is expected to play an important role in supporting the development of the Tanjung Apiapi Special Economic Zone, regional development in South Sumatra Province and its surroundings, with the potential natural resources such as coal, CPO, and rubber.
<b>Government Contracting Agency:</b> Minister of Transportation hand over to Director General of Sea Transportation	<b>Estimated Project Cost:</b> USD 324.93 Million
<b>Type of PPP:</b> Solicited	<b>Financial Feasibility:</b> IRR : (under calculation) NPV : (under calculation)
<b>Return of Investment:</b> User Charge	<b>Estimated Concession Period:</b> TBC



## Project Digest

Project Title	Development of New Palembang Port
Government Contracting Agency	Minister of Transportation handed over the authority to the Director General of Sea Transportation
Implementing Agency	Directorate General of Sea Transportation
Preparation Agency	Directorate of Ports with the assistance of PT PII (Ministry of Finance's PDF)
Project Cost	USD 324.93 Million
Estimated Concession Period	TBC
Location	South Sumatera Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Illustration of New Palembang Port

### 2. The Opportunity

#### 2.1. Project Background

South Sumatra Province has rich potential for natural resources such as coal, palm oil and rubber. The potential distribution of these commodities needs to be supported by a good logistics system. The geographical location of South Sumatra Province is very profitable to serve as a port that becomes a regional hub of South Sumatra with other regions, both as means of transportation and also trade routes.

Currently, the sea route logistics transportation in South Sumatra Province is mainly served by the Boom Baru Port. However, its location which is ± 108 km from the mouth of the Musi River makes it difficult for ships to reach because of the limited width and depth. Sedimentation that occurs along the river also results in the need for high maintenance costs. In addition, the location of the Boom Baru Port, which is also adjacent to the city, is an inhibiting factor for port development, especially on the land side. In order to accelerate

connectivity and competitiveness of national logistics, the government, through the Ministry of Transportation intends to develop a new port (New Palembang Port) in Tanjung Carat, Banyuasin Regency. The selection of a new port location at the estuary with sufficient width and depth is expected to be a sustainable solution to address the problems faced by the existing port.

## 2.2. Project Description

New Palembang Port (Tanjung Carat Terminal) is expected to play an important role in supporting the development of the Tanjung Api-api Special Economic Zone, regional development in South Sumatra Province and its surroundings, with the potential natural resources such as coal, CPO, and rubber. The project is designed to be able to accommodate potential increasing demand with larger vessels Post Panamax Plus with maximum carrying capacity of 8000 TEUs which currently cannot be served in the existing Boom Baru Port due to limited depth and sedimentation issues in the access channel. When New Palembang Port is already operated, other surrounding ports will serve as feeder ports (smaller vessels or barges) to create an efficient logistics chain.

## 2.3. Project Objectives

The development of New Palembang Port (Tanjung Carat Terminal) aims to:

- a. Become a sustainable solution to the problem of existing Boom Baru port due to the conditions of limited depth and width of access channel, sedimentation, and limited development area;
- b. increase domestic and international trade in South Sumatra;
- c. improve national connectivity and reduce logistics costs.

## 3. Business Entity's Scope of Work

The scope of work for New Palembang Port development consists of:

- a. Design and build port facilities for container, liquid and dry bulk services;
- b. Provision of port handling equipment;
- c. Operation and maintenance;
- d. Provision of other port services.

## 4. Technical Specification

New Palembang Port Development overview:

### a. Initial Stage

- Provision of Container Terminal with Capacity 300.000 TEUs/ year

### b. Ultimate Stage

- Container Terminal 700.000 TEUs/year
- Dry Bulk Terminal (Coal and Fertilizer) 5.000.000 ton/year
- Liquid Terminal (CPO) 1.500.000 ton/year

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Through PDF facility, DGST plans to be assisted by PT. Penjaminan Infrastruktur Indonesia (Persero) in the preparation of AMDAL documents.

## **6. Land Acquisition and Resettlement Action Plan**

Land area of 706 Ha will be acquired through conversion of existing forest areas supported by Ministry of Environment and Forestry.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 324.93 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		TBC
- <b>Equity Level</b>		TBC
<b>IRR</b>		Under Calculation
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

Basic infrastructure will be constructed by DGST and access road will be supported by Provincial Government with Ministry of Public Works. In terms of the need for government guarantee will be determined after FBC completion

## **9. Contact Information**

Name : Aries Wibowo

Position : Head of Port Development Planning Sub-Directorate

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# **UNDER PREPARATION PROJECTS**

## **Road**

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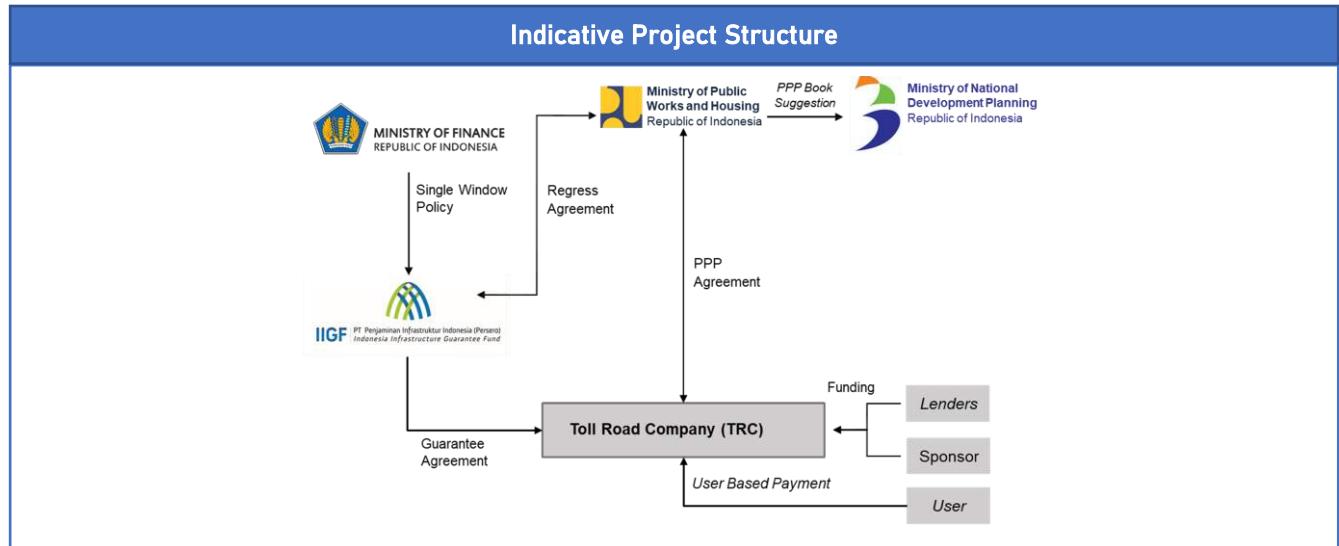
1. Semarang Harbour Toll Road
2. Malang – Kepanjen Toll Road
3. Makassar-Maros-Sungguminasa-Takalar Toll Road
4. Construction of Badung Southern Ring Road
5. Batam-Bintan Bridge
6. Operational and Maintenance (OM) Surabaya-Madura (Suramadu) Bridge
7. Cilacap – Yogyakarta Toll Road
8. Demak – Tuban Toll Road
9. Ngawi – Bojonegoro – Babat Toll Road
10. Kediri – Tulungagung Toll Road

# Semarang Harbour Toll Road Integrated with Water Resource Control System

Location : Central Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> The project is to construct ± 20.86 km of Semarang Harbour toll road which connects the Semarang - Batang Toll Road (SBTR) and Semarang-Demak Toll Road to complete the Ring Road around the City of Semarang. This toll road will be integrated with the sea wall and retention pond in the city of Semarang. The return of investment of the sea wall comes from the development of the reclamation area given to the winner of the auction while the retention pond will be financed by the government of Semarang city.</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> User Charge and Right of Reclamation Area Development</p>	<p><b>Estimated Project Cost:</b> USD 1,180.82 Million</p> <p><b>Financial Feasibility:</b> FIRR : 11.28% NPV : USD 84.96 Million</p> <p><b>Estimated Concession Period:</b> 50 years</p>

Indicative Project Schedule					
Pre-Qualification Q3 2021	Request for Proposal Q4 2021	Bid Award Q2 2022	Agreement Signing Q2 2022	Financial Close Q1 2023	Construction Q1 2023
Project Status: Approval Letter Issued					



## Project Digest

<b>Project Title</b>	Semarang Harbour Toll Road Integrated with Water Resource Control System
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	The Consortium of PT. Sumber Mitra Jaya and PT. Waskita Toll Road
<b>Project Cost</b>	USD 1,180.82 Million
<b>Estimated Concession Period</b>	50 years
<b>Location</b>	Central Java

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Project Maps

### 2. The Opportunity

#### 2.1. Project Background

Economic growth in the Semarang area had an impact on regional development and travel demand growth in recent years. The road network in the Semarang region also shows a declining performance. In addition, the existence of the Trans Java Toll Road will also increase the traffic load on the road network significantly. This condition indicates the need to develop a new road network to respond to the high growth in travel demand in the Semarang and surrounding areas. Therefore, the Semarang Harbour Toll Road Development Plan has been prepared. This toll road is planned to be circular on the northern side of Semarang City, from Kaliwungu, Ahmad Yani Airport, and Tanjung Mas Port.

## **2.2. Project Description**

Semarang Harbour Toll Road will connect the Semarang - Batang Toll Road (SBTR) to complete the Ring Road around the City of Semarang. The Semarang Harbour Toll Road is projected to benefit the Semarang City and the surrounding area, because this toll road network is connected to several vital areas around Semarang, especially Kendal's Special Economic Zone (KEK), Ahmad Yani Airport, Tanjung Mas Port, and Semarang Toll Road Section A, B, C. This toll road will also be integrated with the sea wall and retention pond in the Semarang City.

The Semarang Harbour Toll Road starts from Kaliwungu Area of Kendal Regency which connecting the Semarang Batang Toll Road and the Semarang Harbour Toll Road, then ends at Kaligawe of Semarang City which connecting Semarang Demak Toll Road and Semarang Harbour Toll Road.

The length of the Semarang Harbour Toll Road is 20.86 km which is divided into:

- Section 1: JC Kaliwungu- IC KIK (4.05 km)
- Section 2: IC KIK – On Off Airport (9.80 km)
- Section 3: On Off Airport section – On Off Tanjung Mas 1 (3.75 km)
- Section 4: On Off Tanjung Mas 1 - JC Kaligawe (3.26 km)

This project is proposed to use a PPP scheme with user charge and the other form of investment return which is right of reclamation area development. The initial operating tariff proposed is Rp1,900/km (Group 1) with a closed toll collection system. The return of investment of the sea wall comes from the development of the reclamation area given to the sponsor (tender winner) while the retention pond will be financed by Government of Semarang City.

## **2.3. Project Objectives**

- To overcome the current traffic jams in the road network in the Semarang region;
- Integrated with sea wall as a solution of abrasion in the north coast region; and
- Provision of raw water for the Semarang City.

## **3. Business Entity's Scope of Work**

The scope of work for the business entity will be Design-Build-Finance-Operate – Maintain and Transfer (D-B-F-O-M-T) that could be elaborated as follow:

- Design-Build-Finance-Operate-Maintain and Transfer of Toll Road;
- Design-Build-Finance and Transfer of Dyke;
- Design of Retention Pond as a derivative responsibility to design the integrated infrastructure system.

## **4. Technical Specification**

A business entity is required to meet the minimum toll road service standard as stipulated in Minister of Public Works Regulation No. 16/PRT/M /2014 concerning Toll Road Minimum Service Standards. Minimum toll service standards include the following service substances: toll road conditions, average travel speed, accessibility, mobility, safety, rescue unit and service assistance, environment, and rest area and rest area and service.

The technical specifications for toll roads will refer to all regulations and specifications that apply in Indonesia, such as regulations and codes issued by the Directorate General of Highways, Indonesian National Standard (SNI), and other regulations. Some technical specifications for the main road including:

No	Facilities	Capacity
1	Length	20.86 km
2	Design Speed	80 Km/hr
3	Number of Lane	2 x2 (initial stage) 3 x3 (final stage)
4	Lane Width	3.6 m
5	Outside Shoulder Width	3.0 m
6	Inner side Shoulder Width	1.5 m
7	Design Speed	80 Km/hr
8	Median Width (include inner side shoulder)	5.5 m
9	Cross slope	2%
10	Shoulder slope	2%

The technical specifications for dyke and retention polder will refer to all regulations and specifications that apply in Indonesia, such as regulations and codes issued by the Directorate General of Water Resources, Indonesian National Standard (SNI), and other regulations.

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

This study indicates the need for Environmental Impact Assessment (EIA/AMDAL). Based on the planned schedule, the preparation of the EIA study conducted in 2019.

## 6. Land Acquisition and Resettlement Action Plan

For the unsolicited toll road project, the land acquisition and resettlement action financed by the Business Entity will be calculated as part of the investment. Based on the planned schedule, the preparation of the Land Acquisition and Resettlement Action Plan conducted in 2021.

## 7. Project Cost Structure

Estimated Project Cost	USD 1,180.82 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	11.28 %
NPV	USD 84.96 Million

## **8. Government Support and Guarantee**

The Government Support will be needed to support land acquisition process (part of Land Cost include in Investment Cost). This project will be proposed to obtain Government Guarantee by Indonesia Infrastructure Guarantee Fund (IIGF).

## **9. Contact Information**

Name : Ira Ariani Chaerunisa

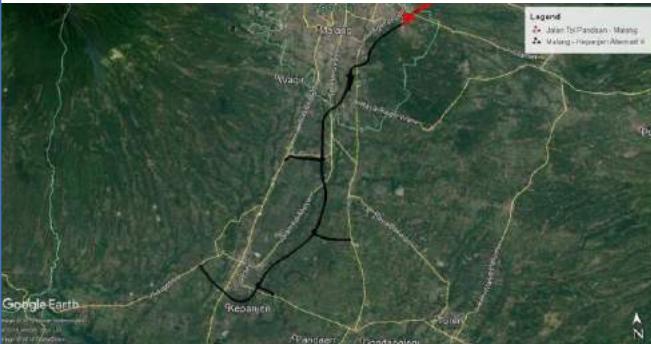
Position : Head of Investment Approval Sub-Directorate

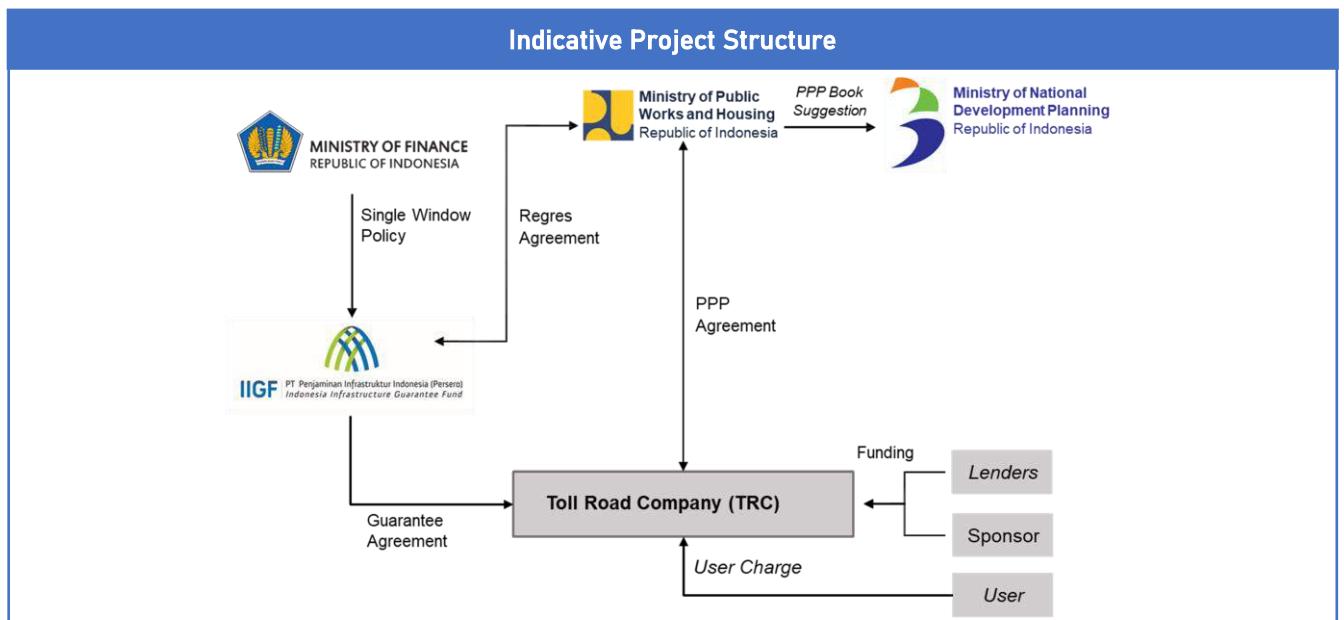
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## Malang – Kepanjen Toll Road

Location : East Java Province

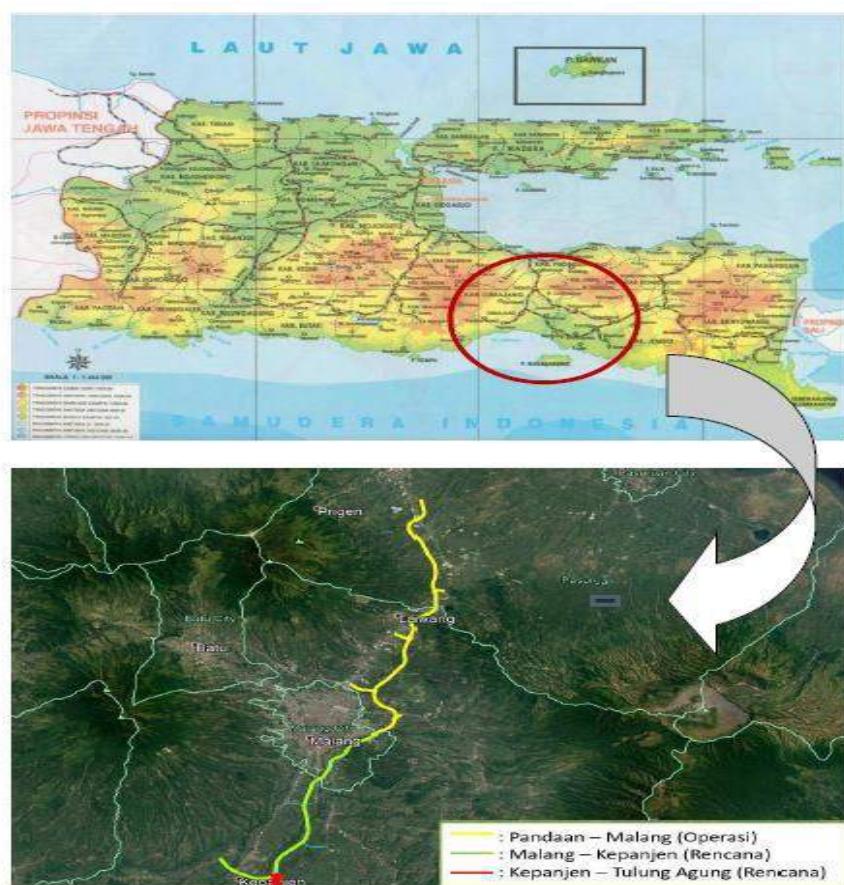
Sector : Road	Sub-Sector : Toll Road
	<b>Description:</b> The project is to construct ±29.787 km toll road of Malang-Kepanjen which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with 2 junctions and 4 interchanges.
	<b>Estimated Project Cost:</b> USD 681.80 Million
<b>Government Contracting Agency:</b> Minister of Public Works and Housing <b>Type of PPP:</b> Unsolicited <b>Return of Investment:</b> User Charge	<b>Financial Feasibility:</b> IRR : 11.03% NPV : USD 178.43 Million
	<b>Estimated Concession Period:</b> 45 years



## Project Digest

Project Title	Construction of Malang – Kepanjen Toll Road
Government Contracting Agency	Minister of Public Works and Housing
Implementing Agency	Indonesia Toll Road Authority (BPJT)
Preparation Agency	PT. PP (Persero) Tbk
Project Cost	USD 681.80 Million
Estimated Concession Period	45 years
Location	East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Malang – Kepanjen Toll Road

### 2. The Opportunity

#### 2.1. Project Background

Malang-Kepanjen Toll Road is continuation of Pandaan-Malang Toll Road. It will become an alternative road from Malang City to Kepanjen Regency in East Java Province to support acceleration growth in the tourism and industrial sectors.

## **2.2. Project Description**

Malang-Kepanjen Toll Road is located in the administrative area of East Java Province which connects Malang City and Malang Regency, 6 Districts, and 17 Villages. Malang-Kepanjen Toll Road has length ±29.787 km. It is one of the projects that have been listed in Presidential Regulation Number 80/2019. Based on the analysis in 2026, the volume of traffic is 23.692 vehicle/day. It is estimated will be increased become 158.936 vehicles/day in 2067. This toll road is equipped with 2 junction and 4 interchanges. Malang-Kepanjen Toll Road is planned to operate in 2026.

## **2.3. Project Objectives**

The objectives of Malang-Kepanjen Toll Road are as follows:

- To support the implementation of Presidential Regulation Number 80/2019;
- To improve accessibility in Southern East Java Province;
- To increase the development of areas that are passed by toll roads; and
- To support increasing regional economic growth.

## **3. Business Entity's Scope of Work**

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

## **4. Technical Specification**

The technical specifications for Malang – Kepanjen Toll Road are as follows:

No	Facilities	Capacity
1	Length	±29.787 km
2	Design Speed	80 km/hr
3	Number of Lane	2x2x3.60
4	Lane Width	3.60 m
5	Outer Shoulder Width	3.00 m
6	Inner Shoulder Width	1.50 m
7	Median Width (including inner shoulder)	5.50 m

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Land Acquisition plans have been made with cost approximately USD 211.06 Million.

## **6. Land Acquisition and Resettlement Action Plan**

Land Acquisition plans have been made with cost approximately USD 109.52 Million.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 681.80 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		<b>70%</b>
- <b>Equity Level</b>		<b>30%</b>
<b>IRR</b>		<b>11.03%</b>
<b>NPV</b>		<b>USD 178.42 Million</b>

## **8. Government Support and Guarantee**

The feasibility study of the project indicates the need for government supports in terms of land acquisition process (Land Cost include in Investment Cost). Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## **9. Contact Information**

Name : Ira Ariani Chaerunisa

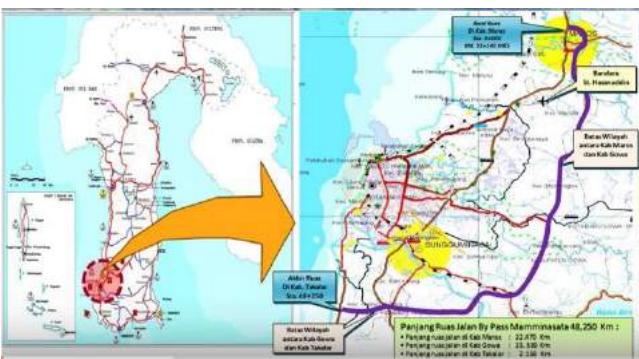
Position : Head of Investment Approval Sub-Directorate

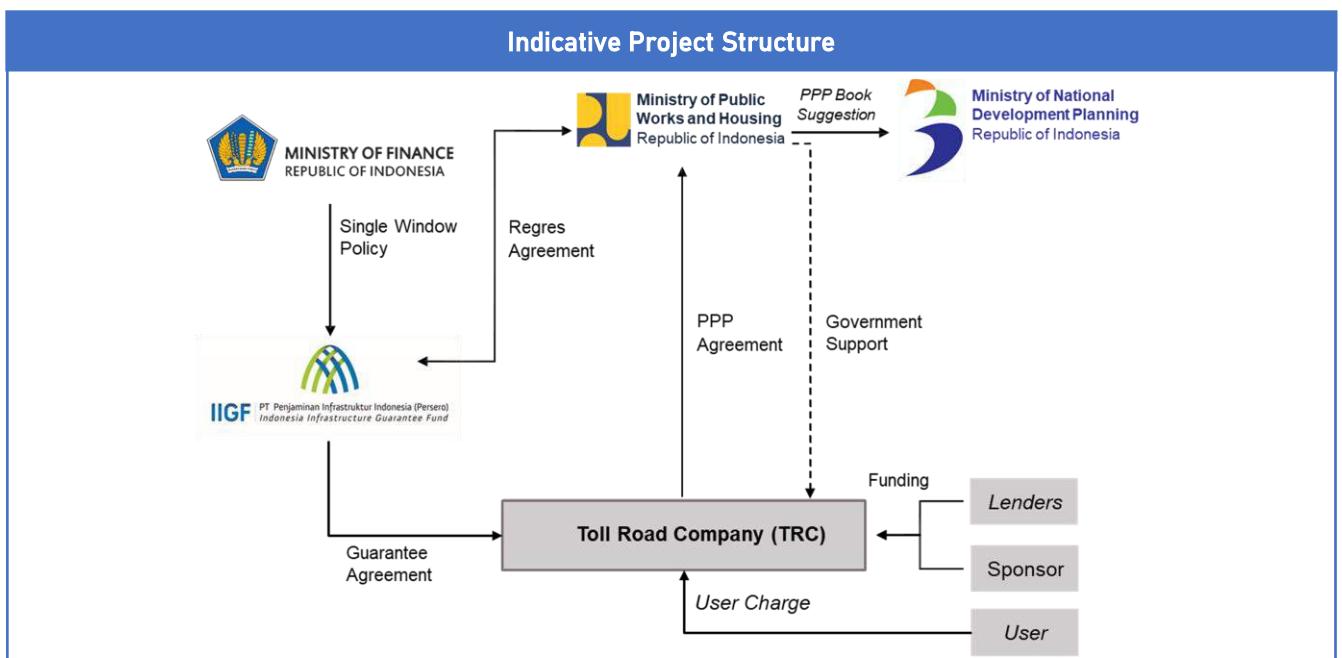
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# Makassar-Maros-Sungguminasa-Takalar Toll Road

Location : South Sulawesi Province

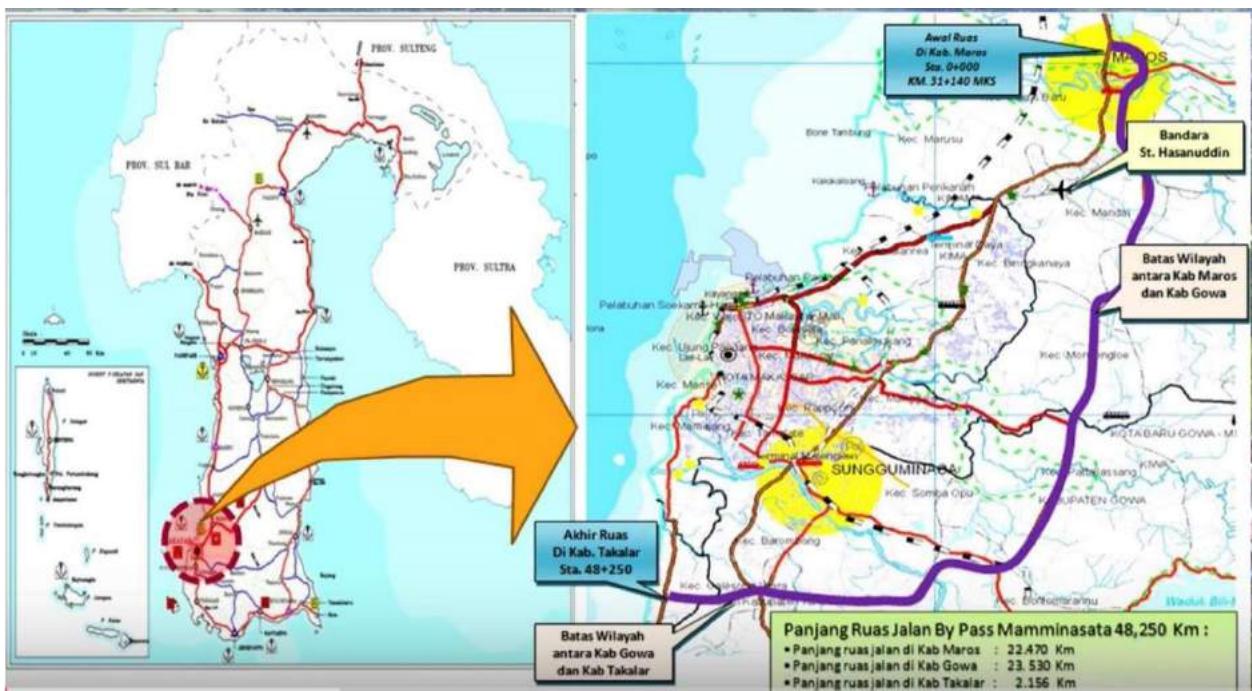
Sector : Road	Sub-Sector : Toll Road
 <p>The map shows the regional road network of South Sulawesi, with a highlighted purple line representing the proposed toll road route. An orange arrow points from the regional map to a detailed inset map of the Mamminasata area, which includes labels for 'Barat Nusa', 'Barat Selatan', 'Barat Utara', 'Barat Timur', 'Barat Daya', and 'Barat Tengah'. The inset map also provides specific project details: 'Panjang Ruas Jalan By Pass Mamminasata 48,250 Km', 'Panjang ruas jalan di kota Samarinda : 23,500 Km', and 'Panjang ruas jalan di kota Samarinda : 2,500 Km'.</p>	<p><b>Description:</b> The project is to construct approximately 48 Km of Mamminasata toll road. This Toll Road will connect Maros Sub-district and Takalar Sub-district without passing through Makassar City and is expected to shorten the logistics path between the two regions. Mamminasata Toll Road is planned to have 4 interchanges with trumpet interchange type.</p>
<p><b>Government Contracting Agency:</b> Minister of Public Works and Housing</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> Under Review</p>	<p><b>Estimated Project Cost:</b> USD 508.22 Million</p> <p><b>Financial Feasibility:</b> IRR : 1.28% NPV : USD 80.01 Million</p> <p><b>Estimated Concession Period:</b> 50 years</p>



## Project Digest

Project Title	Makassar-Maros-Sungguminasa-Takalar Toll Road
Government Contracting Agency	Minister of Public Works and Housing
Implementing Agency	Indonesia Toll Road Authority (BPJT)
Preparation Agency	Indonesia Toll Road Authority (BPJT)
Project Cost	USD 508.22 Million
Estimated Concession Period	50 Years
Location	South Sulawesi

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Maps of Mamminasata Toll Road

### 2. The Opportunity

#### 2.1. Project Background

The Mamminasata Bypass road (approximately 48 Km) has begun construction since 2015 and is still constrained by several things, one of which is land availability. Therefore, there is a plan to raise the status of this road to be a toll road in order to accelerate its development and the PPP scheme is expected to be a solution.

This Toll Road which connects Maros Sub-district and Takalar Sub-district without passing through Makassar City, will shorten the logistics path between the two regions, so that it will have a positive impact on the economies of both regions.

## **2.2. Project Description**

Mamminasata is an urban area consisting of Makassar, Maros, Sungguminasa, and Takalar. This Toll Road will connect Maros Sub-district and Takalar Sub-district without passing through Makassar City. It is planned to have four interchanges with trumpet interchange type.

## **2.3. Project Objectives**

The objectives of Mamminasata is to are as follows:

1. To shorten the logistics path between Maros Sub-district and Takalar Sub-district;
2. To increase economic in both Maros Sub-district and Takalar Sub-district; and
3. To support traffic flow in Makassar City.

## **3. Business Entity's Scope of Work**

Design – Finance – Build – Operate – Maintenance – Transfer

Business entity shall be responsible to perform the toll road project, including design, construct, finance, operate, maintain during the concession period, and transfer the asset to the government at the end of the concession period.

## **4. Technical Specification**

The length of this toll road is 48.123 km. The technical specifications for toll roads will refer to Minister of Public Works and Housing Regulation Number 19 Year 2011. Some technical specifications including:

1. Design speed
2. Number of Lane
3. Lane Width
4. Outer Shoulder Width
5. Inner Shoulder Width
6. Median Width

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The documents will be prepared by the Government Contracting Agency.

## **6. Land Acquisition and Resettlement Action Plan**

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

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 508.22 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		<b>70%</b>
- <b>Equity Level</b>		<b>30%</b>
<b>FIRR</b>		<b>11.28%</b>
<b>NPV</b>		<b>USD 80.01 Million</b>

## **8. Government Support and Guarantee**

Outline business case study indicates possible business model options, user charge with government support or availability payment (AP). The government support identified in this OBC study are Viability gap fund (VGF) and construction support from the Ministry of Public Works and Housing. The business model selected and the need for government support shall be provided in subsequent studies.

## **9. Contact Information**

Name : Ira Ariani Chaerunisa

Position : Head of Investment Approval Sub-Directorate

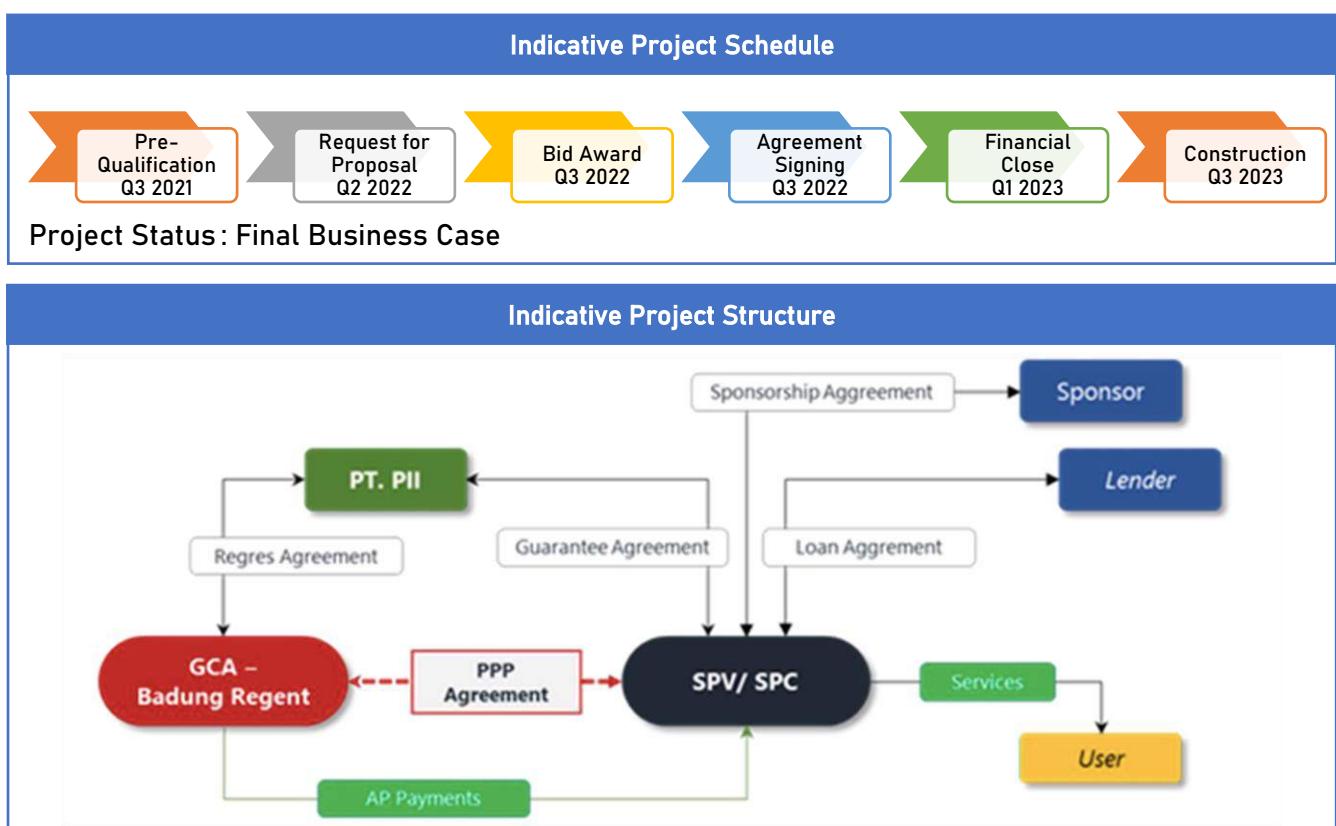
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# Construction of Badung Southern Ring Road

Location : Badung, Bali Province

Sector : Road	Sub-Sector : Non-Toll Road
	<p><b>Description:</b> The role of the ring road (11.5 km) is to improve connectivity between regions with different functions in South Badung, which can then lead to an increase in the quality of the area in accordance with its function. The various potentials of both developing new tourism areas and reviving local community commodities, including arts and culture, are the reasons for this southern ring road development plan.</p>
<p><b>Government Contracting Agency:</b> Regent of Badung</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Project Cost:</b> USD 300 Million (Option 1), USD 135 Million (Option 2)</p> <p><b>Financial Feasibility:</b> IRR : 11.68% (Option 1), 12.07% (Option 2) NPV : USD 33.73 Million (Option 1), USD 17.66 Million (Option 2)</p> <p><b>Estimated Concession Period:</b> 15 years</p>



## Project Digest

<b>Project Title</b>	<b>Badung Shoutern Ring Road</b>
<b>Government Contracting Agency</b>	Regent of Badung
<b>Implementing Agency</b>	Public Works and Spatial Planning Agency, Badung Regency
<b>Preparation Agency</b>	<ul style="list-style-type: none"> <li>Outline Business Case with the assistance of National Development Planning Agency</li> <li>Final Business Case with the assistance of PT PII (Ministry of Finance's PDF)</li> </ul>
<b>Project Cost</b>	USD 300 Million (Option 1) USD 135 Million (Option 2)
<b>Estimated Concession Period</b>	15 years
<b>Location</b>	Badung, Bali

### 1. Project Picture (Map and/or Illustration of Project)



**Picture 1 – Maps of Badung Southern Ring Road**

### 2. The Opportunity

#### 2.1. Project Background

Based on Badung Regency Regulation No. 26 of 2013 concerning Regional Spatial Planning of Badung Regency, the purpose of the spatial planning is to establish Badung Regency as a Center for National Activities and high quality international tourism destinations, which are competitive through the synergy of North Badung, Central Badung and South Badung regions development in a sustainable manner, based on agricultural activities, services and tourism

towards community welfare as the implementation of the Tri Hita Karana philosophy. One of the strategies to improve the quality of tourism supported by international standard regional infrastructure systems is to provide international standard infrastructure and develop integrated transportation network systems. This then becomes the basis of the planned south ring road development which is located in the District of South Kuta, Badung Regency.

The role of the ring road is to improve connectivity between regions with different functions in South Badung, which then can lead to an increase in the quality of the area in accordance with its function. As stated in the Badung Regency Regulation No.26 of 2013 concerning RTRW of Badung Regency in 2013 - 2033, the Regional Arrangement of Badung Regency aims to establish the regency area as a National Activity Center and as a high quality, competitive and cultural tourism destination for international tourism. The various potentials of both developing new tourism areas and reviving local community commodities, including arts and culture, are the reasons for this southern ring road development plan.

## 2.2. Project Description

The total length of this ring road approximately will be 31.3 km and divided into 4 segments. The options of Badung Southern Ring Road project scope then will be listed below:

1. Pavement in all Segment
2. Tunnel Construction at Segment 2
3. Elevated Construction at Segment 2
4. Road infrastructure facilities (public road lighting, walkways, traffic signs, road markings, traffic signal devices, road user control and safety devices, road monitoring and security equipment, and road parks).

PPP Scope Project	Option 1	Option 2
1. Segmen to be build	1,2,3 & 4	2 & 4
2. Pavement (AC-BC and AC-WC)		
ROW 10 m	7.8 km	1.0 km
ROW 24 m	18.9 km	9.2 km
Total Length	26.7 km	11.5 km
3. Tunnel Works	3 km	1.0 km
4. Elevated Works	1.6 km	1.6 km

## 2.3. Project Objectives

- Reducing the impact of congestion on several roads
- Become an alternative connection to the tourism areas
- Increasing number of tourist and regional income of Badung Regency
- Cultivate tourist attraction and empower the potential of local's product and arts.

### **3. Business Entity's Scope of Work**

Private partners shall be responsible for constructing and procuring some facilities to accomplish the required facilities and infrastructure. The following are private partner's list of responsibilities:

#### **1. Construction of**

- Pavement at Segment 1,2, 3 & 4
- Tunnel Construction at Segment 2
- Elevated Construction at Segment 2
- Road infrastructure facilities (public road lighting, walkways, traffic signs, road markings, traffic signal devices, road user control and safety devices, road monitoring and security equipment, and road parks)

#### **2. Operation and Maintenance of**

- Pavement at Segment 1, 2, 3 & 4
- Tunnel Construction at Segment 2
- Elevated Construction at Segment 2
- Road infrastructure facilities (public road lighting, walkways, traffic signs, road markings, traffic signal devices, road user control and safety devices, road monitoring and security equipment, and road parks).

### **4. Technical Specification**

Badung Southern Ring Road main scope for technical specification are:

1. Pavement with specification of AC-BC (Asphalt Concrete – Binder Coarse) and AC-WC (Asphalt Concrete – Wear Coarse) both for ROW 24 m and 10 m
2. Tunnel Construction with TBM (Tunnel Bored Machine) Method
3. Elevated Construction either Balanced Cantilever using Box Girder, or Launch Gantry using Box Girder, or using PCI Girder

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

According to the Minister of Environment and Forestry Regulation 38/2019, the Badung Southern Ring Road area required to have Environmental Impact Assessment (EIA / "AMDAL") type A. This type has high complexity of project scope, high sensitivity of project location, and high complexity of environmental baseline condition needed. This EIA development has maximum time of 60 days.

## **6. Land Acquisition and Resettlement Action Plan**

Until now, the land that has been acquired by the Badung Regency Government as the GCA for the PPP project has only reached Segment 1, and in the future land acquisition will be carried out for Segments 2, 3 and 4. Thus, the Land Acquisition and Resettlement Action Plan (LARAP) is not required in this project due to the availability of land.

## **7. Project Cost Structure**

Estimated Project Cost	USD 300 Million (Option 1)	USD 135 Million (Option 2)
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>	70%*	70%*
- <b>Equity Level</b>	30%*	30%*
<b>IRR</b>	11.68%*	12.07%*
<b>NPV</b>	USD 33.73 Million*	USD 17.66 Million*

\*to be confirmed in FBC

## **8. Government Support and Guarantee**

The indicative Government support for Badung Southern Ring Road listed in the following points:

1. Tax incentive from the government, Corporate income tax reduction for private sector
2. Project Development Facility (PDF) to develop Final Business Case (FBC) from the Ministry of Finance
3. Guarantee of payment failure from Government Contracting Agency (GCA) to the private sector by the Indonesia Infrastructure Guarantee Fund (IIGF)

## **9. Contact Information**

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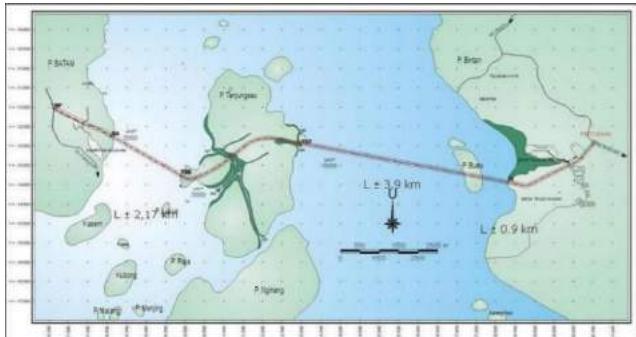
Position : Head of Regional Public Works and Spatial Planning, Badung

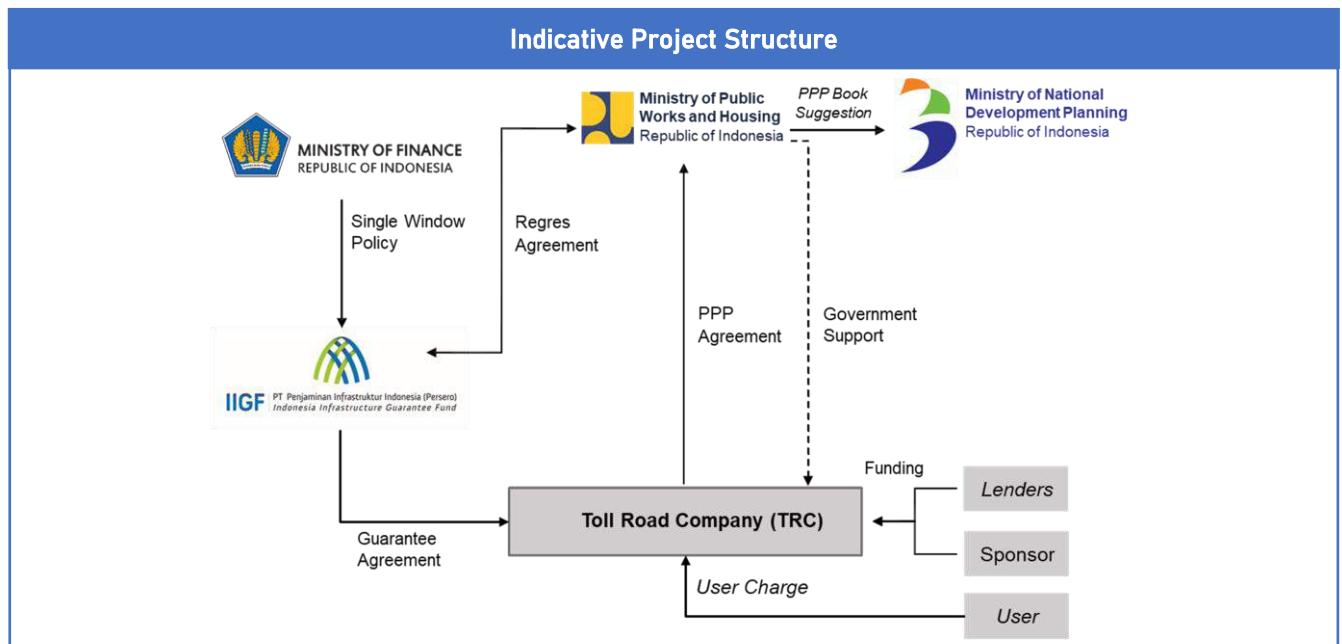
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## Batam-Bintan Bridge

Location : Riau Islands Province

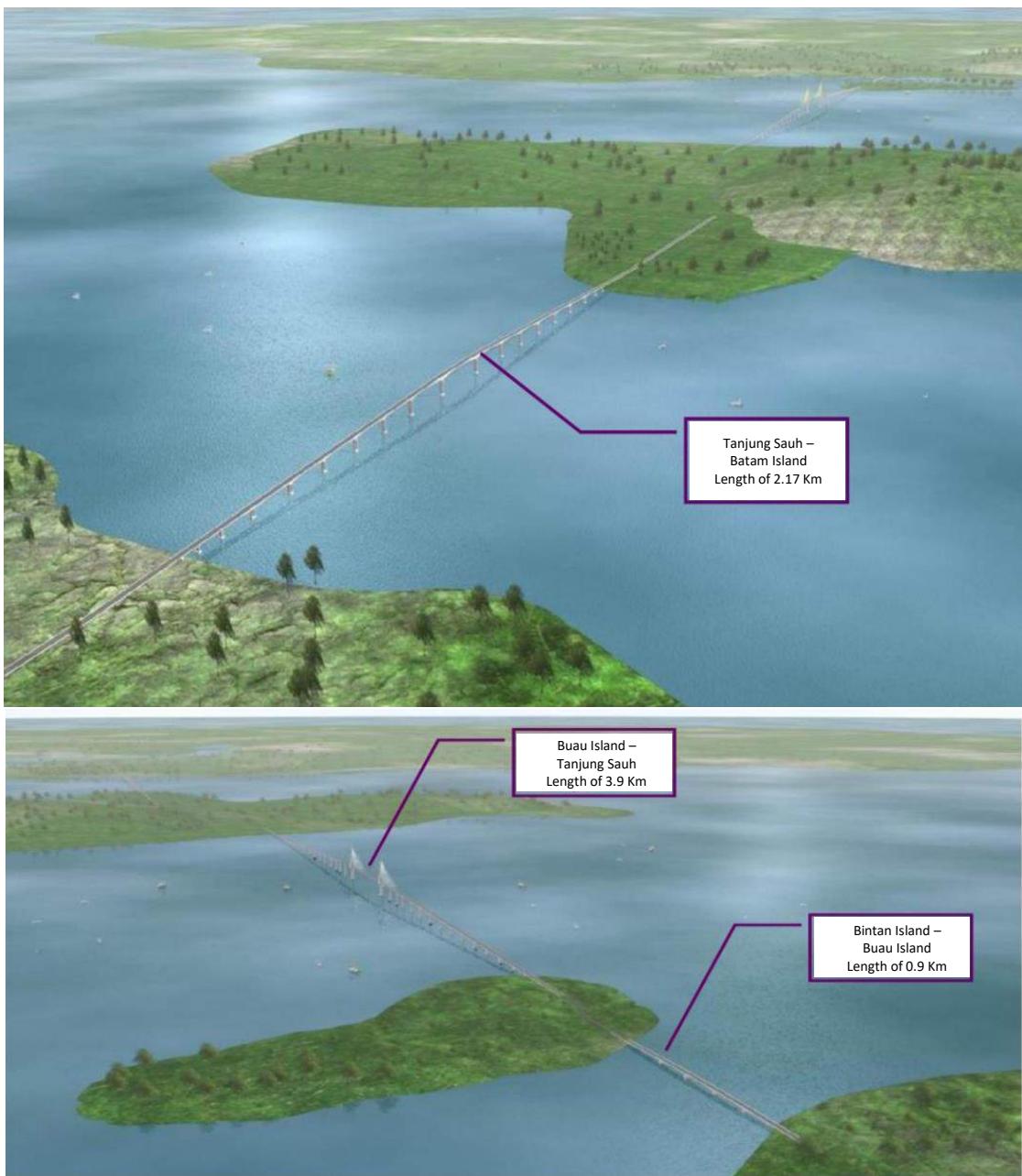
Sector : Road	Sub-Sector : Toll Bridge
	<p><b>Description:</b> This project is to construct a bridge connecting Batam and Bintan which located in Riau Islands province. the project is expected to use a PPP scheme with user charge as return of investment scheme.</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 935.62 Million</p> <p><b>Financial Feasibility:</b> IRR : 11.20% NPV : USD 3.88 Million</p> <p><b>Estimated Concession Period:</b> 50 years</p>



## Project Digest

Project Title	Batam-Bintan Bridge
Government Contracting Agency	Ministry of Public Works and Housing
Implementing Agency	Indonesia Toll Road Authority (BPJT)
Preparation Agency	Directorate General of Infrastructure Financing
Project Cost	USD 935.62 Million
Estimated Concession Period	50 years
Location	Riau Islands Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Batam-Bintan Bridge Plan

## **2. The Opportunity**

### **2.1. Project Background**

Connectivity is one of the most important things in growing economic activities. Batam is planned to be developed into a national industrial zone and Batam as a Free Trade Zone (FTZ) area with major advantages in the field of trade and industry. Batam is also a strategic area because its location is near from Singapore and Malaysia. Bintan Island is also a strategic area and also have some Free Trade Zone (FTZ) areas. This project will be built with PPP scheme.

### **2.2. Project Description**

This project is to construct a bridge connecting Batam and Bintan which located in Riau Islands Province. This bridge alignment is Kabil (Batam) – Tanjung Sauh – Buau Island – Kuala Lobam (Bintan). Road length is 7,064 m and bridge length is 7,684 m. The Batam-Bintan Bridge Construction Project is included in toll road infrastructure, and also one of the infrastructures that can be conducted with PPP financing schemes with user charge as a return of investment scheme. The scope of work for the business entity will be Build-Operate-Transfer (B-O-T). The study has indicated that this project needs Government support in terms of partial construction from the Ministry of Public Works and Housing and Government guarantee by Indonesia Infrastructure Guarantee Fund (IIGF).

### **2.3. Project Objectives**

The objectives of this project to support the development and accessibility of Batam and Bintan in order to increase trade and industries in Batam and Bintan.

## **3. Business Entity's Scope of Work**

The scope of work for the business entity will be Build-Operate-Transfer (B-O-T). The following are private partner's list of responsibilities:

- 5) Designing a Detailed Engineering Design (DED) of the Batam-Bintan Bridge Construction Project based on the basic design provided by GCA;
- 6) Construction of the Batam-Bintan Bridge;
- 7) Maintenance of the Batam-Bintan Bridge during the concession period, after the construction phase has been completed; and
- 8) Sign and commit in the Guarantee Agreement with PT. Indonesia Infrastructure Guarantee (Persero).

## **4. Technical Specification**

The Batam-Bintan Bridge operation will be used as a toll road with dedicated motorcycle lanes thus the technical specifications will refer to all regulations and specifications in the geometric planning of roads (main road, ramp and access road). Some technical specifications for the main road including:

No	Facilities	Capacity
1	Bridge Length	7,684 m
2	Road Length	7,064 m

No	Facilities	Capacity
3	Design Speed	80 Km/hr
4	Number of Lane	2 x 2
5	Lane Width	3.6 m
6	Outside Shoulder Width	3.0 m
7	Inner side Shoulder Width	1.5 m
8	Median Width (include inner side shoulder)	4.0 m
9	Cross slope	2%
10	Outside Shoulder slope	4%

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

The study has indicated that this project needs Environmental Impact Assessment (EIA/AMDAL) which is the responsibility of Ministry of Public Works and Housing. It also indicated the needs of the Environmental Support and Capacity Study (*Kajian Daya Dukung dan Daya Tampung Lingkungan Hidup/DDDTLH*) which is the responsibility of Riau Islands Government. AMDAL and DDDTLH will be prepared in 2021.

## 6. Land Acquisition and Resettlement Action Plan

The study has indicated that this project needs land acquisition of 701,665.31 m<sup>2</sup>. Land acquisition is purposed to be done in 2021.

## 7. Project Cost Structure

Estimated Project Cost	USD 935.62 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	11.20%
NPV	USD 3.88 Million

## 8. Government Support and Guarantee

The study has indicated that this project needs Government support in terms of partial construction from the Ministry of Public Works and Housing and Government guarantee by Indonesia Infrastructure Guarantee Fund (IIGF).

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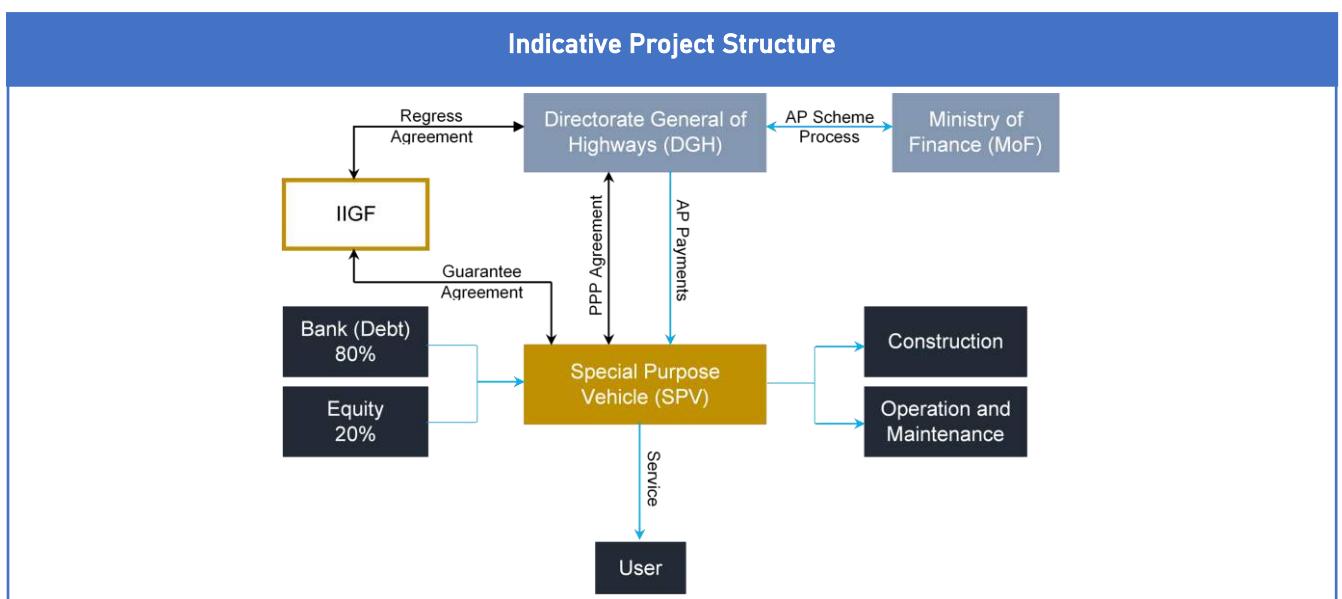
# Operational and Maintenance (OM) Surabaya-Madura (Suramadu) Bridge

Location: East Java Province

Sector : Road	Sub-Sector: Bridge
	<p><b>Description:</b> Suramadu Bridge which connects Surabaya City and Madura Island (Bangkalan), is the longest cable stayed bridge in Indonesia. It stretches along 5.438 meters with service life for 100 years and requires operational and maintenance.</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing <b>Type of PPP:</b> Solicited <b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Investment Cost:</b> USD 105.96 Million <b>Financial Feasibility:</b> IRR : 11,6% NPV : USD 6.64 Million <b>Estimated Concession Period:</b> 17 years</p>

Indicative Project Schedule


Project Status : Outline Business Case



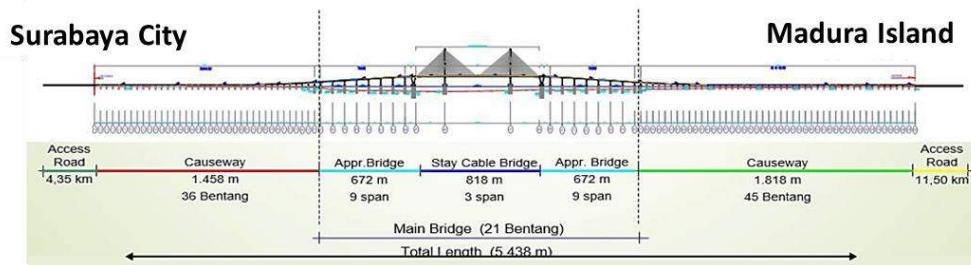
## Project Digest

Project Title		Operational and Maintenance (OM) Surabaya-Madura (Suramadu) Bridge
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing	
<b>Implementing Unit</b>	Directorate of Bridge Development	
<b>Preparation Agency</b>	Directorate General of Infrastructure Financing	
<b>Investment Cost</b>	USD 105.96 Million	
<b>Estimated Concession Period</b>	17 Years	
<b>Location</b>	East Java Province	

### 1. Project Picture (Map and/or Illustration of Project)



**LONGITUDINAL SURAMADU BRIDGE**



**Picture 1 – Route and examples of Suramadu Bridge maintenance**

## **2. The Opportunity**

### **2.1. Project Background**

Suramadu Bridge with length of 5.438 meters is a special long-span bridge with cable stayed construction. Based on Presidential Regulation Number 98 of 2018 concerning the Surabaya-Madura Bridge, the operational status of the Suramadu Bridge which was originally a toll road become non toll.

### **2.2. Project Description**

Suramadu Bridge is the longest cable stayed bridge which consists of three parts namely are the overpass (causeway), the connecting bridge (approach bridge), and the main bridge.

The life of Suramadu Bridge which is planned for 100 years must be supported by maintenance and strengthening of bridge structure which was originally operated with the minimum toll road service standards. Other than that, the bridge components at sea causes the risk of corrosion of the bridge foundation.

Suramadu Bridge is one of supporting infrastructure to develop and increase the growth of the economy in Madura Island. There are several area developments plans namely Madura Special Zone (Kawasan Khusus Madura), Tanean Suramadu, Indonesia Islamic Science Park, and others.

There is potential of Madura development by integrate the Suramadu Bridge with Surabaya Esastern Ring Road (SERR) Toll Road plan. The SERR Toll Road will be bundling to cross finance the Suramadu operational and maintenance. The Feasibility Study (FS) of bundling between OM Suramadu Bridge and SERR Toll Road will be start at Quarter 3 of year 2021.

### **2.3. Project Objectives**

The objectives of Operational and Maintenance of Suramadu Bridge are as follows:

- To strengthen the structure and foundation of Suramadu Bridge which mostly the components located at sea.
- To increase the monitoring of bridge condition using SMKS System.
- To continue the development area plan especially in Madura Island.

## **3. Business Entity's Scope of Work**

Business entity shall be responsible to finance, operate, and maintain the Suramadu Bridge during the concession period.

#### **4. Technical Specification**

The technical specifications for Suramadu Bridge are as follows:

No	Facilities	Capacity
1	Length	5.438 m
2	Bridge Width	2x15 m
3	Number of Lane	2x2x3,5 m
4	Motorbike lane	2x3,05 m
5	Maximum slope	3%

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Based on the planned schedule, AMDAL study will be composed in Q4 2021.

#### **6. Land Acquisition and Resettlement Action Plan**

Land acquisition and resettlement action plan will be provided in FBC.

#### **7. Project Cost Structure**

Estimated Project Cost	USD 105.96 Million
<b>Indicative Debt to Equity Ratio</b>	
- Debt Level	80%
- Equity Level	20%
IRR	11,16%
NPV	USD 6.64 Million

#### **8. Government Support and Guarantee**

The feasibility study of the project indicates there is need for government supports in terms of land acquisition and part of the construction costs. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

#### **9. Contact Information**

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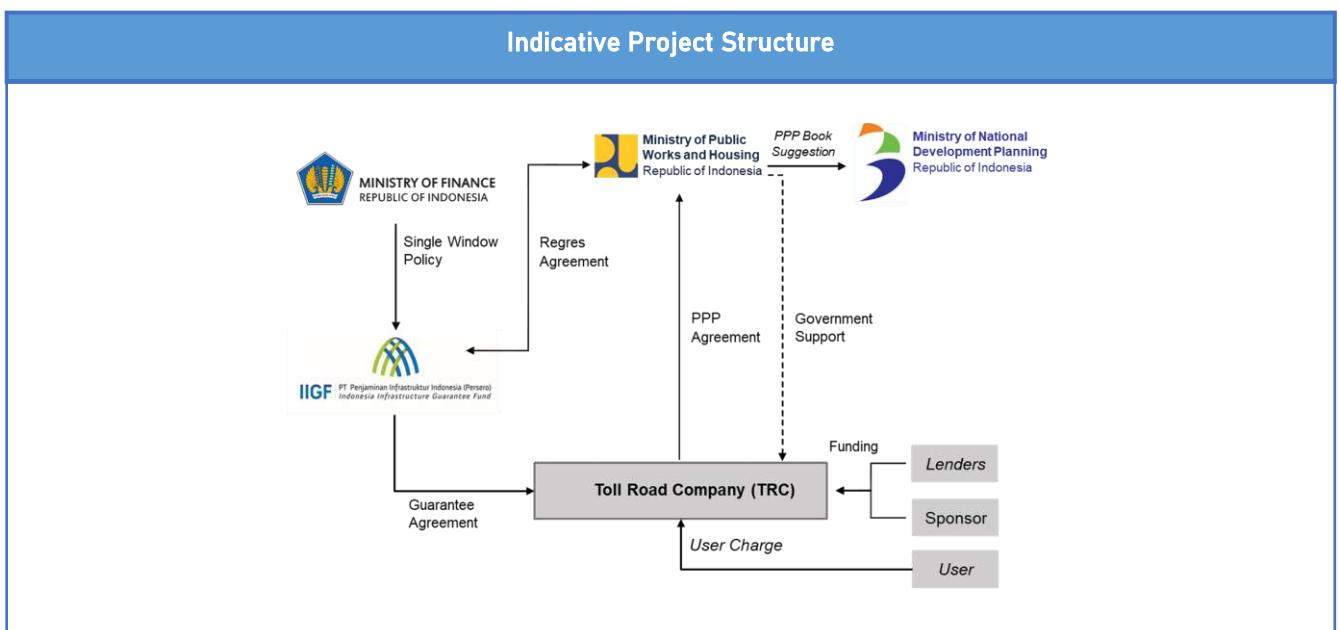
# Cilacap-Yogyakarta Toll Road

Location: Central Java and DI Yogyakarta Provinces

Sector : Road	Sub-Sector : Toll Road
	<b>Description:</b> The project is to construct ±125,47 km toll road of Cilacap-Yogyakarta and to complete toll road network in South of Central Java Province which is expected to stimulate growth in the central-south region with its various potential. This toll road is equipped with 2 junction and 4 interchanges.
<b>Government Contracting Agency:</b> Ministry of Public Works and Housing <b>Type of PPP:</b> Solicited <b>Return of Investment:</b> User Charge	<b>Estimated Project Cost:</b> USD 1,091.1 Million
	<b>Financial Feasibility:</b> IRR : 11,88%* NPV : USD 215.07 Million* *Indicated using Government Support
	<b>Estimated Concession Period:</b> 50 years

Indicative Project Schedule					
Pre-Qualification Q1 2022	Request for Proposal Q2 2022	Bid Award Q4 2022	Agreement Signing Q4 2022	Financial Close Q3 2022	Construction Q3 2023

Project Status: Outline Business Case



## Project Digest

<b>Project Title</b>	Cilacap-Yogyakarta Toll Road
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	1. Directorate General of Highway, MPWH 2. Directorate General of Infrastructure Financing, MPWH
<b>Project Cost</b>	USD 1,091.1 Million
<b>Estimated Concession Period</b>	50 Years
<b>Location</b>	Central Java Province and DI Yogyakarta Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Cilacap-Yogyakarta Toll Road Route

## **2. The Opportunity**

### **2.1. Project Background**

Cilacap-Yogyakarta Toll Road will be connected with Bandung-Cilacap Toll Road and Kulonprogo-Yogyakarta-Solo Toll Road, aimed to stimulate growth in the central-south region with its various potential.

Cilacap-Yogyakarta Toll Road is mentioned in article 20B in Regional Regulation of Central Java Province Number 16 of 2019 about Spatial Plan of Central Java Province. In addition to Presidential Regulation Number 79 of 2019, Cilacap Regency also is a part of Barlingmascakeb Regional Development which become one of area aimed to support acceleration of economic development in Central Java.

### **2.2. Project Description**

Cilacap-Yogyakarta Toll Road are in the administrative area of Central Java and DI Yogyakarta Provinces. It has length ±125,47 km and will connect 2 provinces and 4 Districts. Based on analysis in 2025, the volume of traffic is 11.847 vehicles/day. It is estimated will be increased become 80.444 vehicles/day in 2065. This toll road is equipped with 2 junction and 4 interchanges, and planned operating in 2025.

### **2.3. Project Objectives**

The objectives of Cilacap-Yogyakarta Toll Road are as follows:

- To support implementation of Presidential Regulation Number 79/2019;
- To stimulate growth in the central-south region Java Island
- To increase the development of areas that are passed by toll roads; and
- To support increasing regional economic growth.

## **3. Business Entity's Scope of Work**

Business entity shall responsible to perform the toll road project, including financing, construction, operation, and maintenance during the concession period.

## **4. Technical Specification**

The technical specifications for Cilacap-Yogyakarta Toll Road are as follows:

No	Facilities	Capacity	
1	Length	±125,47 km	
2	Design Speed	100 km/hr	
3	Number of Lane	2x2	
4	Lane Width	3.60 m	
5	Outer Shoulder Width	3.00 m	
6	Inner Shoulder Width	1.50 m	
7	Median Width (including inner shoulder)	5.50 m	
8	Interchange/Junction	IC Cilacap IC Purwokerto IC Soempioeh	IC Kebumen JC Purworejo

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Based on the planned schedule, AMDAL study has been conducted during Q3 2021 until Q4 2021.

## **6. Land Acquisition and Resettlement Action Plan**

Land Acquisition plans have been made with cost approximately USD 87.52 Million.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 1,091.1 Billion</b>
<b>Indicative Debt to Equity Ratio</b>		
- Debt Level		70%
- Equity Level		30%
IRR		11.88%
NPV		USD 215.07 Million

## **8. Government Support and Guarantee**

The feasibility study of the project indicates the need for government supports in terms of land acquisition. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## **9. Contact Information**

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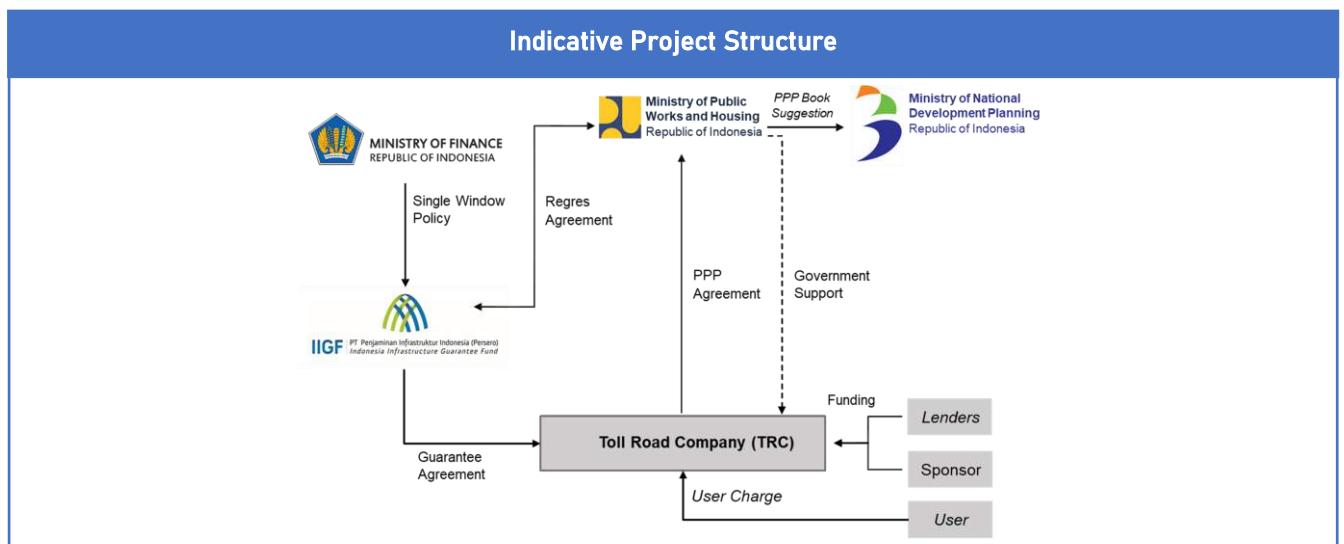
## Demak-Tuban Toll Road

Location : Central Java Province and East Java Province

Sector : Road	Sub-Sector : Toll Road
 <p>PLAN JALAN TOL DEMAK - TUBAN</p>	<p><b>Description:</b> The project is to construct ±197.10 km toll road of Demak-Tuban which is expected to support Presidential Regulation Number 79/2019, Presidential Regulation Number 80/2019, and encourage economic and regional growth. This toll road is equipped with 5 interchanges.</p> <p><b>Estimated Project Cost:</b> USD 1,813.7 Million (government support in terms of land and construction)</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> IRR : 11.88%* NPV : USD 350.68 Million*</p> <p>*Indicated using Government Support</p> <p><b>Estimated Concession Period:</b> 50 years</p>



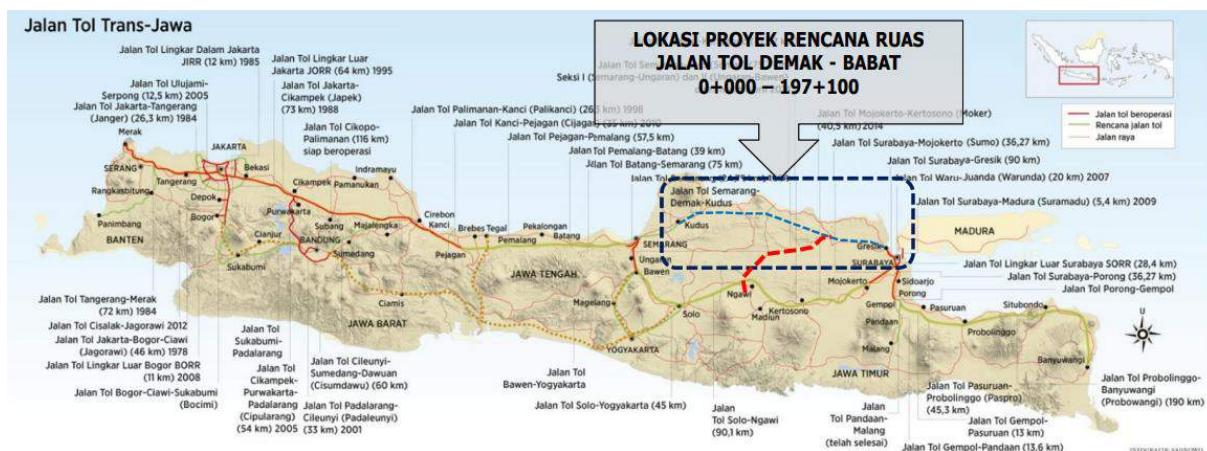
Project Status: Outline Business Case



## Project Digest

Project Title	Demak-Tuban Toll Road
Government Contracting Agency	Ministry of Public Works and Housing
Implementing Unit	Indonesia Toll Road Authority (BPJT)
Preparation Agency	1. Directorate General of Highway, MPWH 2. Directorate General of Infrastructure Financing, MPWH
Project Cost	USD 1,813.7 Million
Estimated Concession Period	50 Years
Location	Central Java Province and East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Demak-Tuban Toll Road Route

## **2. The Opportunity**

### **2.1. Project Background**

Demak-Tuban Toll Road is continuation of Semarang-Demak Toll Road and the Tuban-Gresik Toll Road plan. The existence of this toll road will eliminate the missing link for north side of the trans java toll road network. Demak-Tuban Toll Road will support Presidential Regulation Number 79/2019 and Presidential Regulation Number 80/2019.

### **2.2. Project Description**

Demak-Tuban Toll Road are in the administrative area of Central Java Province and East Java Province which connect Demak Regency and Tuban Regency. This toll road is equipped with 5 interchanges.

### **2.3. Project Objectives**

The objectives of Demak-Tuban Toll Road are as follows:

- To support implementation of Presidential Regulation Number 79/2019;
- To support implementation of Presidential Regulation Number 80/2019;
- To complete the toll road network of north side trans java;
- To increase the development of areas that are passed by toll roads; and
- To support increasing regional economic growth.

## **3. Business Entity's Scope of Work**

Business entity shall responsible to perform the toll road project, including design, financing, construction, operation, and maintenance during the concession period.

## **4. Technical Specification**

The technical specifications for Demak-Tuban Toll Road are as follows:

No	Facilities	Capacity
1	Length	±197.10 km
2	Design Speed	100 km/hr
3	Number of Lane Initial Stage	2x2
4	Number of Lane Final Stage	2x3
5	Lane Width	3.60 m
6	Outer Shoulder Width	3.00 m
7	Inner Shoulder Width	1.50 m
8	Median Width (including inner shoulder)	5.50 m
9	Interchange	<ul style="list-style-type: none"><li>1. IC Demak</li><li>2. IC Kudus</li><li>3. IC Pati</li><li>4. IC Rembang/Lasem</li><li>5. IC Tuban</li></ul>

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Based on the planned schedule, AMDAL study will be conducted during Q3 2021 until Q4 2021.

## **6. Land Acquisition and Resettlement Action Plan**

Land Acquisition plans have been made with cost approximately USD 137.72 Million.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 1,813.7 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
-	<b>Debt Level</b>	70%
-	<b>Equity Level</b>	30%
<b>IRR</b>		11.88%
<b>NPV</b>		USD 350.68 Million

## **8. Government Support and Guarantee**

The feasibility study of the project indicates the need for government supports in terms of land acquisition and construction. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## **9. Contact Information**

Name : Ira Ariani Chaerunisa

Position : Head of Investment Approval Sub-Directorate

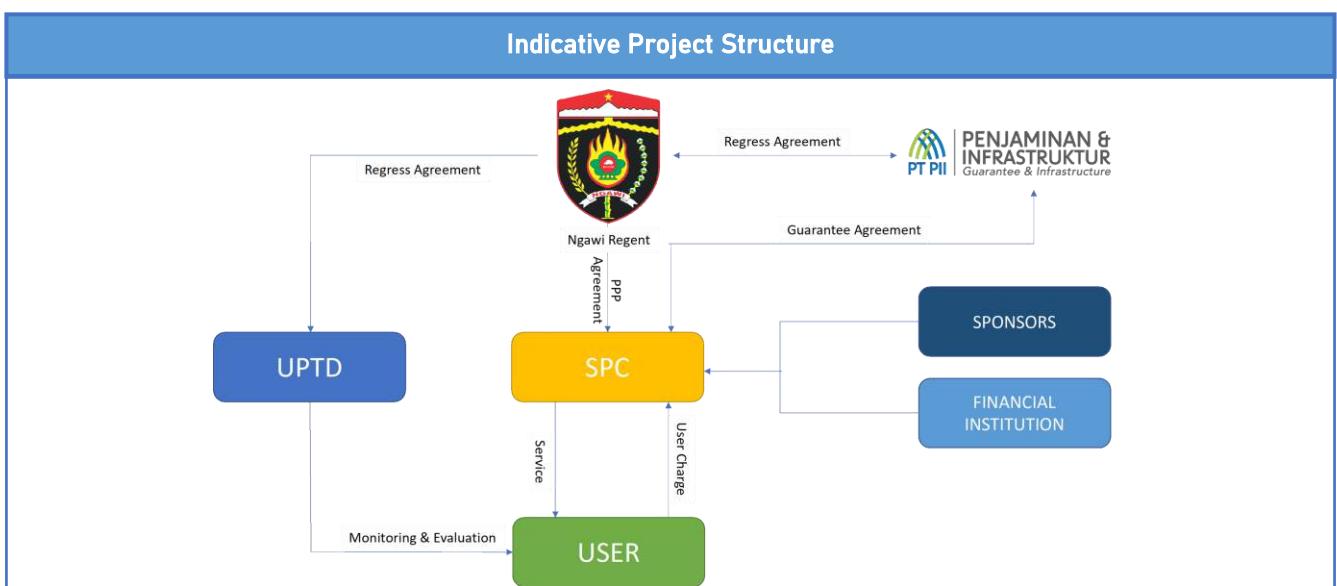
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# Ngawi-Bojonegoro-Babat Toll Road

Location : East Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> The project is to construct 119,028 km toll road of Ngawi-Bojonegoro-Babat which has been listed in the Presidential Regulation Number 80/2019. This toll road is equipped with 2 junction, 4 interchanges, and it will pass through Gas Unitization Field Development of Jambaran-Tiung Biru in Kab. Bojonegoro and Blok Cepu Area.</p>
<p><b>Government Contracting Agency:</b> Ministry of Public Works and Housing</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 967.81 Million</p> <p><b>Financial Feasibility:</b> IRR : 11.88% NPV : USD 178.77 Million</p> <p><b>Estimated Concession Period:</b> 50 years</p>
<p><b>Indicative Project Schedule</b></p> 	
<p><b>Project Status :</b> Outline Business Case</p>	



## Project Digest

<b>Project Title</b>	<b>Ngawi-Bojonegoro-Babat Toll Road</b>
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	1. Directorate General of Highway, MPWH 2. Directorate General of Infrastructure Financing, MPWH
<b>Project Cost</b>	USD 967.81 Million
<b>Estimated Concession Period</b>	50 Years
<b>Location</b>	East Java Province

### 1. Project Picture (Map and/or Illustration of Project)





**Picture 1 – Ngawi-Bojonegoro-Babat Toll Road Route**

## **2. The Opportunity**

### **2.1. Project Background**

Ngawi-Bojonegoro-Babat Toll Road will support the economic development of Gerbangkertosusila Area (Presidential Regulation Number 80/2019). The toll road will connect and serve The National Activity Center (PKN) of Gresik-Bangkalan-Mojokerto-Surabaya-Sidoarjo-Lamongan (Gerbangkertosusilo) and Madiun Development Area (WP). It will pass through Gas Unitization Field Development of Jambaran-Tiung Biru in Kab. Bojonegoro which is one of National Strategic Projects (PSN) and Blok Cepu Area.

### **2.2. Project Description**

Ngawi-Bojonegoro-Babat Toll Road will connect middle Trans Java Toll Road (Surabaya-Solo) in Ngawi Regency with Gresik-Lamongan-Tuban Toll Road Plan. This toll road is equipped with 2 juction and 4 interchanges.

### **2.3. Project Objectives**

The objectives of Ngawi-Bojonegoro-Babat Toll Road are as follows:

- To support the economic development of Gerbangkertosusila Area;
- To complete the toll road network in north East Java;
- To increase the development of areas that are passed by toll roads; and

## **3. Business Entity's Scope of Work**

Business entity shall responsible to perform the toll road project, including design, financing, construction, operation, and maintenance during the concession period.

## **4. Technical Specification**

The technical specifications for Ngawi-Bojonegoro-Babat Toll Road are as follows:

No	Facilities	Capacity
1	Length	119,028 km
2	Design Speed	80 km/hour
3	Number of Lane of Initial Stage	2x2
4	Number of Lane of Final Stage	2x3
5	Lane Width	3.60 m
6	Outer Shoulder Width	3.00 m
7	Inner Shoulder Width	1.50 m
8	Median Width (including inner shoulder)	5.50 m
9	Interchange and Junction	JC Ngawi IC Ngawi IC Cepu/Blora JC Babat

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on the planned schedule, AMDAL study will be conducted during Q3 2021 until Q4 2021.

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition plans have been made with cost approximately USD 76.89 Million.

## 7. Project Cost Structure

Estimated Project Cost	USD 967.81 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	11,88%
NPV	USD 178.77 Million

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of land acquisition. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## 9. Contact Information

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# Kediri-Tulungagung Toll Road

Location : East Java Province

## Sector : Road



## Sub-Sector : Toll Road

### Description:

The project is to construct ±37.5 km toll road of Kediri-Tulungagung which is expected to encourage economic and regional growth south side of East Java, also become an access road to Kediri Airport. This toll road plan is equipped with 2 junctions and 3 interchanges.

**Estimated Project Cost:** USD 501.51 Million

### Financial Feasibility:

IRR : 10.05%

NPV : USD 817.92 Thousand

**Estimated Concession Period:** 50 years

### Government Contracting Agency:

Ministry of Public Works and Housing

### Type of PPP:

Unsolicited

### Return of Investment:

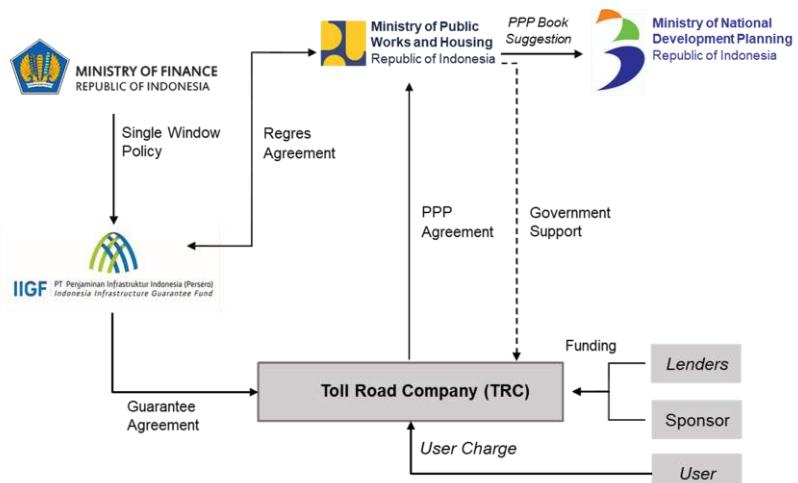
User Charge

## Indicative Project Schedule



**Project Status:** Feasibility Study Preparation

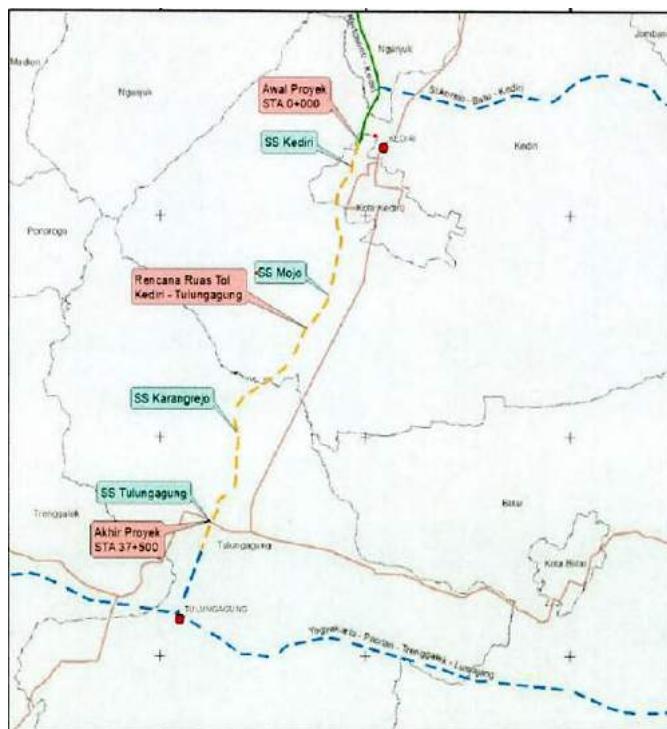
## Indicative Project Structure



## Project Digest

Project Title		Construction of Kediri-Tulungagung Toll Road
<b>Government Contracting Agency</b>	Ministry of Public Works and Housing	
<b>Implementing Agency</b>	Indonesia Toll Road Authority (BPJT)	
<b>Preparation Agency</b>	PT. Gudang Garam Tbk	
<b>Project Cost</b>	USD 501.51 Million	
<b>Estimated Concession Period</b>	50 years	
<b>Location</b>	East Java Province	

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Kediri-Tulungagung Toll Road

## **2. The Opportunity**

### **2.1. Project Background**

Kediri-Tulungagung Toll Road is continuation of Kertosono-Kediri Toll Road. It will become an alternative road from Kediri City and Kediri Regency to Tulungagung Regency in East Java Province to support economic and regional growth south side of East Java. This toll road also become an access road to Kediri Airport which is under construction.

### **2.2. Project Description**

Kediri-Tulungagung Toll Road is located in the administrative area of East Java Province which connects Kediri City and Kediri Regency to Tulungagung Regency. Kediri-Tulungagung Toll Road has length ±37.5 km. It is one of the projects that have been listed in Presidential Regulation Number 80/2019. Based on the analysis in Q3 2023, the traffic volume of toll road plan is 10,421 vehicle/day. It is estimated will be increased become 116,186 vehicles/day in 2070. This toll road is equipped with 2 junction and 3 interchanges. Kediri-Tulungagung Toll Road is planned to operate in Q3 2023.

### **2.3. Project Objectives**

The objectives of Kediri-Tulungagung Toll Road are as follows:

- To support the implementation of Presidential Regulation Number 80/2019;
- To improve accessibility in South Side of East Java Province;
- To increase the development of areas that are passed by toll road; and
- To make accessibility and support the development of Kediri Airport.

## **3. Business Entity's Scope of Work**

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

## **4. Technical Specification**

The technical specifications for Kediri-Tulungagung Toll Road are as follows:

No	Facilities	Capacity
1	Length	±37.5 km
2	Design Speed	100 km/hr
3	Number of Lane	2x2x3.60
4	Lane Width	3.60 m
5	Outer Shoulder Width	3.00 m
6	Inner Shoulder Width	1.50 m
7	Median Width (including inner shoulder)	5.50 m

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Based on the planned schedule, the AMDAL study has been conducted during Q2 2021 until Q3 2021.

## **6. Land Acquisition and Resettlement Action Plan**

Land Acquisition plans have been made with cost approximately USD 132.32 Million.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 501.51 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	<b>70%</b>
- <b>Equity Level</b>	<b>30%</b>
<b>IRR</b>	<b>10.05%</b>
<b>NPV</b>	<b>USD 817.92 Thousand</b>

## **8. Government Support and Guarantee**

The feasibility study of the project does not indicate the need for government supports in terms of land acquisition. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## **9. Contact Information**

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# UNDER PREPARATION PROJECTS

Water Resource and Irrigation

- 
1. Construction of Merangin Dam

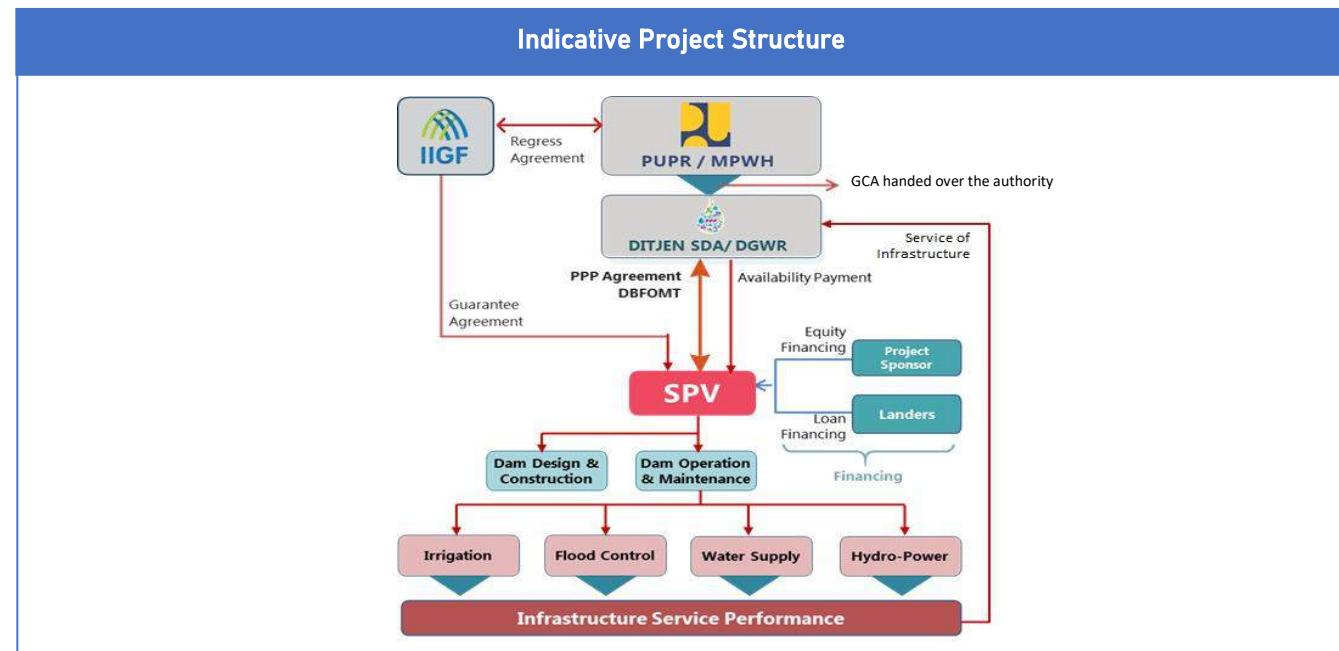
# Construction of Merangin Dam

Location : Jambi

Sector : Water Resources and Irrigation	Sub-Sector : Dam
	<p><b>Description:</b> The Merangin Dam project is built as a multifunction dam that will accommodate irrigation for 12.000 ha, flood control about 583.5 m3/sec in the densely populated lower part of the Merangin basin, raw water supply about 2 m3/s and might also be electricity needs up to 90-107,5 MW.</p>
<p><b>Government Contracting Agency:</b> Minister of Public Works and Housing <b>Type of PPP:</b> Solicited <b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Project Cost:</b> USD 257.8 Million</p> <p><b>Financial Feasibility:</b> IRR : 10% NPV : USD 12.6 Million</p> <p><b>Estimated Concession Period:</b> 20 years (including 4 years of construction dan 1 year of impounding)</p>



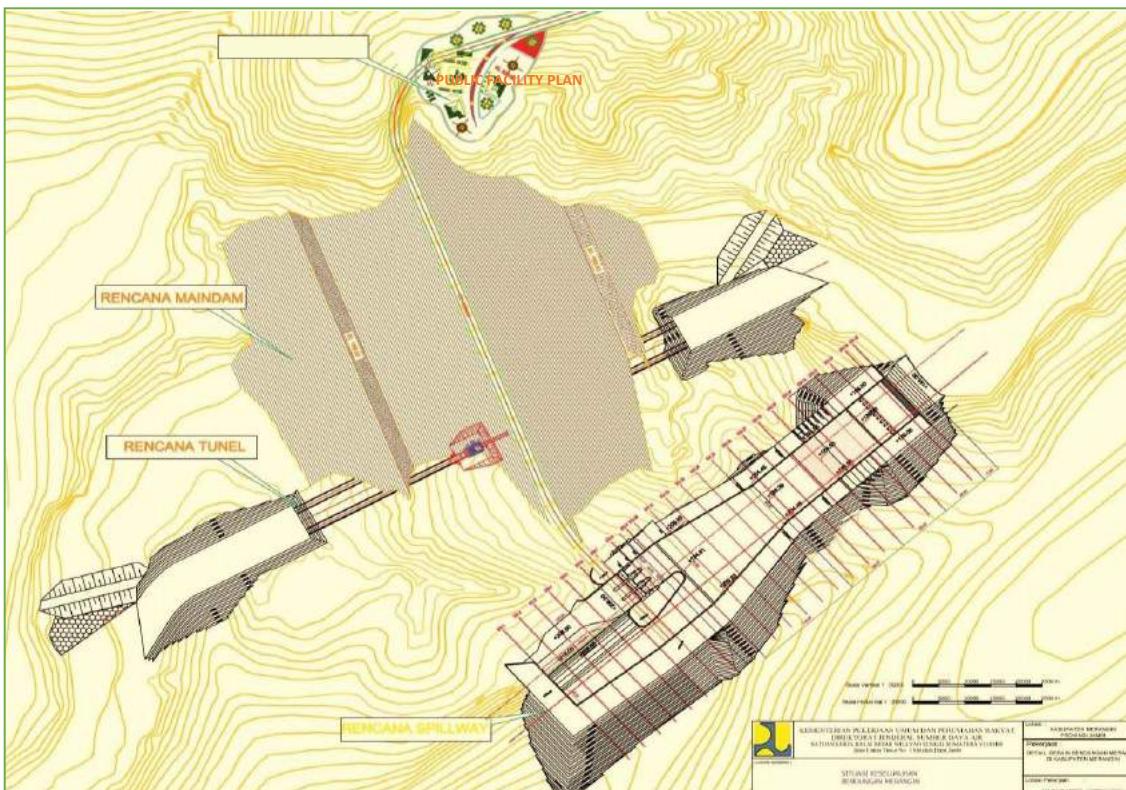
Project Status : Outline Business Case



## Project Digest

Project Title	Construction of Merangin Dam
Government Contracting Agency	Minister of Public Works and Housing
Implementing Agency	Directorate General of Water Resources (DGWR)
Preparation Agency	Directorate General of Infrastructure Financing (DJPI) (MoF's PDF)
Project Cost	USD 257.8 Million
Estimated Concession Period	20 years
Location	Jambi

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Merangin Dam



Picture 2 – Map of Merangin Dam

## 2. The Opportunity

### 2.1. Project Background

The potential for surface water flow owned by Merangin Regency is quite abundant. This condition is reflected by most of the rivers in the Batanghari watershed, throughout the year, never experiencing drought, so the potential for surface water is very large. In addition, the water conditions of the Batang Merangin river and surface water in several sub-districts have a lot of overland flow so that flooding and inundation are often found in several districts. One of the rivers that contributes greatly is the Batang Merangin-Tembesi River. Therefore, there is potential to be utilized for providing irrigation water, providing raw water for drinking water, generating electricity and other uses such as flood control.

The proposed Merangin multipurpose dam is considered to meet the high demand of new agriculture irrigation, to address the impacts of climate change on the reliability of water supply as well as to mitigate flood risks, health, agriculture, energy generation and aquatic ecosystems as well as renewable energy needs in a green and sustainable manner.

The program is expected to generate economic, social, environmental, water management and livelihood benefits for the people of the Merangin Regency and Jambi Province, as well as to enhance food and energy security and boost economic growth in the Jambi Province. The program is envisaged to be developed through the use of a public-private partnership (PPP) approach as stipulated by Presidential Regulation No. 38/2015.

The aim of Merangin Dam provision is to support Visium PUPR 2030 which increases the resistance of national water with a capacity of 120 m<sup>3</sup>/capita/year and in accordance with the 2020-2024 Strategic Plan regarding the Development of 18 Multipurpose Dams.

## 2.2. Project Description

The Merangin Dam PPP Project is the first multipurpose dam PPP project in Indonesia. The Merangin Dam Project is located on Simpang Parit Village, Renah Pembarap District, with coordinates 2° 9'36.94" South Latitude and 102°2'33.78" East Longitude.

The USD 258.9 million program involves a PPP scheme with a DBFOMT modality includes financing, designing and building, operating and maintaining a multipurpose dam to provide water for an irrigation scheme covering about 12,000 hectares in Merangin Regency, control floods about 583.5 m<sup>3</sup>/sec in the Bangko town as the capital of Merangin Regency and other populated areas in the lower part of the Merangin basin, impound water for a 90 – 107.5 MW hydro power plant. Other components of the program include local water supply, recreation, and social infrastructure. Land acquisition of ± 687 ha will be provided by the Government.

The option in this project development is build a dam using Availability Payment scheme to cover the private's investment, risks and returns.

## 2.3. Project Objectives

The main objective of the Merangin Multipurpose Dam project is to foster the socio-economic development in the Merangin Regency and Jambi Province as well as to contribute to the economic growth of the country. This objective can be achieved through the development of 12,000 ha of irrigated agriculture and to reduce floods of 583.5 m<sup>3</sup>/sec for the benefit of local farmers and stakeholders and by increasing food security and trade at the larger scale of the country. The Merangin dam also improves the resilience to climate change by regulating the flow of the Merangin River allowing a stable supply of fresh water, food and energy throughout the year.

In addition, the proposed Merangin Multipurpose Dam could produce a hydropower scheme, with an estimated annual production of the range 90 – 107.5 MW. It will provide a response to the challenge facing the state utility company Perusahaan Listrik Negara (PLN) electricity demand in Sumatra Island as well as consumers concerned about climate change are increasingly demanding that their electricity come from renewable sources; as both the national government and PLN are keen to increase the use of renewable energy, with a target of 23% renewable energy by year 2025 of the its primary energy needs from renewable sources, within the next six years, from 12% currently.

## 3. Business Entity's Scope of Work

The modality of PPP Merangin Multipurpose Dam scheme is “Design-Build-Finance-Operate – Maintain and Transfer” (D-B-F-O-M-T).

## 4. Technical Specification

Basic Design features of the Merangin Multipurpose Dam is the following.

Length of crest dam	335 m	Effective inundation area	686,76 ha
Width of crest dam	15 m	Effective inundation volume	100,17 million m <sup>3</sup>
Height of main dam	94 m	Minimum inundation volume	75,0 million m <sup>3</sup>
Peak Elevation dam	+229m	Q <sub>PMF</sub> Elevation	EI+225.6 m

Spillway Elevation	+220 m	Flood Control Q 583.5 m <sup>3</sup> /sec and Q <sub>PMF</sub> 1,000-year return period
Irrigation flow allocation	25.75 m <sup>3</sup> /second	

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

According to the Regulation of Minister of Environment and Forestry No. 38/2019, the proposed PPP Merangin Multipurpose Dam Project requires to have an Environmental Impact Assessment (EIA / "AMDAL") type A. Government has conduct the drafting process of EIA Study by year 2020 to identify anticipated environmental impacts of the proposed project and will complete the EIA study by year 2021. EIA scope includes but not to limited to the following: (i) identification of potential mitigation measures and discussion of these with BWS Sumatera VI and others, so as to analyze practicality and likely cost; (ii) Finalization of recommended mitigation measures required during design, construction and operation of the project; (iii) Development of cost estimates of the mitigation measures; (iv) Preparation of a project-specific Environment Management Plan/ Mitigation Management Action Plan.

## 6. Land Acquisition and Resettlement Action Plan

The Government has conduct the LARAP Study on an area of ± 687 ha by year 2020 consisting of: (i) Social Economic Surveys; (ii) a census of population to be affected by the project and preparation of desegregated data; (iii) identification of socio-economic impacts of the project to the stakeholders; (iv) carrying out of an aerial survey of the project area and cadastral survey of the land parcels to be affected and accompanying list of the registered land owners; and (v) determination of the land to be acquired and the tentative compensation values for both land, permanent, semi-permanent and temporary structures and both cash/subsistence crops. Land Acquisition will be carried out in 2022.

## 7. Project Cost Structure

Estimated Project Cost		USD 257.8 Million
<b>Indicative Debt to Equity Ratio</b>		
- Debt Level		70%
- Equity Level		30%
IRR		10%
NPV		USD 12.6 Million

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of construction. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## **9. Contact Information**

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# **UNDER PREPARATION PROJECTS**

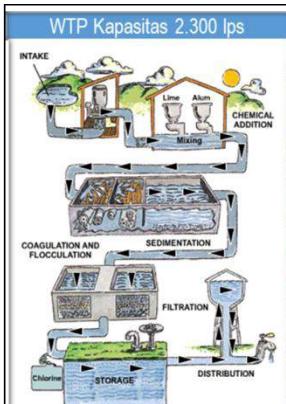
## **Drinking Water**

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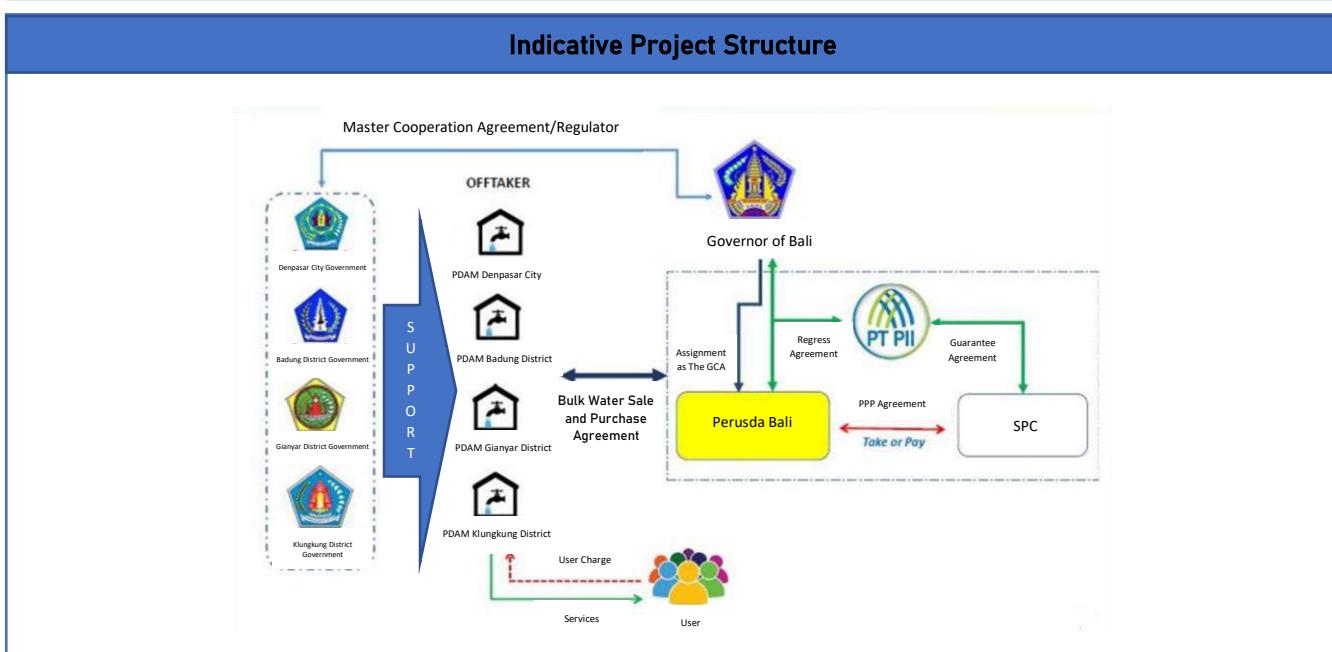
1. Sarbagikung Regional Water Supply System
2. Construction of Kamijoro Regional Water Supply System
3. Construction of Jatigede Regional Water Supply System
4. Pantura Regional Water Supply System
5. Dadimuria Regional Water Supply System
6. Wosusokas Regional Water Supply System Phase II
7. Ir. H. Djuanda Regional Water Supply (Jatiluhur II)
8. Petanglong Regional Water Supply – Kaliboyo System

# Sarbagikung Regional Water Supply System

Location : Bali Province

Sector : Water Resources	Sub-Sector : Water Supply System
	<b>Description:</b> The Sarbagikung Water Supply System project built with capacity 2,300 lps for Increasing the capacity and quality of drinking water services in the Denpasar city, Badung regency, Gianyar regency, and Klungkung regency.
	<b>Estimated Project Cost:</b> USD 222 Million
<b>Government Contracting Agency:</b> Perusda Bali	<b>Financial Feasibility:</b> IRR : 11.63 % NPV : USD 30.20 Million
<b>Type of PPP:</b> Unsolicited	<b>Estimated Concession Period:</b> 25 years
<b>Return of Investment:</b> User Charge	

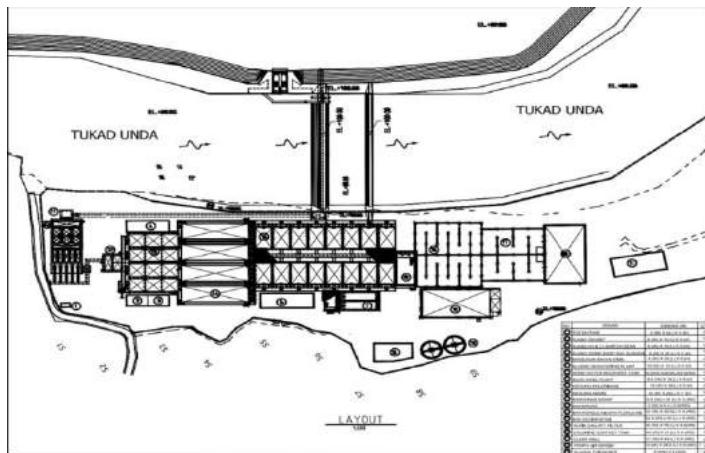
Indicative Project Schedule						
Feasibility Study Q1 2020	Pre-Qualification Q1 2022	Request for Proposal Q2 2022	Bid Award Q3 2022	Agreement Signing Q3 2022	Financial Close Q4 2022	Construction Q1 2023
Project Status: Feasibility Study Review						



## Project Digest

Project Title		Sarbagikung Regional Water Supply System
<b>Government Contracting Agency</b>	Perusda Bali	
<b>Implementing Agency</b>	Water Division of Perusda Bali	
<b>Preparation Agency</b>	PT. PP (Persero) & Affiliates Consortium	
<b>Project Cost</b>	USD 222 Million	
<b>Estimated Concession Period</b>	25 Years	
<b>Location</b>	Bali	

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Water Treatment Facilities

### 2. The Opportunity

#### 2.1. Project Background

The tourism industry and the rapid population growth in the southern area of Bali province resulted in crisis of the clean water. That also impact many aspects such as:

- Decrease of quantity, quality and access to clean water, in particular to meet basic needs of the community
- The disparity in the provision of the water between the tourism sector and domestic tourists, that would cause it appears that the conflict as well as social and environmental problems in the short term and long term.

#### 2.2. Project Description

The Sarbagikung Water Supply System project will take place in four regency/city in Bali:

- a. Denpasar city
- b. Badung regency
- c. Gianyar regency
- d. Klungkung regency.

### **2.3. Project Objectives**

Increase the capacity and quality of drinking water services in the Denpasar city, Badung regency, Gianyar regency, and Klungkung regency.

### **3. Business Entity's Scope of Work**

The private partner responsibilities are Design, Build, Finance, Operate and Maintain the facility during concession period.

### **4. Technical Specification**

The technical specification for Sarbagikung Water Supply System should comply with SNI 6774-2008 and Permen PU No.27/PRT/M/2016.

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The Sarbagikung Water Supply System Project is required to provide AMDAL documents. The documents will be prepared by the Government Contracting Agency.

### **6. Land Acquisition and Resettlement Action Plan**

Land Acquisition for the project and any consequential resettlement will be assisted by the GCA.

### **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 222 Million</b>
Indicative Debt to Equity Ratio	
- Debt Level	70 %
- Equity Level	30 %
IRR	11.63 %
NPV	USD 30.20 Million

### **8. Government Support and Guarantee**

This project has indicated that it needs government guarantee through Indonesia Infrastructure Guarantee Fund (IIGF).

### **9. Contact Information**

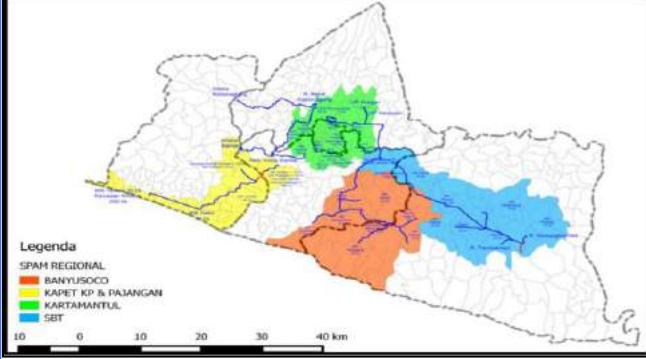
Name : Ida Bagus Purbanegara

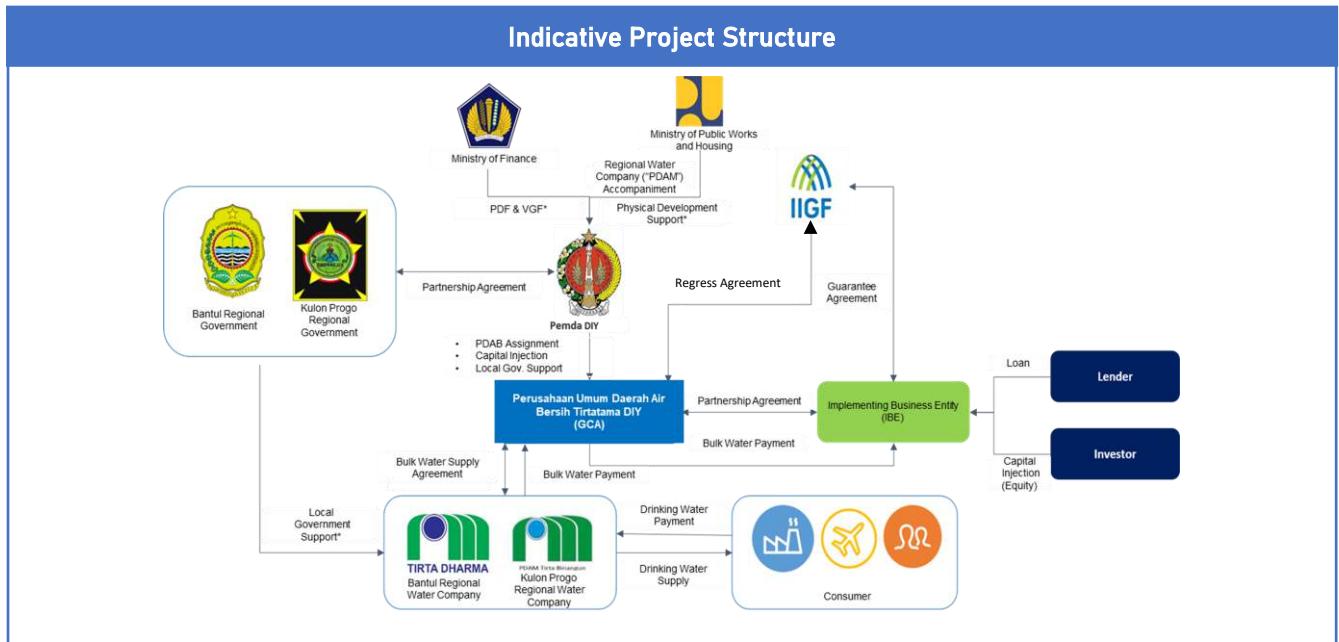
Position : Head of Water Division, Perusda Bali

Phone : +62813 3811 2013

# Construction of Kamijoro Regional Water Supply System

Location : Kulon Progo and Bantul, Special Region of Yogyakarta

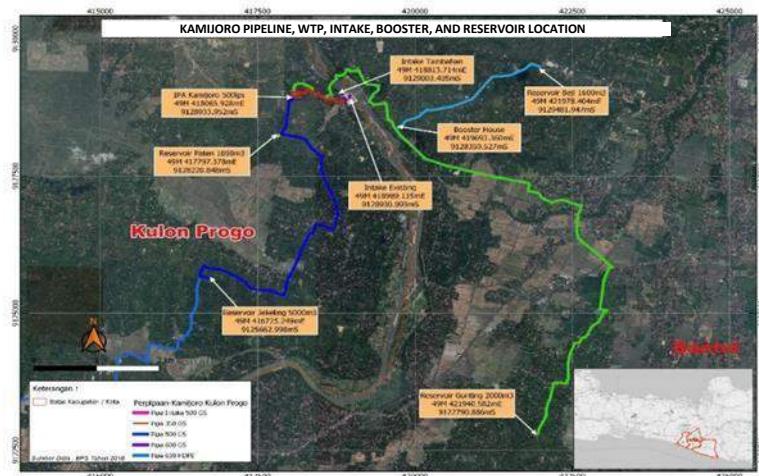
Sector : Water Supply	Sub-Sector : Water Supply
 <p>Kamijoro Regional Water Supply System is indicated by yellow marked area</p>	<p><b>Description:</b> Kamijoro Regional Water Supply system is a provincial project in Special Region of Yogyakarta, aimed to supply the drinking water (Air Minum Curah) to the regencies of Bantul and Kulon Progo. The project was initiated due to limited water resource for local people, while also supporting the current development of New Yogyakarta International Airport, and industrial area within the both regencies. The project utilizes bulk water from Progo River through Kamijoro Dam, which has been planned to supply 475 lps drinking water, consist of 189 lps to Bantul Regency and 286 lps to Kulon Progo Regency.</p>
<p><b>Government Contracting Agency:</b> Government of Special Region of Yogyakarta</p>	<p>The involvement of private sectors through PPP are expected to overcome constrains on project cost, while also improving the quality and continuity of water supply services. The scope of Special Purpose Company ("SPC") are developing Water Treatment Plant ("WTP") and main distribution pipeline, as well as operating the system during concession period. Further scope will be studied and finalized on FBC Final Report.</p>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Estimated Project Cost:</b> USD 21,9 – 23,7 Million</p>
<p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> IRR : 15% NPV : Under Calculation</p>
	<p><b>Estimated Concession Period:</b> 25 years</p>



## Project Digest

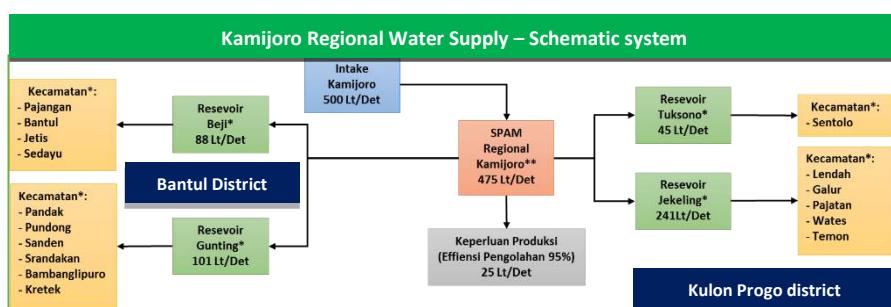
<b>Project Title</b>	<b>Construction of Kamijoro Regional Water Supply System</b>
<b>Government Contracting Agency</b>	Government of Special Region of Yogyakarta
<b>Implementing Agency</b>	Department of Public Works, Housing, and Energy and Mineral Resources, Special Region of Yogyakarta
<b>Preparation Agency</b>	National Development Planning Agency and MoF's PDF
<b>Project Cost</b>	USD 21,9 – 23,7 Million
<b>Estimated Concession Period</b>	25 years
<b>Location</b>	Kulon Progo Regency and Bantul Regency, Special Region of Yogyakarta

### 1. Project Picture (Map and/or Illustration of Project)



**Picture 1 – Map of Kamijoro Water Supply System**

As shown in Figure 1, Kamijoro Regional Water Supply Project is forecasted to supply the Regencies of Bantul and Kulon Progo with the total capacity of 475 liter per second ("lps"), utilizing raw water from Progo river located in Kulon Progo Regency. The project will supply 286 lps to Kulon Progo Regency and 189 lps to Bantul Regency.



**Picture 2 – Schematic System of Kamijoro Regional Water Supply Project**

In early 2017, Kamijoro Regional Water Supply Project was initially developed to separately operate on 2 different systems (Kamijoro system I to supply Kulon Progo Regency, and

Kamijoro system II to supply Bantul Regency). Along with its development, there was an updated plan to integrate 2 different systems into one regional water supply system, described in schematic diagram above. The project utilized 500 lps raw water from Progo river. Subsequently, with the assumption of 95% production efficiency, Kamijoro Regional Water Supply Project is forecasted to distribute 475 lps bulk water to Regencies of Bantul and Kulon Progo. The supply capacity for Bantul is 189 lps by using 2 reservoirs, Beji and Gunting, while supply capacity to Kulon Progo is 286 lps by using 2 reservoirs, Tuksono and Jekeling.

## 2. The Opportunity

### 2.1. Project Background

- The needs of the project were driven by the water shortage in the Regencies of Bantul and Kulon Progo, while at the same time, the quality and continuity of existing water available have been deteriorated.
- Overexploitation of groundwater by local people, which quality is not suitable for drinking. The current water pipeline service is considered low, approximately 35% of Special Region of Yogyakarta population.
- Based on FBC Preliminary Report, the current coverage area of Regional-Owned Drinking Water Company (Perusahaan Daerah Air Minum/"PDAM") in Kulon Progo Regency and Bantul Regency are 49,84% and 21,72% (2018), respectively. These percentages are considered significantly below the government target to fulfill 100% of drinking water supply in Indonesia, as mandated on RPJMN 2020 - 2024.
- The development of Yogyakarta International Airport ("YIA") and Sentolo Industrial Area establishes significant water demand for Kulon Progo Regency. Similarly, the development of Pajangan – Sedayu Industrial Area also creates water demand for Bantul Regency.

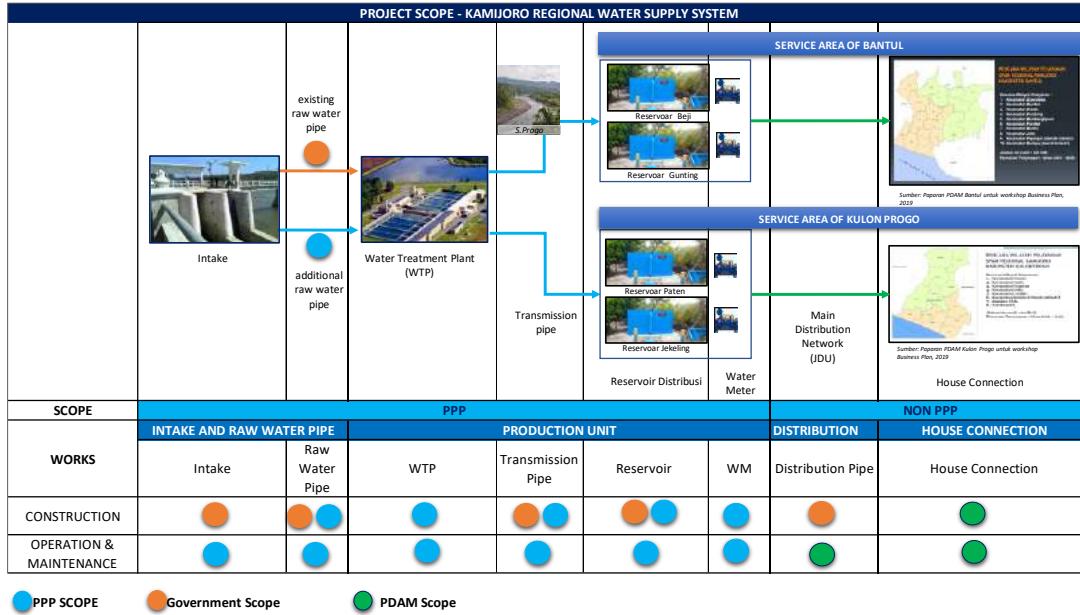
### 2.2. Project Description

- The project utilizes raw water from Progo River. The water intake facility is located near Kamijoro Dam (on the west side). The intake facility has been constructed by Directorate General of Water Resources (Balai Besar Wilayah Sungai Serayu Opak) through multi-years contract scheme from 2017-2019 with a capacity of 500 liter per second.
- Assuming 95% production efficiency from intake, the WTP is designed to supply 475 lps, which will serve Kulon Progo Regency (286 lps) and Bantul Regency (189 lps).
- The estimated sub-districts within Bantul Regency covered by this project are Pajangan, Pandak, Sedayu, Bantul, Sanden, Srandonan, Pundong, Kretek, Bambangliouro and Jetis.
- The estimated sub-districts within Kulon Progo Regency covered by this project are Sentolo, Lendah, Galur, Panjatan, Wates, and Temon.
- The scope of distribution unit (from reservoirs onwards) will be procured through central or local government's budget.
- Furthermore, the scope of House Connection unit will be undertaken by Region-Owned Drinking Water Company (Perusahaan Daerah Air Minum/"PDAM").
- In line with PPP preparation stage, Provincial Government has already established the Provincial Government Water Supply Company (Perusahaan Air Minum Daerah /"PDAB") as operator, which will be assigned to manage the supply

of bulk water to PDAMs. PDAB will also further be assigned as Government Contracting Agency ("GCA").

### 2.3. Project Scope

Based on FBC Preliminary Report, below are the indicative scope of the project:



The Special Purpose Company ("SPC") will be responsible for constructing and, operating and maintaining the Water Treatment Plant, Clean Water Transmission pipe, reservoirs until the handover points to PDAM. The SPV scope also includes operating and maintaining the intake facilities constructed by Ministry of Public Works and Housing.

### 3. Business Entity's Opportunity

Private sector which will participate in this project will have opportunity to:

1. Operate and Maintain intake facilities built by the Ministry of Public Works and Housing.
2. Construct, Operate and Maintain Water Treatment Plant with the capacity to produce 475 lps.
3. Construct, Operate and Maintain transmission pipeline.
4. Construct, Operate and Maintain two reservoirs (Beji and Gunting) to serve 189 lps to Bantul Regency.
5. Construct, Operate and Maintain two reservoirs (Tuksono and Jekeling) to serve 286 lps to Kulon Progo Regency.

### 4. Project Technical Specification

Project technical specification will be further studied on FBC Final Report.

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The previous Environmental Impact Assessment (AMDAL) of Kamijoro Stage I (Kulon Pogo) was undertaken by the Government of Special Region of Yogyakarta. While there are changes on the scope into the integrated system of Water Supply project for Bantul and Kulon Progo, the permit requires new AMDAL assessment, altogether with the location allocation permit (Penetapan Lokasi).

## **6. Land Acquisition and Resettlement Action Plan**

- Land acquisition required, altogether with construction of intake facility, has been undertaken by the Ministry of Public Works and Housing.
- Land acquisition needed for the Water Treatment Plant, and reservoirs Tuksono and Jekeling in Kulon Progo Regency has been acquired by the Government of Special Region of Yogyakarta.
- Land acquisition for reservoirs Gunting and Beji in Bantul Regency will be undertaken by the Government of Special Region of Yogyakarta, targeted in 2022.
- The Land Acquisition Resettlement Action Program ("LARAP") document is under progress.
- Any other permit requirement during construction and operation will be undertaken by SPC.

## **7. Project Cost Structure**

Based on *Draft Laporan Akhir Kajian Prastudi Kelayakan* (Final Business Case Report), the project cost structure will be as follow:

Estimated Project Cost		USD 21,9 – 23,7 Million
Indicative Debt to Equity Ratio		13,73 %
- Debt Level		70%
- Equity Level		30%
IRR		15 %
NPV		Under Calculation

## **8. Government Support and Guarantee**

The Government support and guarantee will be determined in the FBC Document.

## **9. Contact Information**

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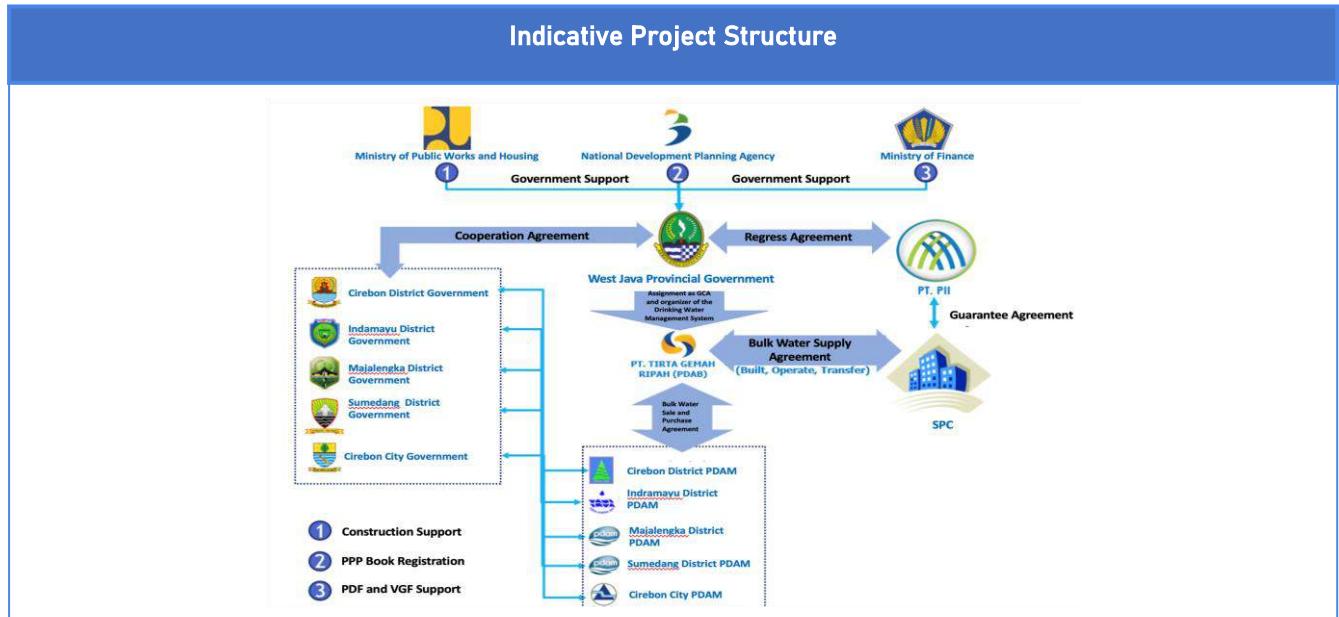
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# Construction of Jatigede Regional Water Supply System

Location : West Java Province

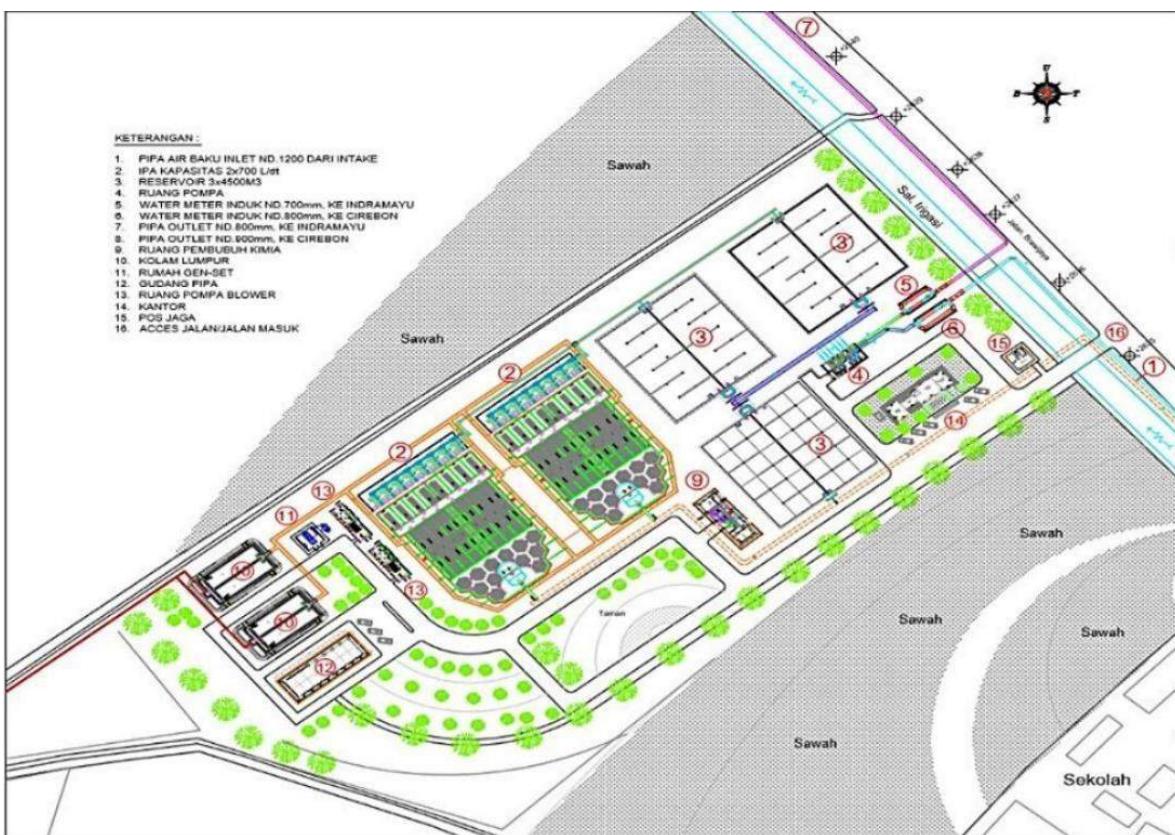
Sector : Water Supply	Sub-Sector : Water Supply
	<p><b>Description:</b> The Jatigede Water Supply Project aims to increase the water supply capacity to meet the demand in the West Java. The offtakers of the drinking water are five regionals: Sumedang Regency, Majalengka Regency, Cirebon Recency, Indramayu Regency and the Cirebon City. The capacity of the drinking water is 2,000 lps at Kadipaten, Majalengka Regency.</p>
<p><b>Government Contracting Agency:</b> Governor of West Java and will be mandated to Director of PT Tirta Jabar (PT Tirta Gemah Ripah)</p>	<p><b>Estimated Project Cost:</b> USD 141.60 Million</p>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Financial Feasibility:</b> IRR : 14.19% NPV : USD 4.454 Million</p>
<p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Concession Period:</b> 30 years</p>



## Project Digest

Project Title		Construction of Jatigede Regional Water Supply System
Government Contracting Agency		Governor of West Java hand over the authority to Director of PT Tirta Jabar (PT Tirta Gemah Ripah)
Implementing Agency		PT Tirta Jabar (PT Tirta Gemah Ripah)
Preparation Agency		PT. Sarana Multi Infrastruktur through Ministry of Finance's PDF
Project Cost		USD 141.60 Million
Estimated Concession Period		30 years
Location		West Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Jatigede Water Supply System

### 2. The Opportunity

#### 2.1. Project Background

The implementation of regional Water Supply is one of the efforts for more efficient and effective water supply in terms of technical and economic aspects. In addition, the limited funding sources in conducting investment for the implementation of water supply, would be carried out through Public Private Partnership scheme.

Jatigede Regional Water Supply is a National Strategic Project, where the governments both central and regional will coordinate and issues series of policies to accelerate the implementation of the project.

## 2.2. Project Description

The service area for Jatigede regional water supply are as follows:

- Sumedang Regency;
- Majalengka Regency;
- Cirebon sub Regency;
- Indramayu Regency; and
- Cirebon city

Jatigede regional water supply will be implemented by the BOT mechanism. The scope of activities that will be cooperated for the Jatigede Regional Water Supply include:

- Special Purpose Company sell treated water (bulk water) to PDAM through GCA using the 'take or pay' method;
- Target Area: Sumedang sub district, Majalengka sub district, Indramayu sub district, Cirebon sub district, Cirebon city;
- Water treatment plant phase I: 3 x 500 lps;
- Main distribution network: 56.3 km;

Distribution reservoir: three locations at each off-taker (Tomo, Jatituh, and Jatiwangi). WTP will be located in Kadipaten. The production capacity of 1,500 lps consists of 3 WTPs with a capacity of 500 lps. For each WTP, it consists of processing units: coagulation, flocculation, sedimentation and filtration. The construction phase is planned to be carried out in 2020 for three years and will start operating in 2022.

## 2.3. Project Objectives

The objective of Jatigede Water Supply is to provide clean water services to the community in the service area.

## 3. Business Entity's Scope of Work

Build – Operate – Transfer

Roles and responsibilities of business entity are as follows:

1. To build and manage Water Treatment Plants and ensure low water production losses;
2. To build and manage bulk water transmission pipeline, ensure low water losses on the transmission unit, and perform maintenance of transmission pipelines;
3. To build, manage, and maintain distribution reservoirs, including the main water meter.

#### 4. Technical Specification

The technical specifications for Jatigede Regional Water Supply are as follows:

No.	Description	Capacity
I	Intake	
	1. Construction	Reinforced Concrete
	2. Pump capacity	3 x 550 lps
II	Water Treatment Plant	
	1. Construction	Reinforced Concrete
	2. Capacity	3 x 550 lps
III	Transmission Pipe	
	1. Capacity	1,500 lps
	2. Maximum Pressure	60 - 80 m water column
	3. Minimum Pressure	5 - 10 m water column
IV	NRW	
	1. Intake	2%
	2. Production Facilities	5%
	3. Transmission Pipeline	1-2%
V	Operation time	24 hours/day
VI	Water Quality	Minister of Health Regulation No. 49/2010 and WHO Guidelines for Drinking Water Quality, 2011
VII	Material Standard	Indonesia: SNI International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS
VIII	Continuity of supply	Indonesia: SNI International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS
	The average duration of the termination	1 hour in 24 hours
	Termination of operations for maintenance	2 days in 365 days
	Termination of operations due to electrical Interference	1 day in 365 days
IX	Monitoring system	SCADA
	1. Centralized automatic system	
	2. Meter system	
	3. Communication system	

#### 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Until June 2018, the Housing and Settlement Agency is completing an Environmental Impact Assessment (AMDAL) for the PPP Project of Jatigede Regional Water Supply. In OBC document explained that due to a change in the location and a large capacity of 2,000 lps of the Intake, the Agency needs to revise AMDAL of Jatigede Regional Water Supply and at the same time proposing for the environmental permit from the West Java Governor.

## 6. Land Acquisition and Resettlement Action Plan

In Jatigede Regional Water Supply, the initial identification of the project development intake location, transmission pipeline, and the reservoirs is as follows:

No	Land Purpose	Land Area (ha)	Land Ownership	Contract /Land Acquisition Method
1.	Intake located in Cilutung	0.89 ha	Owned by BBWS Cimanuk-Cisanggarung	West Java Provincial Government as GCA, get from BBWS Cimanuk-Cisanggarung
2.	Raw water Transmission Pipeline	4.58 ha	Owned by BBWS Cimanuk-Cisanggarung, National road, village and community land	West Java Provincial Government as GCA, get from BBWS Cimanuk-Cisanggarung, Bina Marga, and acquiring village and community land
3.	WTP Located in Kadipaten (including reservoir)	5.03 ha	Owned by West Java Provincial Government	
4.	Pipeline (from WTP to each reservoir)	Total area 20.42 ha	2.74 will be placed on Inspeksi irigasi road 0.84 will be placed on Rumija Toll land	Inspeksi irigasi road: permit for utilization of roads from the MoPWH and a lease agreement with the MoPWH. Rumija Tol: Permit for utilization of roads from the PT. Lintas Marga Sedaya.
5.	Tomo Reservoir	0.09 ha	Owned by Sumedang sub-district	Built on Sumedang's LG land.
6.	Jatiwangi Reservoir	0.09 ha	Owned by Majalengka sub-district	Built on Majalengka's LG land.
7.	Jatitujuh Reservoir	0.12 ha	Owned by Majalengka sub-district	Built on Majalengka's LG land.
8.	Jatibarang Reservoir	0.12 ha	Owned by Indramayu sub-district	Built on Indramayu's LG land.
9.	Krangkeng Reservoir	0.16 ha	Owned by Indramayu sub-district	Built on Indramayu's LG land.

10.	Babadan Reservoir	0.08 ha	Owned by Cirebon sub-district	Built on Cirebon's LG land.
11.	Kepomongan Reservoir	0.25 ha	Owned by Cirebon city	Built on Cirebon city's LG land.

## 7. Project Cost Structure

Estimated Project Cost		USD 141.60 Million
<b>Indicative Debt to Equity Ratio</b>		
- Debt Level		70%
- Equity Level		30%
IRR		14.19%
NPV		USD 4.454 Million

## 8. Government Support and Guarantee

The project is indicated to require government support in the form of fiscal and non-fiscal. Government support includes VGF from the Ministry of Finance, Government Guarantee from IIGF, and Technical Support of the Ministry of Public Works and Housing.

## 9. Contact Information

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# Pantura Regional Water Supply System

Location : East Java Province

## Sector : Drinking Water



## Sub-Sector : Water Supply System

### Description:

Pantura Regional Water Supply is planned to serve Bojonegoro Regency, Tuban Regency and Lamongan Regency. The Pantura Regional Water Supply is one of the projects listed in the Presidential Decree 80 of 2019. It is planned that the water source will come from the Bengawan Solo River.

**Estimated Project Cost:** USD 108,26 Million

### Government Contracting Agency:

Director of PT Air Bersih East Java

### Type of PPP:

Solicited

### Return of Investment:

User Charge

### Financial Feasibility:

IRR : 11.97 %

NPV : USD 15.79 Million

**Estimated Concession Period:** 25 years

## Indicative Project Schedule

Pre-Qualification  
Q4 2021

Request for  
Proposal  
Q1 2022

Bid Award  
Q2 2022

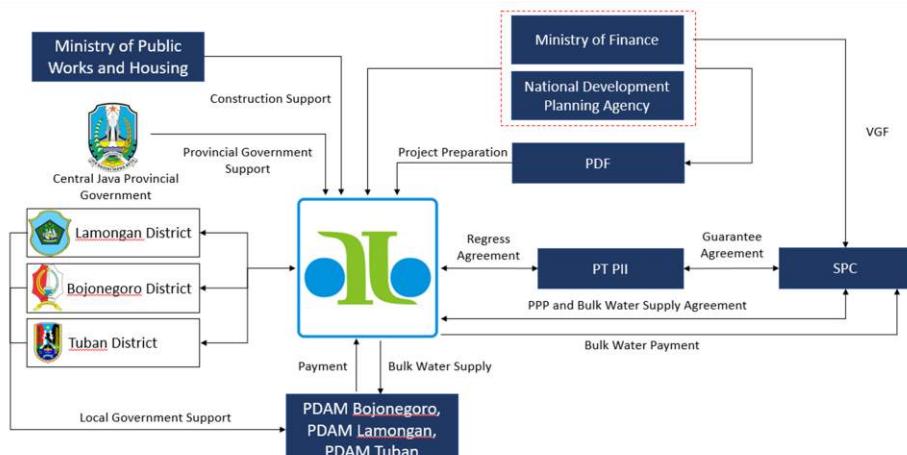
Agreement  
Signing  
Q3 2022

Financial  
Close  
Q4 2022

Construction  
Q1 2023

**Project Status :** Pre-Feasibility Study

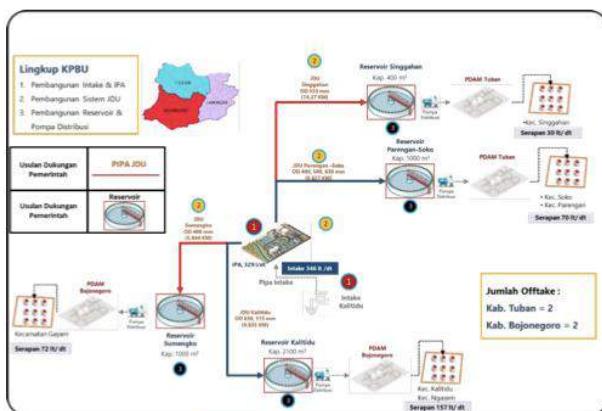
## Indicative Project Structure



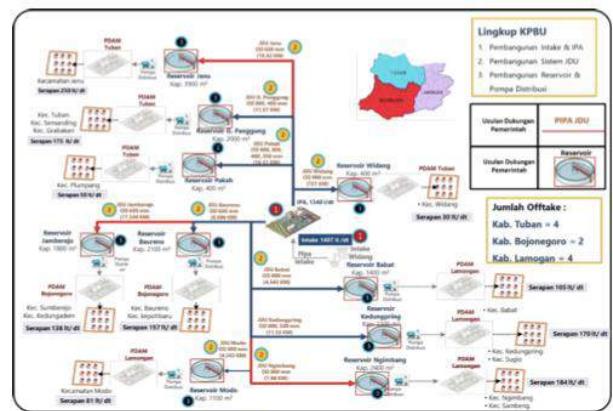
## Project Digest

Project Title	Pantura Regional Water Supply System
Government Contracting Agency	Governor of East Java hand over the authority to Director of PT Air Bersih East Java
Implementing Agency	PT Air Bersih East Java
Preparation Agency	National Development Planning Agency
Project Cost	USD 108,26 Million
Estimated Concession Period	25 years
Location	Lamongan, Tuban and Bojonegoro Regency, East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



from IPA Kalitidu



from IPA Widang

Picture 1 – Pipe Network Scheme

### 2. The Opportunity

#### 2.1. Project Background

In line with the role of the Regency and City Governments in the era of regional autonomy and in connection with the existence of Law 17 of 2019 on Water Resources, Government Regulation Number 122 of 2015 concerning Drinking Water Supply Systems, Minister of Public Works Regulation Number 20 / PRT / M / 2006 concerning National Policies and Strategies in the Development of SPAM and Minister of Public Works Regulation No. 18 / PRT / M / 2007 concerning the Implementation of Drinking Water Supply System Development, that the development of drinking water supply systems is the responsibility of local governments (Provincial and Regency / City). The Indonesian government aspires to be able to achieve universal access to safe drinking water by 2019. This means that 100% of the people have access to safe drinking water services that year. This is stated in the 2005-2025 Long-Term National Development Plan (RPJPN). Furthermore, there is 100-0-100 program in 2030 which is a program towards meeting the targets of three sectors,

including fulfilling 100% access to safe drinking water, reducing slum areas to 0%, and fulfilling 100% access to proper sanitation by 2019.

The current service level of drinking water services in East Java is still far from sufficient. The potential of raw water sources in East Java is not yet comprehensively identified and also has not been used optimally, on the other hand there are still many areas that lack and have difficulty in getting drinking water to meet their daily needs.

Example of an integrated clean water supply system that can be used together in East Java Province is the Bengawan Solo River that will cater the population in Bojonegoro, Tuban and Lomongan Regency, hereinafter referred to as the "Pantura Regional Water Supply System".

## 2.2. Project Description

Pantura Regional Water Supply System will consist of following facilities:

- Water Intake Unit, located in Lamongan Regency
- Water Treatment Plant (WTP)
- Main Transmission Pipeline
- Customer Connection tappings

## 2.3. Project Objectives

The purpose for the development of Pantura Regional Water Supply is to:

- Utilize the potential of fresh water that can be used
- Help regencies / cities that do not have and or have limited sources of water
- Increase efficiency of existing drinking water services in each regency / city area.

## 3. Business Entity's Scope of Work

Design - Build - Finance – Operate - Maintenance - Transfer

## 4. Technical Specification

- a. Construction of pipeline to Bojonegoro and Lamongan Regency using single pipe to the offtake;
- b. The location of the offtake's reservoir for each offtaker:

Offtake	Reservoir Capacity m <sup>3</sup>	Reservoir Location
Bojonegoro Regency		
Kalitidu	2,100	Kalitidu District
Sumengko	1,000	Kalitidu District

<b>Baureno</b>	2,100	Baureno District
<b>Jamberejo</b>	1,800	Kedungadem District
<b>Lamongan Regency</b>		
<b>Babat</b>	1,400	Babat District
<b>Kedungpring</b>	2,300	Kedungpring District
<b>Modo</b>	1,100	Modo District
<b>Ngimbang</b>	2,400	Ngimbang District
<b>Tuban Regency</b>		
<b>Singgahan</b>	400	Singgahan District
<b>Parengan Soko</b>	1,000	Parengan District
<b>Widang</b>	400	Widang District
<b>Pakah</b>	700	Plumpang District
<b>G. Panggung</b>	2,300	Semanding District
<b>Jenu</b>	3,300	Jeni District

c. Pipes that will be used are:

Pipe Diameter (mm)	Pipe Type	Pipe Length for Each Regency		
		Bojonegoro	Lamongan	Tuban
<b>OD 1200</b>	HDPE		3315	
<b>OD 900</b>	HDPE			12,777
<b>OD 800</b>	HDPE	8,596	22,021	10,516
<b>OD 630</b>	HDPE	26,494		14,476
<b>OD 500</b>	HDPE		3,381	10,366
<b>OD 400</b>	HDPE	5,844		4,263
<b>OD 355</b>	HDPE			14,268
<b>OD 315</b>	HDPE	687		
<b>OD 250</b>	HDPE			
<b>TOTAL</b>		<b>41,621</b>	<b>28,717</b>	<b>66,666</b>

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

In accordance with the national environmental safe-guards regulation, this project will require AMDAL and PT Air Bersih East Jave will prepare it.

## 6. Land Acquisition and Resettlement Action Plan

There is land acquisition needed for this project, precisely for the reservoir offtake and some of raw water resources if needed.

## 7. Project Cost Structure

Estimated Project Cost	USD 108,26 Million
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	70%
- <b>Equity Level</b>	30%
<b>IRR</b>	11.97
<b>NPV</b>	USD 15.79 Million

## **8. Government Support and Guarantee**

This project needs partial construction support and Viability Gap Fund from the Ministry of Finance and Ministry of General Work to lower the tariff. Government guarantee is needed for this project.

## **9. Contact Information**

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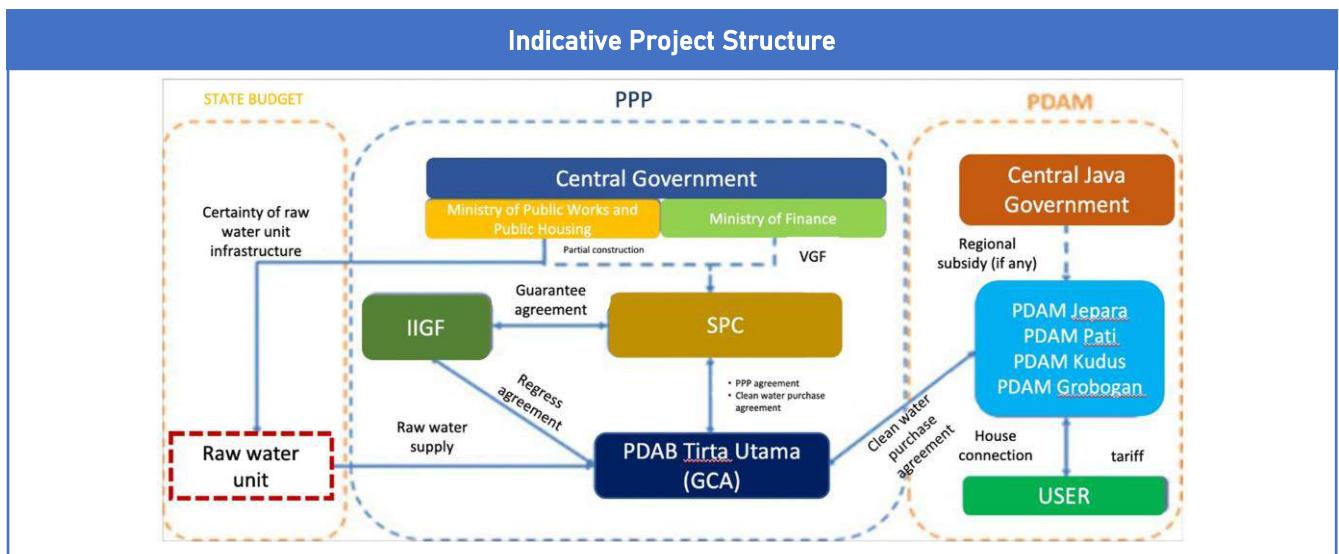
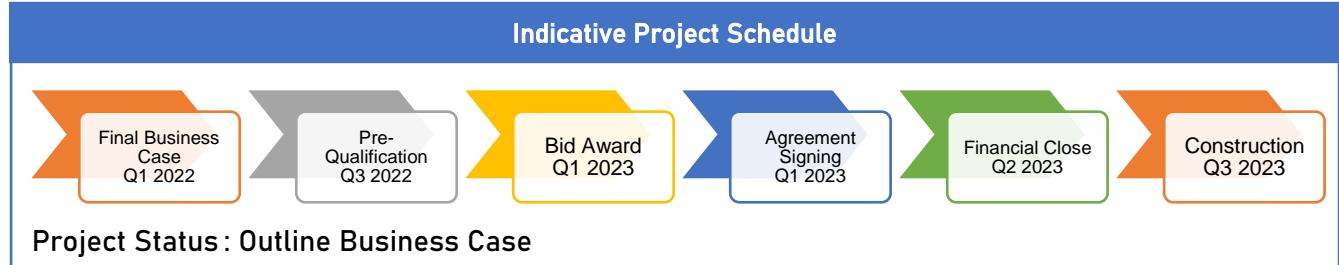
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# Dadimuria Regional Water Supply System

Location : Grobogan, Kudus, Pati, and Jepara Regency, Central Java Province

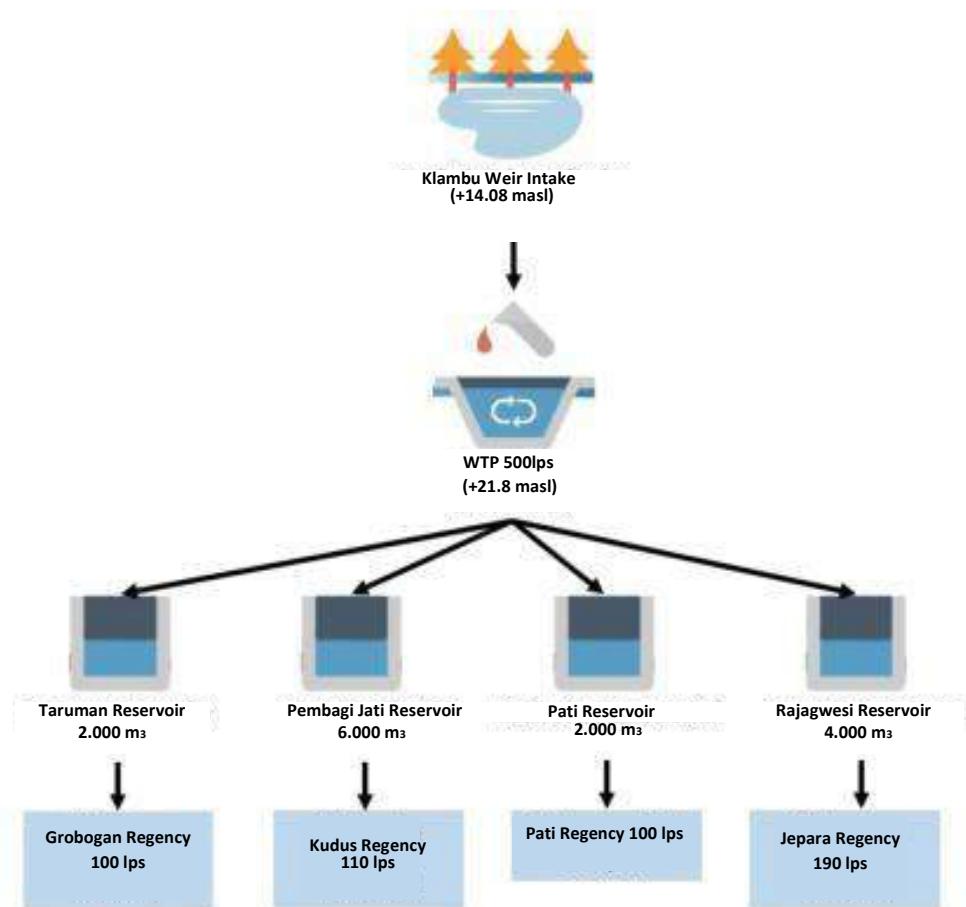
Sector : Drinking Water	Sub-Sector : Water Supply System
	<b>Description:</b> Dadimuria regional Water Supply is planned to be able to serve 4 districts (Grobogan Regency, Kudus Regency, Jepara Regency and Pati Regency) with a total of 40,000 SRs and a total capacity of 500 lps. The project scope is the construction of a production unit and the construction of the main transmission and distribution system.
<b>Government Contracting Agency:</b> Director of PDAB Tirta Utama	<b>Estimated Project Cost:</b> USD 45.21 Million
<b>Type of PPP:</b> Solicited	<b>Financial Feasibility:</b> IRR : 12.96% NPV : USD 6.38 Million
<b>Return of Investment:</b> (under review)	<b>Estimated Concession Period:</b> 20 years (under review)



## Project Digest

Project Title	Dadimuria Regional Water Supply System
Government Contracting Agency	Governor of Central Java hand over the authority to Director of PDAB Tirta Utama
Implementing Agency	PDAB Tirta Utama
Preparation Agency	National Development Planning Agency
Project Cost	USD 45.21 Million
Estimated Concession Period	20 years (to be confirmed)
Location	Central Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Dadimuria Regional Water Supply System Structure

## **2. The Opportunity**

### **2.1. Project Background**

Central Java as one of the most populated provinces in Indonesia needs to have a proper water supply system to fulfill the water supply needs for the community. Dadimuria Regional Water Supply System will cover areas in Grobogan Regency, Kudus Regency, Pati Regency and Jepara Regency. Currently, the water demand for the region is approximately 10,422 lps of water and in 20 years will grow to around 14,192 lps. Currently, the water production capacity is only 1,138 lps. Dadimuria Water Supply System is intended to fulfill this demand gap.

### **2.2. Project Description**

The Dadimuria Regional Water Supply System will consist of construction of new water intake from Klambu Dam, construction of new Water Treatment Plant (WTP) with capacity of 500 lps along with reservoirs, pumping system and transmission pipe network to cater population in the area.

The phase I of the project will supply water to 40,000 customer connections, with details as follows:

- Grobogan Regency with water supply of 100 lps will supply 8,000 connections
- Kudus Regency with water supply of 110 lps will supply 8,800 connections
- Jepara Regency with water supply of 190 lps will supply 15,200 connections
- Pati Regency with water supply of 100 lps will supply 8,000 connections

### **2.3. Project Objectives**

The purpose for the development of Dadimuria Regional Water Supply is to:

- Utilize the potential of fresh water that can be used
- Help regencies that do not have and or have limited sources of water
- Increase efficiency of existing drinking water services in each regency area.

## **3. Business Entity's Scope of Work**

The Business Entity will work with Build-Operate-Transfer (B-O-T) scheme for facilities as follows:

- Water intake in Klambu Dam
- Water Treatment Plant (WTP)
- Transmission Pipe Network
- Service Pipe Network to customer

It is noted that in 2022, MPWH plans to build a water intake facility in Klambu Dam. If the plan goes through, then the water intake facility will be taken out from project scope of work.

#### 4. Technical Specification

Project technical specification is as follows:

Facility	Specification	
Water Intake Unit	500 lps	
Reservoir		
- Taruman Reservoir	2,000 m <sup>3</sup>	
- Jati Reservoir	6,000 m <sup>3</sup>	
- Pati Reservoir	2,000 m <sup>3</sup>	
- Rajagwesi Reservoir	4,000 m <sup>3</sup>	
Transmission Pipe Network		
- From WTP to Grobogan Reservoir	15,000 m	HDPE Pipe dia. 500 mm
- From WTP to Kudus Reservoir	30,000 m	HDPE Pipe dia. 700 mm
- From Kudus Reservoir to Jepara	23,000 m	HDPE Pipe dia. 600 mm
- From WTP to Pati Reservoir	25,000 m	HDPE Pipe dia. 600 mm
- From Pati Reservoir to Pati Ply	26,000 m	HDPE Pipe dia. 500 mm
Service Unit		
- Grobogan Regency	100 lps	8,000 connections
- Kudus Regency	110 lps	8,800 connections
- Jepara Regency	190 lps	15,200 connections
- Pati Regency	100 lps	8,000 connections

#### 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in subsequent FBC Documents.

#### 6. Land Acquisition and Resettlement Action Plan

Land acquisition and resettlement action plans will be detailed in subsequent FBC Documents.

#### 7. Project Cost Structure

Estimated Project Cost	USD 45.21 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	12.96%
NPV	USD 6.38 Million

## **8. Government Support and Guarantee**

Government support and guarantee will be detailed in subsequent FBC Documents.

## **9. Contact Information**

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# Wosusokas Regional Water Supply System

Location : Central Java

Sector : Drinking Water	Sub-Sector : Water Supply System
	<p><b>Description:</b> Wosusokas Regional Water Supply System provide clean water for population in Wonogiri Regency, Karanganyar Regency, Sukoharjo Regency and Surakarta City. The needs for clean water will be increase due to the growing population in this area. The project will be done in two phases with phase II to be constructed using PPP scheme.</p>
<p><b>Government Contracting Agency:</b> Director of PDAB Tirta Utama</p>	<p><b>Estimated Project Cost:</b> USD 57.39 Million (under review)</p>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Financial Feasibility:</b> IRR : (under calculation) NPV : (under calculation)</p>
<p><b>Return of Investment:</b> Under review</p>	<p><b>Estimated Concession Period:</b> 25 years</p>

Indicative Project Schedule

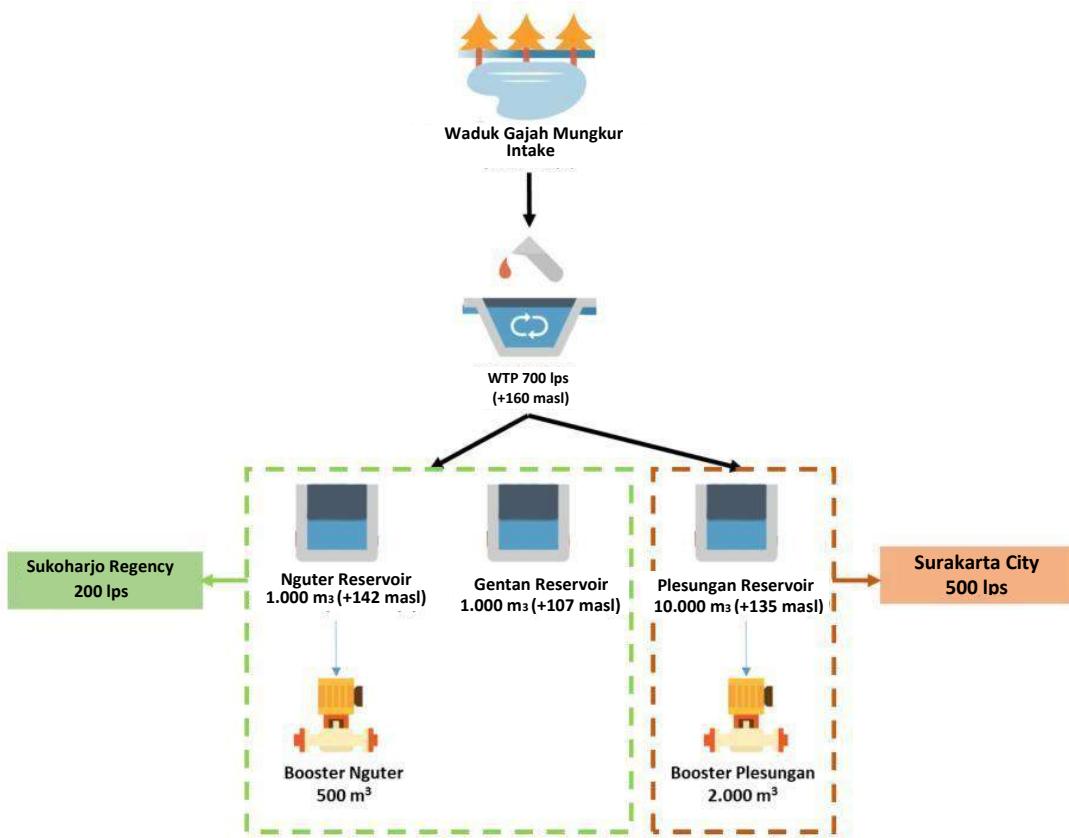

Project Status : Outline Business Case

Indicative Project Structure
Will be determined in FBC

## Project Digest

Project Title		Wosusokas Regional Water Supply System
<b>Government Contracting Agency</b>		Director of PDAB Tirta Utama
<b>Implementing Agency</b>		Under review
<b>Preparation Agency</b>		MoF's PDF
<b>Project Cost</b>		USD 57.39 Million (under review)
<b>Estimated Concession Period</b>		Under review
<b>Location</b>		Central Java

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Wosusokas Regional Water Supply System Structure

### 2. The Opportunity

#### 2.1. Project Background

Central Java as one of the most populated provinces in Indonesia needs to have a proper water supply system to fulfill the needs of water supply for the community. Wosusokas Regional Water Supply System is one the system that will cover areas in Wonogiri Regency, Sukoharjo Regency, Karanganyar Regency and Surakarta City. It is estimated that in 20 years, the region would need approximately 9,300 lps of water supplied through its system. Currently, the water

production capacity is only 1,757. To fulfill this gap, Wosusokas Water Supply System needs to be upgraded and expanded.

## 2.2. Project Description

The Wosusokas Regional Water Supply System will consist of construction of new water intake from Wonogiri Multipurpose Dam, Main Transmission Pipe, Water Treatment Plant, Distribution Units and Customer Connection for nearly 116,000 connections.

It will be separated into two phases. Phase I of the project will construct WTP with capacity of 750 lps to supply water to 60,000 customer connections, with details as follows:

- a. Wonogiri Regency with 16,000 connections
- b. Sukoharjo Regency with 24,000 connections
- c. Surakarta City with 16,000 connections
- d. Karanganyar Regency with 4,000 connections
- e. While the Phase II will construct WTP with capacity of 700 lps to supply 56,000 customer connections in Sukoharjo (16,000 connections) and Surakarta (40,000 connections) only

## 2.3. Project Objectives

The purpose for the development of Wosusokas Regional Water Supply is to:

- Utilize the potential of fresh water that can be used
- Help regencies / cities that do not have and or have limited sources of water
- Increase efficiency of existing drinking water services in each regency / city area

## 3. Business Entity's Scope of Work

The project will implement Build-Operate-Transfer scheme with scope of work is as follows:

- Construction of Water Treatment Plant (WTP) with capacity of 700 lps and Clear Well 2,500 m<sup>3</sup>.
- Construction of Main Distribution Pipe and corresponding Piping Bridge.
- Construction of Nguter Reservoir System with capacity of 1,000 m<sup>3</sup>.
- Construction of Gentan Reservoir System with capacity of 1,000 m<sup>3</sup>.
- Construction of Plesungan Reservoir System with capacity of 10,000 m<sup>3</sup>.
- Construction of Nguter Booster System with capacity of 500 m<sup>3</sup>.
- Construction of Plesungan Booster System with capacity of 2,000 m<sup>3</sup>.

The Business Entity will then operate the facility and transfer it back to the GCA after the concession period.

#### **4. Technical Specification**

Project technical specification will be further studied during finalization of FBC Report.

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

EIA document was prepared by the Government of Central Java Province in 2013. It will be updated to accommodate new project scope during the preparation stage.

#### **6. Land Acquisition and Resettlement Action Plan**

Land acquisition will be part of GCA's responsibility. It is indicated in preliminary study that the project will need 352,700 m<sup>2</sup> of land, with 304,500 m<sup>2</sup> located in government land. Of the remaining 48,200 m<sup>2</sup> of land, 36,000 m<sup>2</sup> have been acquired. More than 12,000 m<sup>2</sup> of land could not be acquired due to technical issues. However, it has been confirmed that the project can be done using the currently acquired land. The detailed land acquisition and resettlement action plan will be prepared in OBC/FBC.

#### **7. Project Cost Structure**

Estimated Project Cost		USD 57.39 Million (under review)
Indicative Debt to Equity Ratio		
-	Debt Level	Under Calculation
-	Equity Level	Under Calculation
IRR		Under Calculation
NPV		Under Calculation

#### **8. Government Support and Guarantee**

Government Support and guarantee will be identified during OBC/FBC preparation.

#### **9. Contact Information**

Name : Anom Guritno, ST, M.Ling

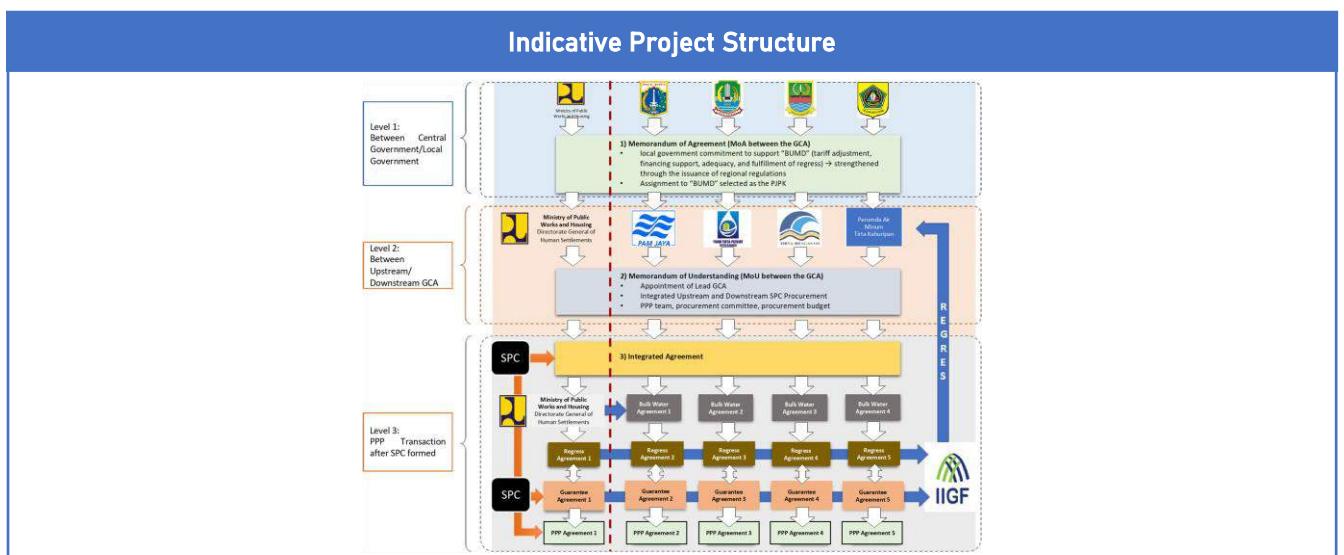
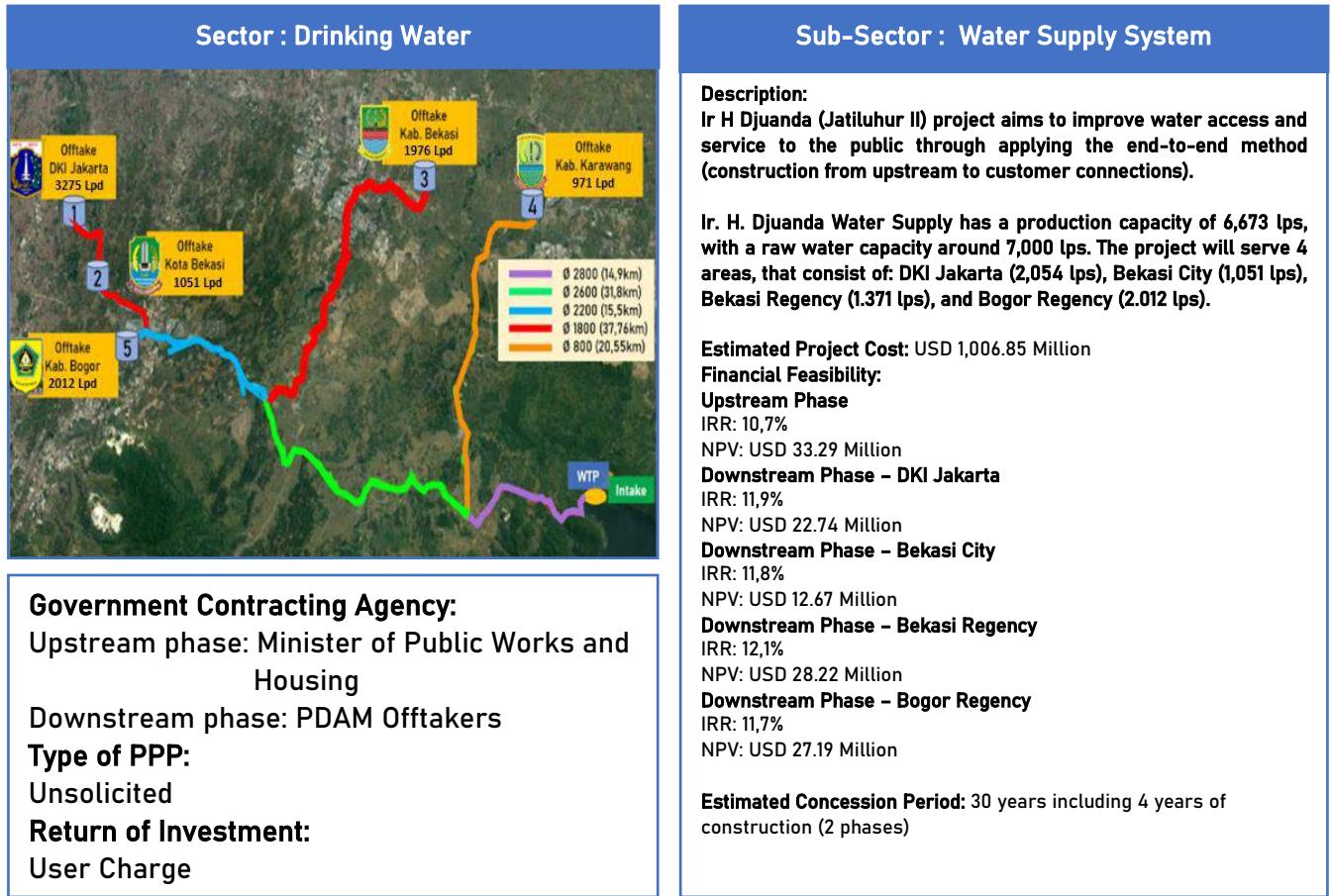
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# Ir. H. Djuanda Water Supply (Jatiluhur II)

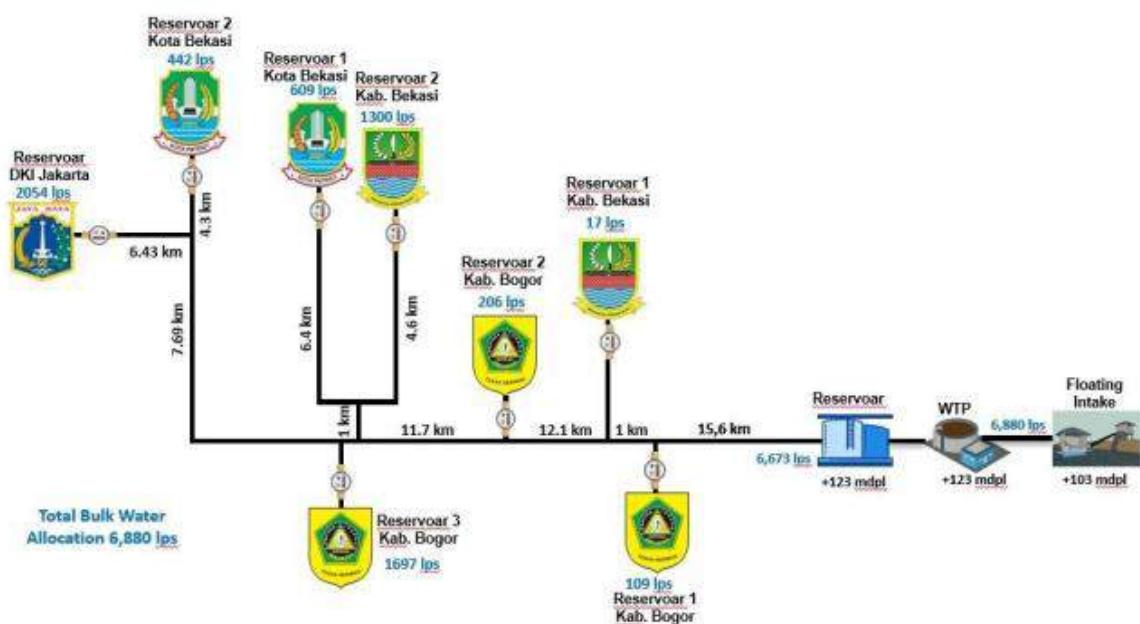
Location : DKI Jakarta and West Java Province



## Project Digest

<b>Project Title</b>	Ir. H. Djuanda Water Supply (Jatiluhur II)
<b>Government Contracting Agency</b>	Upstream phase: Minister of Public Works and Housing Downstream phase: PDAM offtakers
<b>Implementing Agency</b>	Directorate General of Infrastructure Financing
<b>Preparation Agency</b>	Maynilad, Metropac, Varsha, PT PP Persero Tbk, and Ranhill (MMVP) Consortium
<b>Project Cost</b>	USD 1,006.85 Million
<b>Estimated Concession Period</b>	30 years including 4 years of construction (2 phases)
<b>Location</b>	DKI Jakarta and West Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Ir. H. Djuanda Water Supply

### 2. The Opportunity

#### 2.1. Project Background

SPAM Ir. H. Djuanda/Jatiluhur II will use 7,000 lps of raw water from the Jatiluhur Reservoir in Purwakarta Regency, West Java Province. This system will produce 6,673 lps of clean water.

Bulk water will be distributed in the areas of DKI Jakarta, Bekasi City, Bekasi Regency, Bogor Regency.

This project is an integration of two different project scopes. The upstream scope is the construction of intake units, treatment plant and water distribution units. The upstream project GCA is the Minister of Public Works and Housing and using a BOT contract. The downstream scope includes the construction of downstream piping networks, new house connections and piping maintenance. The downstream GCA is the regional head of offtaker. The partnership will use Performance-Based Contract and Trade Credit Contract.

The Project's goal is to expand the water service by 12%. The payment mechanism used is take and pay. The planned scope covers all the required facilities and infrastructure including the development / improvement of the overall and integrated capacity of the SPAM organizing organization.

## 2.2. Project Description

Ir H Djuanda (Jatiluhur II) project aims to improve water access and service to the public through applying the end-to-end method (construction from upstream to customer connections).

Ir. H. Djuanda Water Supply has a production capacity of 6,673 lps, with a raw water capacity around 7,000 lps. The project will serve 4 areas, that consist of: DKI Jakarta (2,054 lps), Bekasi City (1,051 lps), Bekasi Regency (1.371 lps), and Bogor Regency (2.012 lps).

## 2.3. Project Objectives

The objectives of Ir. H. Djuanda Water Supply are as follows:

- Expand the water service area by 12 % for 4 areas, that consist of DKI Jakarta, Bekasi City, Bekasi Regency, Bogor Regency;
- The project development will increase the economic activity
- Improving public health by providing drinking water;
- This project also doesn't burden the Government's finances because the return on investment comes from users.

## 3. Business Entity's Scope of Work

- Upstream scope: design, build, finance, operate, maintain, and at the end of the cooperation period hand over all the facilities that have been built to the upstream phase GCA. The Upstream Scope is carried out through a BOT Contract.
- Downstream scope: design, build, finance, improve distribution networks, provide new connections, maintain, and at the end of the cooperation period hand over all the facilities that have been built to the downstream phase GCA. The downstream scope is carried out through Performance-Based Contracts and New Connection Financing Contracts.

## 4. Technical Specification

There is additional scope outside the reservoir Offtake, Distribution Pipe, Pipe Bridges, and Crossings so that project technical specification will be further studies during the finalization of the Feasibility Study

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

According to the AMDAL study on the feasibility study document, two main points must be considered:

- The project scope regarding raw water extraction and water production is categorized as AMDAL Mandatory Type B activity because the withdrawal debit is 7000 lps;
- The project scope regarding the construction of the transmission network is categorized as Amdal Mandatory Type C activity because the total length of the planned transmission pipeline is 148 km long.

## **6. Land Acquisition and Resettlement Action Plan**

Following the discussions between stakeholders, the location of land for intake development belongs to the Ministry of Public Works and Housing, thus the proposed land acquisition will use a lease scheme. In addition, the land for the transmission network also belongs to the Ministry of Public Works and Housing, so that no land acquisition is needed.

The consortium recommends that in the next study, a more in-depth study will be conducted regarding the land ownership and land use plans, whether it can be in the form of a lease in accordance with applicable regulations.

## **7. Project Cost Structure**

Estimated Project Cost		USD 1,006.85 Million				
Indicative Debt to Equity Ratio						
- Debt Level		70%				
- Equity Level		30%				
		Hulu	Downstream			
			DKI Jakarta	Bekasi City	Bekasi Regency	Bogor Regency
IRR	10.7%	11.9%	11.8%	12.1%	11.7%	
NPV (USD Million)	33.29	22.74	12.67	28.22	27.19	

## **8. Government Support and Guarantee**

The feasibility study of the project indicates that the project doesn't need any government support in the physical and non-fiscal forms. However, the project needs a government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF), mainly in the form of:

- Delay or failure to obtain licenses, permits and approvals;
- Changes in statutory regulations;
- Violation of project agreements;
- Risks from competing facilities / infrastructure;
- Tariff risk;
- Expropriation risk;
- Sub-sovereign risk;

- Force Majeure risk.

Note: The detailed risk coverage of the Djuanda Water Supply Project will be reviewed and consulted with IIGF.

## 9. Contact Information

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Position : Head of Sub Directorate of Investment Planning Legalization, Directorate General of Infrastructure Financing for Public Works and Housing

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Email : annisa.pratiwi@pu.go.id

# Petanglong Regional Water Supply – Kali Boyo System

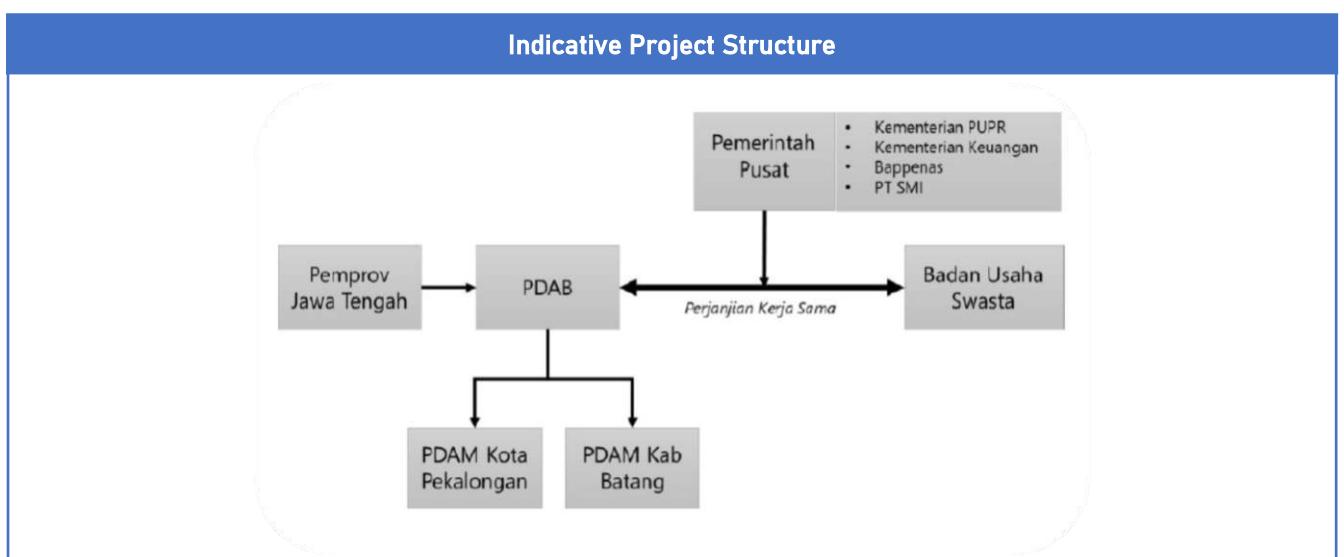
Location : Pekalongan City and Batang Regency, Central Java Province

Sector : Drinking Water	Sub-Sector : Water Supply System
 <p><b>Legenda:</b></p> <ul style="list-style-type: none"><li>Nahas/sumur dengan airku</li><li>Saluran</li><li>Jalan Trans-Jawa</li><li>Stasiun ATP</li></ul>	<p><b>Description:</b> SPAM Regional Petanglong has a total capacity of 450 lps from Kali Boyo Dam which is distributed to Pekalongan City (200 lps) and Batang Regency (250 lps) with a total of 36,000 home connections.</p> <p><b>Estimated Project Cost:</b> USD 29.11 Million</p>
<p><b>Government Contracting Agency:</b> Director of PDAB Tirta Utama</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> IRR : 13% NPV : Under Calculation</p> <p><b>Estimated Concession Period:</b> 30 years</p>

### Indicative Project Schedule



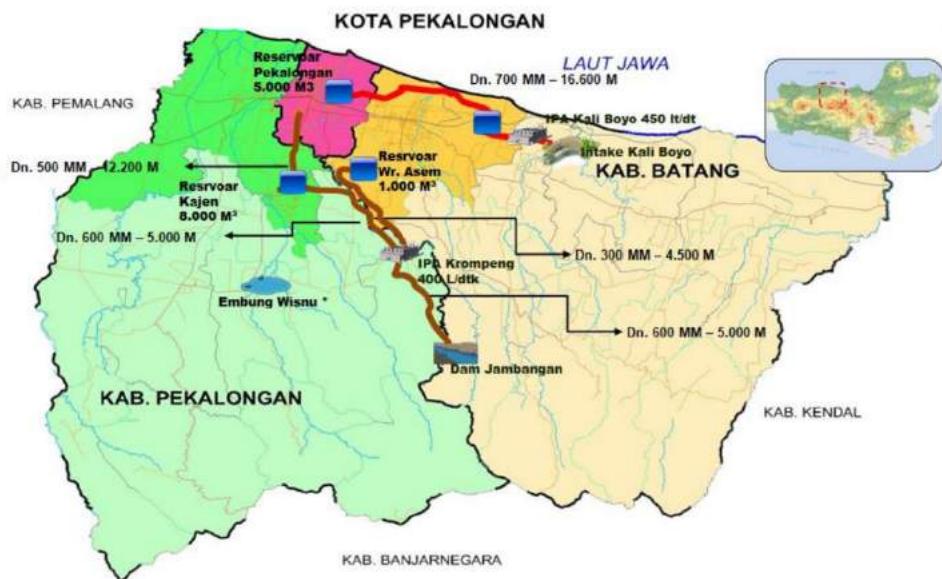
**Project Status :** Preliminary Study



## Project Digest

<b>Project Title</b>	Construction of Petanglong Regional Water Supply – Kali Boyo System
<b>Government Contracting Agency</b>	Director of PDAB Tirta Utama
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Under Review
<b>Project Cost</b>	USD 29.11 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Pekalongan City and Batang Regency, Central Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Petanglong Regional Water Supply – Kaliboyo System

### 2. The Opportunity

#### 2.1. Project Background

- Fulfillment the target of 100% access to safe drinking water in 2030;
- Presidential Regulation of the Republic of Indonesia Number 79 Year 2019 concerning the Acceleration of Economic Development, including the Brebes - Tegal - Pemalang area, that supported by the Petanglong Area;
- The performance of PDAM in 2018 is still low (City Pekalongan - 35.14% and Batang Regency - 42.43%);
- Limited public funding from the Government (APBN and APBD) - it is necessary to develop alternatives financing.

## **2.2. Project Description**

SPAM Regional Petanglong has a total capacity of 450 lps from Kali Boyo Dam which is distributed to Pekalongan City (200 lps) and Batang Regency (250 lps) with a total of 36,000 home connections.

## **2.3. Project Objectives**

The objectives of Petanglong Regional Water Supply are as follows:

- Increase operational efficiency and effectiveness;
- Increase the potential for raw water utilization in the province; and
- Increase the attractiveness of the inflow of outside sources of funds (investors).

## **3. Business Entity's Scope of Work**

The Project will implement Build – Operate – Transfer scheme that serves:

- 4 Sub-districts in Pekalongan City: West Pekalongan, East Pekalongan, South Pekalongan, and North Pekalongan;
- 3 Sub-Districts in Batang Regency: Batang, Kandeman, and Tulis.

## **4. Technical Specification**

The technical specifications for Petanglong Regional Water Supply – Kali Boyo System are as follows:

Facilities	Capacity	
Length	±29.787 km	
Reservoir	7,200 m <sup>3</sup>	
Distribution Pipe	414 km	Dia. 50 – 250 mm
Service Unit		
- 4 Sub-districts in Pekalongan City: West Pekalongan, East Pekalongan, South Pekalongan, and Nort Pekalongan	200 lps	36,000 connections
- 3 Sub-Districts in Batang Regency: Batang, Kandeman, and Tulis	250 lps	

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

## **6. Land Acquisition and Resettlement Action Plan**

Land acquisition and resettlement action plan will be detailed in further study, following the confirmation of intake location.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 29.11 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		13%
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

Government Support and Guarantee will be identified in subsequent OBC/FBC Documents.

## **9. Contact Information**

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# **UNDER PREPARATION PROJECTS**

## **Waste Management**

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1. Construction of Waste to Energy Facility in South Tangerang
2. Jatibarang Waste to Energy Facility
3. Piyungan Waste Treatment
4. Integrated Hazardous Waste Management System in Sumatera

# Construction of Waste to Energy Facility In South Tangerang

Location : South Tangerang, Banten Province

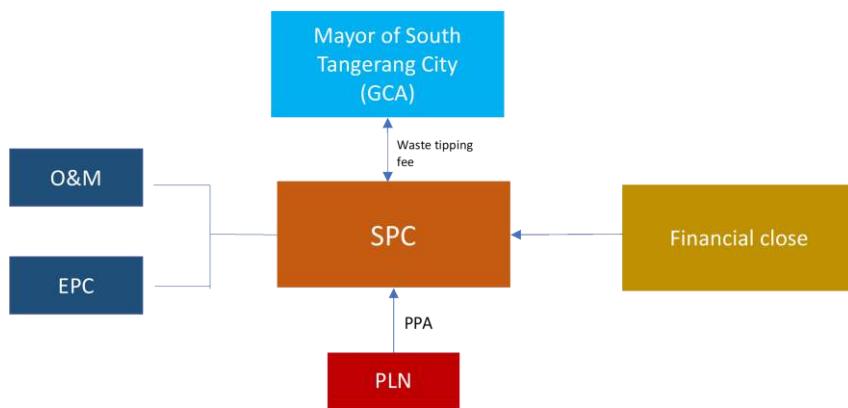
Sector : Waste Management	Sub-Sector : Waste to Energy
	<p><b>Description:</b> Waste management of 800 tonnes per day is located in Cipeucang Landfill, South Tangerang, Banten. Electricity output and Purchased Agreement with PLN will be determined during finalization of Final Business Case. Scope of this project are design, build, finance, operate, maintain the WTE plant and supporting infrastructure.</p>
<p><b>Government Contracting Agency:</b> Mayor of South Tangerang City</p>	<p><b>Estimated Project Cost:</b> USD 120.8 Million</p>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Financial Feasibility:</b> IRR : 10% NPV : USD 36.21 Million</p>
<p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Concession Period:</b> 20 years.</p>
	<p><i>Source : OBC, 2019</i></p>

## Indicative Project Schedule



Project Status : Final Business Case

## Indicative Project Structure

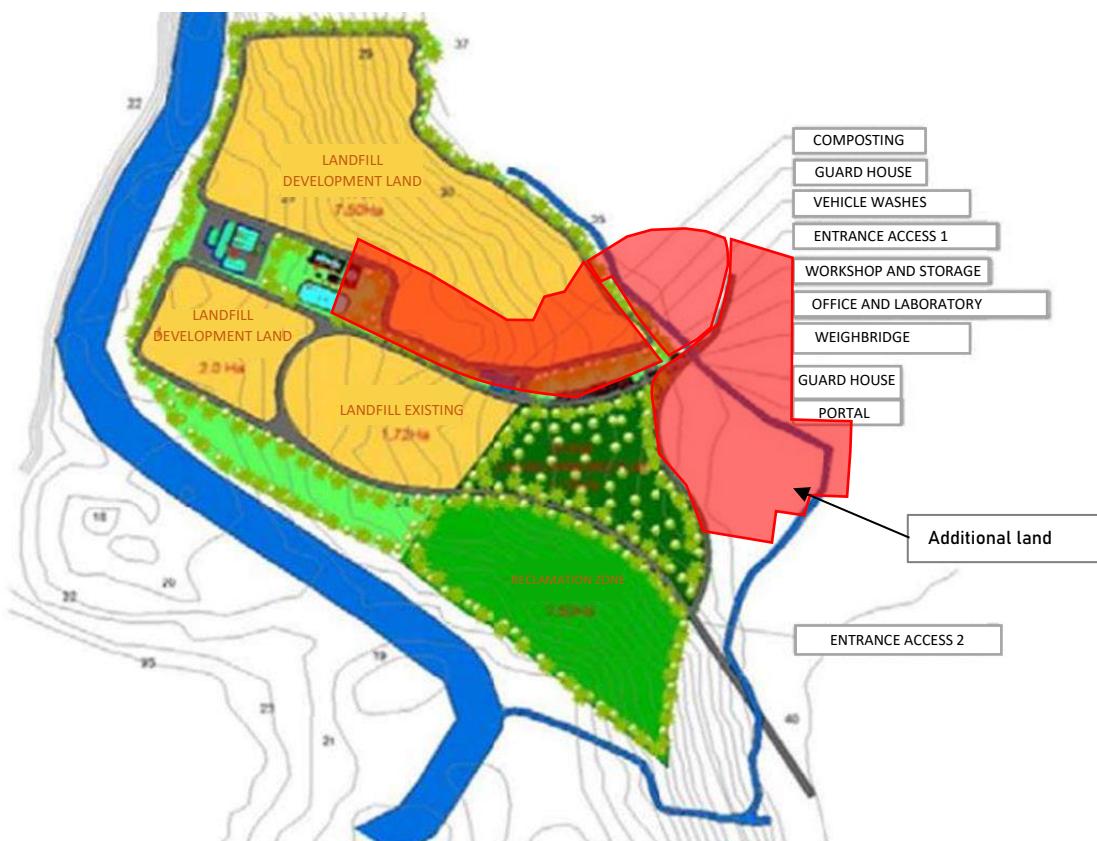


## Project Digest

Project Title		Construction of Waste to Energy Facility in South Tangerang
<b>Government Contracting Agency</b>		Mayor of South Tangerang City
<b>Implementing Agency</b>		Environment Agency of South Tangerang
<b>Preparation Agency</b>		Environment Agency of South Tangerang (MoF's PDF)
<b>Project Cost</b>		USD 120.8 Million
<b>Estimated Concession Period</b>		20 years
<b>Location</b>		South Tangerang, Banten Province

Source : OBC, 2019

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of South Tangerang Waste to Energy

### 2. The Opportunity

#### 2.1. Project Background

Population growth and continuous industrialization in South Tangerang will increase the amount of waste generated. The capacity of Municipal Solid Waste (MSW) in South Tangerang is estimated around 970 tonnes/day, with the infrastructure condition is inadequate and has a negative impact of environment. South Tangerang City needs a stable and efficient waste

management plan to use solid waste to produce renewable energy. This is the reason South Tangerang City has planned to build and operate Waste to Energy facilities.

## 2.2. Project Description

The description of this project based on OBC result is as follows:

Project Name	: Waste to Energy
Project Location	: Cipeucang Landfill, South Tangerang, Banten
Project Method	: Build – Operate – Transfer (BOT)
Project Area	: 4 hectares
Estimated Cost	: 120.8 Million USD
Financing scheme	: Public Private Partnership
Government Contracting Agency	: Mayor of South Tangerang City
Concession	: 20 years
Waste volume / capacity	: 800 tonnes/day

## 2.3. Project Objectives

The objective of South Tangerang Waste to Energy is to operate a solid waste treatment facility using the Build – Operate – Transfer (BOT) scheme. This project will build a solid waste treatment facility for South Tangerang and will contribute to the environmentally friendly solid waste management and economically efficient.

## 3. Business Entity's Scope of Work

Build – Operate - Transfer

Project scope is as follows:

1. To design, build, finance, operate and maintain WtE plant and its supporting infrastructures at Cipeucang landfill. In the end of concession period, the facility must be handed over to the GCA;
2. To build a transmission line and hand it over to PT. PLN upon completion; and
3. To handle the residue produced by the WtE plant.

## 4. Technical Specification

The technical specifications for South Tangerang Waste to Energy are as follows:

No	Facilities	Capacity
1	Area	4 hectare
2	Incineration capacity	800 tonnes/day
3	Electricity generated	11.7 MW
4	Electricity sold	10.0 MW

Source : OBC, 2019

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The documents will be prepared by the Special Purpose Company.

## **6. Land Acquisition and Resettlement Action Plan**

According to the OBC document, it requires the provision of additional land to supporting facilities. The South Tangerang City Government has already allocated the budget needed for that purpose. Further mapping of the existing land status and the land area that need to be expanded is being assessed in the final business case.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 120.8 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
-	<b>Debt Level</b>	75%
-	<b>Equity Level</b>	25%
<b>IRR</b>		10%
<b>NPV</b>		USD 36.21 Million

*Source : OBC, 2019*

## **8. Government Support and Guarantee**

Government guarantee will be provided for this project. Government will support by giving Feed-in Tariff and Tipping Fee.

## **9. Contact Information**

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## Jatibarang Waste to Energy Facility

Location : Semarang, Central Java

### Sector : Waste Management



### Sub-Sector : Waste to Energy

#### Description:

Jatibarang WtE Project is one of the National Strategic Projects under Presidential Regulation No. 3/2016. The existing landfill site at Jatibarang will reach its maximum capacity within 3 years since 2018. The potential capacity is 1,000 tonnes/day of municipal solid waste.

**Estimated Project Cost:** USD 198.6 Million

#### Financial Feasibility:

IRR : 13%

NPV : USD 48.35 Million

#### Government Contracting Agency:

Mayor of Semarang City

#### Type of PPP:

Solicited

#### Return of Investment:

User Charge

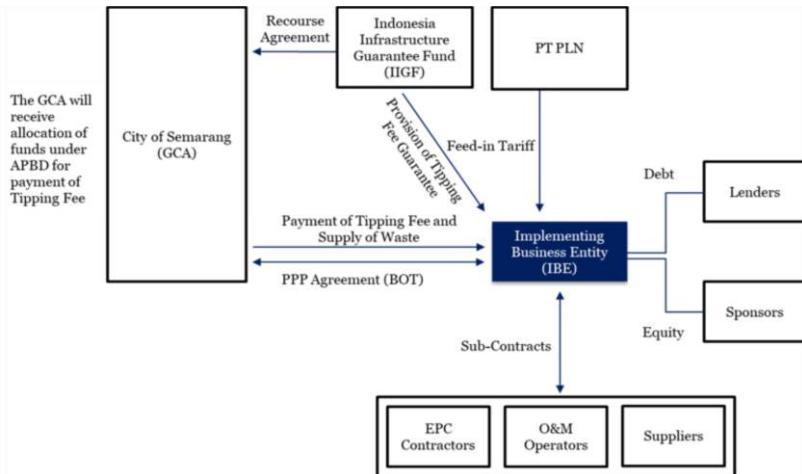
**Estimated Concession Period:** 20 years

### Indicative Project Schedule



Project Status : Final Business Case

### Indicative Project Structure



## Project Digest

Project Title	Jatibarang Waste to Energy Facility
Government Contracting Agency	Mayor of Semarang City
Implementing Agency	Environmental Agency of Semarang City
Preparation Agency	Regional Planning Agency of Semarang City (Bappenas & KIAT facilitates OBC and FBC)
Project Cost	USD 198.6 Million
Estimated Concession Period	20 years
Location	Semarang City, Central Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Jatibarang Waste to Energy

### 2. The Opportunity

#### 2.1. Project Background

A new and improved scheme for solid waste management and operations is required for Semarang City. The volume of incoming MSW to TPA Jatibarang, which is estimated to be 1,126 tonnes/day in 2020, will nearly double to 1,938 tonnes/day by 2040. Furthermore, existing activities at TPA Jatibarang have been deemed inadequate to reduce waste disposal.

As stated in Perpres No. 3/2016, Appendix point L, in conjunction with Perpres No. 58/2017, the proposed Semarang WtE facility is classified as a PSN. It is also part of the Committee for the Acceleration of Priority Infrastructure Delivery (KPPIP) Priority Project list, based on the Coordinating Ministry for Maritime Affairs (CMEA) Regulation No. 5/2017. Moreover, Semarang is on the list of cities under Perpres No. 35/2018 that will be supported by the Central Government in developing a WtE facility which is based on environmentally friendly technology.

## **2.2. Project Description**

The proposed site's distance from the waste catchment area (Semarang City) supports effective waste transportation since Jatibarang is only located 11 km west from the Semarang City Centre (Simpang Lima) and is accessible via sealed roads. Total land available for the proposed project is approximately 4.2 hectare. TPA Jatibarang will continue to accommodate MSW at predicted rates until the Project is operational, as well as during the Project's operational phase, to accommodate rejected materials. The potential private sector partner will be responsible for designing, building, financing, operating, maintaining, and transferring (DBFOMT) the site and its facilities, which has a proposed capacity of 1,000 tonnes/day of municipal solidwaste (MSW).

## **2.3. Project Objectives**

The objectives of Jatibarang Waste to Energy are as follow:

- To manage and reduce solid waste effectively;
- To process around 1,000 tonnes/day of MSW; and
- To reduce the MSW disposed of in landfill by ± 80%.

## **3. Business Entity's Scope of Work**

Business entity will be responsible for designing, building, financing, operating, maintaining and transferring (DBFOMT) the WtE plant.

## **4. Technical Specification**

At a minimum, the Project must comply with the following regulations:

1. Ministry of Environmental and Forestry Affairs Regulation No. P.59/MENLHK/SETJEN/KUM.1/7/2016 on Standard Quality of Leachate for Business and/or Activities of Final Waste Processing Sites (MEFA P.59/2016);
2. Ministry of Environmental and Forestry Affairs Regulation No. P.63/MENLHK/SETJEN/KUM.1/7/2016 on the Requirements and Procedures for Hazardous and Toxic Waste Landfill in Final Disposal Sites (MEFA P.63/2016);
3. Ministry of Environmental and Forestry Affairs Regulation No. P.70/MENLHK/SETJEN/KUM.1/8/2016 on Standard Quality of Business Emission and/or Thermal Waste Management Activities (MEFA P.70/2016); and
4. Ministry of Public Works Regulation No. 03/PRT/M/2013 of 2013 on Implementation of Solid Waste Infrastructure and Facilities in Household Waste and Household-like Waste Handling.

The proposed output specification as follow:

1. Provide reception facilities that can quantify and monitor the quantity and quality of waste delivered to the facility;
2. Process ± 1,000 tonnes/day of MSW through the facility;
3. Divert a minimum of 80% on a mass basis of Accepted MSW from landfill per year through the facility; and

4. Operate for 20 years and meet, at a minimum, the equivalent of the higher of international or Indonesian environmental standards for air emissions.
- 5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The GCA has completed AMDAL and obtained an Environmental License. The technical planning for the Project (including the design criteria) must comply with this Environmental License. Within the permitted scope of the Environmental License is construction of a 16MW WtE power plant in TPA Jatibarang. In addition, among the permitted technology for a WtE power plant is an incinerator that operates on 4 ha land with a capacity of 38 tonnes/hour and a waste volume of 1,020 tonnes/day. The applicable environmental standards (e.g. emission standards, residual waste treatment, leachate water treatment, etc.) must also be noted. Upon the execution of the PPP Agreement, the IBE will be responsible to carry out any necessary updates or amendments to the Project's AMDAL documentation and Environmental License according to the IBE's committed technical and financial solutions.

**6. Land Acquisition and Resettlement Action Plan**

The nominated site will be located within TPA Jatibarang, which is currently owned by the GCA. Accordingly, no land acquisition is anticipated to be required, except for certain rights of way for land access, or the placement of pipes and cables (including but not limited to the transmission line).

**7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 198.6 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- Debt		75%
- Equity		25%
IRR		13%
NPV		USD 48.35 Million

**8. Government Support and Guarantee**

The project is indicated to require government support in the form of VGF and sectoral support and potentially be guaranteed by the Indonesia Infrastructure Guarantee Fund (IIGF).

**9. Contact Information**

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[Ismetadipradana82@gmail.com](mailto:Ismetadipradana82@gmail.com)

# Piyungan Waste Treatment

Location : Special Region of Yogyakarta

## Sector : Waste Management



## Sub-Sector : Waste Management System

### Description:

The capacity of waste landfill (TPA) has been exceeded while there is an increase in the volume of waste that enters Piyungan Landfill, so that appropriate technology and professional operation management are necessary. Piyungan Landfill receives around 650 - 700 tonnes per day of waste from Yogyakarta City, and Sleman Regency and Bantul Regency.

**Estimated Project Cost:** USD 121.43 Million

### Financial Feasibility:

IRR : 30.5%

NPV : USD 174.1 Million

**Estimated Concession Period:** 20 years

### Government Contracting Agency:

Governor of Special Region of Yogyakarta

### Type of PPP:

Solicited

### Return of Investment:

User Charge

## Indicative Project Schedule

Final Business Case  
Q4 2021

Pre-Qualification  
Q1 2022

Bid Award  
Q3 2022

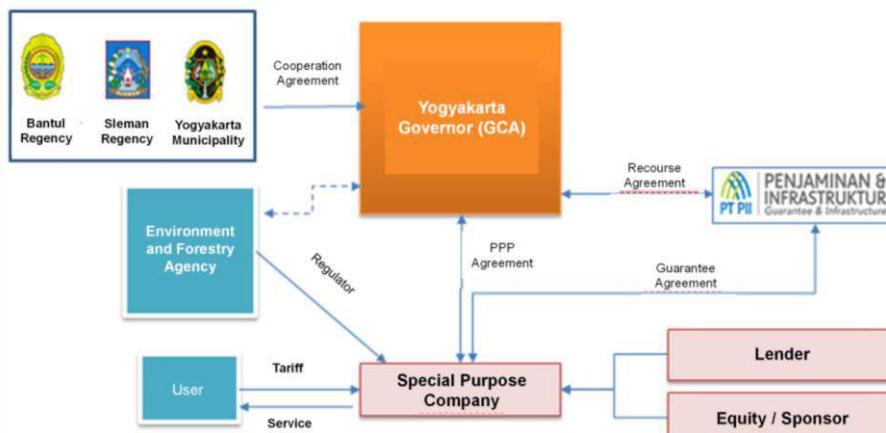
Agreement Signing  
Q4 2022

Financial Close  
Q1 2023

Construction  
Q2 2023

**Project Status :** Outline Business Case

## Indicative Project Structure



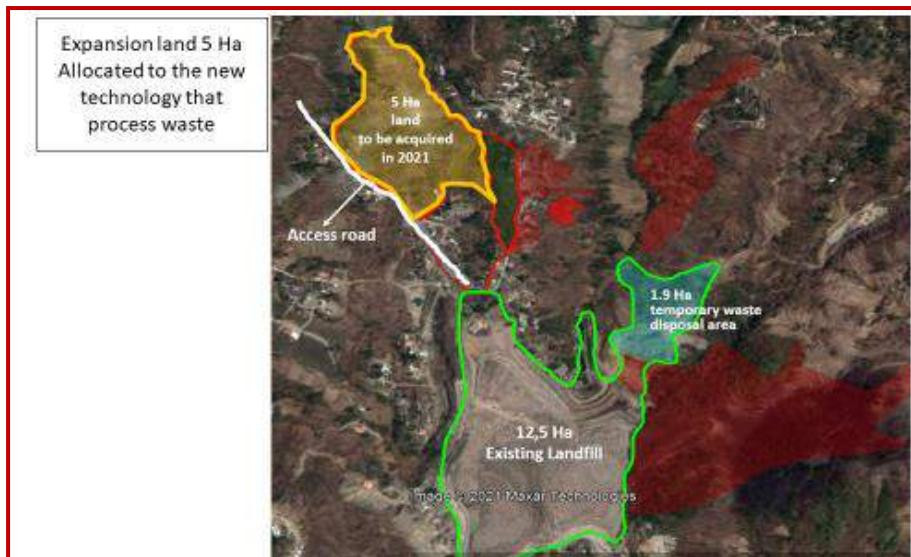
## Project Digest

Project Title	Piyungan Waste Treatment
<b>Government Contracting Agency</b>	Governor of Special Region of Yogyakarta
<b>Implementing Agency</b>	Department of Environment and Forestry, Special Region of Yogyakarta
<b>Preparation Agency</b>	Bappenas & World Bank Facilitates OBC, MoF facilitate PDF for FBC and transaction
<b>Project Cost</b>	USD 121.43 Million
<b>Estimated Concession Period</b>	20 years
<b>Location</b>	Special Region of Yogyakarta

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Map Location of Piyungan Landfill



**Picture 1 – Site plan of Piyungan Landfill Area**

## 2. The Opportunity

### 2.1. Project Background

- The capacity of waste landfill (TPA) has been exceeded while there is an increase in the volume of waste that enters Piyungan Landfill, therefore appropriate technology and professional operation management are necessary.
- Insufficient land capacity in Piyungan Landfill to treat domestic waste and the absence of waste treatment to reduce the amount of domestic waste.
- Inadequate infrastructure in Piyungan Landfill that could have a negative impact to environment.

### 2.2. Project Description

- Piyungan Landfill receives around 650 – 700 tonnes per day of waste from Yogyakarta City, and Sleman Regency and Bantul Regency.
- The area of Piyungan Landfill is 12.5 ha, which 10 ha used for landfill area that consists of 2 cells and another 2.5 ha used for supporting facilities (offices, workshops, leachate treatment plant, weighbridges, and buffer zone).
- The landfill area that can be filled with waste is ± 72.620.83 m<sup>2</sup> (in 2017). However, this landfill area is estimated to be full in 2022. At this time the landfill area gradually starts closing down.
- There was an expansion of new land of approximately 1.9 ha. This expansion land is planned to be used for temporary waste disposal area before the new waste processing technology operates. In 2021, the Local Government will add new land approximately 5 ha which is planned for new waste treatment technology.
- The project scope includes:
  - a. New waste treatment technology (Anaerobic Digester / Refuse Derived Fuel / Incinerator etc.).
  - b. Methane gas production from waste processing that can be used as Incinerator or RDF energy
  - c. Waste sorting (it depends on technology) and processing facility
  - d. Landscape arrangement from its area & maintenance
  - e. Operate and maintain installation of the new Piyungan waste treatment technologies.

### **2.3. Project Objectives**

This project aims to manage domestic waste to create a sanitary environment

### **3. Business Entity's Scope of Work**

The potential scope of partnership that can be carried out by investors, but not limited to the following, are:

1. New waste treatment technology (Anaerobic Digester / Refuse Derived Fuel / Incinerator etc.).
2. Methane gas production from waste processing that can be used as Incinerator or RDF energy
3. Waste sorting (it depends on technology) and processing facility
4. Landscape arrangement from its area & maintenance
5. Operate and maintain of the new Piyungan waste treatment technologies

### **4. Technical Specification**

This project aims to manage domestic waste based on the following regulations:

1. Constitution of Republic of Indonesia Number 18 of 2008 about waste management.
2. Regulation of the Minister of Public Works Republic of Indonesia Number 03/PRT/M/2013, regarding the Implementation of Infrastructure and Facilities in Handling Households Waste and Other Type of Household Waste.
3. Local Regulation of Special Region of Yogyakarta Number 3 of 2013 regarding the Households Waste and Other Type of Household Waste Management.

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Environmental Impact Assessment (AMDAL) of TPA Piyungan will be conducted between Q3-Q4 2021 parallel with the preparation of FBC and LARAP document.

### **6. Land Acquisition and Resettlement Action Plan**

The existing area of Piyungan Landfill is 12.5 ha, which 10 ha used for landfill area that consist of 2 cells and another 2.5 ha used for supporting facilities. There was an expansion of new land approximately 6,9 ha (1,9 ha of land has been acquired and 5 ha will be acquired in 2021). Land acquisition will be carried out by the DIY Government.

### **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 121.43 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	80%
- <b>Equity Level</b>	20%
<b>IRR</b>	30.5%
<b>NPV</b>	USD 174.1 Million

## **8. Government Support and Guarantee**

Government support are in the form of:

- Land provision, DIY Government provides land for construction of the project in Sitimulyo village, Piyungan.
- Permittance, the government is committed to providing necessary permits for the investors to implement this project.
- Support from central government (Ministry of Public Works and Housing) in optimization of Piyungan Waste Processing and improving supporting facilities
- Support in the policy on building an integrated waste management infrastructure.

A government guarantee may be required to mitigate the project's risks from changes in demand risk and shifts in political scenario. In this regard, the level of risk perceived from investors will be determined at market sounding.

## **9. Contact Information**

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Position : Head of International Affairs and Investment Office  
Yogyakarta Special Region

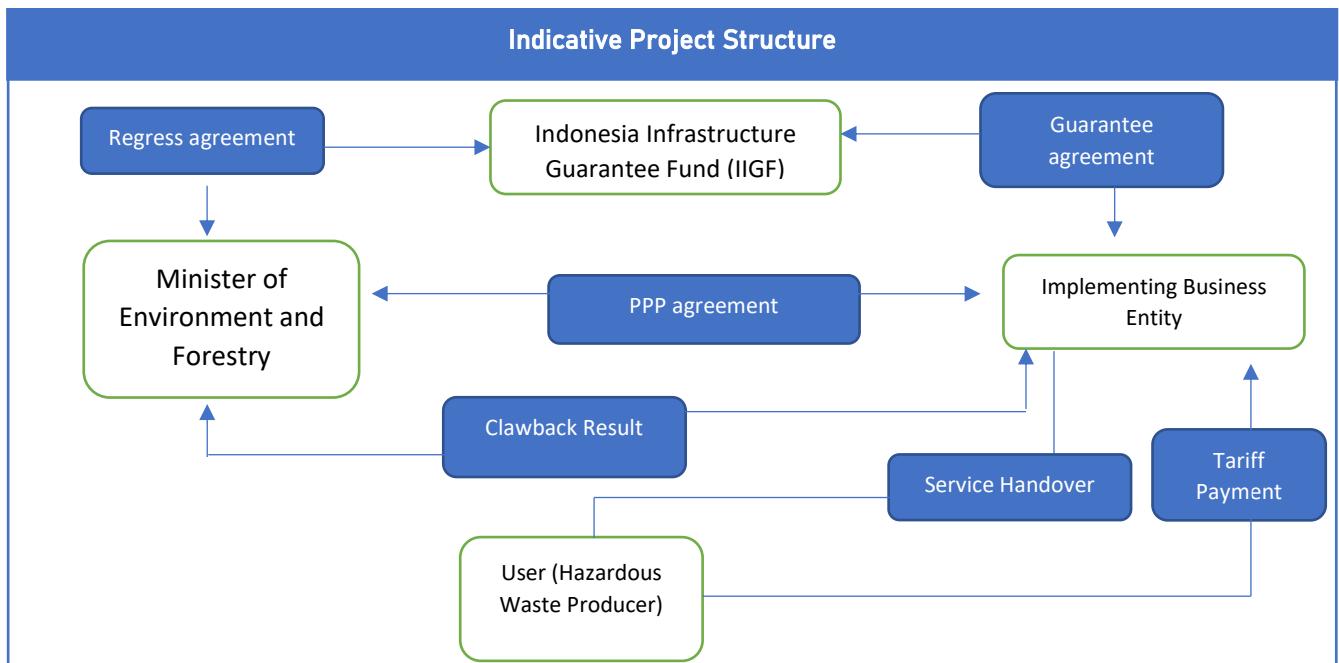
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# Integrated Hazardous and Specific Waste Management Facility In Sumatera

Location : North Sumatera Province

Sector : Waste Management	Sub-Sector : Hazardous Waste Management
	<b>Description:</b> This project aims to develop the Integrated Hazardous and Specific Waste Management Facility in Sumatera Area with PPP scheme. The Project scheme implemented will be build-operate-transfer. The proposed location for this project will be at Simalungun Regency, North Sumatera (indicative option).
<b>Government Contracting Agency:</b> Minister of Environment and Forestry <b>Type of PPP:</b> Solicited <b>Return of Investment:</b> User Charge	<b>Estimated Project Cost:</b> USD 67.9 Million  <b>Financial Feasibility:</b> IRR : 15,57% NPV : USD 32.347 Million  <b>Estimated Concession Period:</b> 10 years



## Project Digest

Project Title		Integrated Hazardous and Specific Waste Management in Sumatera
<b>Government Contracting Agency</b>		Minister of Environment and Forestry
<b>Implementing Agency</b>		Directorate General For Solid Waste, Hazardous Waste and Hazardous Substance Management
<b>Preparation Agency</b>		Directorate General For Solid Waste, Hazardous Waste and Hazardous Substance Management (National Development Planning Agency)
<b>Project Cost</b>		USD 67.9 Million
<b>Estimated Concession Period</b>		10 years
<b>Location</b>		Simalungun Regency, North Sumatera

### 1. The Opportunity

#### 1.1. Project Background

The types of industrial waste that often cause environmental problems and are difficult to treat are those that categorize into hazardous and toxic materials (Bahan Berbahaya dan Beracun / "B3"). To process this waste, requires a high-quality technology that can affect more expensive investment and operational costs. Many industries have not been able to do their waste treatment because of these constraints, and it is feared that some industries dispose of their waste carelessly. B3 waste, when it discharged directly into the environment, has the potential to cause adverse impacts and will cumulative in nature so that the levels become increasingly significant.

To achieve B3 waste management that could be done collectively and efficiently, the government needs to develop an infrastructure facility called B3 Waste Management Center. For the first step, B3 waste generated from industry will be separated from other non-B3 waste, and it will sent to the B3 Waste Management Center. In this facility, B3 waste will be sorted into recyclable and non-recyclable materials, so that each material can be processed using the right method. B3 Waste Management Center needs to be built on a location that meets specific technical requirements so that the risk of pollution impacts can be minimized. Considering the substantial risks posed by B3 Waste, the government is trying to manage B3 Waste in a comprehensive, integrated, and sustainable manner. Therefore, the Integrated Hazardous and Specific Waste Management Facility in Sumatera Area is developed.

#### 1.2. Project Description

The development of the Integrated Hazardous and Specific Waste Management Facility in Sumatera Area with PPP scheme aims to manage hazardous and specific waste, including storage, collecting, transporting, processing, utilization, and stockpiling, as elaborated on the Project Technical Specification. The Business Entity will receive a return of investment in the form of user charge, during the 15 years of cooperation period. The Project scheme implemented will be build-operate-transfer.

### 1.3. Project Objectives

This project objectives are as follow:

To prevent and mitigate the environmental pollution/damage caused by the hazardous waste and the recovery of the environmental quality that has been polluted, so it is suitable with its origin function;

1. A comprehensive, integrated and sustainable management of hazardous waste;
2. Accelerating the procurement of the Hazardous Waste Management and Specific Waste on a large scale

## 2. Business Entity's Scope of Work

The business entity shall be responsible for the management of hazardous and specific waste, including storage, collecting, transporting, processing, utilization, and stockpiling, as elaborated on the Project Technical Specification during concession period. The Project scheme implemented will be build-operate-transfer.

However, considering the land availability, potential location of users, and existing transportation business, it is necessary to reassert the following in carrying out the finalization of the scope of services:

1. Transportation activities are only from the Transfer Station.
2. The possibility of carrying out the transportation activities in accordance with the licenses issued by the Regional Government.
3. The possibility of land being provided by the Regional Government for the use of Transfer Station in each service area, so the services provided by Business Entity in the Project did not include the provision of the Transfer Station.
4. The possibility of the inclusion of a specific waste (e-waste) into one of hazardous waste to be managed.

## 3. Technical Specification

The technical specifications for this project are as follows:

No	Item	Specification
1	Storage	The activity of temporarily storing the hazardous waste carried out by the hazardous waste producers
2	Collecting	Collecting hazardous waste from the hazardous waste producers before it is submitted to the hazardous waste users, processors, and/or hoarders
3	Transporting	Transporting hazardous waste from the waste collector or producer to the processing facility
4	Processing	Process to reduce and/or eliminate the hazardous and/or toxic nature of the waste
5	Utilization	Reuse, recycling and/or recovery activities aimed to turn the hazardous waste into a substitute product to a safe material for human health and the environment
6	Stockpiling	Placing the hazardous waste on the landfill facility so it doesn't endanger human health and the environment.

#### **4. Environmental Impact Assessment (EIA/AMDAL) Findings**

The Project falls under the 'Hazardous Waste management service industry which conducts a combination of 2 (two) or more activities including utilization, processing and/or landfilling of the Hazardous Waste' category, which requires an AMDAL. The AMDAL needed is a Category A AMDAL (if the stockpiling is included).

#### **5. Land Acquisition and Resettlement Action Plan**

No land acquisition is needed. The Project will be conducted on a Local Government Property.

#### **6. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 67.9 Million</b>
<b>Indicative Debt to Equity Ratio</b>		70%:30%
- <b>Debt Level</b>		Under Calculation
- <b>Equity Level</b>		Under Calculation
<b>IRR</b>		15.57%
<b>NPV</b>		USD 32.347 Million

#### **7. Government Support and Guarantee**

Government support are in the form of:

- Land provision, central government provides land for construction of the project in Sibaganding village, Girsang Sipangan Bolon, Simalungun, North Sumatera
- Permittance, the government is committed to provide necessary permits for the investors in the implementation of this project.
- Support from central government:
  - Ministry of Public Works and Housing in providing potential access road from main road to the location;
  - National Electric company (PLN) in providing in connecting electricity supply from the grid to the project
- Support in the policy on building an integrated waste management infrastructure.

To mitigate the project's risks from changes in demand risk and shifts in political scenario, government guarantee may be required. In this regard, the level of risk perceived from investors will be determined at market sounding.

#### **8. Contact Information**

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# **UNDER PREPARATION PROJECTS**

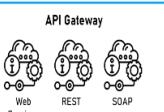
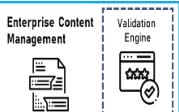
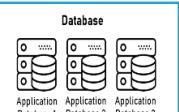
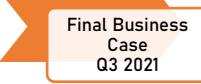
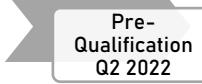
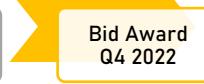
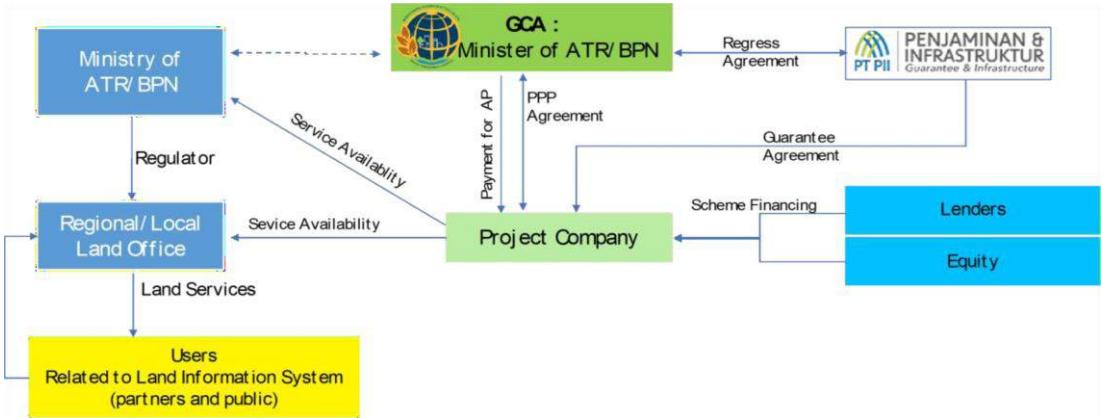
**Telecommunications and Informatics**

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1. Development of Modern Land Registry Information System

# Development of Modern Land Information System

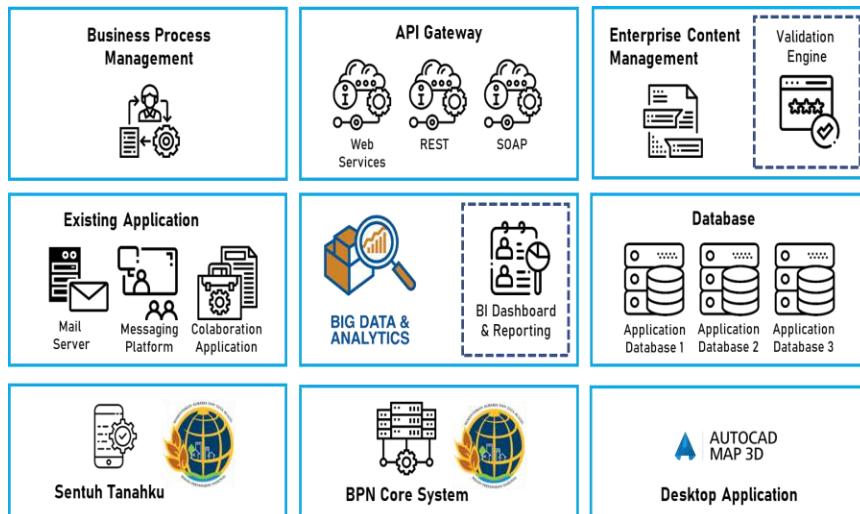
Location: National

Sector : Telecommunications and Informatics	Sub-Sector : E-Government
  	<b>Description:</b> The objective of the project is to improve public services in land affairs through development of Modern Land Information System (MLIS). The development focuses on transforming conventional process to electronic/digital services with the intervention of advanced technologies to support the complete and systemic land registration (PTSL) project target and 100 percent land certificates in Indonesia by 2025.
  	
  	
<b>Government Contracting Agency:</b> Minister of Agrarian Affairs and Spatial Planning / Head of National Land Agency <b>Type of PPP:</b> Solicited <b>Return of Investment:</b> Availability Payment	<b>Estimated Project Cost:</b> USD 314.56 Million <b>Financial Feasibility:</b> IRR : 11.02% NPV : USD 84.56 Million <b>Estimated Concession Period:</b> 15 years
Indicative Project Schedule	
     	
<b>Project Status :</b> Initiating Final Business Case (FBC)	
Indicative Project Structure	
	

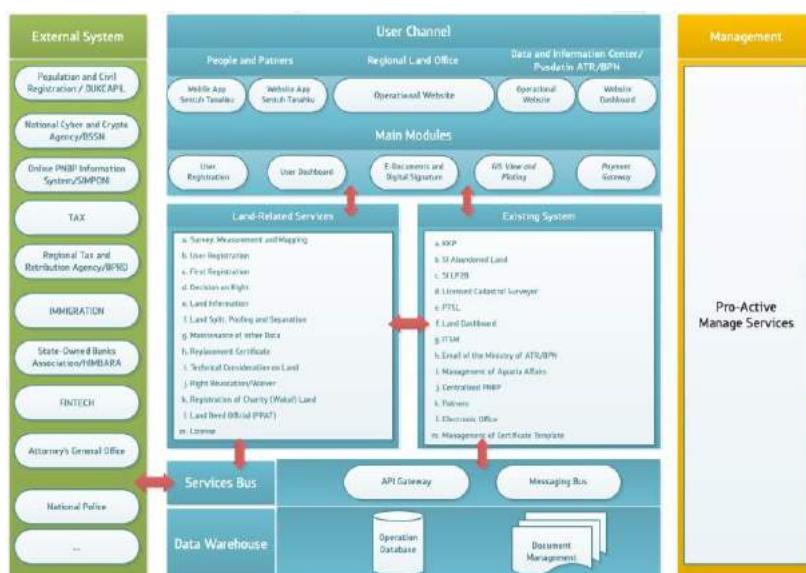
## Project Digest

Project Title		Development of Information System
<b>Government Contracting Agency</b>		Minister of Agrarian Affairs and Spatial Planning/Head of National Land Agency
<b>Implementing Agency</b>		Data and Information Center of the Ministry of ATR/BPN
<b>Preparation Agency</b>		Data and Information Center of the Ministry of ATR/BPN (National Development Planning Agency Facilitate the OBC)
<b>Project Cost</b>	USD 314.56 Million	
<b>Estimated Concession Period</b>	15 years	
<b>Location</b>	National	

### 1. Project Picture (Map and/or Illustration of Project)



**Picture 1 – Infrastructure Capacity Development of Modern Based on Electronic-Based Government System (Sistem Pemerintahan Berbasis Elektronik/SPBE) Standard**



**Picture 2 – Architecture of Modern LIS**

## **2. The Opportunity**

### **2.1. Project Background**

The business process, system adjustment, and technology application are mandatory in facing the digital disruption era. The transformation in those elements will enable efficiency and effectiveness enhancement in carrying out the daily routine of an institution. Without the adjustment, obsolete elements will be a critical impediment of an institution to pace with new demands and compete with its counterparts.

To respond to the challenges, the Ministry of ATR/BPN plans to develop a Modern Land Information System (MLIS). The Ministry perceives the importance of digital penetration to its land core systems to transform the conventional to a digital system, thus expecting more efficient digital services to the public. The project will also allow strengthening the Ministry's capacity in spatial planning and land administration.

### **2.2. Project Description**

The Ministry of ATR/BPN plans to develop a Modern Land Information System (MLIS) to improve its business process, data, system, and services through a Public-Private Partnership (PPP) scheme. The MLIS is expected to propel the realization of the land-related national priority programs. The project is also targeted to improve the Ease of Doing Business (EoDB) rating and simultaneously increase state revenue from land sectors. After the project's completion, system integration with other ministries and institutions will be enabled to collaboratively enhance public services in Indonesia.

### **2.3. Project Objectives**

The project aims to transform its conventional land system and services to digital ones by developing modern land information systems.

## **3. Business Entity's Scope of Work**

Private partners shall be responsible for developing land information systems, DC and DRC infrastructure improvement and maintenance, hardware procurement, helpdesk and support center, digitalization, and validation of land documents (data cleansing). Within this scope of responsibility, private investment will be returned in the form of an Availability Payment (AP) scheme for 15 years with 14 percent of Return on Investment (ROI).

Scope of works the business entity are as follows:

1. Development of the modern land information system
2. Maintenance of MLIS
3. Help Desk and Support Centre
4. Enhancement of Data Centre (DC) and Data Recovery Centre Infrastructure (DRC)
5. Maintenance of Data Centre (DC) and Data Recovery Centre Infrastructure (DRC)
6. Digitalization and Data Cleansing
7. Command Centre

#### **4. Technical Specification**

The modern Land Information System project is expected to function as an integrated internal application in the Ministry system. The technical project specification consists of:

1. Development of the modern land information system
  - Developing Modern LIS Core Module
  - Developing Modern LIS Services Module
  - Geospatial System and Software License
  - CAD Software License
2. Maintenance of MLIS
  - Maintaining Modern LIS Core and Service Module
  - Maintaining Geospatial System and Technical Support
  - Maintaining Existing ATR/BPN Application
3. Help Desk and Support Centre
  - Developing Modern Helpdesk and Technical System
  - Training and Socialization Activities
  - Helpdesk and Technical Operation
  - Helpdesk System Leasing
  - Office Activities Monitoring
4. Enhancement of Data Centre (DC) and Data Recovery Centre Infrastructure (DRC)
  - Deploying Private Cloud Infrastructure
  - Deploying Document Management System (Knowledge Management System)
  - Deploying SDWAN for DC/DRC and Office Land
  - Deploying Active-Active Data Center (Private & Public Cloud)
  - Deploying Next Generation Firewall and End Security System
  - Improving Land Office Infrastructure Capacity
  - Improving DC/DRC Infrastructure and Devices
  - Maintaining DC/DRC Infrastructure and Devices
5. Maintenance of Data Centre (DC) and Data Recovery Centre Infrastructure (DRC)
  - Data Center Integration (DCI)
  - DC and DRC Infrastructure Maintenance
6. Digitalization and Data Cleansing
  - Development of Application for Document Validation and Spatial Data
  - Adjustment and Topology Spatial Data (KW 1 - KW 2 - KW 3) – Nationwide
  - Spatial Data Backlog Validation (KW 4 - KW 5 - KW 6) – 12 Cities
  - Land Ledger/Book and Drawing Notes digitalization – Nationwide
7. Command Centre
  - Developing and Building Command Center (Operation and Security)
  - Command Center Operation

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The project does not require EIA/AMDAL

#### **6. Land Acquisition and Resettlement Action Plan**

The project does not require a land acquisition or resettlement plan

## 7. Project Cost Structure

Estimated Project Cost	USD 314.56 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	11%
NPV	USD 84.56 Million

## 8. Government Support and Guarantee

The indicative government supports for modern LIS Development Project are written below:

- License and Permit support: the need for adjustment of Government Regulations regarding types and tariffs for types of Non-Tax Revenues applicable to the Ministry of ATR / BPN
- The need to prepare a Memorandum of Understanding (MoU) with other ministries and state institutions related to the cooperation in data and information sharing.
- Support for the provision of internet bandwidth network

To mitigate the project's risks from changes in demand risk and shifts in the political scenario, government guarantee is required. In this regard, the level of risk perceived from investors will be determined at market sounding.

## 9. Contact Information

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# UNDER PREPARATION PROJECTS

## Urban Facility

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1. Provision of Kuta Integrated Utility Panel

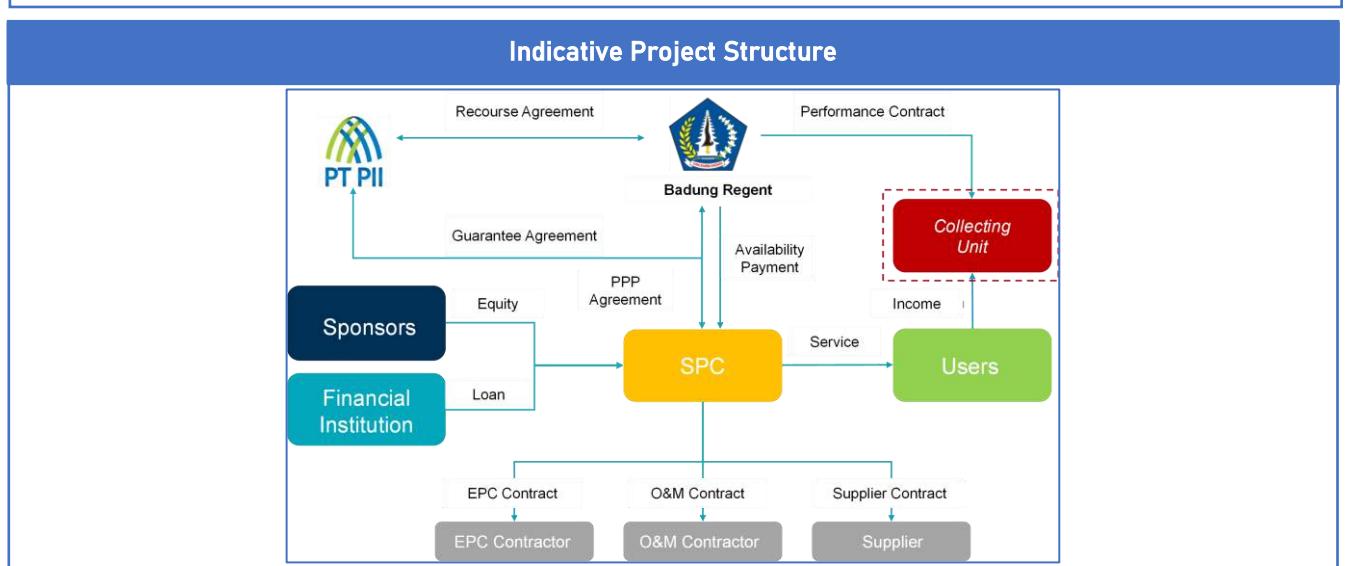
# Provision of Kuta Integrated Utility Panel

Location : Badung, Bali Province

Sector : Urban Infrastructure	Sub-Sector : Utility Pipeline/Ducting
	<b>Description:</b> Badung Regency have decided to construct underground utility ducting that integrates several utility line in Kuta District and its surrounding. The ducting will be in form of Pre- Cast Concrete Box Culvert and Pipe Conduit. The total length of the ducting will be 19,471 m of Box Culvert and 36,656 m of Pipe Conduit.
<b>Government Contracting Agency:</b> Regent of Badung	<b>Estimated Project Cost:</b> USD 79.39 Million <b>Financial Feasibility:</b> IRR : 11.32% NPV : USD 2.22 Million
<b>Type of PPP:</b> Solicited	<b>Estimated Concession Period:</b> 25 years
<b>Return of Investment:</b> Availability Payment	

Indicative Project Schedule

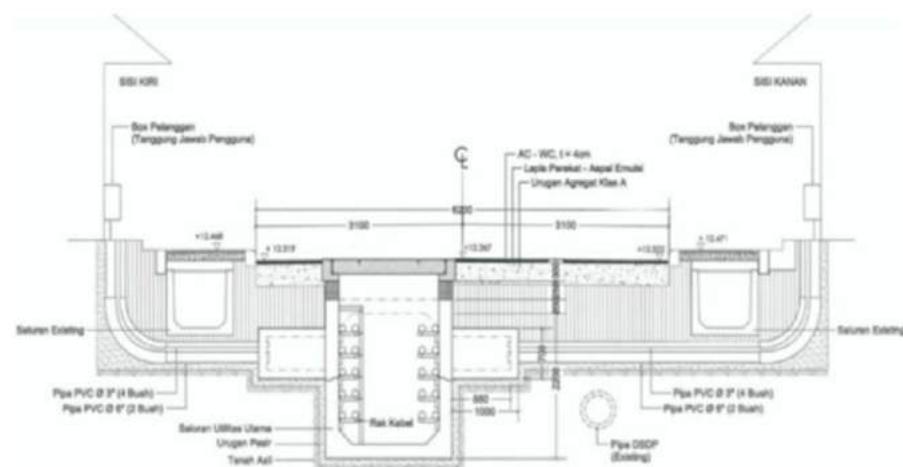
<b>Project Status:</b> Final Business Case



## Project Digest

Project Title	Provision Panel of Kuta Integrated Utility
Government Contracting Agency	Regent of Badung
Implementing Agency	General Works and Spatial Planning Agency, Badung Regency
Preparation Agency	General Works and Spatial Planning Agency, Badung Regency and National Development Planning Agency
Project Cost	USD 79.39 Million
Estimated Concession Period	25 years
Location	Badung, Bali Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Kuta Integrated Utility Panel

### 2. The Opportunity

#### 2.1. Project Background

The need for improved utility facilities in Badung Regency is not accompanied by investment in long term solutions. At present the installation of the urban utility network is not well coordinated and often conflicting between one utility line and another. These things reduce the comfort of the community, tourists and overall beauty of the city. Thus, Badung Regency must be able to provide integrated utility network which is serviceable, efficient and reachable by the public. This also becomes one indicator of a modern city on international standard. Therefore, Kuta Integrated Utility Panel Development is the solution in dealing with the problem of utility networks in Badung regency.

#### 2.2. Project Description

The construction of Kuta Integrated Utility Panel focuses on the development of underground utility network that intended especially for high density urban areas and tourism hotspot. As the utility network is in underground, it needs to use a ducting system. Underground ducting is

a way to place any number of public utility lines such as electricity, water, telecommunications, gas, etc. Before constructing the underground ducting, it is necessary to review the following aspects:

1. Aesthetics
2. Maintenance
3. Development
4. Convenience
5. Lifespan / lifetime

The ducting model for underground utility line can take several forms such as:

1. Sleeve (conduit),
2. Round shape and box shape.

It must be adapted according to several aspects such as: space requirements, construction method, maintenance and ease of obtaining material. For Kuta Integrated Utility Panel, it is decided that there will be several sections, primarily in Kuta District, that use Pre-Cast Concrete Box and other section in North Kuta and South Kuta District that use Sleeves or conduit.

### **2.3. Project Objectives**

With the construction of Kuta Integrated Utility Panel it is expected to:

1. Reducing disruption of traffic / community activities due to excavation or installation / maintenance of utilities
2. Increase the city's aesthetics because there are no more unpleasant aerial cables
3. Simplify the maintenance and operation of utility networks
4. Supporting services in the tourism sector.

### **3. Business Entity's Scope of Work**

D-B-F-O-M-T (Design – Build – Finance – Operate – Maintenance – Transfer) with availability payment method.

### **4. Technical Specification**

The technical specifications for Kuta Integrated Utility Panel are as follow:

No	Location	Total
Length of Ducting		
1	Kuta District (Pre-Cast Concrete)	19,471 m
2	North Kuta District (Conduit)	18,897 m
3	South Kuta District (Conduit)	20,354 m
Number of Pole		
1	Kuta District	50,352 unit
2	North Kuta District	85,187 unit
3	South Kuta District	102,573 unit

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Kuta Integrated Utility Panel will dig underground tunnel that will be used as the place for utility network, such as electrical cables, telecommunications cables, information, water, oil, gas or other fuels, sanitation, etc. It is planned to be built as long as 19,471 m, and the project needs to prepare AMDAL document according to the requirement in Environment Ministry Regulation No. 38/2019. The AMDAL document would be completed later in Preparation Stage

## **6. Land Acquisition and Resettlement Action Plan**

There will be no land acquisition as all works will be done in Regional Goverment Owned land.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 79.39 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	70%
- <b>Equity Level</b>	30%
<b>IRR</b>	11.32%
<b>NPV</b>	USD 2.22 Million

## **8. Government Support and Guarantee**

Government support and guarantee will be determined during finalization of Final Business Case.

## **9. Contact Information**

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# UNDER PREPARATION PROJECTS

Energy Conservation

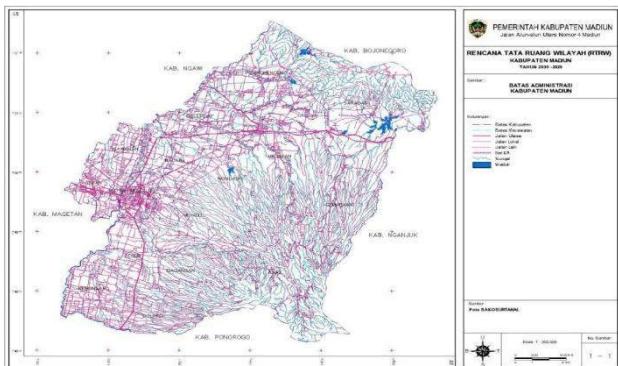
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1. Madiun Street Lighting

# Madiun Street Lighting

Location : Madiun, East Java

## Sector : Energy Conservation



## Sub-Sector : Street Lighting

### Description:

The Madiun Government plans to build and replace 8,073 street lighting along 274,070 km with the following coverage: Primary local roads (164,251 km); Secondary local roads (91,313 Km); Neighborhood Road (18,507 Km); Caruban urban area road (35.04 km)

**Estimated Project Cost:** USD 7.82 Million

### Financial Feasibility:

IRR : 11.75%

NPV : USD 0.62 Million

**Estimated Concession Period:** 10 years

### Government Contracting Agency:

Regent of Madiun

### Type of PPP:

Solicited

### Return of Investment:

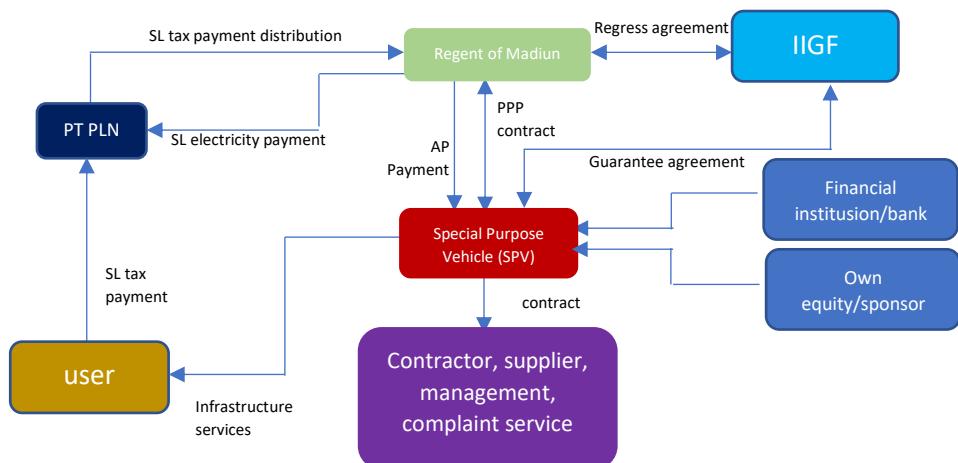
Availability Payment

## Indicative Project Schedule



Project Status : Outline Business Case

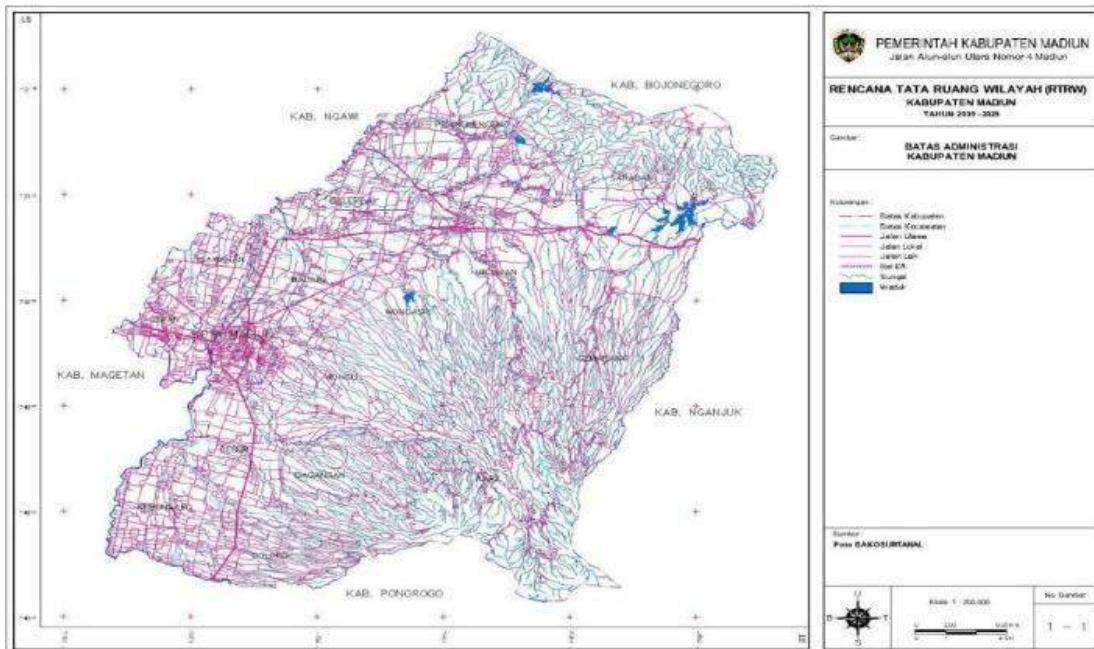
## Indicative Project Structure



## Project Digest

Project Title	Madiun Street Lighting
Government Contracting Agency	Regent of Madiun
Implementing Agency	National Development Planning Agency of Madiun Regency
Preparation Agency	National Preparation and Development Agency
Project Cost	USD 7.82 Million
Estimated Concession Period	10 years
Location	Madiun, East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Map of Madiun Regency

### 2. The Opportunity

#### 2.1. Project Background

Madiun Regency, located in the western region of East Java Province, is a strategic area with a traffic lane connecting Central Java. Madiun Regency has 2 interchanges on the Trans Java Toll Road, namely Madiun Toll Gate located in Dampil District, Sawahan Regency, and Caruban Toll Gate located in Pilangkenceng District. Because of this, Madiun Regency economy is well supported in terms of transportation facilities and infrastructure.

Since 2014, the Government of Madiun Regency has moved their workplace from Madiun City to the capital city of Caruban, one of the new economic centers in Madiun Regency. Madiun Regency is one of the areas commonly referred as the Mataraman region and included in the Wilis Selingkar Area as regulated in Presidential Regulation Number 90 of 2019 as one of the priority areas of the Central Government, which in this case Madiun Regency has enormous potential to be developed in the field investment. However, there are several problem that

caused by street lighting facilities because they are still very minimal and many are still using old technology which consequently has an impact on increasing costs incurred for maintenance. Therefore, a new modern street lighting system is needed to support 165 economic activities in Madiun. This project has great potential and has received appreciation from the community and support from the State Electricity Company (PLN).

## 2.2. Project Description

The Madiun Government is proposing to revitalize the street lights within the regency covering 809.32 km of road consisting of national roads, regency roads, and rural streets. The project will be implemented in the PPP scheme under Presidential Decree Number 38 the Year 2015. The scheme will include PPP agreement between the regency government and the Business Entity that is responsible for designing, building, financing, maintaining, and transfer back the asset to the government after the concession period ends.

The revenue of the special purpose company (SPC) will be in the form of Availability Payment (AP). The AP will be given to the SPC by the Regency Government based on the services conducted by the company and the compliance to the service level standard specified on the PPP Agreement.

## 2.3. Project Objectives

This project will function to:

- Lower operational costs and maintenance of street lighting
- Supporting economic growth and social activities in the region especially from the tourism and manufacturing industries
- Increase road safety at night
- Increase social mobility for the community

## 3. Business Entity's Scope of Work

Scope of work for the business entity is D – B – F – M – O – T (Design – Build – Finance – Maintenance – Operate – Transfer).

## 4. Technical Specification

8,073 street lights will be installed on national and district roads, which are spread over rural roads in 206 villages. Detailed specifications will be specified in FBC.

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the FBC.

## **6. Land Acquisition and Resettlement Action Plan**

The local government will provide the land needed for the project which is spread over 15 sub-districts and 206 villages. The project will cover national roads and district roads in Madiun Regency.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 7.82 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		Under Calculation
- <b>Equity Level</b>		Under Calculation
<b>IRR</b>		11.75%
<b>NPV</b>		USD 0.62 Million

## **8. Government Support and Guarantee**

Government support and guarantee will be determined during finalization of Final Business Case.

## **9. Contact Information**

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# UNDER PREPARATION PROJECTS

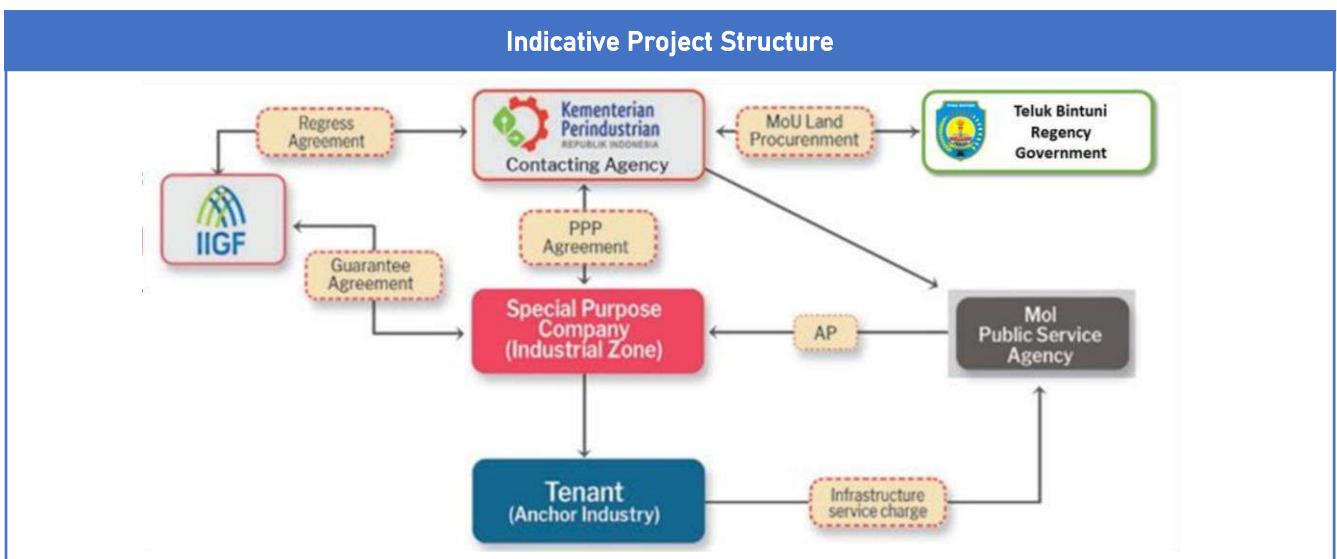
## Zoning

- 
1. Bintuni Industrial Zone

## Bintuni Industrial Zone

Location : Papua

Sector : Zone	Sub-Sector : Industrial Estate
	<p><b>Description:</b> Bintuni Industrial Zone is a National Strategic Project according to Presidential Regulation No. 58 Year 2017. This Industrial Estate consists of some natural gas plant processing to methanol, polyethylene, and polypropylene.</p>
	<p><b>Estimated Project Cost:</b> USD 451.1 Million</p>
	<p><b>Financial Feasibility:</b> IRR : 10.17% NPV : USD 13.20 Million</p>
<p><b>Government Contracting Agency:</b> Ministry of Industry</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Concession Period:</b> 23 years</p>



## Project Digest

Project Title	Bintuni Industrial Zone
<b>Government Contracting Agency</b>	General Secretary, Ministry of Industry
<b>Implementing Agency</b>	Directorate General of Industrial Resilience, Regional Industry and International Access
<b>Preparation Agency</b>	PT Sarana Multi Infrastruktur through Ministry of Finance's PDF
<b>Project Cost</b>	USD 451.10 Million
<b>Estimated Concession Period</b>	23 Years (including 3 years EPC period)
<b>Location</b>	Teluk Bintuni Regency, West Papua

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Map of Bintuni Industrial Zone

### 2. The Opportunity

#### 2.1. Project Background

Teluk Bintuni Regency has an abundance of natural resources especially oil and gas resources. Oil and Gas resources there have been exploited by various companies both national and international and generate a large amount of revenue to the government of Indonesia.

Most of the resources here are exported in the form of natural gas or oil without further processing. This practice while still economically viable and profitable, can be improved if there is a processing plant nearby, creating an added-value product that can increase revenue for Indonesia. So, there is a need to have an industrial zone dedicated to processing the natural resources in Teluk Bintuni Regency, so the economic aspect of processing natural gas is still efficient and creates a new economic growth node in the eastern side of Indonesia.

#### 2.2. Project Description

The first phase of industrial zone development will be focused on the methanol plant that is designated to be an anchor tenant in the industrial zone. Methanol plant will process natural

gas supplied from BP Tangguh refinery nearby and then be exported or used by other tenants in the industrial zone.

BP Tangguh has indicated to supply up to 90 mmscf/d of natural gas in the first phase. This plan is added with potential to supply another 90 mmscf/d of natural gas in 2026 when another tenant has arrived, and methanol demand increases. In addition, there are 200 MMSCFD potential supply from Getting Oil Kasuri Ltd. Which as of now focuses on on-shore development and no LNG plan.

Methanol plant is expected to churn out about 900 mtpa of methanol in its first phase of development. In the future, the industrial zone will be designated as a center for the petrochemical industry in Indonesia.

The construction of Teluk Bintuni Industrial Zone is planned to use PPP scheme with a return on investment of a business entity will be done by Availability Payment, and is offered to a business entity that has the potential to build and operate all facilities, and transfer the asset at the end of the term of cooperation.

### 2.3. Project Objectives

- To develop an industrial zone in West Papua province to process natural gas
- To find an anchor tenant for methanol plant.

## 3. Business Entity's Scope of Work

Scope of work for the business entity is D – B – F – M – O – T (Design – Build – Finance – Maintenance – Operate – Transfer).

## 4. Technical Specification

As Teluk Bintuni Industrial Zone will be designated as petrochemical industry center in Indonesia, the various petrochemical industry will be encouraged to build their plant there. So, there is a need to cater to their need regarding natural gas supply and land area.

In the year 2027 when the industrial zone comes to operational, it is predicted that there will be only the methanol plant which needs a supply of 90 mmscf/d natural gas with the land requirement of 20 ha. In the second phase, possibly in 2026, it is expected the industrial zone will add another methanol plant in conjunction with other petrochemical plants (PE) which will require 90 mmscf/d natural gas and 50 ha of land.

In the final phase of development, another petrochemical plant will be added that required another 200 mmscf/d of natural gas and approximately and there would be about 2112 ha of land available for future development.

Teluk Bintuni regency is also famous for its palm oil and its potential coal reserves which could be utilized as raw material for various industries. Hence the development for future petrochemical complex is widely open and sustainable.

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Environmental Impact Assessment report is being prepared.

## **6. Land Acquisition and Resettlement Action Plan**

Land acquisition for 50 ha of Teluk Bintuni Industrial Zone is being carried out by the Teluk Bintuni Regency Government.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 451.1 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		10.17%
<b>NPV</b>		USD 13.20 Million

## **8. Government Support and Guarantee**

Government support and guarantee will be determined in the Final Business Case.

## **9. Contact Information**

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# UNDER PREPARATION PROJECTS

Tourism

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1. Ngawi Planetarium Agro Park

## Ngawi Planetarium Agro Park

Location : Ngrambe, Ngawi, East Java

### Sector : Tourism



### Sub-Sector: Agro Tourism Zone

#### Description:

Ngawi Planetarium Agro Park is part of a tourist attraction that utilizes agriculture (agro) and astronomy as a tourist attraction. The Park consists of an Agribusiness Incubation Area, Tourist Destination Area, and Planetarium. The purpose of developing Ngawi Planetarium Agro Park is to expand knowledge, recreational experience, and business relations in agriculture

**Estimated Project Cost:** USD 8.58 Million

#### Financial Feasibility:

IRR : 9.3%  
NPV : USD 0\*

**Estimated Concession Period:** 20 years

\*) Assuming IRR = MARR

#### Government Contracting Agency:

Regent of Ngawi

#### Type of PPP:

Solicited

#### Return of Investment:

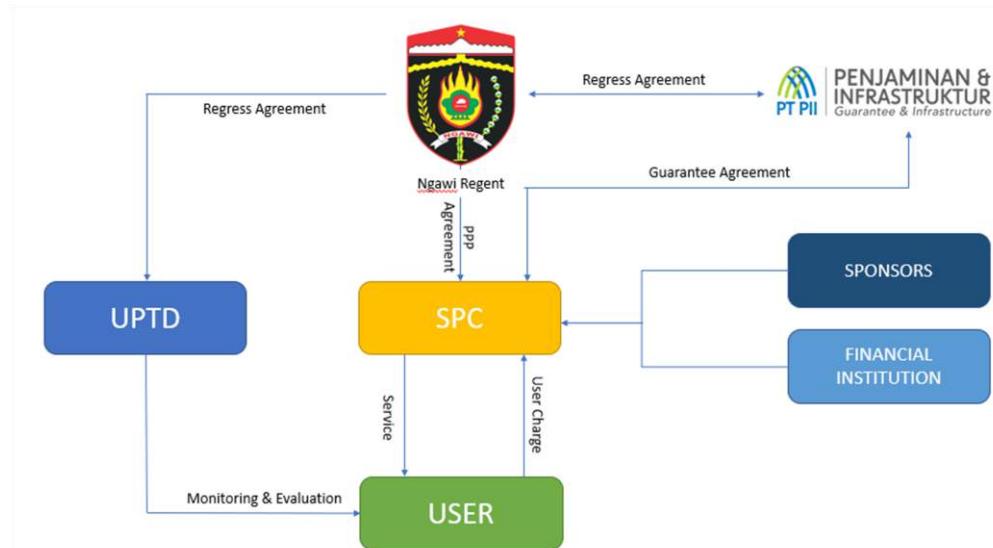
User Charge

### Indicative Project Schedule



Project Status: Final Business Case

### Indicative Project Structure



## Project Digest

Project Title	Ngawi Planetarium Agro Park
Government Contracting Agency	Regent of Ngawi
Implementing Agency	BAPPELITBANG Tourism, Youth and Sport Agency
Preparation Agency	BAPPELITBANG Tourism, Youth and Sport Agency and National Development Planning Agency
Project Cost	USD 8.58 Million
Estimated Concession Period	20 years
Location	Ngawi, East Java

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Ngawi Planetarium Agro Park

### 2. The Opportunity

#### 2.1. Project Background

The purpose of the Ngawi Planetarium Agro Park development is to support the agricultural sector of Ngawi Regency. Tourism activities are becoming the added value of product diversification in agribusiness. Thus, Agritourism can be the source of new growth, to boost agricultural productivity in the economic sector.

Hence, Ngawi Planetarium Agro Park can be envisioned as the new development area that will support the improvement of the farmers' welfare through promoting agricultural products

(increasing the sale value of agriculture commodities), cultural attraction as well as hospitality services (homestay rentals). In addition, Ngawi agritourism can be used to promote agricultural and cultural products of Ngawi Project Description.

## 2.2. Project Description

Ngawi Planetarium Agro Park in principle is to develop agriculture in Ngawi through the concept of Agro-Tourism. The Park will implement "from traditional to modern" ideas through various mediums provided in the facility. Vertical Farming and Planetarium construction are the main facilities that provided support for the education tourism concept. Vertical farming is an indoor cultivation system utilizing artificial intelligence and the internet of things to maintain quality and efficiency. Compared to the conventional system, this system could produce crops for one year while occupying only 1 ha of land. For long-term cultivation, Vertical farming can reduce fossil energy use while still producing more crops than the traditional method. Through NPAP, hopefully people will realize the importance of switching cultivation methods from traditional to modern one.

Beside vertical farming, the NPAP will also provide a planetarium as an astronomy learning center for students and academics. In the past, astronomy was used in agriculture as a guide for the farming season. Besides, people also used to utilize astronomy for pest control and weather forecast. The history and correlation between astronomy and agriculture in the past will be the main education provided in the planetarium.

## 2.3. Project Objectives

The purposes of Ngawi Planetarium Agro Park are as follows:

1. To become a recreation spot for tourists whilst expanding their knowledge on agriculture.
2. To increase farmers' incomes while maintaining local culture and technology (indigenous knowledge) which generally have attuned to the conditions of the natural environment.
3. To serve as a direct marketplace that brings farmers together as a producer of agricultural products with tourists as end-users of products.

## 3. Business Entity's Scope of Work

D-B-F-M-O-T (Design – Build – Finance – Maintenance – Operate – Transfer)

#### **4. Technical Specification**

The technical specification for Ngawi Planetarium Agro Park as follows:

No	Facilities	Capacity
1	Area	3.45 hectares
2	Facilities	1. Main Gate 2. Pedestrian Bridge 3. Bird Festival and Park 4. Agro Market And Souvenir 5. Venue Agro Park 6. Hotel 7. Cafe, Restaurant, Watchtower 8. Planetarium

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Government of Ngawi Regency will allocate the budget for AMDAL study for Ngawi Planetarium Agro Park in 2021.

#### **6. Land Acquisition and Resettlement Action Plan**

The Government Contracting Agency has acquired the land required for NPAP development. Therefore, the project doesn't require a resettlement plan or land compensation.

#### **7. Project Cost Structure**

Estimated Project Cost	USD 8.58 Million
<b>Indicative Debt to Equity Ratio</b>	
- Debt Level	75%
- Equity Level	25%
<b>IRR</b>	9.3%
<b>NPV</b>	USD 0

#### **8. Government Support and Guarantee**

- Government guarantee by PT PII;
- The East Java Provincial Government provides a planetarium development through funds to accelerate economic development in accordance with Presidential Decree 80 of 2019.

## **9. Contact Information**

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# **UNDER PREPARATION PROJECTS**

**Education, Research and Development**

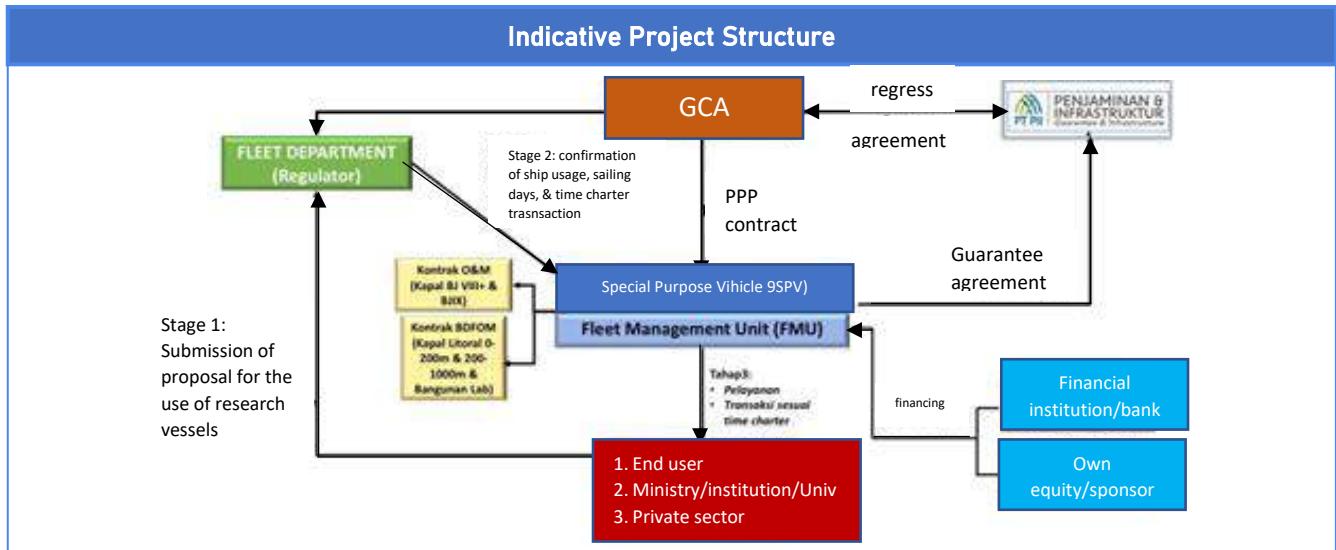
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1. Development and Management of National Research Vessel Fleet

# Development and Management of a National Research Vessel Fleet

Location : West Java Province

Sector : Education, Research and Development	Sub-Sector : Educational Facilities
<p><b>Government Contracting Agency:</b> Head of Indonesian Institute of Sciences (LIPI)</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Description:</b> This project will support the marine research conducted by Indonesian Institute of Sciences (LIPI) and its partners, in the field of marine geosciences, ocean-atmosphere interaction, fishery, and hydrography, within Indonesian Exclusive Economic Zone and its surrounding</p> <p><b>Estimated Project Cost:</b> USD 35.34 Million</p> <p><b>Financial Feasibility:</b> IRR : 11.34% NPV : USD 5.95 Million</p> <p><b>Estimated Concession Period:</b> 20 years</p>



## Project Digest

Project Title	Development and Management of Research Vessel Fleet
Government Contracting Agency	Head of Indonesian Science Institute (LIPI)
Implementing Agency	Planning and Budgeting Office of LIPI and National Development Planning Agency
Preparation Agency	Under Review
Project Cost	USD 35.34 Million
Estimated Concession Period	20 years
Location	West Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Management of the Baruna Jaya VIII Research Vessel



Management of the Baruna Jaya IX Research Vessel



Litoral Vessel Procurement and Management  
200 – 1000



Litoral Vessel Procurement and Management  
0 – 200

### 2. The Opportunity

#### 2.1. Project Background

LIPI is eager to upgrade the level of marine research support services into an international standard, by providing services of research vessels in particular. At present, there are several circumstances that prevent LIPI from doing this effort so far. These include state budgeting procedures and inappropriate unit cost applied to meet the international standard. There are many cases of unexpected failure of instrument or equipment that could not be repaired because any budgeting should be proposed a year before. This led to delays in repair and

maintenance procedures. As a result, the quality of the vessel becomes worse and scheduling becomes difficult. On the other hand, the unit cost applied in the state budget is to maintain the vessel is far below the international standards. Therefore, the third party participation from the private sector is needed

In addition to that, available research vessels have been in operation for more than 30 years and need improvement. Moreover, the coverage of Indonesian ocean is too large to be explored with existing research vessels. Hence, the number of research vessels needs to be increased.

Those situations alone would justify LIPI to engage the private sector to share risk by offering benefits to the private sectors. Moreover, the operation of the research vessels will become the new business that complies with international standards through private sector handling.

In placing the activities of fleet management of research vessels that well equipped with supports of laboratories related to related marine research, LIPI will invite the partner of private sector to manage National Maritime Research Zone (Kawasan Riset Kelautan Nasional – KRKN) within LIPI Science Park in Cibinong through the PPP scheme.

## 2.2. Project Description

LIPI will operate and maintain a research vessel fleet which is Baruna Jaya VIII Retrofit and Baruna Jaya IX. The project also develops and operates two new vessels such as Litoral 0-200 meter and Litoral 200-1000 meter.

## 2.3. Project Objectives

The project aims to provide marine research services that comply with international standards with sophisticated research vessels, laboratories, data/sample processing and analysis for sustainable use of Indonesian marine resources in Indonesian Exclusive Economic Zone and its surroundings.

SPC will handle the operation and maintenance of the research vessels, equipment, laboratories, and human resources. allowing LIPI to focus on expanding marine research and technology through joint research with regional/international partners in Indonesia as well as abroad.

## 3. Business Entity's Scope of Work

Private sectors shall be selected to become partners in establishing Special Purpose Company (SPC) and contracts will be prepared for constructing the facilities and an office building according to the site plan. Some business entities will have an opportunity in the field, such as:

- fleet management;
- marine research and survey;
- marine research and survey equipment;

## 4. Technical Specification

A fleet management unit will operate the research vessels that are embedded with updated marine research equipment and able to accommodate portable instruments. The scope of the operations are as follows:

1. the operation of research vessels

2. the uses of marine research apparatus/equipment
3. the development of technology and instruments in marine research
4. to provide qualified and certified manpower/specialist as needed
5. marketing the services of research vessel
  
- 5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The project does not require AMDAL or UKL-UPL documents to support the project activity.

## **6. Land Acquisition and Resettlement Action Plan**

The project does not require a land acquisition or resettlement action plan.

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 35.34 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		75%
- <b>Equity Level</b>		25%
<b>IRR</b>		11.34%
<b>NPV</b>		USD 5.94 Million

## **8. Government Support and Guarantee**

Government will support the construction for Retrofit Baruna Jaya VIII and one new research vessel.

## **9. Contact Information**

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# **UNDER PREPARATION PROJECTS**

**Health**

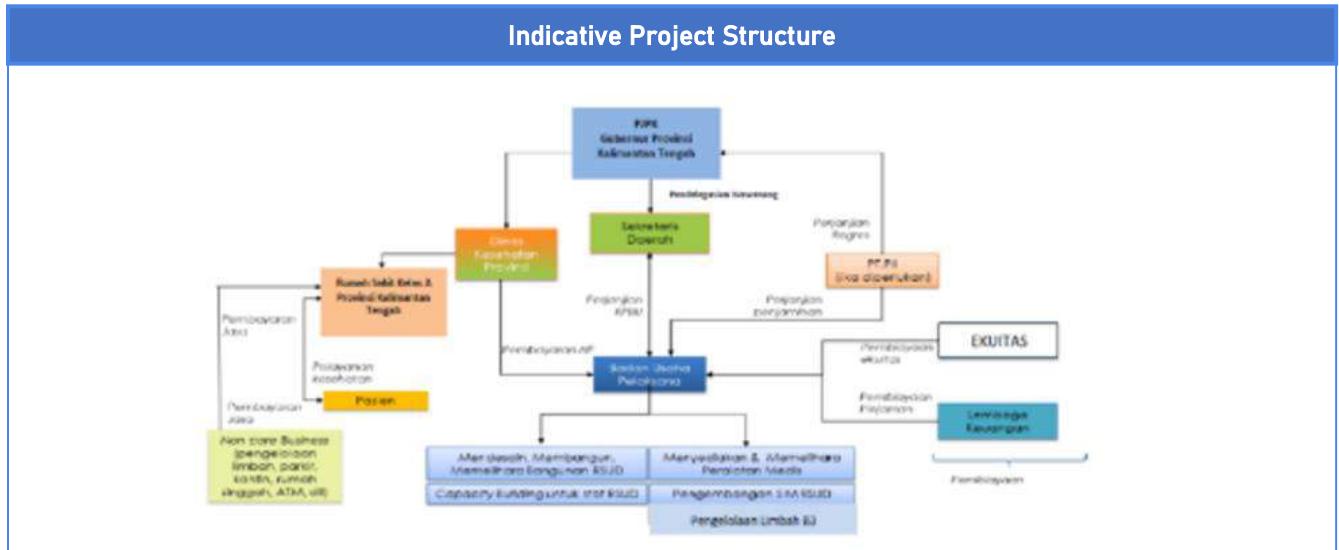
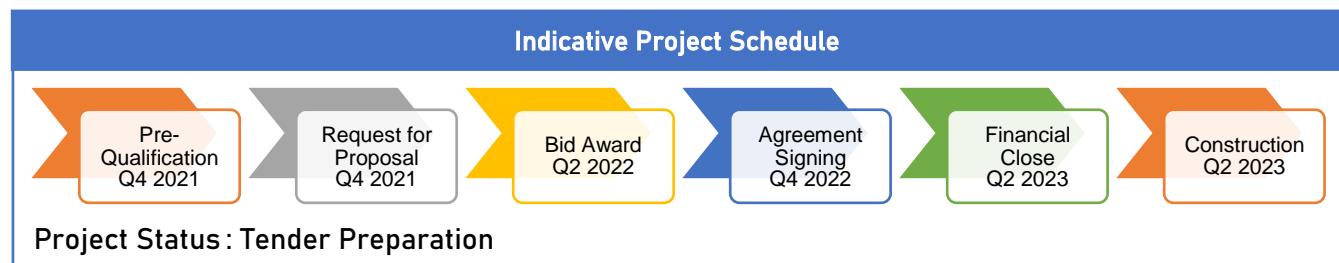
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- 1. Construction of Class A Regional General Hospital In Central Kalimantan**

# Construction of Class A Regional General Hospital in Central Kalimantan

Location : Central Kalimantan

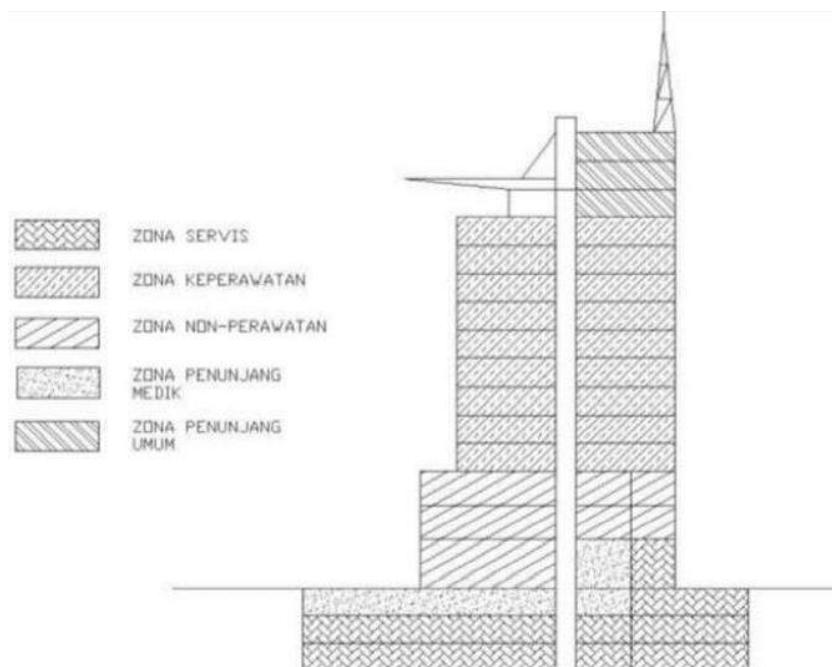
Sector : Health	Sub-Sector : Hospital
	<p><b>Description:</b> Development of the first A Class Regional Hospital in Central Kalimantan will focus on superior services in geriatric, cancer referral and nuclear medicine. With a target of 400 beds projected this will be a solution to the overload capacity of RSUD dr. Doris Sylvanus Palangka Raya. An area of 5 ha will be built on 50 ha of land already owned by the Government of Central Kalimantan Province.</p>
<p><b>Government Contracting Agency:</b> Governor of Central Kalimantan</p>	<p><b>Estimated Project Cost:</b> USD 77.2 Million</p>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Financial Feasibility:</b> IRR : Under Calculation NPV : Under Calculation</p>
<p><b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Concession Period:</b> 15 years (under review)</p>



## Project Digest

Project Title	Central Kalimantan Regional Hospital
Government Contracting Agency	Governor of Central Kalimantan
Implementing Agency	Health Agency of Central Kalimantan Province – Dr. Doris Sylvanus Regional General Hospital
Preparation Agency	Health Agency of Central Kalimantan Province – Dr. Doris Sylvanus Regional General Hospital and National Development Planning Agency
Project Cost	USD 77.2 Million
Estimated Concession Period	15 years (under review)
Location	Central Kalimantan

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Sample of Vertical Zoning Hospital

### 2. The Opportunity

#### 2.1. Project Background

One indicator of the healthcare service of a country is the availability of public health facilities. This availability can be observed from the ratio of hospital beds to the population, that is, one bed for every 1,000 people. The number of beds available in Central Kalimantan Province is 2,425 beds distributed in 26 hospitals in the Regency / City. Since the total population of Central Kalimantan Province in 2018 was 2,660,209 people, then the ratio of hospital beds to the population was 0.91.

The ratio of beds to 1,000 inhabitants in Central Kalimantan Province is still below the ideal ratio, and this shows that there is still a shortage of 236 beds to reach the ideal ratio. As a solution to overcome the shortage of beds in Central Kalimantan Province, dr. Doris Sylvanus

Regional Hospital will increase the bed capacity to 400 beds and improve the hospital class from Class B Hospital to Class A Hospital.

## 2.2. Project Description

The description of this project is as follows:

This project is to increase the bed capacity of dr. Doris Sylvanus Regional Hospital, a provincial-owned hospital to 400 beds and improve the hospital class from Class B Hospital to Class A Hospital with PPP scheme. The Business Entity will receive the return of investment in the form of Availability Payment (AP) during the 20 years cooperation period paid by the Central Kalimantan Province Government via Regional Budget (APBD). The Project will be conducted with a build-finance-maintenance-transfer scheme.

## 2.3. Project Objectives

The objectives of Class A Public Hospital of Central Kalimantan Province are as follows:

1. Improving the access to the Tertiary Referral Health Services (specialist and subspecialist services)
2. Fulfilling the needs of beds for the Central Kalimantan Province

## 3. Business Entity's Scope of Work

The Business Entity shall be responsible for:

1. Providing the design, planning, financing, procurement, supply and construction of the class A hospital buildings and all of the infrastructure, equipment and health service support facilities related to the building.
2. Planned preventive maintenance activities related to testing, inspection, or other relevant activities carried out in accordance with good operational practices to maintain the reliability of an asset, tangible/intangible objects, or an equipment as well as their infrastructure and facilities as part of it so that the assets, tangible/intangible objects, or the equipment may always be on their finest condition.
3. Planned or unplanned curative maintenance activities, carried out in accordance with the operational best practices to repair and/or replace parts of assets, tangible/intangible objects, or an equipment as well as their infrastructure and facilities as part of them so that assets, tangible/intangible objects, or the equipment may always be on their finest condition.

Meanwhile, the hospital's daily operational activities will be carried out by the Regional Public Service Agency (BLUD).

#### **4. Technical Specification**

The technical specifications for Class A Regional General Hospital are as follows:

No	Item	Specification
1	Finance	Financing by the Business Entity for the construction, operational, and maintenance work.
2	Construction	Providing the design, planning, financing, procurement, supply and construction of the class A hospital buildings and all the infrastructure, equipment and supporting facilities for the health services related to the building.
3	Preventive Maintenance	Maintenance activities of the class A hospital buildings, i.e. planned activities related to a testing, checking, or other relevant activities carried out in accordance with operational best practice to maintain the reliability of an asset, tangible/intangible objects, or an equipment as well as their infrastructure and facilities as part of it so that the assets, tangible/intangible object, or the equipment can always be reliable to function in accordance with their intended purpose.
4	Curative Maintenance	Maintenance activities of the class A hospital buildings, planned or unplanned, carried out in accordance with the operational best practice to repair and/or replace parts of the assets, tangible/intangible objects, or an equipment as well as their infrastructure and facilities as part of it so that the assets, tangible/intangible objects, or the equipment can always be reliable to function in accordance with their intended purpose.

#### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The Project falls under the 'Building Construction' category, which requires an AMDAL. The AMDAL needed is a Category C AMDAL.

#### **6. Land Acquisition and Resettlement Action Plan**

No land acquisition is needed. The Project will be conducted on a Local Government-Owned Property.

#### **7. Project Cost Structure**

Estimated Project Cost	USD 77.2 Million
Indicative Debt to Equity Ratio	
- Debt Level	Under Calculation
- Equity Level	Under Calculation
IRR	Under Calculation
NPV	Under Calculation

**8. Government Support and Guarantee**

Government support and guarantee will be identified in the FBC Document,

**9. Contact Information**

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# UNDER PREPARATION PROJECTS

**Penitentiary**

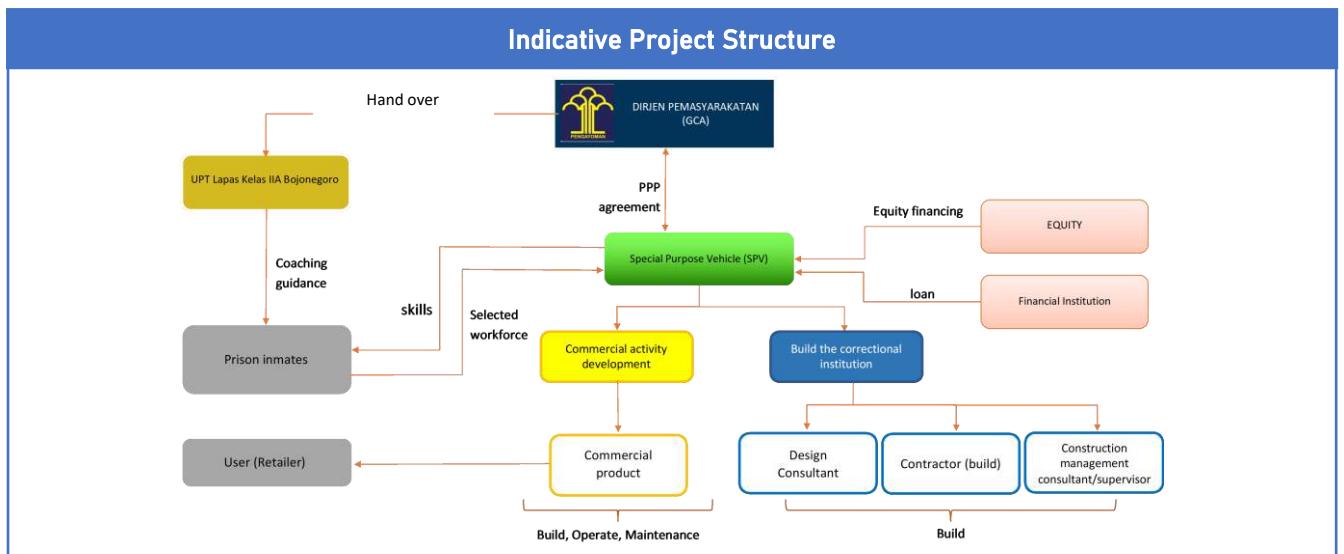
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1. Development of Correctional Institutions and Development of Agro Industrial Zones

# Development of Correctional Institutions and Development of Agro-Industrial Zones

Location : Bojonegoro, East Java

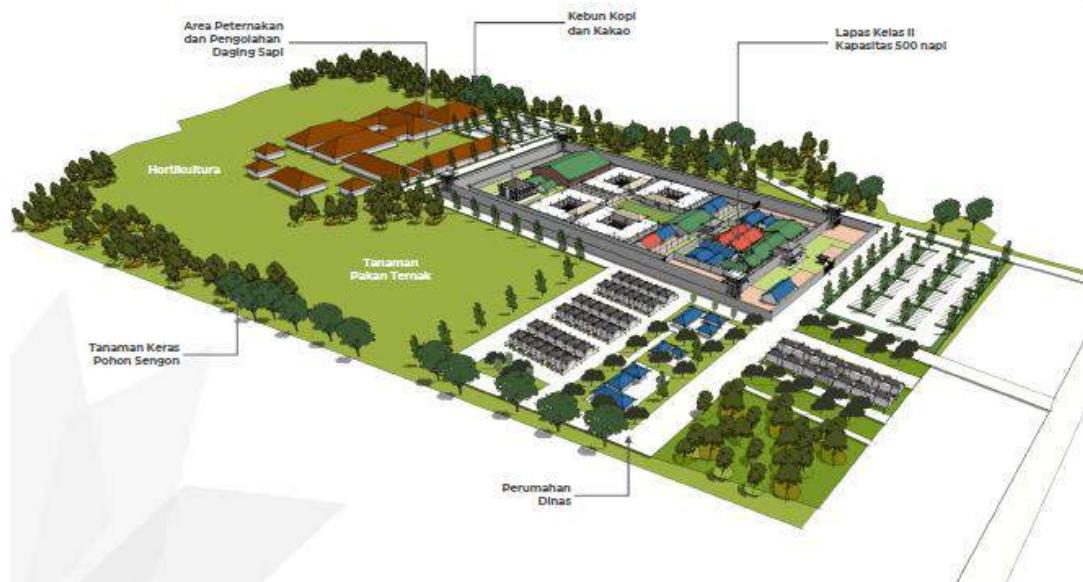
Sector : Panitentiary	Sub-Sector : Correctional Facility
 <p>The site plan illustrates the layout of the Panitentiary sector, featuring the Lapas Kelas II Kapasitas 500 napi, Hortikultura, Tanaman Pohon Tembak, Tanaman Keras Pohon Sengon, Perumahan Dinas, Anca Peternakan dan Pengembahan Daging Sapi, and Kebun Kopi dan Kakao.</p>	<p><b>Description:</b> The scope of services of this project are: (i) build Correctional Institutions and its supporting facilities and also the facilities to assimilate convicts (ii) Maintain/repair the Correctional Institution building; (iii) Improve training for Correctional convicts; (iv) Develop commercial beef processing activities</p>
<p><b>Government Contracting Agency:</b> Minister of Law and Human Rights hand over to Director General of Correctional</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b></p>	<p><b>Estimated Project Cost:</b> USD 562.8 Million</p> <p><b>Financial Feasibility:</b> IRR : 12.64% NPV : USD 9.7 Million</p> <p><b>Estimated Concession Period:</b> 20 years</p>



## Project Digest

<b>Project Title</b>	<b>Development of Correctional Institutions and Development of Agro-Industrial Zones</b>
<b>Government Contracting Agency</b>	Minister of Law and Human Rights hand over to General Directorate of Correctional
<b>Implementing Agency</b>	Director General of Correctional
<b>Preparation Agency</b>	Director General of Correctional and National Development Planning Agency
<b>Project Cost</b>	USD 562.8 Million
<b>Estimated Concession Period</b>	20 years
<b>Location</b>	Bojonegoro, East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



**Picture 1 – Layout of Correctional Institution**

### 2. The Opportunity

#### 2.1. Project Background

The Director General of Correctional, Ministry of Law and Human Rights is planning to resolve the overcrowding occupancy of the Correctional Institution by developing a new Correctional Institution in Bojonegoro Regency. The Correctional Institution will develop a medium-security Correctional Institution with a capacity of 500 people, it also will be utilized as an assimilation facility to integrate the convicts into the public community. In this PPP scheme, the private sector will be tasked to build and maintain the Correctional Institution.

#### 2.2. Project Description

The facility will be located in Dander main street with the total area of 23.7 ha. The amount of area for the Correctional Institution area is 7.4 ha while the remaining land (14 ha) will be provided for development of the Agro-Industry and Farm area. This spatial plan is already compatible with the Regional Spatial Planning of Bojonegoro Regency.

### **2.3. Project Objectives**

This project will function to:

- Increasing Correctional Institution occupancy to resolve the overcrowding Correctional Institution issues in East Java
- Providing healthcare, sports, pray and skill building facilities
- Providing assimilation and education facilities for the Correctional Institutioners
- Developing industrial-based institution to support agro-industrial and local craftworks

### **3. Business Entity's Scope of Work**

Scope of work for the business entity is D – B – F – M – T (Design – Build – Finance – Maintenance – Transfer) for development of Correctional Institutions and D – B – F – M – O – T (Design – Build – Finance – Maintenance – Operate – Transfer) for the development of commercial activities.

### **4. Technical Specification**

The Project will be developing various facilities such as:

- Medium-Security Correctional Institution with the capacity of 500 people
- Official Residence
- Agriculture Area
- Farm Area
- Plantation Land
- Green Area
- Commercial Buildings

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The Director General of Correctional with the help of the Environmental Agency and Transportation Agency of Bojonegoro Regency will be tasked in providing AMDAL, ANDALALIN, Topography maps, and Soil Investigation.

### **6. Land Acquisition and Resettlement Action Plan**

In this project, the government will provide 23.7 ha of land in Dander District, Bojonegoro Regency. The land included as State-Owned Assets and its utilization need to be processed using the Infrastructure Provision Cooperation (KSPI) scheme.

## 7. Project Cost Structure

Estimated Project Cost		USD 562.8 Million
Indicative Debt to Equity Ratio		
- Debt Level		70%
- Equity Level		30%
IRR		12.64%
NPV		USD 9.7 Million

## 8. Government Support and Guarantee

- KSPI support for State-Owned Assets (BMN) utilization by Ministry of Finance
- Government guarantee is still under process to IIGF/ PT PII

## 9. Contact Information

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# **UNDER PREPARATION PROJECTS**

## **Public Housing**

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1. Sei Mangkei Public Housing
2. Bina Harapan Cisaranten Housing
3. Karawang Spuur Public Housing

## Sei Mangkei Public Housing

Location : North Sumatera Province

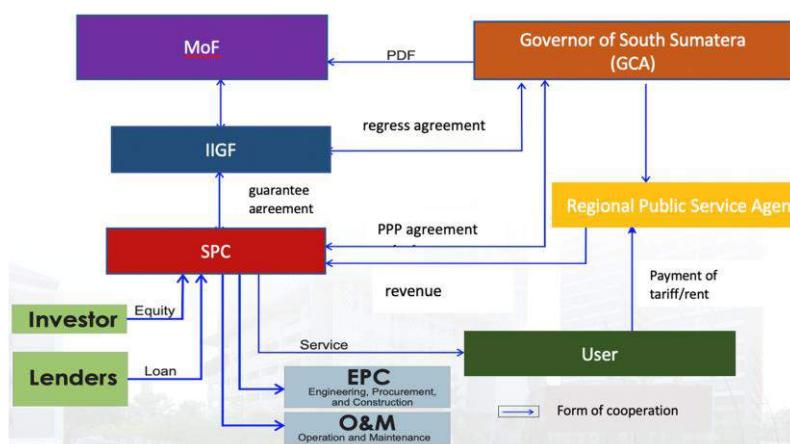
Sector : Housing	Sub-Sector : Affordable Housing
	<p><b>Description:</b> This project will build to meet the needs of workers in Sei Mangkei Industrial Area which consist of 3 towers rental flats. Each tower has 18 floors and 672 units. 1 apartment tower has 16 floors consist 132 rooms and 1 hotel tower with 15 floors. Land area: 2.5879 Ha</p>
<p><b>Government Contracting Agency:</b> Governor of North Sumatera</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Payment</p>	<p><b>Estimated Project Cost:</b> USD 77.68 Million</p> <p><b>Financial Feasibility:</b> IRR : 11.14% NPV : USD 4.04 Million</p> <p><b>Estimated Concession Period:</b> 20 years</p>

### Indicative Project Schedule



Project Status : Final Business Case

### Indicative Project Structure



## Project Digest

Project Title	Sei Mangkei Public Housing
Government Contracting Agency	Governor of North Sumatera
Implementing Agency	Housing Agency of North Sumatera
Preparation Agency	Housing Agency of North Sumatera (MoF's PDF)
Project Cost	USD 77.68 Million
Estimated Concession Period	20 years
Location	North Sumatera Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Sei Mangkei Public Housing

### 2. The Opportunity

#### 2.1. Project Background

The special economic zone of Sei Mangkei was built with the aim of developing economic activities in the Sei Mangkei area which are strategic for the development of the national economy. Sei Mangkei industrial area has several companies that are actively operating. The number of companies each year is still growing and indicates that there will be an addition and an increase of workers in Sei Mangkei. Therefore, it is necessary to provide facilities in the form of housing which is close to the location of the workers.

#### 2.2. Project Description

The area for integrated Rusunawa for the special economic zone of Sei Mangkei workers is 25,000 m<sup>2</sup>. That area will be utilized for residential functions (Rusunawa, apartment, hotel), commercial function (shopping center, gas station), mosque and green area.

### **2.3. Project Objectives**

Providing housing facilities, shopping areas, green areas, and other facilities.

### **3. Business Entity's Scope of Work**

Design-Build-Finance-Operation-Maintenance-Transfer

### **4. Technical Specification**

- a. Rusunawa consists of 3 towers (each tower consists of 18 floors and 224 units)
- b. 1 tower apartment consists of 16 floors with 120 units (60 units of type 64 m<sup>2</sup> and 60 units of type 36 m<sup>2</sup>)
- c. Hotel consists of 15 floors with swimming pool facility
- d. The shopping center consists of 3 floors in 3500 m<sup>2</sup> area
- e. Green area of 7500 m<sup>2</sup>
- f. Mosque
- g. Gas station
- h. Playground 1.050 m<sup>2</sup>

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

The AMDAL will be prepared by Housing Agency of North Sumatera.

### **6. Land Acquisition and Resettlement Action Plan**

Land development area needed for this project is estimated 50 Ha located around KEK Sei Mangkei (Land of PTPN III Special Economic Zone).

### **7. Project Cost Structure**

Estimated Project Cost		USD 77.68 Million
Indicative Debt to Equity Ratio		
- Debt Level		70%
- Equity Level		30%
IRR		11.14%
NPV		USD 4.04 Million

### **8. Government Support and Guarantee**

From the Outline Business Case, there is an indication that this project needs the Viability Gap Fund to be financially viable. This project needs government guarantee.

## **9. Contact Information**

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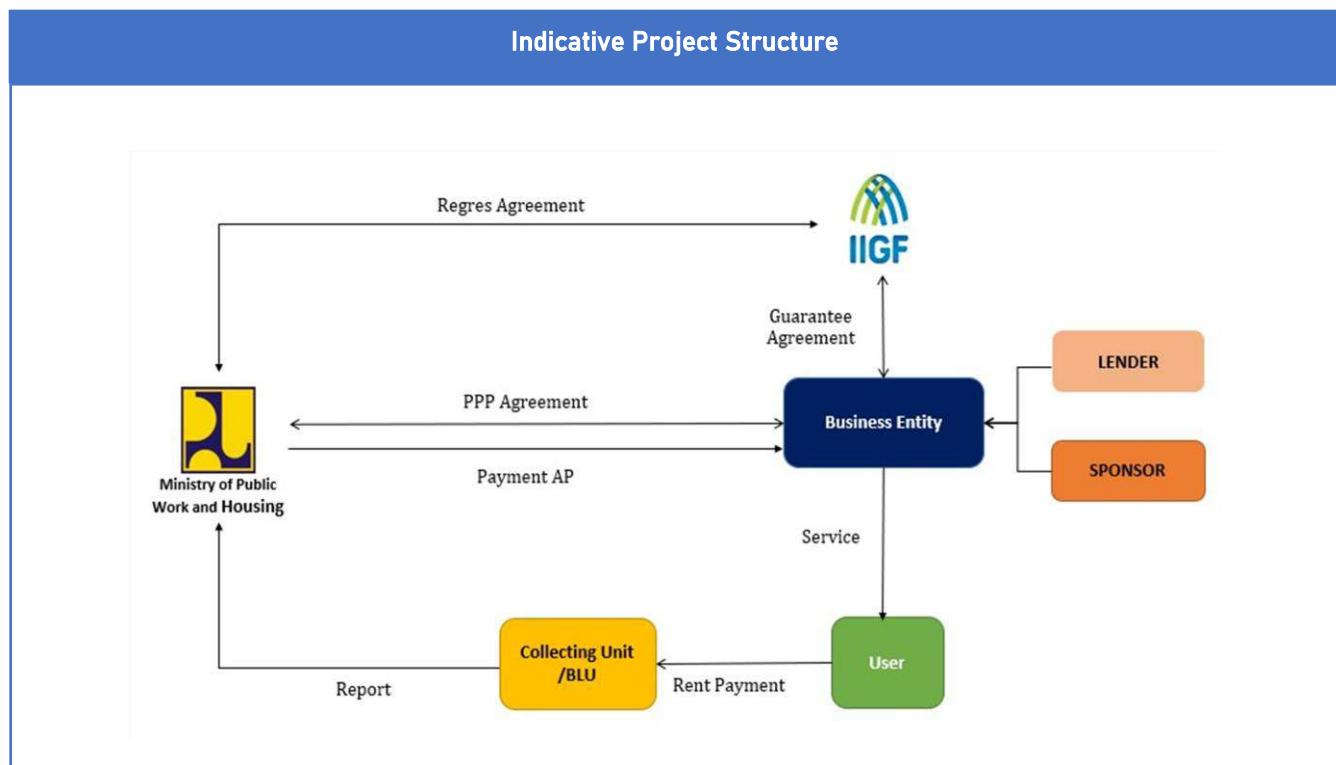
## Bina Harapan Cisaranten Housing

Location : Bandung, West Java Province

Sector : Public Housing	Sub-Sector : Apartmen/Flats
	<b>Description:</b> Development of affordable housing plus commercial exploitation on a land parcel of 5 Hectares, consist of eleven towers, with an approximate potential of 2,738 housing units.
<b>Government Contracting Agency:</b> Minister of Public Works and Housing	<b>Estimated Project Cost:</b> USD 73.56 million
<b>Type of PPP:</b> Solicited	<b>Financial Feasibility:</b> IRR : 12,5% NPV : USD 11.51 million
<b>Return of Investment:</b> Under Review	<b>Estimated Concession Period:</b> 15 years

Indicative Project Schedule

<b>Project Status:</b> Outline Business Case



## Project Digest

<b>Project Title</b>	Rumah Susun Sewa Cisaranten Bina Harapan Kota Bandung
<b>Government Contracting Agency</b>	Minister of Public Works and Housing Directorate General of Infrastructure Financing
<b>Preparation Agency</b>	Directorate General of Infrastructure Financing (MoF's PDF)
<b>Project Cost</b>	USD 73.56 Million
<b>Estimated Concession Period</b>	15 years
<b>Location</b>	Komplek Pusjatan. Jalan. AH. Nasution, Bandung City, West Java

### 1. Project Picture (Map and/or Illustration of Project)



Figure 1 – Masterplan of Cisaranten Housing Complex

### 2. The Opportunity

#### 2.1. Project Background

Indonesia is undergoing a rapid urbanization. As per "Project Appraisal Document of IBRD's National Affordable Housing Program project", the country's cities are growing at a rate of 4.1% per year between years 2000 to 2010, faster than other Asian countries (compared to 3.8 percent in China, 3.1 percent in India and 2.8 percent in Thailand). In 2012, the urban population was 52% of the total population and by 2025, nearly 68% of the Indonesians will be living in

cities. Approximately 18 million of the 21 million jobs created between 2001 and 2011 were in urban areas, marking a major shift of the employment base toward cities.

As more people transition to urban areas, well-planned urbanization and increase of the supply of affordable housing in well serviced and well-connected neighborhoods will be critical to enhance living standards. Also, as income rises and existing large metropolitan cities such as Jakarta and Surabaya become saturated, there is a need to provide affordable housing facilities to next big cities. Bandung, which is the third largest city in Indonesia which is growing fast and needs urgent interventions in the development of infrastructure and provision of affordable housing stock for its citizens. This project is proposed by the GCA to meet residential needs of persons in the low-income segment in Bandung.

## 2.2. Project Description

Ministry of Public Works and Housing preliminary concept development of affordable housing plus commercial exploitation on a land parcel of 5 Hectares, consist of eleven towers, with an approximate potential of 2,738 housing units.

## 2.3. Project Objectives

To complement its public housing program and provide a fillip to private participation in affordable housing program, the Ministry of Public Works and Housing (PUPR) has identified one parcel of land namely, Komplek Pusjatan Jl. AH. Nasution in Bandung City, for development of affordable housing units and through a PPP route. Affordable housing projects with public housing rental rates would require substantial support from the GCA in the form of availability payments for financial viability through PPP. The project would explore partial commercial exploitation of the site so as to cross subsidize the low rentals and reduce the burden of availability payments for the GCA.

## 3. Business Entity's Scope of Work

Design – Build – Finance – Maintain and Transfer.

## 4. Technical Specification

This housing project falls in the form of a Flat building under the classification of High Rise. Regulations to set minimum service standards for flats are contained in the provisions of Article 80 letter f of Law 20 of 2011. The regulation include specification for Residential Services, Managing Office, Utilities, Cleaning and Waste Management, Information, Security, Safety, Accessibility for Disabled People, Parking, and Maintenance Code. Project construction refers to MPWH Regulation 2/PRT/M/2012 Green Building.

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Environmental Impact will be assessed during project preparation stage (FBC).

## **6. Land Acquisition and Resettlement Action Plan**

The land for the project admeasuring 5 hectares is owned by PUPR as State-Owned Asset (Barang Milik Negara/BMN). There is 4360 sqm land (the Cow Shed Land) that needs to be acquired. Therefore, no resettlement plan needed.

## **7. Project Cost Structure AP Model**

<b>Estimated Project Cost</b>	<b>USD 73.56 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	80%
- <b>Equity Level</b>	20%
<b>IRR</b>	12,5%
<b>NPV</b>	USD 11.51 Million

## **8. Government Support and Guarantee**

Finalized Government Support and Guarantee will be determined in FBC Document.

## **9. Contact Information**

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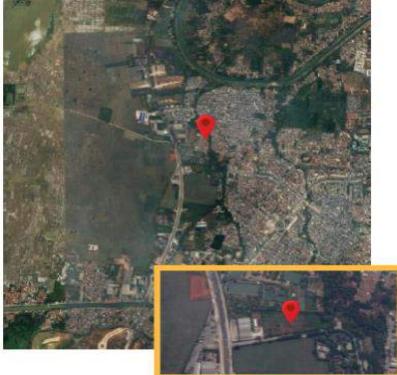
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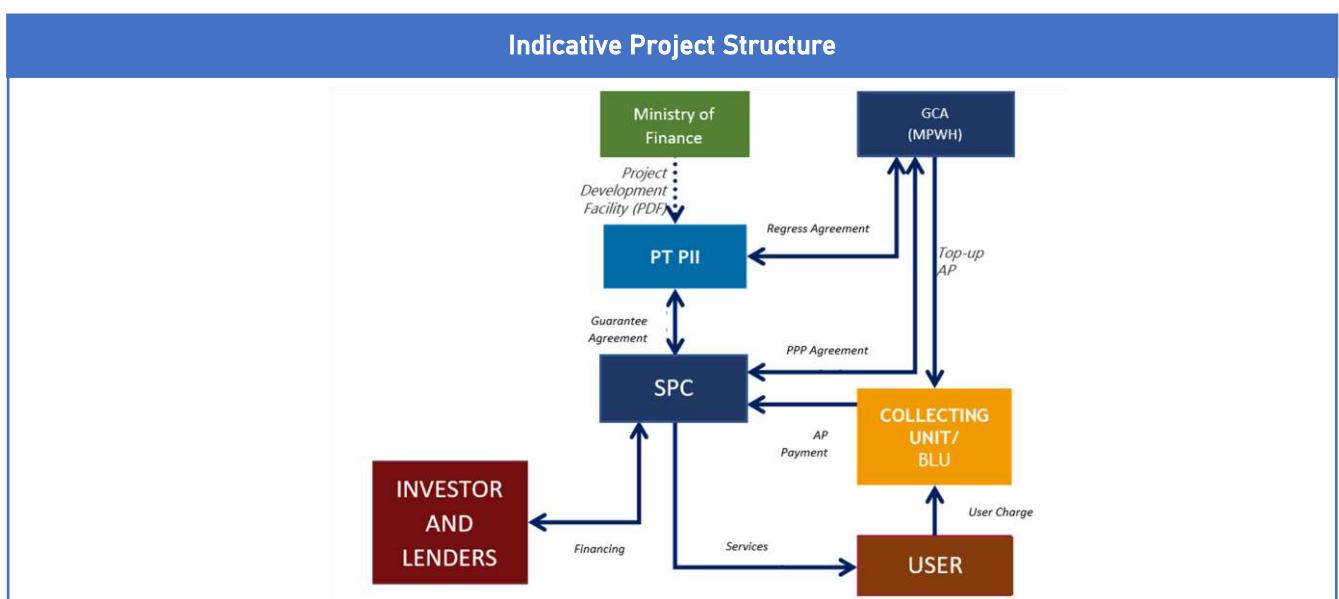
# Karawang Spuur Public Housing

Location : Karawang Regency, West Java Province

Sector : Housing	Sub-Sector : Affordable Housing
	<p><b>Description:</b> Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The location of the PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. The land is located in the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 2 towers, resulting in 1.175 residential units.</p>
<p><b>Government Contracting Agency:</b> Minister of Public Works and Housing</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Project Cost:</b> USD 31.71 Million (Under Review)</p> <p><b>Financial Feasibility:</b> IRR : (Under Calculation) NPV : (Under Calculation)</p> <p><b>Estimated Concession Period:</b> 15 Years</p>

Indicative Project Schedule


Project Status : Outline Business Case



## Project Digest

Project Title	Karawang Spuur Public Housing
Government Contracting Agency	Minister of Public Works and Housing
Implementing Agency	Directorate General of Infrastructure Financing
Preparation Agency	Directorate General of Infrastructure Financing
Project Cost	ISD 31.71 Million (Under Review)
Estimated Concession Period	15 Years
Location	Karawang Regency, West Java Province

### 1. Project Picture (Map and/or Illustration of Project)

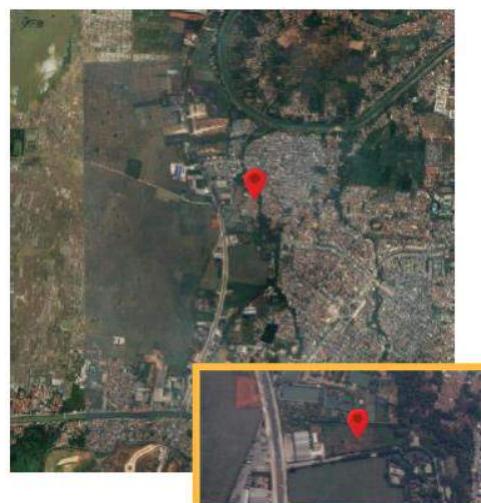


Figure 1 – Layout of Karawang Spuur Public Housing



Figure 2– Masterplan of Karawang Spuur Public Housing

## **2. The Opportunity**

### **2.1. Project Background**

Indonesia is undergoing a rapid urbanization. As per "Project Appraisal Document of IBRD's National Affordable Housing Program project", the country's cities are growing at a rate of 4.1% per year between years 2000 to 2010, faster than other Asian countries (compared to 3.8 percent in China, 3.1 percent in India and 2.8 percent in Thailand). In 2012, the urban population was 52% of the total population and by 2025, nearly 68% of the Indonesians will be living in cities. Approximately 18 million of the 21 million jobs created between 2001 and 2011 were in urban areas, marking a major shift of the employment base toward cities.

The direction of housing finance policy focused on national development priorities, which are mainly for the region/region: (a). Industrial zone / KEK, (b). Tourism area, (c). the development of a green city with climate and disaster resistance, (d). Smart city that is competitive and based on Communication Technology, (e). village and city linkages (f). border area with 10 (ten) neighboring countries 187 (one hundred eighty-seven) priority locations, including 92 (ninety-two) outer islands), (g). disadvantaged areas, and (h). support for reducing the burden of the poor and vulnerable population, as well as a program to accelerate national development strategic projects by the formulation of the objectives of the Ministry of Public Works and Public Housing is to expand access to adequate housing financing facilities for MBR that are equipped with adequate facilities and infrastructure for all community groups in a fair manner and approach demand management with national priorities.

For this reason, the government continues to strive to realize decent housing for MBR that is in line with the direction of the housing finance policy in the priority development areas/regions, and one of them is in Karawang

This project is structured to make the National Mid-Term Development Plan more concrete in resolving development issues, measurable and the benefits can be directly understood and felt by the community. These projects have strategic value and high leverage to achieve development priority targets. One of the major projects of the Ministry of PUPR is the construction of Urban Flats.

### **2.2. Project Description**

Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The location of the PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. (Coordinates: -6.3283005, 107.276151).

Karawang Spuur Housing PPP Project located in the Karawang Transit Oriented Development (TOD) development area. The land is located in the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 2 towers, resulting in 1.175 residential units and several public purposes, such as co-working spaces, green areas, commercials, and other social facilities.

### 2.3. Project Objectives

Providing housing facilities, shopping areas, green areas, and other facilities.

### 3. Business Entity's Scope of Work

Design-Build-Finance- Maintenance- Operation-Transfer

### 4. Technical Specification

Karawang SPUUR Public Housing		
Public Housing Type	Public Housing for Rent Mixed use	
Allocation	Occupancy	<ul style="list-style-type: none"><li>• Low Income Communities</li><li>• Non - Low Income Communities</li></ul>
	Non-Occupancy	<ul style="list-style-type: none"><li>• Green Open Space</li><li>• Shops</li><li>• Sports Facilities</li><li>• Clinic</li><li>• Shopping Center</li></ul>
Number of Towers	2 Towers	
Number of Floors	25 Floors per Tower	
Number of Units	1,175 Units	

### 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the OBC/FBC.

### 6. Land Acquisition and Resettlement Action Plan

The current status of the Karawang Spuur land is a Letter of Release of Rights, to avoid future land status problems, before the development process is carried out, an increase in the legality of the land status from the Release of Rights to a Certificate is carried out. In this case, the National Land Agency Office of Karawang Regency is ready to support the process of enhancing the legality of land status.

### 7. Project Cost Structure AP - Model

Estimated Project Cost	USD 31.71 Million (under review)
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	(Under Calculation)
NPV	(Under Calculation)

## **8. Government Support and Guarantee**

Government Support and Guarantee will be identified in the OBC/FBC.

## **9. Contact Information**

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# **UNDER PREPARATION PROJECTS**

## **Oil, Gas and Renewable Energy**

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1. Natural Gas Distribution Network for Medan City Households
2. Natural Gas Distribution Network for Bandar Lampung City Households
3. Natural Gas Distribution Network for Batam City Households
4. Natural Gas Distribution Network for Palembang City Households
5. Natural Gas Distribution Network for Depok City Households
6. Natural Gas Distribution Network for Pasuruan City Households
7. Natural Gas Distribution Network for Mojokerto City Households
8. Natural Gas Distribution Network for Cirebon Regency Households
9. Natural Gas Distribution Network for Jombang Regency Households

## Natural Gas Distribution Network for Medan City Households

Location : Medan, North Sumatera Province

Sector : Oil, Gas and Renewable Energy	Sub-Sector : Natural Gas
	<b>Description:</b> Construction and operation of gas distribution network from the tie-in to household stove in 21 sub-districts in Medan city. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.
	<b>Estimated Project Cost:</b> USD 203.42 Million
	<b>Financial Feasibility:</b> IRR : Under Calculation NPV : Under Calculation
<b>Government Contracting Agency:</b> Minister of Energy and Mineral Resources	<b>Estimated Concession Period:</b> 30 years
<b>Type of PPP:</b> Solicited	
<b>Return of Investment:</b> Under Review	

### Indicative Project Schedule



Project Status : Preliminary Study

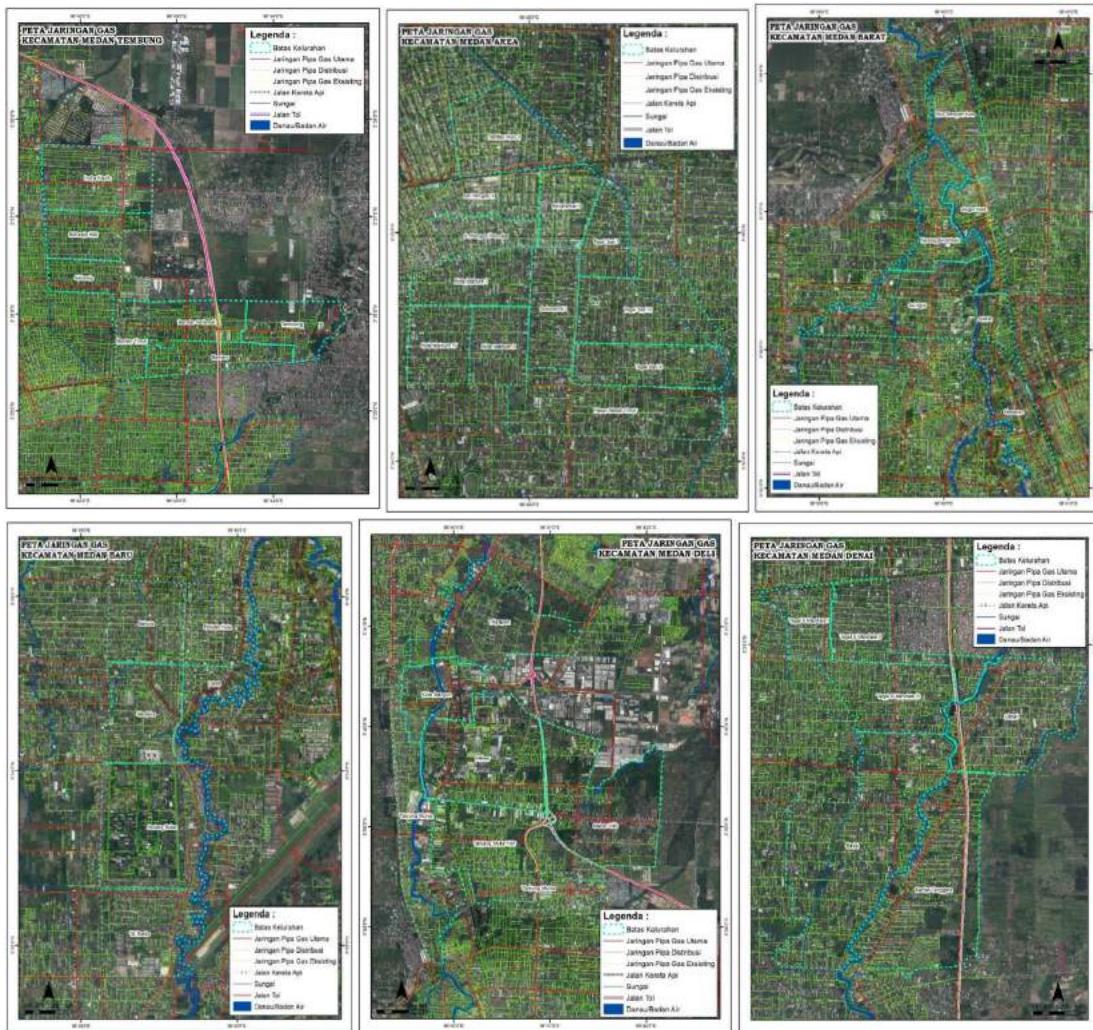
### Indicative Project Structure

Will be determined in OBC/FBC

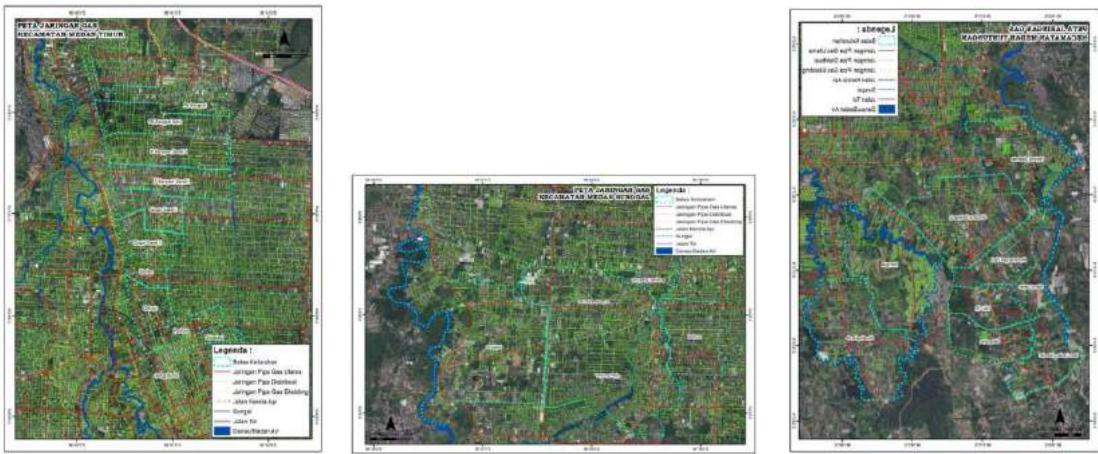
## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Medan City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 203.42 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Medan, North Sumatera Province

### 1. Project Picture (Map and/or Illustration of Project)







**Picture 1 – Layout of Natural Gas Network for Medan City Household**

## 2. The Opportunity

### 2.1. Project Background

Medan City has a potential customer of 363,640 households, with an area 265.10 km<sup>2</sup>. To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Medan City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial sectors. For that reasons, Medan City was selected as one of the regions where the gas distribution network to be carried out through PPP.

### 2.2. Project Description

Construction and operation of gas distribution network from the tie-in to household stove connection in 21 sub-districts. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

### 2.3. Project Objectives

The objectives of Natural Gas Distribution Network for Medan City Households are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

### **3. Business Entity's Scope of Work**

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

### **4. Technical Specification**

Project technical specification will be further studied during finalization on FBC report.

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

### **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity)..

### **7. Project Cost Structure**

Estimated Project Cost		USD 203.42 Million
Indicative Debt to Equity Ratio		
- Debt Level		70%
- Equity Level		30%
IRR		Under Calculation
NPV		Under Calculation

### **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

### **9. Contact Information**

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Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

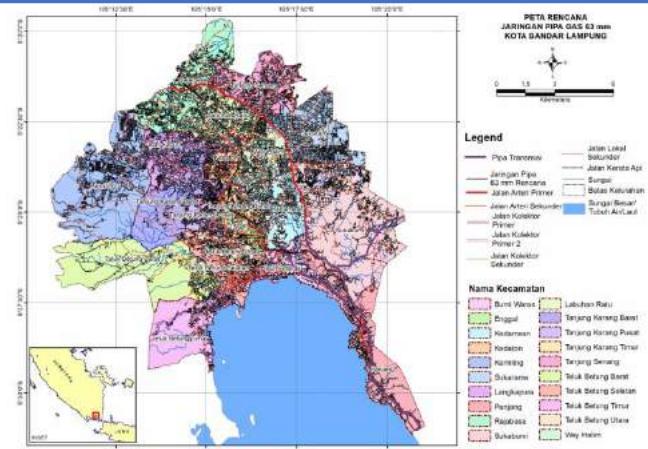
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# Natural Gas Distribution Network for Bandar Lampung City Households

Location : Bandar Lampung, Lampung Province

## Sector : Oil, Gas and Renewable Energy



### Government Contracting Agency:

Minister of Energy and Mineral Resources

### Type of PPP:

Solicited

### Return of Investment:

Under Review

## Sub-Sector : Natural Gas

### Description:

Construction and operation of gas distribution network from the tie-in to household stove connection for 329,395 household connections in Bandar Lampung City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

**Estimated Project Cost:** USD 181.51 Million

### Financial Feasibility:

IRR : Under Calculation

NPV : Under Calculation

**Estimated Concession Period:** 30 years

## Indicative Project Schedule



Project Status : Preliminary Study

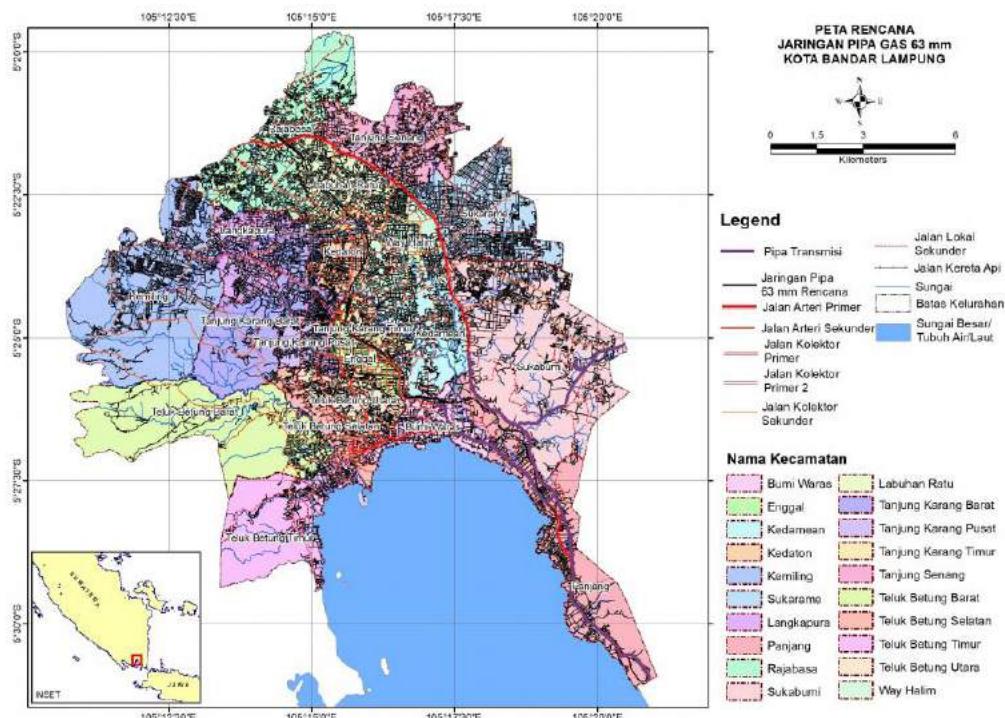
## Indicative Project Structure

Will be determined in OBC/FBC

## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Bandar Lampung City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 181.51 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Bandar Lampung, Lampung Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Natural Gas Network for Bandar Lampung City Household

### 2. The Opportunity

#### 2.1. Project Background

Bandar Lampung City has a potential customer of 329,395 households, with an area of 197.22 km<sup>2</sup>.

To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Bandar Lampung City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great

potential to develop gas distribution network for commercial sectors. For that reasons, Bandar Lampung City was selected as one of the regions where the gas distribution network to be carried out through PPP.

## 2.2. Project Description

Construction and operation of gas distribution network from the tie-in to household stove connection for 329,395 household connections in Bandar Lampung City..

## 2.3. Project Objectives

The objectives of Natural Gas Network for Bandar Lampung City Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

## 3. Business Entity's Scope of Work

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

## 4. Technical Specification

Project technical specification will be further studied during finalization on FBC report.

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the OBC/FBC.

## **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 181.51 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		Under Calculation
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

## **9. Contact Information**

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

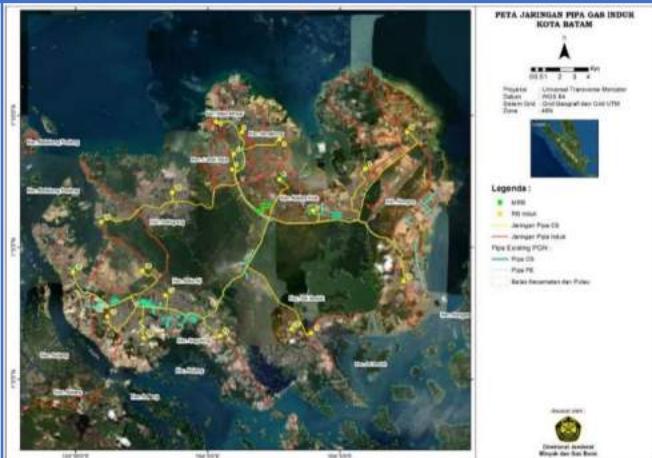
Phone : 081310700953

Email : retna.aribawani@esdm.go.id

# Natural Gas Distribution Network for Batam City Households

Location : Batam, Riau Island Province

## Sector : Oil, Gas and Renewable Energy



## Sub-Sector : Natural Gas

### Description:

Construction and operation of gas distribution network from the tie-in to household stove connection for 307,749 household connections in Batam City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

**Estimated Project Cost:** USD 162.33 Million

### Financial Feasibility:

IRR : Under Calculation

NPV : Under Calculation

**Estimated Concession Period:** 30 years

### Government Contracting Agency:

Minister of Energy and Mineral Resources

### Type of PPP:

Solicited

### Return of Investment:

Under Review

## Indicative Project Schedule



**Project Status :** Preliminary Study

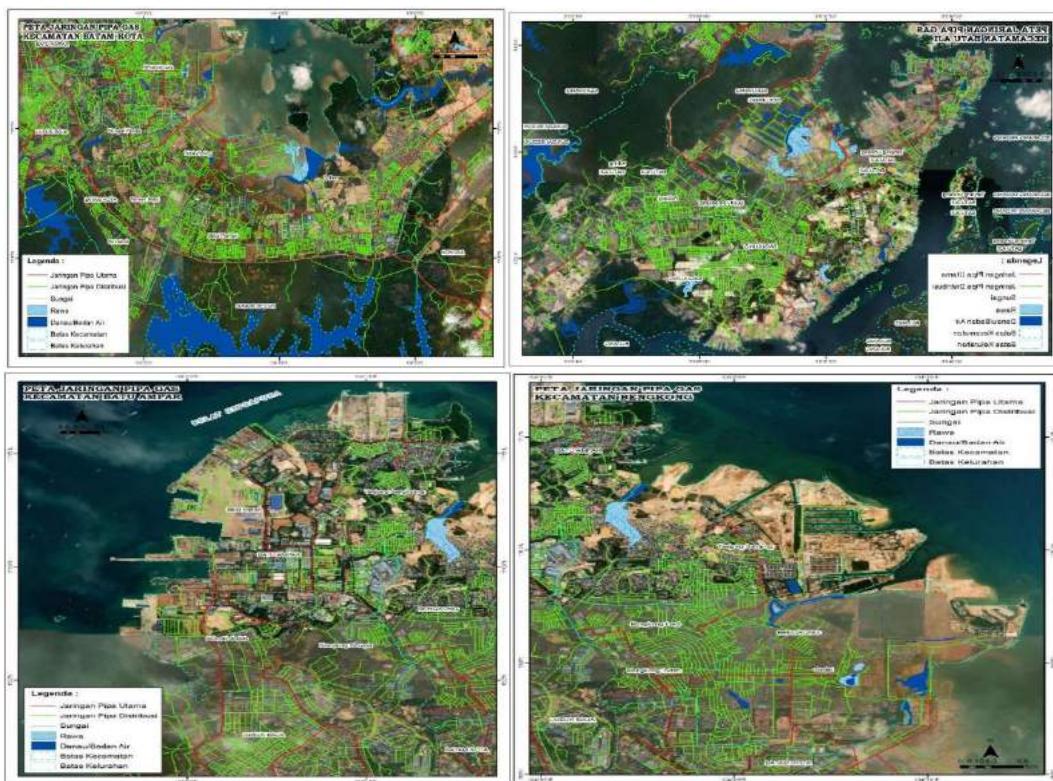
## Indicative Project Structure

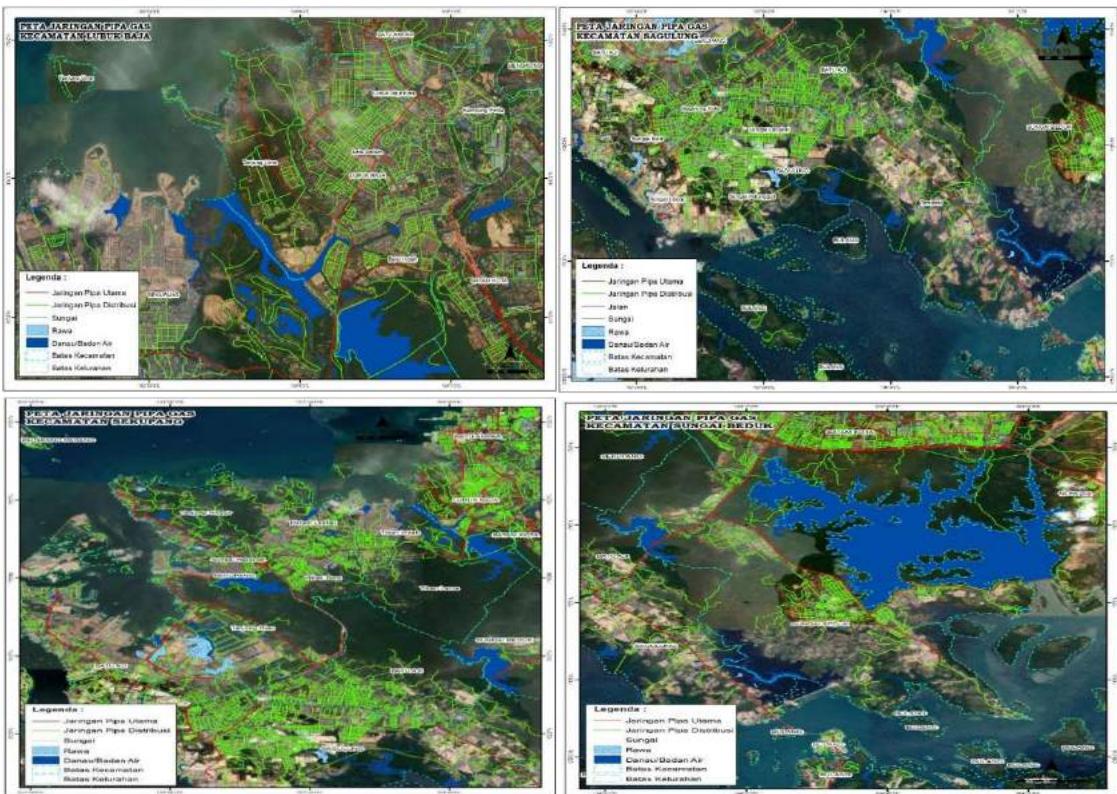
Will be determined in OBC/FBC

## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Batam City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS (MoF's PDF)
<b>Project Cost</b>	USD 162.33 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Batam, Riau Province

### 1. Project Picture (Map and/or Illustration of Project)





**Picture 1 – Layout of Natural Gas Network for Batam City Household**

## 2. The Opportunity

### 2.1. Project Background

To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Batam City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial sectors. For that reasons, Batam City was selected as one of the regions where the gas distribution network to be carried out through PPP..

Batam City has 410,000 households with an area of 3,848.97 km<sup>2</sup>. In 2016, a total of 4,100 households has been connected with the gas distribution network through State Budget (APBN). Furthermore, a State-Owned Enterprise, PT PGN (Persero), has built for 795 household connections through its program called Program Sayang Ibu. The GCA plans to build the gas distribution network for 307,749 household connections under PPP scheme.

### 2.2. Project Description

Construction and operation of gas distribution network from the tie-in to household stove connection for 307,749 household connections in Batam City.

### **2.3. Project Objectives**

The objectives of Natural Gas Network for Bandar Lampung City Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

### **3. Business Entity's Scope of Work**

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

### **4. Technical Specification**

Project technical specification will be further studied during finalization on FBC report.

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

### **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity)..

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 162.33 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		<b>70%</b>
- <b>Equity Level</b>		<b>30%</b>
<b>IRR</b>		<b>Under Calculation</b>
<b>NPV</b>		<b>Under Calculation</b>

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage. The GCA expects to submit a PDF proposal for this project to the Ministry of Finance in 2021.

## **9. Contact Information**

Name : Retna Aribawani

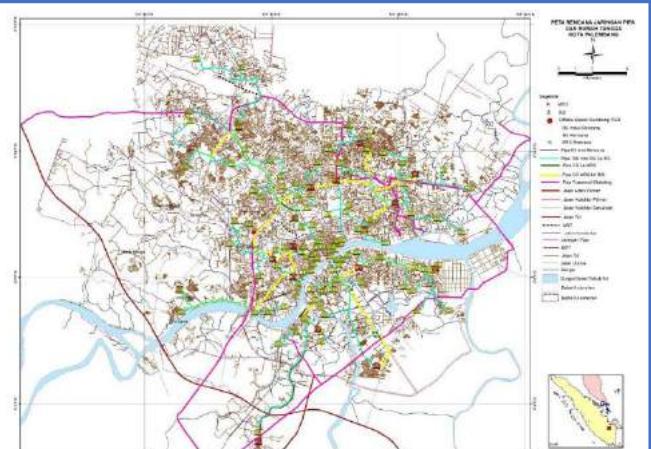
Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

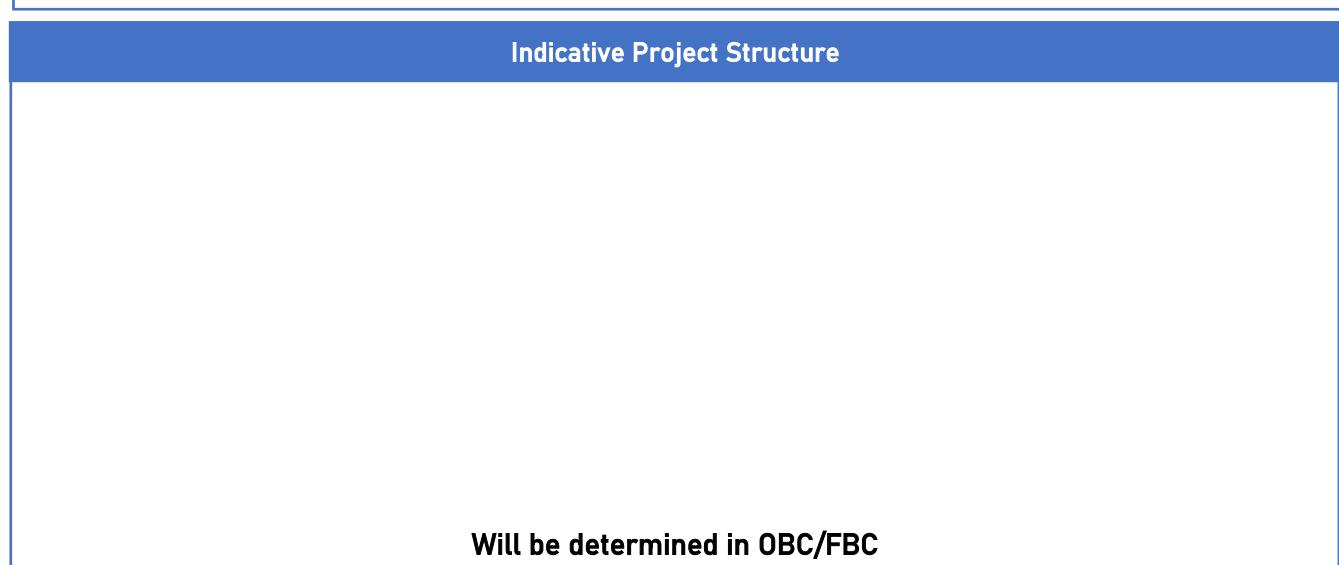
Phone : 081310700953

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# Natural Gas Distribution Network for Palembang City Households

Location : Palembang, South Sumatera Province

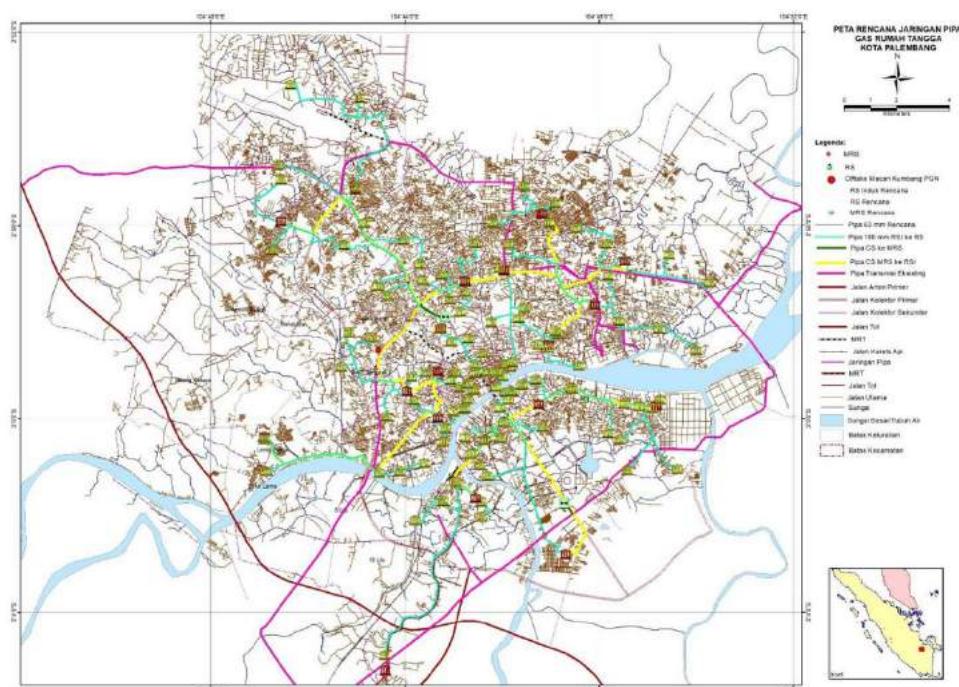
Sector : Oil, Gas and Renewable Energy	Sub-Sector : Natural Gas
	<p><b>Description:</b> Construction and operation of gas distribution network from the tie-in to household stove connection for 354,441 household connections in Palembang City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.</p>
<p><b>Government Contracting Agency:</b> Minister of Energy and Mineral Resources</p>	<p><b>Estimated Project Cost:</b> USD 219.18 Million</p>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Financial Feasibility:</b> IRR : Under Calculation NPV : Under Calculation</p>
<p><b>Return of Investment:</b> Under Review</p>	<p><b>Estimated Concession Period:</b> 30 years</p>



## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Palembang City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS (MoF's PDF)
<b>Project Cost</b>	USD 219.18 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Palembang, South Sumatera Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Natural Gas Network for Palembang City Household

### 2. The Opportunity

#### 2.1. Project Background

To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Palembang City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial and industrial sectors. For that reasons, Palembang City was selected as one of the regions where the gas distribution network to be carried out through PPP.

Palembang City has 388,330 households with an area of 400.61 km<sup>2</sup>. In 2009, a total of 3,311 households has been connected with the gas distribution network. The number was added with 4,315 household connections in 2018, 6,034 household connections in 2019, and 10,161 household connections in 2020. All of which was built through State Budget (APBN).

On the other hand, a State-Owned Enterprise, PT PGN (Persero), has built the gas distribution network for 6,106 household connections through its program called Program Sayang Ibu. In addition, a Regional-Owned Enterprise, PT Sarana Pembangunan Palembang Jaya, has built for 4,569 household connections. The GCA plans to build for 354,441 household connections under PPP scheme. That is 100% if the potential household connections.

## 2.2. Project Description

Construction and operation of gas distribution network from the tie-in to household stove connection for 354,441 household connections in Palembang City.

## 2.3. Project Objectives

The objectives of Natural Gas Network for Palembang City Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

## 3. Business Entity's Scope of Work

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

## 4. Technical Specification

Project technical specification will be further studied during finalization on FBC report.

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

## **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 219.18 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		Under Calculation
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage. The GCA expects to submit a PDF proposal for this project to the Ministry of Finance in 2021.

## **9. Contact Information**

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

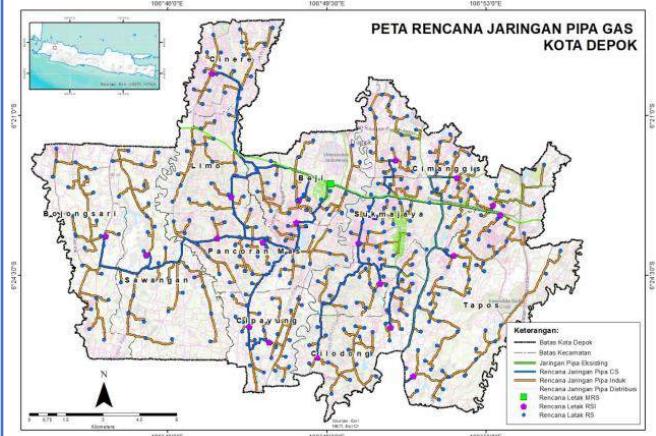
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Email : retna.aribawani@esdm.go.id

# Natural Gas Distribution Network for Depok City Households

Location : Depok, West Java Province

## Sector : Oil, Gas and Renewable Energy



### Government Contracting Agency:

Minister of Energy and Mineral Resources

### Type of PPP:

Solicited

### Return of Investment:

Under Review

## Sub-Sector : Natural Gas

### Description:

Construction and operation of gas distribution network from the tie-in to household stove connection for 367,709 household connections in Depok City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

**Estimated Project Cost:** USD 210.27 Million

### Financial Feasibility:

IRR : Under Calculation

NPV : Under Calculation

**Estimated Concession Period:** 30 years

## Indicative Project Schedule



Project Status : Preliminary Study

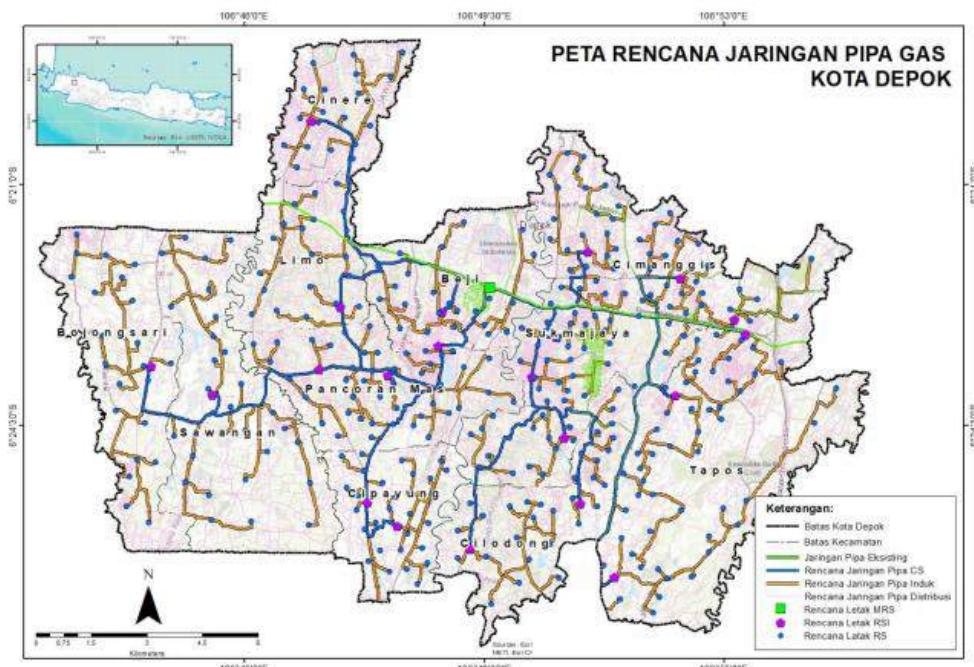
## Indicative Project Structure

Will be determined in OBC/FBC

## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Depok City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 210.27 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Depok, West Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Natural Gas Network for Depok City Household

### 2. The Opportunity

#### 2.1. Project Background

Depok City has potential customers of 367,709 households with an area of 200.3 km<sup>2</sup>. To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Depok City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial sectors. For that reasons, Depok City was selected as one of the regions where the gas distribution network to be carried out through PPP.

## **2.2. Project Description**

Construction and operation of gas distribution network from the tie-in to household stove connection for 367,709 household connections in Depok City.

## **2.3. Project Objectives**

The objectives of Natural Gas Network for Medan City Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

## **3. Business Entity's Scope of Work**

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

## **4. Technical Specification**

Project technical specification will be further studied during finalization on FBC report.

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

## **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 210.27 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		<b>70%</b>
- <b>Equity Level</b>		<b>30%</b>
<b>IRR</b>		<b>Under Calculation</b>
<b>NPV</b>		<b>Under Calculation</b>

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

## **9. Contact Information**

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

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Email : retna.aribawani@esdm.go.id

# Natural Gas Distribution Network for Pasuruan City Households

Location : Pasuruan, East Java Province

## Sector : Oil, Gas and Renewable Energy



## Sub-Sector : Natural Gas

### Description:

Construction and operation of gas distribution network from the tie-in to household stove connection for 36,213 household connections in Pasuruan City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

**Estimated Project Cost:** USD 21.85 Million

### Financial Feasibility:

IRR : Under Calculation

NPV : Under Calculation

**Estimated Concession Period:** 30 years

### Government Contracting Agency:

Minister of Energy and Mineral Resources

### Type of PPP:

Solicited

### Return of Investment:

Under Review

## Indicative Project Schedule



**Project Status :** Preliminary Study

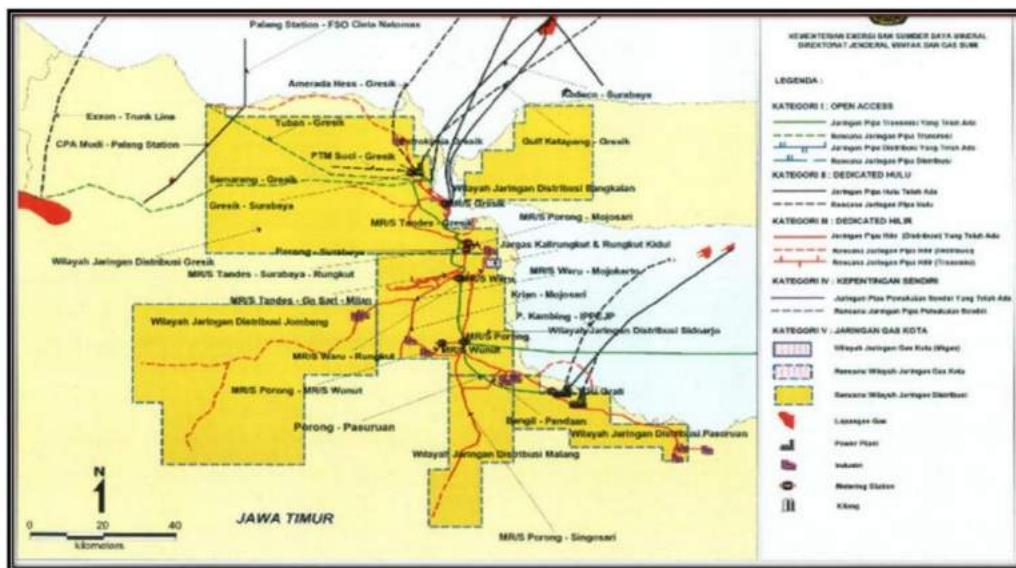
## Indicative Project Structure

Will be determined in OBC/FBC

## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Pasuruan City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 21.85 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Pasuruan, East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Natural Gas Network for Pasuruan City Household

### 2. The Opportunity

#### 2.1. Project Background

Pasuruan City has 36,213 households with an area of 35.5 km<sup>2</sup>. To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Pasuruan City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial sectors. For that reasons, Pasuruan City was selected as one of the regions where the gas distribution network to be carried out through PPP.

## **2.2. Project Description**

Construction and operation of gas distribution network from the tie-in to household stove connection for 36,213 household connections in Pasuruan City.

## **2.3. Project Objectives**

The objectives of Natural Gas Network for Medan City Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy..

## **3. Business Entity's Scope of Work**

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

## **4. Technical Specification**

Project technical specification will be further studied during finalization on FBC report.

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

## **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 21.85 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		Under Calculation
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

## **9. Contact Information**

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

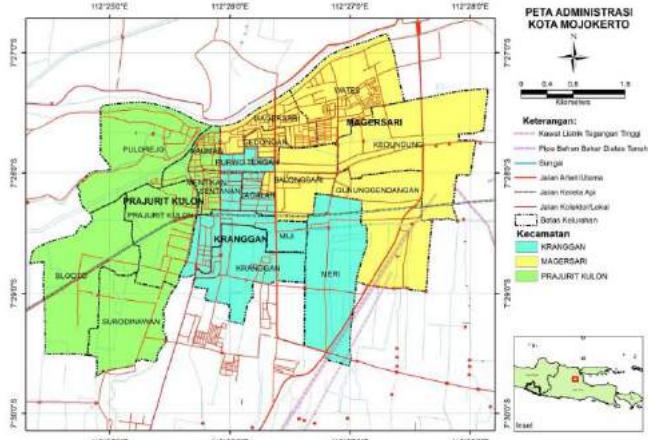
Phone : 081310700953

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# Natural Gas Distribution Network for Mojokerto City Households

Location : Mojokerto, East Java Province

## Sector : Oil, Gas and Renewable Energy



### Government Contracting Agency:

Minister of Energy and Mineral Resources

### Type of PPP:

Solicited

### Return of Investment:

Under Review

## Sub-Sector : Natural Gas

### Description:

Construction and operation of gas distribution network from the tie-in to household stove connection for 29,575 household connections in Mojokerto City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

**Estimated Project Cost:** USD 16.10 Million

### Financial Feasibility:

IRR : Under Calculation

NPV : Under Calculation

**Estimated Concession Period:** 30 years

## Indicative Project Schedule



**Project Status :** Preliminary Study

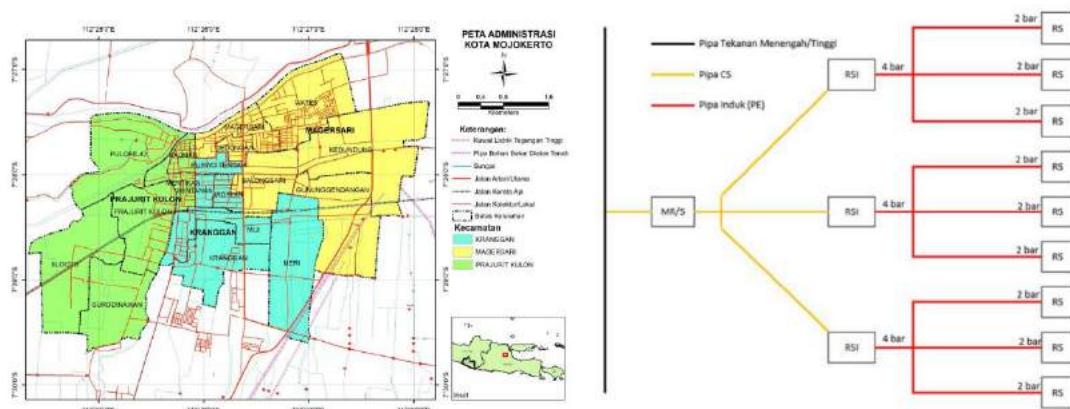
## Indicative Project Structure

Will be determined in OBC/FBC

## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Mojokerto City Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 16.10 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Mojokerto, East Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Mojokerto City and Pipe Network Scheme in the Mojokerto city

### 2. The Opportunity

#### 2.1. Project Background

To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Mojokerto City needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial and industrial sectors. For that reasons, Mojokerto City was selected as one of the regions where the gas distribution network to be carried out through PPP.

Mojokerto City has 45,027 households with an area of 16.50 km<sup>2</sup>. Currently, a number of 15,452 households have been connected with the gas distribution network. The government plans to add 29,575 household connections under PPP scheme. This is 100% of the potential household connections.

## **2.2. Project Description**

Construction and operation of gas distribution network from the tie-in to household stove connection for 29,575 household connections in Mojokerto City.

## **2.3. Project Objectives**

The objectives of Natural Gas Network for Medan City Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

## **3. Business Entity's Scope of Work**

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

## **4. Technical Specification**

Project technical specification will be further studied during finalization on FBC report.

## **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

## **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 16.10 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		Under Calculation
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

## **9. Contact Information**

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

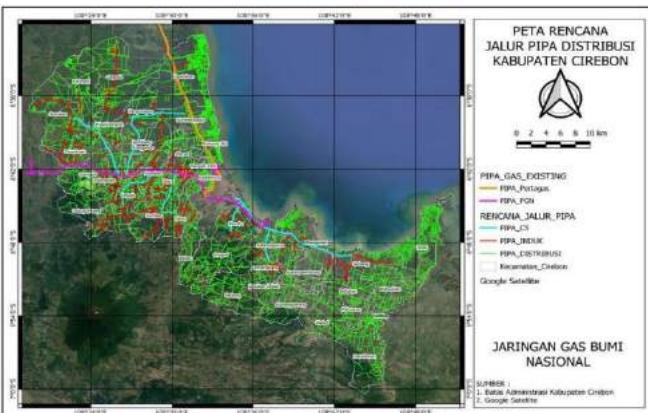
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# Natural Gas Distribution Network for Cirebon Regency Households

Location : Cirebon Regency, Central Java Province

## Sector : Oil, Gas and Renewable Energy



### Government Contracting Agency:

Minister of Energy and Mineral Resources

### Type of PPP:

Solicited

### Return of Investment:

Under Review

## Sub-Sector : Natural Gas

### Description:

Construction and operation of gas distribution network from the tie-in to household stove connection for 359,852 household connections in Cirebon Regency. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

**Estimated Project Cost:** USD 210.27 Million

### Financial Feasibility:

IRR : Under Calculation

NPV : Under Calculation

**Estimated Concession Period:** 30 years

## Indicative Project Schedule



Project Status : Preliminary Study

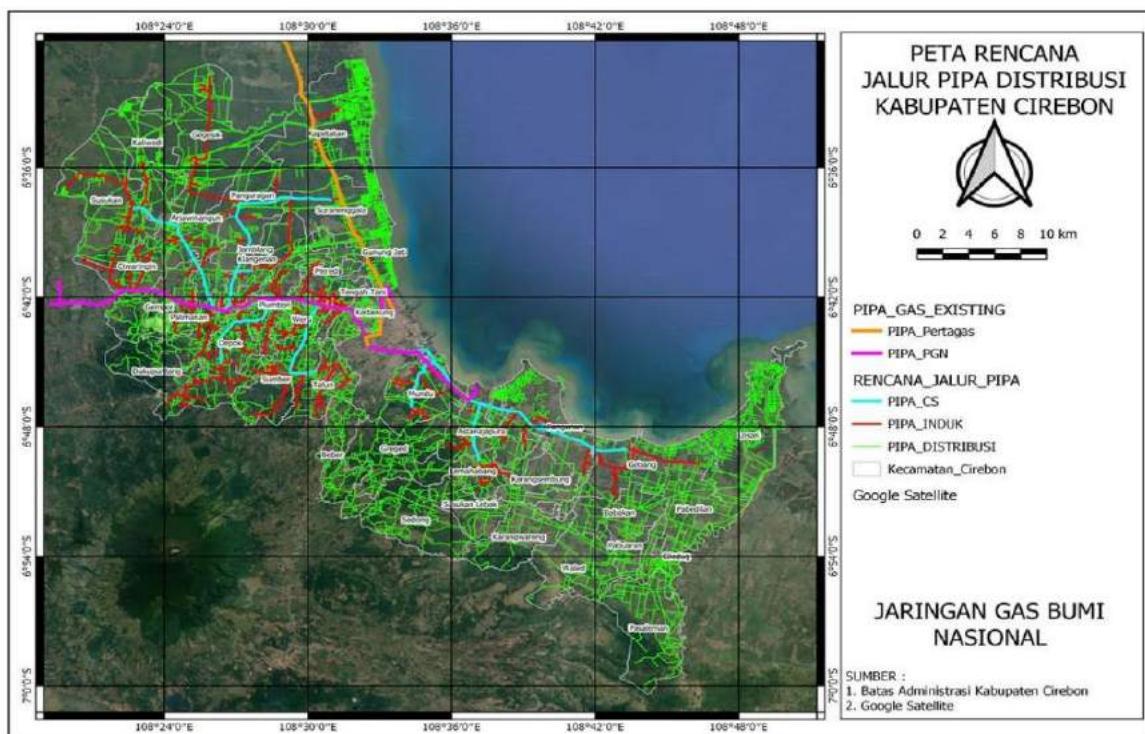
## Indicative Project Structure

Will be determined in OBC/FBC

## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Cirebon Regency Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 210.27 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Cirebon, Central Java Province

### 1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Layout of Natural Gas Network for Cirebon Regency Household

### 2. The Opportunity

#### 2.1. Project Background

Cirebon Regency has 549,408 households with an area of 1,064 km<sup>2</sup>. To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Cirebon Regency needs to be carried out. The city location is close to the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial and industrial sectors. For that reasons, Cirebon Regency was

selected as one of the regions where the gas distribution network to be carried out through PPP.

## 2.2. Project Description

Construction and operation network distribution of household gases from the tie-in to stove connection for 359,852 home connections in Cirebon Regency.

## 2.3. Project Objectives

The objectives of Natural Gas Network for Cirebon Regency Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;
- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

## 3. Business Entity's Scope of Work

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

## 4. Technical Specification

Project technical specification will be further studied during finalization on FBC report.

## 5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the OBC/FBC.

## 6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

## **7. Project Cost Structure**

<b>Estimated Project Cost</b>		<b>USD 210.27 Million</b>
<b>Indicative Debt to Equity Ratio</b>		
- <b>Debt Level</b>		70%
- <b>Equity Level</b>		30%
<b>IRR</b>		Under Calculation
<b>NPV</b>		Under Calculation

## **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

## **9. Contact Information**

Name : Retna Aribawani

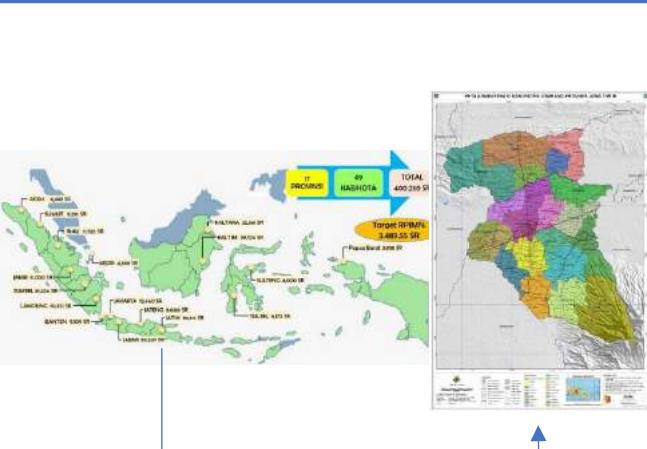
Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

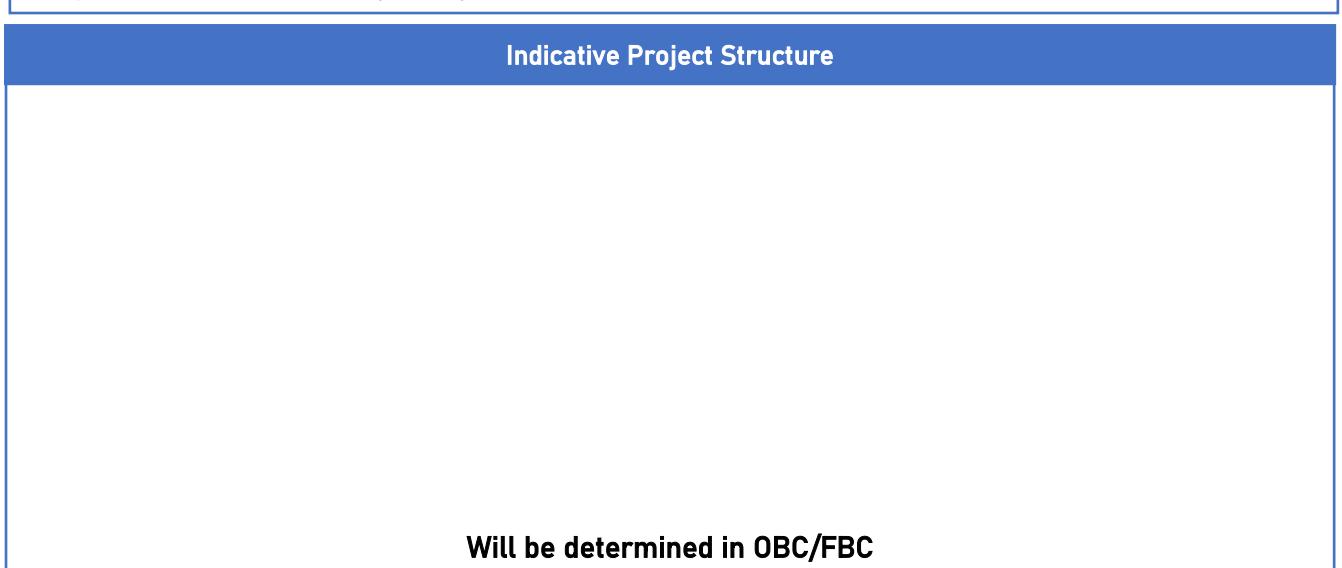
Phone : 081310700953

Email : retna.aribawani@esdm.go.id

# Natural Gas Distribution Network for Jombang Regency Households

Location : Jombang Regency, East Java Province

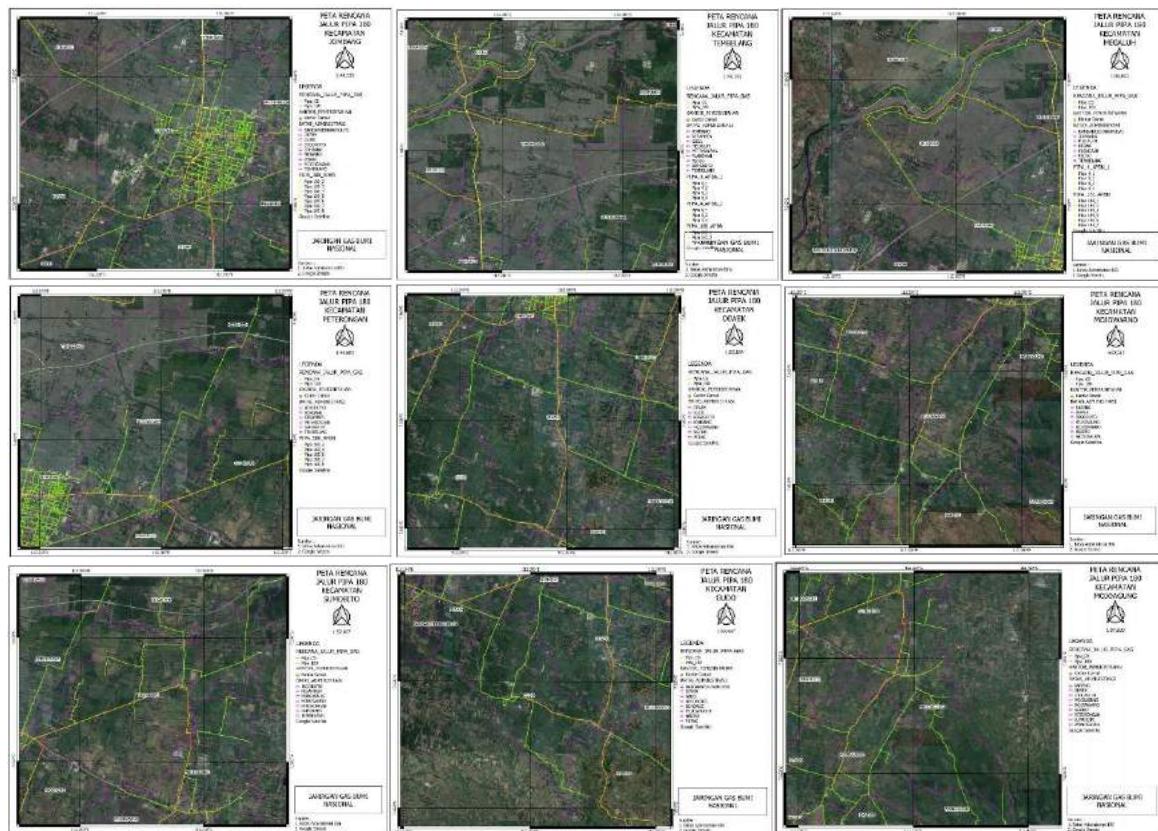
Sector : Oil, Gas and Renewable Energy	Sub-Sector : Natural Gas
 <p>The map illustrates the gas distribution network across Jombang Regency, showing various districts and towns. Key data points include:</p> <ul style="list-style-type: none"><li>TOTAL: 400,219 SH</li><li>TT DISCUSI: 49</li><li>HARGHOTA: 11</li><li>Target HH-MVU: 3,487,35 SH</li></ul>	<p><b>Description:</b> Construction and operation of gas distribution network from the tie-in to household stove connection for 351,217 household connections in Jombang Regency. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.</p> <p><b>Estimated Project Cost:</b> USD 217.81 Million</p>
<p><b>Government Contracting Agency:</b> Minister of Energy and Mineral Resources</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> Under Review</p>	<p><b>Financial Feasibility:</b> IRR : Under Calculation NPV : Under Calculation</p> <p><b>Estimated Concession Period:</b> 30 years</p>

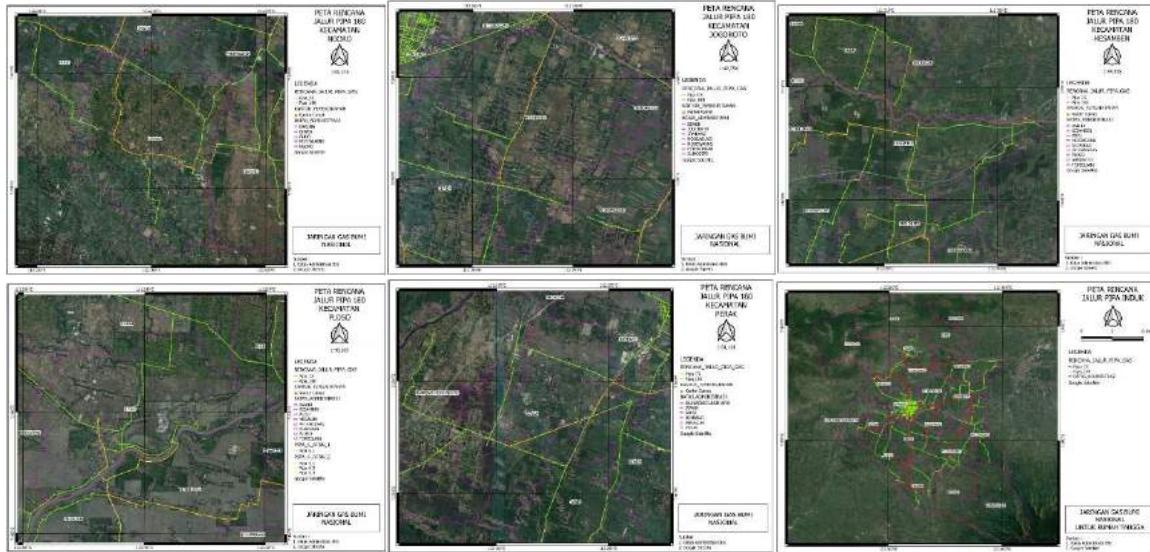


## Project Digest

<b>Project Title</b>	Construction of Natural Gas Distribution Network for Jombang Regency Households
<b>Government Contracting Agency</b>	Minister of Energy and Mineral Resources
<b>Implementing Agency</b>	Under Review
<b>Preparation Agency</b>	Directorate General of Oil and Gas & LEMIGAS
<b>Project Cost</b>	USD 217.81 Million
<b>Estimated Concession Period</b>	30 years
<b>Location</b>	Jombang Regency, East Java Province

### 1. Project Picture (Map and/or Illustration of Project)





**Picture 1 – Layout of Natural Gas Network for Jombang Regency Household**

## 2. The Opportunity

### 2.1. Project Background

To support the government program in reducing the LPG imports, provision of natural gas distribution network for households in Jombang Regency needs to be carried out. This city has a tie-in with the gas distribution network (PT Chiel Jedang), availability of natural gas allocation, population density, regional government support, as well as great potential to develop gas distribution network for commercial and industrial sectors. For that reasons, Jombang Regency was selected as one of the regions where the gas distribution network to be carried out through PPP.

Jombang Regency has 455,705 households with an area of 1,159.5 km<sup>2</sup>. The government expects to build the gas distribution network for 6,137 household connections through the State Budget (APBN) in 2021. Meanwhile, a number of 351,217 households are expected to be connected under PPP scheme. to be built in the city of Jombang under the PPP scheme is 351,217 house connections.

### 2.2. Project Description

Construction and operation network distribution of household gases from the tie-in to stove connection for 351,217 home connections in Jombang Regency.

### 2.3. Project Objectives

The objectives of Natural Gas Network for Jombang Regency Household are as follows:

- Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
- Increasing the access to household fuel services, especially the gas pipeline to public;

- Improving the government's performance in delivering the household fuel services;
- Supporting the energy diversification program in reducing the consumption of subsidized LPG;
- Supporting the government's program in providing the cleaner and more secure energy.

### **3. Business Entity's Scope of Work**

The Project will implement the Build - Operate - Transfer (BOT) scheme. The business entity is responsible for:

- building assets;
- operating within a certain period;
- providing services at an agreed level to the community;
- transferring ownership to the government after the cooperation period ends;
- securing minimum income guarantees and / or additional income if service performance exceeds the agreement.

### **4. Technical Specification**

Project technical specification will be further studied during finalization on FBC report.

### **5. Environmental Impact Assessment (EIA/AMDAL) Findings**

Any environmental document requirement will be identified in the OBC/FBC.

### **6. Land Acquisition and Resettlement Action Plan**

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage (before the procurement of business entity).

### **7. Project Cost Structure**

<b>Estimated Project Cost</b>	<b>USD 217.81 Million</b>
<b>Indicative Debt to Equity Ratio</b>	
- <b>Debt Level</b>	70%
- <b>Equity Level</b>	30%
<b>IRR</b>	Under Calculation
<b>NPV</b>	Under Calculation

### **8. Government Support and Guarantee**

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC stage.

## **9. Contact Information**

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning

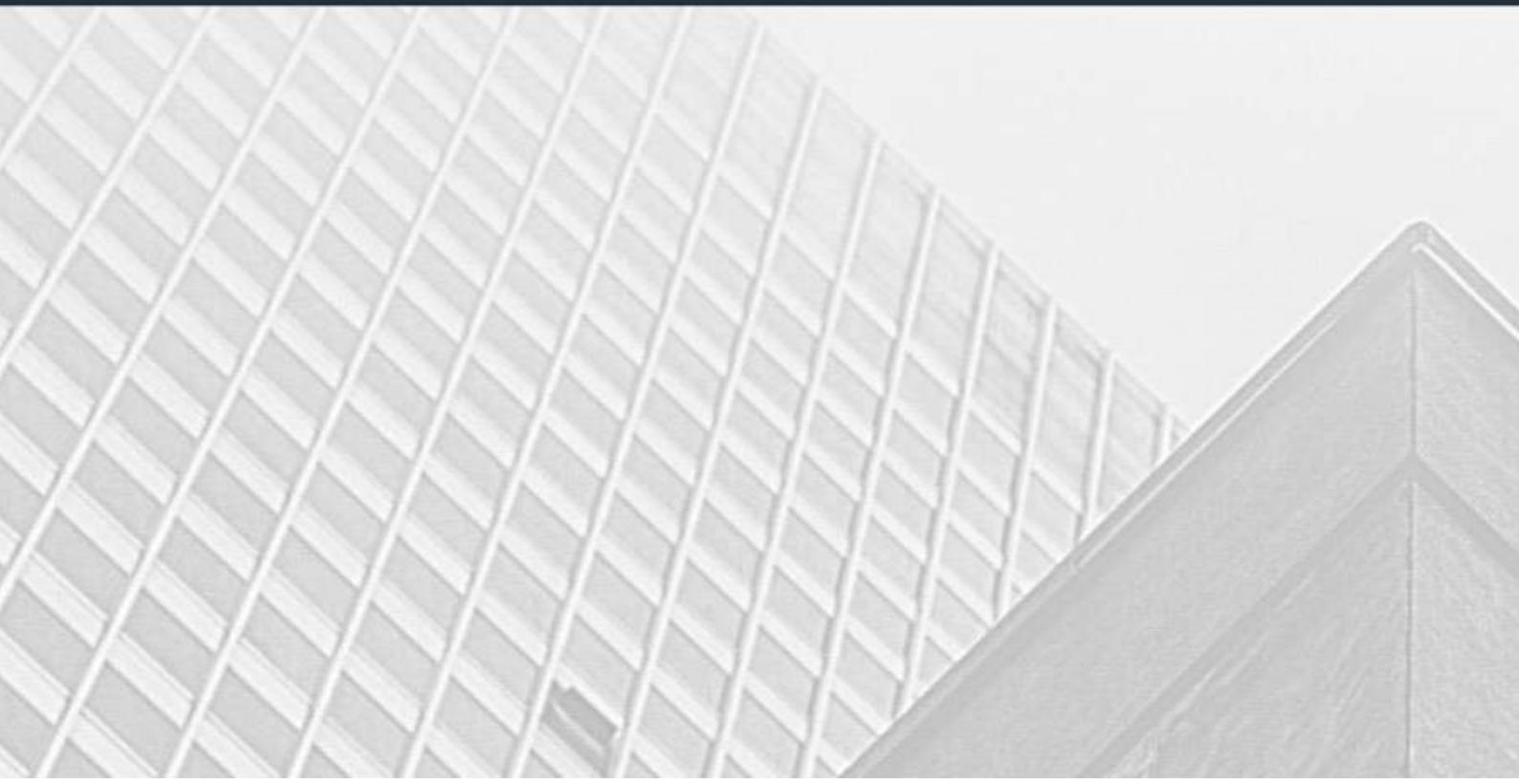
Phone : 081310700953

Email : [retna.aribawani@esdm.go.id](mailto:retna.aribawani@esdm.go.id)



# ADDITIONAL INFORMATION

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# ALREADY TENDERED PROJECTS



## Summary of Already Tendered Projects

The following list consists of projects that have already been tendered as of June 2021.

No	Project Name	Description	Status (per June 2021)
1	Development of Komodo Airport	<p>The purposes of Labuan Bajo Airport are:</p> <ul style="list-style-type: none"> <li>• Empowering tourism in Komodo Island in East Nusa Tenggara Province.</li> <li>• Improving airport performance and services to the passengers and related stakeholders.</li> <li>• Increasing the number of passengers and cargo up to 4 mppa and 3,500 tonnes respectively in 2044.</li> <li>• Expanding national air connectivity.</li> <li>• Supporting local economy.</li> </ul>	Already Tendered (Agreement Signing)
2	Expansion of Hang Nadim International Airport Passenger Terminal	<p>The project is to expand the passenger terminal of Hang Nadim International Airport and designated to handle up to 8 million passengers in 2019.</p> <p>Scope of work:</p> <ul style="list-style-type: none"> <li>• Expansion of Passenger Terminal;</li> <li>• Operation and Maintenance Passenger Terminal; and</li> <li>• Operation and Maintenance Cargo Terminal.</li> </ul>	Already Tendered (Agreement Signing)
3	Development of Makassar – Parepare Railway	Makassar-Parepare railway development is part of Trans-Sulawesi railway network. The objectives are: (i) to improve goods and passenger movement in term of national connectivity and (ii) to achieve national railway line target along 10,524 km in 2030. The project scopes are infrastructure construction (F Tonasa segment & Garongkong segment), infrastructure operation & maintenance of B-C-D-F Tonasa Segment.	Already Tendered (Agreement Signing)
4	Patimban Port	Patimban Port in Subang (West Java) designated as a national strategic project (PSN) located near Cikarang Industrial Zone to support trading activities in Java, the country's most populated island and center of its manufacturing activities.	Already Tendered (Agreement Signing)

No	Project Name	Description	Status (per June 2021)
5	Development of Anggrek Port	Anggrek Port as a goods gateway and a regional economic driver needs to be supported by the development of the hinterland area including its accessibility. Trading activities and distribution of foods especially in the North Gorontalo district depend on this port. It is non-commercial port and operated under the Directorate of Sea Transportation of the Ministry of Transportation.	Already Tendered (Bid Award)
6	Yogya-Bawen Toll Road	Yogya-Bawen toll road will connect Semarang-Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. It will also support industrial area in Ungaran-Bawen corridor and Joglosemar (Yogyakarta-Solo-Semarang) tourism area. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).	Already Tendered (Agreement Signing)
7	Solo - Yogyakarta - Kulonprogo (NYIA) Toll Road (Unsolicited)	The development of Solo-Yogyakarta-Kulon Progo (New Yogyakarta International Airport/NYIA) Toll Road is part of the Southern Java Road Network, stretching from Gede Bage in West Java province to Solo in Central Java. The toll road will run for 93.14 km, divided into three sections; Kartasura-Purwomartani, Purwomartani-Gamping, and Gamping-Kulon Progo (NYIA).	Already Tendered (Agreement Signing)
8	Multi Lane Free Flow (MLFF) Toll Transaction System (Unsolicited)	The project is to establish a new toll collection system, which replaces the existing manual toll collection method. The project scope is Design, Build, Finance, Operate, and Transfer (DBFOT). The proposed system has the technical requirement of MLFF GNSS toll collection.	Already Tendered (Agreement Signing)
9	Preservation of Eastern Sumatra National Road in Riau Province	One of the Eastern Sumatra Roads in the Province starting from the Kayu Ara Intersection (Pekanbaru City) to Lago Intersection (Pelalawan Regency) consists of three streets that could be categorized as a National Road which is correlated towards the national economic growth. The approximate total length of this project will be 43 km. Investment return will be paid using the Availability Payment Method.	Already Tendered (Agreement Signing)

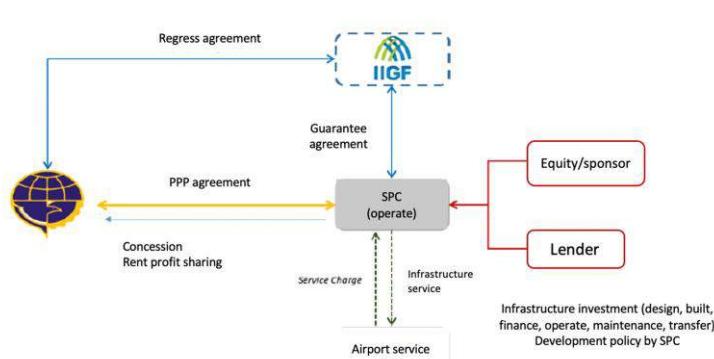
No	Project Name	Description	Status (per June 2021)
10	Gedebage – Tasikmalaya – Cilacap Toll Road (Unsolicited)	The project is to construct 206.65 km toll road of Gedebage-Tasikmalaya-Cilacap which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with 1 junction and 10 interchanges	Already Tendered (RfP)
11	Duplication and/or Replacement of Callender Hamilton Bridges in Java Island Main Road (Unsolicited)	This project is to replace and/or duplicate 37 Location Callender Hamilton Bridges in the Java Island Main Road. The location of the bridges is on the national road connecting the provincial capital and are the main logistics route to Sumatera Island in order to increase national economic activity. There bridges are located in in Banten, in West Java, in Central Java, and East Java.	Already Tendered (RfP)
12	Gilimanuk – Mengwi Toll Road (Unsolicited)	The project is to construct ± 96,21 km of The Gilimanuk-Mengwi toll road with PPP scheme. The starting point is located in Gilimanuk-Jembara District and the end point is located in Mengwi-Badung District.	Already Tendered (RfP)
13	Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road (Unsolicited)	The project is to construct ± 21.5 km of The Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road with PPP scheme. The starting point is located at Ulujami Junction and the end point is located at Jati Asih Junction.	Already Tendered (RfP)
14	North Penajam Paser – Balikpapan Toll Road Bridge (Unsolicited)	The construction of the bridge (which functions as a toll road) will connect the North Penajam Paser Regency with Balikpapan City across the Bay of Balikpapan. The North Penajam Paser – Balikpapan Toll Road Bridge will eliminate the geographical obstacle between the North Penajam Paser Regency and the Balikpapan City, and furthermore between East Kalimantan and South Kalimantan Provinces.	Already Tendered (PQ)
15	Patimban Access Toll Road	The New Patimban Port development plan is to provides accessibility that facilitates direct access to and from Patimban Port. The port is planned to be connected with industrial zones, economic zones, urban areas, and the surrounding rural areas. Patimban access toll road will connect Patimban Port with Cikopo – Palimanan Toll Road Section. This toll road	Already Tendered (PQ)

No	Project Name	Description	Status (per June 2021)
		will have a length of 37.7 km with 2 interchange locations and 1 interchange junction location	
16	Development of Pekanbaru Water Supply System	The purpose of Pekanbaru Water Supply is to provide reliable drinking water infrastructure and to support economic activities in Pekanbaru City. The project includes rehabilitation and uprating of existing Water Treatment Plant (WTP) and reservoir to reach 500 lps and construction of a new intake facility, WTP, and reservoir with capacity of 250 lps. With total coverage of 61,000 connections for 6 districts in Pekanbaru.	Already Tendered (Agreement Signing)
17	Development of Jatiluhur I Regional Water Supply System (Unsolicited)	Jatiluhur I Regional Water Supply system has an outflow of 5,000 lps that will supply Karawang Regency, Bekasi Regency, Bekasi City, and DKI Jakarta. The project covers the construction of intake, transmission pipeline, water treatment plant (WTP), and the development of main network.	Already Tendered (Agreement Signing)
18	Karian-Serpong Regional Water Supply System (Unsolicited)	Karian-Serpong Regional Water Supply System project is developed to accelerate the expansion of piped water supply for DKI Jakarta, Tangerang City, and South Tangerang where the bulk water will be sourced from the Karian Dam in Banten Province.	Already Tendered (Agreement Signing)
19	Legok Nangka Regional Waste Processing Facility	Waste management of 1,853 – 2,131 tonnes per day of waste sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, West Java. Scope: Design, Build, Finance, Operate, maintaining the Waste Treatment Plant and supporting infrastructure.	Already Tendered (PQ)
20	Surakarta Street Lighting	The Municipal Government of Surakarta is proposing to revitalize the PSL public services within the city, covering 976 km city road network needs around 31,890 lamp points. The project will be implemented in PPP Scheme. The scheme will include PPP agreement between the Municipal and the Business Entity along the specified concession period that requires the Business	Already Tendered (RfP)

No	Project Name	Description	Status (per June 2021)
		Entity to finance, design, develop, operate, and maintain the PSL service.	
21	West Lombok Public Street Lighting (Unsolicited)	The West Lombok Regency planned to install and maintain its street lighting using Public Private Partnership. It is hoped that this street project lighting will help increase the economy and public welfare in the regency by ensuring road safety by street lighting during the night.	Already Tendered (PQ)

# Development of Komodo Airport

Location : Labuan Bajo, East Nusa Tenggara Province

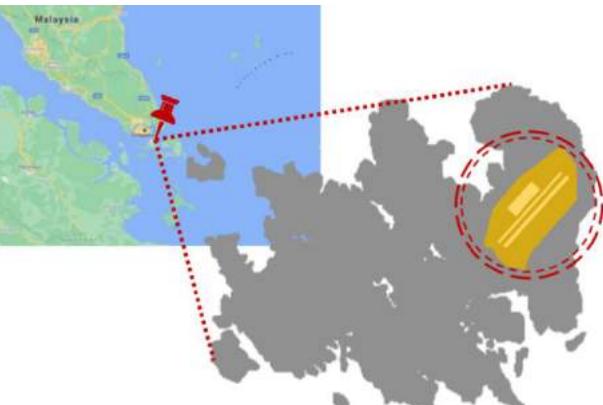
Sector : Transportation	Sub-Sector : Airport
	<p><b>Description:</b> The purposes of Labuan Bajo Airport are:</p> <ul style="list-style-type: none"><li>• Empowering tourism in Komodo Island in East Nusa Tenggara Province.</li><li>• Improving airport performance and services to the passengers and related stakeholders.</li><li>• Increasing the number of passengers and cargo up to 4 mppa and 3,500 tonnes respectively in 2044.</li><li>• Expanding national air connectivity.</li><li>• Supporting local economy.</li></ul>
<p><b>Government Contracting Agency:</b> Minister of Transportation hand over to Director General of Civil Aviation</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 86.79 Million</p> <p><b>Financial Feasibility:</b> IRR : 11% NPV : USD 24.65 Million</p> <p><b>Concession Period:</b> 25 years</p>
<p><b>Project Schedule</b></p>  <p>Pre-Qualification Q4 2018 → Request for Proposal Q2 2019 → Bid Award Q4 2019 → Agreement Signing Q1 2020 → Financial Close Q3 2021 → Construction Q3 2021</p>	
<p><b>Project Status:</b> Agreement Signing</p>	
Project Structure	
 <p>The diagram illustrates the Project Structure. At the top, a dashed box labeled "IIGF" contains a globe icon. Below it, a grey box labeled "SPC (operate)" is connected to a red box labeled "Equity/sponsor" and a red box labeled "Lender". A vertical dashed line connects the SPC box to a white box labeled "Airport service user". Arrows indicate various agreements: "Regress agreement" from IIGF to SPC; "Guarantee agreement" from SPC to IIGF; "PPP agreement" between IIGF and SPC; "Concession Rent profit sharing" between SPC and Airport service user; "Service Charge" from Airport service user to SPC; and "Infrastructure service" from SPC to Airport service user. A note at the bottom right states: "Infrastructure investment (design, built, finance, operate, maintenance, transfer) Development policy by SPC".</p>	

Contact Person

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[c3c3pkurniawan@gmail.com](mailto:c3c3pkurniawan@gmail.com)

# Expansion of Hang Nadim International Airport Passenger Terminal

Location : Batam, Riau Islands Province

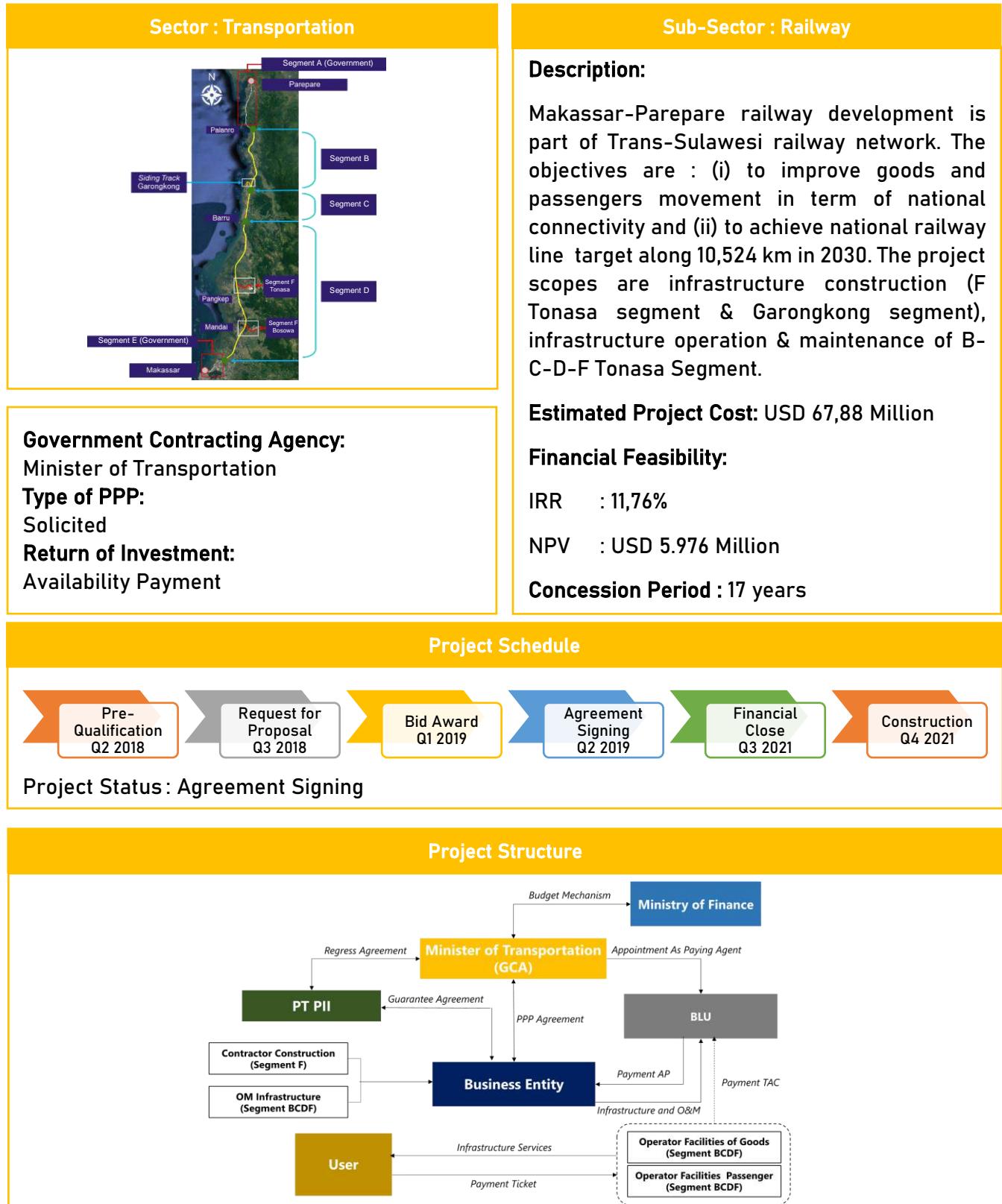
Sector : Transportation	Sub-Sector : Airport
	<p><b>Description:</b> The project is to expand the passenger terminal of Hang Nadim International Airport and designated to handle up to 24.7 million passengers in 2046.</p>
<p><b>Government Contracting Agency:</b> Chairman of Batam Indonesia Free Zone Authority</p>	<p><b>Scope of work:</b></p> <ul style="list-style-type: none"><li>• Refurbishment and expansion of Passenger Terminals;</li><li>• Operation and Maintenance Passenger Terminal; and</li><li>• Operation and Maintenance Cargo Terminal.</li></ul>
<p><b>Type of PPP:</b> Solicited</p>	<p><b>Estimated Project Cost:</b> USD 458.90 Million</p>
<p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> IRR : 14.73% NPV : USD 3.22 Trillion</p>
	<p><b>Concession period:</b> 25 years</p>
Project Schedule	
	
Project Status : Agreement Signing	
Project Structure	
	

Contact Person

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# Development of Makassar – Parepare Railway

Location : South Sulawesi Province



Contact Person

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## **Patimban Port**

Location : Subang, West Java Province

Sector : Transportation	Sub-Sector : Port
	<p><b>Description:</b> Patimban Port in Subang (West Java) designated as a national strategic project (PSN) located near Cikarang Industrial Zone to support trading activities in Java, the country's most populated island and center of its manufacturing activities.</p> <p><b>Estimated Project Cost:</b> USD 1.296,49 Million*</p> <p><b>Financial Feasibility:</b> IRR : 13.40% NPV : USD 101.71 Million</p> <p><b>Estimated Concession Period:</b> 40 years</p> <p><small>*) Capex</small></p>
<p><b>Government Contracting Agency:</b> Minister of Transportation hand over to Director General of Sea Transportation</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	

**Indicative Project Schedule**

Pre-Qualification  
Q2 2020

Request for  
Proposal  
Q3 2020

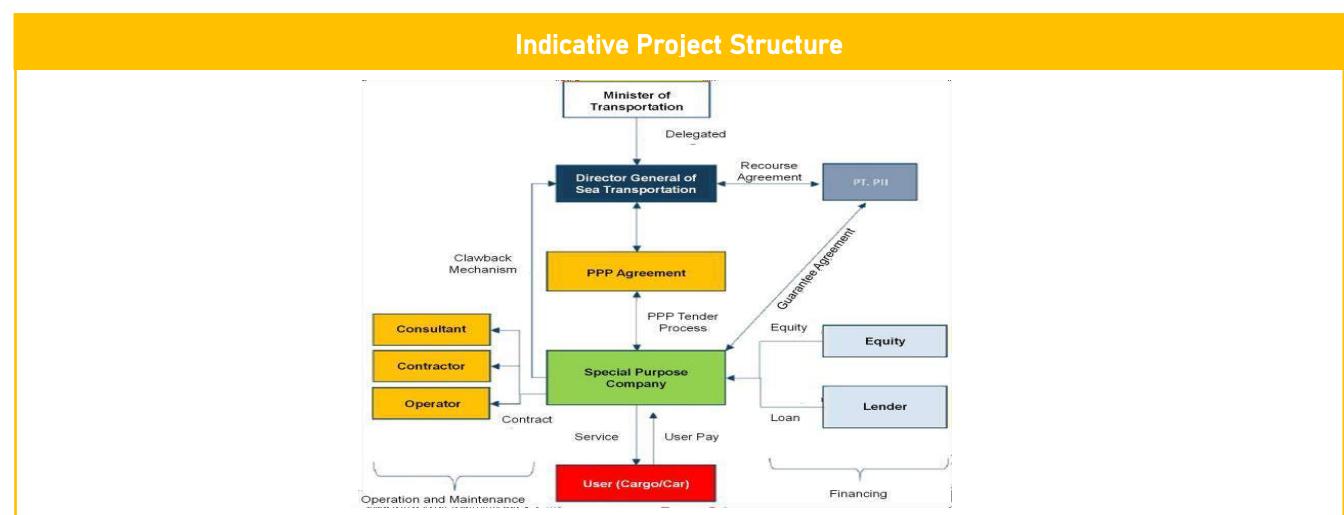
Bid Award  
Q4 2020

Agreement  
Signing  
Q1 2021

Financial  
Close  
Q1 2021

Construction  
Q4 2021

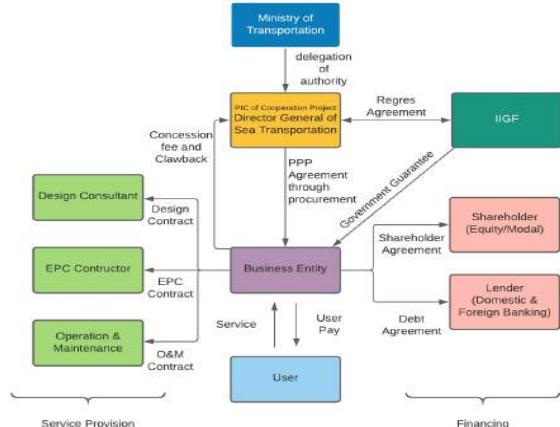
**Project Status:** Agreement Signing



Contact Information : Aries Wibowo (Head of Port Development Planning Sub-Directorate)  
[kpbupelabuhan@gmail.com](mailto:kpbupelabuhan@gmail.com)

## Development of Anggrek Port

Location : Gorontalo Province

Sector : Transportation	Sub-Sector: Port
	<p><b>Description:</b> Anggrek Port as a goods gateway and a regional economic driver needs to be supported by the development of the hinterland area including its accessibility. Trading activities and distribution of foods especially in the North Gorontalo district depend on this port. It is non-commercial port and operated under the Directorate of Sea Transportation of the Ministry of Transportation.</p>
<p><b>Government Contracting Agency:</b> Minister of Transportation hand over to Director General of Sea Transportation</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Payment</p>	<p><b>Estimated Project Cost:</b> USD 97,40 Million*</p> <p><b>Financial Feasibility:</b> IRR : 11.8 % NPV : USD 4.7 Million</p> <p><b>Estimated Concession Period:</b> 30 years</p>
<p><b>Indicative Project Schedule</b></p>  <p>Project Status : Bid Award</p>	
<p><b>Indicative Project Structure</b></p> 	

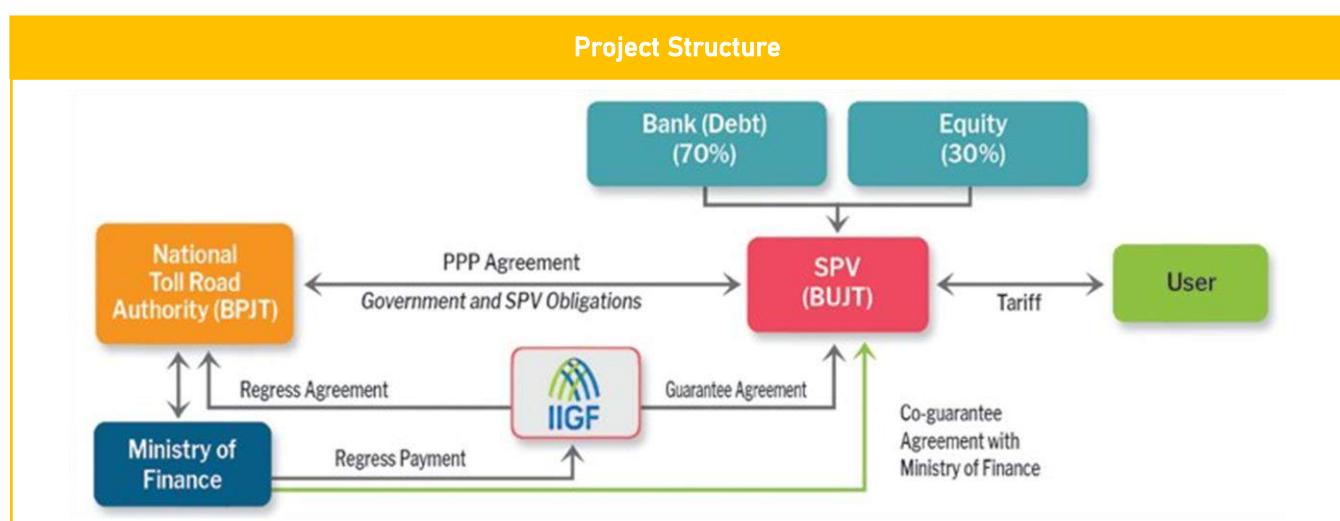
Contact Information : Aries Wibowo (Head of Port Development Planning Sub-Directorate)  
[kpbupelabuhan@gmail.com](mailto:kpbupelabuhan@gmail.com)

## **Yogyakarta – Bawen Toll Road**

Location : Yogyakarta & Central Java Provinces

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> Yogya-Bawen toll road will connect Semarang-Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. It will also support industrial area in Ungaran-Bawen corridor and Joglosemar (Yogyakarta-Solo-Semarang) tourism area. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).</p> <p><b>Estimated Project Cost:</b> USD 976.39 Million</p>
<p><b>Government Contracting Agency:</b> Indonesia Toll Road Authority (BPJT)</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Financial Feasibility:</b> IRR : 11.61% NPV : USD 46.48 Million</p> <p><b>Estimated Concession Period:</b> 40 years</p>

Project Schedule						
<span style="background-color: orange; border-radius: 10px; padding: 5px;">Pre-Qualification Q4 2019</span>	<span style="background-color: grey; border-radius: 10px; padding: 5px;">Request for Proposal Q2 2020</span>	<span style="background-color: yellow; border-radius: 10px; padding: 5px;">Bid Award Q3 2020</span>	<span style="background-color: blue; border-radius: 10px; padding: 5px;">Agreement Signing Q4 2020</span>	<span style="background-color: green; border-radius: 10px; padding: 5px;">Financial Close Q3 2021</span>	<span style="background-color: orange; border-radius: 10px; padding: 5px;">Construction Q3 2022</span>	
<b>Project Status :</b> Agreement Signing						

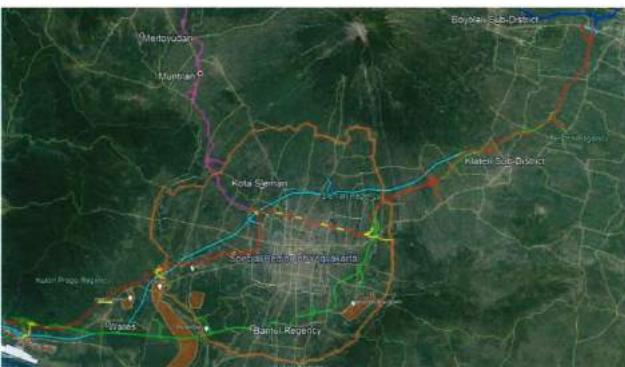


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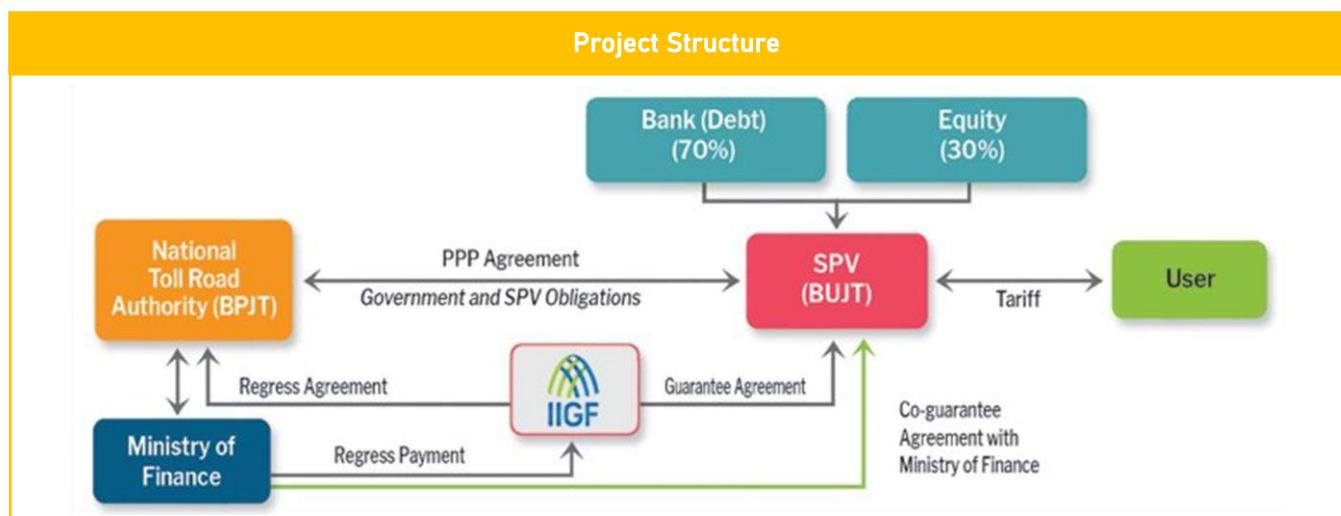
## Solo – Yogyakarta – Kulonprogo (NYIA) Toll Road

Location : Yogyakarta & Central Java Provinces

Sector : Road	Sub-Sector : Toll Road
	<b>Description:</b> The development of Solo-Yogyakarta-Kulon Progo (New Yogyakarta International Airport/NYIA) Toll Road is part of the Southern Java Road Network, stretching from Gede Bage in West Java province to Solo in Central Java. The toll road will run for 96.57 km, divided into three sections: Kartasura-Purwomartani, Purwomartani-Gamping, and Gamping-Kulon Progo (NYIA).
<b>Government Contracting Agency:</b> Indonesia Toll Road Authority (BPJT)	<b>Estimated Project Cost:</b> USD 1,824.40 Million
<b>Type of PPP:</b> Unsolicited	<b>Financial Feasibility:</b> IRR : 12.03% NPV : USD 153.76 Million
<b>Return of Investment:</b> User Charge	<b>Estimated Concession Period:</b> 40 years

Project Schedule


Project Status : Agreement Signing

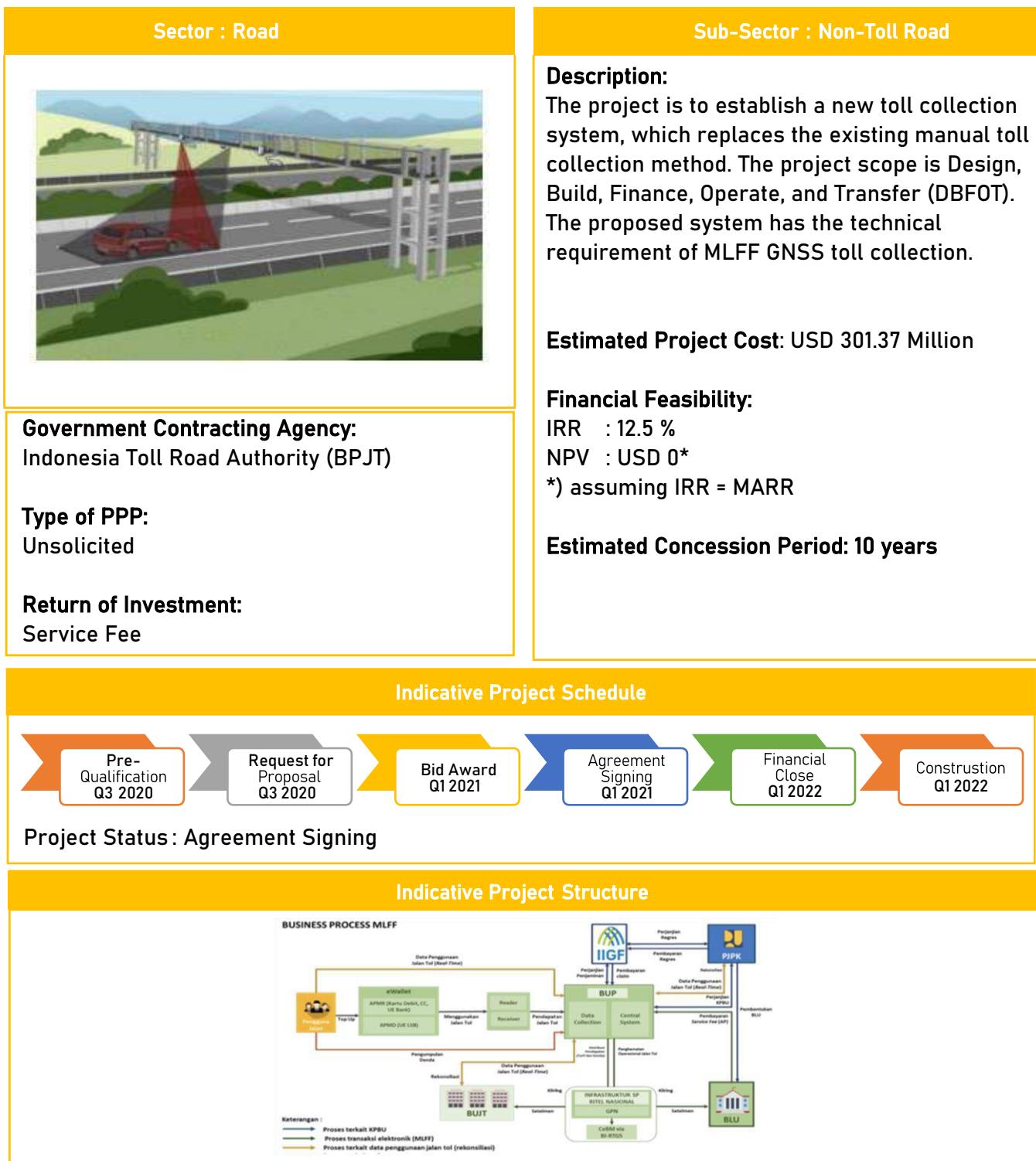


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# Multi Lane Free Flow (MLFF) Toll Transaction System

Location : National

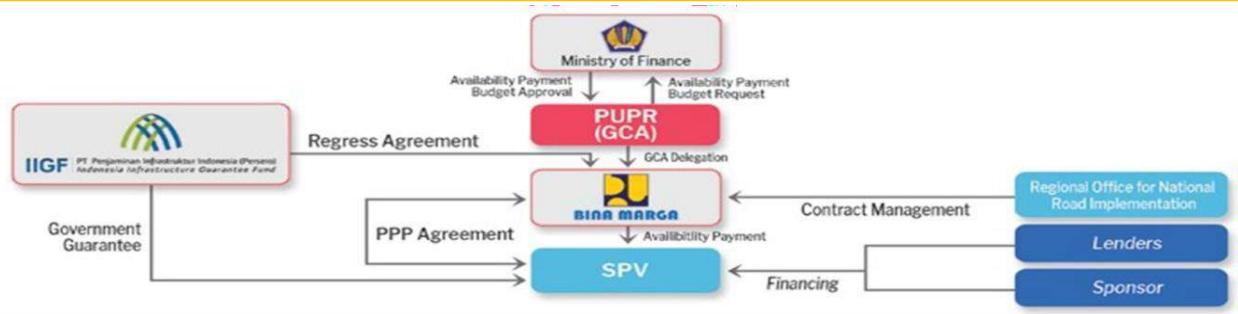


Contact Person

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# Preservation of Eastern Sumatera National Road in Riau Province

Location : Riau Province

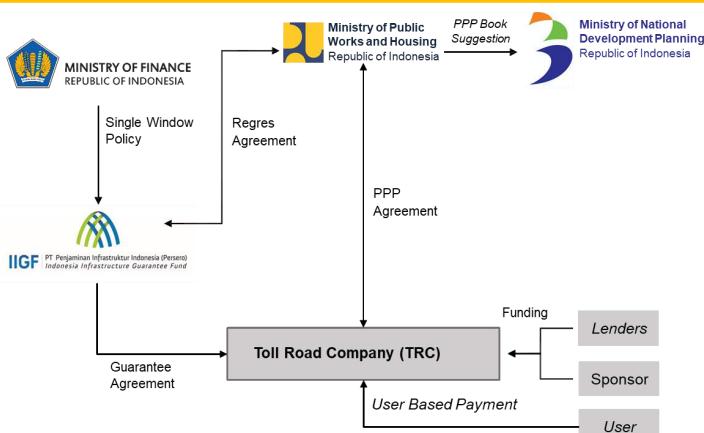
Sector : Road	Sub-Sector : Non-Toll Road
	<b>Description:</b> One of the Eastern Sumatra Roads in the Province starting from the Kayu Ara Intersection (Pekanbaru City) to Lago Intersection (Pelalawan Regency) consists of three streets that could be categorized as a National Road which is correlated towards the national economic growth. The approximate total length of this project will be 43 km. Investment return will be paid using the Availability Payment Method.
<b>Government Contracting Agency:</b> Minister of Public Works and Housing <b>Type of PPP:</b> Solicited <b>Return of Investment:</b> Availability Payment	<b>Estimated Project Cost:</b> USD 35.99 Million <b>Financial Feasibility:</b> IRR : 9.81% NPV : USD 899,890.63  <b>Estimated Concession Period:</b> 15 years
<b>Indicative Project Schedule</b>	
	
<b>Project Status:</b> Agreement Signing	
<b>Indicative Project Structure</b>	
	

Contact Person

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## Gedebage – Tasikmalaya – Cilacap Toll Road

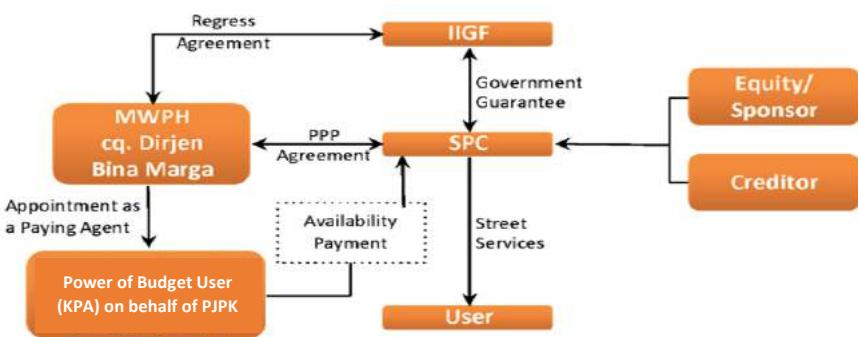
Location : West Java – Central Java

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> The project is to construct 206.65 km toll road of Gedebage-Tasikmalaya-Cilacap which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with 1 junction and 10 interchanges.</p>
<p><b>Government Contracting Agency:</b> Indonesia Toll Road Authority (BPJT)</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 3,976.03 Million</p> <p><b>Financial Feasibility:</b> IRR : 12.02 % NPV : USD 138.02 Million</p> <p><b>Estimated Concession Period:</b> 40 years</p>
Indicative Project Schedule	
	
Project Status : Request for Proposal	
Indicative Project Structure	
	

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# Duplication and/or Replacement of Callender Hamilton Bridges in Java Island Main Road

Location : Java Region

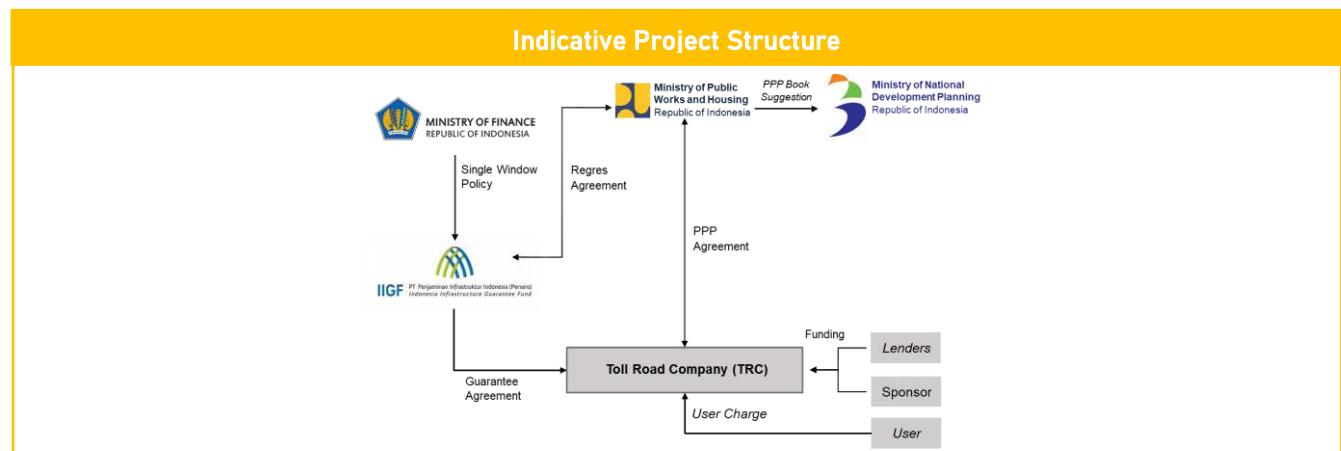
Sector : Road	Sub-Sector : Non-Toll Bridge
	<p><b>Description:</b>            This project is to replace and/or duplicate 37 Location Callender Hamilton Bridges in the Java Island Main Road. The location of the bridges is on the national road connecting the provincial capital and are the main logistics route to Sumatera Island in order to increase national economic activity. The bridges are located in the provinces of Banten, West Java, Central Java, and East Java.</p>
<p><b>Government Contracting Agency:</b>            Minister of Public Works and Housing</p> <p><b>Type of PPP:</b>            Unsolicited</p> <p><b>Return of Investment:</b>            Availability Payment</p>	<p><b>Estimated Project Cost:</b> USD 161.31 Million</p> <p><b>Financial Feasibility:</b>            IRR : 11.99 %            NPV : USD 9.91 Million</p> <p><b>Estimated Concession Period:</b> 12 years</p>
<b>Indicative Project Schedule</b>	
	
<p><b>Project Status :</b> Request for Proposal</p>	
<b>Indicative Project Structure</b>	
	

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## Gilimanuk – Mengwi Toll Road

Location: Bali Province

Sector : Road	Sub-Sector : Toll Road
	<b>Description:</b> The project is to construct ± 96,21 km of The Gilimanuk-Mengwi toll road with PPP scheme. The starting point is located in Gilimanuk-Jembara District and the end point is located in Mengwi-Badung District.
	<b>Estimated Project Cost:</b> USD 1,516.58 Million
<b>Government Contracting Agency:</b> Minister of Public Works and Housing <b>Type of PPP:</b> Unsolicited <b>Return of Investment:</b> User Charge	<b>Financial Feasibility:</b> FIRR : 12.47% NPV : USD 10.80 Million
	<b>Estimated Concession Period:</b> 50 years

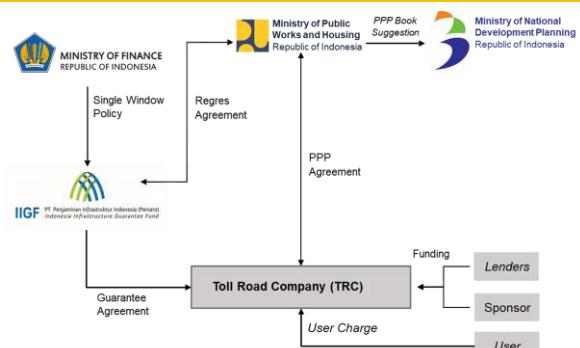


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# Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road

Location : DKI Jakarta and West Java Provinces

Sector : Road	Sub-Sector : Toll Road
 <p><b>CURRENT CONDITION:</b> <b>PROPOSED:</b></p>	<p><b>Description:</b> The project is to construct ± 21.5 km of The Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road with PPP scheme. The starting point is located at Ulujami Junction and the end point is located at Jati Asih Junction</p>
<p><b>Government Contracting Agency:</b> Indonesia Toll Road Authority (BPJT)</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 1,477.08 Million</p> <p><b>Financial Feasibility:</b> FIRR : 12.54 % NPV : USD 535.29 Million</p> <p><b>Concession Period:</b> 45 years</p>
<p><b>Project Schedule</b></p>  <p>The timeline shows the following phases: 1. Pre-Qualification (Q2 2021) 2. Request for Proposal (Q3 2021) 3. Bid Award (Q1 2022) 4. Agreement Signing (Q1 2022) 5. Financial Close (Q1 2023) 6. Construction (Q4 2023)</p>	
<p><b>Project Status:</b> Request for Proposal</p>	
Project Structure	
 <p>The diagram illustrates the project structure with the following components and their interactions:</p> <ul style="list-style-type: none"><li><b>Ministry of Finance Republic of Indonesia</b> provides the <b>Single Window Policy</b> to <b>IIGF</b>.</li><li><b>Ministry of Public Works and Housing Republic of Indonesia</b> provides the <b>Regres Agreement</b> to <b>Toll Road Company (TRC)</b>.</li><li><b>Ministry of National Development Planning Republic of Indonesia</b> provides the <b>PPP Book Suggestion</b> to <b>Ministry of Public Works and Housing</b>.</li><li><b>IIGF</b> provides the <b>Guarantee Agreement</b> to <b>Toll Road Company (TRC)</b>.</li><li><b>Toll Road Company (TRC)</b> receives <b>Funding</b> from <b>Lenders</b> and <b>Sponsor</b>, and in turn provides <b>User Charge</b> to the <b>User</b>.</li></ul>	

Contact Person : Denny Firmansyah (Head of Investment Division)

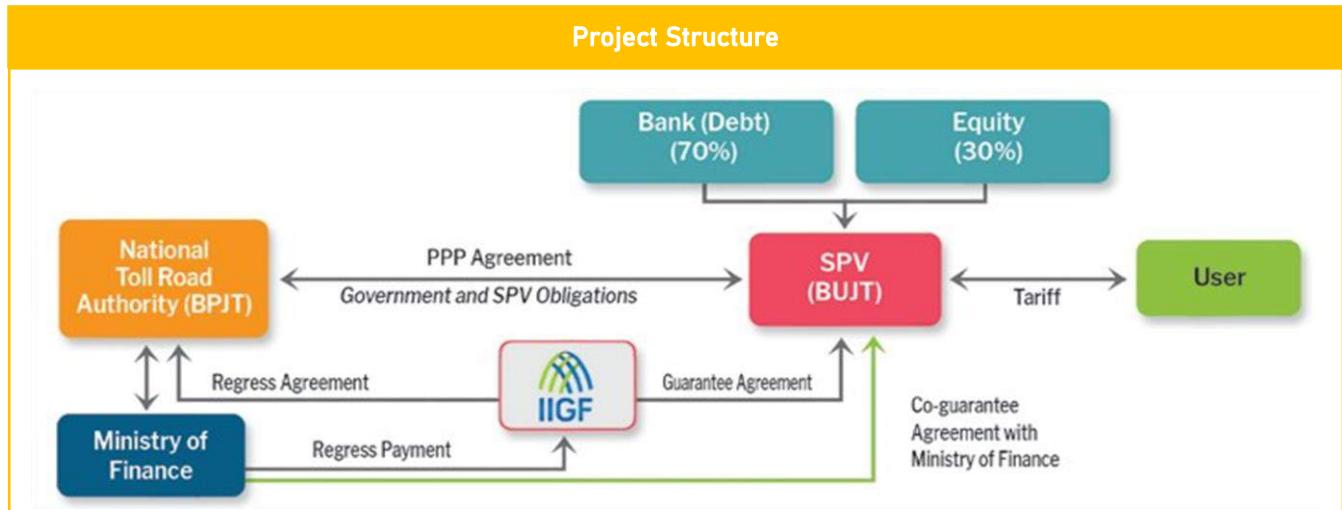
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## North Penajam Paser – Balikpapan Toll Road Bridge

Location : East Kalimantan Province

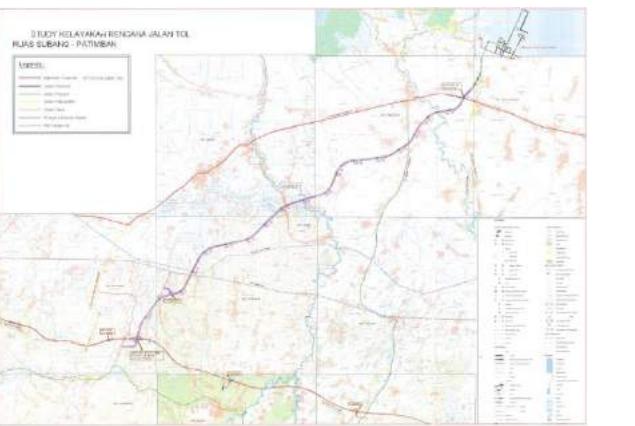
Sector : Road	Sub-Sector : Toll Bridge
	<p><b>Description:</b> The construction of the bridge (which functions as a toll road) will connect the North Penajam Paser Regency with Balikpapan City across the Bay of Balikpapan. The North Penajam Paser – Balikpapan Toll Road Bridge will eliminate the geographical obstacle between the North Penajam Paser Regency and the Balikpapan City, and furthermore between East Kalimantan and South Kalimantan Provinces.</p>
<p><b>Government Contracting Agency:</b> Indonesia Toll Road Authority (BPJT)</p>	<p><b>Estimated Project Cost:</b> USD 1,063.90 Million</p>
<p><b>Type of PPP:</b> Unsolicited</p>	<p><b>Financial Feasibility:</b> IRR : 12.61% NPV : USD 123.92 Million</p>
<p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Concession Period:</b> 45 years</p>



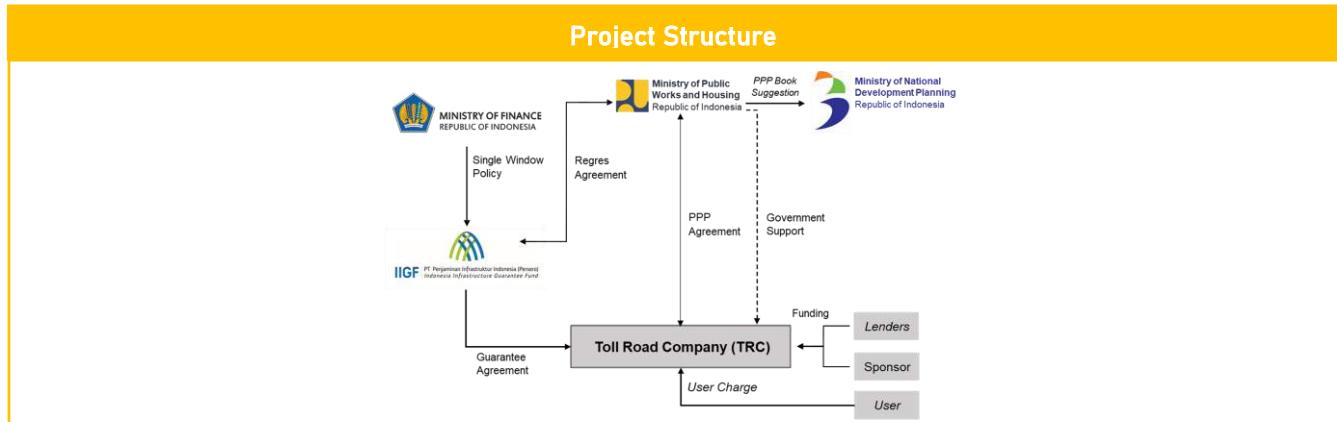
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## Patimban Access Toll Road

Location : West Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> The New Patimban Port development plan is to provide accessibility that facilitates direct access to and from Patimban Port. The port is planned to be connected with industrial zones, economic zones, urban areas, and the surrounding rural areas. Patimban access toll road will connect Patimban Port with Cikopo - Palimanah Toll Road Section. This toll road will have a length of 37.05 km with 4 interchange locations and 1 interchange junction location</p>
<p><b>Government Contracting Agency:</b> Indonesia Toll Road Authority (BPJT)</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 581.51 Million</p> <p><b>Financial Feasibility:</b></p> <p>IRR : 11.40%</p> <p>NPV : USD 17.61 Million</p> <p><b>Concession Period:</b> 50 years</p>

Project Schedule
 <p>Project Status : Pre-Qualification</p>



Contact Person

: Denny Firmansyah (Head of Investment Division)

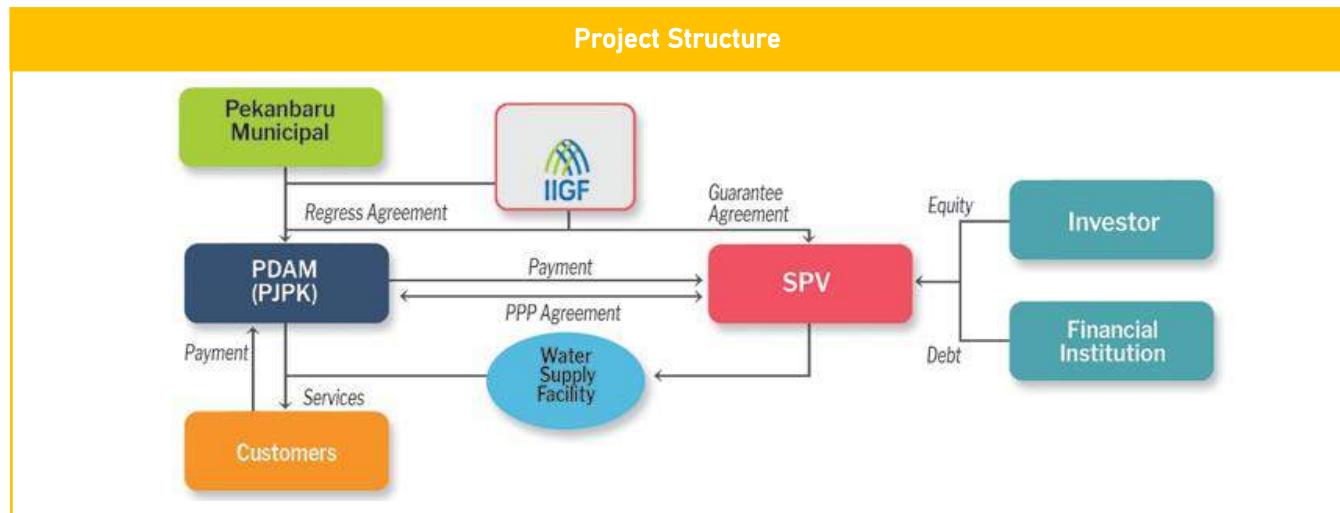
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# Development of Pekanbaru Water Supply System

Location : Pekanbaru, Riau Province

Sector : Drinking Water	Sub-Sector : Water Supply System
	<b>Description:</b> The purpose of Pekanbaru Water Supply is to provide reliable drinking water infrastructure and to support economic activities in Pekanbaru City. The project includes rehabilitation and uprating of existing Water Treatment Plant (WTP) and reservoir to reach 500 lps and construction of a new intake facility, WTP, and reservoir with capacity of 250 lps. With total coverage of 61,000 connections for 6 districts in Pekanbaru.
<b>Government Contracting Agency:</b> Director of Tirta Siak Water Supply Company	<b>Estimated Project Cost:</b> USD 50.03 Million
<b>Type of PPP:</b> Solicited	<b>Financial Feasibility:</b> IRR : 12.73 % NPV : USD 8,86 Million
<b>Return of Investment:</b> User Charge	<b>Concession Period:</b> 25 years

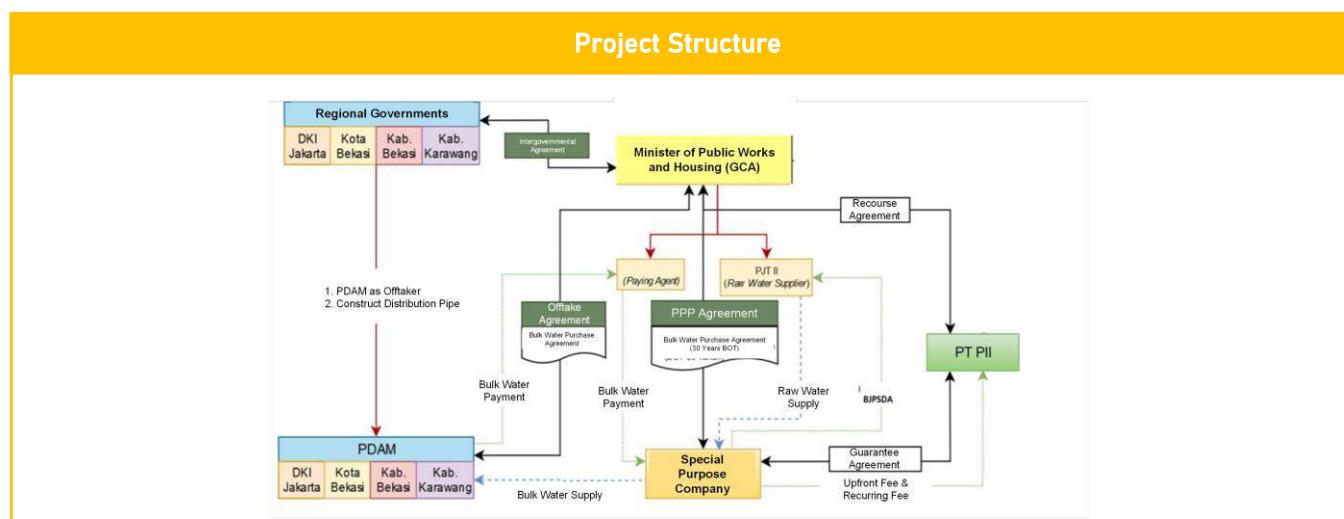


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# Development of Jatiluhur I Regional Water Supply System

Location : West Java and DKI Jakarta Provinces

Sector : Drinking Water	Sub-Sector : Water Supply System
	<b>Description:</b> Jatiluhur I Regional Water Supply system has an outflow of 5,000 lps that will supply Karawang Regency, Bekasi Regency, Bekasi City, and DKI Jakarta. The project covers the construction of intake, transmission pipeline, water treatment plant (WTP), and the development of main network.
<b>Government Contracting Agency:</b> Minister of Public Works and Housing <b>Type of PPP:</b> Unsolicited <b>Return of Investment:</b> User Charge	<b>Estimated Project Cost:</b> USD 137.5 Million <b>Financial Feasibility:</b> IRR : 13.62% NPV : USD 26.98 Million <b>Estimated Concession Period:</b> 30 years

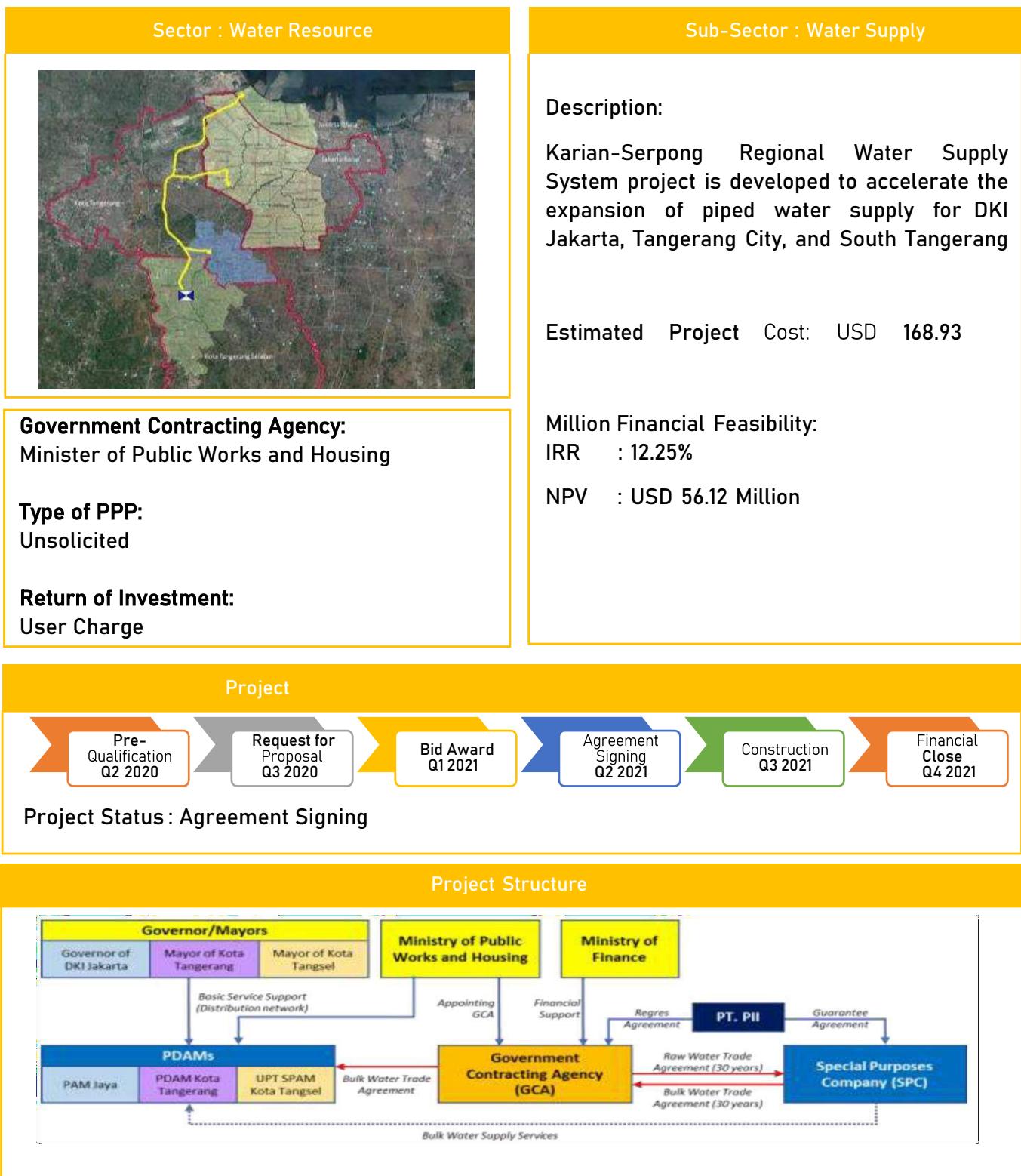


Contact Person

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# Karian-Serpong Regional Water Supply System

Location : Lebak, Banten Province



Contact Person

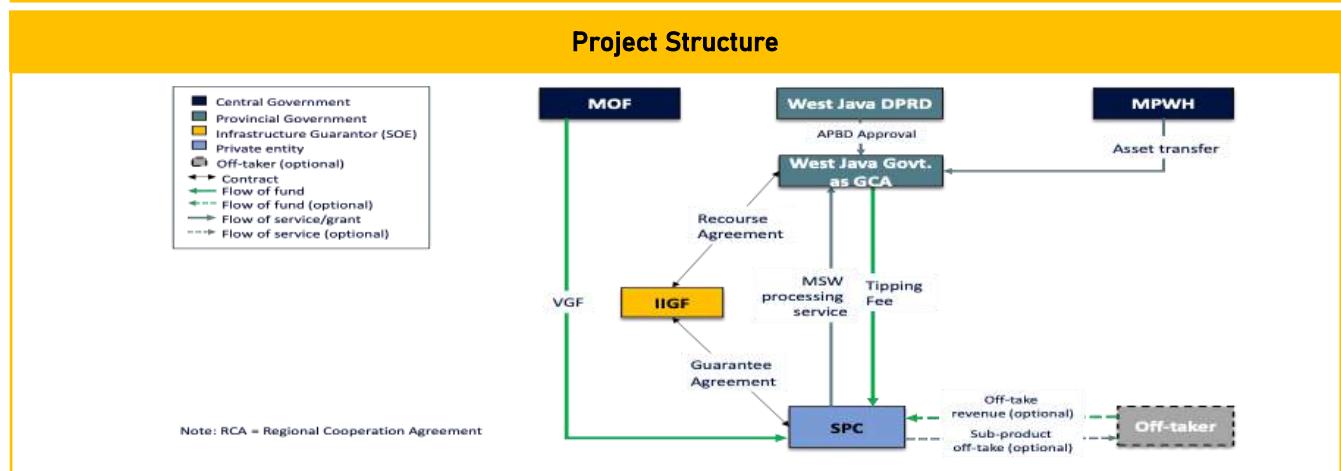
: Muryata (Head of PPP Regional Water Supply Team, Directorate General of Infrastructure Financing for Public Works and Housing)  
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# Legok Nangka Regional Waste Processing Facility

Location : West Java Province

Sector : Waste Management	Sub-Sector : Airport
	<p><b>Description :</b> Waste management of 1,853 – 2,131 tonnes per day of waste sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, West Java. Scope: Design, Build, Finance, Operate, maintaining the Waste Treatment Plant and supporting infrastructure.</p>
<p><b>Government Contracting Agency:</b> Governor of West Java</p> <p><b>Type of PPP:</b> Solicited</p> <p><b>Return of Investment:</b> User Charge</p>	<p><b>Estimated Project Cost:</b> USD 275.08 Million</p> <p><b>Financial Feasibility:</b> IRR : 13.30% NPV : USD 49.65 Million</p> <p><b>Concession Period:</b> 25 years</p>

Project Schedule
 <p>Project Status : Pre-Qualification</p>



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## Surakarta Street Lighting

Location : Surakarta, Central Java Province

### Sector : Energy Conservation



### Sub-Sector : Street Lighting

#### Description:

The Municipal Government of Surakarta is proposing to revitalize the PSL public services within the city, covering 976 km city road network needs around 31,890 lamp points. The project will be implemented in PPP Scheme. The scheme will include PPP agreement between the Municipal and the Business Entity along the specified concession period that requires the Business Entity to finance, design, develop, operate, and maintain the PSL service.

**Estimated Project Cost:** USD 24.33 Million\*

#### Financial Feasibility:

IRR : 10.17 %  
NPV : USD 0.89 Million

**Estimated Concession Period:** 17 years

#### Government Contracting Agency:

Mayor of Surakarta

#### Type of PPP:

Solicited

#### Return of Investment:

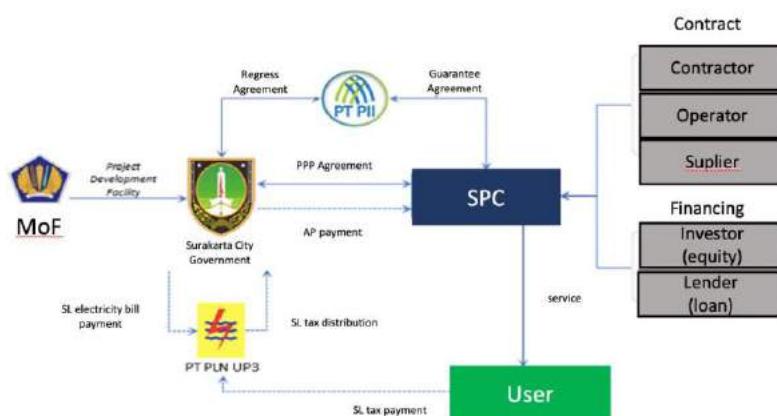
Availability Payment

### Indicative Project Schedule



**Project Status:** Request for Proposal

### Indicative Project Structure



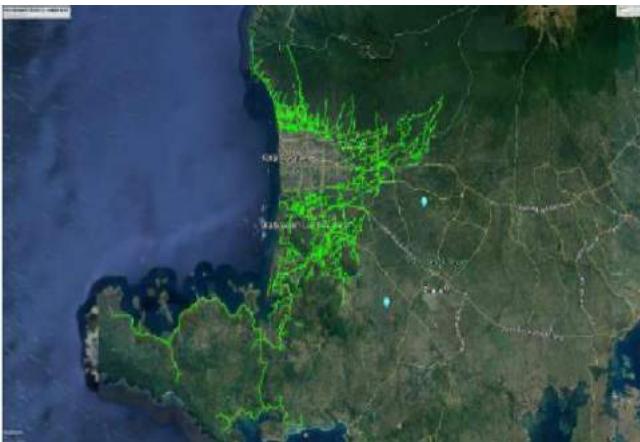
Contact Information : Ir. Ahyani (*Sekretaris Daerah* Surakarta City)

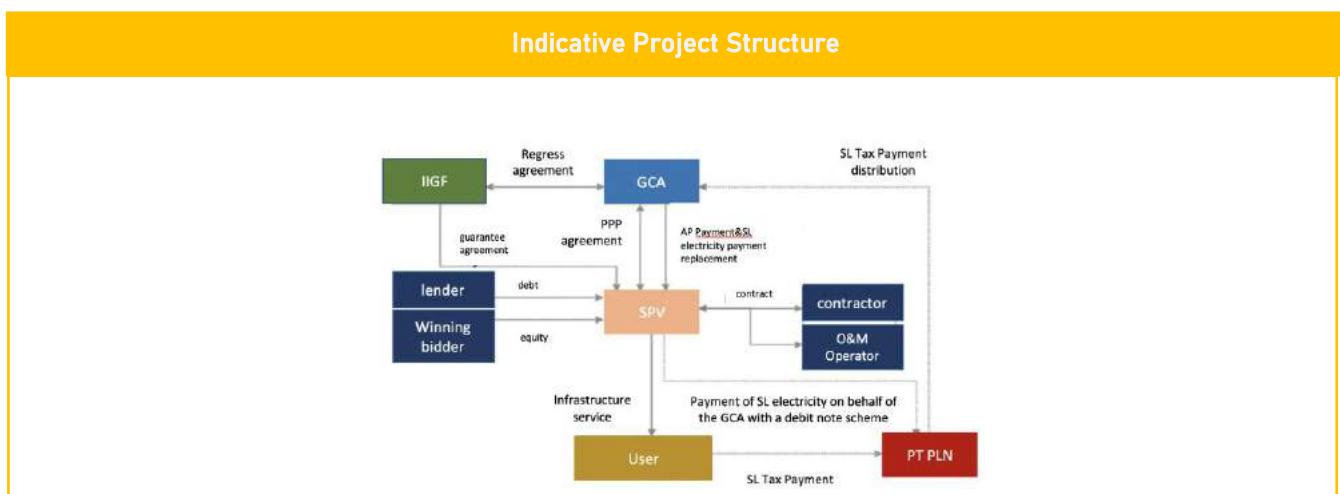
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## West Lombok Public Street Lighting

Location : West Lombok Regency, West Nusa Tenggara

Sector : Energy Conservation	Sub-Sector : Street Lighting
	<p><b>Description:</b> The West Lombok regent has an annual problem in electricity payment due to street lighting. Nevertheless, the amount of street lighting is deemed inadequate. The West Lombok Regency planned to install and maintain its street lighting using Public Private Partnership. It is hoped that this street project lighting will help increase the economy and public welfare in the regency by ensuring road safety by street lighting during the night.</p>
<p><b>Government Contracting Agency:</b> Regent of West Lombok hand over to Asisstant for Economics and Development</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> Availability Payment</p>	<p><b>Estimated Project Cost:</b> USD 4.85 Million</p> <p><b>Financial Feasibility:</b> FIRR : 9.62 % NPV : 67,465.75 USD</p> <p><b>Estimated Concession Period:</b> 2 years of construction and 10 years of O&amp;M</p>



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# SUCCESS STORY

## Summary of Success Story

The following list consists of projects that categorized as success story as of June 2021.

No	Project Name	Description	Status (per June 2021)
1	Batang – Semarang Toll Road	Batang-Semarang Toll Road (75 km) is a section of the Trans-Java Toll Road Network that will connect Jakarta and Surabaya. Batang is a regency on the north coast of Central Java Province while Semarang is the largest and the capital city of Central Java Province.	Success Story (Operation)
2	Pandaan – Malang Toll Road	Pandaan - Malang toll road is designed to improve connectivity in the region. In addition, the toll road is expected to facilitate industrial transportsations from Pandaan to Malang which are connected directly to Surabaya, and vice versa.	Success Story (Operation)
3	Jakarta – Cikampek II Elevated Toll Road	The project is an elevated 36.4 km toll road to be built over the existing Jakarta - Cikampek toll road, which is being operated by PT Jasa Marga. The Jakarta-Cikampek road is part of the Trans-Java toll road network connecting Jakarta and Surabaya. The existing road's capacity has already been reached, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by building over it.	Success Story (Operation)
4	Balikpapan – Samarinda Toll Road	Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan, Balikpapan and Samarinda. This project is divided into two sections, Section 1 consists of Package 1 (25.07 km) and Package 5 (11.09 km) and Section 2 consists of Package 2 (23.26 km), Package 3 (21.90 km) and Package 4 (17.70 km).	Success Story (Partially Operated)
5	Manado – Bitung Toll Road	Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting Manado City to Bitung City, approximately 39.9 km in length.	Success Story (Partially Operated)

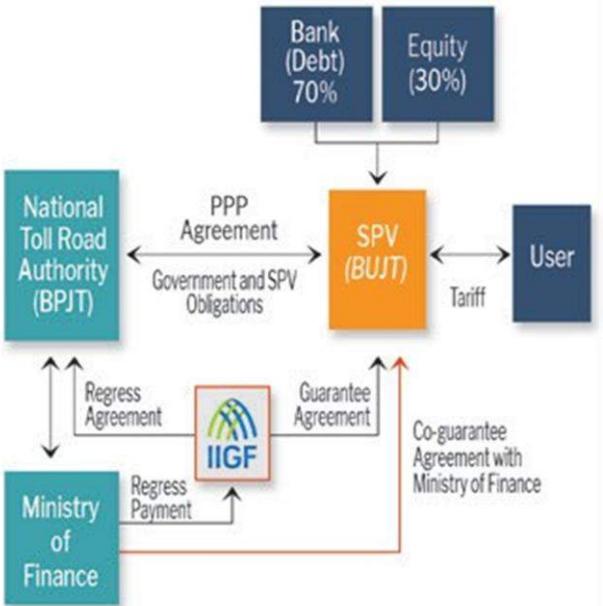
No	Project Name	Description	Status (per June 2021)
6	Krian – Legundi – Bunder – Manyar Toll Road	Part of the Trans-Java Toll Road located in East Java with length at approximately 38.29 km from Krian to Manyar. One of the attractive development points of this toll road is that it will have tremendous facilities, such as development of residential areas and commercial areas along the corridor.	Success Story (Partially Operated)
7	Cileunyi – Sumedang – Dawuan Toll Road	The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufactured 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.	Success Story (Construction)
8	Serang – Panimbang Toll Road	Serang – Panimbang Toll Road is located in Banten Province where the toll reach from Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive development points of this toll road is that it will have tremendous facilities, such as the development of residential areas and commercial areas along the corridor.	Success Story (Construction)
9	Serpong – Balaraja Toll Road	Serpong-Balaraja Toll (30 km) is part of the Jabodetabek toll road network. This toll road is located in Banten Province and will support rapid development in that area.	Success Story (Construction)
10	Jakarta – Cikampek II South Toll Road	Jakarta – Cikampek II South is a toll extending 36.4 km. Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded with the V/C ratio high of 1.51. The Corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: the city of Bekasi City, Bogor Regency, Bekasi Regency, Karawang Regency, and Purwakarta Regency.	Success Story (Construction)
11	Semarang – Demak Toll Road	The proposed project will connect Semarang (Capital of Central Java Province) and city of Demak. This Project has high traffic volume with ±27 km in length. Semarang as a capital town of Central Java Province is well-developed with industrial goods and trading. On the other side, Demak is a region that is rich with natural resources. This project is also integrated with the development of Semarang Sea Wall.	Success Story (Construction)

No	Project Name	Description	Status (per June 2021)
12	Eastern Sumatran Road Preservation in South Sumatra Province	The location of this project is on the East side of South Sumatra Road in Palembang City, namely Sriwijaya Raya Road, Mayjen Yusuf Singadekane Road, Letjen H. Alamsyah Ratu Perwiranegara Road, Soekarno Hatta Road, Terminal of Alang-alang Lebar Road and Sultan Mahmud Badarudin II Road. The approximate total length of this project will be 29.87 km. Investment return will be paid using the availability payment method.	Success Story (Construction)
13	Probolinggo – Banyuwangi Toll Road	This project is expected to play an integral part of East Java Road System. It is 172.91 km in length which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which can be developed further.	Success Story (Land Acquisition)
14	Development of Bandar Lampung Water Supply System	The Project scope includes financing, construction, operation and maintenance of water supply systems, covering raw water intake with capacity of 825 lps; water treatment plant with production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with capacity of ±10,000 m <sup>3</sup> ; and the development of parts of distribution network with pumping system (primary and secondary distribution network).	Success Story (Operation)
15	Development of Umbulan Water Supply System	The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The capacity of the drinking water is 4,000 lps at Pasuruan Regency, Pasuruan City, Sidoarjo Regency, Surabaya City, Gresik Regency, and PTAB (Industrial Area) connecting approximately 320,000 households.	Success Story (Partially Operated)
16	West Semarang Water Supply System	West Semarang Water Supply project is built with a capacity of 1,000 litres per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zones.	Success Story (Operation)
17	Nambo Regional Waste Management System	The capacity of Nambo waste processing technology is 1,650-1,800 tonnes/day. Targeted facility is to produce some recycled products such as compost, refused derived fuel (RDF) and other recyclable materials.	Success Story (Construction)

No	Project Name	Description	Status
			(per June 2021)
18	Construction of Palapa Ring West Package	Development of fiber optic-based broadband telecommunication network which will connect Riau Province, Riau Islands and the Natuna Island with total length 2,123 km.	Success Story (Operation)
19	Construction of Palapa Ring Central Package	Development of fiber optic-based broadband telecommunication network covering 17 regencies across Kalimantan, Sulawesi, and Maluku. with total length 3,103 km.	Success Story (Operation)
20	Construction of Palapa Ring East Package	Development of fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua and remote area in Papua with total length 7,002 km.	Success Story (Operation)
21	Central Java Power Plant	This project is the development of coal-fired power plant in Batang Regency, Central Java with capacity of 2x1,000 MW. It is considered as the largest PPP electricity project by capacity in Asia.	Success Story (Construction)
22	Development of Multifunction Satellite	The Multifunction Satellite Project, called the Satelit Republik Indonesia (SATRIA), designed to have a throughput capacity of 150 Gbps, is expected to provide internet services to 150,000 public facilities, including schools and health centers, as well as defense and security administrations and regional government offices all over Indonesia.	Success Story (Construction)

## Batang – Semarang Toll Road

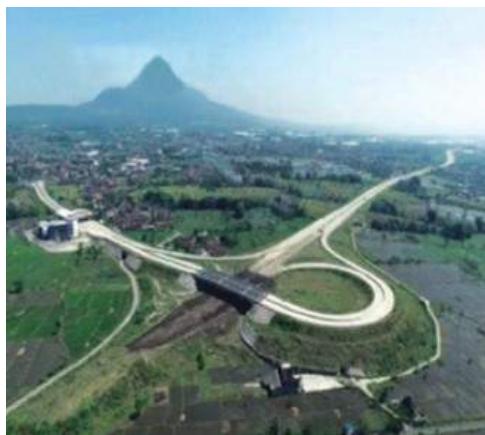
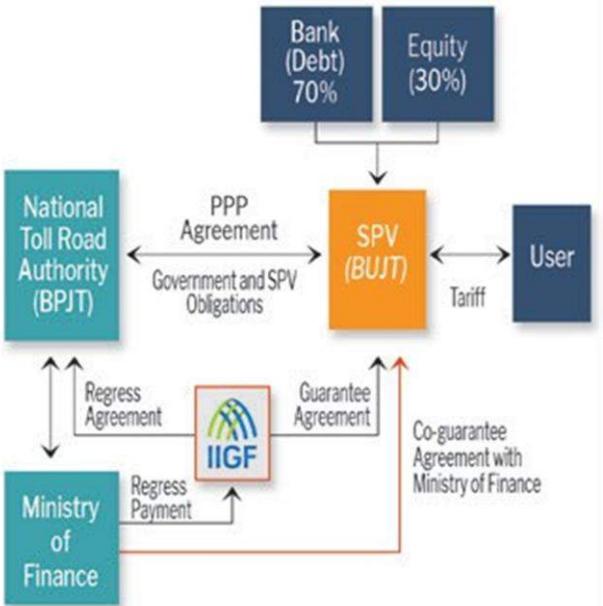
Location : Central Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description :</b> Batang-Semarang Toll Road (75 km) is a section of the Trans-Java Toll Road Network that will connect Jakarta and Surabaya. Batang is a regency on the north coast of Central Java Province while Semarang is the largest and the capital city of Central Java Province.</p>
	<p><b>Estimated Project Cost:</b> USD 850.0 Million</p>
	<p><b>Financial Feasibility:</b> IRR : 13.70% NPV : USD 230.0 Million</p>
	<p><b>Concession Period:</b> 45 years</p>
<p><b>Project Status :</b> Project is currently operational</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT. Jasamarga Semarang-Batang 1. PT Jasa Marga (Persero) Tbk; 2. PT Waskita Toll Road.</p> <p><b>Financier:</b> Financial close through Contractor Pre-Financing (CPF)</p> <p><b>Indicative Government Support &amp; Guarantee:</b> - Land acquisition risk    - Land fund risk - Tariff adjustment risk - Political risk</p> <p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"><li>Preparation : 2016</li><li>Land Acquisition : 2016</li><li>Construction : 2016 - 2018</li><li>Operation : 2019</li></ol>	<p><b>Project Structure</b></p> 

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## Pandaan-Malang Toll Road

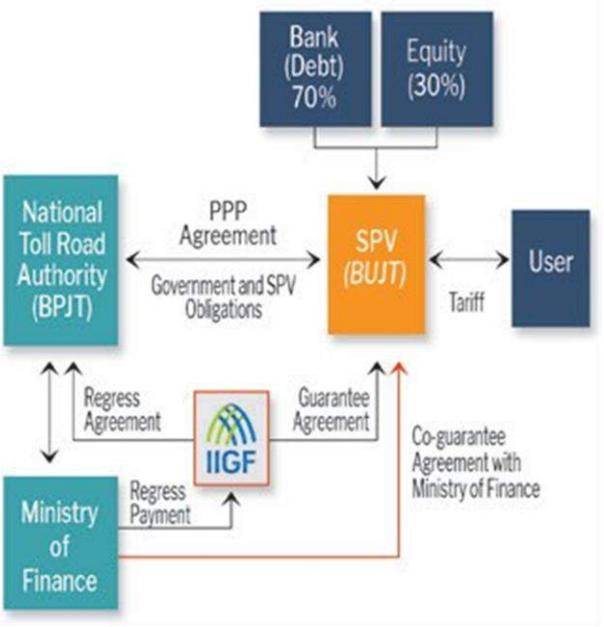
Location : East Java Province

Sector : Road	Sub-Sector : Toll Road								
	<p><b>Description:</b> Pandaan - Malang toll road is designed to improve connectivity in the region. In addition, the toll road is expected to facilitate industrial transportations from Pandaan to Malang which are connected directly to Surabaya, and vice versa.</p>								
	<p><b>Estimated Project Cost:</b> USD 461.0 Million</p>								
	<p><b>Financial Feasibility:</b> IRR : 13.81% NPV : USD 99.0 Million</p>								
<p><b>Project Status:</b> Project is currently operational</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT. Jasamarga Pandaan Malang 1. PT Jasa Marga (Persero) Tbk; 2. PT PP (Persero) Tbk; 3. PT Sarana Multi Infrastruktur (Persero).</p> <p><b>Financier:</b> Refinancing with syndication of BNI, BCA, and Bank Mandiri</p> <p><b>Government Support &amp; Guarantee:</b> - Land acquisition risk      - Land fund Risk - Tariff adjustment risk      - Ramp up risk - Political risk              - Termination risk</p> <p><b>Implementation Schedule:</b></p> <table><tr><td>1. Preparation</td><td>: 2015</td></tr><tr><td>2. Land Acquisition</td><td>: 2016 - 2017</td></tr><tr><td>3. Construction</td><td>: 2017 - 2019</td></tr><tr><td>4. Operation</td><td>: 2019</td></tr></table>	1. Preparation	: 2015	2. Land Acquisition	: 2016 - 2017	3. Construction	: 2017 - 2019	4. Operation	: 2019	<p><b>Concession Period:</b> 35 years</p> <p><b>Project Structure</b></p> 
1. Preparation	: 2015								
2. Land Acquisition	: 2016 - 2017								
3. Construction	: 2017 - 2019								
4. Operation	: 2019								

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## Jakarta – Cikampek II Elevated Toll Road

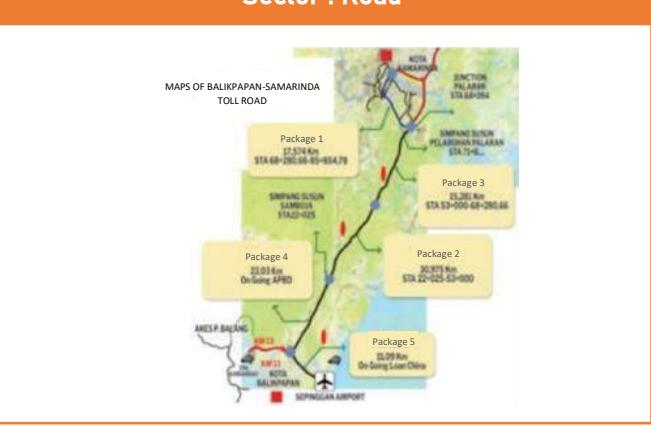
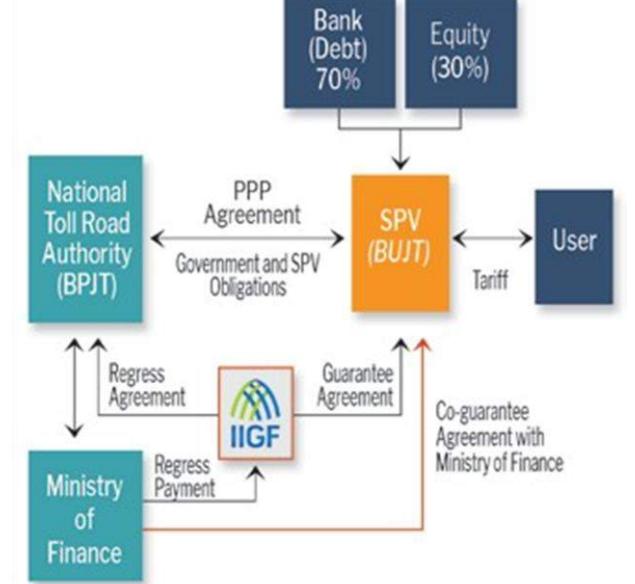
Location : Jakarta and West Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description :</b> The project is an elevated 36.4 km toll road to be built over the existing Jakarta - Cikampek toll road, which is being operated by PT Jasa Marga. The Jakarta-Cikampek road is part of the Trans-Java toll road network connecting Jakarta and Surabaya. The existing road's capacity has already been reached, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by building over it.</p>
	<p><b>Estimated Project Cost:</b> USD 1,249.0 Million</p>
<p><b>Project Status :</b> Project is currently operational</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT. Jasamarga Jalan Layang Cikampek 1. PT Jasa Marga (Persero) Tbk; 2. PT Ranggi Sugiron Perkasa.</p> <p><b>Financier:</b> Syndication of bank on investment credit</p> <p><b>Government Support &amp; Guarantee:</b></p> <ul style="list-style-type: none"><li>- Tariff adjustment risk</li><li>- Political risk</li><li>- Termination Risk</li></ul> <p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"><li>1. Preparation : 2015</li><li>2. Land Acquisition : 2016</li><li>3. Construction : 2017 - 2022</li><li>4. Operation : 2022</li></ol>	<p><b>Financial Feasibility:</b> IRR : 12.66% NPV : USD 104.0 Million</p> <p><b>Concession Period:</b> 45 years</p>
Project Structure	

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## Balikpapan – Samarinda Toll Road

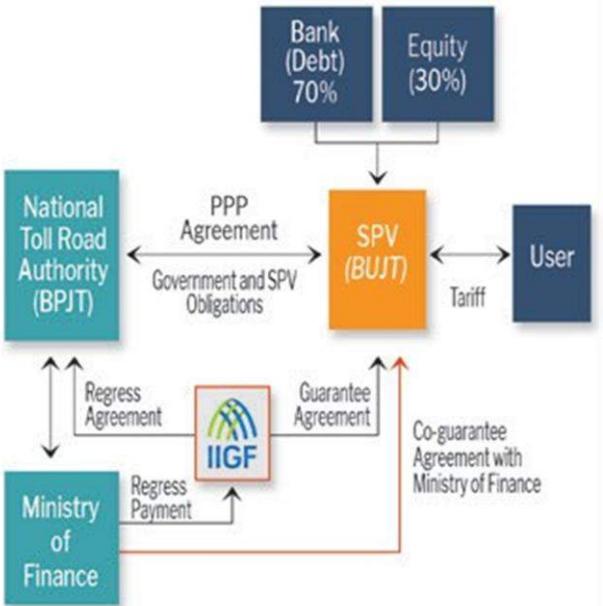
Location : East Kalimantan Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description :</b> Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan, Balikpapan and Samarinda. This project is divided into two sections, Section 1 consists of Package 1 (25.07 km) and Package 5 (11.09 km) and Section 2 consists of Package 2 (23.26 km), Package 3 (21.90 km) and Package 4 (17.70 km).</p>
<p><b>Project Status:</b> Project is partially operational</p>	<p><b>Estimated Project Cost:</b> USD 767.0 Million</p>
<p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p>	<p><b>Financial Feasibility:</b> IRR : 13.87% NPV : USD 260.0 Million</p>
<p><b>Investor:</b> PT. Jasamarga Balikpapan-Samarinda 1. PT Jasa Marga (Persero) Tbk; 2. PT Wijaya Karya (Persero) Tbk; 3. PT Pembangunan Perumahan (Persero) Tbk; 4. PT Bangun Tjipta Sarana.</p>	<p><b>Concession Period:</b> 40 years</p>
<p><b>Financier:</b> Financial close through Contractor Pre-Financing (CPF)</p>	<p><b>Project Structure</b></p> 
<p><b>Indicative Government Support &amp; Guarantee:</b> - Land acquisition risk - Land fund risk - Tariff adjustment risk - Ramp up period - Political risk - Termination risk</p>	
<p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"><li>Preparation : 2015</li><li>Land Acquisition : 2016</li><li>Construction : 2016 – 2019</li><li>Operation : 2019</li></ol>	

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## Manado-Bitung Toll Road

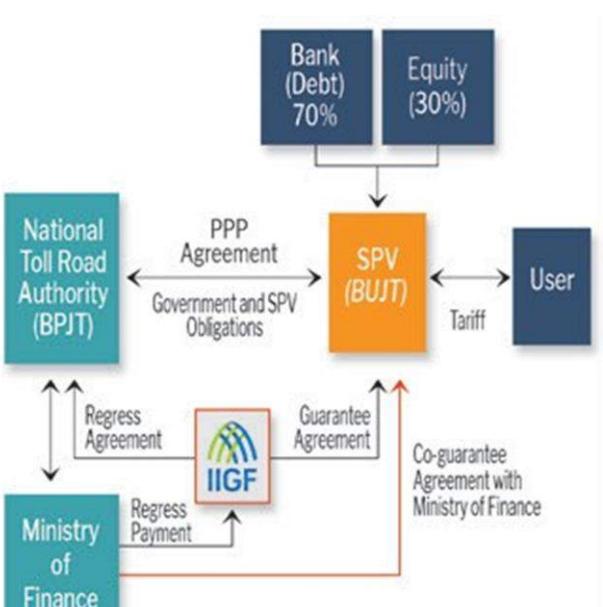
Location : North Sulawesi Province

Sector : Road	Sub-Sector : Toll Road
 	<p><b>Description:</b> Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting Manado City to Bitung City, approximately 39.9 km in length.</p> <p><b>Estimated Project Cost:</b> USD 396.0 Million</p> <p><b>Financial Feasibility:</b> IRR : 12.23% NPV : USD 13.7 Million</p> <p><b>Concession Period:</b> 40 years</p>
<p><b>Project Status:</b> Project is partially operated</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT. Jasamarga Manado Bitung 1. PT Jasa Marga (Persero) Tbk; 2. PT Wijaya Karya (Persero) Tbk; 3. PT Pembangunan Perumahan (Persero) Tbk.</p> <p><b>Financier:</b> Refinance BNI, BCA, Bank Mandiri and PT SMI</p> <p><b>Government Support &amp; Guarantee:</b> - Land acquisition risk      - Land fund Risk - Tariff adjustment risk    - Ramp up risk - Political risk                - Termination risk</p> <p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"><li>Preparation : 2015</li><li>Land Acquisition : 2016 - 2017</li><li>Construction : 2017 - 2019</li><li>Operation : 2019</li></ol>	<p><b>Project Structure</b></p> 

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## Krian-Legundi-Bunder-Manyar Toll Road

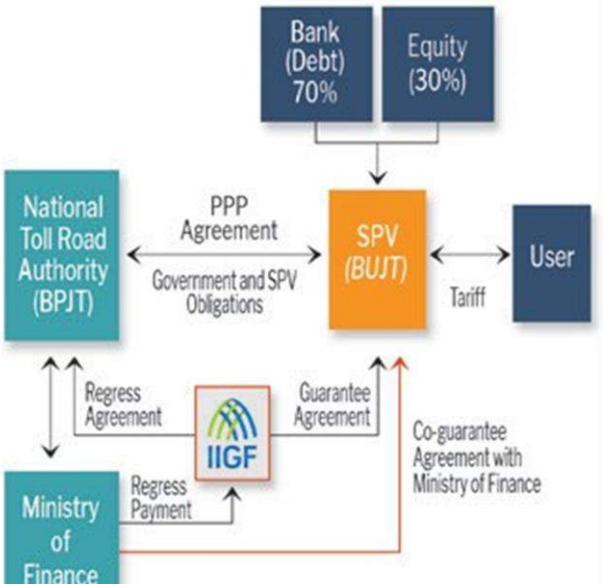
Location : East Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> Part of the Trans-Java Toll Road located in East Java with length at approximately 38.29 km from Krian to Manyar. One of the attractive points for development of this toll road is that it will have tremendous facilities, such as development of residential areas and commercial areas along the corridor.</p> <p><b>Estimated Project Cost:</b> USD 940.0 Million</p> <p><b>Financial Feasibility:</b> IRR : 14.59% NPV : USD 287.0 Million</p> <p><b>Concession Period:</b> 45 years</p>
<p><b>Project Status:</b> Project is partially operated</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT. Waskita Bumi Wira 1. PT Waskita Toll Road; 2. PT Panca Wira Usaha Jawa Timur</p> <p><b>Financier:</b> Financial close through Contractor Pre-Financing (CPF)</p> <p><b>Government Support &amp; Guarantee:</b> - Project authorization risk    - Payment Risk - Construction risk</p> <p><b>Implementation Schedule:</b> 1. Preparation : 2015 2. Land Acquisition : 2016 3. Construction : 2016 - 2019 4. Operation : 2020</p>	<p><b>Project Structure</b></p>  <pre> graph TD     BPJT[National Toll Road Authority (BPJT)] &lt;--&gt; SPV[SPV (BUJT)]     User[User] &lt;--&gt; SPV     MOF[Ministry of Finance] &lt;--&gt; SPV     IIGF[IIGF]     Bank[Bank (Debt) 70%]     Equity[Equity (30%)]     Bank --&gt; SPV     Equity --&gt; SPV     SPV --&gt; User     SPV --&gt; MOF     SPV --&gt; IIGF     IIGF --&gt; MOF     BPJT &lt;--&gt; RegressAgreement[Regress Agreement]     SPV &lt;--&gt; RegressAgreement     SPV &lt;--&gt; RegressPayment[Regress Payment]     SPV &lt;--&gt; CoGuarantee[Co-guarantee Agreement with Ministry of Finance]     SPV &lt;--&gt; GovernmentAndSPVObligations[Government and SPV Obligations]     User &lt;--&gt; Tariff[Tariff]   </pre>

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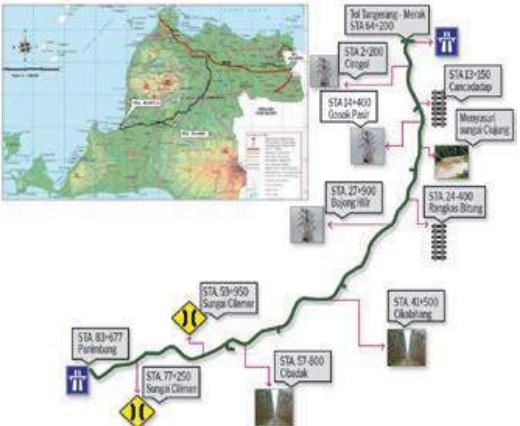
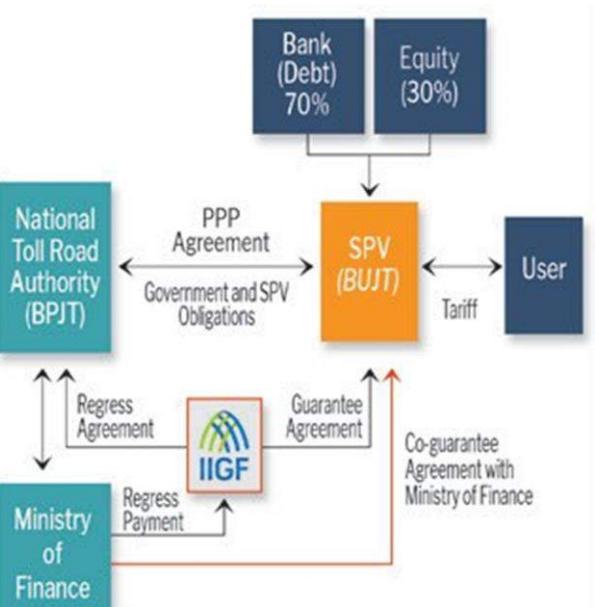
## Cileunyi – Sumedang – Dawuan Toll Road

Location : West Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b>            The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufactured 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.</p> <p><b>Estimated Project Cost:</b> USD 617.9 Million</p> <p><b>Financial Feasibility:</b>            IRR : 13.11%            NPV : USD 17.9 Million</p> <p><b>Concession Period:</b> 40 years</p>
<p><b>Project Status:</b>            Project is currently under construction</p> <p><b>Government Contracting Agency:</b>            BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b>            PT Citra Karya Jabar Tol            1. PT. Citra Marga Nusaphala Persada Tbk;            2. PT. Waskita Toll Road;            3. PT. Pembangunan Perumahan (Persero);            4. PT. Jasa Sarana.</p> <p><b>Government Support &amp; Guarantee:</b>            - Guarantee by IIGF</p> <p><b>Implementation Schedule:</b>            1. Preparation : 2017            2. Land Acquisition : 2017 - 2019            3. Construction : 2017 - 2021            4. Operation : 2021</p>	<p><b>Project Structure</b></p>  <pre> graph TD     Bank[Bank (Debt) 70%] --- SPV[SPV (BUJT)]     Equity[Equity (30%)] --- SPV     SPV &lt;-- PPP Agreement --&gt; BPJT[National Toll Road Authority (BPJT)]     SPV &lt;-- Government and SPV Obligations --&gt; BPJT     SPV &lt;-- Tariff --&gt; User[User]     User &lt;--&gt; SPV     BPJT &lt;-- Regress Agreement --&gt; MOF[Ministry of Finance]     MOF &lt;-- Regress Payment --&gt; SPV     IIGF[IIGF] &lt;-- Guarantee Agreement --&gt; SPV     IIGF &lt;-- Co-guarantee Agreement with Ministry of Finance --&gt; MOF   </pre>
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## Serang – Panimbang Toll Road

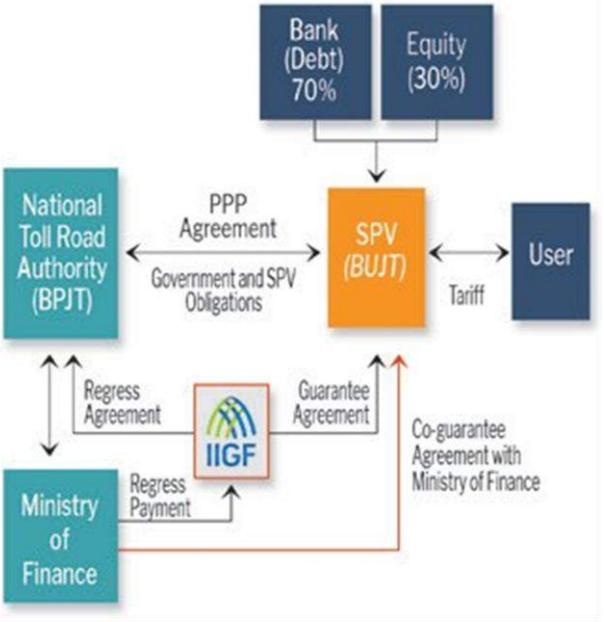
Location : Banten Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> Serang – Panimbang Toll Road is located in Banten Province where the toll reach from Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive points for the development of this toll road is that it will have tremendous facilities, such as the development of residential areas and commercial areas along the corridor.</p>
	<p><b>Estimated Project Cost:</b> USD 391.6 Million</p>
<p><b>Project Status:</b> Project is currently under construction</p>	<p><b>Financial Feasibility:</b> IRR : 13.96% NPV : USD 39.1 Million</p>
<p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p>	<p><b>Concession Period:</b> 40 years</p>
<p><b>Investor:</b> PT Wijaya Karya Serang Panimbang 1. PT Wijaya Karya (Persero); 2. PT PP (Persero) Tbk; 3. PT Jababeka Infrastruktur.</p>	<p><b>Project Structure</b></p> 
<p><b>Financier:</b> Contractor Pre-Financing (PT WIKA &amp; PT PP)</p>	
<p><b>Government Support &amp; Guarantee:</b> - Guarantee by IIGF - Government support (in kind)</p>	
<p><b>Implementation Schedule:</b> 1. Preparation : 2016 2. Land Acquisition : 2017 3. Construction : 2019 4. Operation : 2021 and 2023</p>	

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## Serpong-Balaraja Toll Road

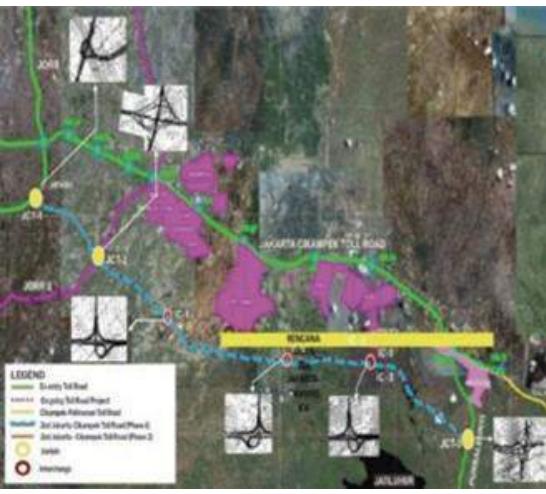
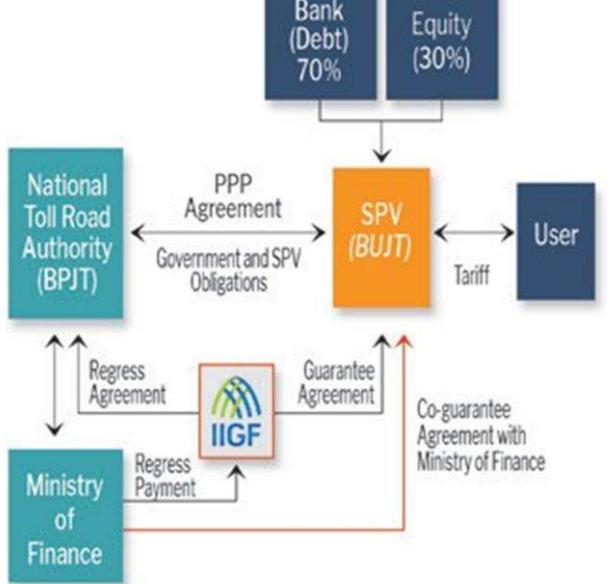
Location : Banten Province

Sector : Road	Sub-Sector : Toll Road								
	<p><b>Description:</b> Serpong-Balaraja Toll (30 km) is part of the Jabodetabek toll road network. This toll road is located in Banten Province and will support rapid development in that area.</p>								
	<p><b>Estimated Project Cost:</b> USD 464.0 Million</p>								
	<p><b>Financial Feasibility:</b> IRR : 15.89% NPV : USD 231.0 Million</p>								
	<p><b>Concession Period:</b> 40 years</p>								
<p><b>Project Status:</b> Project is currently under construction</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT. Trans Bumi Serbaraja 4. PT Bumi Serpong Damai; 5. PT Astratel Nusantara; 6. PT Transindo Karya Investama; 7. PT Sinar Usaha Mahitala.</p> <p><b>Financier:</b> Syndication between PT Bank Mandiri, PT Bank BNI and PT SMI</p> <p><b>Government Support &amp; Guarantee:</b> - Land acquisition risk    - Political risk - Tariff adjustment risk</p> <p><b>Implementation Schedule:</b></p> <table><tr><td>1. Preparation</td><td>: 2015</td></tr><tr><td>2. Land Acquisition</td><td>: 2016</td></tr><tr><td>3. Construction</td><td>: 2016 – 2020</td></tr><tr><td>4. Operation</td><td>: 2021</td></tr></table>	1. Preparation	: 2015	2. Land Acquisition	: 2016	3. Construction	: 2016 – 2020	4. Operation	: 2021	<p><b>Project Structure</b></p>  <pre>graph TD; BPJT[National Toll Road Authority (BPJT)] &lt;--&gt; SPV[SPV (BUJT)]; BPJT &lt;--&gt; MOF[Ministry of Finance]; SPV &lt;--&gt; User; SPV &lt;--&gt; IIGF[IIGF]; IIGF &lt;--&gt; MOF; IIGF -- "Regress Payment" --&gt; MOF; MOF -- "Co-guarantee Agreement with Ministry of Finance" --&gt; User; IIGF -- "Guarantee Agreement" --&gt; SPV; MOF -- "Regress Agreement" --&gt; SPV; SPV -- "PPP Agreement Government and SPV Obligations" --&gt; BPJT; SPV -- "Tariff" --&gt; User;</pre>
1. Preparation	: 2015								
2. Land Acquisition	: 2016								
3. Construction	: 2016 – 2020								
4. Operation	: 2021								

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## Jakarta – Cikampek II South Toll Road

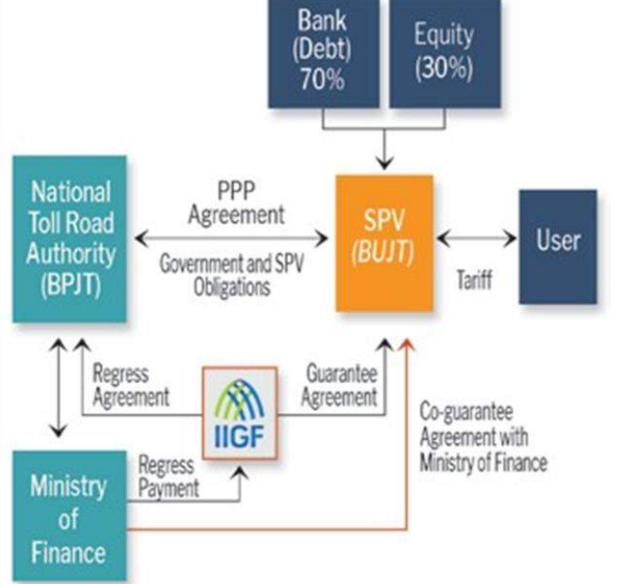
Location : Jakarta and West Java Province

Sector : Road	Sub-Sector : Toll Road
 <p><b>Project Status:</b> Project is currently under construction</p> <p><b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b> PT Jasamarga Japek Selatan 1. PT Jasa Marga (Persero) Tbk; 2. PT. Wiranusantara Bumi</p> <p><b>Financier:</b> Refinancing with syndication of BNI, BCA, and Bank Mandiri</p> <p><b>Government Support &amp; Guarantee:</b> - Government Guarantee by IIGF</p> <p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"><li>Preparation : 2017</li><li>Land Acquisition : 2018 - 2019</li><li>Construction : 2018 - 2022</li><li>Operation : 2022 and 2023</li></ol>	<p><b>Description:</b> Jakarta – Cikampek II South is a toll extending 36.4 km. Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded with the V/C ratio high of 1.51. The Corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: Bekasi City, Bogor Regency, Bekasi Regency, Karawang Regency, and Purwakarta Regency.</p> <p><b>Estimated Project Cost:</b> USD 1,718.8 Million</p> <p><b>Financial Feasibility:</b> IRR : 11.17% NPV : USD 45.9 Million</p> <p><b>Concession Period:</b> 35 years</p>
Project Structure	

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## Semarang – Demak Toll Road

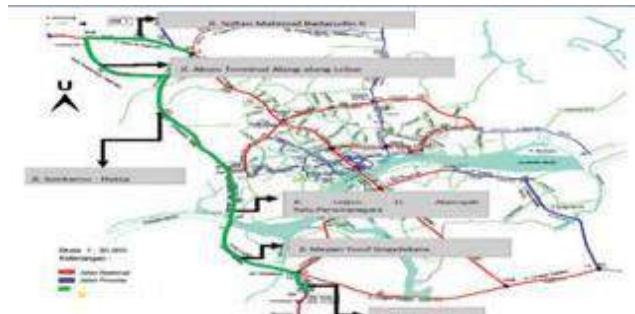
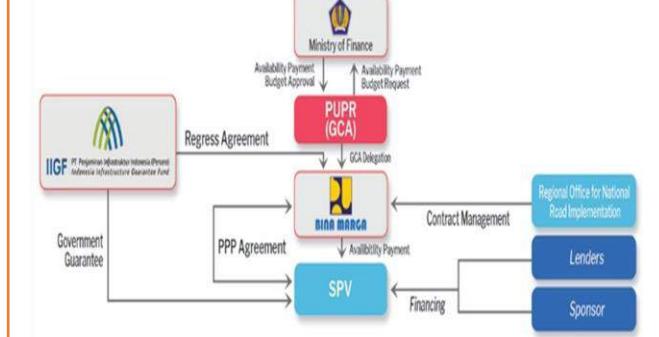
Location : Central Java Province

Sector : Road	Sub-Sector : Toll Road
	<b>Description :</b> The proposed project will connect Semarang (Capital of Central Java Province) and city of Demak. This Project has high traffic volume with ±27 km in length. Semarang as a capital town of Central Java Province is well-developed with industrial goods and trading. On the other side, Demak is a region that is rich with natural resources. This project is also integrated with the development of Semarang Sea Wall.
<b>Project Status:</b> Project is currently Operational.	<b>Estimated Project Cost:</b> USD 372.66 Million
<b>Government Contracting Agency:</b> BPJT (Indonesia Toll Road Authority)	<b>Financial Feasibility:</b> IRR : 11,56% (with government support) NPV : USD 91.84 Million
<b>Investor:</b> PT. PP Semarang-Demak 1. PT Pembangunan Perumahan (Persero) Tbk; 2. PT Wijaya Karya (Persero) Tbk;	<b>Concession Period:</b> 35 years
<b>Financier:</b> Financial close through Contractor Pre-Financing (CPF)	<b>Project Structure</b> 
<b>Indicative Government Support &amp; Guarantee:</b> - Land acquisition risk      - Land fund risk - Tariff adjustment risk      - Ramp up period - Political risk              - Termination risk	
<b>Implementation Schedule:</b> 1. Preparation : 2018 2. Land Acquisition : 2019 – 2021 3. Construction : • Section 1 (Gov. Support) = Semarang – Sayung (Q4 2024) • Section 2 = Sayung – Demak (Q2 2022) 4. Operation : 2022	

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# Eastern Sumatran Road Preservation in South Sumatra Province

Location : South Sumatra Province

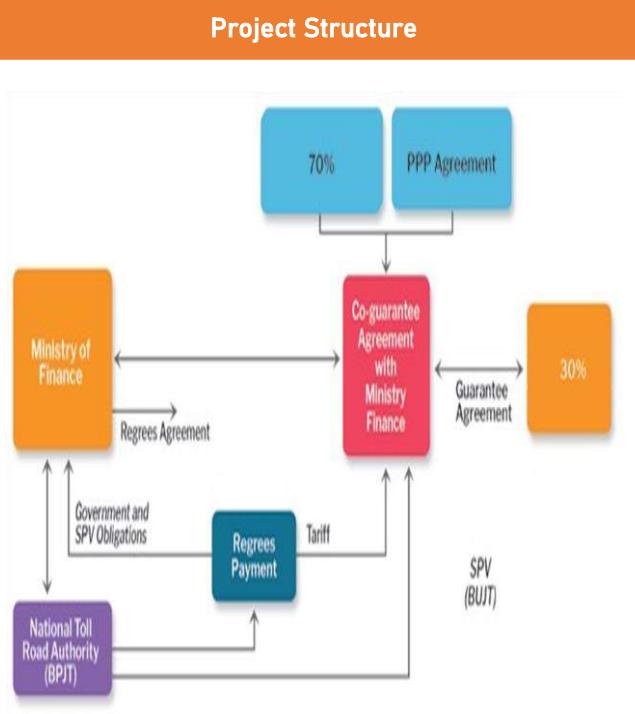
Sector : Road	Sub-Sector : Non-Toll Road
	<b>Description:</b> The location of this project is on the East side of South Sumatra Road in Palembang City, namely Sriwijaya Raya Road, Mayjen Yusuf Singadekane Road, Letjen H. Alamsyah Ratu Perwiranegara Road, Soekarno Hatta Road, Terminal of Alang-alang Lebar Road and Sultan Mahmud Badarudin II Road. The approximate total length of this project will be 29.87 km. Investment return will be paid using the availability payment method.
<b>Project Status:</b> Project is currently under construction	<b>Estimated Project Cost:</b> USD 67.29 Million
<b>Government Contracting Agency:</b> DGH (Directorate General of Highways), Ministry of Public Works and Housing	<b>Financial Feasibility:</b> IRR : 9.85% NPV : USD 97.99 Million
<b>Investor:</b> PT. Jalintim Adhi Abipraya 1. PT Adhi Karya (Persero) Tbk; 2. PT Brantas Abipraya (Persero) Tbk;	<b>Concession Period:</b> 15 years (3 years construction + 12 years operation)
<b>Financier:</b> 1. Bank Syariah Indonesia 2. PT Sarana Multi Infrastruktur (Persero) 3. PT Bank Panin Dubai Syariah	<b>Implementation Schedule:</b> 1. Preparation : 2017 2. Land Acquisition : 2020 3. Construction : 2021 - 2023 4. Operation : 2024 - 2035
<b>Indicative Government Support &amp; Guarantee:</b> - Change of law      - Force majeure - Additional work    - Government Policies - Delay of service (AP) payment	<b>Project Structure</b> 

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# Probolinggo – Banyuwangi Toll Road

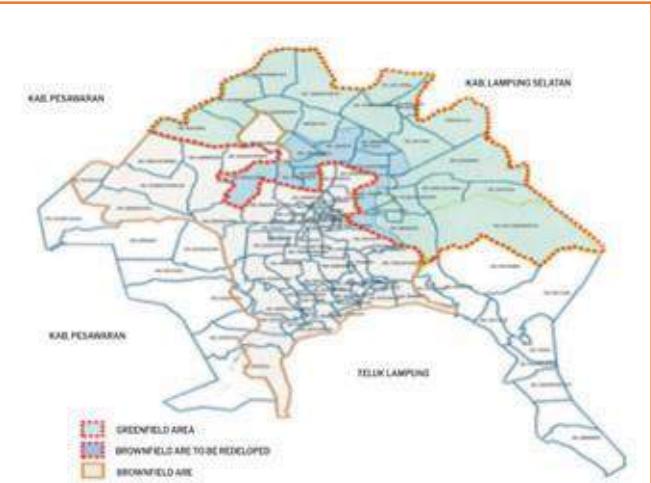
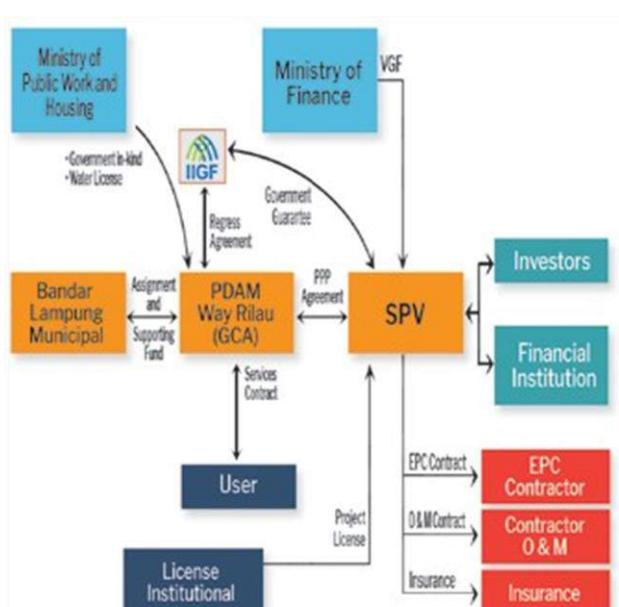
Location : East Java Province

Sector : Road	Sub-Sector : Toll Road
	<p><b>Description :</b>            This project is expected to play an integral part of East Java Road System. It is 172.91 km in length which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which can be developed further.</p>
<p><b>Project Status:</b>            Project is in the land acquisition stage</p> <p><b>Government Contracting Agency:</b>            BPJT (Indonesia Toll Road Authority)</p> <p><b>Investor:</b>            PT. Jasamarga Probolinggo Banyuwangi            1. PT Jasa Marga (Persero) Tbk            2. PT JAwamarga Transjawa Tol            3. PT Daya Mulia Turangga            4. PT Brantas Abipraya</p> <p><b>Financier:</b>            Financial close through Contractor Pre-Financing (CPF)</p> <p><b>Indicative Government Support &amp; Guarantee:</b>            - Land acquisition risk                            - Land fund risk            - Tariff adjustment risk                            - Ramp up period            - Political risk                                        - Termination risk</p> <p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"> <li>Preparation : 2015</li> <li>Land Acquisition : <ul style="list-style-type: none"> <li>Section 1 Probolinggo – Paiton (Q4 2018 – Q3 2022)</li> <li>Section 2.1 Paiton – Besuki (Q3 2019 – Q3 2022)</li> <li>Section 2.2 Besuki – Bajulmati (Q3 2019 – Q4 2023)</li> <li>Section 3 Bajulmati – Ketapang (Q1 2020 – Q4 2024)</li> </ul> </li> <li>Construction : <ul style="list-style-type: none"> <li>Section 1 Probolinggo – Paiton (Q4 2021 – Q3 2023)</li> <li>Section 2.1 Paiton – Besuki (Q1 2022 – Q4 2023)</li> <li>Section 2.2 Besuki – Bajulmati (Q1 2023 – Q3 2025)</li> <li>Section 3 Bajulmati – Ketapang (Q1 2024 – Q3 2025)</li> </ul> </li> <li>Operation : <ul style="list-style-type: none"> <li>Section 1 Probolinggo – Paiton (Q1 2024)</li> <li>Section 2.1 Paiton – Besuki (Q2 2024)</li> <li>Section 2.2 Besuki – Bajulmati (Q1 2025)</li> <li>Section 3 Bajulmati – Ketapang (Q1 2026)</li> </ul> </li> </ol>	<p><b>Estimated Project Cost:</b> USD 1,602.14 Million</p> <p><b>Financial Feasibility:</b>            IRR : 11.17%            NPV : USD 248.23 Million</p> <p><b>Concession Period:</b> 35 years</p>
 <pre> graph TD     PA[70% PPP Agreement] --&gt; CGA[Co-guarantee Agreement with Ministry Finance]     MOF[Ministry of Finance] &lt;-- RA[Regres Agreement] --&gt; CGA     CGA -- GA[Guarantee Agreement] --&gt; SPV[SPV (BUJT)]     CGA -- GO[Government and SPV Obligations] --&gt; NTRA[National Toll Road Authority (BPJT)]     SPV -- TP[Tariff] --&gt; RegresPayment[Regres Payment]     RegresPayment -- RA --&gt; MOF     RegresPayment -- GO --&gt; NTRA   </pre>	

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# Development of Bandar Lampung Water Supply System

Location : Bandar Lampung, Lampung Province

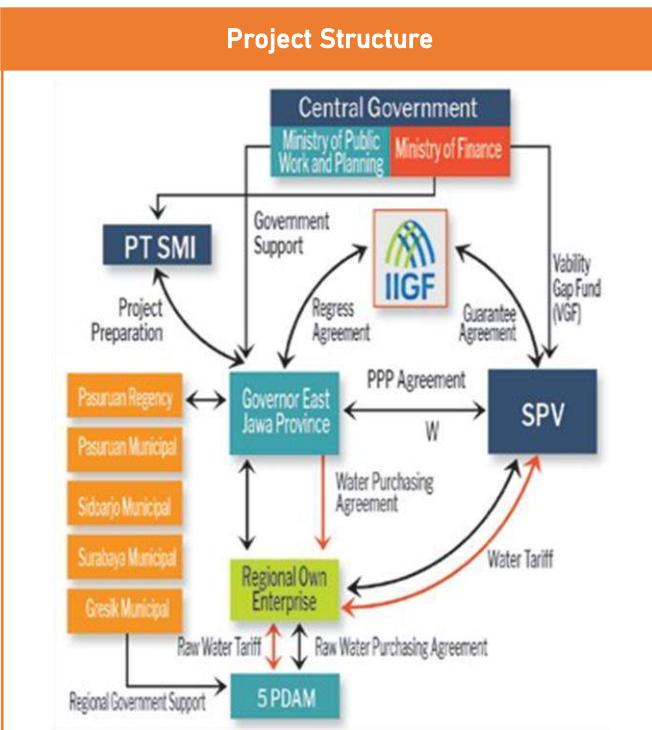
Sector : Drinking Water	Sub-Sector : Water Supply System
 <p><b>Map Description:</b> The map shows the project area covering parts of Kabupaten Pesawaran, Kabupaten Lampung Selatan, and Kabupaten Lampung Tengah. It includes a legend indicating Greenfield Area (light blue), Brownfield Area to be Redeveloped (dashed red), and Brownfield Area (orange).</p>	<p><b>Description:</b> The Project scope includes the financing, construction, operation and maintenance of water supply systems, covering raw water intake with capacity of 825 lps; water treatment plant with production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with capacity of ±10,000 m<sup>3</sup>; and the development of parts of distribution network with pumping system (primary and secondary distribution network).</p>
<p><b>Project Status:</b> Project is currently operational</p>	<p><b>Estimated Project Cost:</b> USD 82.6 Million</p>
<p><b>Investor:</b></p> <ol style="list-style-type: none"><li>1. Bangun Cipta Contractor;</li><li>2. Bangun Tjipta Sarana.</li></ol>	<p><b>Financial Feasibility:</b> IRR : 16% NPV : USD 20.7 Million</p>
<p><b>Government Support &amp; Guarantee:</b></p> <ul style="list-style-type: none"><li>- Viability Gap Fund from Ministry of Finance</li><li>- Government Guarantee by IIGF</li></ul>	<p><b>Concession Period:</b> 25 years</p>
Project Structure	 <p>The diagram illustrates the Project Structure with the following components and their interactions:</p> <ul style="list-style-type: none"><li><b>Ministry of Public Work and Housing</b> and <b>Ministry of Finance</b> provide <b>IIGF</b> with <b>Government In-Kind</b> and <b>Water License</b>, and the <b>VGF</b> provides <b>Government Guarantee</b>.</li><li><b>Bandar Lampung Municipal</b> provides <b>Assignment and Supporting Fund</b> to <b>PDAM Way Rilau (GCA)</b>.</li><li><b>PDAM Way Rilau (GCA)</b> enters into a <b>PPP Agreement</b> with <b>SPV</b> and a <b>Services Contract</b> with <b>User</b>.</li><li><b>SPV</b> interacts with <b>Investors</b>, <b>Financial Institution</b>, <b>EPC Contractor</b>, <b>Contractor O &amp; M</b>, and <b>Insurance</b>.</li><li><b>License Institutional</b> provides <b>Project License</b> to <b>SPV</b>.</li></ul>

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# Development of Umbulan Water Supply System

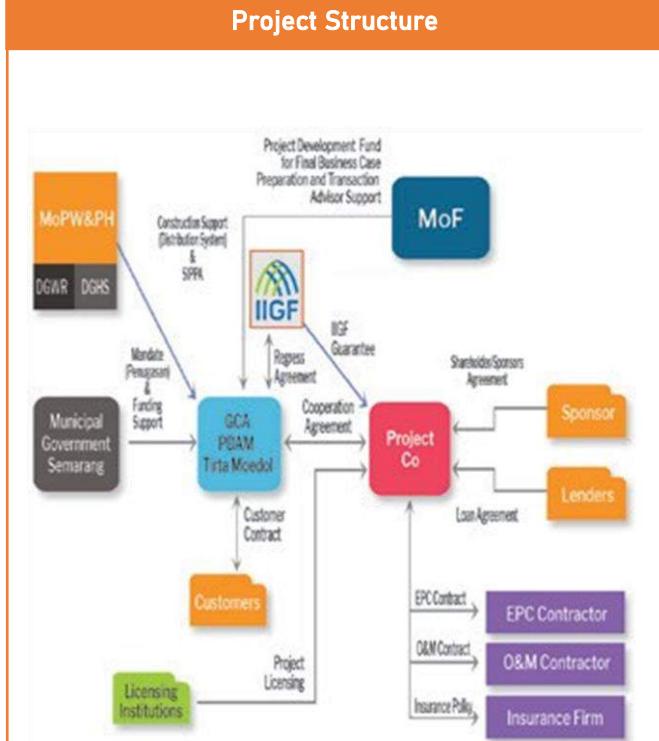
Location : East Java Province

Sector : Drinking Water	Sub-Sector : Water Supply System
	<p><b>Description:</b> The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The capacity of the drinking water is 4,000 lps at Pasuruan Regency, Pasuruan City, Sidoarjo Regency, Surabaya City, Gresik Regency, and PTAB (Industrial Area) connecting approximately 320,000 households.</p> <p><b>Estimated Project Cost:</b> 140.7 Million</p> <p><b>Financial Feasibility:</b> IRR : 12.09% NPV : USD 34.2 Million</p> <p><b>Estimated Concession Period:</b> 25 years</p>
<p><b>Project Status:</b> Project is partially operational</p> <p><b>Government Contracting Agency:</b> Governor of East Java Province</p> <p><b>Investor:</b> PT. Meta Adhya Tirta Umbulan</p> <p><b>Financier:</b> PT IIF and PT SMI (Persero)</p> <p><b>Government Support &amp; Guarantee:</b> - VGF from the Ministry of Finance - Financial project support from the Ministry of Public Works and Housing - Financial project support from the Government of East Java - Government Guarantee from IIGF</p> <p><b>Implementation Schedule:</b></p> <ol style="list-style-type: none"><li>Preparation : 2011 - 2016</li><li>Land Acquisition : 2016 - 2019</li><li>Construction : 2017 - 2021</li><li>Operation : 2021</li></ol>	<p><b>Project Structure</b></p>  <pre>graph TD; CG[Central Government Ministry of Public Work and Planning Ministry of Finance] -- "Government Support" --&gt; PTSMI[PT SMI]; CG -- "Rgress Agreement" --&gt; IIGF[IIGF]; CG -- "Guarantee Agreement" --&gt; SPV[SPV]; PTSMI -- "Project Preparation" --&gt; GEJ[Governor East Java Province]; IIGF -- "PPP Agreement" --&gt; GEJ; SPV -- "W" --&gt; GEJ; GEJ &lt;--&gt; ROE[Regional Own Enterprise]; GEJ &lt;--&gt; 5PDAM[5 PDAM]; GEJ -- "Water Purchasing Agreement" --&gt; ROE; GEJ -- "Raw Water Tariff" --&gt; 5PDAM; GEJ -- "Raw Water Purchasing Agreement" --&gt; 5PDAM; ROE &lt;--&gt; 5PDAM; 5PDAM -- "Regional Government Support" --&gt; GEJ;</pre>

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# Development of West Semarang Water Supply System

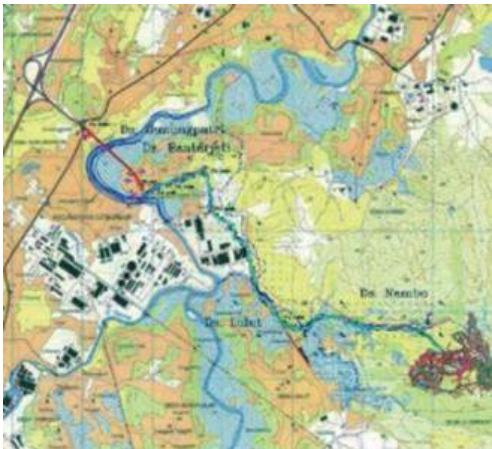
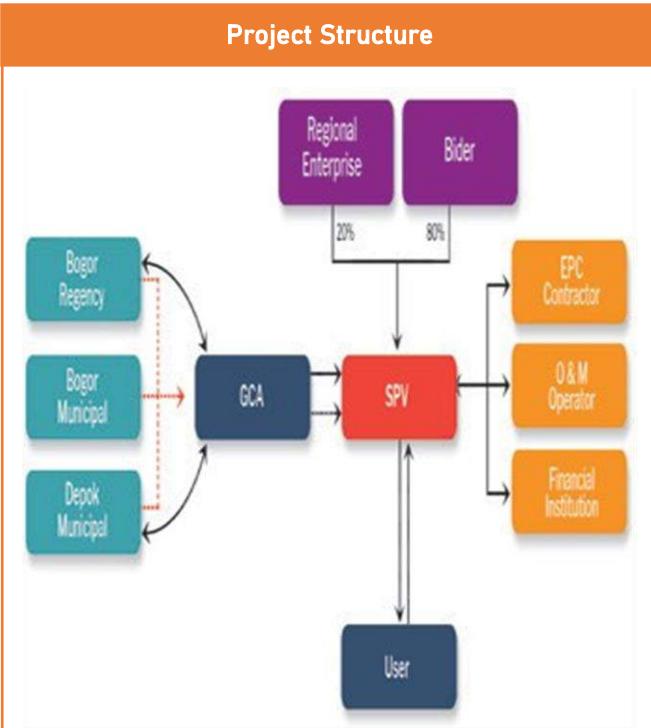
Location : Central Java Province

Sector : Drinking Water	Sub-Sector : Water Supply System
	<p><b>Description:</b> West Semarang Water Supply project is built with a capacity of 1,000 litres per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zones.</p>
	<p><b>Estimated Project Cost:</b> USD 28.97 Million</p>
	<p><b>Financial Feasibility:</b> IRR : 9.07% NPV : USD 16.08 Million</p>
	<p><b>Concession Period:</b> 27 years (including 2 years construction)</p>
<p><b>Project Status:</b> Project is currently operational.</p> <p><b>Government Contracting Agency:</b> Tirta Moedal Regional Water Supply Company</p> <p><b>Investor:</b> PT. Air Semarang Barat: 1. PT Aetra Air Jakarta; dan 2. PT Medco Gas Indonesia</p> <p><b>Financier:</b> Bank Central Asia (BCA)</p> <p><b>Government Support &amp; Guarantee:</b> - Supports from Regional Government - PDF from Ministry of Finance - Supports from the Ministry of Public Works and Housing - Government Guarantee from IIGF</p> <p><b>Implementation Schedule:</b> 1. Preparation : 2017 2. Land Acquisition : 2019 3. Construction : 2019 - 2021 4. Operation : 2021</p>	<p><b>Project Structure</b></p>  <pre>graph TD; subgraph TopRow [ ]; MoPWPH[MoPW&amp;PH&lt;br/&gt;DGWR DGHS]; MoF[MoF]; end; subgraph MiddleRow [ ]; MG[Semarang]; IIGF[IIGF]; ProjectCo[Project Co]; end; subgraph BottomRow [ ]; GCA[GCA PDAM Tirta Moedal]; Customers[Customers]; LIC[Licensing Institutions]; EPC[EPC Contractor&lt;br/&gt;O&amp;M Contractor&lt;br/&gt;Insurance Firm]; end; MoPWPH -- "Construction Support, Distribution System, SPPA" --&gt; GCA; MG -- "Mandate, Permission, Funding Support" --&gt; GCA; IIGF -- "IIGF Guarantee" --&gt; GCA; IIGF -- "Rეgress Agreement" --&gt; ProjectCo; ProjectCo -- "Cooperation Agreement" --&gt; IIGF; ProjectCo -- "Customer Contract" --&gt; Customers; ProjectCo -- "Loan Agreement" --&gt; EPC; ProjectCo -- "Sponsorship Agreement" --&gt; Sponsor[Sponsor]; ProjectCo -- "Lenders" --&gt; Lenders[Lenders]; ProjectCo -- "Project Licensing" --&gt; LIC;</pre>

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# Nambo Regional Waste Management System

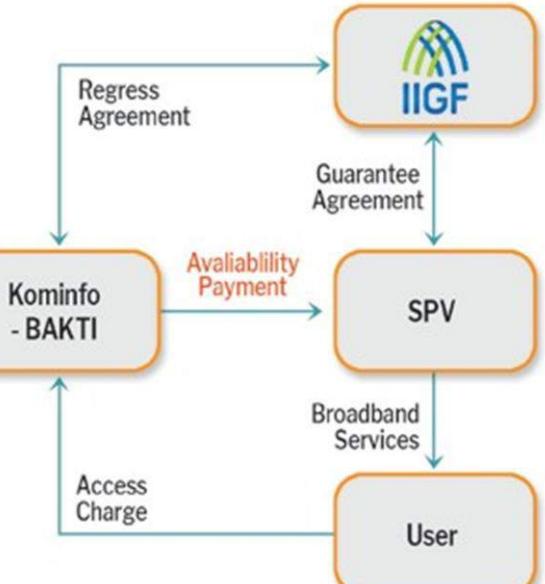
Location : West Java Province

Sector : Waste Management	Sub-Sector : Waste Management System
	<p><b>Description:</b> The capacity of Nambo waste processing technology is 1,650-1,800 tonnes/day. Targeted facility is to produce some recycled products such as compost, refused derived fuel (RDF) and other recyclable materials.</p> <p><b>Estimated Project Cost:</b> USD 44.4 Million</p> <p><b>Financial Feasibility:</b> IRR : 13.60% NPV : USD 4.8 Million</p> <p><b>Concession Period:</b> 25 years</p>
<p><b>Project Status:</b> Project is currently under construction</p> <p><b>Government Contracting Agency:</b> Governor of West Java</p> <p><b>Investor:</b> PT Jabar Bersih Lestari 1. Consortium of Emsus, Enbiocon, Forcebell, Kun Hwa (Korea) 2. Consortium of PT. Panghegar Energy Indonesia and PT. Jasa Sarana</p> <p><b>Government Support &amp; Guarantee:</b> - Tipping Fee</p> <p><b>Implementation Schedule:</b> 1. Preparation : 2014 2. Land Acquisition : 2015 3. Construction : 2017 - 2021 4. Operation : 2021</p>	<p><b>Project Structure</b></p>  <pre>graph TD; RE[Regional Enterprise] --- GCA[GCA]; RE --- SPV[SPV]; B[Bider] --- GCA; B --- SPV; GCA --&gt; SPV; BogorRegency[Bogor Regency] --&gt; GCA; BogorMunicipal[Bogor Municipal] --&gt; GCA; DepokMunicipal[Depok Municipal] --&gt; GCA; SPV --&gt; EPC[EPC Contractor]; SPV --&gt; OMO[O &amp; M Operator]; SPV --&gt; FI[Financial Institution]; SPV &lt;--&gt; User</pre>

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## Construction of Palapa Ring West Package

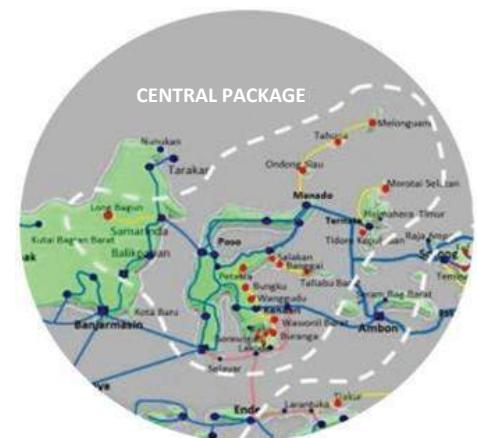
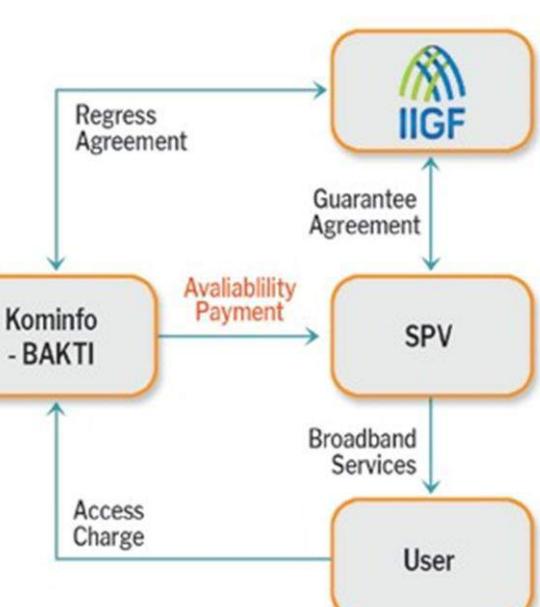
Location : Sumatera and West Kalimantan Region

Sector : Telecommunication and Informatics	Sub-Sector : Telecommunication Network
	<p><b>Description:</b> Development of fiber optic-based broadband telecommunication network which will connect Riau Province, Riau Islands and the Natuna Island with a total length 2,123 km.</p>
	<p><b>Estimated Project Cost:</b> USD 87.6 Million</p>
	<p><b>Financial Feasibility:</b> IRR : 15.08% NPV : USD 8.6 Million</p>
	<p><b>Concession Period:</b> 15 years</p>
<p><b>Project Status:</b> Project is currently operational</p> <p><b>Government Contracting Agency:</b> BAKTI on behalf of Minister of Communication and Informatics</p> <p><b>Investor:</b></p> <ol style="list-style-type: none"><li>PT. Mora Telematika Indonesia</li><li>PT Ketrosden Trasmitra</li></ol> <p><b>Financier:</b> PT. Bank Mandiri</p> <p><b>Government Support &amp; Guarantee:</b> - Government guarantee from IIGF</p> <p><b>Implementation Schedule:</b> Operation : 2018</p>	<p><b>Project Structure</b></p>  <pre>graph TD; IIGF((IIGF)) -- "Guarantee Agreement" --&gt; SPV[SPV]; Kominfo[Kominfo - BAKTI] -- "Regress Agreement" --&gt; IIGF; Kominfo -- "Availability Payment" --&gt; SPV; SPV -- "Broadband Services" --&gt; User[User]; User -- "Access Charge" --&gt; Kominfo</pre>

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## Construction of Palapa Ring Central Package

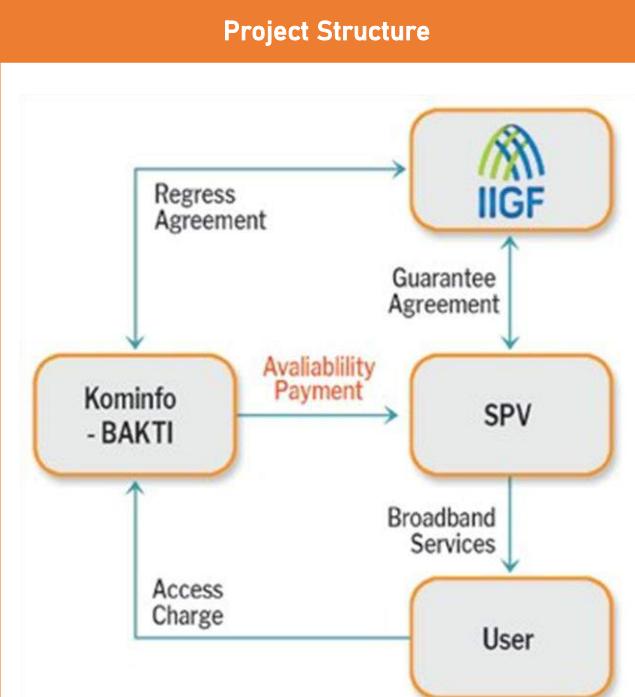
Location : Kalimantan, Sulawesi, and Maluku Region

Sector : Telecommunication and informatics	Sub-Sector : Telecommunication Network
	<b>Description:</b> Development of fiber optic-based broadband telecommunication network covering 17 regencies across Kalimantan, Sulawesi, and Maluku. with a total length 3,103 km.
	<b>Estimated Project Cost:</b> USD 71.5 Million
	<b>Financial Feasibility:</b> IRR : 12.63% NPV : USD 11.5 Million
	<b>Concession Period:</b> 15 years
<b>Project Status:</b> Project is currently operational	
<b>Government Contracting Agency:</b> BAKTI on behalf of Minister of Communication and Informatics	
<b>Investor:</b> Consortium of Pandawa Lima 1. PT Len Industri (Persero) 2. PT Teknologi Riset Global Investama 3. PT Multi Kontrol Nusantara 4. PT Bina Nusantara Perkasa	
<b>Financier:</b> Syndication of PT. Indonesia Infrastructure Finance (Persero), PT. Bank BNI (Persero), and PT. Sarana Multi Infrastruktur (Persero)	
<b>Government Support &amp; Guarantee:</b> - Government guarantee from IIGF	
<b>Implementation Schedule:</b> Operation : 2018	
Project Structure	
	 <pre>graph TD; IIGF((IIGF)) -- "Guarantee Agreement" --&gt; SPV[SPV]; Kominfo[Kominfo - BAKTI] -- "Regress Agreement" --&gt; IIGF; Kominfo -- "Access Charge" --&gt; User[User]; SPV -- "Availability Payment" --&gt; Kominfo; SPV -- "Broadband Services" --&gt; User;</pre>

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## Construction of Palapa Ring East Package

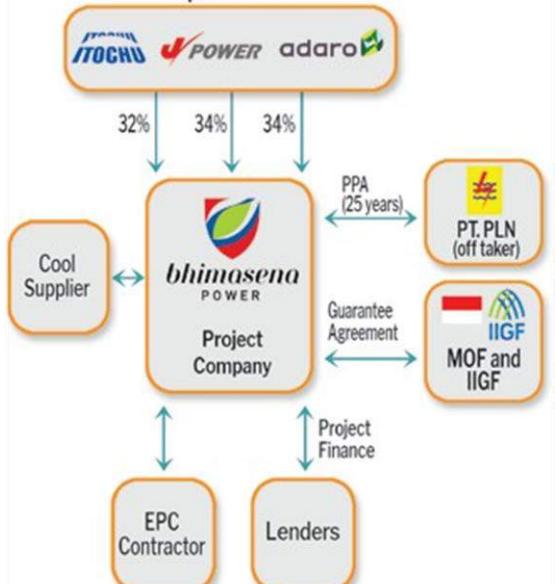
Location : East Nusa Tenggara, Maluku and Papua Region

Sector : Telecommunication and Informatics	Sub-Sector : Telecommunication Network
	<p><b>Description:</b> Development of fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua and remote area in Papua with a total length 7,002 km.</p>
	<p><b>Estimated Project Cost:</b> USD 386.5 Million</p>
	<p><b>Financial Feasibility:</b> IRR : 14.30% NPV : USD 22.8 Million</p>
	<p><b>Concession Period:</b> 15 years</p>
<p><b>Project Status:</b> Project is currently operational</p> <p><b>Government Contracting Agency:</b> BAKTI on behalf of Minister of Communication and Informatics</p> <p><b>Investor:</b></p> <ol style="list-style-type: none"><li>PT. Mora Telematika Indonesia</li><li>PT Infrastruktur Bisnis Sejahtera</li><li>PT Inti Bangun Sejahtera</li><li>PT Smart Telecom</li></ol> <p><b>Financier:</b> Syndication of PT. Bank BNI ICBC Indonesia, Bank Papua, Bank Maluku Malut and Bank Sulsebar.</p> <p><b>Government Support &amp; Guarantee:</b> - Government guarantee from IIGF</p> <p><b>Implementation Schedule:</b> Operation : 2019</p>	<p><b>Project Structure</b></p>  <pre>graph TD; IIGF[IIGF] -- "Guarantee Agreement" --&gt; SPV[SPV]; Kominfo[Kominfo - BAKTI] -- "Regress Agreement" --&gt; IIGF; Kominfo -- "Access Charge" --&gt; User[User]; SPV -- "Availability Payment" --&gt; Kominfo; SPV -- "Broadband Services" --&gt; User;</pre>

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## Central Java Power Plant

Location : Batang, Central Java Province

Sector : Electricity	Sub-Sector : Power Plant
	<b>Description:</b> This project is the development of coal-fired power plant in Batang Regency, Central Java with capacity of 2x1,000 MW. It is considered as the largest PPP electricity project by capacity in Asia.
	<b>Estimated Project Cost:</b> USD 4,200.0 Million
	<b>Financial Feasibility:</b> IRR : 11.12% NPV : USD 938.7 Million
	<b>Concession Period:</b> 25 years
<b>Project Status:</b> Project is currently under construction	
<b>Government Contracting Agency:</b> Indonesia Electricity Company (PT. PLN (Persero))	
<b>Investor:</b> 1. PT. J-Power 2. Adaro Power 3. Itochu Corporation	
<b>Financier:</b> Bank Mandiri	
<b>Government Support &amp; Guarantee:</b> - Land Acquisition - Government Guarantee from IIGF	
<b>Implementation Schedule:</b> 1. Preparation : done 2. Land Acquisition : 2011 3. Construction : 2016 - 2021 4. Operation : 2022	<b>Project Structure</b> 

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## Development of Multifunction Satellite

Location : National

Sector : Telecommunication & Informatics



Sub-Sector : Telecommunication Network

### Description :

The Multifunction Satellite Project, called the Satelit Republik Indonesia (SATRIA), designed to have a throughput capacity of 150 Gbps, is expected to provide internet services to 150,000 public facilities, including schools and health centers, as well as defense and security administrations and regional government offices all over Indonesia.

**Estimated Project Cost:** USD 451 Million

### Project Status:

Construction

### Government Contracting Agency:

Minister of Communication and Information Technology

### Investor:

PT Pasifik Satelit Nusantara, PT Dian Semesta Sentosa, PT Pintar Nusantara Sejahtera and PT Nusantara Satelit Sejahtera

### Financier:

Asian Infrastructure Investment Bank, The Hongkong and Shanghai Banking Corporation, The Korea Development Bank and Banco Santander, S.A

### Government Support & Guarantee:

PT Penjaminan Infrastruktur Indonesia (Persero)

### Implementation Schedule:

Land Acquisition	: Q1 2021 - Q2 2022
Construction	: Q3 2020 - Q4 2023
Operation	: Q4 2023

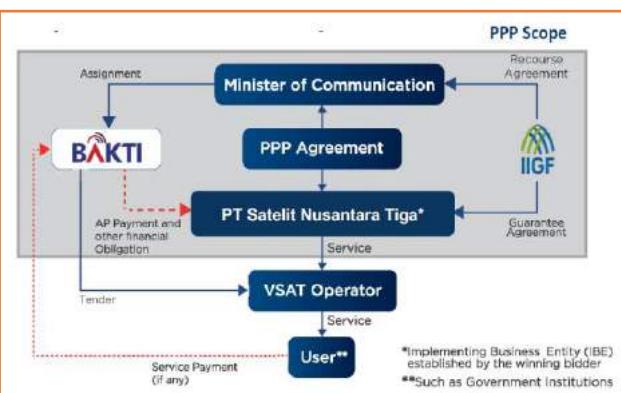
### Financial Feasibility:

IRR : 9.32%

NPV : USD 91.03 Million

**Concession Period:** 15 years

### Project Structure



Contact Person

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## Glossary

Abbreviation	Definition
EIA	Environmental Impact Assessment
	<i>Analisis Mengenai Dampak Lingkungan (AMDAL)</i>
AP	Availability Payment
	<i>Pembayaran Ketersediaan Layanan</i>
BAPPENAS	Badan Perencanaan Pembangunan Nasional
	<i>National Development Planning Agency</i>
BKPM	Badan Koordinasi Penanaman Modal
	<i>Indonesia's Investment Coordinating Board</i>
BLU	Badan Layanan Umum
	<i>Public Service Agency</i>
BOT	Build-Operate-Transfer
	<i>Bangun-Guna-Serah</i>
BPJT	Badan Pengelola Jalan Tol
	<i>Indonesia Toll Road Authority</i>
SPC/SPV	Special Purpose Company / Special Purpose Vehicle
	<i>Badan Usaha Pelaksana (BUP)</i>
FBC	Final Business Case
	<i>Kajian Akhir Prastudi Kelayakan</i>
FIRR	Financial Internal Rate of Return
	<i>Tingkat Pengembalian Investasi Keuangan</i>
FS	Feasibility Study
	<i>Studi Kelayakan</i>
GCA	Government Contracting Agency

Abbreviation	Definition
	<i>Penanggung Jawab Proyek Kerjasama (PJKP)</i>
GDP	<b>Gross Domestic Product</b>
	<i>Produk Domestik Bruto (PDB)</i>
LARAP	<b>Land Acquisition and Resettlement Action Plan</b>
	<i>Rencana Pembebasan Lahan dan Pemukiman Kembali</i>
LKPP	<b>Lembaga Kebijakan Pengadaan Barang dan Jasa Pemerintah</b>
	<i>National Public Procurement Agency</i>
MoF	<b>Ministry of Finance</b>
	<i>Kementerian Keuangan</i>
NPV	<b>Net Present Value</b>
	<i>Nilai Uang Sekarang</i>
OBC	<b>Outline Business Case</b>
	<i>Kajian Awal Prastudi Kelayakan</i>
O&M	<b>Operation &amp; Maintenance</b>
	<i>Operasional dan Pemeliharaan</i>
PDAM	<b>Perusahaan Daerah Air Minum</b>
	<i>Regional Water Utility Company</i>
PDF	<b>Project Development Facility</b>
	<i>Fasilitas Penyiapan Proyek</i>
PT. PLN (Persero)	<b>Perusahaan Listrik Negara</b>
	<i>State Electricity Company</i>
PQ	<b>Pre Qualification</b>
	<i>Pra Kualifikasi</i>
PPP	<b>Public Private Partnership</b>

Abbreviation	Definition
	<i>Kerjasama Pemerintah dan Badan Usaha (KPBUs)</i>
Pre-FS	Pre-Feasibility Study
	<i>Pra Studi Kelayakan</i>
PT SMI (Persero)	PT Sarana Multi Infrastruktur (Persero)
IIGF	Indonesia Infrastructure Guarantee Fund
	<i>PT Penjaminan Infrastruktur Indonesia (Persero) (PT PII)</i>
RFP	Request for Proposal
	<i>Permintaan untuk Proposal</i>
RKL	Rencana Pengelolaan Lingkungan
	<i>Environmental Management Plan</i>
RPL	Rencana Pemantauan Lingkungan
	<i>Environmental Monitoring Plan</i>
RPJMN	Rencana Pembangunan Jangka Menengah Nasional
	<i>The National Medium-Term Development Plan</i>
ROE	Regional Owned Enterprise
	<i>Badan Usaha Milik Daerah</i>
SOE	State Owned Enterprise
	<i>Badan Usaha Milik Negara</i>
VGF	Viability Gap Funding
	<i>Dukungan Kelayakan</i>
Lps	Liters per second <i>Liter per detik</i>

