



REPUBLIC OF INDONESIA

# PUBLIC-PRIVATE PARTNERSHIPS

Infrastructure Projects In Indonesia



State Ministry of National Development Planning/  
National Development Planning Agency



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

**PUBLIC - PRIVATE  
PARTNERSHIPS**  
**Infrastructure Projects in Indonesia**

Jakarta, 2009



## **FOREWORD FROM THE MINISTER**

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The Government of Indonesia has obligation to provide infrastructure services to all Indonesian people across the country. The need of funds to comply with this obligation is enormous. The role of private sector in infrastructure funding is required to fulfill the financial gap in infrastructure provision.

However, the involvement of the private sector is not only fulfilling the gap. Professionalism is also another crucial aspect, especially in managerial skill and new technology adoption. The role of private sector in term of building and managing commercial infrastructure is inevitable, while building and managing non-commercial infrastructure as part of public utilities remains within government.

In order to facilitate more private participation in infrastructure provision and pursuant to Presidential Instruction No. 5/2008 concerning Focus on Economic Program Years 2008-2009, National Development Planning Agency (BAPPENAS) announces list of projects that will be developed under public-private partnerships scheme. This effort is a part of government commitment toward transparent and active participation of stakeholders in implementing national development plan.

Public-Private Partnerships (PPP) Book is prepared in line with those ideas. National or international investors interested in developing PPP project in infrastructure provision can follow the progress of project preparation. If necessary, investors may communicate to the contact person mentioned in each project digest. They can evaluate and choose which project is suitable with their business interests. Finally, if investors interested in developing particular infrastructure project, they can participate in the tender process subject to the Presidential Regulation No. 67/2005 concerning Cooperation between Government and Business Entity in the Provision of Infrastructure, in the spirit of fair competition, transparency and accountability.

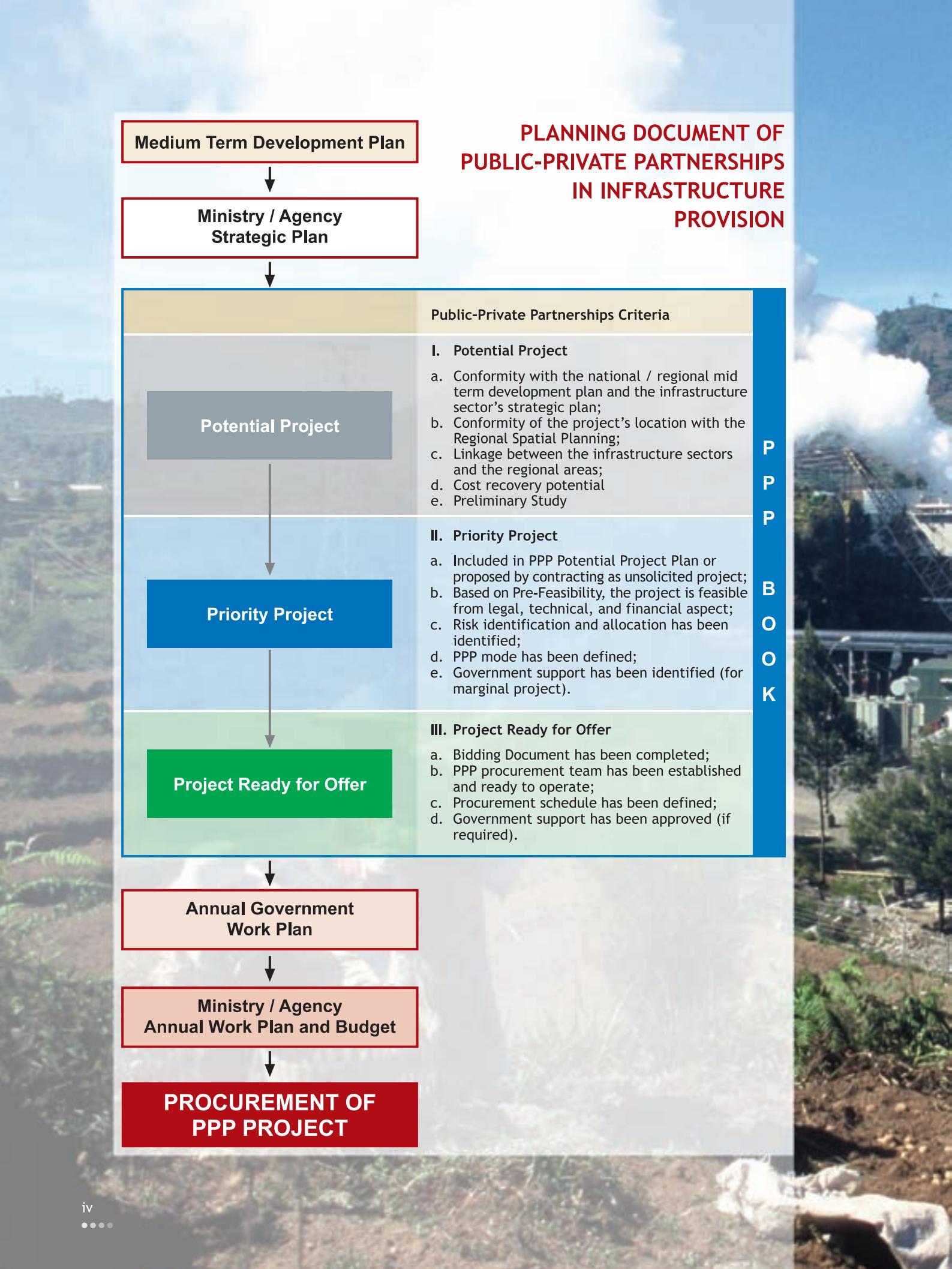
In accordance to Law No. 25/2004 concerning National Development Planning System, PPP Book nonetheless is a Government plan. PPP Book is a signal to the market concerning financial support needed from private sector to implement infrastructure development plan. PPP Book is a foundation to enhance PPP in Indonesia for better governance and accelerate development results.

First edition of PPP book requires further improvement. Therefore we are looking forward to stakeholders' inputs for the next edition of this document.

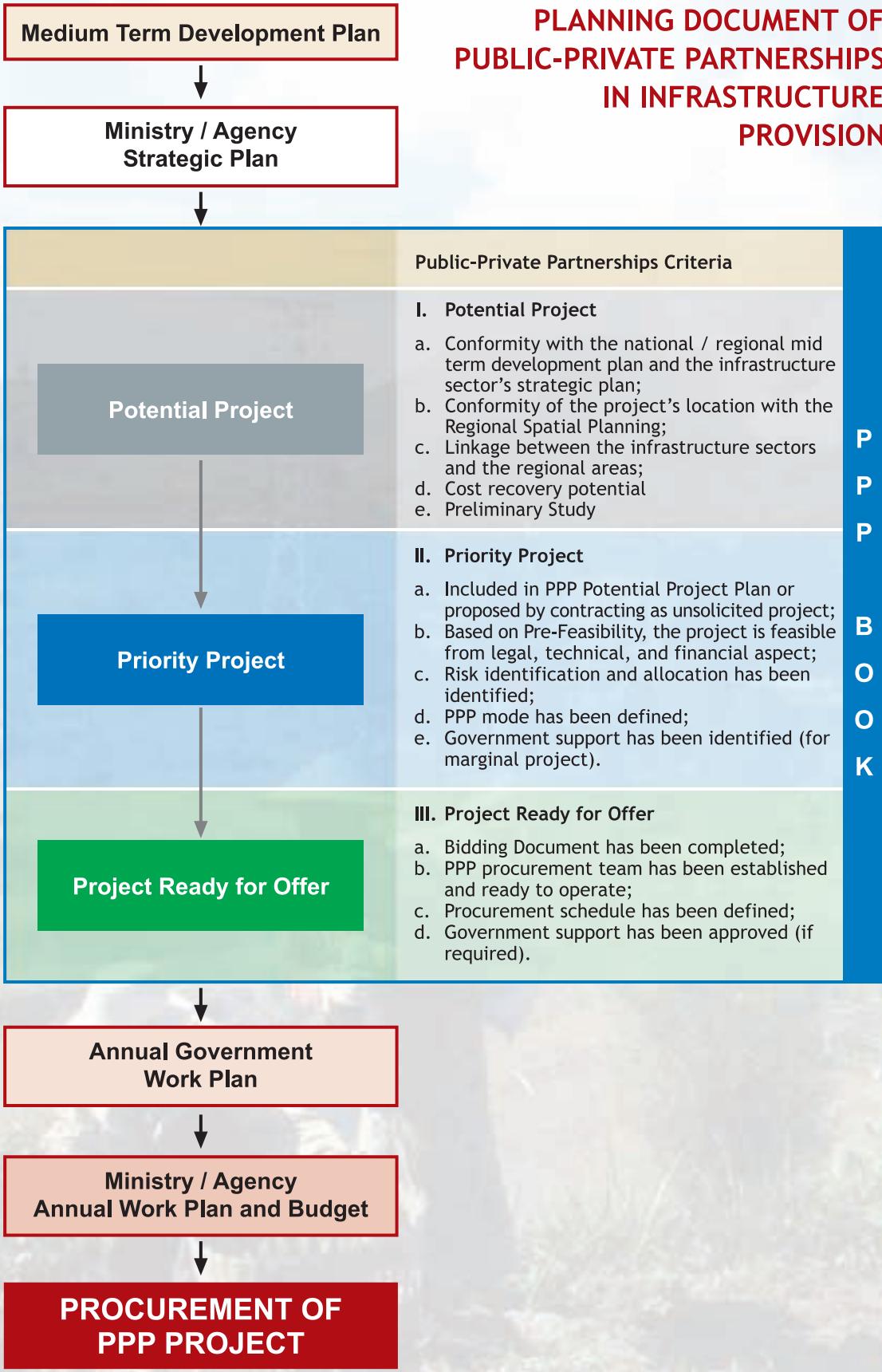
Allow me to express my sincere appreciation and gratitude to all parties that have been involved and support the preparation of this PPP book. It is my expectation that this book will be useful to build more effective partnership between the Government and Private sector. This kind of partnership is necessary for the sake of our national development.

**State Minister of National Development Planning/  
Chairman of National Development Planning Agency**

**Paskah Suzetta**



## PLANNING DOCUMENT OF PUBLIC-PRIVATE PARTNERSHIPS IN INFRASTRUCTURE PROVISION



## SUMMARY OF PUBLIC - PRIVATE PARTNERSHIPS INFRASTRUCTURE PROJECTS IN INDONESIA

### I. PROJECT READY FOR OFFER

No	Sector/Sub-sector	Quantity	Project Cost (US\$ 000)
1	Land Transportation	0	-
2	Marine Transportation	1	24,000
3	Air Transportation	0	-
4	Railways	2	1,440,000
5	Toll Road	3	1,000,000
6	Water Resources	0	-
7	Water Supply	1	54,000
8	Solid Waste and Sanitation	0	-
9	Telecommunication	0	-
10	Power	1	2,000,000
11	Oil and Gas	0	-
Total		8	4,518,000

### II. PRIORITY PROJECTS

No	Sector/Sub-sector	Quantity	Project Cost (US\$ 000)
1	Land Transportation	0	-
2	Marine Transportation Air	0	-
3	Air Transportation	0	-
4	Railways	0	-
5	Toll Road	8	2,474,000
6	Water Resources	0	-
7	Water Supply	8	500,000
8	Solid Waste and Sanitation	2	120,000
9	Telecommunication	0	-
10	Power	0	-
11	Oil and Gas	0	-
Total		18	3,094,000

### III. POTENTIAL PROJECTS

No	Sector/Sub-sector	Quantity	Project Cost (US\$ 000)
1	Land Transportation	1	5,000
2	Marine Transportation	5	1,012,000
3	Air Transportation	3	1,416,500
4	Railways	13	10,520,000
5	Toll Road	21	11,774,000
6	Water Resources	0	-
7	Water Supply	11	105,000
8	Solid Waste and Sanitation	0	-
9	Telecommunication	0	-
10	Power	7	1,695,000
11	Oil and Gas	0	-
Total		61	26,527,500
<b>TOTAL INVESTMENT</b>		<b>87</b>	<b>34,139,500</b>

## SUMMARY PUBLIC-PRIVATE PARTNERSHIPS PROJECTS BY SECTOR / SUB-SECTOR

No	Sector/Sub-sector	Quantity	Project Cost (US\$ 000)
1	Air Transportation	3	1,416,500
2	Land Transportation	2	94,000
3	Marine Transportation	5	947,000
4	Railways	15	11,960,000
5	Toll Roads	32	15,248,000
6	Water Resources	0	-
7	Water Supply	20	659,000
8	Solid Waste and Sanitation	2	120,000
9	Telecommunication	0	-
10	Power	8	3,695,000
11	Oil and Gas	0	-
<b>Total</b>		<b>87</b>	<b>34,139,500</b>

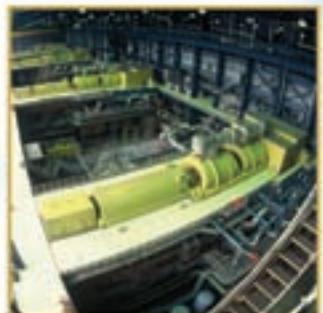
## SUMMARY PUBLIC-PRIVATE PARTNERSHIPS PROJECTS BY PROVINCE

No	Sector/Sub-sector	Quantity	Project Cost (US\$ 000)
1	North Sumatera	7	1,954,000
2	West Sumatera	2	1,213,000
3	Riau	1	845,000
4	Riau Archipelago	1	220,000
5	South Sumatera	5	1,578,000
6	Lampung	4	1,723,000
7	Banten	4	1,201,000
8	DKI Jakarta	10	5,945,000
9	West Java	20	3,711,000
10	Central Java	6	2,326,000
11	D.I. Yogyakarta	2	842,000
12	East Java	3	1,556,000
13	Bali	3	198,000
14	Central Kalimantan	10	9,009,000
15	East Kalimantan	3	878,500
16	North Sulawesi	3	726,000
17	South Sulawesi	2	212,000
18	Papua	1	2,000
<b>Total</b>		<b>87</b>	<b>34,139,500</b>

## SUMMARY PUBLIC-PRIVATE PARTNERSHIPS PROJECTS BY INITIATOR

No	Sector/Sub-sector	Quantity	Project Cost (US\$ 000)
1	Project Ready for Offer	8	4,518,000
	Central Government	5	3,700,000
	Local Government	3	818,000
2	Priority Projects	18	3,094,000
	Central Government	8	2,474,000
	Local Government	10	620,000
3	Potential Projects	61	26,527,500
	Central Government	45	16,286,500
	Local Government	16	10,241,000
	<b>Total</b>		<b>34,139,500</b>

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# PROJECTS READY FOR OFFER



**1. Project Title : Medan - Binjai Toll Road****2. Contracting Agency****Minister of Public Works****Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Contact Person :** Mr. Nurdin Manurung**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Phone :** +62 21 7255789, +62 21 7255779**Fax :** +62 21 7246487**Email address :** bpjt@pu.go.id**5. Estimated Invesment Cost**

US\$ 129 Million

**6. Financial Overview****Land acquisition :** US\$ 26 Million**Construction (Including fee services,  
Interest, etc.) :** US\$ 103 Million**Capital Structure :**Equity : US\$ 31 Million (30%)  
Loan : US\$ 72 Million (70%)**Economic Feasibility :**

EIRR : 27.97%

**Financial Feasibility :**

FIRR : 15.98%

**3. Project Location**

North Sumatera Province

**4. Scope of Work**Design, Construction, Operation and  
Maintenance of toll road with technical  
specifications below :

Length	: 15.80 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: 5.50 m
Right of Way	: 40.00 m (Minimum)

**7. Government Support**

Land acquisition cost and part of construction

**8. Work Plan**

Descriptions	2009	2010	2011	2012
Pre-qualifications	Q4			
Bid Conference		Q2		
Proposal Submission		Q3		
Proposal Evaluation		Q4		
Negotiations			Q1	
Contract Signing			Q1	
Financial Closed Obsolete			Q4	
Land Acquisitions		Q4	Q1 - Q4	Q1 - Q4
Constructions				Q1 - Q4

**9. Disbursement Plan**

Descriptions	2009	2010	2011	2012
Consultant Fees		2%	1%	1%
Land Acquisitions		4%	10%	6%
Constructions <i>(Including fee services, interest, etc)</i>				76%
Operations				

## 1. Project Title : Medan - Kualanamu - Tebing Tinggi Toll Road

### 2. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 5. Estimated Invesment Cost

US\$ 476 Million

### 6. Financial Overview

*Land acquisition* : US\$ 75 Million

*Construction (Including fee services,  
Interest, etc.)* : US\$ 401 Million

#### *Capital Structure :*

Equity : US\$ 120 Million (30%)  
Loan : US\$ 281 Million (70%)

#### *Economic Feasibility :*

EIRR : 22.02%

#### *Financial Feasibility :*

FIRR : 11.26%

### 3. Project Location

North Sumatera Province

### 4. Scope of Work

Design, Construction, Operation and Maintenance of toll road with technical specifications below :

Length	: 60 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: 5.50 m
Right of Way	: 40.00 m (Minimum)

### 7. Government Support

Land acquisition cost and part of construction

**8. Work Plan**

Descriptions	2009	2010	2011	2012
Pre-qualifications	Q4			
Bid Conference		Q2		
Proposal Submission		Q3		
Proposal Evaluation		Q3 - Q4		
Negotiations			Q1	
Contract Signing			Q1	
Financial Closed Obsolete			Q4	
Land Acquisitions	Q1 - Q4	Q1 - Q4		
Constructions		Q2 - Q4	Q1 - Q4	Q1

**9. Disbursement Plan**

Descriptions	2009	2010	2011	2012
Consultant Fees		2%	1%	1%
Land Acquisitions	8%	8%		
Constructions <i>(Including fee services, interest, etc.)</i>		35%	35%	10%
Operations				

## 1. Project Title : Cileunyi - Sumedang - Dawuan Toll Road

### 2. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 5. Estimated Invesment Cost

US\$ 395 Million

### 6. Financial Overview

Land acquisition : US\$ 50 Million

Construction (Including fee services,  
interest, etc.) : US\$ 345 Million

#### Capital Structure :

Equity : US\$ 104 Million (30%)  
Loan : US\$ 241 Million (70%)

#### Economic Feasibility :

EIRR : 23.32%

#### Financial Feasibility

FIRR : 14.12%

### 3. Project Location

West Java Province

### 4. Scope of Work

Design, Construction, Operation and Maintenance of toll road with technical specifications below :

Length	: 58.50 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: 5.50 m
Right of Way	: 40.00 m (Minimum)

### 7. Government Support

Land acquisition cost and part of construction

**8. Work Plan**

Descriptions	2009	2010	2011	2012
Pre-qualifications		Q1		
Bid Conference		Q2		
Proposal Submission		Q3		
Proposal Evaluation		Q3 - Q4		
Negotiations			Q1	
Contract Signing			Q1	
Financial Closed Obsolete			Q3	
Land Acquisitions		Q1 - Q4	Q1 - Q4	
Constructions			Q3-Q4	Q1 - Q4

**9. Disbursement Plan**

Descriptions	2009	2010	2011	2012
Consultant Fees		2%	1%	1%
Land Acquisitions		6%	7%	
Constructions <i>(Including fee services, interest, etc)</i>			40%	43%

**1. Project Title : Tanah Ampo Cruise Terminal, Karangasem****2. Contracting Agency**

Local Government of Karangasem Regency

Person in Charge: Mr. Wayan Geredeg

Position : Regent of Karangasem

Address : Jl. Ngurah Rai No.31 Amlapura,  
Karangasem, Bali 8084, INDONESIA

Phone : +62 363 21001

Fax : +62 21 21954

**5. Estimated Project Cost**

US\$ 24 Million

**6. Financial Overview**

Land acquisition : US\$ 0.30 Million (provided by Local Government)

Construction : US\$ 23 Million (US\$ 8 Million to be provided by Government through direct investment)

*The following information applicable only for the private investment portion:*

Consultant fees Engineering Design,  
Maintenance and Constructions (Estimated):  
US\$ 0.30 Million

**Capital Structure :**

Equity : US\$ 5 Million (30%)  
Loan : US\$ 11 Million (70%)

**Economic Feasibility :**

ENPV : US\$ 42 Million  
EIRR : 31.06%

**Financial Feasibility :**

FNPV : US\$ 7 Million  
FIRR : 24.68%

Payback period : 6 years

**3. Project Location**

Karangasem Regency, Bali Province

**4. Scope of Work**

Development of cruise terminal to accommodate up 2 cruises at the same time.

Breakdown scope of works are as follows :

- Construction of passengers terminal and associated facilities with total area of 9,000 m<sup>2</sup>
- Expansion of Jetty to achieve 350 m length and 24 m width to accommodate large cruise ship
- Operation and maintenance of the whole cruise terminal and its associated facilities

**7. Government Support**

Provided in the form of:

- Land (already acquired in 2007)
- Access road (land already acquired, construction planned for 2009)
- Causeway (50 m x 8 m) and jetty (154 m x 12 m)
- Part of supporting facilities (such as government authorities office buildings)

## 8. Work Plan

Descriptions	2009	2010	2011	2012	Notes
Pre-qualifications	Q2				
Bid Conference	Q3				
Proposal Submission	Q3				
Proposal Evaluation	Q4				
Negotiations	Q4				
Contract Signing	Q4				
Financial Closed Obsolete		Q2			
Land Acquisitions					Acquired 2007
Constructions of Jetty	Q1-Q4				Seaside completed end of 2009
Construction of expansion facilities (350 m of Jetty and Passengers Terminal)			Q1 - Q4	Q1 - Q4	To achieve international standard
Operations first stage based on facilities provided by Government		Q1			
Full scale Operations of Cruise Terminal				Q4	

## 9. Disbursement Plan

Descriptions	2009	2010	2011	2012	Notes
Consultant Fees		1.3%			Private portion
Land Acquisitions		1.3%			Provide by Government
Constructions of Jetty and supporting facilities	33.4%				Remaining Government portion, commissioning expected by end of 2009
Expansion of Jetty, Passengers Terminal and other facilities			40%	24%	Private Investment
Commissioning					Expected by end of 2012

## 10. Other Information

Tender process is awaiting Government approval for Tanah Ampo Cruise terminal as an international port.

Considering that the project has been partially completed, while the rest is still on the planning process, the Karangasem District Government offers three modalities:

- 1) Leasing-based modality, given that the government would finish the whole planned facility;
- 2) Private sector continues the project development in accordance with the proposed plan set by the government under BOT (Build-Operate-Transfer) mechanism; and
- 3) Private sector could propose their own project design which will be carried out under BOT mechanism.

**1. Project Title : Palaci - Bangkuang Railway****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Person in charge :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60 Palangkaraya, Central Kalimantan, INDONESIA

*Phone :* + 62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**5. Estimated Project Cost**

US\$ 740 Million

**6. Financial Overview**

*Land acquisition :* US\$ 57 Million

*Construction :* US\$ 683 Million

*Capital Structure :*

Equity : US\$ 222 Million (30%)

Loan : US\$ 518 Million (70%)

*Economic Feasibility :*

EIRR : 24%

*Financial Feasibility :*

FIRR : 19%

*Payback period :* 18 years

**3. Project Location**

Palaci - Puruk - Makunjung - Muara Teweh - Montalat - Pematang Karau - Bangkuang (Barito river)

Central Kalimantan Province.

**4. Scope of Work**

Development of Palaci-Bangkuang Coal Railways.

Breakdowns of scope of works are as follows:

- Construction of coal railways from Palaci to Bangkuang (total length about 185 km)
- Design, build, finance, operate, and transfer of the whole railways and its associated facilities.

**7. Government Support**

Consultant for Central Kalimantan Railways Project (JTC) has indicated that the project will not need government support.

**8. Work Plan**

Descriptions	2009	2010	2011	2012	2013	Notes
Pre-qualifications	Q2					EOI in April 2009 and Market Sounding and PQ in May 2009
Bid Conference	Q3					
Proposal Submission	Q4					
Proposal Evaluation		Q1				
Negotiations		Q1				
Contract signing		Q1				
Financial Closed Obsolete			Q1			1 year F/C (in parallel with DED preparation)
Land Acquisitions			Q2-Q4	Q1-Q2		1 year implementation
Constructions of Railways and associated facilities			Q4	Q1-Q4	Q1-Q4	2 years construction
Provision of Rolling Stocks					Q4	

**9. Disbursement Plan**

Descriptions	2009	2010	2011	2012	2013	Notes
Consultant Fees	0.25%	0.75%	1%	0.5%	0.5%	Private investment
Land Acquisitions			4%	4%		Land will be financed by government
Constructions of Railways and associated terminal and other railway facilities			10%	30%	40%	Private investment
Provision of Rolling Stocks					9%	Private Investment
Operations of Rolling Stocks						Expected by beginning of 2014

**10. Other Information**

- EOI (Expression of Interest) will be conducted in April 2009 after obtaining alignment approval from MOT.
- EOI will be continued into Market Sounding and PQ which will be undertaken in May 2009. Finalization of Basic Design, Business Plan, and Tender Document as well as transaction support will be assisted through IRSDP-Bappenas.
- Final alignment, DED, and Final Business Plan will be prepared by the winner of the bid.

**1. Project Title : Soekarno Hatta Airport - Manggarai, Railway Development****2. Contracting Agency**

**Minister of Transportation**

**Person in Charge:**

Mr. Prasetyo Boeditjahjono  
(Head of Procurement Committee)

**Address :** MOT Office, Karya Building 11<sup>th</sup> fl,  
Jl. Medan Merdeka Barat No. 8  
Jakarta 10110, INDONESIA

**Phone :** +62 21 3506526 or +62 8129605000

**Fax :** +62 21 3506526

**Email Address :** prasetyobo@yahoo.co.id

**5. Estimated Invesment Cost**

US\$ 700 Million

**6. Financial Overview**

**Land acquisition :** US\$ 52 Million

**Construction (Including fee services,  
interest, etc.) :** US\$ 648 Million

**Capital Structure :**

Equity : US\$ 210 Million (30%)  
Loan : US\$ 490 Million (70%)

**Economic Feasibility :**

EIRR : 22%

**Financial Feasibility :**

FIRR : 17%

**Payback period :** 18 years

**3. Project Location**

DKI Jakarta and Banten Provinces

**4. Scope of Work**

Development of airport railways connecting Manggarai terminal to the Soekarno-Hatta airport.

Breakdowns scope of works are as follows :

- Construction of railways from Manggarai terminal to the Soekarno-Hatta airport (fully elevated and dedicated) and associated terminals (about 6 stations) and other railway facilities with total length about 35 km
- Design, build, finance, operate, and transfer of the whole railways and its associated facilities

**7. Government Support**

Possibly government support is required

**8. Work Plan**

Descriptions	2009	2010	2011	2012	2013	Notes
Pre-qualifications	Q1					PQ announcement in 21 Aug 2008, provision of PQ document Nov-Dec 2008, and PQ submission in 20 Mar 2009.
Bid Conference	Q2					
Proposal Submission	Q3					
Proposal Evaluation	Q4					
Negotiations	Q4					
Contract signing	Q4					
Financial Closed Obsolete		Q4				1 year F/C (in parallel with DED preparation)
Land Acquisitions			Q1-Q4			Mostly land available
Constructions of railways and associated terminal and other railways facilities			Q4	Q1-Q4	Q1-Q4	2 years of construction
Provision of Rolling Stocks					Q4	
Operation of Rolling Stocks					Q1	

**9. Disbursement Plan**

Descriptions	2009	2010	2011	2012	2013	Notes
Consultant Fees		1%	1.5%	1%	0.5%	Private investment
Land Acquisitions			7%			Mostly land available (from government) and the rest to be financed by private sector
Constructions of Railways and associated terminal and other railway facilities			22%	27%	30%	Private investment
Provision of Rolling Stocks					10%	Private Investment
Operations of Rolling Stocks						Expected by beginning of 2013

**10. Other Information**

If required, refinement of FS and government support process as well as project transaction support can be assisted through IRSDP-Bappenas.

## 1. Project Title : Bandung Municipal (Cimenteng) Water Supply

### 2. Contracting Agency

Mayor of Bandung Municipal

Address : Jl. Wastukancana No 2 Bandung,  
West Java, INDONESIA

Phone : +62 22 4222263

Fax : +62 22 4216422

Contact Person :

Mr. Drs. H Maman Budiman, MSI

Position : President Director of Bandung PDAM

Address : Jl. Badak Singa No. 10 Bandung,  
West Java, INDONESIA

Phone : +62 22 2509030

Fax : +62 22 2508063

### 3. Project Location

Bandung Municipal, West Java Province

### 4. Scope of Work

Develop and construct the water supply facilities to increase the water supply service of the Bandung City, with an additional supply of 1,100 liter per sec.

The physical works include: Head Works, Water Treatment Plant, and Clean Water Main Transmission Line.

Breakdowns scope of works are as follows :

- Construct physical facilities of the project, includes: Water Intake, Raw Water Transmission Pipe; Water Treatment Plant.
- Assist the Administrator of Bandung City (as Contracting Agency) in handling the works to meet the Project performance regarding the cooperation with the Private Sector / Investors.
- Assist the Institutional Capacity Building of the New Entity.

### 5. Estimated Invesment Cost

US\$ 54 Million

### 6. Financial Overview

*Land acquisition* : US\$ 1 Million

*Construction (Including fee services, Interest, etc.)* : US\$ 53 Million

*Capital Structure* :

Equity : US\$ 16 Million (30%)

Loan : US\$ 37 Million (70%)

*Economic Feasibility* :

EIRR : 25%

*Financial Feasibility* :

FIRR : 20%

*Payback period* : 7 years

### 7. Government Support

Provided in the form of:

- Land.
- Intake and Head Works through WTP Cimenteng.

### 8. Work Plan

Descriptions	2009	2010	2011	2012	2013	Notes
Pre-qualifications	Q4					
Bid Conference	Q4					
Proposal Submission	Q4					
Proposal Evaluation		Q1				
Negotiations		Q1				
Contract Signing		Q1				
Financial Closed Obsolete		Q2-Q3				
Land Acquisitions	Q4	Q1-Q4				
Constructions of Intake & Head works		Q3-Q4	Q1			
Transmission Pipe Works		Q4	Q1-Q2			
Constructions of WTP Clementeng		Q4	Q1-Q4			
Construction of Reservoir		Q3-Q4	Q1-Q2			
Operations first Bulk Water Supply to Service Area					Q1	
Full Operation of Bulk Water Supply					Q1	

### 9. Disbursement Plan

Descriptions	2009	2010	2011	2012	2013	Notes
Consultant Fees		2%	1%	1%		Private portion
Land Acquisitions		2%				Government Support (Pemkot/PDAM)
Constructions (Incl. fee services, interest, etc)			50%	44%		Intake & Head works provided by Government
Commissioning						

### 10. Other Information

(Concession) Investor will operate all items, and build a new company to operate.

- a. Business Plan has not been presented by PDAM; therefore Consultant Team has not done with financial projection.
- b. Consultant is waiting for Socio-Economic Survey to estimate Economic IRR.

<b>1. Project Title : Central Java Coal Fired Steam Power Plant (Up to 2000 MW)</b>	
<b>2. Contracting Agency</b> <b>PT PLN (Persero)</b> <i>Contact person : Mr. Ipung Purwomarwanto</i> <i>Position: Marketing Manager of Strategic IPP</i> <i>Address : Jl. Trunojoyo Blok MI/135</i> <i>Jakarta Selatan, INDONESIA</i> <i>Phone : +62 21 726 1122</i> <i>Fax : +62 21 7251511</i>	<b>5. Estimated Invesment Cost</b> US\$ 2,000 Million
	<b>6. Financial Overview</b> <i>Land acquisition : US\$ 10 Million</i> <i>Construction (Including fee services, Interest, etc.) : US\$ 1,990 Million</i> <i>Capital Structure :</i> <i>Equity : US\$ 600 Million (30%)</i> <i>Loan : US\$ 1,400 Million (70%)</i> <i>Economic Feasibility :</i> <i>EIRR : 21%</i> <i>Financial Feasibility :</i> <i>FIRR : 16%</i>
<b>3. Project Location</b> Pemalang Regency, Central Java Province	
<b>4. Scope of Work</b> <ul style="list-style-type: none"><li>• IPP to Develop, finance, design and construct plant and associated transmission line to substation / 500 kV line.</li><li>• T-line to be transferred to PLN upon completion.</li><li>• IPP to operate plant under 30 year PPA.</li></ul>	<b>7. Government Support</b> Provided in the form of: <ul style="list-style-type: none"><li>• Provided by the Ministry of Finance to Project lenders.</li><li>• In line with PR 67/2005.</li><li>• In-principle approval from Ministry of Finance to be issued prior to / in parallel with the issuance of RFP.</li></ul>

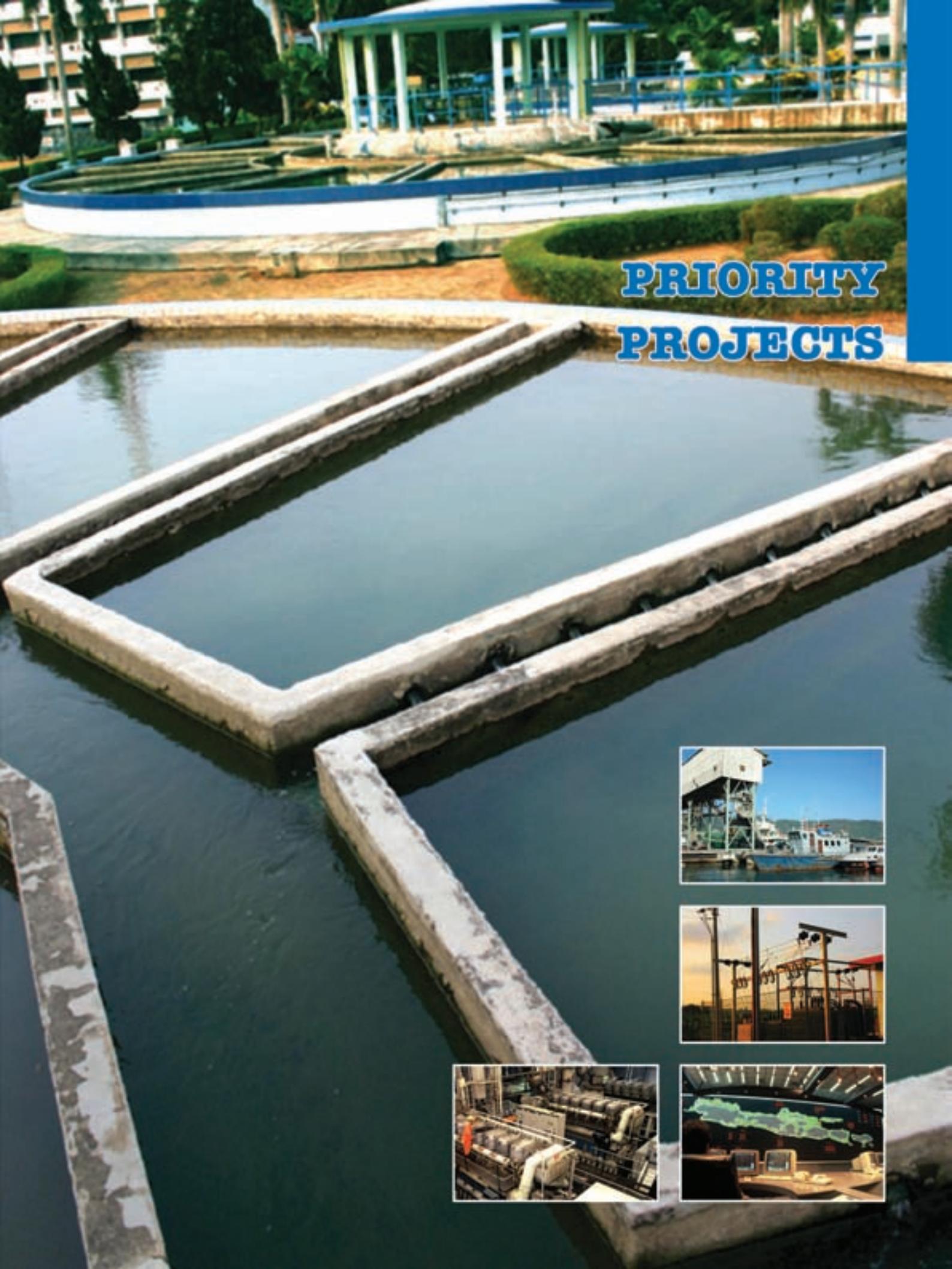
**8. Work Plan**

Descriptions	2009	2010	2011	2012	2013	2014	2015
Pre-qualifications	Q1						
Bid Conference	Q4						
Proposal Submission	Q4						
Proposal Evaluation	Q4						
Negotiations	Q4						
Contract signing	Q4						
Financial Closed Obsolete		Q4					
Land Acquisitions		Q4					
Constructions			Q1-Q4	Q1-Q4	Q1-Q4	Q1-Q4	
Full Scale Operation							Q1

**9. Disbursement Plan**

Descriptions	2009	2010	2011	2012	2013	2014	2015
Consultant Fees	1%	1%	1%	1%	1%	1%	
Land Acquisitions		0.5%					
Constructions (Incl. fee services, interest, etc)			17%	23%	33%	20,5%	
Commissioning							





# PRIORITY PROJECTS



## 1. Project Title : Pekanbaru - Kandis - Dumai Toll Road

### 2. Project Description

To boost economic growth in Riau Province, the Provincial government plans to build toll road as Pekanbaru-Dumai alternative route. At the initial stage, Pekanbaru-Dumai toll road route becomes the first priority, then will be continued by Kandis-Dumai.

Pekanbaru is a city that appears to be a knot in which roads from regencies in Riau Province heading to Dumai. The corridor along Pekanbaru-Dumai route is formed by industrial area, coconut and palm tree, and rubber tree plantations as well as oil and natural gas mine.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 3. PPP Modality

Construction will be carried out by government.

O & M contract with private party will be conducted upon completion of the construction.

The concession period will be granted for 35 years

### 6. Project Location

Riau Province

Map of Location



**7. Project Feasibility Indicator***Technical Overview*

Forecast Demand : 6,653 vehicle/day in 2011

*Technical Specification*

Length	: 135.00 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: - m

*Financial Overview*

Estimated Investment Cost : US\$ 845 Million

Land acquisition : US\$ 47 Million

Construction (including fee services,  
interest, etc.) : US\$ 798 Million

Financial Feasibility :

FIRR : 9.01%

Initial Tariff : IDR 600/km

*Type of Government Support*

Government Support can be made available

**8. Expected Time of Project Development**

- Land acquisition: 2 years
- The design and construction period: 2 years

## 1. Project Title : Palembang - Indralaya Toll Road

### 2. Project Description

In the past few years, economic growth in South Sumatera Province increased rapidly, particularly in Palembang and Indralaya. Palembang - Indralaya toll road corridor includes Ogan Ilir regency area. The using of land surrounding Palembang - Indralaya route is generally projected for housing, fishery and agriculture activities.

Palembang - Indralaya corridor currently is only connected directly by the existing arterial road. There is a road runs parallel with the arterial road in the distance of 7 - 10 km, east side of the arterial road, which links Palembang (Plaju) - Pemelutan - Kayu Agung as provincial road. Between Palembang - Indralaya the parallel road and the existing arterial road are linked by one route in Kampung Pelabuhan Dalam. This connecting service road is still inadequate to overcome development growth in South Sumatera.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 6. Project Location

South Sumatera Province

#### Map of Location



### 3. PPP Modality

BOT (Build - Operate - Transfer) for 35 years

<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Forecast Demand : 13,180 vehicle/day in 2011</p> <p><i>Technical Specification</i></p> <table><tbody><tr><td>Length</td><td>:</td><td>22.00 km</td></tr><tr><td>Design Speed</td><td>:</td><td>100.00 km/h</td></tr><tr><td>Number of Lane</td><td>:</td><td>2 x 3 lanes</td></tr><tr><td>Lane of Width</td><td>:</td><td>3.60 m</td></tr><tr><td>Outer Shoulder Width</td><td>:</td><td>3.00 m</td></tr><tr><td>Inner Shoulder Width</td><td>:</td><td>1.00 m</td></tr><tr><td>Median Width</td><td>:</td><td>10.00 m</td></tr><tr><td>Right of Way</td><td>:</td><td>47.50 m</td></tr></tbody></table> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost : US\$ 105 Million</p> <p>Land acquisition: US\$ 6 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 99 Million</p> <p>Capital Structure :</p> <table><tbody><tr><td>Equity</td><td>:</td><td>US\$ 31 Million (30%)</td></tr><tr><td>Loan</td><td>:</td><td>US\$ 74 Million (70%)</td></tr></tbody></table> <p>Financial Feasibility :</p> <table><tbody><tr><td>FIRR</td><td>:</td><td>15.57%</td></tr></tbody></table> <p>Initial Tariff : IDR 600/km</p> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	Length	:	22.00 km	Design Speed	:	100.00 km/h	Number of Lane	:	2 x 3 lanes	Lane of Width	:	3.60 m	Outer Shoulder Width	:	3.00 m	Inner Shoulder Width	:	1.00 m	Median Width	:	10.00 m	Right of Way	:	47.50 m	Equity	:	US\$ 31 Million (30%)	Loan	:	US\$ 74 Million (70%)	FIRR	:	15.57%	<p><b>8. Expected Time of Project Development</b></p> <ul style="list-style-type: none"><li>• Land acquisition: 2 years</li><li>• The design &amp; build period will take 2 years</li></ul>
Length	:	22.00 km																																
Design Speed	:	100.00 km/h																																
Number of Lane	:	2 x 3 lanes																																
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Equity	:	US\$ 31 Million (30%)																																
Loan	:	US\$ 74 Million (70%)																																
FIRR	:	15.57%																																

## 1. Project Title : Tegineneng - Babatan Toll Road

### 2. Project Description

Tegineneng-Babatan toll road is a part of Bakauheni-Bandar Lampung-Terbanggi Besar Toll Road plan. At present, this corridor is the main route of the road network system in Lampung Province. In order to reduce traffic flow passing through the inner road network in Bandar Lampung City, the Provincial Government of Lampung intends to develop toll road system from Bakauheni in east side towards Bandar Lampung, up to Terbanggi Besar in west side, with first stage construction of Tegineneng-Babatan section. Moreover, Bakauheni-Terbanggi Besar toll road is expected to promote area development surrounding the toll road corridor so it can offer economical benefits, particularly for Lampung Province.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 3. PPP Modality

BOT ( Build - Operate - Transfer) for 35 years

### 6. Project Location

Lampung - South Sumatera Province

Map of Location



**7. Project Feasibility Indicator*****Technical Overview***

Forecast Demand : 12,281 vehicles/day in 2011

***Technical Specification***

Length	:	50.00 km
Design Speed	:	100.00 km/h
Number of Lane	:	2 x 3 lanes
Lane of Width	:	3.60 m
Outer Shoulder Width	:	3.00 m
Inner Shoulder Width	:	1.50 m
Median Width	:	5.50 m
Right of Way	:	40.00 m (minimum)

***Financial Overview***

Estimate Investment Cost : US\$ 273 Million

Land acquisition : US\$ 28 Million

Construction (including fee services,  
interest, etc.) : US\$ 245 Million

Capital Structure :

Equity : US\$ 82 Million (30%)  
Loan : US\$ 191 Million (70%)

Financial Feasibility :

FIRR : 15.48 %

Initial Tariff : IDR 600/km

***Type of Government Support***

Government Support can be made available

**8. Expected Time of Project Development**

- Land acquisition: 2 years
- The design & build period will take 2 years

## 1. Project Title : Sukabumi - Ciranjang Toll Road

### 2. Project Description

Sukabumi-Ciranjang toll road plan is one of government programs of building toll roads in 2009. Building this toll road is an effort to support economic development, particularly in West Java province as a national developing area which is advancing to increase people's prosperity as well as to support even development. This toll road will shorten required time in transporting goods, service and also people.

The building of Sukabumi-Ciranjang toll road route is a part of network plan of Jakarta-Bogor-Ciawi-Sukabumi-Cianjur-Padalarang and Bandung toll roads. Besides projected to link Ciawi-Sukabumi, Sukabumi-Ciranjang and Ciranjang-Padalarang toll roads, it is also an alternative solution to overcome the increasing dense along arterial road to Puncak. In addition, this new toll road will support economic growth in Sukabumi and Cianjur area.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 3. PPP Modality

Part of the construction and land acquisition will be carried out by government.

The concession period will be granted for 35 years

### 6. Project Location

West Java Province

Map of Location



<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Forecast Demand : 9,512 vehicles/day in 2011</p> <p><i>Technical Specification</i></p> <table border="0"> <tbody> <tr> <td>Length</td><td>:</td><td>28.00 km</td></tr> <tr> <td>Design Speed</td><td>:</td><td>80.000 - 100.00 km/h</td></tr> <tr> <td>Number of Lane</td><td>:</td><td>2 x 3 lanes</td></tr> <tr> <td>Lane of Width</td><td>:</td><td>3.60 m</td></tr> <tr> <td>Outer Shoulder Width</td><td>:</td><td>3.00 m</td></tr> <tr> <td>Inner Shoulder Width</td><td>:</td><td>1.50 m</td></tr> <tr> <td>Median Width</td><td>:</td><td>9.70 - 11.50 m</td></tr> <tr> <td>Right of Way</td><td>:</td><td>60.00 m (minimum)</td></tr> </tbody> </table> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost : US\$ 186 Million</p> <p>Land acquisition : US\$ 16 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 170 Million</p> <p>Capital Structure :</p> <ul style="list-style-type: none"> <li>Equity : US\$ 51 Million (30%)</li> <li>Loan : US\$ 119 Million (70%)</li> </ul> <p>Financial Feasibility :</p> <ul style="list-style-type: none"> <li>FIRR : 13.08 %</li> </ul> <p>Initial Tariff : IDR 700/km</p> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	Length	:	28.00 km	Design Speed	:	80.000 - 100.00 km/h	Number of Lane	:	2 x 3 lanes	Lane of Width	:	3.60 m	Outer Shoulder Width	:	3.00 m	Inner Shoulder Width	:	1.50 m	Median Width	:	9.70 - 11.50 m	Right of Way	:	60.00 m (minimum)	<p><b>8. Expected Time of Project Development</b></p> <ul style="list-style-type: none"> <li>• Land acquisition: 2 years</li> <li>• The design &amp; build period will take 2 years</li> </ul>
Length	:	28.00 km																							
Design Speed	:	80.000 - 100.00 km/h																							
Number of Lane	:	2 x 3 lanes																							
Lane of Width	:	3.60 m																							
Outer Shoulder Width	:	3.00 m																							
Inner Shoulder Width	:	1.50 m																							
Median Width	:	9.70 - 11.50 m																							
Right of Way	:	60.00 m (minimum)																							

## 1. Project Title : Pasir Koja - Soreang Toll Road

### 2. Project Description

For the past few years, the economic growth in South Bandung area has shown significant development, particularly in the town of Soreang as the capital of Bandung Regency and in several adjacent areas such as Margahayu District, Ketapang District, Banjaran District and Soreang District itself.

The economic growth has affected in the increasing number of vehicles as well as new trade centers and industries in any scale such as shops, mall, factories which will lead to the land use alteration. Therefore, the economic growth has resulted in new problem in road network, which is land transportation facility, where the traffic has become more crowded and traffic jam occurs on some routes.

The road linking Soreang and Pasirkoja (through Kopo and Soekarno Hatta roads) which stretches more than 15 km, at the moment is one of the most crowded routes in Regency and City of Bandung. Long line of traffic jam happens most of the time along this road. It result in the increasing of traffic from Soreang to Bandung and otherwise.

Besides, Kopo road is the only route that meets the requirement for heavy vehicles such as buses and trucks from Soreang to Bandung. With this condition, vehicles can only run in the average of speed 10-20 km/h. The consequence of it is inefficiency of operational cost which also means national economic loss. To solve this problem, more high standards roads should be added. One of the alternatives is to build new road, that is toll road.

### 3. PPP Modality

Part of the construction and land acquisition will be carried out by government.

The concession period will be granted for 35 years.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 6. Project Location

South Bandung, West Java Province

#### Map of Location



<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Forecast Demand : 17,528 vehicles/day in 2011</p> <p><i>Technical Specification</i></p> <table border="0"> <tbody> <tr> <td>Length</td><td>:</td><td>15.00 km</td></tr> <tr> <td>Design Speed</td><td>:</td><td>80.00 km/h</td></tr> <tr> <td>Number of Lane</td><td>:</td><td>2 x 3 lanes</td></tr> <tr> <td>Lane of Width</td><td>:</td><td>3.50 m</td></tr> <tr> <td>Outer Shoulder Width</td><td>:</td><td>2.00 m</td></tr> <tr> <td>Inner Shoulder Width</td><td>:</td><td>0.50 m</td></tr> <tr> <td>Median Width</td><td>:</td><td>3.00 m</td></tr> <tr> <td>Right of Way</td><td>:</td><td>30.00 m (minimum)</td></tr> </tbody> </table> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost : US\$ 102 Million</p> <p>Land acquisition : US\$ 24 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 78 Million</p> <p>Capital Structure :</p> <ul style="list-style-type: none"> <li>Equity : US\$ 24 Million (30%)</li> <li>Loan : US\$ 54 Million (70%)</li> </ul> <p>Financial Feasibility :</p> <ul style="list-style-type: none"> <li>FIRR : 11.88 %</li> </ul> <p>Initial Tariff : IDR 700/km (2011)</p> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	Length	:	15.00 km	Design Speed	:	80.00 km/h	Number of Lane	:	2 x 3 lanes	Lane of Width	:	3.50 m	Outer Shoulder Width	:	2.00 m	Inner Shoulder Width	:	0.50 m	Median Width	:	3.00 m	Right of Way	:	30.00 m (minimum)	<p><b>8. Expected Time of Project Development</b></p> <ul style="list-style-type: none"> <li>• Land acquisition: 2 years</li> <li>• The design &amp; build period will take 2 years</li> </ul>
Length	:	15.00 km																							
Design Speed	:	80.00 km/h																							
Number of Lane	:	2 x 3 lanes																							
Lane of Width	:	3.50 m																							
Outer Shoulder Width	:	2.00 m																							
Inner Shoulder Width	:	0.50 m																							
Median Width	:	3.00 m																							
Right of Way	:	30.00 m (minimum)																							

## 1. Project Title : Pandaan - Malang Toll Road

### 2. Project Description

Pandaan-Malang toll road network will connect Pandaan and Malang in East Java. Due to recent increase in economic activity, regional development accompanied with the increase of traffic, the toll road network has become urgent to be realized.

Pandaan-Malang toll road route is situated in 3 local governments, those are Pasuruan regency, Malang regency and Malang city. Design location this toll road is parallel with the existing national road, starting from Pandaan going southward to Purwosari, Purwodadi, Lawang, Singosari, Karangko, and ending in Malang. This toll road is also part of network established in Java Island for land transport.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 3. PPP Modality

BOT ( Build - Operate - Transfer) for 35 years

### 6. Project Location

East Java Province

Map of Location



<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Forecast Demand : 22,220 vehicles/day in 2011</p> <p><i>Technical Specification</i></p> <table border="0"> <tbody> <tr> <td>Length</td><td>:</td><td>37.62 km</td></tr> <tr> <td>Design Speed</td><td>:</td><td>80.00 - 120.00 km/h</td></tr> <tr> <td>Number of Lane</td><td>:</td><td>2 x 3 lanes</td></tr> <tr> <td>Lane of Width</td><td>:</td><td>3.60 m</td></tr> <tr> <td>Outer Shoulder Width</td><td>:</td><td>3.00 m</td></tr> <tr> <td>Inner Shoulder Width</td><td>:</td><td>1.50 m</td></tr> <tr> <td>Median Width</td><td>:</td><td>12.70 m</td></tr> <tr> <td>Right of Way</td><td>:</td><td>60.00 m (minimum)</td></tr> </tbody> </table> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost : US\$ 253 Million</p> <p>Land acquisition : US\$ 29 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 224 Million</p> <p>Capital Structure :</p> <ul style="list-style-type: none"> <li>Equity : US\$ 76 Million (30%)</li> <li>Loan : US\$ 177 Million (70%)</li> </ul> <p>Financial Feasibility :</p> <ul style="list-style-type: none"> <li>FIRR : 16.09 %</li> </ul> <p>Initial Tariff : IDR 625/km</p> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	Length	:	37.62 km	Design Speed	:	80.00 - 120.00 km/h	Number of Lane	:	2 x 3 lanes	Lane of Width	:	3.60 m	Outer Shoulder Width	:	3.00 m	Inner Shoulder Width	:	1.50 m	Median Width	:	12.70 m	Right of Way	:	60.00 m (minimum)	<p><b>8. Expected Time of Project Development</b></p> <ul style="list-style-type: none"> <li>• Land acquisition: 2 years</li> <li>• The design and construction period : 2 years</li> </ul>
Length	:	37.62 km																							
Design Speed	:	80.00 - 120.00 km/h																							
Number of Lane	:	2 x 3 lanes																							
Lane of Width	:	3.60 m																							
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Inner Shoulder Width	:	1.50 m																							
Median Width	:	12.70 m																							
Right of Way	:	60.00 m (minimum)																							

## 1. Project Title : Serangan - Tanjung Benoa Toll Road

### 2. Project Description

Economic activities in Bali have been showing positive growth. They induce high social mobility causing traffic jam in some parts of national, provinces and regency/towns routes. To overcome this problem, several efforts have been made. One of them is improving road condition or building new roads.

The development is progressing rapidly in Bali area, particularly in South Bali. Consequently, commuters of this area is relatively high. Nowadays, South Kuta has grown to be center of economic development, education and tourism which is very potential in intensifying the traffic. The foot area of Bali Island is only linked by one route that is Jalan Ngurah Rai, linking South Kuta and Denpasar and other towns. In certain hours, traffic jam occurs as a result of recent inadequate road capacity.

Thus, alternative road is required in order to improve service to the people and to increase access to South Kuta so that this area is more reachable. Besides, this alternative road is expected to decline traffic volume in the existing road so that the road performs better.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 6. Project Location

Bali Province

#### Map of Location



### 3. PPP Modality

The construction will be carried out by government. O & M contract with private party will be conducted upon completion of the construction.

The concession period will be granted for 35 years

<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Forecast Demand : 12.119 vehicles/day in 2011</p> <p><i>Technical Specification</i></p> <table><tbody><tr><td>Length</td><td>:</td><td>7.50 km</td></tr><tr><td>Design Speed</td><td>:</td><td>100.00 km/h</td></tr><tr><td>Number of Lane</td><td>:</td><td>2 x 3 lanes</td></tr><tr><td>Lane of Width</td><td>:</td><td>3.60 m</td></tr><tr><td>Outer Shoulder Width</td><td>:</td><td>3.00 m</td></tr><tr><td>Inner Shoulder Width</td><td>:</td><td>1.50 m</td></tr><tr><td>Median Width</td><td>:</td><td>5.50 m</td></tr><tr><td>Right of Way</td><td>:</td><td>40.00 m (minimum)</td></tr></tbody></table> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost : US\$ 149 Million</p> <p>Land acquisition : US\$ 6 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 143 Million</p> <p>Financial Feasibility :</p> <p>FIRR : 6.93%</p> <p>Initial Tariff : IDR 700/km</p> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	Length	:	7.50 km	Design Speed	:	100.00 km/h	Number of Lane	:	2 x 3 lanes	Lane of Width	:	3.60 m	Outer Shoulder Width	:	3.00 m	Inner Shoulder Width	:	1.50 m	Median Width	:	5.50 m	Right of Way	:	40.00 m (minimum)	<p><b>8. Expected Time of Project Development</b></p> <ul style="list-style-type: none"><li>• Land acquisition : 2 years</li><li>• The design and construction period : 2 years</li></ul>
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Median Width	:	5.50 m																							
Right of Way	:	40.00 m (minimum)																							

## 1. Project Title : Manado - Bitung Toll Road

### 2. Project Description

The Province of North Sulawesi is one of province in KTI (Eastern Part of Indonesia) that has huge economic potential, such as having Port of Bitung in the east coast. Geographically, the port is suitable for Transshipment Port and potential to be a competitor to Singapore Transshipment Port.

In the meantime, the North Sulawesi Provincial Government is designing KAPET (Kawasan Pembangunan Ekonomi Terpadu) or Integrated Development Area of Manado-Bitung with programs, such as Developing Transshipment Port in Bitung, Industrial Zone in Bitung-Airmadidi Region, Agro Industry and Tourism Zone. The efficient transportation system provision will support significantly the development of KAPET.

Manado-Bitung toll road which will link Manado City, airport and Bitung Town, is an alternative in attempting efficient highway transportation network system by high utility level to support the development of KAPET Manado-Bitung. The form of toll road has been selected as an alternative, however, because of limited government's development budget to provide road network, it can be assisted by public's role either in form of investor or toll road user.

### 3. PPP Modality

The construction will be carried out by government. O & M contract with private party will be conducted upon completion of the construction.

The concession period will be granted for 35 years

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Minister of Public Works

Address : Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Contact Person : Mr. Nurdin Manurung

Position : Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

Address : Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

Phone : +62 21 7255789, +62 21 7255779

Fax : +62 21 7246487

Email address : bpjt@pu.go.id

### 6. Project Location

North Sulawesi Province

Map of Location



<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Forecast Demand : 16,557 vehicles/day in 2011</p> <p><i>Technical Specification</i></p> <table><tbody><tr><td>Length</td><td>: 46.00 km</td></tr><tr><td>Design Speed</td><td>: 80.00 - 100.00 km/h</td></tr><tr><td>Number of Lane</td><td>: 2 x 3 lanes</td></tr><tr><td>Lane of Width</td><td>: 3.60 m</td></tr><tr><td>Outer Shoulder Width</td><td>: 3.00 m</td></tr><tr><td>Inner Shoulder Width</td><td>: 1.50 m</td></tr><tr><td>Median Width</td><td>: 5.80 m</td></tr><tr><td>Right of Way</td><td>: 40.00 - 60.00 m(min.)</td></tr></tbody></table> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost : US\$ 561 Million</p> <p>Land acquisition : US\$ 76 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 485 Million</p> <p>Financial Feasibility :</p> <p>FIRR : 9.66%</p> <p>Initial Tariff : IDR 600/km</p> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	Length	: 46.00 km	Design Speed	: 80.00 - 100.00 km/h	Number of Lane	: 2 x 3 lanes	Lane of Width	: 3.60 m	Outer Shoulder Width	: 3.00 m	Inner Shoulder Width	: 1.50 m	Median Width	: 5.80 m	Right of Way	: 40.00 - 60.00 m(min.)	<p><b>8. Expected Time of Project Development</b></p> <ul style="list-style-type: none"><li>• Land acquisition : 2 years</li><li>• The design and construction period : 2 years</li></ul>
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## 1. Project Title : Medan Municipal, Water Supply

### 2. Project Description

Rapid population growth of Medan municipal is not yet supported by the availability of drinking water. Existing water supply services of Medan is 1800 lps need to be increased to 2300 lps due to meet the needs of drinking water, which increases every year.

In order to accelerate provision of water supply, PDAM Medan decided to rehabilitate Water Treatment Plant (WTP) with capacity of 200 lps and build new WTP with capacity of 300 lps, rather than build 500 lps of WTP. These constructions will be offered to private parties.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Governor of North Sumatera

Address : Jl. Kapten Maulana Lubis, Medan  
North Sumatera, INDONESIA

Phone : +62 61 4511690, +62 61 4512412

Fax : +62 61 4520782, +62 61 4579228

Contact Person : Mr Ir. Subahri Ritonga, MM

Position : Finance Director of PDAM Tirtanadi,  
Medan

Address : Jl. Sisingamangaraja No.1 Medan,  
North Sumatera, INDONESIA

Phone : + 62 61 4571666

Fax : + 62 61 4527771

### 6. Project Location

Sunggal, Medan Municipal  
North Sumatera Province

Map of Location : N/A



### 3. PPP Modality

Management Contract for Up Rating WTP  
(Performance Based)

BOT (Build - Operate - Transfer) for 25 years



<p><b>7. Project Feasibility Indicator</b></p> <p><b>Technical Overview</b></p> <p>Supply and Demand Analysis :</p> <p>Project Scope :</p> <ul style="list-style-type: none"> <li>• Water Treatment Plant rehabilitation: 200 lps</li> <li>• Water Treatment Plant Development: 300 lps.</li> <li>• Installation of pipeline transmission for water supply</li> </ul> <p><b>Financial Overview</b></p> <p>Estimate Investment Cost (Constant Price 2008) : US\$ 6 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 6 Million</p> <p>Capital Structure</p> <ul style="list-style-type: none"> <li>Equity : US\$ 2 Million (33%)</li> <li>Loan : US\$ 4 Million (67%)</li> </ul> <p>Financial Feasibility :</p> <p>FIRR : 22%</p> <p>Payback period : 10 years</p> <p>Initial Tariff : IDR 2,085/m<sup>3</sup></p> <p><b>Type of Government Support</b></p> <p>No Government Support is provided</p>	<p><b>8. Expected Time of Project Development</b></p> <table border="0"> <tr> <td>Project preparation</td><td>:</td><td>2009</td></tr> <tr> <td>Selection of private party</td><td>:</td><td>2010</td></tr> <tr> <td>Contract negotiation</td><td>:</td><td>2010</td></tr> <tr> <td>Construction</td><td>:</td><td>2011</td></tr> <tr> <td>Operations</td><td>:</td><td>2011</td></tr> </table>	Project preparation	:	2009	Selection of private party	:	2010	Contract negotiation	:	2010	Construction	:	2011	Operations	:	2011
Project preparation	:	2009														
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Construction	:	2011														
Operations	:	2011														

## 1. Project Title : Bandar Lampung Municipal Water Supply

### 2. Project Description

Bandar Lampung Municipal will be more progressive with its role as the capital city of Lampung Province.

Demand of infrastructure services, especially drinking water will increase, both for commercial and domestic consumers.

Drinking water services in the Bandar Lampung is served by PDAM Way Rilau. The level of drinking water services in 2007 was 24% of total population (815,700 citizens). Future development plans will serve Way Sekampung and Way Sabu regions with each of capacity is 300 lps and 200 lps.

Raw water should be conveyed to Water Treatment Plant in PDAM. Distance from raw water resources to WTP is about 35 km distance. This transmission will be provided by Government, meanwhile local government will provide funds for land acquisition.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Mayor of Bandar Lampung

Address : Jl. AH Nasution No 3 Lampung,  
INDONESIA

Phone : +62 725 41475

Fax : +62 725 49500

Contact Person : Mr Drs. Gustimigo, MM

Position : President Director of PDAM Way  
Rilau

Address : Jl. Pangeran Emir M Noor No. 11 A  
Bandar Lampung, Lampung  
INDONESIA

Phone : +62 721 484611

### 6. Project Location

Bandar Lampung  
Lampung Province

#### Map of Location



### 3. PPP Modality

Concession for 25 years



<p><b>7. Project Feasibility Indicator</b></p> <p><b>Technical Overview</b></p> <p>Supply and Demand Analysis</p> <p>Current Supply : 600 lps</p> <p>Current Demand : 900 lps</p> <p>Forecast Demand : 1100 lps</p> <p>Project Scope:</p> <ul style="list-style-type: none"><li>• Water Treatment Plant Development (500 lps)</li><li>• Development of water supply pipeline transmission</li><li>• Development of main distribution</li></ul> <p><b>Financial Overview</b></p> <p>Estimate Investment Cost (Constant Price 2007) : US\$ 52 Million</p> <p>Construction (including fee services, interest, etc.) : US\$ 52 Million</p> <p>Capital Structure :</p> <ul style="list-style-type: none"><li>Equity : US\$ 17 Million (33%)</li><li>Loan : US\$ 35 Million (67%)</li></ul> <p>Financial Feasibility :</p> <p>FIRR : 20%</p> <p>Payback period : 11 years</p> <p><b>Type of Government Support</b></p> <p>Government Support can be made available</p>	<p><b>8. Expected Time of Project Development</b></p> <table><tbody><tr><td>Project preparation</td><td>: 2009</td></tr><tr><td>Selection of private partner</td><td>: 2010</td></tr><tr><td>Contract negotiation</td><td>: 2011</td></tr><tr><td>Construction</td><td>: 2012 - 2013</td></tr><tr><td>Operation</td><td>: 2013</td></tr></tbody></table>	Project preparation	: 2009	Selection of private partner	: 2010	Contract negotiation	: 2011	Construction	: 2012 - 2013	Operation	: 2013
Project preparation	: 2009										
Selection of private partner	: 2010										
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Construction	: 2012 - 2013										
Operation	: 2013										

## 1. Project Title : DKI Jakarta - Bekasi - Karawang Water Supply

### 2. Project Description

Rapid population growth in the DKI Jakarta - Bekasi - Karawang is not supported by the availability of drinking water. The provision of a drinking water system in the region is needed to meet current and future demand.

Development of industrial areas from Jakarta to the east ward, Bekasi regency, Bekasi city, and Karawang requires a huge drinking water infrastructure.

Currently, DKI Jakarta is estimated need around 6,000 lps, meanwhile Bekasi city and Bekasi regency totally will need around 2,000 lps. This amount will increase rapidly in the future.

Water supply services to these areas need raw water support from water resources in surrounding area, therefore government support can be made to support this project.

### 3. PPP Modality

BOT (Build-Operate-Transfer) for 30 years

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

**Ministry of Public Work**

**Address :** Jl. Pattimura No. 20  
Kebayoran Baru Jakarta

**Phone :** +62 21 7395588

**Contact Person :** Mr. Iwan Nursirwan

**Position :** Director General of Water Resources,  
Ministry of Public Work

**Address :** Jl. Pattimura No. 20, Jakarta,  
INDONESIA

**Phone :** +62 21 7222804

**Contact Person I :** Mr. Drs. Haryadi Priyohutomo

**Position :** President Director of PAM Jaya,  
DKI Jakarta

**Address :** Jl. Penjernihan II Pejompongan  
Jakarta Pusat, INDONESIA

**Phone :** +62 21 5704250

**Fax :** +62 21 5711796

**Contact Person II :**

Mr. H. Dadang Hidayat, SE, MSI

**Position :** President Director of PDAM Tirta  
Patriot Bekasi

**Address :** Jl. Perjuangan No. 99 Bekasi,  
West Java, INDONESIA

**Phone :** +62 21 88966161

**Fax :** +62 21 88961608

**Contact Person III :** Mr. Open Supriyadi

**Position :** President Director of  
PDAM Karawang

**Address :** Jl. Suroto Kunto Km 4,5 Karawang,  
West Java, INDONESIA

**Phone :** +62 267 402861

**Fax :** +62 267 402862

## 6. Project Location

DKI Jakarta - Bekasi - Karawang Regency

DKI Jakarta and West Java Province

Map of Location :



## 7. Project Feasibility Indicator

### *Technical Overview*

Supply and Demand Analysis

Current Demand : 8,000 lps

Forecast Demand : 15,000 lps

Project Scope :

- Water Treatment Plant Development (15,000 lps)
- Transmission development
- Tapping point (3 location)

### *Financial Overview*

Estimate Investment Cost : US\$ 377 Million

Construction : US\$ 367 Million

Design & Financial Fee : US\$ 10 Million

Capital Structure :

- Equity : US\$ 113 Million (30%)
- Loan : US\$ 264 Million (70%)

Financial Feasibility :

FNPV : US\$ 154 Million

FIRR : 17.2 %

Payback period : 12 years

Initial Tariff : IDR 4,300 (DKI)

IDR 2,900 (Bekasi)

### *Type of Government Support*

Government Support can be made available

## 8. Expected Time of Project Development

Project preparation : 2010

Selection of private partner : 2011

Contract negotiation : 2012

Construction : 2012 - 2016

Operations : 2014

## 1. Project Title : West Cikarang & Cibitung Bekasi Regency Water Supply

### 2. Project Description

Drinking water service in Bekasi regency is served by PDAM of Bekasi. This PDAM has 6 branches that serves several districts from the two administrative regions of different government, which are Bekasi municipal and regency.

Number of PDAM's customers in Bekasi Regency until the end of 2005 is 110,275 connections. Scope of project between local government of Bekasi with the private sector includes development of a new drinking water system that cover Cibitung and West Cikarang Regency. This includes the intake system, the installation of drinking water, reservoir and pipeline distribution network.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Regent of Bekasi Regency

**Address :** Desa Sukamahi Kec. Cikarang Pusat  
Bekasi, West Java, INDONESIA

**Phone :** +62 21 89970375

**Fax :** +62 21 89970375

**Contact Person :** Mr. Drs. Dhana SW, MM

**Position :** President Director of PDAM Bekasi

**Address :** Jl. Raya Kalimalang Kav I/I  
Bekasi, West Java, INDONESIA

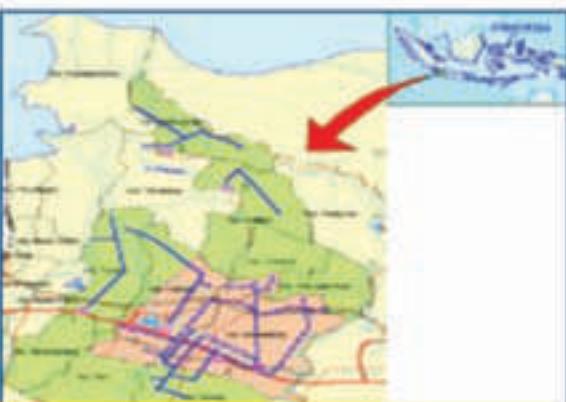
**Phone :** +62 21 8840708

**Fax :** +62 21 8855003

### 6. Project Location

West Cikarang and Cibitung, Bekasi Regency  
West Java Province

Map of Location



### 3. PPP Modality

Concession for 25 years



<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Supply and Demand Analysis</p> <p>Current Supply : 1400 lps</p> <p>Current Demand : 1850 lps</p> <p>Forecast Demand : 2300 lps</p> <p>Project Scope :</p> <ul style="list-style-type: none"><li>• Intake Development</li><li>• Water Treatment Plant Development</li><li>• Transmission development</li><li>• Reservoir Development</li><li>• Distribution network and connections 68.000 unit</li></ul> <p><i>Financial Overview</i></p> <p>Construction (including fee services, interest, etc.) : US\$ 28 Million.</p> <p>Capital Structure :</p> <p>Equity : US\$ 9 Million (30%) Loan : US\$ 19 Million (70%)</p> <p>Financial Feasibility :</p> <p>FIRR : 20 %</p> <p>Payback period : 14 years</p> <p>Initial Tariff : IDR 2,900</p> <p><i>Type of Government Support</i></p> <p>No Government Support is provided</p>	<p><b>8. Expected Time of Project Development</b></p> <table><tbody><tr><td>Project preparation</td><td>: 2010</td></tr><tr><td>Selection of private partner</td><td>: 2010</td></tr><tr><td>Contract negotiation</td><td>: 2011</td></tr><tr><td>Construction</td><td>: 2012 - 2014</td></tr><tr><td>Operations</td><td>: 2013</td></tr></tbody></table>	Project preparation	: 2010	Selection of private partner	: 2010	Contract negotiation	: 2011	Construction	: 2012 - 2014	Operations	: 2013
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Construction	: 2012 - 2014										
Operations	: 2013										

**1. Project Title : Bandung Regency Water Supply****2. Project Description**

Bandung Regency is one of several regencies surrounding Bandung city that increased its population rapidly. Industrial area is one of activities in Bandung Regency. This activity is attracting many workers from other areas.

Unfortunately, Bandung Regency's rapid population growth has not been supported by the availability of drinking water.

Development of water supply services will be conducted with private participation in construction of Water Treatment Plant (WTP), water transmission and distribution to customers.

**4. Type of Project Proposal**

(Solicited / Unsolicited)

**5. Contracting Agency**

**Regent of Bandung Regency**

**Address :** Jl. Raya Soreang Km 17 Bandung  
West Java, INDONESIA

**Phone :** +62 22 5891251

**Fax :** +62 22 5891251

**Contact Person :**

Mr. H. Rudie Kusmayadi BE, MSI

**Position :** Technical Director of PDAM Tirta  
Raharja

**Address :** Jl. Kol Masturi Km 3 Cimahi  
Bandung Regency, West Java,  
INDONESIA

**Phone :** +62 22 6654184

**Fax :** +62 22 6654298

**6. Project Location**

Bandung Regency

West Java Province

Map of Location

**3. PPP Modality**

Concession for 30 years

7. Project Feasibility Indicator	8. Expected Time of Project Development
<p><b>Technical Overview</b></p> <p>Supply and Demand Analysis in service area</p> <p>Current Supply : 120 lps</p> <p>Current Demand : 250 lps</p> <p>Forecast Demand : 500 lps</p> <p>Project Scope :</p> <ul style="list-style-type: none"><li>• Development of Production unit</li><li>• Development of pipeline transmission</li><li>• Development of distribution unit.</li><li>• Land Acquisition (20.000 m<sup>2</sup>)</li></ul> <p><b>Financial Overview</b></p> <p>Construction (including fee services, interest, etc.) : US\$ 17 Million</p> <p>Capital Structure :</p> <p>    Equity : US\$ 5 Million (30%)</p> <p>    Loan : US\$ 12 Million (70%)</p> <p>Financial Feasibility :</p> <p>    FIRR : 19%</p> <p>Initial Tariff : IDR 2,900</p> <p><b>Type of Government Support</b></p> <p>No Government Support is provided</p>	<p>Project preparation : 2010</p> <p>Selection of private partner : 2011</p> <p>Contract negotiation : 2012</p> <p>Construction : 2012 - 2014</p> <p>Operation : 2014</p>

## 1. Project Title : Sumedang Regency, Water Supply

### 2. Project Description

Water supply in Sumedang Regency is provided by PDAM of Sumedang. However, the PDAM currently only serves approximately 18 percent of the Kabupaten (25,000 connections in all). The PDAM currently has only 1,900 water supply connections located within the DSA (all of these are located in Jatinangor District). These connections will be transferred to the Operator to operate during lease period. The water resource for these connections is from Walet Cave spring water. This resource will be available to continue to supply the customers during the lease period.

Water dam with capacity of 1 million cubic meter is needed to support raw water to this project. Government support can be made for this project.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Regent of Sumedang Regency

Contact Person :

Mr. Drs. Manu Adi Santoso, AK

Position: President Director of PDAM  
Sumedang

Address : Jl. Raya Sumedang- Cirebon Km 4.5  
West Java, INDONESIA

Phone : +62 261 202627

### 3. PPP Modality

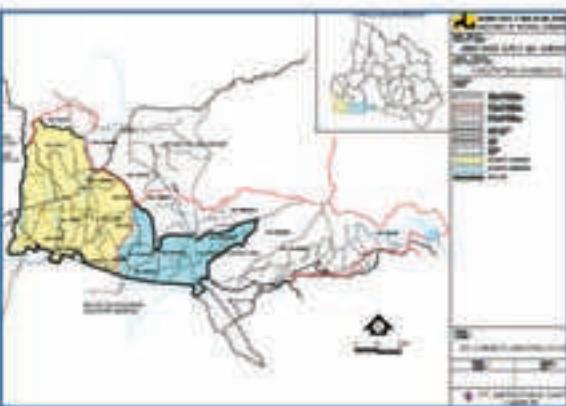
Concession for 25 years

### 6. Project Location

Sumedang Regency

West Java Province

Map of Location





<p><b>7. Project Feasibility Indicator</b></p> <p><b>Technical Overview</b></p> <p>Supply and Demand Analysis:</p> <p>Current Supply : 20 lps</p> <p>Current Demand : 50 lps</p> <p>Forecast Demand : 120 lps</p> <p>Project Scope :</p> <ul style="list-style-type: none"><li>• Development of Production unit</li><li>• Land Acquisition (5.000 m<sup>2</sup>)</li><li>• Development of pipeline transmission</li><li>• Development of distribution unit.</li></ul> <p><b>Financial Overview</b></p> <p>Construction (including fee services, interest, etc.) : US\$ 5 Million</p> <p>Capital Structure :</p> <p>Equity : US\$ 1,5 Million (30%)</p> <p>Loan : US\$ 3,5 Million (70%)</p> <p>Financial Feasibility :</p> <p>FIRR : 19%</p> <p>Payback period : 12 years</p> <p><b>Type of Government Support</b></p> <p>Government support can be made available</p>	<p><b>8. Expected Time of Project Development</b></p> <p>Selection of Private partner : 2010</p> <p>Contract negotiation : 2010</p> <p>Construction : 2011 - 2013</p> <p>Operation : 2012</p>
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## 1. Project Title : Indramayu Regency Water Supply

### 2. Project Description

Rapid population growth in Indramayu regency is not yet supported by the availability of drinking water.

Supply of drinking water from the taps in Indramayu regency covers only 10% urban areas. To be able to meet the demand in Indramayu regency, it is required to develop the current drinking water system.

Development of new Water Treatment Plant (WTP) is needed to increase PDAM capacity to provide water supply. Private party will develop WTP and water transmission to PDAM distribution system.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 5. Contracting Agency

Regent of Indramayu Regency

Address : Jl. Mayjen Sutoyo No 1/E  
Indramayu, West Java, INDONESIA

Phone : +62 234 2722454

Contact Person : Mr. Suyanto, ST, MM

Position : President Director of PDAM  
Indramayu

Address : Jl. Letjen Suprapto No. 25  
Indramayu, West Java, INDONESIA

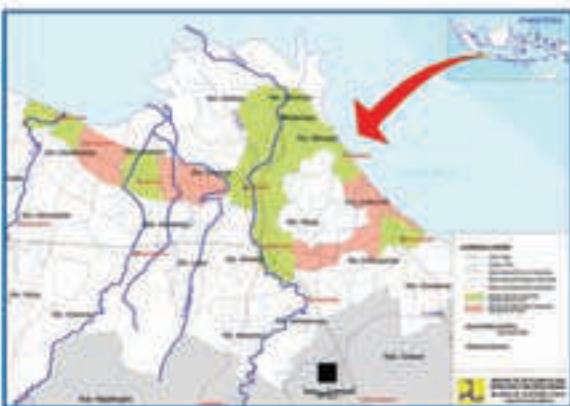
Phone : +62 234 271311

Fax : +62 234 272744

### 6. Project Location

Indramayu Regency, West Java Province

Map of Location :



### 3. PPP Modality

Concession for 25 years



<b>7. Project Feasibility Indicator</b>  <i>Technical Overview</i> Supply and Demand Analysis: Project Scope : <ul style="list-style-type: none"><li>• Water Treatment Plant Development (100 lps).</li><li>• Installation of pipeline transmission.</li></ul> <i>Financial Overview</i> Estimate Investment Cost (Current Price) : US\$ 1 Million Construction (including fee services, interest, etc.) : US\$ 1 Million Capital Structure : Equity : US\$ 0,3 Million (30%) Loan : US\$ 0,7 Million (70%) Financial Feasibility : FIRR : 21% Payback period : 9 years Initial Tariff : IDR 1,700/m <sup>3</sup>  <i>Type of Government Support</i> No Government Support is provided	<b>8. Expected Time of Project Development</b>  Project preparation : 2009 Selection of private partner : 2010 Contract negotiation : 2011 Construction : 2011 - 2012 Operation : 2013
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## 1. Project Title : Cirebon Water Supply

### 2. Project Description

Rapid population growth of the Cirebon municipal and regency are not supported by the availability of drinking water, on the other hand, Kuningan has the potential water supply but doesn't have any captive market. Water supply from Kuningan regency can be used to meet drinking water needs in Cirebon municipal and regency.

Water Capacity demand for both areas are as follow:

1. Cirebon Municipal : 300 lps
2. Cirebon Regency : 120 lps

### 5. Contracting Agency

**Governor of West Java**

**Contact Person :**

Mrs. Hj. Dhartiana Harjowikarto SE.SH.MM

**Position :** President Director of PDAM

Cirebon City

**Address :** Jl. Tuparev No 25 Cirebon, West Java, INDONESIA

**Phone :** +62 231 202594, +62 231 203031

**Fax :** +62 231 207508

**Contact Person :** Mr. Ir.H.M. Nasija Warnadi

**Position :** President Director of PDAM

Cirebon Regency

**Address :** Jl. S. Drajat No 12 Cirebon Regency West Java, INDONESIA

**Phone :** +62 231 321457, +62 231 321714

**Fax :** +62 231 321714

**Contact Person :** Mr. H. Khamdan, SE

**Position :** President Director of PDAM Kuningan

**Address :** Jl. RE Martadinata No. 527 Kuningan, West Java, INDONESIA

**Phone :** +62 232 871190, +62 232 873927

**Fax :** +62 232 873927

### 6. Project Location

Cirebon Regency, Cirebon City and Kuningan Regency, West Java Province

Map of Location



### 3. PPP Modality

Concession period: 25 years

### 4. Type of Project Proposal

(Solicited / Unsolicited)

<p><b>7. Project Feasibility Indicator</b></p> <p><i>Technical Overview</i></p> <p>Supply and Demand Analysis</p> <p>Current Supply : 1050 lps</p> <p>Current Demand : 1350 lps</p> <p>Forecast Demand : 1500 lps</p> <p>Project Scope:</p> <ul style="list-style-type: none"> <li>• Land Acquisition</li> <li>• Development of Broncaptering</li> <li>• Development of Reservoir</li> <li>• Installation of bulk water pipeline transmission</li> <li>• Open channel</li> </ul> <p><i>Financial Overview</i></p> <p>Estimate Investment Cost (Constant Price): US\$ 14 Million</p> <p>Land acquisition : US\$ 0.4 Million</p> <p>Construction (Including fee services, interest, etc.) : US\$ 13.6 Million</p> <p>Capital Structure :</p> <ul style="list-style-type: none"> <li>Equity : US\$ 4,2 Million (30%)</li> <li>Loan : US\$ 9,8 Million (70%)</li> </ul> <p>Financial Feasibility :</p> <ul style="list-style-type: none"> <li>FNPV : US\$ 1.55 Million</li> <li>FIRR : 17.96%</li> </ul> <p>Payback period: 12 years</p> <p>Initial Tariff :</p> <ul style="list-style-type: none"> <li>IDR. 2,120/m<sup>3</sup> (Cirebon regency)</li> <li>IDR. 2,700/m<sup>3</sup> (Cirebon municipal)</li> </ul> <p><i>Type of Government Support</i></p> <p>Government Support can be made available</p>	<p><b>8. Expected Time of Project Development</b></p> <table border="0"> <tr> <td>Project Preparation</td><td>:</td><td>2009</td></tr> <tr> <td>Selection of Private Party</td><td>:</td><td>2010</td></tr> <tr> <td>Contract Negotiation</td><td>:</td><td>2011</td></tr> <tr> <td>Construction</td><td>:</td><td>2011 - 2012</td></tr> <tr> <td>Operation</td><td>:</td><td>2012</td></tr> </table>	Project Preparation	:	2009	Selection of Private Party	:	2010	Contract Negotiation	:	2011	Construction	:	2011 - 2012	Operation	:	2012
Project Preparation	:	2009														
Selection of Private Party	:	2010														
Contract Negotiation	:	2011														
Construction	:	2011 - 2012														
Operation	:	2012														

## 1. Project Title : Integrated Solid Waste Final Disposal and Treatment Facility for Greater Bandung Area - West Java

### 2. Project Description

To operate two sanitary landfill sites which will facilitate the environmentally efficient disposal of household, and commercial waste from the greater Bandung metropolitan area in environmentally sound final disposal sites. The final disposal sites should incorporate waste sorting, recycling and or composting facilities, and may also incorporate methathane capture for flaring or secondary power generation.

### 5. Contracting Agency

**Settlement and Housing Agency West Java Province**

**Address :** Jl. Kawaluyaan Indah no 4,  
Bandung 40286, West Java,  
INDONESIA

**Contact Person :** Mr. Drs. Rahmat Kusnadi

**Position :** Secretary of Settlement and Housing Agency West Java Province

**Address :** Jl. Kawaluyaan Indah no 4,  
Bandung 40286, INDONESIA

**Phone :** +62 22 7319782, +62 22 7319782

**Fax :** +62 22 7313675

**Email address :** nana\_priatna@yahoo.co.id

### 3. PPP Modality

Construction of access road to the site gate by government. All other construction, site preparation, fencing, environmental facilities, leachate treatment, waste handling equipment, weighbridge, workshops etc constructed and provided by the private party. The private party will receive gate fees for the disposal of waste. Secondary income from the recycling and reuse of waste will be to the private party. Carbon credits earned from any methane collection and flaring or secondary income from electricity generation will be to the private party.

The concession period would be granted for 20 years. At the end of the concession period, full site closure and remediation will be carried out.

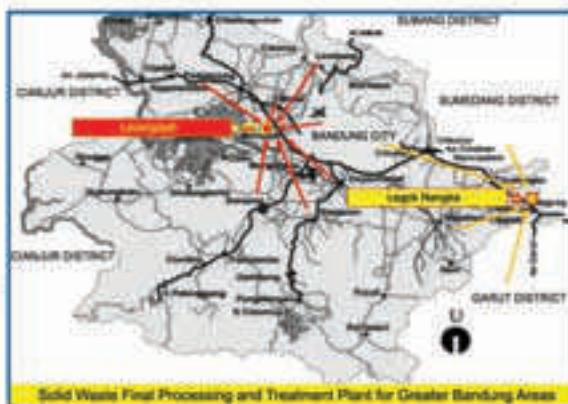
### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 6. Project Location

West Java Province

Map of Location NA



**7. Project Feasibility Indicator*****Technical Overview***

Supply and Demand Analysis

Forecast Demand :  
2500 ton/day of waste in 2011

Project Scope:  
2 Final disposal sites.  
Leuwigajah : 40 ha  
Legok Nangka : 30 ha.

***Technical Specification***

- Waste disposal loading 2,500 ton/day 2011
- Annual increase estimated at 2.2%
- Sanitary landfill specification
- Leachate capture and treatment.
- Insect vector and odour control.
- 18 hour/day operation 7 days/week.

***Financial Overview***

Estimate Investment Cost : US\$ 80 Million

Land acquisition: by government

Construction (including fee services,  
interest, etc.) : US\$ 68 Million

Capital Structure :  
Equity : US\$ 20 Million (30%)  
Loan : US\$ 48 Million (70%)

Economic Feasibility :  
EIRR : 22%

Financial Feasibility  
FIRR : 18%

***Type of Government Support***

Government Support can be made available

**8. Expected Time of Project Development**

- Under tender preparation
- Land acquisition: done
- The design & build period will take 1 year

## 1. Project Title : Integrated Solid Waste Final Disposal and Treatment Facility for Bogor and Depok Area - West Java (Nambo)

### 2. Project Description

To operate a sanitary landfill site which will facilitate the environmentally efficient disposal of household, and commercial waste from the district of Bogor and the cities of Depok and Bogor in environmentally sound final disposal site. The final disposal site should incorporate waste sorting, recycling and or composting facilities, and may also incorporate methathane capture for flaring or secondary power generation.

### 5. Contracting Agency

**Settlement and Housing Agency West Java Province**

*Address : Jl. Kawaluyaan Indah no 4,  
Bandung 40286, West Java,  
INDONESIA*

*Contact Person : Mr. Drs. Rahmat Kusnadi*

*Position : Secretary of Settlement and Housing Agency West Java Province*

*Address : Jl. Kawaluyaan Indah no 4,  
Bandung 40286, INDONESIA*

*Phone : +62 22 7319782, +62 22 7319782*

*Fax : +62 22 7313675*

*Email address : nana\_priatna@yahoo.co.id*

### 3. PPP Modality

Construction of access road to the site gate by government. All other construction, site preparation, fencing, environmental facilities, leachate treatment, waste handling equipment, weighbridge, workshops etc constructed and provided by the private party. The private party will receive gate fees for the disposal of waste. Secondary income from the recycling and reuse of waste will be to the private party. Carbon credits if earned from any methane collection and flaring or secondary income from electricity generation will be to the private party.

The concession period would be granted for 20 years. At the end of the concession period, full site closure and remediation will be carried out.

### 4. Type of Project Proposal

(Solicited / Unsolicited)

### 6. Project Location

West Java Province

Map of Location NA



**7. Project Feasibility Indicator*****Technical Overview***

Supply and Demand Analysis

Forecast Demand :  
1,200 ton/day of waste in 2011

Project Scope :  
1 x Final disposal sites.  
Nambo : 100 ha

***Technical Specification***

- Waste disposal loading 1,200 ton/day 2011
- Annual increase estimated at 1.9%
- Sanitary landfill specification
- Leachate capture and treatment.
- Insect vector and odour control.
- 18 hour/day operation 7 days/week.

***Financial Overview***

Estimate Investment Cost : US\$ 40 Million

Land acquisition : by government

Construction (Including fee services,  
interest, etc.) : US\$ 32 Million

Capital Structure :

Equity : US\$ 10 Million (30%)  
Loan : US\$ 22 Million (70%)

Economic Feasibility :

EIRR : 22%

Financial Feasibility

FIRR : 17%

***Type of Government Support***

Government Support can be made available

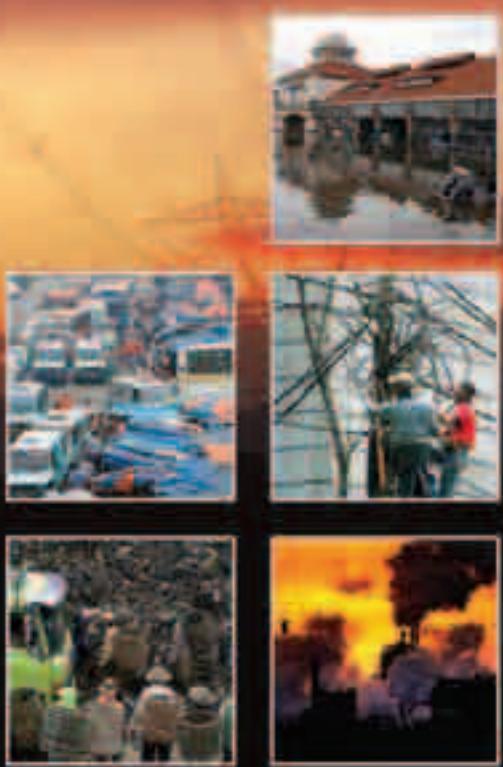
**8. Expected Time of Project Development**

- Under tender preparation
- Land acquisition: done for 40 Ha (year 2008)
- The design & build period will take 1 year





# POTENTIAL PROJECTS



## 1. Project Title: Kisaran - Tebing Tinggi Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

Kisaran and Tebing Tinggi in North Sumatera Province

### 4. Project Specification

Length	: 60.00 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 2 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: 50.00 m (minimum)

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 528 Million

**Land Acquisition :** US\$ 17 Million

**Construction (incl. fee services, interest, etc.)**  
: US\$ 511 Million

### 6. Expected Time of Implementation

**Project preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

### 7. Project Basic Idea

#### *Background*

The Kisaran-Tebing Tinggi toll road will be an alternative route for vehicles from the city of Kisaran to Tebing Tinggi. The purpose of development of this toll road is to support the growth of Kisaran-Tebing Tinggi municipality, in particular, and North Sumatera in general.

#### *Urgency*

To provide the need of transportation facility from the city of Kisaran to Tebing Tinggi, that the economic development in those areas can be accelerated.

#### *Benefit*

- To provide an alternative road in order to reduce cost of transportation between those areas.
- To increase economic development in toll road surrounding areas
- To create new jobs for workers in those areas during project development or project operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present



Code No. P - 033 - 14 - 0109 - 28

**1. Project Title: Bukit Tinggi - Padang Panjang - Lubuk Alung - Padang Toll Road****2. Contracting Agency****Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

**3. Project Location**

West Sumatera Province

**4. Project Specification**

Length	: 55.00 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 2 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: 40.00 m (minimum)

**5. Estimated Project Cost**

**Estimated Project Cost :** US\$ 1,023 Million

**Land Acquisition :** US\$ 17 Million

**Construction (Incl. fee services, interest, etc.) :**  
US\$ 1,006 Million

**6. Expected Time of Implementation**

**Project preparation :** 2010

**Tender :** 2012

**Contract Signing :** 2012

**Construction :** 2013-2014

**Operation :** 2015

**7. Project Basic Idea****Background**

West Sumatera Province is expecting to build an alternative toll road connecting from Bukit Tinggi - Padang Panjang-Lubuk Alung-Padang in order to enhance the economic development in west Sumatera Province.

West Sumatera is well known as one of tourism objects, its beautiful scenery and its cultures in one of best tourism objects in Indonesia.

**Urgency**

The existing roads among those areas now are incapable of enhancing the economic development in West Sumatera.

**Benefit**

- To support accessibility of transportation in West Sumatera province in the future, that economic development in West Sumatera can be accelerated.
- To create jobs for workers in surrounding areas.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**1. Project Title: Batu Ampar - Muka Kuning - Bandara Hang Nadim Toll Road****2. Contracting Agency**

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

**7. Project Basic Idea****Background**

Based on Regional Plan (RTRW) of Riau province in year 2001-2015, lay out structure of Riau region is formed by some service centres that are classified in accordance with their growing potency. Batam Island is one municipality in Riau province. Batu Ampar-Muka Kuning- Bandara Hang Nadim is directed to support Batam municipality as trade and service centres. Land transportation system development is conducted in order to accelerate development in those areas.

**Urgency**

To provide the need of the transportation facility from and to Batu Ampar-Muka Kuning-Bandara Hang Nadim, as an alternative of land transportations among those areas.

**3. Project Location**

Riau Archipelago Province

**4. Project Specification**

<b>Length</b>	: 25.00 km
<b>Design Speed</b>	: 80.00 km/h
<b>Number of Lane</b>	: 2 x 2 lanes
<b>Lane of Width</b>	: 3.60 m
<b>Outer Shoulder Width</b>	: 3.00 m
<b>Inner Shoulder Width</b>	: 1.50 m
<b>Median Width</b>	: - m
<b>Right of Way</b>	: 40.00 m (minimum)

**Benefit**

- To support global accessibility in the future.
- To develop a better transportation system between Batu Ampar - Muka Kuning - Bandar Hang Nadim.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**5. Estimated Project Cost**

<b>Estimated Project Cost</b>	: US\$ 220 Million
<b>Land Acquisition</b>	: US\$ 31 Million
<b>Construction (Incl. fee services, interest, etc.)</b>	: US\$ 189 Million

**6. Expected Time of Implementation**

<b>Project Preparation</b>	: 2011
<b>Tender</b>	: 2012
<b>Contract Signing</b>	: 2012
<b>Construction</b>	: 2012-2013
<b>Operation</b>	: 2014

Code No. P - 033 - 14 - 0109 - 30

## 1. Project Title: Terbanggi Besar - Menggala - Pematang Panggang Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

Lampung Province

### 4. Project Specification

Length	: 100.00 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 2 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: 50.00 m (minimum)

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 578 Million

**Land Acquisition :** US\$ 25 Million

**Construction (Incl. fee services, interest, etc.) :**  
US\$ 553 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

### 7. Project Basic Idea

#### *Background*

Terbanggi Besar, Menggala, Pematang Panggang are busiest areas in Lampung, therefore traffics in those areas will be the busiest traffics in Lampung Province. Provision of toll road in these areas will promote economic development in Lampung Province and its surrounding areas.

The existing road quality of those areas are limited to support economic development in the surrounding areas.

#### *Urgency*

To provide the need of transportation facility from and to Terbanggi - Menggala- Pematang Panggang as alternative roads in these areas to reduce cost of transportation either of goods or passengers.

#### *Benefit*

- To increase economic development in South Sumatera, particularly in Terbanggi Besar - Pematang Panggang areas.
- To reduce of transportation cost among those areas.
- To create jobs for workers during the construction and operation of the project.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

## 1. Project Title: Bakauheni - Terbanggi Besar Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

Lampung Province

### 4. Project Specification

Length	: 100.00 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: 5.50 m
Right of Way	: 40.00 m (minimum)

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 820 Million

**Land Acquisition :** US\$ 51 Million

**Construction (Incl. fee services, interest, etc.) :** US\$ 769 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

### 7. Project Basic Idea

#### *Background*

In order to accelerate economic development in Lampung Province, it is necessary to have alternative roads to connect between west center and east areas of Lampung that will be connected with arterial road in Sumatera Island.

Bakauheni - Terbanggi Besar toll road will be developed in 3 stages of toll road development. Terbanggi Besar - Tegineneng, Tegineneng - Babatan, and Babatan - Bakauheni.

During its preparation, feasibility of every section of these toll roads has been calculated and provide different indicators of project feasibility study. Tegineneng - Babatan is one section that provides the highest feasibility indicator, therefore, Badan Pengatur Jalan Tol (BPJT) will promote this section to be offered to private partners.

#### *Urgency*

The existing Bakauheni - Terbanggi Besar arterial road is the only road that connected those areas, therefore construction of this toll road will provide alternative roads to develop those areas.

#### *Benefit*

- To accelerate economic development areas in west and east Lampung Province.
- Safety land transportation in this area needs to be constructed, especially in hilly Lampung areas.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.



Code No. P - 033 - 14 - 0109 - 32

## 1. Project Title: Cilegon - Bojonegara Toll Road

### 2. Contracting Agency

#### Minister of Public Works

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

West Java and Central Java Province

### 4. Project Specification

Length	: 15.69 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: 5.50 m
Right of Way	: 50.00 m (minimum)
Number of Interchange	: 3 nos

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 92 Million

**Land Acquisition :** US\$ 14 Million

**Construction (Incl. fee services, Interest, etc.) :** US\$ 78 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

### 7. Project Basic Idea

#### Background

The Cilegon city is one of an industrial area in Banten Province. The alternative transportation facility will be a primary need to provide efficient road transportation. Cilegon - Bojonegara Toll Road network is urgent, considering the requirements of access facility for entering Bojonegara Port, development of industrial and settlement area around Cilegon - Bojonegara corridor.

#### Urgency

To provide the need of alternative transportation facility (Toll Road) from and to Cilegon - Bojonegoro.

#### Benefit

- The toll road development is planned to provide interconnections between Jakarta - Merak toll road with Bojenegara port, therefore existence of Cilegon - Bojonegara toll road will attract road users because it can give better transportation services.
- To support forming of cities that will be the growth centre in Banten province such as Bojonegara, Cilegon, Serang and Pulo Merak.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

**1. Project Title: Kamal - Teluk Naga - Batu Ceper Toll Road****2. Contracting Agency**

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

**7. Project Basic Idea****Background**

Considering the increasing volume of traffic in Jakarta surrounding areas, especially in west area of Jakarta, it is necessary to develop a toll road project of Kamal- Teluk Naga- Batu Ceper. This toll road will be connected to the existing and planned toll road in the city of Jakarta. This toll road will accelerate movement of Jakarta commuters that lives in Jakarta surrounding areas.

The construction of this toll road is an effort to improve economic connections and support the national transportation system, especially for greater Jakarta.

**3. Project Location**

Banten Province

**4. Project Specification**

<b>Length</b>	: 32.00 km
<b>Design Speed</b>	: 100.00 km/h
<b>Number of Lane</b>	: 2 x 3 lanes
<b>Lane of Width</b>	: 3.60 m
<b>Outer Shoulder Width</b>	: 3.00 m
<b>Inner Shoulder Width</b>	: 1.50 m
<b>Median Width</b>	: - m
<b>Right of Way</b>	: 40.00 m (minimum)

**Urgency**

Improvements of toll road network in west Jakarta area is needed to reduce cost of transportation for Jakarta commuters, especially in area of Kamal, Teluk Naga and Batu Ceper.

**Benefit**

- To reduce cost of transportation.
- To create jobs for workers during its construction and during project operation.

**5. Estimated Project Cost**

<b>Estimated Project Cost</b>	: US\$ 359 Million
<b>Land Acquisition</b>	: US\$ 131 Million
<b>Construction (Incl. fee services, interest, etc.)</b>	: US\$ 218 Million

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**6. Expected Time of Implementation**

<b>Project Preparation</b>	: 2009
<b>Tender</b>	: 2010
<b>Contract Signing</b>	: 2011
<b>Construction</b>	: 2011-2013
<b>Operation</b>	: 2013

Code No. P - 033 - 14 - 0109 - 34

## 1. Project Title: Kemayoran - Kampung Melayu Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

DKI Jakarta Province

### 4. Project Specification

Length	: 9.65 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.50 m
Outer Shoulder Width	: 2.00 m
Inner Shoulder Width	: 0.50 m
Median Width	: - m
Right of Way	: 30.00 m (minimum)

### 5. Estimated Project Cost

Estimated Project Cost : US\$ 695 Million

### 7. Project Basic Idea

#### *Background*

Currently, the transportation in Jakarta as the capital city of Indonesia is facing serious traffic congestion problem. In order to decrease that problem, an alternative transportation access is required. The construction of toll road between Kemayoran-Kampung Melayu will be developed with expectation of reducing traffic volume in the existing road, particularly during working days.

#### *Urgency*

To provide alternative road to reduce traffic congestion in some prime development areas.

#### *Benefit*

- To reduce traffic problem in Jakarta city, therefore it will reduced cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2012-2014

Operation : 2014

## 1. Project Title: Sunter - Rawa Buaya - Batu Ceper Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

DKI Jakarta Province

### 4. Project Specification

Length	: 22.92 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.50 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: 30.00 m (minimum)

### 5. Estimated Project Cost

Estimated Project Cost : US\$ 976 Million

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2011-2013

Operation : 2013

### 7. Project Basic Idea

#### *Background*

Currently, the transportation in Jakarta as the capital city of Indonesia is facing serious traffic congestion problems. In order to decrease the problems, an alternative transportation access is required. The construction of toll road among Sunter to Rawa Buaya and Batu Ceper will be developed with expectation of reducing traffic volume in the existing road, particularly during working days.

#### *Urgency*

To provide alternative road to reduce traffic congestion in some prime development areas of Jakarta, such as Sunter, Rawa Buaya and Batu Ceper.

#### *Benefit*

- To reduce traffic problem in Jakarta city, therefore reduce cost of transportation, and will create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.



Code No. P - 033 - 14 - 0109 - 36

## 1. Project Title: Ulujami - Tanah Abang Toll Road

### 2. Contracting Agency

#### Minister of Public Works

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

DKI Jakarta Province

### 4. Project Specification

Length	: 8.27 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 2.00 m
Inner Shoulder Width	: 1.00 m
Median Width	: - m
Right of Way	: 30.00 m (minimum)

### 5. Estimated Project Cost

Estimated Project Cost : US\$ 426 Million

### 7. Project Basic Idea

#### Background

Jakarta has developed into a center of economy, business and governance with numerous traffic jams. The serious traffic congestion problem is faced in almost all Jakarta areas. In order to decrease that problem, an alternative transportation access is required. The construction of toll road between Ulujami - Tanah Abang is also expected to reduce traffic volume in the existing road,, especially during working days.

#### Urgency

To provide alternative road to reduce traffic congestion in some prime development areas of Jakarta, such as Ulujami and Tanah Abang.

#### Benefit

- To reduce traffic problem in Jakarta city, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2012-2014

Operation : 2014

**1. Project Title: Pasar Minggu - Casablanca Toll Road****2. Contracting Agency****Minister of Public Works****Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Contact Person :** Mr. Nurdin Manurung**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Phone :** +62 21 7255789, +62 21 7255779**Fax :** +62 21 7246487**Email address :** bpjt@pu.go.id**3. Project Location**

DKI Jakarta Province

**4. Project Specification**

Length	:	9.56 km
Design Speed	:	80.00 km/h
Number of Lane	:	2 x 3 lanes
Lane of Width	:	3.50 m
Outer Shoulder Width	:	2.00 m
Inner Shoulder Width	:	1.00 m
Median Width	:	- m
Right of Way	:	30.00 m (minimum)

**5. Estimated Project Cost****Estimated Project Cost :** US\$ 572 Million**6. Expected Time of Implementation****Project Preparation :** 2010**Tender :** 2011**Contract Signing :** 2011**Construction :** 2012-2014**Operation :** 2014**7. Project Basic Idea****Background**

Currently, the transportation in Jakarta as the capital city of Indonesia is facing serious traffic congestion problem. In order to decrease that problem, an alternative transportation access is required. The construction of toll road between Pasar Minggu - Casablanca will be developed with expectation of reducing traffic volume in the existing road, particularly during working days.

**Urgency**

To provide alternative road to reduce traffic congestion in some prime development areas of Jakarta, such as Pasar Minggu - Casablanca.

**Benefit**

- To reduce traffic problem in Jakarta city, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

Code No. P - 033 - 14 - 0109 - 38

## 1. Project Title: Sunter - Pulo Gebang - Tambelang Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

DKI Jakarta Province

### 4. Project Specification

Length	: 25.73 km
Design Speed	: 100.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.50 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: 30.00 m (minimum)

### 5. Estimated Project Cost

Estimated Project Cost : US\$ 738 Million

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2012-2014

Operation : 2014

### 7. Project Basic Idea

#### *Background*

Currently, the transportation in Jakarta as the capital city of Indonesia is facing serious traffic congestion problems. In order to decrease that problem, an alternative transportation access is required. The construction of toll road among Sunter, Pulo Gebang and Tabelang will be developed with expectation of reducing traffic volume in the existing road, particularly during working days.

#### *Urgency*

To provide alternative road to reduce traffic congestion in some prime development areas of Jakarta, such as Sunter, Pulo Gebang and Tabelang.

#### *Benefit*

- To reduce traffic problem in Jakarta city, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

## 1. Project Title: Duri Pulo - Kampung Melayu Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

DKI Jakarta Province

### 4. Project Specification

Length	: 11.38 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 3.00 m
Inner Shoulder Width	: 1.50 m
Median Width	: - m
Right of Way	: 30.00 m (minimum)

### 5. Estimated Project Cost

Estimated Project Cost : US\$ 596 Million

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2012-2014

Operation : 2014

### 7. Project Basic Idea

#### *Background*

Currently, the transportation in Jakarta as the capital city of Indonesia is facing serious traffic congestion problems. In order to decrease that problem, an alternative transportation access is required. The construction of toll road between Duri Pulo - Kampung Melayu will be developed with expectation of reducing traffic volume in the existing road, particularly during working days.

#### *Urgency*

To provide alternative road to reduce traffic congestion in some prime development areas of Jakarta, such as Duri Pulo and Kampung Melayu.

#### *Benefit*

- To reduce traffic problem in Jakarta city, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

Code No. P - 033 - 14 - 0109 - 40

**1. Project Title: Tanjung Priok Access****2. Contracting Agency****Minister of Public Works****Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Contact Person :** Mr. Nurdin Manurung**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Phone :** +62 21 7255789, +62 21 7255779**Fax :** +62 21 7246487**Email address :** bpjt@pu.go.id**7. Project Basic Idea****Background**

Currently, the transportation in Jakarta as the capital city of Indonesia is facing serious traffic congestion problems. In order to decrease the problems, an alternative transportation access is required. The construction of toll road to Tanjung Priok will be developed with expectation of reducing traffic volume in the existing road, particularly for truck containers transportation from and to Tanjung Priok.

Construction of this toll road will be provided by Government of Indonesia, while operation and maintenance will be offered to private parties through bidding mechanism.

**3. Project Location**

DKI Jakarta Province

**4. Project Specification**

Design and construction will be provided by Government of Indonesia. Operation and Maintenance will be offered to Private through bidding mechanism.

**5. Project Costs funded by Government of Indonesia are as follows:****Estimated Project Cost :** US\$ 390 Million**Land Acquisition :** US\$ 29 Million**Construction (Incl. fee services, interest, etc.) :** US\$ 361 Million**Urgency**

The alternative roads to reduce traffic congestion in supporting export and import commodities from and to Tanjung Priok port.

**Benefit**

- Good quality of Operation and Maintenance of toll road will provide sustainability of toll road services.
- To accelerate truck transportation to reduce traffic problem to and from Tanjung Priok, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Jakarta during its development and operation.

**6. Expected Time of Implementation****Project Preparation :** -**Tender :** -**Contract Signing :** -**Construction :** -**Operation :** -

## 1. Project Title: Terusan Pasteur - Ujung Berung - Cileunyi Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 7. Project Basic Idea

#### *Background*

Currently, due to rapid traffic growth, Bandung as the capital city West Java Province is facing serious traffic problems. In order to reduce these issues, its important and urgent to construct the inner city toll road from Terusan Pasteur to Cileunyi through Ujung Berung..

Government initiates to build a toll road that will be funded through government budget. The sources of government budget may come from external assistance or from government income. One of possibility of external assistance that has been discussed is from Government of Japan.

Construction of this toll road will be provided by Government of Indonesia, while operation and maintenance will be offer to private parties through bidding mechanism.

### 3. Project Location

Bandung, West Java Province

### 4. Project Specification

Design and construction will be provided by Government of Indonesia. Operation and Maintenance will be offered to Private through bidding mechanism.

#### *Urgency*

To provide road alternatives to reduce traffic congestion in Bandung, meanwhile local government of Bandung City is trying to introduce new city development area in eastern Bandung.

### 5. Estimated Project Cost

Estimated Project Cost that will be funded from government budget are as follows :

**Estimated Project Cost :** US\$ 690 Million

**Land Acquisition :** US\$ 60 Million

**Construction (Incl. fee services, interest, etc.) :** US\$ 63 Million

#### *Benefit*

- To reduce traffic problems in Bandung City, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- Will create new jobs for workers in Bandung during its development and operation.

### 6. Expected Time of Implementation

**Project Preparation :** -

**Tender :** -

**Contract Signing :** -

**Construction :** -

**Operation :** -

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.



Code No. P - 033 - 14 - 0109 - 42

## 1. Project Title: Ujung Berung - Gedebage - Majalaya Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

West Java Province

### 4. Project Specification

Length	:	19.20 km
Design Speed	:	80.00 km/h
Number of Lane	:	2 x 3 lanes
Lane of Width	:	3.60 m
Outer Shoulder Width	:	3.00 m
Inner Shoulder Width	:	1.50 m
Median Width	:	- m
Right of Way	:	40.00 m (minimum)

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 630 Million

**Land Acquisition :** US\$ 55 Million

**Construction (Incl. fee services, Interest, etc.) :** US\$ 575 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

### 7. Project Basic Idea

#### *Background*

Currently, the transportation in Bandung and its surrounding areas is facing serious traffic congestion problems due to the rapid traffic growth in this area. In order to reduce the problems, it is important and urgent to construct toll road from Ujung Berung-Gedebage-Majalaya. Construction of this toll road is expected to bring acceleration of economic development in West Java province.

#### *Urgency*

To provide an alternative road to the existing from Ujung Berung-Gedebage-Majalaya.

#### *Benefit*

- To reduce traffic problem in Bandung city, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Bandung during its development and operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

**1. Project Title: Semarang - Demak Toll Road****2. Contracting Agency**

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

**3. Project Location**

Semarang-Demak in Central Java Province

**4. Project Specification**

Length	:	23.99 km
Design Speed	:	100.00 km/h
Number of Lane	:	2 x 3 lanes
Lane of Width	:	3.60 m
Outer Shoulder Width	:	3.00 m
Inner Shoulder Width	:	1.50 m
Median Width	:	5.50 m
Right of Way	:	60 - 80 m

**5. Estimated Project Cost**

**Estimated Project Cost :** US\$ 296 Million

**Land Acquisition :** US\$ 28 Million

**Construction (Incl. fee services, interest, etc.) :**  
US\$ 268 Million

**6. Expected Time of Implementation**

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

**7. Project Basic Idea****Background**

Land Transportation, particularly road sector, has a great role in determining economic growth rate, therefore the Government is encouraged to conduct improvements in road infrastructure including toll road development. The toll road will be in parallel with the existing Semarang - Demak arterial road that is in present serving heavy traffic. With this project, access to other cities in Central Java such as Kudus, Pati and Rembang heading to East Java Province will become easier and faster.

**Urgency**

Semarang has a great role because of its Tanjung Mas port, land transportation and Ahmad Yani airport, and also as strategic transit point between Jakarta and Surabaya. Meanwhile Demak is a historic tourism city that is attractive for tourist.

**Benefit**

Access to other cities in Central Java such as Kudus, Pati and Rembang heading to East Java Province will become easier and faster.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

Code No. P - 033 - 14 - 0109 - 44

**1. Project Title: Yogyakarta - Bawen Toll Road****2. Contracting Agency****Minister of Public Works****Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Contact Person :** Mr. Nurdin Manurung**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA**Phone :** +62 21 7255789, +62 21 7255779**Fax :** +62 21 7246487**Email address :** bpjt@pu.go.id**3. Project Location**

Yogyakarta Province

**4. Project Specification**

Length	:	104.00 km
Design Speed	:	120.00 km/h
Number of Lane	:	2 x 3 lanes
Lane of Width	:	3.60 m
Outer Shoulder Width	:	3.00 m
Inner Shoulder Width	:	1.50 m
Median Width	:	5.50 m
Right of Way	:	60.00 - 70.00 m

**Estimated Traffic Volume**

Traffic Volume : 18.153 vehicle/day

**5. Estimated Project Cost**

Estimated Project Cost : US\$ 609 Million

Land Acquisition : US\$ 123 Million

Construction (Incl. fee services, interest, etc.)  
: US\$ 496 Million**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012-2014

Operation : 2014

**7. Project Basic Idea****Background**

Yogyakarta is a city with strong and unique Javanese characters so it becomes one of the most liked tourism destinations. Moreover, this city is academic and economic development centre in mid region of Java island. Toll road development which connects other cities surrounding of Yogyakarta will attract investor and tourism come and open business such as industrial centre.

**Urgency**

To provide the need of alternative transportation facility (Toll Road) from and to Yogyakarta- Bawen to support Yogyakarta as a centre of tourism, education, and business.

**Benefit**

- Access to other cities surrounding Yogyakarta will become easier and faster.
- To attract tourists to Yogyakarta.
- To Attract investors to invest in Yogyakarta and Bawen
- To encourage economic growth in Yogyakarta and its surrounding areas.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**1. Project Title: Yogyakarta - Solo Toll Road****2. Contracting Agency**

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

**7. Project Basic Idea****Background**

Yogja - Solo toll road network development plan is expected to support economic development in both cities, especially in development of tourism and related business. Both cities are the most liked tourism area in Java Island because of the unique culture of Java.

Construction of Yogya - Solo toll road will also support transportation from Central Java to Yogyakarta. Therefore, acceleration of economic development in Central Java and Yogyakarta can be supported.

**Urgency**

To build an alternative road for the existing arterial road that is already over loaded.

**3. Project Location**

Yogyakarta- Solo in Centre of Java

**4. Project Specification**

<b>Length</b>	: 40.49 km
<b>Design Speed</b>	: 100.00 km/h
<b>Number of Lane</b>	: 2 x 3 lanes
<b>Lane of Width</b>	: 3.60 m
<b>Outer Shoulder Width</b>	: 3.00 m
<b>Inner Shoulder Width</b>	: 1.50 m
<b>Median Width</b>	: 5.50 m
<b>Right of Way</b>	: 40.00 m (minimum)

**Benefit**

- Toll road development which connects two cities will attract investor to open business such as industrial center, etc.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**5. Estimated Project Cost**

**Estimated Project Cost :** US\$ 233 Million

**Land Acquisition :** US\$ 33 Million

**Construction (Incl. fee services, interest, etc.) :**  
US\$ 200 Million

**6. Expected Time of Implementation**

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

Code No. P - 033 - 14 - 0109 - 46

## 1. Project Title: Bandara Juanda - Tanjung Perak Toll Road

### 2. Contracting Agency

#### Minister of Public Works

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

Surabaya Municipality, East Java Province

### 4. Project Specification

Length	: 23.00 km
Design Speed	: 80.00 km/h
Number of Lane	: 2 x 3 lanes
Lane of Width	: 3.60 m
Outer Shoulder Width	: 2.00 m
Inner Shoulder Width	: 0.50 m
Median Width	: - m
Right of Way	: 40.00 m

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 503 Million

**Land Acquisition :** US\$ 73 Million

**Construction (Incl. fee services, Interest, etc.) :**  
US\$ 430 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2011

**Construction :** 2012-2014

**Operation :** 2014

### 7. Project Basic Idea

#### Background

To promote economic development especially in distribution of goods and passengers of air transportation in East Java, toll road have dominant role as an access for some areas. One of the East Java Government's policies is to support transportation sector, especially in toll road development. BPJT as contracting agency is planning to develop toll road between Juanda Airport to Tanjung Perak.

#### Urgency

Limited infrastructure services indicating low quality of road services needs to be solved with an alternative solution. One of this solution is developing toll road in Surabaya areas.

#### Benefit

- To reduce traffic problem in Surabaya and Sidoarjo, therefore will reduce cost of transportation and create good health of environment as impact of carbon monoxide reduction from vehicle disposals.
- To create new jobs for workers in Surabaya and Sidoarjo during its development and operation.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

## 1. Project Title: Probolinggo - Banyuwangi Toll Road

### 2. Contracting Agency

**Minister of Public Works**

**Address :** Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Contact Person :** Mr. Nurdin Manurung

**Position :** Head of Indonesia Toll Road Authority  
(Badan Pengatur Jalan Tol / BPJT)

**Address :** Sapta Taruna Building 2<sup>nd</sup> Floor,  
Jl. Pattimura No. 20, Jakarta 12110,  
INDONESIA

**Phone :** +62 21 7255789, +62 21 7255779

**Fax :** +62 21 7246487

**Email address :** bpjt@pu.go.id

### 3. Project Location

Probolinggo - Banyuwangi East Java in East Java Province

### 4. Project Specification

Length	:	170.36 km
Design Speed	:	100.00 km/h
Number of Lane	:	2 x 3 lanes
Lane of Width	:	3.60 m
Outer Shoulder Width	:	3.00 m
Inner Shoulder Width	:	1.50 m
Median Width	:	5.50 m

### 5. Estimated Project Cost

**Estimated Project Cost :** US\$ 800 Million

**Land Acquisition :** US\$ 68 Million

**Construction (Incl. fee services, interest, etc.) :** US\$ 74 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2012-2014

**Operation :** 2014

### 8. Project Basic Idea

#### *Background*

Banyuwangi is a potential district because it has strategic geography position as a connection between Java and Bali Island. Based on plan, this region will be developed as industrial area around Ketapang. Situbondo district has great potency of natural resources. Recently, power supply and electrical resources development in Situbondo become a great activity to promote economic and traffic volume.

An alternative road is needed because the existing road will be overloaded soon. Construction of toll road between Probolinggo - Situbondo - Banyuwangi becomes priority in road network system improvements.

#### *Urgency*

To provide the need of alternative transportation facility (Toll Road) from and to Probolinggo-Banyuwangi to support transportation activity in East Java and Bali provinces.

#### *Benefit*

- To provide transportation routes between Probolinggo toll-Banyuwangi.
- To facilitate transportation of natural products from Bali to Java Islands and vice versa.
- To encourage economic growth in eastern of East Java Area.
- To create new jobs for workers in Surabaya and Sidoarjo during its development and operation.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

Code No. D - 022 - 05 - 0109 - 48

**1. Project Title: Kertajati International Airport****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**7. Project Basic Idea****Background**

There are more than 40 million citizens of West Java with Gross Regional Development Product (GRDP) of about US\$ 30 billion. Nevertheless, there is no major Airport in this province. Most passengers are flying from Bandung or Sukarno Hatta Airport at Tangerang, especially for international flight. The citizens of Bandung and surrounding cities should travel for more than 160 km by land transportation to arrive in Sukarno Hatta Airport. Land transportation from Bandung and its surrounding through Jakarta, unfortunately traffic in Jakarta is very bad, especially during working days.

**3. Project Location**

Majalengka in West Java Province

**4. Project Specification**

Groundside of international airport such as runway, cargo and passengers facilities. etc.

**5. Estimated Project Cost**

US\$ 1,406 Million

**6. Expected Time of Implementation**

Project Preparation : 2009 - 2011

Tender : 2011

Contract Signing : 2012

Construction : 2013 - 2017

Operation : 2017

**Urgency**

It is identified that at least there are three main reasons for the Kertajati West Java International Airport development, they are:

- The limited capacity of the existing Husein Sastranegara Airport.
- Global and Regional accessibility needs.
- Growing potential demand in West Java.

**Benefit**

- Development of international airport will increase income for Majalengka district citizens and surrounding areas during project construction and airport operation.
- Airport operation will reduce cost of air transportation of passengers and goods to and from West Java area.
- Competition with Airport of Sukarno Hatta will increase for better services in low cost airport transportation.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**1. Project Title: Sentani Airport****2. Contracting Agency**

**Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**3. Project Location**

Jayapura, Papua Province

**4. Project Specification**

- Expansion of cargo and passenger terminal.
- Expansion of runaway and other necessary facilities.

**5. Estimated Project Cost**

US\$ 2 Million

**6. Expected Time of Implementation**

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2011

**Construction :** 2011 - 2012

**Operation :** 2013

**7. Project Basic Idea****Background**

Currently, there is no sufficient cargo building at Sentani Airport, meanwhile flow of goods is quite high because Sentani Airport is as divider airport (hub) to the hinterlands where it's the only path that can be reached.

**Urgency**

There are at least two main reasons for the Sentani Airport development, the reasons are as follows :

- The limited facilities to handle cargo at Sentani Airport.
- Regional development areas surrounding Sentani Airport need accessibility, especially in order to increase economic development.

**Benefit**

- Airport operation will increase the economic activity in Papua.
- To increase income for local government of Papua province.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

Code No. D - 022 - 05 -0109 - 50

**1. Project Title: Juwata Tarakan Airport.****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**3. Project Location**

Tarakan Municipal, East Kalimantan Province

**4. Project Specification**

- Cargo Terminal Expansion
- Passenger Terminal Expansion
- Runaway Expansion
- Other facilities

**5. Estimated Project Cost**

**Estimated Project Cost :** US\$ 8.50 Million

**Land Acquisition :** US\$ 1.50 Million

**Construction (Incl. fee services, Interest, etc.) :** US\$ 7.00 Million

**6. Expected Time of Implementation**

**Project Preparation :** 2010

**Tender :** 2011

**Contract Signing :** 2011

**Construction :** 2011 - 2012

**Operation :** 2013

**7. Project Basic Idea****Background**

Airports Juwata-Tarakan currently has 1850 meters x 30 meters runway and the apron area of 395 meters x 70 meters, with a passenger terminal area of 4889 m<sup>2</sup> and cargo 489 m<sup>2</sup>. Passenger and cargo terminal is in the process of production and expansion, the existing terminal is inadequate, especially to accommodate about 1,000 passengers per day and approximately 5 tons of cargo per day. Airport Juwata-Tarakan also extends the runways to 2,250 meters to facilitate landing and drop base.

Air cargo and passengers of Tarakan city need improvements of facilities, that security, safety and convenience of air transportation services can be provided.

**Urgency**

To support limited capacity of existing airport facilities to meet air port services demand.

**Benefit**

Development of Juwata Tarakan airport will increase income for local government and accelerate economic development in Tarakan municipal, East Kalimantan province.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**1. Project Title: Bojonegara - Ketapang (Jawa - Sumatera) Ferry Terminal****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Hadi Sukarlianto  
(Directorate General Land Transportation  
Ministry of Transportation)

**Address :** Jl. Medan Merdeka Barat No 8  
Karya Building 10<sup>th</sup> Floor  
Jakarta 10110, INDONESIA

**Phone :** +62 21 2506149

**Fax :** +62 21 3506145

**4. Project Specification**

The ferry terminals development will contain marine facilities and land facilities including administrative and passenger building, parking area for cars, trucks and buses, gangway, access bridge, bus shelter, weight bridge, toll gate and other utilities. Investment Package: terminals development & ferry operation.

Project structuring options have not been finalized and will depend in part on the interest of the private sector and arrangements to be agreed by Government which include GOI, Local Government, and Involved SOEs However, options Includes:

**Option A**

- Basic infrastructure (land and access road) and sub-structure (breakwater and dredging) by private sector.
- Non basic infrastructure (terminals and other facilities) by private sector.
- The operation and maintenance will also be the private sector obligations.

**Option B**

- Basic infrastructure and sub-structure by local/central government.
- Non Basic infrastructure by private sector.
- Operation and maintenance by private sector.

**Option C**

- Basic Infrastructure by central and/or local government.
- Sub - Structure by central and/or local government.
- Non basic infrastructure, operation and maintenance by private sector,



<p><b>5. Estimated Project Cost</b></p> <p>Initial Investment (2009 - 2013) : US\$ 0.83 Million</p> <ul style="list-style-type: none"> <li>• Public Investment : US\$ 0.03 Million</li> <li>• Private Investment : US\$ 0.8 Million</li> </ul> <p>Extension Investment (to 2038): US\$ 4 Million</p> <ul style="list-style-type: none"> <li>• Public Investment : US\$ 0.3 Million</li> <li>• Private Investment : US\$ 3.7 Million</li> </ul> <p>Total Investment : US\$ 5 Million</p> <ul style="list-style-type: none"> <li>• Public Investment : US\$ 0.7 Million</li> <li>• Private Investment : US\$ 4.3 Million</li> </ul>	<p><b>8. Project Basic Idea</b></p> <p><b>Background</b></p> <p>The project to expand ferry capacity between Java and Sumatera has been anticipated for some years ago (To establish an alternative ferry crossing between Java and Sumatera). The existing Merak - Bakauheni ferry terminal is very vulnerable to the traffic congestion due to:</p> <ul style="list-style-type: none"> <li>• Limited area of Merak side (only 14 ha compares to Bakauheni about 78 ha).</li> <li>• Shorter inner access road in Merak side.</li> <li>• Berthing facilities provided is not similarly well equipped.</li> <li>• Potential traffic conflict in front of the entrance of Merak Ferry Terminal.</li> <li>• The unbalanced between incoming and outgoing traffic within Merak Ferry Terminal.</li> </ul> <p><b>Urgency</b></p> <p>Based on that background, Margagiri - Ketapang is then proposed to be developed as an alternative of the existing Merak - Bakauheni terminal.</p> <p><b>Benefit</b></p> <p>There will be more reliable schedule of ferry services</p> <ul style="list-style-type: none"> <li>• Smoother passenger and vehicle traffic movements.</li> <li>• Streamlined berthing process user convenience.</li> <li>• To reduce or even eliminate the possibility of traffic congestion.</li> <li>• To create a new access to Palembang - Pekanbaru - Medan via Eastern Link.</li> <li>• To improve level of ferry services.</li> </ul>
<p><b>6. Expected Time of Implementation</b></p> <p>Project Preparation : Q2 2009 - Q4 2009</p> <p>Tender : Q4 2009 - Q2 2010</p> <p>Contract signing : Q2 2010</p> <p>Construction : Q2 2010 - Q4 2012</p> <p>Operation : Q1 2013</p>	
<p><b>7. Other Important Information</b></p> <p>Several Studies were prepared by Indonesian consultants:</p> <ul style="list-style-type: none"> <li>• General planning and development of Sumatera- Java crossing line (2003)</li> <li>• Design and investigation of Sumatera- Java crossing quay (2004)</li> </ul>	

**1. Project Title: Bojonegara Port****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**3. Project Location**

Bojonegara, Banten Province

**4. Project Specification**

• Jetty	600.00 m
• Container Yard	270,000 m <sup>2</sup>
• Dredging	2,511,581 m <sup>3</sup>
• Break Water	450 m
• Gantry Crane	5 Unit
• Transfer Crane	17 Unit
• Head Truck	32 Unit
• Truck Chassis	38 Unit

**5. Estimated Project Cost**

US\$ 745 Million

**6. Expected Time of Implementation**

Project Preparation : 2004 - 2011

Tender : 2012

Contract Signing : 2013

Construction : 2014 - 2017

Operation : 2017

**7. Project Basic Idea****Background**

In order to support high economic development, it is necessary to provide infrastructure services, especially in development of International Port in west area of Java island.

Bojonegara is an area that has been decided to be developed as International Port as Hub for other ports in west Indonesia. This Port will be used as port of post panamax type vessel for capacity of 5,000 to 8,000 TEUs

**Urgency**

It is necessary to solve congestion of container transportation from one area to another in Indonesia and from Indonesia to other countries.

**Benefit**

- Provision of hub port services will be an alternative port in order to solve container transportation congestion, that export-import of goods can be supported.
- There will be many jobs for workers during port construction or operational stage.
- To accelerate economic development in Indonesia, especially in international business which can increase national income.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

Code No. D - 022 - 04 - 0109 - 53

**1. Project Title: Expansion of Kumai Port, Kotawaringin Barat Regency****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Person in charge :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**7. Project Basic Idea***Background*

Central Kalimantan produces huge numbers of coal, plantation yields and other commodities. Distribution of those commodities needs a special port, therefore chain distribution will increase and will be sustainable.

The purpose of development of Kumai port is to provide services for coal, plantation yields, and other commodities being produced in Central Kalimantan.

The existing port has been developed in cooperation with PT. Pelindo III, this part of Kumai port is to provide services for passengers, therefore next phase of Kumai Port development will be used for special purpose as mentioned above.

**3. Project Location**

Central Kalimantan Province

*Urgency*

To increase distribution capacity of mining, plantation and forest product.

**4. Project Specification**

Specification project of Kumai port will be expansion of jetty and breakwater, including dredging and expansion of other facilities to handle passengers and cargoes.

*Benefit*

To reduce bottleneck of chain distribution of central Kalimantan natural resources and plantation yields.

**5. Estimated Project Cost**

US\$ 56 Million

*Potential Support from Contracting Agency/Related Agency*

Not available at present

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2013

Operation : 2014

**1. Project Title: Development Lupak Dalam Port****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Person in charge :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**7. Project Basic Idea***Background*

In order to support high economic development in Central Kalimantan, it is necessary to provide infrastructure services, included in development of Port in Kapuas regency in Kalimantan island, Lupak Dalam.

*Urgency*

To increase distribution capacity of mining, plantation and forest product in Kapuas regency.

*Benefit*

To reduce bottleneck of chain distribution of central Kalimantan in natural resources and plantation yields.

*Potential Support from Contracting Agency/Related Agency*

Not available at present.

**3. Project Location**

Central Kalimantan Province

**4. Project Specification**

Specification project of Lupak Dalam port will be development of new jetty and breakwater, including dredging and expansion of other facilities to handle passengers and cargoes.

**5. Estimated Project Cost**

US\$ 33 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2013

Operation : 2014

Code No. D - 022 - 04 - 0109 - 55

## 1. Project Title: Expansion of Teluk Sigintung Port

### 2. Contracting Agency

Local Government of Central Kalimantan Province

*Person in charge :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

### 8. Project Basic Idea

#### *Background*

Central Kalimantan produces huge numbers of coal, plantation yields and other commodities. Distribution of those commodities needs a special port. Therefore chain distribution will increase and will be sustainable.

Exploration of those commodities will be increased in line with the high demand from other provinces, especially from Java Island.

Reducing general allocation and specific allocation funds to Local government of Central Kalimantan will lead local government to find another source of funds to build this port.

### 3. Project Location

Seruyan Regency, Central Kalimantan Province

#### *Urgency*

Limited capacity of existing port services to increase distribution of Central Kalimantan natural resources.

### 4. Project Specification

Specification project of Teluk Sigintung port will be expansion of jetty and breakwater, including dredging and expansion of other facilities to handle passengers and cargoes.

#### *Benefit*

To increase services capacity of port to support chain distribution of Central Kalimantan natural resources.

### 5. Estimated Project Cost

US\$ 89 Million

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2014

Operation : 2014

**1. Project Title: Expansion Of Anjir Kelampan and Anjir Serampan Canal****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Person in charge :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**7. Project Basic Idea*****Background***

Land transportation from Palangkaraya to Banjarmasin is one of the busiest transportation between two cities in Kalimantan. Therefore transportation for passengers and goods is very essential to promote economic development of these two cities. Unfortunately, land transportation is facing some problems of unstable soil of the existing roads.

Those conditions of transportation urge local governments to find another mode of transportation to provide transportation services.

***Urgency***

To Provide transportation from Palangka Raya to Banjarmasin as an alternative of the existing transportation through land transportation.

***Benefit***

Transportation services quality between the two cities can be increased.

***Potential Support from Contracting Agency/Related Agency***

Not available at present.

**3. Project Location**

Central Kalimantan Province

**4. Project Specification**

Dredging along Kelampan dan Serampan canal, and construction existing facilities.

**5. Estimated Project Cost**

US\$ 89 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2013

Operation : 2014

Code No. D - 022 - 08 - 0109 - 57

## 1. Project Title: Kualanamu Airport Railway Development

### 2. Contracting Agency

#### Ministry of Transportation

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

### 7. Project Basic Idea

#### Background

Government of Indonesia will replace the existing airport in Medan to Kualanamu Airport. Airport development is still under preparation, and hopefully within next couple years the airport is ready to be operated.

It is planned, that the access to Kualanamu Airport from Medan city or vice versa will be provided by toll road, that will be developed in the same time with airport development.

To provide alternative land transportation from Medan city to Kualanamu Airport, Government of Indonesia will develop Railway services between those areas.

### 3. Project Location

North Sumatera Province

#### Urgency

To increase supports to Kualanamu airport development, especially for passengers and goods from Medan city to Kualanamu Airport.

### 4. Project Specification

- Development of Railway track from Kualanamu Airport to Station Araskabu (around 4 km).
- Development of Railway station supporting facilities in several Railway stations.

#### Benefit

To support efficient airport services and provide jobs during project development and operation of Railway services.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

### 5. Estimated Project Cost

US\$ 15 Million

### 6. Expected Time of Implementation

Project Preparation : 2009-2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2013

Operation : 2014

## 1. Project Title: West Sumatera Railway

### 2. Contracting Agency

#### Ministry of Transportation

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

### 8. Project Basic Idea

#### Background

Natural resources are one of the essential incomes for local government of West Sumatera. These natural income, such as cement clay, coal etc, is located in Solok district, while users of this natural resources is Indarung, a place near beach of Padang City.

Related to the above, government plans to build new shortcut railway from Solok to Indarung. This will shorten the time of transportation between those areas.

The existing transportation distance for coal is 140 km, while new facility of Railway transportation will decrease time consumption of transportation because new distance of Railway is only 51 km.

#### Urgency

To increase volume of natural resources transportation from Solok to Indarung through shortens time of transportation.

#### Benefit

To increase capacity of coal transportation, and create work opportunities during project construction and operation.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

### 3. Project Location

West Sumatera Province

### 4. Project Specification

Shortcut Development of Indarung -Solok (51 km) railways track including construction of tunnel ( 9 km).

### 5. Estimated Project Cost

US\$ 190 Million

### 6. Expected Time of Implementation

Project Preparation : 2009-2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2013

Operation : 2014



Code No. D - 022 - 08 - 0109 - 59

**1. Project Title: Simpang - Tanjung Api-Api Railway****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**7. Project Basic Idea****Background**

Enim is one of coalmines in South Sumatera that is already being explored in years ago. Limited condition of transportation of coal is one barrier to increase its export capacity of coal companies.

Construction of Railway from Enim area to Tanjung Api-Api is one of government efforts to increase coal export from South Sumatera province. On the other hand, this project will reduce cost of transportation, therefore price of coal can be reduced or, with premium price of coal, coal companies will increase their profit.

**Urgency**

It is necessary to build Railway from Tanjung Enim to Tanjung Api-Api to facilitate the transportation of coal.

**Benefit**

- To reduce transportation cost of coal in South Sumatera.
- To create work opportunities for people during project development or in the stage of operation.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

**3. Project Location**

South Sumatera Province

**4. Project Specification**

Development of railway track from Simpang to Tanjung Api-Api (around 87 km) and its supporting facilities.

**5. Estimated Project Cost**

US\$ 303 Million

**6. Expected Time of Implementation**

Project Preparation : 2009-2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2013

Operation : 2014

**1. Project Title: Tanjung Enim - Batu Raja Railway****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**3. Project Location**

Tanjung Enim, Batu Raja, South Sumatera  
Province

**4. Project Specification**

Development of short cut of railway track  
from Tanjung Enim-Batu Raja (78 km) and its  
supporting facilities.

**5. Estimated Project Cost**

US\$ 120 Million

**6. Expected Time of Implementation**

**Project Preparation :** 2009-2010

**Tender :** 2011

**Contract Signing :** 2012

**Construction :** 2013 - 2014

**Operation :** 2015

**7. Project Basic Idea****Background**

Enim area is one of coalmines in South Sumatera that has been developed years ago. In order to shorten the distance of coal production to its market, it is necessary to build new Railway track from Tanjung Enim to Tarahan (Batu Raja).

With shortened distance that will be builded, cost of transportation will reduce and capacity of coal production can be increased.

**Urgency**

To reduce time consumption of coal transportation from Tanjung Enim to Tarahan (Batu Raja). This will reduce cost of transportation therefore at the end, coal production can be competitive, and will increase coal companies profit.

**Benefit**

- To decrease cost of transportation and increase coal companies production capacity.
- To create work opportunities for people during project development and during project operation.

**Potential Support from Contracting Agency/Related Agency**

Not available at present.

Code No. D - 022 - 08 - 0109 - 61

## 1. Project Title: Lahat - Kertapati Railway

### 2. Contracting Agency

#### Ministry of Transportation

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

### 7. Project Basic Idea

#### Background

South Sumatera Province is one of several provinces that has huge of coal mine capacity. Development of Railway for coal transportation from Lahat to Kertapati is essential for development of coal companies business.

Development of this project will reduce cost of coal transportation in South Sumatera.

#### Urgency

Development of this Railway track from Lahat to Kertapati will support development of coal companies in South Sumatera.

#### Benefit

To reduce cost of transportation for coal and increase work opportunities for people in South Sumatera.

### 3. Project Location

South Sumatera Province

### 4. Project Specification

Development of railways track in South Sumatera from Lahat to Kertapati (around 190 km), including support facilities.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

### 5. Estimated Project Cost

US\$ 650 Million

### 6. Expected Time of Implementation

Project Preparation : 2009-2011

Tender : 2012

Contract Signing : 2012

Construction : 2012 - 2015

Operation : 2015

**1. Project Title: Railway Facility -Blue and Green Line (Jakarta Monorail)****2. Contracting Agency****Ministry of Transportation**

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

**3. Project Location**

DKI Jakarta Province

**4. Project Specification**

Continuation of the construction of monorail track, the construction of support facilities for passengers.

**5. Estimated Project Cost**

US\$ 475 Million

**6. Expected Time of Implementation**

**Project Preparation :** 2010

**Tender :** 2010

**Contract Signing :** 2011

**Construction :** 2012 - 2013

**Operation :** 2014

**7. Project Basic Idea****Background**

Currently, the transportation in Jakarta as the capital of Indonesia is facing serious traffic congestion problem. In order to decrease the problem, an alternative access transportation is required. The construction of Blue Line Railway is also expected to reduce traffic volume in the existing road.

Government of Jakarta has appointed PT. Jakarta Monorail and its consortium to develop monorail project. Some construction has been started, due to some problem that rose during construction, project was stopped.

Investor of Jakarta Monorail project ask government support to make this project bankable, meanwhile government of Indonesia insist that government support only can be made available if selection of private parties shall follow Perpres No.67/2005.

**Urgency**

To provide the need of alternative transportation facility of Blue Line Railway in Jakarta.

**Benefit**

- To decrease traffic jam in Jakarta.
- To reduce carbon monoxide to provide better environment.

**Potential Support from Contracting Agency/Related Agency**

Government Support can be made available.

Code No. D - 022 - 08 - 0109 - 63

## 1. Project Title: Gedebage, Bandung Municipal, Integrated Terminal (Railway)

### 2. Contracting Agency

**Mayor of Bandung City**

**Address :** Jl. Wastukancana No 2 Bandung  
West Java, INDONESIA

**Phone :** +62 22 2506061

**Fax :** +62 22 2510731

**Contact Person :** Mrs. Dra. Kamalia, MSP

**Position :** Head of Local Government  
Development and Planning Agency

**Address :** Jl. Taman Sari No. 76, Bandung  
West Java, INDONESIA

**Phone :** +62 22 2500950

**Fax :** +62 22 2500950

### 7. Project Basic Idea

#### *Background*

Gedebage is an area in Bandung city that is already being developed as container terminal and dry port for export and import of goods. In the future, the government of Bandung City plans to move and spread center of development in some areas, and one of them is Gedebage.

In Gedebage there will be a developed center of business and public services such as sport center, business center and etc.

To support this development, Gedebage will be developed as Railway terminal of passengers and goods. This Railway terminal may be combined with bus terminal or other facilities that can support development of Gedebage as center of development in Bandung city.

### 3. Project Location

Gedebage, Bandung Municipal

### 4. Project Specification

Development of container terminal and other supporting facilities for cargo terminal.

#### *Urgency*

- To reduce over capacity of Bandung city, especially for textile and textile product, factory outlet, sport facilities, culinary and other business.
- To spread capacity in developed area of Bandung to another area, that transportation in Bandung city will be more human friendly.

#### *Benefit*

- To increase Development of terminal container will support export and import of goods directly to Bandung and surrounding cities as export oriented product center.
- To increase Develop a new area to reduce over capacity of Bandung city in order to spread development area of Bandung city.

### 5. Estimated Project Cost

US\$ 25 Million

### 6. Expected Time of Implementation

Project Preparation : 2009-2010

Tender : 2010

Contract Signing : 2011

Construction : 2011 - 2012

Operation : 2013

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

**1. Project Title: Bangkuang - Lupak Dalam Railway****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Contact Person :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**7. Project Basic Idea*****Background***

Coal which is transported from the Barito will be forwarded to Lupak Dalam with Railway transportation rather than river transportation. Railway transportation will be much more efficient when compared to river transportation, as well as improvements volume transport volume. With such conditions, higher margins can be expected.

***Urgency***

To provide transportation facility is that more efficient than river transportation between Bangkuang - Lupak Dalam Central Kalimantan province.

***Benefit***

To decrease transportation cost of coal in Lupak Dalam Central Kalimantan province.

***Potential Support from Contracting Agency/Related Agency***

Not available at present.

**3. Project Location**

Bangkuang (South Barito) - Lupak Dalam, Kapuas regency for approximately 175,00 km, Central Kalimantan Province.

**4. Project Specification**

Construction of railway track between Bangkuang - Lupak Dalam (175.00 km length), and construction of support facilities in several points along railway track

**5. Estimated Project Cost**

US\$ 1,112 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2014

Operation : 2014



Code No. D - 022 - 08 - 0109 - 65

**1. Project Title: Kudangan - Kumai Railway****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Contact Person :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**7. Project Basic Idea***Background*

Lamandau regency has a large amount of natural resources such as coal, forestry and plantations, but it cannot be exploited because of transportation problems. River transport is not reliable because of the tide of Arut river. Similarly, land transport is not economical to be developed; the only ideal transportation is the railway from the mine to Kumai port at West Kotawaringin regency.

*Urgency*

To provide transportation facility that is more efficient than river transportation in Kudangan-Kumai in Central Kalimantan province.

*Benefit*

To decrease transportation cost of natural resources production in Central Kalimantan province.

*Potential Support from Contracting Agency/Related Agency*

Not available at present.

**3. Project Location**

Kudangan - Kujan - Runtu - Rangit river to Kumai Port, Central Kalimantan Province

**4. Project Specification**

Construction of railway track between Kudangan - Kumai approximately 195.00 km length , and construction of support facilities in several points along railway track.

**5. Estimated Project Cost**

US\$ 890 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2014

Operation : 2014

## 1. Project Title: Puruk Cahu - Kuala Pembuang, Railway

### 2. Contracting Agency

Local Government of Central Kalimantan Province

Contact Person :

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

Position : Head of Bappeda

Address : Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

Phone : +62 536 3221715

Fax : +62 536 3229160

Email address : bappeda\_kalteng@yahoo.co.id

### 7. Project Basic Idea

#### *Background*

The region has a large amount of natural resources such as coal, forestry and plantations, but it cannot be exploited because of transportation problems. River transport is not reliable because of the tide of Kahayan river at Gunung Mas Regency and Seruan River at Seruan regency. Similarly, land transport is not economical to be developed, the only ideal transportation is the railway transportation from the mine to Sigitung bay port at Seruan regency.

#### *Urgency*

To provide an alternative transportation facility beside river transportation that is more efficient at Puruk Cahu - Kuala Pembuang in Central Kalimantan province.

#### *Benefit*

To decrease transportation cost of natural resources production in Central Kalimantan province.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

### 3. Project Location

Puruk Cahu - Kuala Kurun - Tumbang Samba - Pelantaran - Sampit - Bagendang - Ujung Pandaran - to Kuala Pembuang Port, Sigitung bay, Central Kalimantan province

### 4. Project Specification

Construction of railway track between Puruk Cahu - Kuala Pembuang (466.00 km length), and construction of support facilities in several points along railway track.

### 5. Estimated Project Cost

US\$ 2,071 Million

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2016

Operation : 2017

Code No. D - 022 - 08 - 0109 - 67

## 1. Project Title: Tumbang Samba - Nanga Bulik, Railway

### 2. Contracting Agency

Local Government of Central Kalimantan Province

Contact Person :

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

Position : Head of Bappeda

Address : Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

Phone : +62 536 3221715

Fax : +62 536 3229160

Email address : bappeda\_kalteng@yahoo.co.id

### 7. Project Basic Idea

#### *Background*

The region has a large amount of natural resources such as coal, forestry and plantations, but it cannot be exploited because of transportation problems. River transport is not reliable because of the tide of Seruyan river at Seruyan Regency. Similarly, land transport is not economical to be developed, the only ideal transportation is the railway transportation from the mine to Kumai Port at west Kotawaringin regency.

#### *Urgency*

To provide an alternative transportation facility beside river transportation that is more efficient at Tumbang Samba - Nanga Bulik in Central Kalimantan province.

#### *Benefit*

To decrease transportation cost of natural resources production in Central Kalimantan province.

#### *Potential Support from Contracting Agency/Related Agency*

Not available at present.

### 3. Project Location

Tumbang Samba - Rantau Pulut - Pangkut - Nanga Bulik - Kumai, Central Kalimantan Province

### 4. Project Specification

Construction of railway track between Tumbang Samba - Nanga Bulik (418.00 km length), and construction of support facilities in several points along railway track.

### 5. Estimated Project Cost

US\$ 1,858 Million

### 6. Expected Time of Implementation

Project Preparation : 2011

Tender : 2012

Contract Signing : 2012

Construction : 2013 - 2017

Operation : 2017

**1. Project Title: Kuala Kurun - Palangka Raya - Pulang Pisau - Kuala Kapuas, Railway****2. Contracting Agency**

Local Government of Central Kalimantan Province

*Contact Person :*

Mr. Ir. Syahrin Daulay, M.Eng.Sc.

*Position :* Head of Bappeda

*Address :* Jl. Diponegoro No 60  
Palangkaraya, Central Kalimantan,  
INDONESIA

*Phone :* +62 536 3221715

*Fax :* +62 536 3229160

*Email address :* bappeda\_kalteng@yahoo.co.id

**7. Project Basic Idea***Background*

The region has a large amount of natural resources such as coal, forestry and plantations, but it cannot be exploited because of transportation problems. River transport is not reliable because of the tide of Kahayan river flow area at Gunung Mas Regency and Palangkaraya municipal. Similarly, land transport is not economical to be developed, the only ideal transportation is the railway transportation from the mine to Lupak Dalam port at Kapuas regency.

*Urgency*

To provide an alternative transportation facility beside river transportation that is more efficient at Kuala Kurun - Palangka Raya - Pulang Pisau- Kuala Kapuas in Central Kalimantan province.

*Benefit*

To decrease transportation cost of natural resources production in Central Kalimantan province.

*Potential Support from Contracting Agency/Related Agency*

Not available at present.

**3. Project Location**

Kuala Kurun - Palangkaraya - Pulang Pisau - Kuala Kapuas - Lupak Dalam, Central Kalimantan Province

**4. Project Specification**

Construction of railway track between Kuala Kurun - Kuala Kapuas (390.00 km length), and construction of support facilities in several points along railway track.

**5. Estimated Project Cost**

US\$ 2,071 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2013 - 2017

Operation : 2017



Code No. D - 022 - 08 - 0109 - 69

## 1. Project Title: East Kalimantan Railway (Puruk Cahu - Balikpapan)

### 2. Contracting Agency

#### Ministry of Transportation

**Address :** Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Contact Person :** Mr. Santoso Eddy Wibowo

**Position :** Head of Strategic Analysis of  
Transportation Services Center

**Address :** Cipta Building 6<sup>th</sup> Floor,  
Jl. Medan Merdeka Barat No. 8,  
Jakarta 10110, INDONESIA

**Phone :** +62 21 351 7608

**Fax :** +62 21 3852671

**Email address :** pakeddy1955@yahoo.com

### 3. Project Location

East Kalimantan Province

### 4. Project Specification

Development of Railway track from Mahakam  
riverside to Balikpapan through Puruk Cahu  
(around 350 km)

Development of Railway station supporting  
facilities in several Railway stations

### 5. Estimated Project Cost

US\$ 740 Million

### 6. Expected Time of Implementation

Project Preparation : 2011

Tender : 2012

Contract Signing : 2012

Construction : 2013 - 2017

Operation : 2017

### 7. Project Basic Idea

#### Background

East Kalimantan is one of the largest coal  
mine areas in Indonesia. To increase its  
capacity in coal transportation to other  
countries and other areas of Indonesia (Java  
Island), It is necessary to develop Railway  
track to mobilize huge amount of coal from  
Mahakam river as stockpile of coal to  
Balikpapan port.

#### Urgency

- To increase capacity of coal production to  
be export to other countries and to Java  
Island.
- To reduce transportation cost of coal in the  
future, especially when its price is dropped.

#### Benefit

- To reduce transport cost through  
efficiency in transportation fare
- To Create work opportunities for people  
during project development and operation.

#### Potential Support from Contracting Agency/Related Agency

Not available at present.

**1. Project Title: Pondok Gede, Bekasi Municipal, Water Supply****2. Contracting Agency****Mayor of Bekasi Municipal****Address :** Jl. Ir. H. Juanda No 100 Bekasi,  
West Java, INDONESIA**Phone :** +62 21 8810119, 8841336**Fax :** +62 21 88961608**Contact Person :**

Mr. H. Dadang Hidayat, SE, MSc

**Position :** President Director of PDAM Bekasi**Address :** Jl. Perjuangan No 99 Bekasi,  
West Java, INDONESIA**Phone :** +62 21 88966161**Fax :** +62 21 88961608**3. Project Location**

Pondok Gede, Jati Asih Bekasi Municipal

**4. Project Specification****Technical Component**Intake, raw water transmission, WTP, reservoir,  
drinking water transmission, pumping station  
and distribution of reticulation.**Capacity :**

Total production capacity 300 lps

**Tapping :** 14.200 Unit**5. Estimated Project Cost**

US\$ 22 Million

**6. Expected Time of Implementation****Project Preparation :** 2010**Tender :** 2011**Contract Signing :** 2012**Construction :** 2012 - 2013**Operation :** 2014**7. Other Important Information**

Study Document : Pra FS 2006

**8. Project Basic Idea****Background**

- The ground water condition in this area is unsuitable for drinking water usage because high iron and manganese contents, and the scarcity of water during dry season.
- The existing clean water is supplied from unsafe water truck.

**Urgency**

To Increase the scope of community service in Pondok Gede, Jati Asih Bekasi Municipal.

**Benefit**

- To provide drinking water to the community.
- To improve the socio-economic condition of the people .



Code No. P - 033 - 15 - 0109 - 71

**1. Project Title: Surakarta - Sukoharjo, Central Java Province, Water Supply****2. Contracting Agency****Mayor of Surakarta Municipal****Address :** Jl. Jend. Sudirman No 2 Surakarta,  
Central Java, INDONESIA**Phone :** +62 271 655277, 642020**Contact Person :** Mr. Abimanyu, BE**Position :** President Director of PDAM**Address :** Jl. Adi Sucipto No. 143 Surakarta,  
Central Java, INDONESIA**Phone :** +62 271 712465**Fax :** +62 271 712536**Email address :** pdamsolo@indo.net.id**7. Other Important Information****Study Document :** Pra FS 2008**8. Project Basic Idea*****Background***

The ground water condition in this area is unsuitable for drinking water usage because of bad ground water quality (high iron and manganese) and inavailability of water. It is necessary to increase production capacity to meet demand.

***Urgency***

To meet demand in drinking water services for people of Surakarta City.

***Benefit***

- To increase pipelines of drinking water services.
- To increase PDAM's income.

**3. Project Location**Pasar Kliwon, Laweyan, Serengan,  
Surakarta Municipal**4. Project Specification****Technical Component**Water treatment plant and transmission/  
distribution of pumping station.**Capacity :**

Total production capacity 300 lps

**5. Estimated Project Cost****US\$ 7 Million****6. Expected Time of Implementation****Project Preparation :** 2010**Tender :** 2011**Contract Signing :** 2012**Construction :** 2012 - 2013**Operation :** 2013

## 1. Project Title: Klungkung Regency (Tukad Unda), Water Supply

### 2. Contracting Agency

Local Government of Klungkung Regency

Contact Person: Mr Janapria

Address : Jl. Untung Suropati No.2 ,  
Klungkung, Bali, INDONESIA

Phone : +62 0366 21901, 62 0366 21054

Fax : +62 0366 22848

### 7. Other Important Information

Study Document : Pra FS 2006

### 8. Project Basic Idea

#### *Background*

Southern part of Bali is an urban area known as SARBAGITAKU (Denpasar City, Badung Regency, Gianyar Regency, Tabanan Regency and Klungkung Regency), with an area of 1871.27 square kilometers. The urban area is 783.65 square kilometers, or around 42% of the total SARBAGITAKU area. In general, SARBAGITAKU is mostly seashore with a total 114 kilometers length.

Problems associated with water supply already emerged in Badung and Denpasar, particularly in the tourist destinations such as Kuta and Nusa Dua. According to the latest study by JETRO (2007), the water shortage in SARBAGITAKU area will reach 1,509 l/s in 2015 and escalates to 3,790 l/s in 2025. Followings are the latest information on water demand in SARBAGITAKU area.

### 3. Project Location

Klungkung Regency, Bali Province

### 4. Project Specification

#### Technical Component

Water treatment plant and transmission/  
distribution of pumping station

Total production capacity 1,000 lps

#### *Urgency*

- To increase water supply capacity.
- To meet current and future demand in drinking water services. for people of Klungkung regency, and increase.

### 5. Estimated Project Cost

Total Project Cost : US\$ 25 Million

Estimate Payback Period : 15 Years

#### *Benefit*

- To increase pipeline of drinking water services.
- To increase PDAM's income.

### 6. Expected Time of Implementation

Project Preparation : 2009

Tender : 2009

Contract Signing : 2010

Construction : 2010

Operation : 2014

Code No. P - 033 - 15 - 0109 - 73

## 1. Project Title: Maros Regency, Water Supply

### 2. Contracting Agency

**Local Government of Kabupaten Maros**

**Address :** Jl. Jend. A. Yani No. 6 Maros,  
South Sulawesi, INDONESIA

**Phone :** +62 411 371091

**Fax :** +62 411 371139

**Contact Person:** Mr. H.M. Sanusi

**Position :** President Director of PDAM Maros

**Address :** Jl. Asoka No. 4 Maros,  
South Sulawesi, INDONESIA

**Phone :** +62 411 371179

### 7. Other Important Information

**Study Document :** Pra FS 2008

### 8. Project Basic Idea

#### *Background*

PDAM Maros Regency, currently only operates a 130 lps production capacity from two major surface water (rivers and irrigation tunnel) as water resources. The main water resources are the Bantimurung River. The water is treated in WTP Bantimurung, located 2 km away from the river which produces 80 lps of clean water or 61.5% of the total production.

The existing WTP Bantimurung mainly serves Kecamatan (District) Turikale and Kecamatan Lau, while WTP Pattontongan mainly serves Hasannudin Airport Area and Indonesian Airforce Housing Complex in Kecamatan Mandai. Only 9 out of 14 kecamatan and 28 out of 103 kelurahan (sub-district) have been served by PDAM Maros Regency. Total existing water production only covers 12.48% of total population in Maros Regency. Basic tariff for household customer is Rp. 2,100/m<sup>3</sup>.

#### *Urgency*

To meet demand in drinking water services for people of Maros Regency.

#### *Benefit*

- To increase pipeline of drinking water services.
- To increase PDAM's income

### 3. Project Location

Maros Regency, South Sulawesi Province

### 4. Project Specification

**Technical Component:**

Water Treatment Plant and transmission/distribution of pumping station with capacity of 250 lps.

### 5. Estimated Project Cost

US\$ 11.50 Million

### 6. Expected Time of Implementation

**Project Preparation :** 2009

**Tender :** 2009

**Contract Signing :** 2010

**Construction :** 2010 - 2012

**Operation :** 2012

**1. Project Title: West Bandung (Alternative I) Water Conveyance****2. Contracting Agency**

**Public Works Agency of West Java Province**

**Contact Person : Mr. Ir. Ruscaf Adi Manggala**

**Address : Jl. Cianjur No. 34 Bandung,  
West Java, INDONESIA**

**Phone : +62 22 7278853**

**Fax : +62 22 7278853**

**7. Project Basic Idea****Current Situation**

The area comprises three districts, Padalarang, Ngamprah and Batujajar. These are within, Bandung Regency, lying West of the city. They comprise 34 villages, population some 367,000 (70,000 homes) spread over 122 km<sup>2</sup>

The PDAM Tirtarahaardja already supplies water to some 2,300 connections in the area. To meet Estimated demand, an additional 240 lps is needed.

**Potential Market Identified****Markets identified**

**Location(s): Three kecamatan**

**Population : 367,000 citizen**

**Number of potential additional - connections**

- Domestic 14,000 units
- Industry 75 units

**Bussiness Overview**

The investment appraisal as already prepared by PDAM shows economic tariffs being applied. These envisage not less than 55 different tariff rates set according to type of customer (11 types) and level of consumption (5 bands).

**3. Project Location**

West Java Province, West Bandung District

**4. Project Specification**

Construction of channel to convey 240 lps bulk water to PDAM as resources for water supply services to Bandung Regency.

**5. Estimated Project Cost**

US\$ 5 Million

**6. Expected Time of Implementation**

**Project Preparation : 2010**

**Tender : 2011**

**Contract Signing : 2011**

**Construction : 2011 - 2013**

**Operation : 2013**



Code No. P - 033 - 15 - 0109 - 75

**1. Project Title: West Bandung (Alternative II) Water Conveyance****2. Contracting Agency**

Public Works Agency of West Java Province

Contact Person : Mr. Ir. Ruscaf Adi Manggala

Address : Jl. Cianjur No. 34 Bandung,  
West Java, INDONESIA

Phone : +62 22 7278853

Fax : +62 22 7278853

**7. Project Basic Idea***Current Situation*

The area comprises Four districts, These are within Bandung Regency, lying West of the City. They comprise 34 villages, population some 367,000 (70,000 homes) spread over 122 km<sup>2</sup>.

The PDAM Tirtarahaardja already supplies water to some 2,300 connections in the area. To meet estimated demand, an additional 240 lps is needed.

*Potential Market Identified*

Markets identified

Location(s): Four Kecamatan

Population : 500,000 citizen

Number of potential additional - connections

- Domestic 15,000 units

- Industry 75 units

**3. Project Location**

West Java Province, West Bandung District

**4. Project Specification**

Construction of channel to convey 240 lps bulk water to PDAM as resources for water supply services to Bandung Regency.

*Bussiness Overview*

The investment appraisal as already prepared by PDAM shows economic tariffs being applied. These envisage not less than 55 different tariff rates set according to type of customer (11 types) and level of consumption (5 bands).

**5. Estimated Project Cost**

US\$ 5 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2011 - 2013

Operation : 2013



**1. Project Title: East Bandung (Alternative I) Water Conveyance****2. Contracting Agency**

**Public Works Agency of West Java Province**

**Contact Person : Mr. Ir. Ruscaf Adi Manggala**

**Address : Jl. Cianjur No. 34 Bandung,  
West Java, INDONESIA**

**Phone : +62 22 7278853**

**Fax : +62 22 7278853**

**7. Project Basic Idea*****Current Situation***

PDAM Tirta Rahardja supply has maximum capacity of 40 - 51 lps and as the above connections are already consuming 36 lps, PDAM cannot expect to service many more.

***Potential Market Identified*****Markets identified**

**Location(s): Two districts, Rancaekek and Cicalengka**

**Population : 250,000 citizen**

**Number of potential additional - connections**

**- Domestic 6,295 units**

**- Industry 30 units**

**3. Project Location**

**West Java Province, East Bandung District**

**4. Project Specification**

**Construction of facilities to convey raw water to PDAM Bandung to be distributed to East Bandung Regency areas.**

***Bussiness Overview***

The investment appraisal as already prepared by PDAM shows economic tariffs being applied. These envisage not less than 55 different tariff rates set according to type of customer (11 types) and level of consumption (5 bands).

**5. Estimated Project Cost**

**US\$ 3 Million**

**6. Expected Time of Implementation**

**Project Preparation : 2010**

**Tender : 2011**

**Contract Signing : 2011**

**Construction : 2011 - 2013**

**Operation : 2013**



Code No. P - 033 - 15 - 0109 - 77

**1. Project Title: East Bandung (Alternative II) Water Conveyance****2. Contracting Agency**

Public Works Agency of West Java Province

Contact Person : Mr. Ir. Ruscaf Adi Manggala

Address : Jl. Cianjur No. 34 Bandung,  
West Java, INDONESIA

Phone : +62 22 7278853

Fax : +62 22 7278853

**7. Project Basic Idea***Current Situation*

PDAM Tirta Rahardja supply has maximum capacity of 40 - 51 lps and as the above connections are already consuming 36 lps, PDAM cannot expect to serve many more.

*Potential Market Identified*

Markets identified

Location(s): Two districts, Rancaekek and Cicalengka

Population : 250,000 citizen

Number of potential additional - connections

- Domestic 9,395 units

- Industry 45 units

*Bussiness Overview*

The investment appraisal as already prepared by PDAM shows economic tariffs being applied. These envisage not less than 55 different tariff rates set according to type of customer (11 types) and level of consumption (5 bands).

**3. Project Location**

West Java Province, East Bandung District

**4. Project Specification**

Construction of facilities to convey raw water to PDAM Bandung to be distributed to East Bandung Regency areas.

**5. Estimated Project Cost**

US\$ 3 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2011 - 2013

Operation : 2013

**1. Project Title: Semarang (Alternative I) Water Conveyance****2. Contracting Agency**

Public Works Agency of Central Java Province

Contact Person : Mr. Ir. Nuriyono Suripno

Address : Jl. Madukoro Blok AA-BB Semarang, West Java, INDONESIA

Phone : +62 24 7608342

Fax : +62 24 7608342

**7. Project Basic Idea***Current Situation*

The area comprises part of Semarang Regency and part of the eastern outskirts of Semarang City which are not currently served by PDAM. The description is 'East Semarang New Water'.

*Potential Market Identified*

Markets identified

Location(s): part of Semarang Regency and City

Population : 500,000 citizen

*Bussiness Overview*

Type of PPP Proposed:

BOT contract awarded by PDAM to private sector investor.

**3. Project Location**

Central Java Province, Semarang District

**4. Project Specification**

Development of water convey channel to provide services of water supply to Semarang city and Semarang regency.

**5. Estimated Project Cost**

US\$ 8 Million

**6. Expected Time of Implementation**

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2011 - 2013

Operation : 2013

Code No. P - 033 - 15 - 0109 - 79

## 1. Project Title: Semarang (Alternative II) Water Conveyance

### 2. Contracting Agency

Public Works Agency of Central Java Province

Contact Person : Mr. Ir. Nuriyono Suripno

Address : Jl. Madukoro Blok AA-BB Semarang, West Java, INDONESIA

Phone : +62 24 7608342

Fax : +62 24 7608342

### 7. Project Basic Idea

#### *Current Situation*

The area comprises part of Semarang Regency and part of the outskirts of Semarang City which are not currently served by PDAM. The description is 'Bulk Treated' Water - Semarang'.

#### *Potential Market Identified*

#### *Markets identified*

Location(s): part of Semarang Regency and City

Population : 200,000 citizen

### 3. Project Location

Central Java Province, Semarang District

#### *Bussiness Overview*

#### Type of PPP Proposed:

Concession contract awarded by PDAM to private sector investor.

### 4. Project Specification

Development of water convey channel to provide services of water supply to Semarang city and Semarang regency.

### 5. Estimated Project Cost

US\$ 5 Million

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2011

Construction : 2011 - 2013

Operation : 2013



## 1. Project Title: Semarang (Alternative III) Water Conveyance

### 2. Contracting Agency

Public Works Agency of Central Java Province

Contact Person : Mr. Ir. Nuriyono Suripno

Address : Jl. Madukoro Blok AA-BB Semarang, West Java, INDONESIA

Phone : +62 24 7608342

Fax : +62 24 7608342

### 7. Project Basic Idea

#### *Current Situation*

The area comprises part of Semarang Regency and part of the outskirts of Semarang City which are not currently served by PDAM. The description is 'Semarang Raw Water Supply'.

Distribution of the 2,500 lps water is proposed for :

- 1,250 lps is for a new sub-project and is an alternative source for the markets planned under sub-project D-15
- 1,250 lps is additional water to be supplied the existing WTP which is fed from Kali Kudu. It is currently processing only 300 l/sec instead of its full capacity of 1,250 lps due to lack of raw water.

### 3. Project Location

Central Java Province, Semarang District

#### *Potential Market Identified*

Markets identified

Location(s): part of Kabupaten and Kota Semarang

Population : 200,000 citizen

### 4. Project Specification

Development of water convey channel to provide services of water supply to Semarang city and Semarang regency.

#### *Bussiness Overview*

Type of PPP Proposed:

BOT contract awarded by PDAM to private sector investor.

### 5. Estimated Project Cost

US\$ 10 Million

### 6. Expected Time of Implementation

Project Preparation : 2010

Tender : 2011

Contract Signing : 2012

Construction : 2012 - 2014

Operation : 2014



Code No. B - 020 - 05 - 0109 - 81

**1. Project Title: New North Sumatera Coal Fired Steam Power Plant (2x200 MW)****2. Contracting Agency**

PT PLN (Persero)

Contact Person : Mr. Ipung Purwomarwanto

Position : Marketing Manager of Strategic IPP

Address : Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA

Phone : +62 21 726 1122

Fax : +62 21 7251511

**7. Project Basic Idea*****Background***

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

***Urgency***

To fulfill the demand, to assure reliability and to strengthen reserve margin.

***Benefit***

- Significantly will decrease of fuel oil consumption.
- To secure electricity supply.

***Potential Support for Contracting Agency***

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO.

**3. Project Location**

North Sumatra Province

**4. Project Specification**

Subject to RFP document.

**5. Estimated Project Cost**

US\$ 600 Million

**6. Expected Time of Implementation**

Commercial operation date: 2017-2018

**1. Project Title: South Sulawesi New Coal Fired Steam Power Plant (200 MW)****2. Contracting Agency**

**PT PLN (Persero)**

**Contact Person :** Mr. Ipung Purwomarwanto

**Position :** Marketing Manager of Strategic IPP

**Address :** Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA

**Phone :** +62 21 726 1122

**Fax :** +62 21 7251511

**7. Project Basic Idea*****Current Situation***

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

***Urgency***

To fulfill the demand, to assure reliability and to strengthen reserve margin.

***Benefit***

- Significantly will decrease of fuel oil consumption.
- To secure of electricity supply.

***Potential Support for Contracting Agency***

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO.

**3. Project Location**

South Sulawesi Province

**4. Project Specification**

Subject to RFP document.

**5. Estimated Project Cost**

US\$ 200 Million

**6. Expected Time of Implementation**

Commercial operation date: Year 2018



Code No. B - 020 - 05 - 14 - 0109 - 83

**1. Project Title: North Sulawesi Coal Fired Steam Power Plant (2 x 55 MW)****2. Contracting Agency**

PT PLN (Persero)

Contact Person : Mr. Ipung Purwomarwanto

Position : Marketing Manager of Strategic IPP

Address : Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA

Phone : +62 21 726 1122

Fax : +62 21 7251511

**7. Project Basic Idea*****Background***

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

***Urgency***

To fulfill the demand, to assure reliability and to strengthen reserve margin.

***Benefit***

- Significantly will decrease of fuel oil consumption.
- To secure electricity supply.

***Potential Support for Contracting Agency***

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO.

**3. Project Location**

North Sulawesi Province

**4. Project Specification**

Subject to RFP document.

**5. Estimated Project Cost**

US\$ 110 Million

**6. Expected Time of Implementation**

Commercial operation date: 2015-2016

**1. Project Title: North Sulawesi New Coal Fired Steam Power Plant (55 MW)****2. Contracting Agency**

**PT PLN (Persero)**

**Contact Person :** Mr. Ipung Purwomarwanto

**Position :** Marketing Manager of Strategic IPP

**Address :** Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA

**Phone :** +62 21 726 1122

**Fax :** +62 21 7251511

**7. Project Basic Idea*****Current Situation***

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

***Urgency***

To fulfill the demand, to assure reliability and to strengthen reserve margin.

***Benefit***

- Significantly will decrease of fuel oil consumption
- To secure electricity supply.

***Potential Support for Contracting Agency***

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO

**3. Project Location**

North Sulawesi Province

**4. Project Specification**

Subject to RFP document.

**5. Estimated Project Cost**

US\$ 55 Million

**6. Expected Time of Implementation**

Commercial operation date: 2018



Code No. B - 020 - 05 - 0109 - 85

**1. Project Title: North Sumatera (Infrastructure) 2 x 100 MW****2. Contracting Agency**

PT PLN (Persero)

Contact Person : Mr. Ipung Purwomarwanto

Position : Marketing Manager of Strategic IPP

Address : Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA

Phone : +62 21 726 1122

Fax : +62 21 7251511

**7. Project Basic Idea*****Background***

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

***Urgency***

To fulfill the demand, to assure reliability and to strengthen reserve margin.

***Benefit***

- Significantly will decrease of fuel oil consumption.
- To secure of electricity supply.

***Potential Support for Contracting Agency***

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO.

**3. Project Location**

North Sumatera Province

**4. Project Specification**

- Build Own Operate (BOO) project scheme.
- Total generating capacity up to 200 MW.
- Land Acquisition: by own acquisition (not provided by Local Government).
- PLN will have options to purchase the project.

**5. Estimated Project Cost**

US\$ 200 Million

**6. Expected Time of Implementation**

Commercial operation date: 2012

**1. Project Title: Sumatera Mine Mouth HVDC Coal Fired Steam Power Plant (2 x 200 MW)****2. Contracting Agency**

**PT PLN (Persero)**

**Contact Person :** Mr. Ipung Purwomarwanto

**Position :** Marketing Manager of Strategic IPP

**Address :** Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA

**Phone :** +62 21 726 1122

**Fax :** +62 21 7251511

**7. Project Basic Idea****Background**

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

**Urgency**

To fulfill the demand, to assure reliability and to strengthen reserve margin.

**Benefit**

- Significantly will decrease of fuel oil consumption.
- To secure of electricity supply.

**Potential Support for Contracting Agency**

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO.

**3. Project Location**

South Sumatera Province

**4. Project Specification**

Subject to RFP document.

**5. Estimated Project Cost**

US\$ 400 Million

**6. Expected Time of Implementation**

Commercial operation date: 2014 - 2015



Code No. B - 020 - 05 - 0109 - 87

**1. Project Title: East Kalimantan (Infrastructure) Coal Fired Steam Power Plant (2 x 65 MW)****2. Contracting Agency****PT PLN (Persero)****Contact Person : Mr. Ipung Purwomarwanto****Position : Marketing Manager of Strategic IPP****Address : Jl Trunojoyo Blok MI/135,  
Jakarta Selatan, DKI Jakarta  
INDONESIA****Phone : +62 21 726 1122****Fax : +62 21 7251511****7. Project Basic Idea*****Background***

The Demand of electricity in Indonesia grows significantly in the next ten years. In Accordance to RUPTL (Rencana Usaha Penyediaan Tenaga Listrik) some of the development of power plant is allocated to IPP.

***Urgency***

To fulfill the demand, to assure reliability and to strengthen reserve margin.

***Benefit***

- Significantly will decrease of fuel oil consumption.
- To secure electricity supply

***Potential Support for Contracting Agency***

- Approval from Ministry of Mineral and Energy Resources for electricity price.
- Government Support is preferable related to PSO.

**3. Project Location**

East Kalimantan Province

**4. Project Specification**

Subject to RFP document.

**5. Estimated Project Cost**

US\$ 130 Million

**6. Expected Time of Implementation**

Commercial operation date: 2012



**STATE MINISTRY OF NATIONAL DEVELOPMENT PLANNING/  
NATIONAL DEVELOPMENT PLANNING AGENCY**

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Jl. Taman Surapati No. 2 Jakarta 10310  
Phone +62 21 31936207, 3905650 - Fax. +62 21 3145374  
<http://www.bappenas.go.id>