



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

# PUBLIC PRIVATE PARTNERSHIPS

INFRASTRUCTURE PROJECTS PLAN IN INDONESIA 2015

Jakarta, May 2015

A wide-angle photograph of a busy port terminal. In the foreground, a large white cargo ship is docked at a quay. The word "UNIFEEDER" is printed in large letters on the side of the hull. Several industrial port cranes are positioned along the quay, their long metal booms extending over the ship. The cranes have complex lattice structures and are mounted on tall, dark steel legs. The sky above is a hazy, light blue-grey, suggesting a clear day. The overall atmosphere is one of industrial activity and global trade.

UNIFEEDER

# **Foreword**

## **by MINISTER OF NATIONAL DEVELOPMENT PLANNING/ HEAD OF NATIONAL DEVELOPMENT PLANNING AGENCY (BAPPENAS)**

---

### **Infrastructure Development 2015 – 2019 Making PPP Works in the New Government**

The Government of Indonesia realizes the importance of private participation in accelerating infrastructure development in Indonesia, especially considering limitation of government in funding the infrastructure needs. Based on estimation of infrastructure funding needs in 2015-2019, the government is only able to fulfill 30% of total infrastructure funding needs, which is about IDR 1,433 trillion out of IDR 4,796 trillion in total. Approximately 36% of the funding gap is expected to be fulfilled through cooperation with private using PPP scheme. The private participation, however, is expected not only to fill the funding gap but also to share knowledge and experience in the development, operation, and management of qualified infrastructure services. To that end, the Government of Indonesia has committed to continuously improve and innovate in increasing investment attractiveness and to assure that the involvement of private are not hampered.

Near at the end of 2014, Indonesia welcomes the new government. However, commitment to accelerate infrastructure development continues. The new government remains committed to pursue equitable development of infrastructure projects in across Indonesia. In line with this, the National Medium Term Development Plan 2015-2019 (RPJMN 2015-2019) stated that the PPP is an alternative approach for infrastructure development.

The new government continues to evaluate and strengthen the policy in order to support acceleration and improvement of PPP preparation process. For the purposes, the Presidential Regulation 67/2005 and its amendment has been reviewed and revised through Presidential Regulation 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision.

Started from 2009, BAPPENAS - as national planning agency in Indonesia who responsible for PPP planning and implementation – issues PPP Book to provide potential investors the information on available infrastructure investment in Indonesia. Projects listed in PPP Book are results of rigorous review and screening process by BAPPENAS in compliance with BAPPENAS Regulation 6/2012. The projects are organized into three categories based on their readiness level, those are potential projects, prospective projects, and ready to offer projects. PPP Book also provides information related projects have already move to tender process (already tendered).

This PPP Book 2015 is prepared to provide the latest preview and information about infrastructure PPP projects plan. Total projects in this PPP Book have increased to be 38 projects, from 27 projects in the previous book. Thus, in this edition of PPP book, there are 24 potential projects, 8 prospective projects, and 6 ready to offer projects.

The issuance of this PPP Book also becomes a kick off for new government of Joko Widodo - Jusuf Kalla (Jokowi-JK) within the period 2015-2019. Challenge that will be faced by the new government is how to ensure the PPP scheme can be a solution for acceleration of infrastructure development in Indonesia.

Last, we hope this PPP book can be a useful reference to any party involved in the PPP development in Indonesia.

Jakarta, May 2015

Andrinof A. Chaniago  
Minister of National Development Planning/  
Head of National Development Planning Agency

# TABLE OF CONTENTS

Foreword by Minister of National Development Planning/ Head of National Development Planning Agency (BAPPENAS)	iii
<b>Table of Contents</b>	iv
1 Indonesia Country Profile	vi
2 Regulatory Frameworks for Public-Private Partnerships in the Provision of Infrastructure	vii
2.1 Cross-Sector Regulatory Framework	vii
3 PPP Institutional Framework in Indonesia	ix
4 PPP Project Cycle	x
4.1 Solicited Proposals	x
4.2 Unsolicited Proposals	xi
5 PPP Project Selection Criteria	xii
5.1 Potential Projects	xiv
5.2 Prospective Projects	xiv
5.3 Ready-to-Offer Projects	xv
5.4 Important Notes related to the Viability Gap Fund and Government Guarantee During the Procurement Process	xvii
5.5 Eligibility Criteria for Unsolicited Proposals	xvii
6 PPP Project Evaluation	xviii
6.1 PPP Book from 2009 to 2015	xviii
6.2 PPP Book 2013 – PPP Book 2015	xix
6.3 Summary of Projects Already Tendered	xx
7 Project Digest	xxiv
7.1 Projects Registered in the PPP Book 2015	xxiv
7.2 Summary of Public Private Partnerships Project Plan in Indonesia	xxv
<b>Ready-to-Offer Project List</b>	1
<b>Railway</b>	
Soekarno-Hatta International Airport – Halim Railway	2
Bandung Light Rail Transit (LRT), West Java	6
Tanjung Enim – Tanjung Api-Api Railway, South Sumatera	10
<b>Water Supply</b>	
West Semarang Water Supply, Central Java	14
Pondok Gede Water Supply, Bekasi, West Java	19
Pekanbaru Water Supply, Riau	23
<b>Prospective Project List</b>	27
<b>Railway</b>	
Integrated of Gedebage Multipurpose Terminal (Railway), Bandung, West Java	28
Development of South Sumatera Monorail, South Sumatera	33
<b>Toll Road and Toll Bridge</b>	
Manado – Bitung Toll Road, North Sulawesi	37
Tanjung Priok Access Toll Road, DKI Jakarta	40
Balikpapan – Samarinda Toll Road, East Kalimantan	44
Cileunyi – Sumedang – Dawuan Toll Road, West Java	48
Pandaan – Malang Toll Road, East Java	52
<b>Power</b>	
Karama Hydro Power Plant, West Sulawesi	56

<b>Potential Project List</b>	<b>59</b>
Sea Transportation	
Development of Maloy International Port, East Kalimantan	60
Expansion of Kabil Port (Tanjung Sauh Terminal), Batam, Riau Island	64
Development of Kuala Tanjung International Hub Port, North Sumatera	68
Development of Bitung International Hub Port, North Sulawesi	71
Development of Makassar New Port, South Sulawesi	74
Development of Baubau Port, Southeast Sulawesi	78
Development of Garongkong Port, South Sulawesi	82
Air Transportation	
Development of New Bali Airport, Bali	86
Kulonprogo International Airport, DI Yogyakarta	89
Expansion of Mutiara Airport, Central Sulawesi	92
Expansion of Komodo Airport, East Nusa Tenggara	95
Expansion of Radin Inten II Airport, Lampung	98
Expansion of Juwata Airport, North Kalimantan	101
Expansion of Sentani Airport, Papua	104
Expansion of Tjilik Riwut Airport, Central Kalimantan	107
Expansion of Fatmawati Soekarno Airport, Bengkulu	110
Expansion of H. AS. Hananjoeddin Airport, Bangka-Belitung Island	113
Expansion of Matahora Airport, Southeast Sulawesi	116
Expansion of Sultan Babullah Airport, North Maluku	119
Railway	
Development of Batam Railway, Riau Island	122
Pulau Baai - Muara Enim Railway, Bengkulu - South Sumatera	125
Toll Road and Toll Bridge	
Batu Ampar – Muka Kuning – Hang Nadim Toll Road, Riau Island	129
Solid Waste and Sanitation	
DKI Jakarta Sewage Treatment Plant, DKI Jakarta	132
Power	
Tebo Mine Mouth Coal Fired Steam Power Plant (2 X 200 MW), Jambi	136
8     Glossary	139

## 1. INDONESIA COUNTRY PROFILE

Indonesian economy was ranked 16<sup>th</sup> in the world in 2013. In 2014, Indonesian economic growth slows down with GDP growth decreasing from a 5.6% in 2013 to 5.0% in 2014. Despite the decline, this is still a good performance given the weak global economic conditions throughout the year. Global growth in 2014 was lower than initially expected. The World Bank cut its forecast for global growth in 2014 from an earlier projection of 3.2 % to 2.8 %. In reality, the 2014 global growth was only 2.6%. This slow global growth is an effect of bad weather in the United States, financial market turbulence, and conflict in Eastern Europe. However, these problems do not affect the Indonesian economic downturn. Moreover, in the third quarter of 2014, Jakarta Composite Index even exceeded 5,259, the highest in history.

The Indonesian economy is expected to remain positive. Indonesia's GDP growth rate is predicted to increase to 5.2% in 2015 and will continue to improve in the future. The projection assumes household consumption and investment will remain strong. In addition to that, export condition is also expected to improve. This improvement, however, should be supported by a stronger estimate of the global economy and world trade volumes as well as an increase in Indonesian export commodities supply.

According to The Global Competitiveness Report 2014-2015, Indonesia rise 4 positions to rank 34<sup>th</sup>. Although its competitiveness rank has increased, Indonesia still lags behind other countries in ASEAN: Singapore (2<sup>nd</sup>), and Malaysia (20<sup>th</sup>). Similar to previous years, Indonesia performs better than the Philippines (52<sup>nd</sup>), Vietnam (68<sup>th</sup>), and Cambodia (95<sup>th</sup>). The report stated that Indonesia's overall performance remains uneven. Even though Indonesia's infrastructure and connectivity is currently ranked 56<sup>th</sup>, rise five positions from last year and 20 positions since 2011, but the quality of overall infrastructure is still in rank 72<sup>nd</sup>. Quality of public and private governance rise 14 positions to rank 53<sup>rd</sup>. However, some aspects have been sounding the alarm for immediate intensive repairs to achieve the desired strong economy. Corruption remains a major issue (87<sup>th</sup>). Labor market conditions become the weakest aspect (down seven places to rank 110<sup>th</sup>). Furthermore, the public health situation is a cause of even more concern (ranked 99<sup>th</sup> from the previous rank 72<sup>nd</sup>).

Indonesia's infrastructure development is still relatively low. Its infrastructure quality score stands at 4.2, still below the average of the ASEAN countries (4.4), when infrastructure development has a large multiplier effect on the economy. The resulting impact of infrastructure investment on the economy is greater than the value of the investment. This lack of infrastructure investment creates bottlenecks and high costs of transportation and logistics, which at the end of the day reduce the sustainable growth rate. The proportion of Indonesian logistics costs to GDP is 27%. In the Logistics Performance Index (LPI) 2014, Indonesia was ranked 53<sup>rd</sup> of 160 countries. To date, the total expenditure for infrastructure in the state budget amounted to 2.3% of GDP, well below the average of developing countries (5.5%). Inadequate infrastructure services mean lower quality of life. Hence, infrastructure investment is necessary to sustain growth and improve competitiveness. Infrastructure development is essential to improve Indonesia export performance, support economic growth, and reduce the poverty. In addition, the United Nations reported that infrastructure investment is urgently required in Indonesia mainly because of the rapid urbanization. Agglomeration economies offer the opportunity to boost productivity growth.

However, not all regions in Indonesia perform well. Thus, to unlock the benefits, sufficient infrastructure investment is critical.

The National Medium Term Development Plan 2015-2019 (RPJMN 2015-2019) states that infrastructure development in Indonesia is aimed at strengthening national connectivity to achieve equitable development, to accelerate the provision of basic infrastructure (housing, clean water, sanitation, and electricity), to guarantee water, food, and energy security, to support the national defense, and to develop urban mass transportation systems, which were all conducted in an integrated manner and by leveraging the role of Public Private Partnership (PPP). The Government intends to make PPP scheme as an approach in sectoral and cross-sectoral infrastructure development. The government continues to seek the best efforts to increase the participation of enterprises and societies in development and the financing of infrastructure sector. The government set several main targets related to improving effectiveness and efficiency in the financing of infrastructure, namely (i) PPP implementation as infrastructure development approach; (ii) the availability of financial support in fulfilling infrastructure targets through the provision of alternative infrastructure financing well beyond government funding through the PPP scheme and other creative financing; (iii) infrastructure management efficiency and improved quality of infrastructure services provided by the government or by enterprises; (iv) the acceleration of decision-making process and human resources capacity building.

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

### **2.1 Cross-Sector Regulatory Framework**

The Government of Indonesia (GOI) has taken a series of major steps to refine the PPP policy and regulatory frameworks in order to improve the attractiveness and competitiveness of the GOI's PPP program. These core legislative steps depicted in the Figure 2.1 include:

- Presidential Regulation 38/2015, issued by Government as replacement of Presidential Regulation 67/2005 and its amendments (Presidential Regulations 13/2010, 56/2011, and 66/2013), establishing the cross-sector regulatory framework for implementing PPPs in the provision of infrastructure. The successive amendments have established clearer and more detailed stipulations about unsolicited proposals, cooperation agreements and Government's support and guarantees to projects, among other points;
- Presidential Regulation 78/2010 on the provision of government guarantees for PPP infrastructure projects through IIGF, a single-window mechanism. The Ministry of Finance Regulation (PMK) 260/2010 establishes the procedure for requesting and providing such guarantee, whereas PMK 223/2012 regulates the Viability Gap Fund;
- Law 2/2012 on land acquisition for development projects serving the public interest and its implementing Presidential Regulations 71/2012;
- Government Regulation 27/2012 on environmental permits, which replaces the previous Government regulation on environmental impact assessment;
- BAPPENAS Regulation 3/2012, which establishes the cross-sector operational guidelines for the implementation of PPP projects in infrastructure.

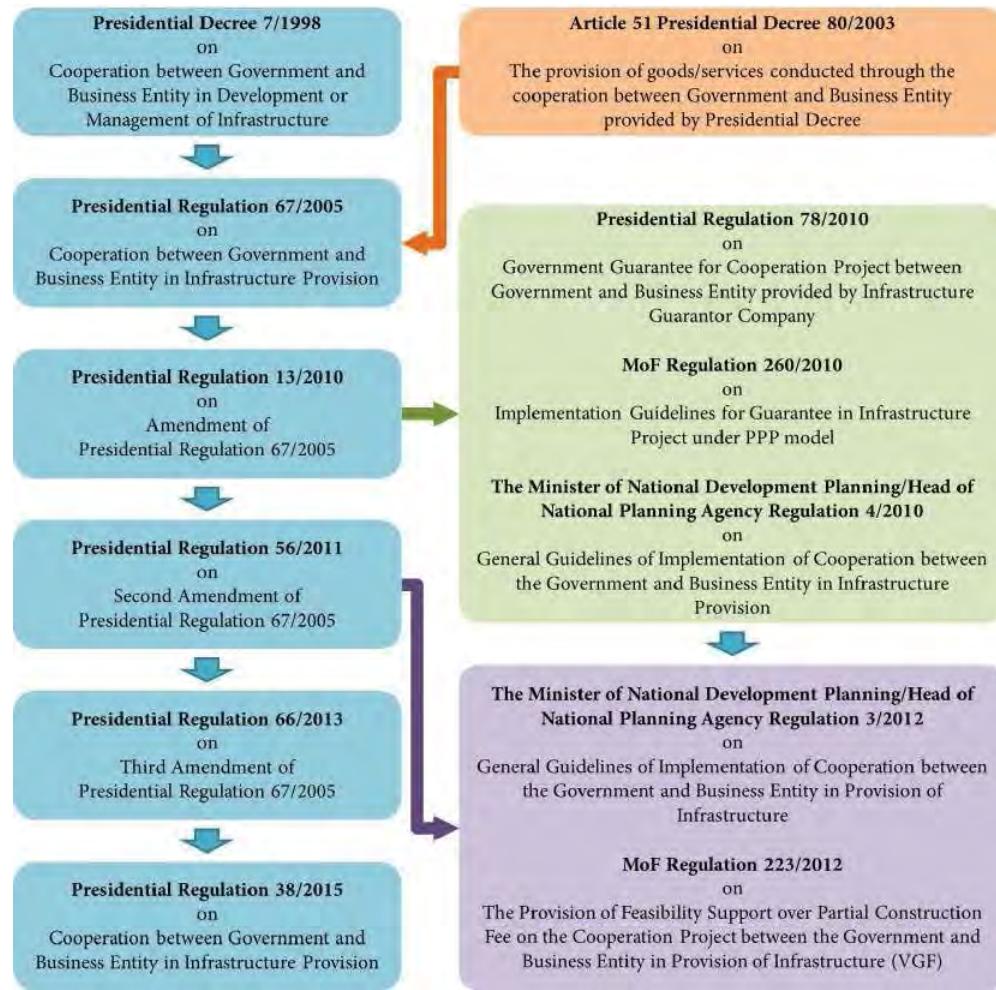


Figure 2.1 The Evolving Cross-sector PPP Regulatory Frameworks in Indonesia

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

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

Full details of the regulatory framework are available for consultation on the website of our PPP Unit at <http://pkps.bappenas.go.id>.

### **3. PPP INSTITUTIONAL FRAMEWORK IN INDONESIA**

The institution in charge of coordinating Indonesia's PPP program is the Ministry of National Development Planning/National Development Planning Agency (BAPPENAS). The different implementing agencies in infrastructure sectors liaise with BAPPENAS to decide which projects should be procured as PPPs. The Ministry of Finance makes recommendations about fiscal support for projects. Indonesia's infrastructure is rigorously demarcated by sector, each one having its sector law. Thus, coordination is essential for infrastructure development to be effective.

Government realizes the need to create an effective coordination framework with strong political leadership to reinforce its infrastructure program in general and that of PPPs in particular. At the initiative of BAPPENAS, the Ministry of Finance and the Coordinating Ministry of Economic Affairs, KPPIP (Committee for Acceleration of Priority Infrastructure Delivery) has developed and designed to be the champion institution at the top.

KPPIP will be positioned as the Project Management Office (PMO) for priority projects. KPPIP has crucial role in priority projects development and implementation, starting from project selection up to groundbreaking. KPPIP also has a central role in coordinating related stakeholders in priority projects implementation through the action plan development facilitation, monitoring and debottlenecking as well as providing incentives and disincentives schemes to accelerate the project realization.

The Government has also established two financial instruments under MOF: (1) IIGF or PT PII which provides government guarantees or credit enhancements only to PPP projects that are financially feasible; and (2) PT SMI which acts as facilitator and catalyst for infrastructure development in Indonesia, including the promotion of public private partnership scheme and funding activities in various infrastructure-related sectors in the form of debt, equity and mezzanine financing.

BAPPENAS PPP unit stands to the Directorate for PPP Development (PKPS). As the execution of PPP project planning, preparation and transactions has been devolved the respective line ministries and contracting agencies, the Government has recognized the need to establish a Central PPP unit (P3CU) to be responsible for ensuring policy consistency, quality control and transparency, establishing standards and principles that all transactions must follow, and monitoring the execution for compliance. Given the remarkable investment needs and the limited capital resources, the unit will prioritize PPP projects according to their development impact and their readiness toward implementation. Other tasks include: assisting line ministries and local governments in identifying, preparing, and implementing PPP projects; reviewing project evaluation carried out by the PPP nodes; assessing requests for Government support to PPP projects; coordinating such support with MOF; publishing status reports on PPP projects and disseminating relevant information; preparing guidelines and manuals for PPP projects; and building capacity in the PPP nodes. The P3CU is currently being developed and

it is envisaged as an independent, centralized organization dedicated to PPPs with access to fiscal budget allocation decisions. This dedicated unit will be placed under a high-level political leadership and decision-making institution that has the authority to: (1) coordinate across planning and fiscal agencies; (2) decide on cross-ministerial conflict resolution; and (3) drive legislative improvements.

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

## 4. PPP PROJECT CYCLE

### 4.1 Solicited Proposals

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

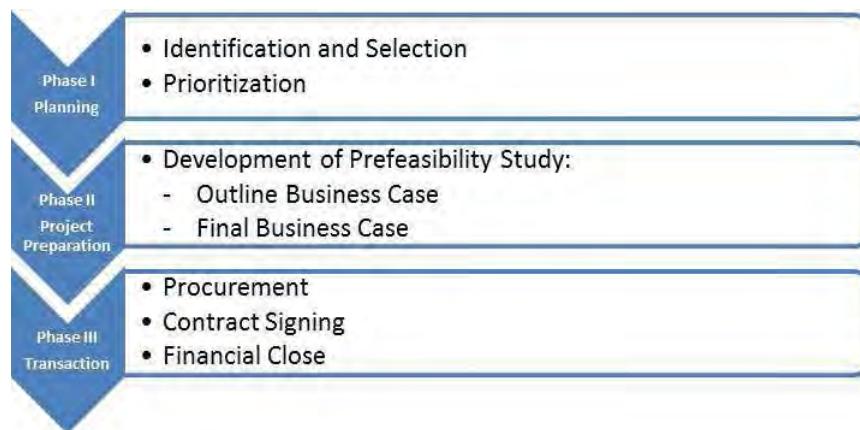


Figure 4.1 The Project Cycle for Solicited Proposals

## 4.2 Unsolicited Proposals

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

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

Figure 4.2 shows the detailed steps for each stage of the management process for a private business entity initiating an unsolicited infrastructure proposal. The principle in designing the procedure for unsolicited proposals is that the proponents should know precisely where and to whom to submit their proposals, what information is required, and the steps and timeframe for decisions to be made.

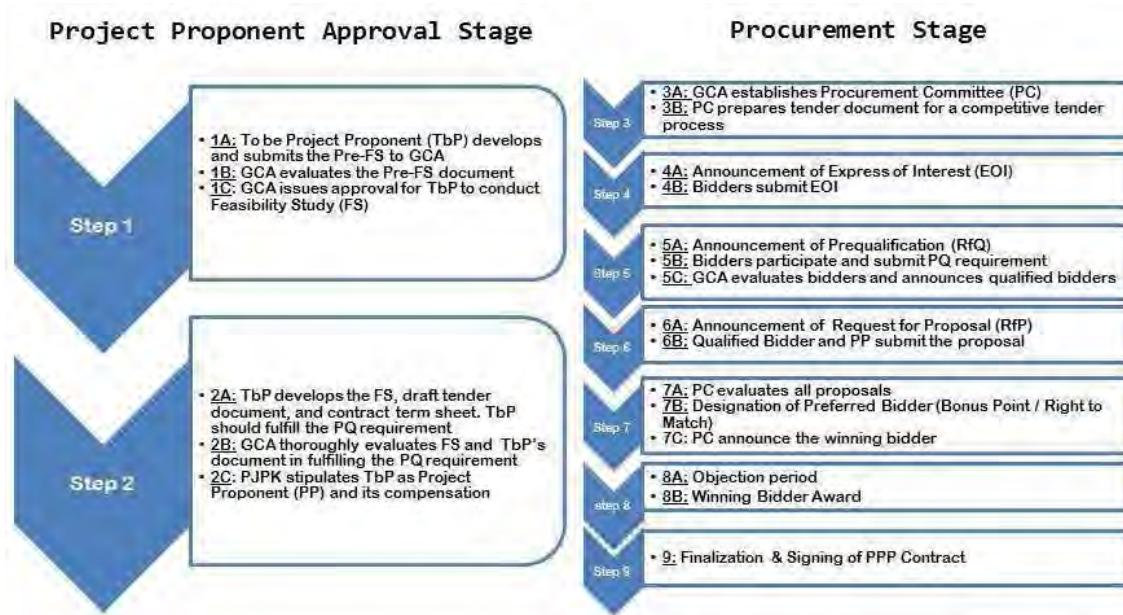


Figure 4.2 The Management Process of Unsolicited Proposals

## 5. PPP PROJECT SELECTION CRITERIA

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

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

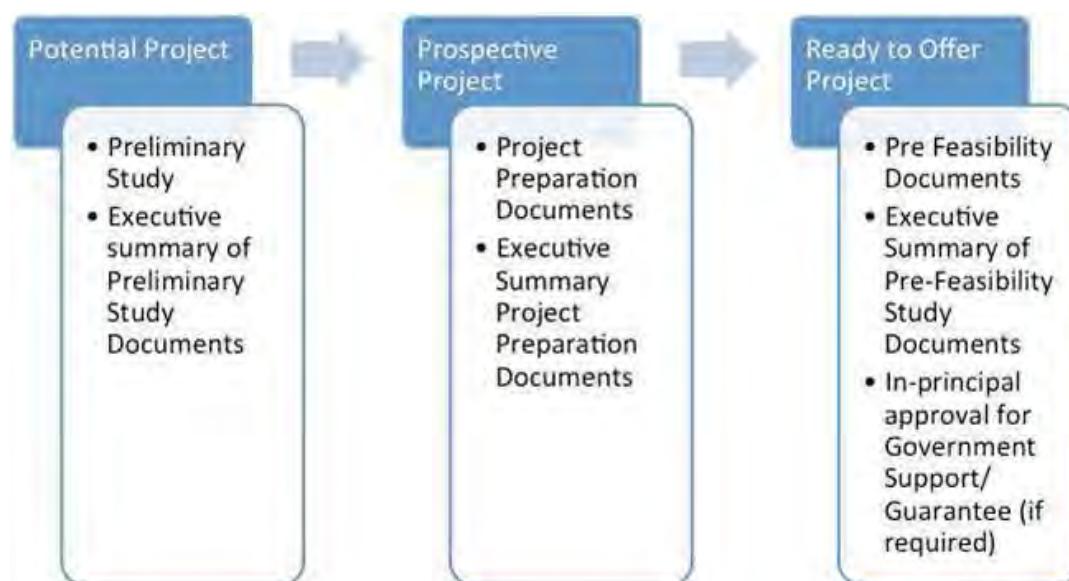


Figure 5.1 Supporting Documentation for PPP Project Proposals

In order to guarantee its quality and rigour, the PPP Book 2015 has been drafted in compliance with BAPPENAS Regulations 3/2012 and 6/2012, which governs the procedures for implementation of PPP's and registration of projects in the PPP Book, respectively. The criteria in these regulations have been designed to ensure that all projects are properly analyzed and designed before entering the PPP Book.

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

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

## **5.1 Potential Project**

### Potential Project Eligibility Criteria

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

### Land Acquisition, Environmental Assessment, and Government Support/ Government Guarantee

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

## **5.2 Prospective Project**

### Prospective Project Eligibility Criteria

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

### Environmental Assessment

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

## Land Acquisition & Resettlement

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

## Government Support

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

## Government Guarantee

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

## 5.3 Ready to Offer Project

### Ready to Offer Project Eligibility Criteria

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

## Environmental Assessment

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

## Land Acquisition

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

## Government Support

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

## Government Guarantee

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

## **5.4 Important Notes related to the Viability Gap Fund and Government Guarantee during the Procurement Process**

### Government Support

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

### Activities Related to Government Guarantee

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

## **5.5 Eligibility Criteria for Unsolicited Proposals**

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

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

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

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

## 6. PPP PROJECT EVALUATION

### 6.1 PPP Books from 2009 to 2015

The following figure depicts the evolution of evaluation of PPP projects throughout the successive PPP Books since the year 2009. BAPPENAS decided to change the title of PPP Book 2014 to be this PPP Book 2015 with consideration as follows:

- This PPP Book is issued and applied for implementation in 2015; and
- To synchronize with national development plan cycle (Government Working Plan 2015). Thus, this PPP Book is prepared to provide the latest preview and information about infrastructure projects plan.

Total projects in this PPP Book have increased to be 38 projects, from 27 projects in the previous book. It is caused by new proposals submitted by ministries and local government. During 2014, BAPPENAS received 25 proposals of new infrastructure project from ministries as well as local governments. BAPPENAS conducted review and screening to those proposals in compliance with BAPPENAS Regulation 3/12 and 6/12. From the review and screening process, 20 proposals can be accepted to be included in PPP Book 2015.

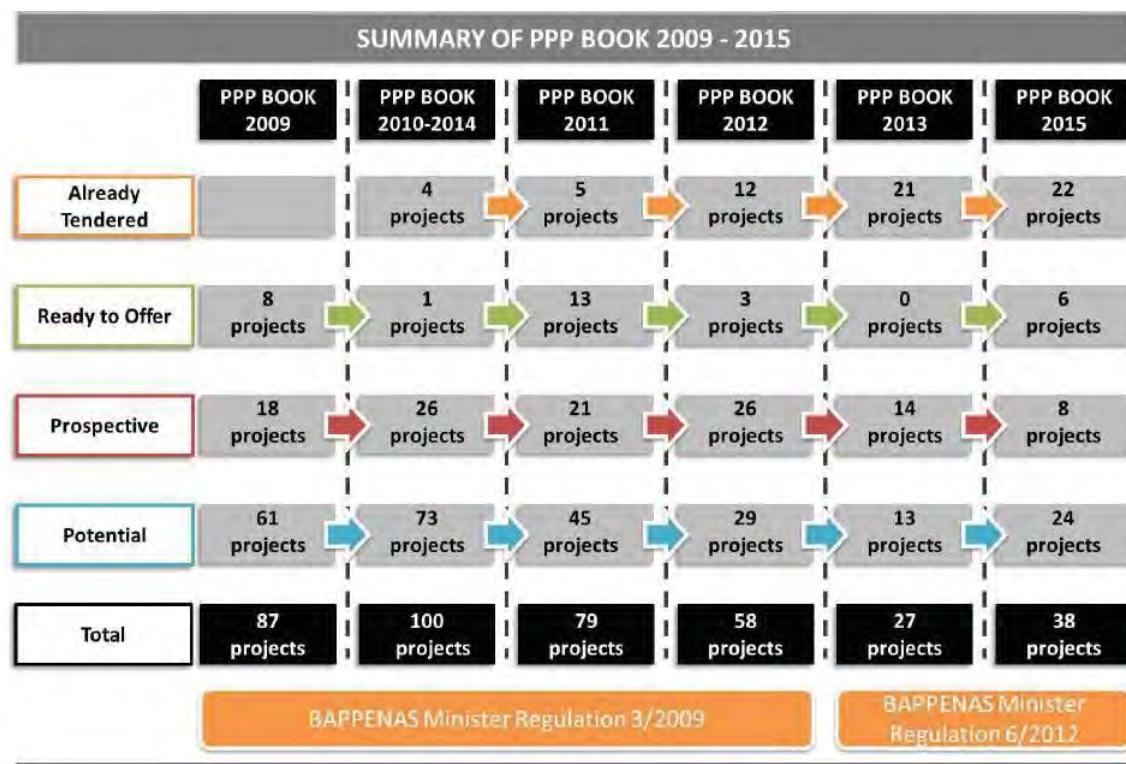


Figure 6.1 Summary of PPP Book 2009 – 2015

## 6.2 PPP Book 2013 – PPP Book 2015

Figure 6.2 summarizes the results of the evaluation process carried out since the publishing of the previous edition of the PPP Book. Of the 27 projects contained in the 2013 edition, 6 projects have been removed. The six projects removed are:

- Mass Rapid Transport Surabaya, East Java → project has been continued using another cooperation scheme;
- Expansion of Tanjung Priok Port, Cilamaya, Karawang, West Java → project is waiting for decision of new location;
- Revitalization of Rail Station & Pedestrianization of Malioboro, DI Yogyakarta → project has been continued using another cooperation scheme;
- Strategic Infrastructure and Regional Development of Sunda Strait → there is no progress during allowed inclusion period (based on BAPPENAS Regulation 6/12);
- Southern Bali Water Supply, Bali → project has been continued using another cooperation scheme;
- Solid Waste Treatment and Final Disposal – Surakarta, Central Java → project has been continued using another cooperation scheme.

The name of Project of Bandung Monorail, West Java is adjusted to be Bandung Light Rail Transit (LRT), West Java due to technology changes.

The PPP Book 2015 contains those projects that have evolved or remained unchanged from the 2013 edition plus 20 new projects that have succeeded in the evaluation of process.

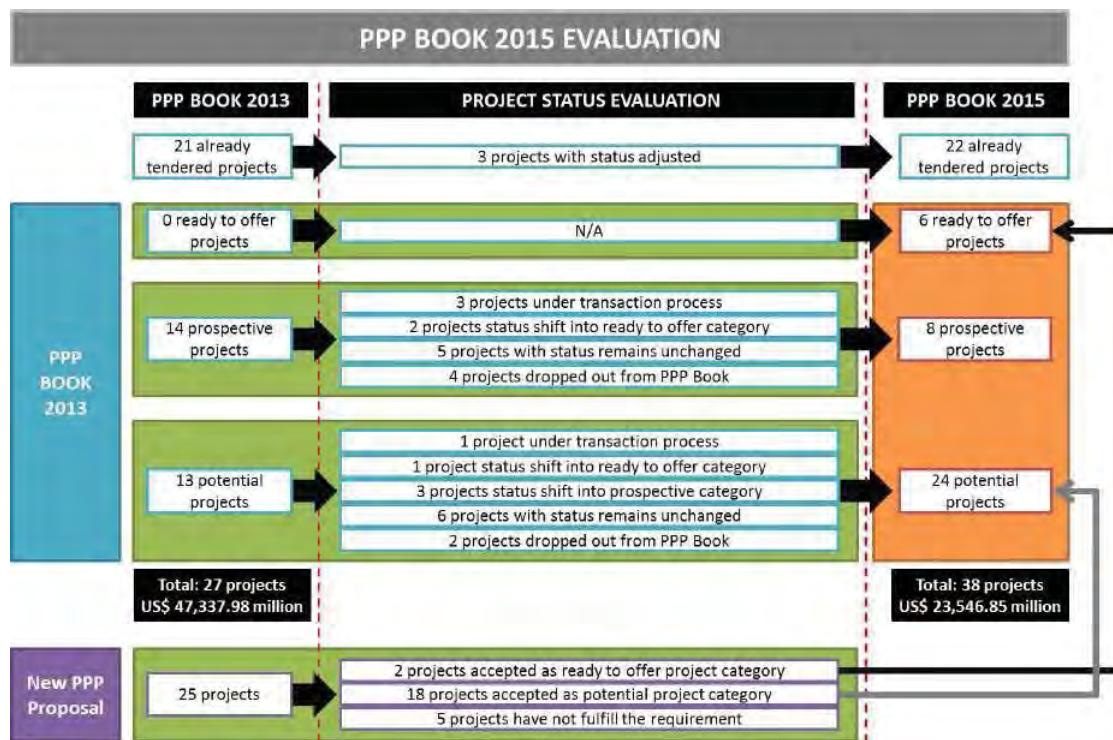


Figure 6.2 PPP Book 2015 Evaluation

### **6.3 Summary of Projects already Tendered**

Table below lists projects already tendered up to middle of 2015. There is a total of 22 projects undergoing public procurement.

No	Project Name	Description	Status Per May 2015
1	Central Java Coal Fired Power Plant	Development of power plant in Central Java approximately 2,000 MW.	<ul style="list-style-type: none"> <li>- The Government has established a coordination team for the project development acceleration, by Decree of Coordinating Minister for Economic Affairs 8/2013.</li> <li>- In the process of land acquisition by PT PLN (Persero) in compliance with Law 2/2012.</li> </ul>
2	Umbulan Water Supply, East Java	Development of bulk water supply system (4,000 l/s) and transmission pipeline (106 km).	<ul style="list-style-type: none"> <li>- Finalization of RFP.</li> <li>- In the process of obtaining in-principle approval of Guarantee from BUPI and MoF.</li> </ul>
3	Puruk Cahu - Bangkuang Coal Railway	Development of a dedicated coal transportation system in Central Kalimantan Province from Puruk Cahu to Bangkuang and eventually onwards to the Coal Port in Lupak Dalam.	<ul style="list-style-type: none"> <li>- Contract signing on 14 January 2015.</li> </ul>
4	Bandar Lampung Water Supply, Lampung	Development of bulk water and extraction raw water from Way Sekampung River; water treatment to achieve the required quality standard; and bulk supply of 500 l/s processed water to the point of bulk water supply connection.	<ul style="list-style-type: none"> <li>- Prequalification has been conducted with 4 qualified bidders.</li> <li>- Viability Gap Funding application has been approved by MoF on 7 May 2015.</li> </ul>
5	Kemayoran – Kampung Melayu Toll Road	Development of toll road in DKI Jakarta from Kemayoran to Kampung Melayu (9.65 km).	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner.</li> <li>- Contract signing on 25 July 2014.</li> </ul>
6	Sunter – Rawa Buaya – Batu Ceper Toll Road	Development of toll road in DKI Jakarta from Sunter to Batu Ceper (22.92 km).	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner.</li> <li>- Contract signing on 25 July 2014.</li> </ul>

No	Project Name	Description	Status Per May 2015
7	Ulujami - Tanah Abang Toll Road	Development of toll road in DKI Jakarta from Ulujami to Tanah Abang (8.27 km).	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner.</li> <li>- Contract signing on 25 July 2014.</li> </ul>
8	Pasar Minggu - Cassablanca Toll Road	Development of toll road in DKI Jakarta from Pasar Minggu to Cassablanca (9.56 km).	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner.</li> <li>- Contract signing on 25 July 2014.</li> </ul>
9	Sunter - Pulo Gebang - Tambelang Toll Road	Development of toll road in DKI Jakarta from Sunter to Tambelang (25.73 km).	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner.</li> <li>- Contract signing on 25 July 2014.</li> </ul>
10	Duri Pulo – Kampung Melayu Toll Road	Development of toll road in DKI Jakarta from Duri Pulo to Kampung Melayu (11.38 km).	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 26 September 2012 with consortium of PT Jakarta Toll Development as the winner.</li> <li>- Contract signing on 25 July 2014.</li> </ul>
11	Nusa Dua – Ngurah Rai – Benoa Toll Road	Development of toll road in Bali Province from Nusa Dua to Benoa (9.70 km).	<ul style="list-style-type: none"> <li>- PT Jasa Marga Bali Toll as SPV.</li> <li>- Under operation since 30 September 2013.</li> </ul>
12	Tanah Ampo Terminal Cruise	Development of existing cruise terminal to accommodate 2 large cruise ships and expansion of jetty to accommodate cruise ship up to 300 m length.	<ul style="list-style-type: none"> <li>- In the process of obtaining approval of single bidder candidate from MoT.</li> </ul>
13	Medan - Kuala Namu - Tebing Tinggi Toll Road	Development of Toll Road from Medan – Kuala Namu – Tebing Tinggi for 61.30 km.	<ul style="list-style-type: none"> <li>- Construction for the part of government support started on December 2012.</li> <li>- Preferred bidder announced on 4 September 2014 with consortium of PT Jasa Marga (Persero) Tbk, PT Waskita Karya (Persero) Tbk, PT Pembangunan Perumahan (Persero) Tbk and PT Hutama Karya (Persero) as the winner.</li> <li>- Contract signing on 5 January 2015.</li> </ul>

No	Project Name	Description	Status Per May 2015
14	Solid Waste Management Improvement Project, Bandung Municipal	Development of waste treatment plant by incineration process, with electricity as output.	<ul style="list-style-type: none"> <li>- Preferred bidder announced on 14 August 2013 with consortium of PT Bandung Raya Indah Lestari and Hangzhou Boiler Co. as the winner.</li> <li>- Contract signing upcoming.</li> </ul>
15	Serpong – Balaraja Toll Road	Development of Serpong – Balaraja for 36.30 km that will connect Jakarta – Serpong Toll Road and Tangerang – Merak Toll Road	<ul style="list-style-type: none"> <li>- Land acquisition progress for Section I at 100%.</li> <li>- Prequalification has been conducted with 4 qualified bidders (dated 13 February 2013).</li> <li>- In the process of RFP preparation.</li> </ul>
16	South Sumatera 9 Mine Mouth Coal Fired Steam Power Plant	Development of Coal Fired Power Plants 2 x 600 MW in South Sumatera Province.	<ul style="list-style-type: none"> <li>- Prequalification has been conducted with 8 qualified bidders.</li> <li>- In the process of obtaining in-principle approval of Guarantee from BUPI and MoF.</li> <li>- In the process of bidding proposals evaluation.</li> </ul>
17	South Sumatera 10 Mine Mouth Coal Fired Steam Power Plant	Development of Coal Fired Power Plants 1 x 600 MW in South Sumatera Province.	<ul style="list-style-type: none"> <li>- Prequalification has been conducted with 8 qualified bidders.</li> <li>- In the process of obtaining in-principle approval of Guarantee from BUPI and MoF.</li> <li>- In the process of bidding proposals evaluation.</li> </ul>
18	Batam Solid Waste, Riau Island	Development of waste treatment to reduce the solid waste volume at Telaga Punggur which will reach its maximum in the year 2020.	<ul style="list-style-type: none"> <li>- In the process of RFP.</li> </ul>
19	Consolidated Urban Development, Banda Aceh	Development of new terminal and commercial areas of Keudah, revitalizing old CBD Peunayong, reparation of District Peunayong drainage and sanitation.	<ul style="list-style-type: none"> <li>- Re-Prequalification process.</li> </ul>
20	Solid Waste Treatment and Final Disposal - Bogor and Depok Area, West Java	Development of waste treatment plant with RDF and compost as output.	<ul style="list-style-type: none"> <li>- In the process of PQ.</li> </ul>

No	Project Name	Description	Status Per May 2015
21	Kayu Agung - Palembang - Betung Toll Road, South Sumatera	Development of toll road in South Sumatera to connect Kayu Agung, Palembang, Betung (111.69 km).	- In the process of PQ.
22	Pasir Koja - Soreang Toll Road, West Java	Development of toll road in West Java from Pasir Koja to Soreang (15 km).	- Prequalification has been conducted on 10 February 2015 with 3 qualified bidders.

## 7. PROJECT DIGEST

### 7.1 Projects Registered in the PPP Book 2015

Table below lists the 38 projects registered in the PPP Book 2015:

READY TO OFFER	POTENTIAL
<p><b>Railway</b></p> <ul style="list-style-type: none"><li>- Soekarno-Hatta International Airport – Halim Railway</li><li>- Bandung Light Rail Transit (LRT), West Java</li><li>- Tanjung Enim – Tanjung Api-Api Railway, South Sumatera</li></ul> <p><b>Water Supply</b></p> <ul style="list-style-type: none"><li>- West Semarang Water Supply, Central Java</li><li>- Pondok Gede Water Supply, Bekasi, West Java</li><li>- Pekanbaru Water Supply, Riau</li></ul>	<p><b>Sea Transportation</b></p> <ul style="list-style-type: none"><li>- Development of Maloy International Port, East Kalimantan</li><li>- Expansion of Kabil Port (Tanjung Sauh Terminal), Batam, Riau Island</li><li>- Development of Kuala Tanjung International Hub Port, North Sumatera</li><li>- Development of Bitung International Hub Port, North Sulawesi</li><li>- Development of Makassar New Port, South Sulawesi</li><li>- Development of Baubau Port, Southeast Sulawesi</li><li>- Development of Garongkong Port, South Sulawesi</li></ul> <p><b>Air Transportation</b></p> <ul style="list-style-type: none"><li>- Development of New Bali Airport, Bali</li><li>- Development of Kulonprogo International Airport, DI Yogyakarta</li><li>- Expansion of Mutiara Airport, Central Sulawesi</li><li>- Expansion of Komodo Airport, East Nusa Tenggara</li><li>- Expansion of Radin Inten II Airport, Lampung</li><li>- Expansion of Juwata Airport, North Kalimantan</li><li>- Expansion of Sentani Airport, Papua</li><li>- Expansion of Tjilik Riwut Airport, Central Kalimantan</li><li>- Expansion of Fatmawati Soekarno Airport, Bengkulu</li><li>- Expansion of H. AS. Hananjoeddin Airport, Bangka - Belitung Island</li><li>- Expansion of Matahora Airport, Southeast Sulawesi</li><li>- Expansion of Sultan Babullah Airport, North Maluku</li></ul>
PROSPECTIVE	
<p><b>Railway</b></p> <ul style="list-style-type: none"><li>- Integrated of Gedebage Multipurpose Terminal (Railway), Bandung, West Java</li><li>- Development of South Sumatera Monorail, South Sumatera</li></ul> <p><b>Toll Road and Toll Bridge</b></p> <ul style="list-style-type: none"><li>- Manado – Bitung Toll Road, North Sulawesi</li><li>- Tanjung Priok Access Toll Road, DKI Jakarta</li><li>- Balikpapan – Samarinda Toll Road, East Kalimantan</li><li>- Cileunyi – Sumedang – Dawuan Toll Road, West Java</li><li>- Pandaan – Malang Toll Road, East Java</li></ul> <p><b>Power</b></p> <ul style="list-style-type: none"><li>- Karama Hydro Power Plant, West Sulawesi</li></ul>	<p><b>Railway</b></p> <ul style="list-style-type: none"><li>- Development of Batam Railway, Riau Island</li><li>- Development of Pulau Baai - Muara Enim Railway, Bengkulu - South Sumatera</li></ul> <p><b>Toll Road and Toll Bridge</b></p> <ul style="list-style-type: none"><li>- Batu Ampar – Muka Kuning – Hang Nadim Toll Road, Riau Island</li></ul> <p><b>Solid Waste and Sanitation</b></p> <ul style="list-style-type: none"><li>- DKI Jakarta Sewage Treatment Plant, DKI Jakarta</li></ul> <p><b>Power</b></p> <ul style="list-style-type: none"><li>- Tebo Mine Mouth Coal Fired Steam Power Plant (2 X 200 MW), Jambi</li></ul>

## 7.2 Summary of Public Private Partnerships Project Plan in Indonesia

Tables below are the summary of PPP Project Plan in Indonesia for 2015, consists of 38 projects, which divided into three categories, with total estimated project cost of US\$ 23,546.85 million.

Project Readiness	Sector/ Sub-sector	Project Name	Estimated Project Cost (US\$ million)
Ready to Offer	<b>Transportation</b>		<b>6,108.29</b>
	Railway	Soekarno-Hatta International Airport – Halim Railway	2,570.00
	Railway	Bandung Light Rail Transit (LRT), West Java	562.90
	Railway	Tanjung Enim – Tanjung Api-Api Railway, South Sumatera	2,975.39
	<b>Water Supply and Sanitation</b>		<b>305.19</b>
	Water Supply	West Semarang Water Supply, Central Java	78.00
	Water Supply	Pondok Gede Water Supply, Bekasi, West Java	32.18
	Water Supply	Pekanbaru Water Supply, Riau	195.01
<b>Total</b>			<b>6,413.48</b>

Project Readiness	Sector/ Sub-sector	Project Name	Estimated Project Cost (US\$ million)
Prospective	<b>Transportation</b>		<b>683.00</b>
	Railway	Integrated of Gedebage Multipurpose Terminal (Railway), Bandung, West Java	133.00
	Railway	Development of South Sumatera Monorail, South Sumatera	550.00
	<b>Toll Road and Toll Bridge</b>		<b>3,601.30</b>
	Toll Road	Manado – Bitung Toll Road, North Sulawesi	353.00
	Toll Road	Tanjung Priok Access Toll Road, DKI Jakarta	612.50
	Toll Road	Balikpapan – Samarinda Toll Road, East Kalimantan	1,200.00
	Toll Road	Cileunyi – Sumedang – Dawuan Toll Road, West Java	1,015.80
	Toll Road	Pandaan – Malang Toll Road, East Java	420.00
	<b>Power</b>		<b>1,335.50</b>
	Power Generation	Karama Hydro Power Plant, West Sulawesi	1,335.50
<b>Total</b>			<b>5,619.80</b>

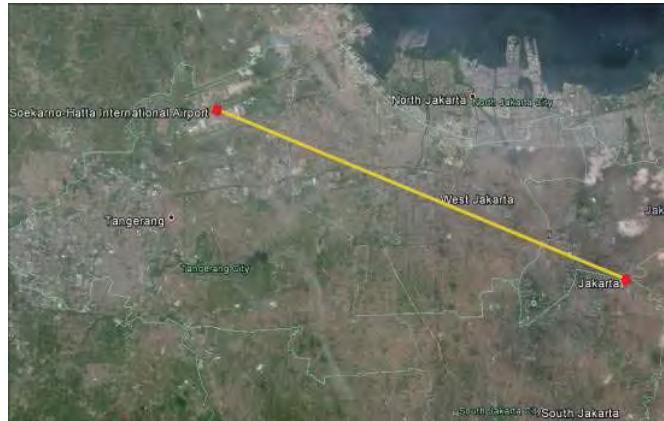
<b>Project Readiness</b>	<b>Sector/ Sub-sector</b>	<b>Project Name</b>	<b>Estimated Project Cost (US\$ million)</b>
<b>Potential</b>	<b>Transportation</b>		<b>10,011.93</b>
	Sea Transportation	Development of Maloy International Port, East Kalimantan	1,780.00
	Sea Transportation	Expansion of Kabil Port (Tanjung Sauh Terminal), Batam, Riau Island	805.80
	Sea Transportation	Development of Kuala Tanjung International Hub Port, North Sumatera	2,000.00
	Sea Transportation	Development of Bitung International Hub Port, North Sulawesi	500.00
	Sea Transportation	Development of Makassar New Port, South Sulawesi	421.55
	Sea Transportation	Development of Baubau Port, Southeast Sulawesi	20.39
	Sea Transportation	Development of Garongkong Port, South Sulawesi	42.45
	Air Transportation	Development of New Bali Airport, Bali	510.00
	Air Transportation	Kulonprogo International Airport, DI Yogyakarta	500.00
	Air Transportation	Expansion of Mutiara Airport, Central Sulawesi	103.30
	Air Transportation	Expansion of Komodo Airport, East Nusa Tenggara	48.61
	Air Transportation	Expansion of Radin Inten II Airport, Lampung	109.37
	Air Transportation	Expansion of Juwata Airport, North Kalimantan	103.30
	Air Transportation	Expansion of Sentani Airport, Papua	109.37
	Air Transportation	Expansion of Tjilik Riwut Airport, Central Kalimantan	109.37
	Air Transportation	Expansion of Fatmawati Soekarno Airport, Bengkulu	123.95
	Air Transportation	Expansion of H. AS. Hananjoeddin Airport, Bangka - Belitung Island	58.33
	Air Transportation	Expansion of Matahora Airport, Southeast Sulawesi	48.61
	Air Transportation	Expansion of Sultan Babullah Airport, North Maluku	100.26
	Railway	Development of Batam Railway, Riau Island	217.27
	Railway	Pulau Baai - Muara Enim Railway, Bengkulu - South Sumatera	2,300.00
<b>Toll Road and Toll Bridge</b>		<b>157.64</b>	
Toll Road	Batu Ampar – Muka Kuning – Hang Nadim Toll Road, Riau Island	157.64	
<b>Water Supply and Sanitation</b>		<b>512.00</b>	
Sanitation	DKI Jakarta Sewage Treatment Plant, DKI Jakarta	512.00	
<b>Power</b>		<b>832.50</b>	
Power Generation	Tebo Mine Mouth Coal Fired Steam Power Plant (2 X 200 MW), Jambi	832.00	
<b>Total</b>		<b>11,513.57</b>	
<b>GRAND TOTAL</b>		<b>23,546.85</b>	

---

# READY TO OFFER PROJECT



# 1. SOEKARNO-HATTA INTERNATIONAL AIRPORT—HALIM RAILWAY



**Project Location:**  
**Jakarta – Banten Province**

## 2. The Opportunity

### 2.1 Project Background

Increase in road traffic to and from Soekarno-Hatta International Airport (SHIA) is affecting economic efficiency of Jakarta metropolitan region. It has been estimated that the central areas of metropolitan Jakarta will experience a total gridlock in 2015. Over the last 8 years, speed of vehicles on the street has reduced by 25% from a mean value of 26 km/hour to less than 20 km/hour. Meanwhile, the passenger at SHIA is growing robust. Annual passenger throughput in 2012 was in excess of 50 million, making SHIA one of the world's top ten busiest airports. Thus, the condition clearly shows the need for airport rail is on urge. The access between SHIA and the DKI Jakarta Province cannot be accommodated in future only by road based transport modes.

### 2.2 Project Description

The railway will be 37 km in length, leading from Soekarno-Hatta International Airport to Halim Perdanakusuma Airport. The project is likely to have all or most of the following features:

- The in-town stations will be highly accessible by road and other transport modes, preferably close to or integrated with major centres of commercial activity or dense residential areas
- The in-town stations will have convenient interchanges with the proposed Mass Rapid Transit (MRT) system and other railway lines
- The airport station should be as close to the passenger terminals as possible, and passengers should have minimal changes in level and short walking distances

between train and check-in (airport departures), or between baggage reclaim and train (airport arrivals)

- Trains will be comfortable, with adequate space for luggage
- The journey time from the in-town stations to the airport will be reliable and more attractive than alternative modes of transport under average traffic conditions
- The tariff will be competitive with other modes of transport
- Trains will need to run at a speed greater than that of a typical commuter railway and with far fewer intermediate stops
- The service will be relatively frequent, preferably with an interval between trains in peak time of no more than ten minutes

## 2.3 Project Objectives

The objectives of this project are as follows:

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

## 2.4 Government Contracting Agency

Ministry of Transportation

## 2.5 Project Advisor

PT Sarana Multi Infrastruktur (Persero) as Project Development Facilities (PDF) and transaction advisor.

## 3. Procurement Approach

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law. The Cooperation Agreement will follow international PPP standards for railway projects and will be in accordance with applicable Indonesian laws. The private partner shall enter into the Cooperation Agreement with Government Contracting Agency.

## 4. Private Partner's Role

Private partner shall be responsible to:

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

## 5. Economic Significance of Project

The economic benefits of the project are as follows:

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

The total present value of project benefits is US\$ 1.4 billion. This is greater than the net present cost to government of US\$ 1.2 billion and therefore the project provides a Net Present Value of US\$ 191 million. As benefits are higher than costs this represents a net benefit to society with a Benefit Cost Ratio of 1.16.

## 6. Project Structure

The estimated project cost is US\$ 2,570.00 million (before financing cost).

<b>Estimated project cost</b>	US\$ 2,570.00 million
<b>Indicative debt to equity ratio</b>	70:30
– <b>Debt level</b>	US\$ 1,800.00 million
– <b>Equity level</b>	US\$ 770.00 million

## 7. Government Support and Government Guarantee

Currently, Ministry of Transportation is on the application process to obtain VGF and government guarantee for SHIA – Halim Railway Project.

## 8. Project Technical Profile

The technical specifications are as follows:

- Type : Elevated Track
- Length of Alignment : 37 km
- Width : Standard Gauge 1,435 mm
- Type of Train : Electronic Multiple Unit (EMU)
- Operating speed : Max. 120 km per hour
- Electric Power : 25 KV/AC

## 9. Initial Environmental Examination Findings

The process of environmental impact assessment is being finalized.

## 10. Land Acquisition and Resettlement Action Plan

The length of the alignment is approximately 34 km with total area of 84.68 ha, the majority of government-owned property. Only approximately 5.2 km of the total alignment segments affects private land that is registered with National Land Agency (BPN). This accounts for a total of approximately 13.09 hectares of land. This area value represents the minimum area that is required to be purchased for the alignment segments.

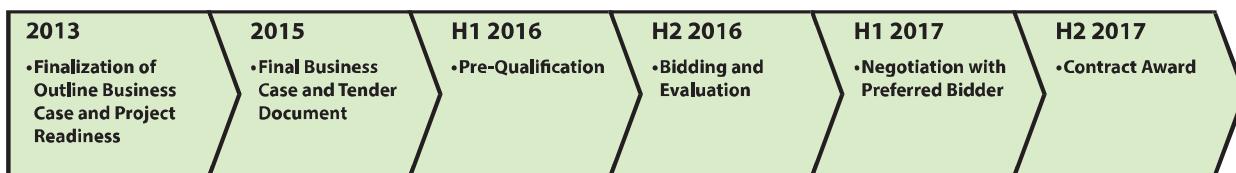
Land acquisition requirements for the alignment stations are considered separately. There are five proposed stations (Pluit, Tanah Abang, Dukuh Atas, Manggarai, and Halim) in the alignment. Due to the overlapping of the proposed station location with other project

developments in DKI Jakarta, the Manggarai and Dukuh Atas stations do not affect private land; therefore, the calculation of land acquisition for these stations is zero. The total area required for the development of the remaining three stations (Pluit, Tanah Abang, and Halim) is approximately 16.86 ha. However, only 1.89 ha of the total required area affects private land that is registered with BPN online (only at Pluit and Tanah Abang). It should be noted that the Halim station affects approximately 7.2 ha of non-BPN registered residential area, and the Tanah Abang station affects approximately 0.3 ha of non-BPN registered residential area. The dwellings on this area may possess a form of land ownership such as a purchase agreement or other letter from the legal land owner, or they may be illegal squatters. It has not been included in the calculations.

The total estimated cost for non-government, private land and structures (assuming residential) for the total project area is US\$ 241.31 million. The land acquisition and resettlement will need to be conducted under Law 2/2012 and Presidential Regulation 71/2012.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for SHIA to Halim Railway Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

**Mr. Sugihadi Waluyo**

Director of Railway Traffic and Transport, Ministry of Transportation  
Karya Building 11<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 Indonesia

Phone : +62 21 3505557  
Fax : +62 21 35065256  
Email : llakainvestasi@gmail.com  
sekretaris.dllaka@gmail.com

**Mr. Imam Hambali**

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation  
Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 Indonesia

Phone : +62 21 3517608  
Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. BANDUNG LIGHT RAIL TRANSIT (LRT), WEST JAVA



**Project Location:**  
**Bandung Municipal, West Java Province**

## 2. The Opportunity

### 2.1 Project Background

Bandung Municipal as the capital city of West Java Province grows as metropolitan city. Bandung is transformed as a tourist destination, especially during weekend and holidays. Various activities have become driver for economic growth in Bandung and its surrounding. Bandung Municipal is center of activities. At the daytime, the population in Bandung Municipal is increasing because of the incoming commuters from the area surroundings: West Bandung Regency, Bandung Regency, Cimahi Municipal and Sumedang Regency. This situation often leads to road congestion in certain areas. Therefore, Bandung needs a transportation mode that could anticipate the growing future needs.

### 2.2 Project Description

The Bandung LRT is urgently required to reduce transport congestion, lower environmental degradation, and lower greenhouse gas emission. This project is divided into 2 corridors:

- Corridor 1

This corridor will serve movement in North-South corridor of Bandung Municipal, started from Soekarno-Hatta Street (Terminal Leuwi Panjang) and ended around of Sasana Budaya Ganesha (Sabuga) Institut Teknologi Bandung area. Total length of corridor 1 is 10.15 km and consists of 16 stations.

- Corridor 2

This corridor will serve movement in East-West corridor of Bandung Municipal, started from Cimindi Street and ended around of Gedebage area. Total length of corridor 2 is 20.04 km and consists of 21 stations.

## 2.3 Project Objectives

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

## 2.4 Government Contracting Agency

Government of Bandung Municipal

## 2.5 Project Advisor

Project preparation and transaction are conducted by Government Contracting Agency.

## **3. Procurement Approach**

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law. The Cooperation Agreement will follow international PPP standards for railway projects and will be in accordance with applicable Indonesian laws. The private partner shall enter into the Cooperation Agreement with Government Contracting Agency.

## **4. Private Partner's Role**

Private partner shall be responsible to perform the LRT project, including design, construction, operation and maintenance.

## **5. Economic Significance of Project**

The economic analysis is calculated considering 2 scenarios, i.e.:

- Scenario 1 : transportation condition without restructuring of public transportation services network
- Scenario 2 : transportation condition with restructuring of hierachial public transportation services network to support LRT

The calculation result of corridor 1 shows the project has EIRR of 18.51% (scenario 1) and 29.54% (scenario 2) with Tarif IDR 6,000.

The calculation result of corridor 2 shows the project has EIRR of:

- Tariff of IDR 7,500 : 24.26% (scenario 1) and 31.76% (scenario 2)
- Tariff of IDR 12,500 : 27.12% (scenario 1) and 36.01% (scenario 2)

## **6. Project Structure**

Estimated project costs are as follows:

Corridor 1 : US\$ 207.21 million

Corridor 2 : US\$ 355.69 million

Estimated cost for train is US\$ 2.10 million per set.

## 7. Government Support and Government Guarantee

Government of Bandung Municipal will provide 6 locations for Transit Oriented Development (TOD).

## 8. Project Technical Profile

Corridor 1: Soekarno-Hatta Street (Terminal Leuwi Panjang) - around of Sasana Budaya Ganesha (Sabuga) Institut Teknologi Bandung area

Total length : 10.15 km

Number of station : 16 stations

Corridor 2: Cimindi Street - around of Gedebage area

Total length : 20.04 km

Number of station : 21 stations

## 9. Initial Environmental Examination Findings

Conclusions from evaluation of major impacts of Bandung LRT development for each stage are:

- Pre-construction
  - Perception from surrounding community
  - Conflict of land use
- Construction
  - Land pollution
  - Decreasing environmental aesthetic
  - Disruption on vegetation and fauna habitat
  - Disharmonious of social interaction
  - Decreasing air quality, increasing noises
  - Job opportunity
  - Social restlessness
  - Disruption on traffic
- Post construction
  - Increasing noises
  - Development of economy area/activities
  - Accident prone
  - Disruption on traffic
  - LRT operation

## 10. Land Acquisition and Resettlement Action Plan

There is no land acquisition and resettlement needed because the alignment is located on land owned by Government of Bandung Municipal.

## 11. Project Implementation Schedule

Indicative project implementation schedule for Bandung LRT Project:



Note: This timetable is subject to government approval process

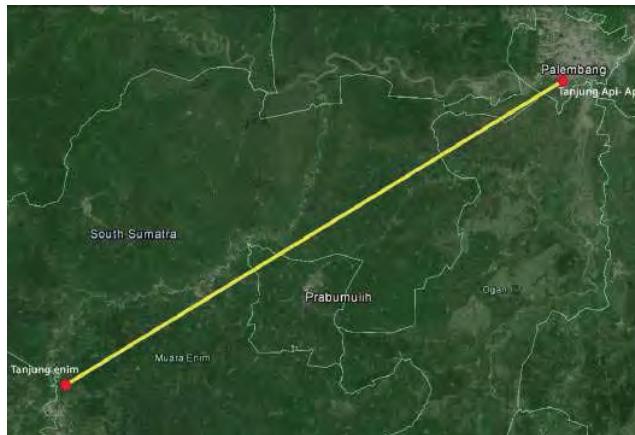
## 12. Contact Information

Mr. E. M. Ricky Gustiadi  
Head of Bandung Municipal Transportation Agency  
Jl. Soekarno Hatta No. 68 Bandung, West Java  
Phone : +62 22 5220769  
Fax : +62 22 5220768

## 13. Other Information

N/A

# 1. TANJUNG ENIM – TANJUNG API-API RAILWAY, SOUTH SUMATERA



**Project Location:  
South Sumatera Province**

## 2. The Opportunity

### 2.1 Project Background

South Sumatera Province is one of the largest coal reserves areas in Indonesia. The coal reserves is 22.24 billion ton or about 48% of national reserves. It is mainly located in 8 regencies namely Musi Banyuasin, Banyuasin, Lahat, Musi Rawas, Ogan Komering Ulu, East Ogan Komering Ulu, Ogan Komering Ilir, Muara Enim and Prabumulih. The coal in South Sumatera has not been well exploited due to limited coal logistic network, especially coal railway.

The national road and existing coal railway network has been preoccupied with coal traffic, especially from PT Bukit Asam, though only 28% of coal is being transported. Therefore, it is deemed necessary to build a 375 km integrated coal logistic network/infrastructure from Tanjung Enim to Tanjung Api-Api Port. Tanjung Api-Api Port has also been determined as a Special Economic Zone.

Government of South Sumatera Province has decided to develop the infrastructure as an unsolicited project under PPP scheme following to receiving the project proposal from a private consortium on June 2013.

### 2.2 Project Description

The scope of project envisage the selected bidder to effectively plan, design, engineer, finance, build, operate and maintain the railway line between Tanjung Enim and Tanjung Api-Api (approximately 375 km). The alignment consists of 295 km of main alignment from Tanjung Enim to Tanjung Api-api through Tanah Abang and 80 km of branch alignment

from Rawas IIir to Tanjung Api-api. The alignment is expected to serve main coal mines area that is located in Muara Enim, Lahat, Musi Rawas, Musi Banyuasin, and Banyuasin Regency.

The scope of works include providing stack yards at loading point(s), loading of coal into railway wagons, transporting to the unloading point, provision of stack yards at unloading points, and loading the coal on to bulk carriers up to PANAMAX size (80,000 DWT) at the special coal terminal (marine facility).

The project will be developed in 3 phases:

- Phase I : coal transport capacity 23 million ton/year
- Phase II : coal transport capacity 38 million ton/year
- Phase III : coal transport capacity 57 million ton/year

### 2.3 Project Objectives

The project is intended to develop an integrated coal transport network in main coal mine area of South Sumatera Province especially at Tanjung Enim – Tanjung Api-Api corridor.

### 2.4 Government Contracting Agency

Government of South Sumatera Province

### 2.5 Project Advisor

Project preparation and transaction are conducted by Government Contracting Agency.

## 3. Procurement Approach

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law. The Cooperation Agreement will follow international PPP standards for railway projects and will be in accordance with applicable Indonesian laws. The private partner shall enter into the Cooperation Agreement with Government Contracting Agency.

## 4. Private Partner's Role

Private partner shall be responsible to design, build, finance, operate, and maintain the integrated coal transport infrastructure with capacity of 57 million ton per annum (mtpa), include:

- Civil works alignment and associated earthworks, railway track, associated track structures, over or under track structures, supports (including supports for equipment or items associated with the use of a railway)
- Tunnels and bridges
- Train control systems, signalling systems and communication systems
- Buildings and workshops
- Associated plant machinery and equipment
- Procure rolling stock

- Operate and maintain infrastructure and rolling stock during a concession period
- Office buildings, housing, terminal yards and depots, and any extensions or expansions of that network and those facilities under the Haulage Regime
- The loading - unloading facilities
- Special coal terminal (port)

## **5. Economic Significance of Project**

The construction of a rail line to transport coal from the West Region of South Sumatera will provide a cost effective, reliable and year round transportation solution in the region. The project is expected to be commercially viable, given the huge exploitable reserves of good quality coal in the South Sumatera region that will get benefit from the railway and expected ability of the miners to absorb relatively higher logistics cost (than cost of barging via river). The Social Cost Benefit Analysis (SCBA) result shows the project has EIRR 28.87%, which indicates that the project is economically viable and provide significant socio-economic value contribution to the province.

## **6. Project Structure**

<b>Estimated project cost</b>	US\$ 2,975.39 million
<b>Indicative debt to equity ratio</b>	70:30
– <b>Debt level</b>	US\$ 2,082.77 million
– <b>Equity level</b>	US\$ 892.62 million

The private partner will develop the project under Build, Own, Operate, and Transfer (BOOT) scheme for 50 years concession period.

## **7. Government Support and Government Guarantee**

The necessity and applicability of the government guarantee will be identified and specified in the bidding stage.

## **8. Project Technical Profile**

The technical profile of Tanjung Enim – Tanjung Api-Api Railway Project is as follows:

- Operational days : 344 days/year
- Haulage capacity : 57 mtpa
- Gauge dimension : 1,435 mm (standard gauge)
- Minimum axle load : 22.5 tonne
- Minimum port capacity : Panamax type vessel (70,000 DWT)
- Estimated land acquisition : 2,250 ha

## **9. Environmental Impact Assessment Findings**

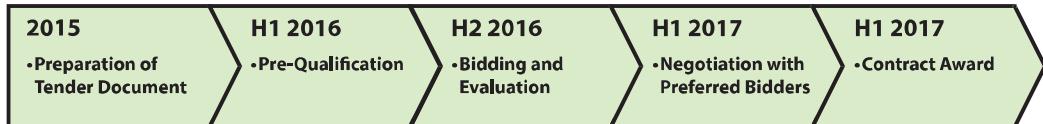
Initial environmental examination identified that the project does not cause any significant impact to environment.

## 10. Land Acquisition and Resettlement Action Plan

The Land Acquisition and Resettlement Action Plan Document will be developed once land required for the project has been identified.

## 11. Project Implementation Schedule

Indicative project implementation schedule for Tanjung Enim – Tanjung Api-Api Railway Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Ms. Regina Ariyanti

Head of Agency Technical Implementation Unit (UPTB) of Spatial Planning,

BAPPEDA South Sumatera Province

Jl. Kapt. A. Rivai No. 23, Palembang

Phone : +62 711 356118

Fax : +62 711 356118

Email : [regina.ariyanti.kektaa@sumselprov.go.id](mailto:regina.ariyanti.kektaa@sumselprov.go.id)  
[direg\\_2000@yahoo.com](mailto:direg_2000@yahoo.com)

## 13. Other Information

The project is unsolicited project with PT Mega Guna Ganda Semesta as proponent.

# 1. WEST SEMARANG WATER SUPPLY, CENTRAL JAVA



**Project Location:**  
**Semarang Municipal, Central Java Province**

## 2. The Opportunity

### 2. Project Background

The service coverage of the local water supply company (PDAM) of Semarang Municipal is 30% - 40% from the total household since 2010. The remaining population of the city is lack of service and should obtain water from ground water and other sources, which may raise land subsidence issue. Based on the City's Spatial Planning 2030, the Western Semarang is the focus area for future development. The coverage of the project will include large industrial and residential area. The project is expected to solve the existing clean water shortage problem and reduce ground water usage and land subsidence in Semarang Municipal. The project is one of the priority projects in the region and it is included in the strategic sector plan.

### 2.2 Project Description

The project will develop new water supply system in Western area of Semarang Municipal, by construction of new WTP with capacity of 1,000 lps and water distribution facilities. The supply area of the project consists of Semarang Barat District, Tugu District, and Ngaliyan District. The water supply scheme of the project is divided into following two systems:

<b>Bulk Water System</b>
<ul style="list-style-type: none"> <li>• Intake facility</li> <li>• Raw water transmission pump</li> <li>• Water Treatment Plant (WTP) and wastewater treatment facility</li> <li>• Treated water transmission pump and pipeline</li> <li>• Distribution reservoir</li> </ul>
<b>Distribution System</b>
<ul style="list-style-type: none"> <li>• Distribution pipeline network</li> </ul>

### 2.3 Project Objectives

The project is expected to provide significant social and economic benefits to the Semarang Municipal. There are a number of key project objectives from the perspective of project owners Government of Semarang Municipal and PDAM:

- Procure the project utilizing the PPP modality and internationally precedents for water treatment and supply projects, in compliance with prevailing Indonesian law
- Deliver uninterrupted supply of clean treated water to residents and businesses in Semarang Municipal, Indonesia
- Attract private finance to invest in the water treatment plant and associated water distribution network
- Deliver value for money to Government of Semarang Municipal through use of the PPP framework and effective risk allocation
- Leverage private sector innovation and expertise in the development and management of water supply system (including reduction of non-revenue water)
- Leverage government support for the provision of infrastructure guarantees to enhance bankability together with government support in the form of fiscal contribution from the Government of Republic of Indonesia to enhance the affordability of the project

### 2.4 Government Contracting Agency

Government of Semarang Municipal

### 2.5 Project Advisor

PricewaterhouseCoopers Co. Ltd, Maxeed, and KRI International Corp. as Project Development Facilities (PDF) advisor. PT Indonesia Infrastructure Finance as transaction advisor.

## 3. Procurement Approach

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law. The Cooperation Agreement will follow international PPP standards for water supply projects and will be in accordance with applicable Indonesian laws. The private partner shall enter into the Cooperation Agreement with Government Contracting Agency. Within the Cooperation Agreement, the private partner shall also enter a Bulk Water Purchase Agreement with the PDAM and Government of Semarang Municipal.

#### **4. Private Partner's Role**

Private partner shall be responsible for the following:

- Bulk Water Supply System
  - To design, construct and operate the facilities during the project period stipulated in the Cooperation Agreement
  - To maintain the facility in a planned manner during the project period
  - To hand-over the facility to GCA upon termination of the Cooperation Agreement
- Distribution System – Primary and Secondary Pipeline
  - To design and construct the distribution pipeline (Primary and Secondary pipeline) in the designated water supply area of the project. After the distribution pipeline is duly commissioned, it shall be handed over to PDAM Semarang
  - To undertake the customer service in the supply area

#### **5. Economic Significance of Project**

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

- Water source saving, household can reduce the operation and maintenance expense of personal or communal water supply facilities
- Improvement of medical condition, the availability of clean water will improve people's habit and living environment

The SCBA result shows the project has EIRR 24%, which indicates project economically viable, if compared with the social discount rate of 12%.

#### **6. Project Structure**

<b>Estimated project cost</b>	US\$ 78.00 million
<b>Indicative debt to equity ratio</b>	70:30
– <b>Debt level</b>	US\$ 54.60 million
– <b>Equity level</b>	US\$ 23.40 million

- Project cost is given in nominal terms, including land acquisition cost of US\$ 2.5 million. The cost includes interest during construction.
- The estimation for bulk water supply system OPEX in 2016 approximately US\$ 1.73 million and distribution system OPEX approximately at US\$ 1.5 million.

#### **7. Government Support and Government Guarantee**

The Government of Semarang Municipal is on the application process for obtaining VGF from Ministry of Finance and is submitting application for guarantee to IIIGF.

#### **8. Project Technical Profile**

##### **8.1 Bulk Water Supply System (BWSS)**

The private partner will construct BWSS. The BWSS will take untreated raw water from the source, treat the water to the appropriate quality and then supply the treated water

to a bulk supply connection point. Intake facility is planned to be located in Kreo River at 2 km downstream of Jatibarang Multipurpose Dam; upon which water will be pumped up to the WTP at Bambankerep. The WTP will produce 1,000 lps treated water; which will go to 5 reservoirs mainly through gravity. The components of BWSS are as follows: raw water abstraction with extract license of 1,050 lps, Water Treatment Plan with capacity of 1,050 lps, water supply with capacity of 1,000 lps, sludge disposal (if necessary), bulk water supply pipeline, and five reservoirs at Bambankerep (integrated with WTP), Wonosari, Desel, Manyaran 1 and Manyaran 2.

## 8.2 Primary and Secondary Distribution system

The private partner will construct the primary and secondary distribution system. The designated distribution system is divided into five water supply zones, as follows:

- Zone 1 covers Tugu District I and Ngaliyan District I with daily supply capacity of 11,200 m<sup>3</sup>/day
- Zone 2 covers Ngaliyan District II with daily supply capacity of 18,100 m<sup>3</sup>/day
- Zone 3 covers Ngaliyan District III with daily supply capacity of 6,100 m<sup>3</sup>/day
- Zone 4 covers Semarang Barat District I and Ngaliyan District IV with daily supply capacity of 16,400 m<sup>3</sup>/day
- Zone 5 covers Semarang Barat District II and Tugu District II with daily supply capacity of 34,600 m<sup>3</sup>/day

The general layout of the project is as follows:

**General Layout of Bulk Water System and Distribution system**



## 9. Initial Environmental Examination Findings

From the Initial Environmental Examination (IEE) finds that negative impact on environment and social aspect is occur mostly during construction stage, in which is not critical. The IEE identified six major impacts of the project, as follow:

- Back water due to construction of intake
- Land erosion and collapse along access road and pipeline route of raw water main

- Protection of land area of Water and Wastewater Treatment Plant
- Air pollution and noise problem during construction and post-construction stage
- Traffic disturbance during construction stage
- Sludge discharge from the treatment plant during operational stage

The AMDAL document has been completed in 2012.

## 10. Land Acquisition and Resettlement Action Plan

The preliminary calculation, the project requires approximately 16,000m<sup>2</sup> of land with estimated cost at IDR 25 billion. Land allocated for Water and Wastewater Treatment Plant's portion is at 70% of the total cost. Based on local budget (APBD) 2012, the Government of Semarang Municipal allocated land acquisition budget at IDR 5 billion, which eventually increased to IDR 25 billion in the revised APBD 2012. The land acquisition process has started since February 2012. The Land Acquisition Team (P2T) prepared and identified the land ownership. To avoid transfer of asset to other party during acquisition process, the land ownership status for the project is freezed through decision letter of Head of Integration Service of Permit Semarang Municipal 510-43/33 on 12 October 2011.

## 11. Project Implementation Schedule

Indicative project implementation schedule for West Semarang Water Supply Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Purnomo Dwi Sasongko  
Secretary of BAPPEDA, Semarang Municipal  
Jl. Pemuda No. 148 Semarang, Indonesia  
Phone/Fax : +62 24 3541095  
Email : purnomodwi.pds@gmail.com

Mr. Bambang Nolo Kresno  
Technical Director, PDAM Tirta Moedal – Semarang Municipal  
Jl. Kelud Raya No. 60 Semarang, Indonesia  
Phone : +62 24 8311210/ 8315514  
Fax : +62 24 8314078  
Email : pdam\_kotasmg@indonet.id

## 13. Other Information

N/A

# 1. PONDOK GEDE WATER SUPPLY, BEKASI, WEST JAVA



**Project Location:**  
**Bekasi Municipal, West Java Province**

## 2. The Opportunity

### 2.1 Project Background

The population of Bekasi Municipal as satellite city of DKI Jakarta is growing at 3% every year and is approaching 2 million people. In contrast, the existing condition of water service coverage of PDAM Bekasi Municipal is very low, serving only approximately 25% of the total households. Furthermore, in some districts such as Pondok Gede, the service coverage of PDAM is less than 1 percent. PDAM Bekasi Municipal currently has only one water intake with a capacity of 10 lps to serve this district. Most of the households in the area use ground water to cover their daily needs. The groundwater, on the other hand, has low quality, with high concentrations of Fe and Mn.

The Government of Bekasi Municipal will expand the water supply service, due to the limitation in the existing water supply capacity. The Pondok Gede Water Supply Project is expected to increase the total service coverage for the Pondok Gede District and Jatiasih District. The realization of this project will make a substantial contribution to the City's process toward achieving the Millennium Development Goals's (MDGs) target of 68.9% of the population with sustainable access to safe drinking water.

## 2.2 Project Description

The purpose of developing the water supply scheme in Bekasi Municipal is to meet the growing demand in activities of education, local economy, government and other activities. For this project, PDAM Bekasi Municipal plans to take raw water source from West Tarum Canal that runs across the city. Data from Perum Jasa Tirta II shows that the West Tarum Canal has an average width of 25 m and a length of 80 km, with a peak discharge rate of 55 m<sup>3</sup>/sec. The Government of Bekasi Municipal is currently seeking an allocation of 300 lps of raw water from this source to be utilized by the project. The coverage target for the project is to provide service for 31,700 connections, of which 29,660 would be domestic and 2,040 non-domestic. Approximately 84% of these connections would be in the Pondok Gede District, and the remaining in the Jatiasih District.

## 2.3 Project Objectives

The purpose of the project is to expand the coverage of water supply services in 5 sub-districts of the Pondok Gede district, namely Jatibening, Jatibening Baru, Jatimakmur, Jatiwaringin, and Jaticempaka; and 4 sub-districts of the Jatiasih District, namely Jatiasih, Jatikramat, Jatimekar and Jatirasa. The general objectives of the project are as follows:

- To expand the service coverage of the water supply system in Bekasi Municipal
- To improve the quality of service of PDAM Bekasi Municipal

## 2.4 Government Contracting Agency

Government of Bekasi Municipal

## 2.5 Project Advisor

Pre-feasibility study (pre-FS) of the project is prepared by GCA with the assistance of IUWASH. IRSDP-BAPPENAS is assisting the GCA to complete the pre-FS and transact the project.

## **3. Procurement Approach**

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law. The Cooperation Agreement will follow international PPP standards for water supply projects and will be in accordance with applicable Indonesian laws. The private partner shall enter into the Cooperation Agreement with Government Contracting Agency.

## **4. Private Partner's Role**

The project scheme proposed is a Build Operate Transfer (BOT). Therefore the private partner shall be responsible to finance, design, construct, operate, and maintain the infrastructure assets, including intake, water treatment plant, water main transmissions, reservoirs, and distribution network.

## **5. Economic Significance of Project**

The project preparation document indicates the economic significance of the project at several levels. The economic benefits of the project are: improvement of commercial and industrial activities in the area; improvement of the quality of life and living environment of households; and increased piped drinking water supply systems coverage.

## 6. Project Structure

<b>Estimated project cost</b>	US\$ 32.18 million
<b>Indicative debt to equity ratio</b>	70:30
– <b>Debt level</b>	US\$ 22.53 million
– <b>Equity level</b>	US\$ 9.65 million

## 7. Government Support and Government Guarantee

The Government of Bekasi Municipal will issue local regulation (Perda) to manage ground water usage in Bekasi Municipal area.

## 8. Project Technical Profile

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

- Water intake
- Water transmission
- Water treatment plant with capacity of 300 lps
- Two service reservoirs with capacities of 4,000 m<sup>3</sup> and 1,000 m<sup>3</sup>
- Distribution pipelines approximately 98 km (including tertiary network)

## 9. Initial Environmental Examination Findings

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

## 10. Land Acquisition and Resettlement Action Plan

For the development of the water intake, treatment plant and service reservoir, the Government of Bekasi Municipal estimates the project requires approximately 8,000 m<sup>2</sup> of land. The transmission mains are expected be laid on public land. The identification for the status of land, the acquisition and resettlement plan will be confirmed on the subsequent study.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Pondok Gede Water Supply Project:



Note: This timetable is subject to government approval process

PONDOK GEDE WATER SUPPLY, BEKASI, WEST JAVA

---

**12. Contact Information**

Mr. Kariman

Head of Cooperation and Investment, Regional Secretary of Bekasi Municipal

Jl. Ahmad Yani No. 1, Bekasi Municipal, Indonesia

Phone : +62 21 88961767

Fax : +62 21 88959980

Email : ksi@bekasikota.go.id

Mr. Dadang Mulyana

Head of Physical Division, BAPPEDA Bekasi Municipal

Jl. Ir. H. Juanda No. 100, Bekasi Municipal, Indonesia

Phone : +62 21 88347804

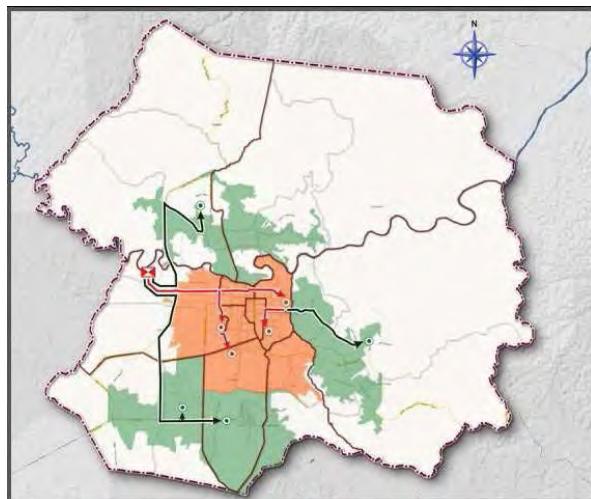
Fax : +62 21 88347804

Email : dang\_mulyana@yahoo.com

**13. Other information**

N/A

# 1. PEKANBARU WATER SUPPLY, RIAU



**Project Location:**  
Pekanbaru Municipal, Riau Province

## 2. The Opportunity

### 2.1 Project Background

Pekanbaru Municipal, the capital of Riau Province, is a developing city surrounded by oil & gas fields and palm plantations. The total population is about 1,000,000 people living in this flat area. Since most of the area is swamps, the quality of underground water is low. On the other hand, the service coverage of PDAM Tirta Siak (Pekanbaru Municipal water company) is only 8% of total population with around 13,000 connections.

Therefore, the Government of Pekanbaru Municipal has a strong commitment to improve the water supply service in order to achieve 32% service coverage in 2025. Starting next year, a PDAM transformation plan is scheduled. In parallel with that, the Government of Pekanbaru Municipal has agreed to support this project.

### 2.2 Project Description

The project will develop new water supply system in Pekanbaru Municipal, by construction of new WTP with capacity of 700 lps as the first stage and increase to 1,370 lps in the second stage. The supply area of the project, are mainly in the center, east and west side of city. The water supply scheme comprises the following elements:

Bulk Water System
<ul style="list-style-type: none"> <li>• Intake facility</li> <li>• Raw water transmission mains</li> <li>• Water Treatment Plant (WTP)</li> <li>• Treated water transmission pump and pipeline</li> <li>• Distribution reservoirs (towers)</li> </ul>

## 2.3 Project Objectives

The project is expected to provide significant social and economic benefits to the Pekanbaru Municipal. There are a number of key project objectives from the perspective of project owners Government of Pekanbaru Municipal and PDAM:

- Procure the project utilizing the PPP modality and internationally precedents for water treatment and supply projects, in compliance with prevailing Indonesian law
- Deliver stable supply of high quality drinkable water to residents and businesses in Pekanbaru, Indonesia
- Attract private finance to invest in the bulk water system
- Deliver value for money to Government of Pekanbaru Municipal through the use of the PPP framework and effective risk allocation
- Leverage private sector innovation and expertise in the development and management of water supply system (including highly efficient water treatment process, integrated automatic operation system, and reduction of non-revenue water)

## 2.4 Government Contracting Agency

Government of Pekanbaru Municipal

## 2.5 Project Advisor

IRSDP-BAPPENAS is assisting the Government Contracting Agency in evaluating the feasibility study and supporting documents, preparing tender documents, transaction until contract agreement.

## **3. Procurement Approach**

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law. The Cooperation Agreement will follow international PPP standards for water supply projects and will be in accordance with applicable Indonesian laws. The private partner shall enter into the Cooperation Agreement with Government Contracting Agency. Within the Cooperation Agreement, the private partner shall also enter a Bulk Water Purchase Agreement.

## **4. Private Partner's Role**

Private partner shall be responsible for the following:

- To finance, design, construct and operate the bulk water supply facilities during the project period stipulated in the Cooperation Agreement
- To maintain the facility in a planned manner during the project period
- To hand over the facility to the Government Contracting Agency upon termination of the Cooperation Agreement

## 5. Economic Significance of Project

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

- Water resource saving, household can reduce the operation and maintenance expense of personal underground water systems
- Improvement of medical condition, the availability of clean water will improve people's habit and the living environment
- Employment generation during construction
- Availability of clean water supply for business will increase the convenience of customers and business operations

The SCBA result shows the project has EIRR of 19.32%, which indicates the project is economically viable, if compared with the social discount rate of 12%.

## 6. Project Structure

<b>Estimated project cost</b>	US\$ 195.01 million
<b>Indicative debt to equity ratio</b>	75:25
– <b>Debt level</b>	US\$ 146.26 million
– <b>Equity level</b>	US\$ 48.75 million

- Project costs are given in nominal terms, including interest during construction, and contingencies. Land acquisition that will be funded by GCA is excluded.
- The estimation for bulk water supply system OPEX in 2018 is approximately at IDR 30 billion.

## 7. Government Support and Government Guarantee

The Government of Pekanbaru Municipal will support the project payment mechanism through a local regulation (Perda) to ensure payment certainty during the concession period.

## 8. Project Technical Profile

The private partner will build and operate the bulk water supply system (BWSS). The BWSS seeks to take untreated raw water from the source, treat the water to the appropriate quality and then supply the treated water to designated bulk supply connection points. Intake facility is planned to be located in Siak River; upon which water will be pumped up to the WTP. The WTP will produce up to 1,370 lps treated water, which will be pumped to 8 tower reservoirs from which bulk water will be delivered for distribution.

## 9. Environmental Impact Assessment Findings

The Environmental Impact Assessment (AMDAL) identified that the negative impacts on the environment and social aspects are limited, occurring mostly during construction stage. The EIA identifies three major impacts of the project, namely:

- Air pollution and noise problems during construction and post-construction stage
- Traffic disturbance during construction stage
- Quality of surface water during operation stage, due to activities of water extraction,

water treatment, and waste water treatment  
The AMDAL document has been completed in 2014.

## 10. Land Acquisition and Resettlement Action Plan

Based on the preliminary calculation, the project requires approximately 10.46 ha of land, with a cost of IDR 19 billion. The land acquisition process is planned to be completed in 2015.

## 11. Project Implementation Schedule

Indicative project implementation schedule for Pekanbaru Water Supply Project:



Note: This timetable is subject to government approval process

## 12. Contact information

Mr. Syofian  
Head of BAPPEDA Pekanbaru  
Jl. Jend. Sudirman No. 464 Pekanbaru, Riau, Indonesia  
Phone : +62 761 35842  
Fax : +62 761 856846

Mr. Kemas Yusferi  
Director PDAM Tirta Siak – Pekanbaru Municipal  
Jl. Jend. Sudirman No. 246 Pekanbaru, Riau, Indonesia  
Phone : +62 761 26532  
Fax : +62 761 26531  
Email : pdamts@gmail.com  
kemasyusferi@gmail.com

## 13. Other information

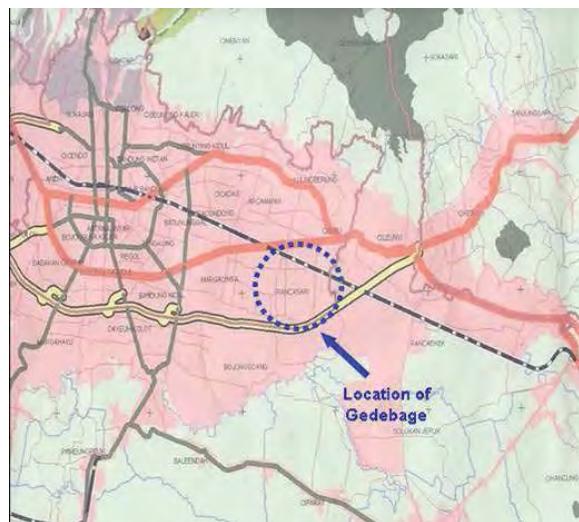
N/A

---

# PROSPECTIVE PROJECT

A large, dark-colored electrical pylon stands prominently against a clear blue sky. The pylon has several cross-arms supporting multiple sets of power lines. The perspective is from below, looking up at the structure. In the bottom right corner, a smaller portion of another pylon is visible.

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



**Project Location:**  
**Bandung Municipal, West Java Province**

## 2. The Opportunity

### 2.1 Project Background

In order to accelerate economic development, the government of Bandung Municipal divides its area into 2 parts, Eastern Bandung and Western Bandung. Western Bandung development is centered in Cibeunying Subdistrict while Eastern Bandung development is centered in Gedebage Subdistrict. The Government of Bandung Municipal will build a new urban structure development for Gedebage area to accommodate the development of Bandung Municipal. To support this plan, modern and sustainable infrastructure will be developed in area of Gedebage Subdistrict. The plan is to redevelop the existing Gedebage container terminal into multipurpose terminal that support transportation system integration.

### 2.2 Project Description

The project will develop a multipurpose terminal in Gedebage Subdistrict, Bandung. Gedebage Multipurpose Terminal (GMT) is the merge of two existing terminals that are Leuwipanjang and Cicaheum. The GMT will provide access for passenger and goods to accelerate Gedebage Subdistrict growth. The scope area is mainly around Soekarno-Hatta, Gedebage, and Cimencrang Street. The project plan is to develop GMT as part of the Gedebage Primary Center. The GMT will cover high road transportation terminal, container terminal, and railway station. As complementary to the GMT, regional railway

station will be built in Kebon Kawung and Kiaracondong, and also terminal type B at city boundary. Double track development to GMT will be developed in Padalarang/Cimindi-Rancaek-Pecalengka area to support the GMT.

### 2.3 Project Objectives

The objectives of GMT development are as follows:

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

### 2.4 Government Contracting Agency

Government of Bandung Municipal

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall design, construct, and operate the facilities in accordance with:

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

## 5. Economic Significance of Project

Several benefits to be obtained from GMT are as follows:

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

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

## 6. Project Structure

<b>Estimated project cost</b>	US\$ 133.00 million
<b>Debt to equity ratio</b>	70:30
<b>Debt level</b>	US\$ 93.10 million
<b>Equity level</b>	US\$ 39.90 million

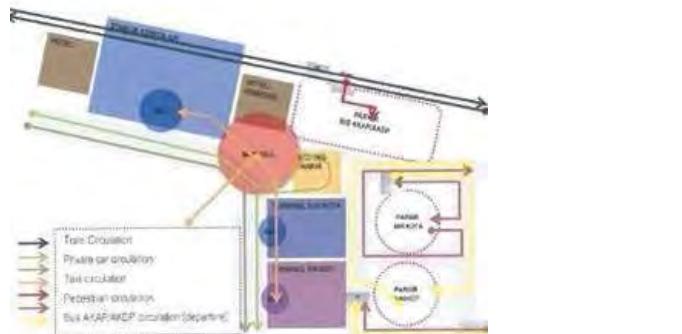
## 7. Government Support and Government Guarantee

The initial assessment of the pre-FS also shows the project may require fiscal contribution. The necessity, extent and applicability of the government support and guarantee will be identified and specified in the assessment of the Final Business Case.

## 8. Project Technical Profile

GMT is planned to comprise 13 zones, including public and private zones. Those private zones are GMT station and terminal, parking area and specific lane zone for AKAP/AKDP. Public zone includes retention pool, gas station, mosque, and hotel.

**Circulation Concept of GMT**



The basic design of GMT lays out a main building consisting of two floors, with the following uses:

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

Total passenger of GMT in the first year is assumed to be equal with total Leuwipanjang and Cicahem terminal, which are 40,700 passengers. The projection for total passengers can be seen in the table below:

### Projection of Total Passangers

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

### 9. Initial Environmental Examination Findings

Based on the Minister of Environmental Affairs Regulation 11/2006, this project requires Environmental Impact Assessment (AMDAL) because the area of this integrated terminal is larger than 2 ha and may generate emissions, traffic disruption, noise, vibration, ecological, social, and spatial impacts. The preliminary identification of potential impacts are:

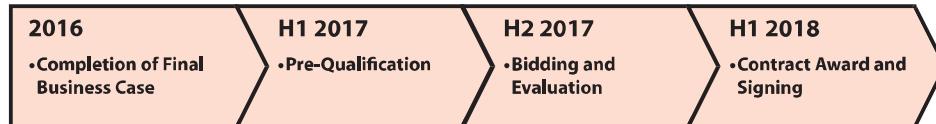
- Pollution in the river
- Air pollution and noise
- Vibration
- Decreasing of ground water quantity
- Increasing run-off
- Erosion and sedimentation
- Social discontent due to construction activity
- Traffic jam caused by construction activity

### 10. Land Acquisition and Resettlement Plan

GMT will need an area of approximately 30 ha. This project will affect a residential and a cemetery area in the village of Gedebage, Rancabolang and South Cisaranten. The number of people affected is estimated 3,900 people. Therefore, LARAP is required and will be provided in subsequent studies.

## 11. Indicative Project Implementation Schedule

The indicative project implementation schedule for Gedebage Multipurpose Terminal Project:



Note: This timetable is subject to government approval process

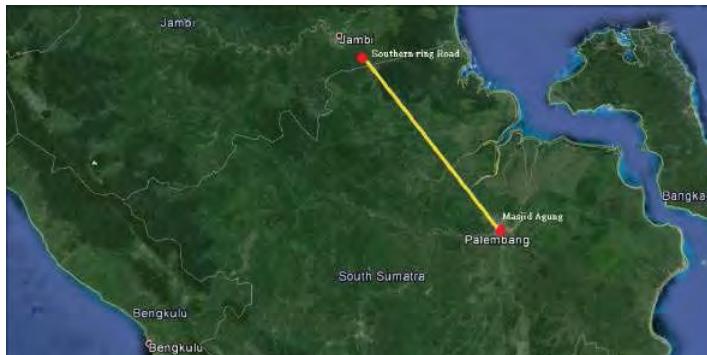
## 12. Contact Information

Mr. E.M. Ricky Gustiadi  
Head of Transportation Agency, Bandung City  
Jl. Soekarno Hatta No. 68 Bandung West Java  
Phone : +62 22 5220769  
Fax : +62 22 5220768

## 13. Other Information

N/A

# 1. DEVELOPMENT OF SOUTH SUMATERA MONORAIL, SOUTH SUMATERA



**Project Location:  
South Sumatera Province**

## 2. The Opportunity

### 2.1 Project Background

Palembang is the 9<sup>th</sup> biggest city in Indonesia with around 2 million population and 4,000 people per km<sup>2</sup> in 2014. This demographic condition and the high GDP driven by coal mining, oil and gas, and palm plantations, have made Palembang as one of the fastest economy growing cities in Sumatera. Palembang Municipal aims to increase economic growth through regional network development. The network should have integrated transportation system to support the existing air transportation and land transportation infrastructure in the area. The Government of South Sumatera Province plans to build a monorail to provide a mass transportation system in the area with medium load capacity. Through the development of monorails, the Palembang Municipal will be able to anticipate the people movement within the area of Palembang.

### 2.2 Project Description

The monorail development plan in Palembang Municipal is divided into four corridors, namely:

<b>Corridor 1</b>	Masjid Agung – Jakabaring - Southern Ring Road
<b>Corridor 2</b>	Prameswara – UNSRI Bukit – Kapten Rivai – Veteran – Perintis Kemerdekaan – RE Martadinata – Mayor Zen
<b>Corridor 3</b>	Demang Lebar Daun – Basuki Rahmat – R. Sukamto – Abdul Rozak – Patal Pusri
<b>Corridor 4</b>	Downtown (Masjid Agung/Grand Mosque) – Jend. Sudirman - Sultan Mahmud Badaruddin II Airport

The PPP scheme is applied to build the first phase (Corridor 5) which is the integration of Corridor 1 and Corridor 4. The length of the first phase is 25 km. This integrated network is expected to generate 140,000 trips/day in 2018.

### 2.3 Project Objectives

The project will support South Sumatera Province as one of Indonesia's economic corridors. Thus the development of social and economic condition within the region will improve. The Project will fulfill the need of public transportation system and create an integrated transportation system in South Sumatera Province.

### 2.4 Government Contracting Agency

Government of South Sumatera Province

## 3. Procurement Approach

The project will be procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as the prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall be responsible for finance, Detailed Engineering Design, construction, operation and maintenance of the monorail infrastructure based on the cooperation agreement. The private partner has the right to manage Non Fare Box Facilities such as advertising, property, etc in commercial areas in order to increase the revenue.

## 5. Economic Significance of the Project

The project will develop an integrated transportation system, which will:

- Increase the convenience level of public transportation with competitive service price
- Increase the mobility of people and the creation of jobs
- Increase the value of property in the area
- Increase accessibility and encourage new investments in the region

## 6. Project Structure

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

## 7. Government Support and Government Guarantee

The study document indicates that the project requires government support, in the form of direct support to construction. The project may require government guarantee to mitigate the project risk from changes in the demand and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

### 8.1 Corridors and Potential Passenger

The project is classified into corridors as follows:

Corridor	Potential monorail passengers				
	2015	2020	2025	2030	2035
<b>Corridor 1</b> Masjid Agung – Jakabaring – South Ring Road	69,360	94,167	134,808	201,502	311,136
<b>Corridor 2</b> Prameswara – UNSRI Bukit – Kapten Rivai – Veteran – Perintis Kemerdekaan – RE Martadinata – Mayor Zen	61,196	93,547	146,593	233,725	377,075
<b>Corridor 3</b> Demang Lebar Daun – Basuki Rahmat – R. Sukamto – Abdul Rozak – Patal Pusri	69,360	94,167	134,808	201,502	311,136
<b>Corridor 4</b> Sultan Mahmud Badaruddin II Airport – Masjid Agung	49,813	75,036	116,431	184,484	296,541
<b>Alternative Corridor</b>					
<b>Corridor 5</b> Sultan Mahmud Badaruddin II Airport – Kol. Burlian Street – Jenderal Soedirman Street – Mayor Jenderal H.M Ryacudu Street – Gubernur H. Bastari Street – Heading to Jakabaring Sport City and ended in South Ring Road	92,098	131,380	195,819	301,701	475,693
<b>Corridor 6</b> Sultan Mahmud Badaruddin II Airport – Kol. Burlian Street – Demang Lebar Daun Street – Angkatan 45 Street – Kapten Rivai Street – Jenderal Soedirman Street – Mayor Jenderal H.M Ryacudu Street – Gubernur H. Bastari Street – Heading to Jakabaring Sport City and ended in South Ring Road	115,614	161,777	237,451	361,713	566,097

Optimized Corridor 5 has been selected as the first phase of this monorail project.

### 8.2 Operation pattern of the Corridors

The station locations will become integration points of the monorail transportation mode. Transit Oriented Development (TOD) in the station areas will rejuvenate and strengthen the urban environment.

The forecast capacity along the selected corridor is approximately 100,000 passengers per day. To achieve this capacity, the monorail has to meet the following specifications:

- Accommodate minimum 600 passengers

## DEVELOPMENT OF SOUTH SUMATERA MONORAIL

- Every segment has two lanes, and every lane has one train
- The average velocity is 45 km/h, with maximum velocity 75 km/h with a waiting period in station of 1.5 minutes

### 9. Initial Environmental Examination Findings

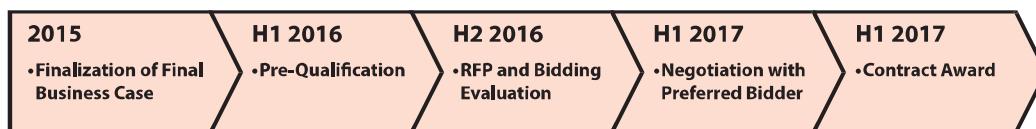
The project is subject to the requirement of the AMDAL based on the Government Regulation 27/2012. An initial environmental examination in the 2012 report outlines the expected environmental impacts from the project. However, the limited impacts from the South Sumatera Monorail are outweighed by its benefits when compared to other modes of transport.

### 10. Land Acquisition and Resettlement Action Plan

Land has been acquired.

### 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for South Sumatera Monorail Project:



Note: This timetable is subject to government approval process

### 12. Contact Information

Mr. Uzirman Irwandi

Secretary of Transportation, Communication, and Informatics Agency, South Sumatera Province

Phone : +62 711 363125

Fax : +62 711 377170

Email : alfi\_syahri80@yahoo.co.id

Mr. Kurniawan

Head of UPTD Railway, Transportation Agency, South Sumatera Province

Phone : +62 711 363125

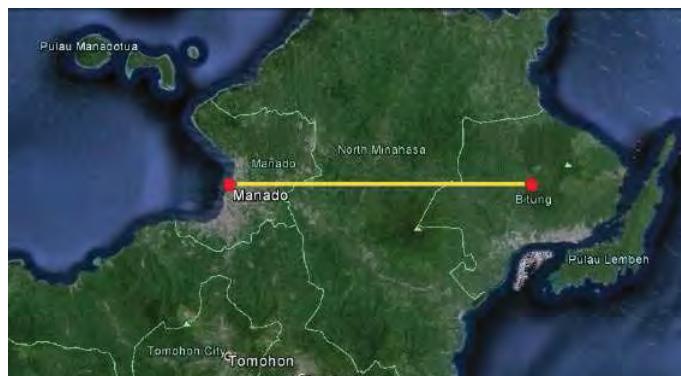
Fax : +62 711 377170

Email : irkurniawanmm@gmail.com

### 13. Other Information

N/A

# 1. MANADO – BITUNG TOLL ROAD, NORTH SULAWESI



**Project Location:  
North Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

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

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

### 2.3 Project Objectives

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

- To support the growing traffic flow in Manado-Bitung route

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

## 2.4 Government Contracting Agency

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

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

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

## 5. Economic Significance of Project

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

## 6. Project Structure

<b>Estimated project cost</b>	US\$ 353.00 million
<b>Indicative debt to equity ratio</b>	70 : 30
<b>Debt level</b>	US\$ 247.10 million
<b>Equity level</b>	US\$ 105.90 million

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

## 7. Government Support and Government Guarantee

Detail assessment of the required government support, in terms of form and scale, for the project is under preparation.

The need for a government guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

The Project technical profile is as follow:

- Segment Manado (from Ring Road) – Airmadidi with length 13.5 km
- Segment Airmadidi – Girian (Danowudu, Bitung) with length 25.5 km
- Drainage construction
- Subgrade
- Concrete pavement

- Structure including box culvert
- Toll facilities
- Road facilities
- Landscape

## 9. Initial Environmental Examination Findings

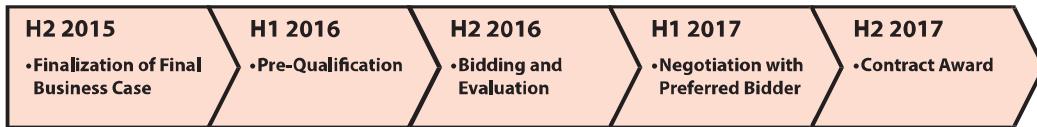
The initial environmental examinations identified potential impact that could occur as a result of Manado-Bitung Toll Road project development. The Environmental Impact Assessment (AMDAL) has been conducted and the report was made separately.

## 10. Land Acquisition and Resettlement Action Plan

Land acquisition process is being conducted.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Manado-Bitung Toll Road Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Gani Ghazaly Akman

Head of Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

Email : bpjt@pu.go.id

Mr. Sudiro Roi Santoso

Head of Investment, Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

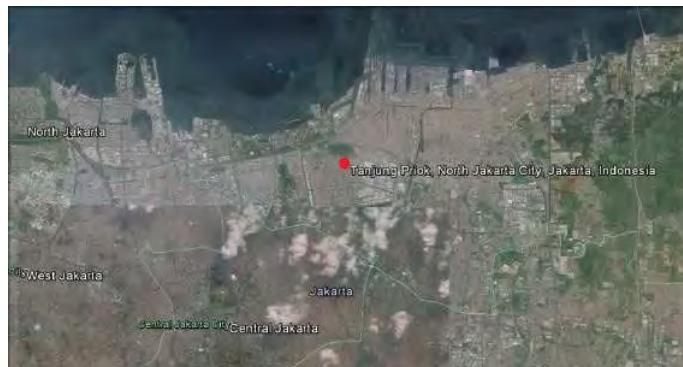
Fax : +62 21 7257126

E-mail : investasi.bpjt@gmail.com

## 13. Other Information

N/A

# 1. TANJUNG PRIOK ACCESS TOLL ROAD, DKI JAKARTA



**Project Location:  
DKI Jakarta Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

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

### 2.3 Project Objectives

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

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

### 2.4 Government Contracting Agency

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

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on the Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall be responsible to perform the toll road project for operation and maintenance in accordance with cooperation agreement.

## 5. Economic Significance of Project

Based on the economic and financial project analysis, the main benefits of the project are as follows:

- Reducing traffic congestion
- Reducing travel time
- Improving road safety
- Decreasing the number of traffic accident

The SCBA shows the project has EIRR of 38.1%. The result of cost benefit analysis shows that the project is economically feasible.

## 6. Project Structure

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

## 7. Government Support and Government Guarantee

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

## 8. Project Technical Profile

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

<b>Length</b>	
E-1 Section	3.40 km
E-2 Section	2.74 km
E-2A Section	1.92 km
NS Link Section	2.24 km
NS Direct Ramp	1.10 km
<b>Other Specification</b>	
Road Width	26.5 m
Through Traveled Lane	3.5 m x 3 = 10.5
Outer Shoulder	1.75 m
Inner Shoulder	0.5 m
Median	2.0 m

## 9. Initial Environmental Examination Findings

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

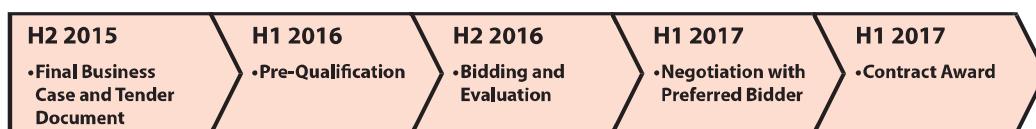
- Ambient air quality decrease (TSP, HC, Pb, SO<sub>2</sub>, NO<sub>2</sub>, CO)
- Noise level increase
- Social impact due to land acquisition

## 10. Land Acquisition and Resettlement Plan

The required land for Tanjung Priok Access Toll Road development is 16,424 m<sup>2</sup>.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Tanjung Priok Access Toll Road Project:



Note: This timetable is subject to government approval process

**12. Contact Information**

Mr. A. Gani Ghazaly Akman

Head of Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

Email : bpjt@pu.go.id

Mr. Sudiro Roi Santoso

Head of Investment, Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

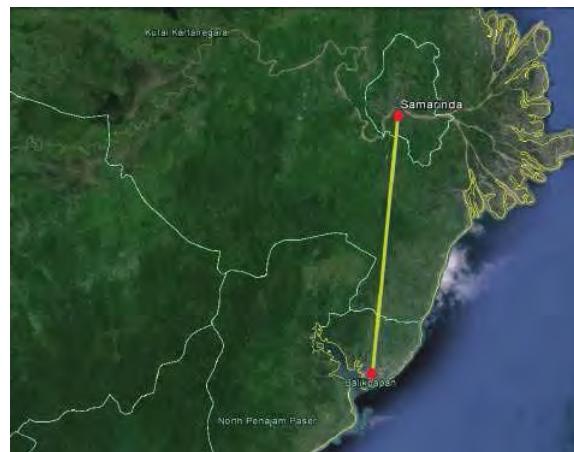
Fax : +62 21 7257126

E-mail : investasi.bpjt@gmail.com

**13. Other Information**

N/A

# 1. BALIKPAPAN – SAMARINDA TOLL ROAD, EAST KALIMANTAN



**Project Location:**  
**East Kalimantan Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

Balikpapan-Samarinda Toll Road are in Balikpapan and Samarinda Municipal, the starting point of the alignment starts from North Balikpapan District to Ulu Subdistrict. Balikpapan-Samarinda alignment is 99.02 km in length. Most of the land use conditions along the alignment is still dominated by forests and plantations, but at some point there are residential areas such as in the Balikpapan Municipal, Sanga-Sanga and Samarinda Municipal. This project will increase the mobility of people and goods within Samarinda and Balikpapan. Thus, the project is expected to support the economic improvement and regional development in East Kalimantan Province. The proposed toll road has been designated by Government decree as a component of the ASIAN Highway and the ASEAN

Highway network. This project is divided into five construction sections:

<b>Section I</b>	Balikpapan – Samboja (25.40 km)
<b>Section II</b>	Samboja – Palaran I (23.26 km)
<b>Section III</b>	Samboja – Palaran II (22.60 km)
<b>Section IV</b>	Palaran – Jembatan Mahkota II (16.90 km)
<b>Section V</b>	Balikpapan – Sepinggan Airport (11.11 km)

## 2.3 Project Objectives

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

## 2.4 Government Contracting Agency

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

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall be responsible to perform the toll road project, including the financing, engineering design, construction, operation, and maintenance in accordance with cooperation agreement.

## 5. Economic Significance of Project

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

- Travel time reductions
- Improved regional social economic conditions
- Improved road safety

The result of economic analysis shows the project has EIRR of 19.19%, which indicates the project economically viable. Thus, the Social Cost Benefit Analysis (SCBA) will be provided in the subsequent studies.

## 6. Project Structure

<b>Estimated project cost</b>	US\$ 1,200.00 million
<b>Indicative debt to equity ratio</b>	70:30
<b>Debt level</b>	US\$ 840.00 million
<b>Equity level</b>	US\$ 360.00 million

- Approximately US\$ 133.33 is allocated for land acquisition.
- The project cost is nominal terms, including interest cost and inflation rate.

## **7. Government Support and Government Guarantee**

The study document indicates that the project requires government support in form of partial development of toll road infrastructures. The necessity and applicability of the government support and guarantee will be identified and specified in subsequent studies.

## **8. Project Technical Profile**

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

Elements	Characteristic
Length	99.40 km
Design speed	80 km/hr
Number of lane	2x2 lanes
Lane of width	3.6 m
Outer shoulder width	3.0 m
Inner shoulder width	1.5 m
Media width	3.8 m
Right of Way	40.00 m (minimum)

## **9. Initial Environmental Examination Findings**

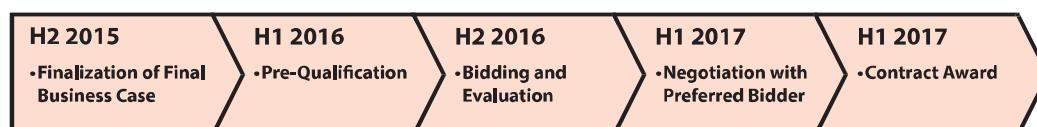
The Environmental Impact Assessment (AMDAL) has been conducted and the report was made separately. However, review for the study is required.

## **10. Land Acquisition and Resettlement Plan**

Land acquisition is being conducted.

## **11. Indicative Project Implementation Schedule**

Indicative project implementation schedule for Balikpapan – Samarinda Toll Project:



Note: This timetable is subject to government approval process

## **12. Contact Information**

Mr. A. Gani Ghazaly Akman

Head of Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

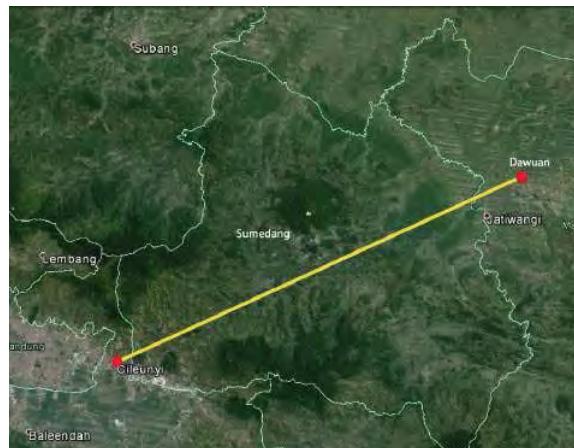
Email : bpjt@pu.go.id

Mr. Sudiro Roi Santoso  
Head of Investment, Indonesia Toll Road Authority (BPJT)  
Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110  
Phone : +62 21 7258063  
Fax : +62 21 7257126  
E-mail : investasi.bpjt@gmail.com

### **13. Other Information**

N/A

# 1. CILEUNYI – SUMEDANG – DAWUAN TOLL ROAD, WEST JAVA



**Project Location:  
West Java Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

<b>Section I</b>	Cileunyi – Tanjung Sari (9.8 km)
<b>Section II</b>	Tanjung Sari – Sumedang (17.51 km)
<b>Section III</b>	Sumedang – Cimalaka (3.73 km)
<b>Section IV</b>	Cimalaka – Legok (6.96 km)
<b>Section V</b>	Legok – Ujung Jaya (16.35 km)
<b>Section VI</b>	Ujung Jaya – Kertajati (4.00 km)

## 2.3 Project Objectives

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

- To construct the alternative access transportation in Bandung to Sumedang
- To reduce traffic volume in the existing road, particularly during working days
- To obtain value for money of the infrastructure investment and service provision for Government of Indonesia and relevant regional or local governments

## 2.4 Government Contracting Agency

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

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

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

## 5. Economic Significance of Project

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

## 6. Project Structure

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

## 7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports in terms of partial construction of the toll road to enhance financial viability of the project. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

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

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

## 9. Initial Environmental Examination Findings

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

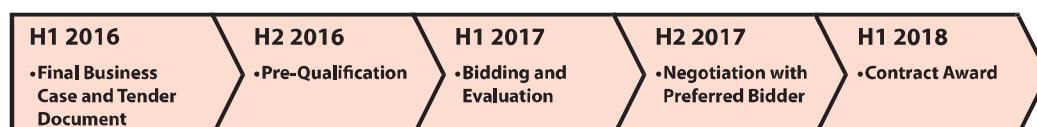
- Noise nuisance from the traffic
- Flood
- Decrease in ground water level
- Decrease in the carrying capacity of the land
- Changes in land use
- Shifting on runoff flow

## 10. Land Acquisition and Resettlement Action Plan

Total area required for the project is 854.25 ha. The land acquisition is being conducted.

## 11. Indicative Project Implementation Schedule

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



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Gani Ghazaly Akman

Head of Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

Email : bpjt@pu.go.id

Mr. Sudiro Roi Santoso

Head of Investment, Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

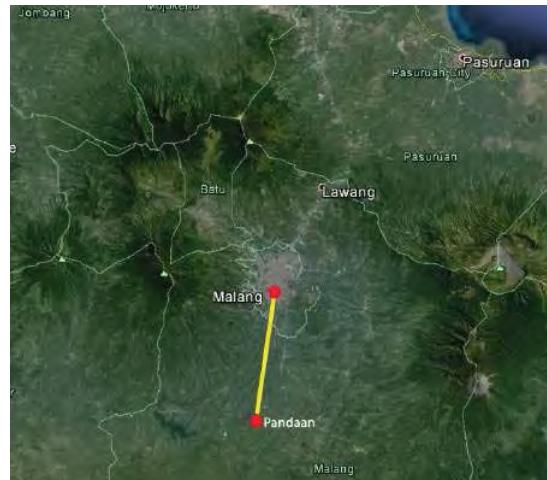
Fax : +62 21 7257126

E-mail : investasi.bpjt@gmail.com

### **13. Other Information**

The construction of government portion has been started since 2013.

# 1. PANDAAN - MALANG TOLL ROAD, EAST JAVA



**Project Location  
East Java Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

## 2.3 Project Objectives

The objectives of this project are:

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

## 2.4 Government Contracting Agency

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

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

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

## 5. Economic Significance of Project

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

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

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

## 6. Project Structure

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

## 7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports in terms of partial construction of the toll road to enhance financial viability of the project. Detail assessment of the required government support, in terms of form and scale, for the project is under preparation. The need for a government guarantee will be indicated in subsequent studies.

## 8. Project Technical Profile

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

Elements	Characteristic
Length	37.62 Km
Design speed	80 – 120 km/hr
Number of lane	2x2 lanes (start) 2x3 lanes (end)
Lane of width	3.60 m
Outer shoulder width	3.00 m
Inner shoulder width	1.50 m
Media width	12.70 m

## 9. Initial Environmental Examination Findings

Some potential impacts caused by development of Pandaan – Malang Toll Road are as follows:

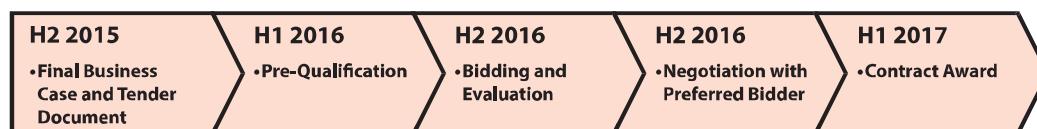
- Changes of landscape, spatial planning, land use
- Disruption on land structure
- Decreasing air quality, underground water quality, river quality
- Increasing noises, traffic congestion
- Disruption on vegetation and fauna habitat
- Job opportunity
- Social perception and conflict

## 10. Land Acquisition and Resettlement Action Plan

The land acquisition process has been started since 2013.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Pandaan – Malang Toll Road Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Gani Ghazaly Akman

Head of Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

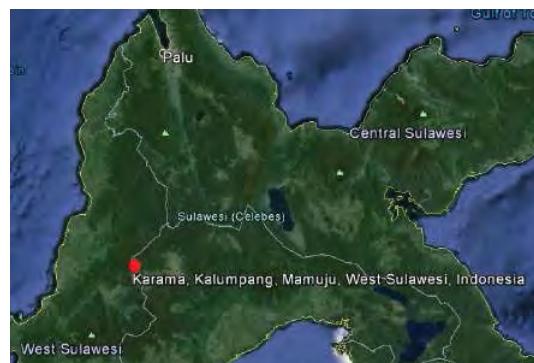
Email : bpjt@pu.go.id

Mr. Sudiro Roi Santoso  
Head of Investment, Indonesia Toll Road Authority (BPJT)  
Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110  
Phone : +62 21 7258063  
Fax : +62 21 7257126  
E-mail : investasi.bpjt@gmail.com

**13. Other Information**

N/A

# 1. KARAMA HYDRO POWER PLANT, WEST SULAWESI



**Project Location:**  
**West Sulawesi**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

### 2.3 Project Objectives

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

### 2.4 Government Contracting Agency

PT Perusahaan Listrik Negara (Persero)

### **3. Procurement Approach**

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

### **4. Private Partner's Role**

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

### **5. Economic Significance of Project**

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

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

### **6. Project Structure**

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

### **7. Government Support and Government Guarantee**

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

### **8. Project Technical Profile**

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

Item	Unit	Features	Remark
Catchment area (upstream from dam site)	km <sup>2</sup>	5,464	
Average annual runoff	million m <sup>3</sup>	145,300	
Mean annual flow	m <sup>3</sup> /s	416.8	
Installed capacity	MW	450	4 units
Annual average power generation	GWh	2,222	
Annual utilization hours	h	5,360	
Max. dam height	m	119	RCC dam
Spillway orifice-size (width x height)	m	14 x 22	5 units
Construction period	year	4.5	

### **9. Initial Environmental Examination Findings**

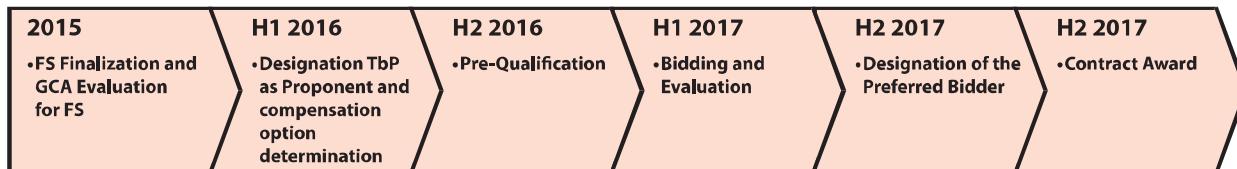
The information related with the environmental assessment impact will be provided in the subsequent studies.

## 10. Land Acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Karama HEPP Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Hernadi Buhron

Head of IPP Procurement Division, PT PLN (Persero)

Jl. Trunojoyo Blok M1 /135, Kebayoran Baru, Jakarta 12160, Indonesia

Phone : +62 21 7227049

Fax : +62 21 7251511

## 13. Other Information

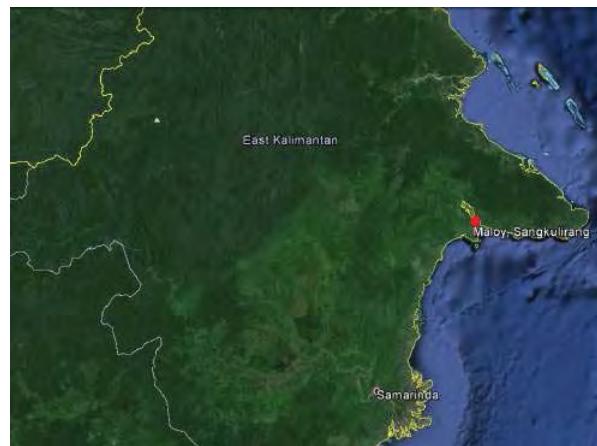
N/A

---

# POTENTIAL PROJECT



# 1. DEVELOPMENT OF MALOY INTERNATIONAL PORT, EAST KALIMANTAN



**Project Area:  
East Kutai Regency, East Kalimantan Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

### 2.3 Project Objectives

The objectives of the project are as follows:

- To provide efficient, well located port facilities for export of bulk commodities,

including CPO and coal

- To promote the enhanced export of natural resources
- To increase export earnings
- To develop an industrial estate
- To increase incomes for beneficiaries
- To improve role and function of Maloy Port as the export port that will increase area access externally

#### 2.4 Government Contracting Agency

Ministry of Transportation

### 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

### 4. Private Partner's Role

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

### 5. Economic Significance of Project

The benefits of the project come from the input of renewable natural resources, having opened national and international market, also economic involvement and participation of local society in the production process. Detail economic analysis will be provided in the subsequent studies.

### 6. Project Structure

The estimated project cost is US\$ 1,780.00 million.

### 7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government supports to enhance financial viability of the Project. Detail assessment of the required government support, in terms of form and scale, for the project is under preparation. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

### 8. Project Technical Profile

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

- Land acquisition
- Calculation and preparation land: Lot A, Lot B and Lot C
- Infrastructure: main road, secondary road and green area
- Service facilities: managing office, hospital, security centre, fire department, mosque and fasum retail

- Supporting facilities: power plant, industrial area gas pipeline, IPAL and clean water sources
- The development of Maloy CPO Port comprises into two parts:
  - Public works:
    - Port facilities: port office, beacon tower, fire department, garage warehouse
    - Installation: waste management, electricity substation
    - Public facilities: mosque, food centre, public toilet
  - CPO Liquid Bulk works:
    - Single Point Mooring (SPM)
    - Trestle (1.5 km)
    - SILO tank
    - Tool warehouse
    - Parking area
    - Road
    - Green area

## 9. Initial Environmental Examination Findings

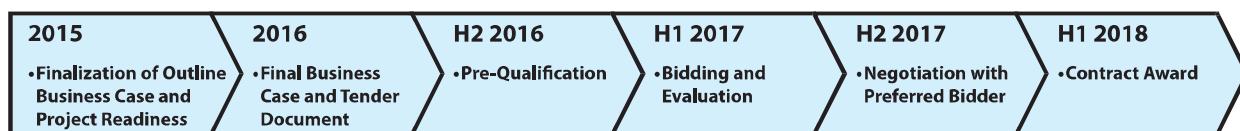
The information related to the environmental assessment impact will be provided in the subsequent studies.

## 10. Land Acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Maloy International Port Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Tonny Budiono

Director of Port and Dredging, Ministry of Transportation

Cipta Building 15<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3506964

Fax : +62 21 3848963/3483487

**Mr. Imam Hambali**

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation  
Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3517608

Fax : +62 21 3856271

**Mr. Zairin Zain**

Head of Transportation Agency, East Kalimantan Province  
Jl. Kesuma Bangsa No. 1 Samarinda East Kalimantan Indonesia

Phone : +62 541 737267

Fax : +62 541 207033

Email : humas.dishub@kaltimprov.go.id

**13. Other Information**

N/A

# 1. EXPANSION OF KABIL PORT (TANJUNG SAUH TERMINAL), BATAM, RIAU ISLAND



**Project Area:  
Batam, Riau Island Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

The project will develop terminal located within Sijori Growth Triangle and designated to handle transshipment. The Tanjung Sauh Terminal will directly compete with Singapore Port and the development of this project become complements to Batu Ampar Port on Batam, which currently under expansion. This Tanjung Sauh Terminal development is projected to serve as transit points for smaller feeder ports all across the archipelago.

## 2.3 Project Objectives

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

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

## 2.4 Government Contracting Agency

The Government Contracting Agency will be decided in the subsequent studies.

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall be responsible to finance, design, construct, and operate the project.

## 5. Economic Significance of Project

The economic benefits of the project are as follows:

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

## 6. Project Structure

The estimated project cost is US\$ 805.80 million.

## 7. Government Support and Government Guarantee

The preliminary study of project indicates the need for government support in terms of development of support infrastructure. The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

The preliminary design of the transshipment terminal will need several planning requirements:

- Design ship:
  - 18,000 TEU
  - 400+ m LOA
  - 50+ m beam

- Draft required 16 to 18 m
- Container handling equipment:
  - Super post panamax container cranes
  - Rail mounted gantries or rubber tired gantries
- Oceanography/marine approaches (dredging)
- Evaluation about ground conditions
- Planning Phase 1:
  - Dredging : 600.000 m<sup>3</sup>
  - Quay/Berth : 2.300 m
  - Backup area/Container yard : 138 ha
  - Gantry Crane : 20 unit
  - RMGC : 60 unit
  - Heat Truck : 100 unit
  - Trailer : 100 unit

## 9. Initial Environmental Examination Findings

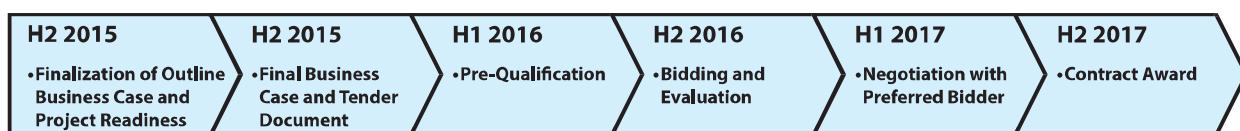
The information related to the environmental assessment impact will be provided in the subsequent studies.

## 10. Land acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Kabil Port (Tanjung Sauh Terminal) Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Asroni Harahap

Executive Staff for Head of Batam Indonesia Free Zone Authority

Jl. Sudirman No. 1, BIDA Building, 3rd Floor Batam Centre, Batam, Riau Island

Phone : +62 778 462024

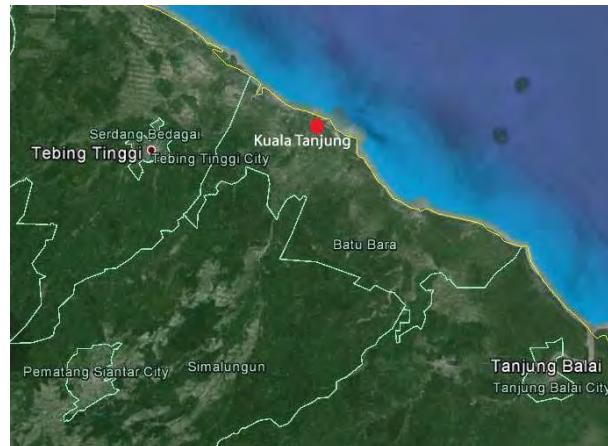
Fax : +62 778 462192

Mr. Wan Darussalam  
Head of Local Development Planning Agency of Batam Municipal  
Jl. Engku Putri No. 1, Batam, Riau Island  
Phone : +62 778 463045  
Fax : +62 778 461701

### **13. Other Information**

N/A

# 1. DEVELOPMENT OF KUALA TANJUNG INTERNATIONAL HUB PORT, NORTH SUMATERA



**Project Location:**  
**North Sumatera Province**

## 2. The Opportunity

### 2.1 Project Background

Kuala Tanjung is determined as international hub port based on the modalities of Indonesia in the strategic Malaka Strait. Global trade flows (seaborne) which through the Malaka Strait will be a source of individual transactions for Kuala Tanjung and Sumatra Economic Corridor. Based on the Kuala Tanjung Port Master Plan in 2012, the development of Kuala Tanjung forward geared to handle liquid bulk cargo (CPO), dry bulk, general cargo, containers, and prepared as an outlet / inlet for Sei Mangkei Industrial Area. The container capacity of Kuala Tanjung Port is 25 million TEU's per year.

### 2.2 Project Description

Kuala Tanjung International Hub Port development is part of the Acceleration and Expansion of Indonesia Economic Development Master Plan (MP3EI), which is prioritized by the government. Existing Kuala Tanjung Port will be developed as hub port to handle liquid bulk cargo (CPO), dry bulk cargo, general cargo, and container. It will be prepared as outlet/inlet for Sei Mangkei Industrial Area as well as to support Belawan Port.

### 2.3 Project Objectives

The project is developed to deliver transshipment service on the Malaka Straits, to support Belawan Port and also Sei Mangkei Industrial Area.

## 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

The detail role of private will be provided in the subsequent studies.

## 5. Economic Significance of Project

The detail economic analysis will be provided in the subsequent studies.

## 6. Project Structure

The estimated project cost is US\$ 2,000.00 million.

## 7. Government Support and Government Guarantee

The necessity and applicability of the government support and government guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

Description	Unit	Development Phases (cumulative)		
		Status in Phase 1	Status in Phase 2	Status in Phase 3
<i>Container Terminal</i>				
Dock	m	1,000 x 50	12,000 x 50	19,000 x 50
Container field	ha	50	633	983
Container depot	ha	41.02	70.90	114.50
Trestle	m	5,020	5,020	5,020
Supporting facilities	ha	-	83	133
<i>Office</i>				
Office area	ha	4.99	4.99	4.99

## 9. Initial Environmental Examination Findings

Kuala Tanjung International Hub Port activities will affect to environmental parameter quality. In addition, activities from various types of industry in the project area are also included as source of impacts. If the impacts are not managed properly, it will affect to the quality of ambient air, sea water as well as flora/fauna and the health of surrounding communities.

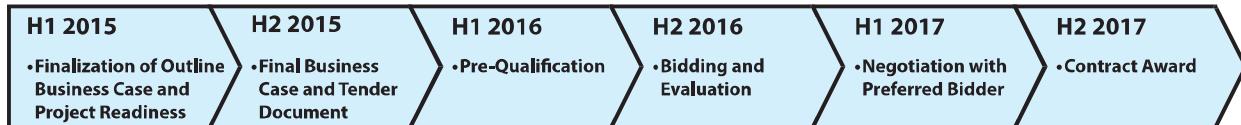
Development of various types of industry in the project area will increase traffic of goods and call ship mooring in Kuala Tanjung area. It can affect to shipping safety and oily liquid substance pollution from sea transportation.

## 10. Land Acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Kuala Tanjung International Hub Port Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Tonny Budiono

Director of Port and Dredging, Ministry of Transportation

Karya Building 15<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 INDONESIA

Phone : +62 21 3506964

Fax : +62 21 3848963/34834847

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Center, Ministry of Transportation

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

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. DEVELOPMENT OF BITUNG INTERNATIONAL HUB PORT, NORTH SULAWESI



**Project Location:**  
**North Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

Bitung Port was chosen as international hub port in Eastern Indonesia with following considerations:

- The integrity of the carrying capacity of the social, economic and ecological recorded many of satellites in Eastern Indonesia
- From the satellite record is well known that attention leads to resources in Eastern Indonesia
- Growth in Eastern Indonesia tend to grow higher than the western region of Indonesia
- Java ecological carrying capacity limits of economic dynamics
- The dynamics of logistics in eastern Indonesia is expected to grow exponentially.

The strengths of Bitung Port are as follows:

- Located directly alongside the Pacific Ocean
- Natural port
- Suitable infrastructure and superstructure available
- Located in Indonesian Navigation Channel

## 2.2 Project Description

Bitung International Hub Port development is part of the Acceleration and Expansion of Indonesia Economic Development Master Plan (MP3EI), which is prioritized by the government. Bitung Port will be developed as a hub port to handle liquid bulk cargo (CPO), dry bulk cargo, general cargo, and container.

The hinterland of Bitung International Hub Port includes Ambon and Ternate (Agriculture, industry & mining product). East Kalimantan (Samarinda, Balikpapan, Tarakan, Nunukan) also has significant contributions for cargo to Bitung International Hub Port such as world products, coal, oil & containerization plywood.

## 2.3 Project Objectives

The main objectives of the project are as follows:

- a. To distribute of goods in Eastern Indonesia
- b. As the export port for the commodities in Eastern Indonesia

## 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

The detail role of private will be provided in the subsequent studies.

## 5. Economic Significance of Project

The detail economic analysis will be provided in the subsequent studies.

## 6. Project Structure

The estimated project cost is US\$ 500.00 million.

## 7. Government Support and Government Guarantee

The necessity and applicability of the government support and government guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

The subsequent studies are being conducted to ensure the needs of new terminal development in Pulau Lembeh, or optimize the existing port facilities.

## 9. Initial Environmental Examination Findings

Bitung International Hub Port activities will affect to environmental parameter quality. If the impacts are not managed properly, it will affect to the quality of ambient air, sea water as well as flora/fauna and the health of surrounding communities.

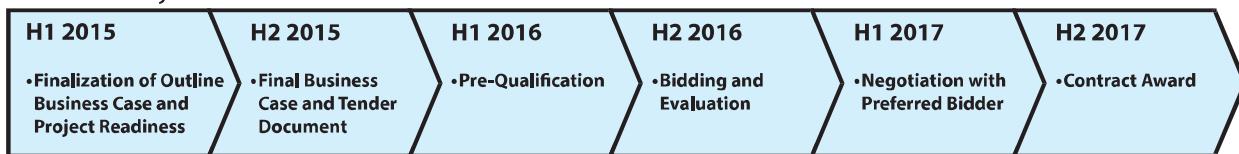
Development of port area will increase traffic of goods and call ship mooring in Bitung Port. It can affect to shipping safety and oily liquid substance pollution from sea transportation.

## 10. Land Acquisition and Resettlement Action Plan

The detail information related to the land acquisition and resettlement plan will be provided in the subsequent studies.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Bitung International Hub Port Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Tonny Budiono

Director of Port and Dredging, Ministry of Transportation.

Karya Building 15<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 INDONESIA

Phone : +62 21 3506964

Fax : +62 21 3848963/34834847

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Center, Ministry of Transportation.

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

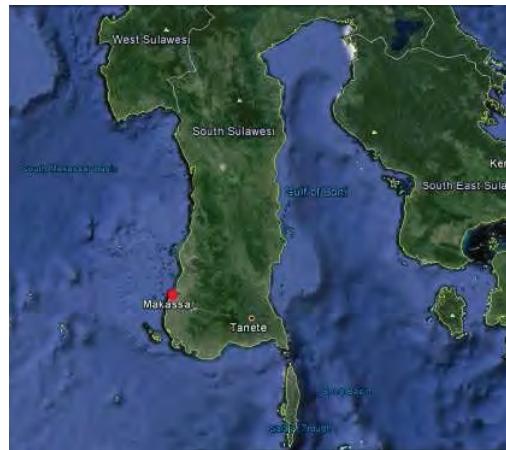
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. DEVELOPMENT OF MAKASSAR NEW PORT, SOUTH SULAWESI



**Project Location:**  
**Makassar, South Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

Makassar Port, located at waterfront of Makassar Strait, has been designated as Indonesia Archipelagic Sea Lanes. The strategic location, supported by natural resources and skilled human resources, allows this area grow on par with other provinces in Indonesia. Economic growth in South Sulawesi Province is quite stable, with an average of above 7%, followed by growth of freight and passenger in Makassar Port. The freight and passenger in Makassar port were grown significantly (above 10%) within the last 5 years. The condition causes increasing density of goods flow and ship visits in existing Makassar Port, especially containers.

### 2.2 Project Description

The Makassar New Port is developed as container terminal. The development is divided into 3 phases, as follow:

- Phase 1

Reclamation of 46 land area which is prepared for construction of container terminal with capacity up to 1,030,000 TEU's per year. In this phase, 3 docks with total length 750 m will be built in stages according to the needs. Development in this phase will be equipped with access road, container stacking yard, and related building facilities.

- Phase 2

Additional container terminal provision, in the form of reclamation and construction of container terminal facilities on 30 ha of area. Facilities prepared in this phase including a dock with length 250 m, container stacking yard, and related supporting building.

- Phase 3

Additional container terminal provision, in the form of reclamation for 30.8 ha of container terminal facilities and 5.8 ha of Roll On - Roll Off (Ro-Ro) terminal. Facilities prepared in this phase are 4 container docks with length 3x250 m and 1 Ro-Ro dock with length 300 m, container stacking yard, field for Ro-Ro, and related building facilities.

### 2.3 Project Objectives

The objectives of development of Makassar New Port are as follows:

- To support the existing Makassar Port
- To serve container terminal activities, both domestic and international containers
- To accommodate demand growth until 2032

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall be responsible to finance, design, and construct the project, consist of wharf, pavement, yard, building, cargo equipment, and IT installation, as well as development of supra-structure.

## 5. Economic Significant of Project

The existence of Makassar Port in South Sulawesi Province effect and stimulate economic movement in South Sulawesi Province in general and Makassar Municipal in particular, as well as its hinterland area. Further development will motivate the emergence of industrial centers in Makassar Municipal and port's surrounding area.

## 6. Project Structure

<b>Estimated project cost</b>	US\$ 421.55 million
<b>Indicative debt to equity ratio</b>	70 : 30
<b>Debt level</b>	US\$ 295.08 million
<b>Equity level</b>	US\$ 126.47 million

## 7. Government Support and Government Guarantee

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

No.	Facilities	Unit	Development Phases (cumulative)		
			Status in Phase 1	Status in Phase 2	Status in Phase 3
<i>Main Facilities</i>					
1	Container terminal area	ha	46	76	106
2	Container dock	mooring	1,000 m	1,250 m	2,184 m
3	Ro-Ro dock	mooring	-	-	309 m
4	Breakwater	m	2,362	2,362	2,362
5	Ro-RO terminal area	ha	-	-	5.8
6	Dredging up to -14 m	ha	36	62	89
7	CFS area	m <sup>2</sup>	2,200	2,200	2,200
8	CFS truck parking area	m <sup>2</sup>	12,000	12,000	12,000
<i>Supporting Facilities</i>					
9	Flyover	m	1,700	1,700	1,700
10	Land access road	m <sup>2</sup>	41,400	41,400	41,400
11	Neighborhood road	m <sup>2</sup>	210,000	210,000	210,000
12	Container operational office	m <sup>2</sup>	1,000	2,000	2,000
13	Workshop	unit	1	1	1
14	Gate	unit	1	1	1
15	Supporting facilities area	m <sup>2</sup>	5,000	5,000	5,000
<i>Tools and Equipment</i>					
16	Quay crane	unit	4	13	37
17	RTG crane	unit	16	52	148
18	Head truck	unit	32	104	224
19	Chassis	unit	40	120	250
20	Reach stacker	unit	3	6	9
21	Forklift	unit	3	6	9

## 9. Initial Environmental Examination Findings

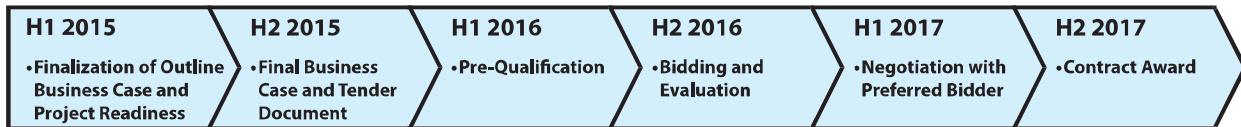
Environmental Impact Assessment (AMDAL) permit has been obtained but needs to be extended.

## 10. Land Acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Makassar New Port Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Tonny Budiono

Director of Port and Dredging, Ministry of Transportation

Karya Building 15<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 INDONESIA

Phone : +62 21 3506964

Fax : +62 21 3848963/34834847

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Center, Ministry of Transportation

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

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. DEVELOPMENT OF BAUBAU PORT, SOUTHEAST SULAWESI



**Project Location:  
Southeast Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

Baubau Port is one of the strategic transportation nodes in Eastern Indonesia which has important role in sea transportation constellation. Development of national transportation infrastructure network, especially in Eastern Indonesia, makes Baubau Port has strategic function. This is due to geographical position of Baubau Port crossed by sea transportation movement from Western Indonesia (Jakarta, Surabaya) and central region (Makassar) to Eastern Indonesia such as Maluku, North Maluku, Central Sulawesi and North Sulawesi. Baubau Port is also a gateway for sea transportation movement in Southeast Sulawesi (transit port).

### 2.2 Project Description

The project is development of existing Baubau Port which currently has a role as transit port. The Baubau Port will be developed to accommodate loading/unloading from containers and cargos. The development is divided into 3 phases, as follows:

- Phase 1: length of dock 836 m; consists of 260 m for container and 576 m for multipurpose
- Phase 2: length of dock 883 m; consists of 320 m for container and 563 m for multipurpose
- Phase 3: length of dock 950 m; consists of 320 m for container and 630 m for multipurpose

### 2.3 Project Objectives

The project is developed to accommodate further development of Southeast Sulawesi Province. Southeast Sulawesi Province has large potential natural resources, mining and tourism.

## 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

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

## 5. Economic Significance of Project

Social Cost Benefit Analysis (SCBA) result shows that Development of Baubau Port Project is economically feasible with EIRR 26.3%. The result indicates that the project has significant economic benefits.

## 6. Project Structure

<b>Phase 1</b>	US\$ 7.77 million
<b>Phase 2</b>	US\$ 6.44 million
<b>Phase 3</b>	US\$ 6.18 million

## 7. Government Support and Government Guarantee

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

No.	Description	Unit	Development Phases (cumulative)			
			Existing	Status in Phase 1	Status in Phase 2	Status in Phase 3
<i>Infrastructure</i>						
1	Container ship dock	m	130	260	320	320
2	General cargo dock	m	350	576	563	630
3	Passenger dock	m	180	180	180	180
4	Fast ship dock	m	50	50	50	50
5	Container stacking yard	m <sup>2</sup>	1,800	4,600	6,900	12,600
6	Cargo warehouse	m <sup>2</sup>	-	900	1,300	1,300
7	Open storage	m <sup>2</sup>	-	2,597	3,720	7,080
8	Transit shed	m <sup>2</sup>	-	1,800	2,500	2,500
9	Truck parking area	m <sup>2</sup>	-	1,188	1,404	2,484
10	General parking area	m <sup>2</sup>	2,856	4,000	4,000	4,000
11	Passenger terminal	m <sup>2</sup>	780	1,080	2,160	2,160

<i>Facilities</i>						
1	Crane 40 ton	unit	-	-	-	1
2	Crane 25 ton	unit	-	1	2	3
3	Crane 5 ton	unit	-	1	1	1
4	Crane 3 ton	unit	-	1	1	1
5	Reach stacker 42 ton	unit	-	-	1	1
6	Top leader 36 ton	unit	-	-	1	3
7	Bottom lift 15 ton	unit	-	-	1	1
8	Forklift 2 ton	unit	-	2	4	6
9	Forklift 3 ton	unit	1	2	3	4
10	Forklift 5 ton	unit	1	2	3	4
11	Head truck	unit	4	10	14	18
12	Mobile crane 40 ton	unit	1	2	2	2
13	Transtainer	unit	-	1	1	2

## 9. Initial Environmental Examination Findings

Based on preliminary study, the initial environmental examination identifies some environmental impacts of the project during pre-construction, construction, and operation, as follows:

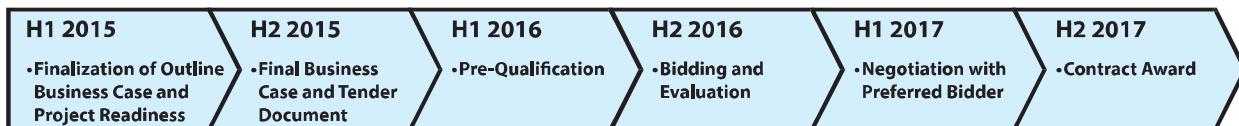
- Reclamation and dredging activities cause changes in the pattern of abrasion and sedimentation in surrounding coastal environment. It will lead to various effects, either biological, physical environment or social-economic-culture
- There is potential pollution during construction and operation activities, such as sea water pollution
- There is potential conflict on sea area utilization, such as fishery activities
- There is potential social impact related to labor recruitment

## 10. Land Acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Baubau Port Project:



Note: This timetable is subject to government approval process

**12. Contact Information**

Mr. A. Tonny Budiono

Director of Port and Dredging, Ministry of Transportation

Karya Building 15<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 INDONESIA

Phone : +62 21 3506964

Fax : +62 21 3848963/34834847

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Center, Ministry of Transportation

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

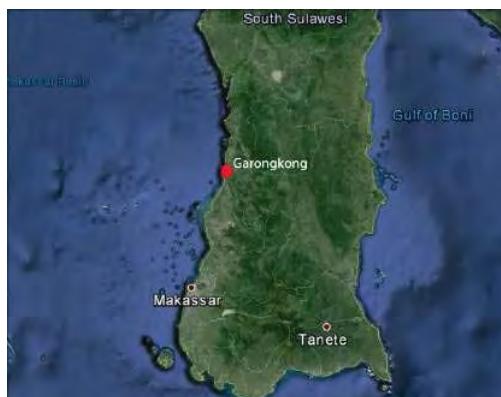
Phone : +62 21 3517608

Fax : +62 21 3852671

**13. Other Information**

N/A

# 1. DEVELOPMENT OF GARONGKONG PORT, SOUTH SULAWESI



**Project Location:  
South Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

Makassar Port, located at waterfront of Makassar Strait, has been designated as Indonesia Archipelagic Sea Lanes. The strategic location, supported by natural resources and skilled human resources, allows this area grow on par with other provinces in Indonesia. Economic growth in South Sulawesi Province is quite stable, with an average of above 7%, followed by growth of freight and passenger in Makassar Port. The freight and passenger in Makassar port were grown significantly (above 10%) within the last 5 years. The condition causes increasing density of goods flow and ship visits in existing Makassar Port, especially containers.

### 2.2 Project Description

The project is development of existing Garongkong Port, located at Barru Regency, ±102 m from Makassar Municipal. Along with development of Makassar Main Port, Garongkong Port will be developed as non-food dry bulk terminal (such as cement, coal, clinker, etc.) and liquid bulk terminal.

### 2.3 Project Objectives

The objectives of the project are as follows:

- To support the existing Makassar Port
- Separation of food dry bulk (flour, etc.) loading/unloading activities with non-food dry bulk (cement, coal, etc.) loading/unloading activities to produce healthier product and environment

- As hub port to serve loading/unloading of domestic and international trade goods which continue to increase along with area economic development
- As alternative port and buffer of Makassar Port, serves approximately 40% of existing dry bulk goods in Makassar Port
- Prepared to be able to accommodate increasing flow of general cargo and dry bulk goods that required special handling in terms of dock structure, tools and equipment, and other supporting facilities

#### 2.4 Government Contracting Agency

Ministry of Transportation

### 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

### 4. Private Partner's Role

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

### 5. Economic Significance of Project

The existence of Garongkong Port in South Sulawesi Province effect and stimulate economic movement in South Sulawesi Province in general and Makassar Municipal – Barru Regency in particular, as well as its hinterland area. Further development will motivate the emergence of industrial centers in Barru Regency and port's surrounding area.

### 6. Project Structure

<b>Estimated project cost</b>	US\$ 42.45 million
<b>Indicative debt to equity ratio</b>	70 : 30
<b>Debt level</b>	US\$ 29.72 million
<b>Equity level</b>	US\$ 12.73 million

### 7. Government Support and Government Guarantee

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

Facilities required for development of Garongkong Port:

No.	Facilities	Unit	Development Phases (cumulative)			
			Existing	Status in Phase 1	Status in Phase 2	Status in Phase 3
1	Reclamation	Ha	-	18	31	70
2	Dock	m	250	550	800	1,050
		mooring	2	4	4	6
3	Trestle	m	264	264	816	816
4	Office area	ha	-	4	4	4
5	Reserve area	ha	-	-	-	38

## 9. Initial Environmental Examination Findings

Based on preliminary study, the initial environmental examination identifies some environmental impacts of the project during pre-construction, construction, and operation, as follows:

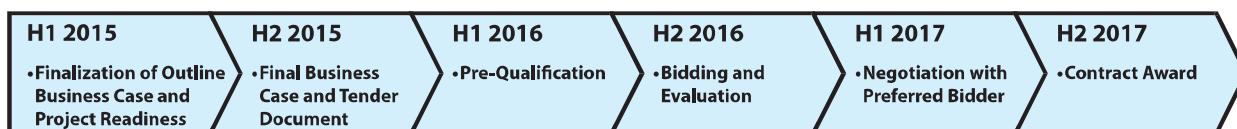
- Reclamation and dredging activities cause changes in the pattern of abrasion and sedimentation in surrounding coastal environment. It will lead to various effects, either biological, physical environment or social-economic-culture
- There is potential pollution during construction and operation activities, such as sea water pollution
- There is potential conflict on sea area utilization, such as fishery activities
- There is potential social impact related to labor recruitment

## 10. Land Acquisition and Resettlement Action Plan

The need of land reclamation is based on permit from authorized institution. Approximately 122 ha of land will be acquired from reclamation.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Garongkong Port Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Tonny Budiono

Director of Port and Dredging, Ministry of Transportation

Karya Building 15<sup>th</sup> Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 INDONESIA

Phone : +62 21 3506964

Fax : +62 21 3848963/34834847

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Center, Ministry of Transportation

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

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. DEVELOPMENT OF NEW BALI AIRPORT, BALI



**Project Location:  
Bali Province**

## 2. The Opportunity

### 2.1 Project Background

Bali Province is one of the most visited tourist attractions in Indonesia. Passenger traffic has more than doubled at Ngurah Rai International Airport in the past decade, reaching 11.1 million passengers in 2010 due to Bali's high reputation. Currently, Ngurah Rai International Airport is too congested and no longer adequate for a drastic increase in the number of flight frequency, flight service users, and cargo. The development of New Bali Airport will reduce the potential of congestion in Denpasar Municipal and Nusa Dua District.

### 2.2 Project Description

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

- Gerokgak District
- Celukan Bawang District
- Kubutambahan District

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

## 2.3 Project Objectives

There are two key project objectives from the project:

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

## 2.4 Government Contracting Agency

The Government Contracting Agency will be decided in the subsequent studies.

## **3. Procurement Approach**

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## **4. Private Partner's Role**

The detail role of private will be provided in the subsequent studies.

## **5. Economic Significance of Project**

The detail economic analysis will be provided in the subsequent studies.

## **6. Project Structure**

The estimated project cost is US\$ 510.00 million.

## **7. Government Support and Government Guarantee**

The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

## **8. Project Technical Profile**

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

## **9. Initial Environmental Examination Findings**

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

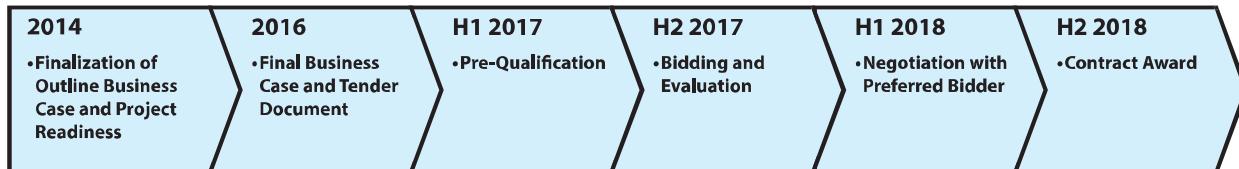
- There is potential pollution from aircraft noise during airport operation
- There will be impact on flora and fauna in surrounding project area
- Construction potentially creates impacts to the surroundings
- There is potential impact on the water quality in surrounding area

## 10. Land Acquisition and Resettlement Plan

The detail information related to land acquisition and resettlement plan will be provided in the subsequent studies.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of New Bali Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. I Ketut Artika

Head of Transportation Agency Bali Province  
Jl. Cok Agung Tresna, Denpasar, Bali, Indonesia

Phone : +62 361 227730  
Fax : +62 361 222436

Mr. Agus Santoso

Director of Airport, Ministry of Transportation  
Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia  
Phone : +62 21 3507577  
Fax : +62 21 3505571

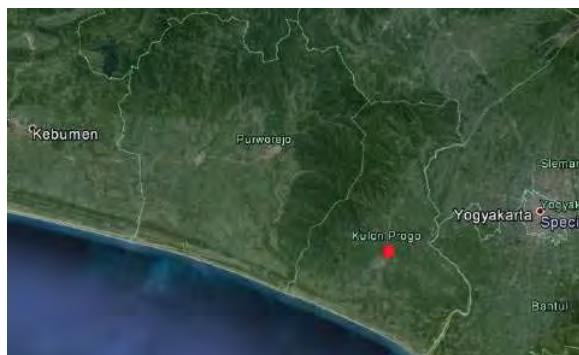
Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation  
Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia  
Phone : +62 21 3517608  
Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. KULON PROGO INTERNATIONAL AIRPORT, DI YOGYAKARTA



**Project Location:**  
**Kulon Progo Regency, DI Yogyakarta Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

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

### 2.3 Project Objectives

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

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

## 2.4 Government Contracting Agency

Government of DI Yogyakarta Province

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

The detail role of private will be provided in the subsequent studies.

## 5. Economic Significance of Project

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

## 6. Project Structure

The estimated project cost is US\$ 500.00 million.

## 7. Government Support and Guarantee

The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

## 8. Project Technical Profile

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

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

## 9. Initial Environmental Examination Findings

Based on preliminary study, the initial environmental findings of Kulon Progo International Airport development are listed as follows:

- There is no significant flood hazard on the raised beach land facet
- There is no sign of coastal abrasion

- There are no historical records that would confirm catastrophic tsunami in the past
- The airport site in Kulon Progo does not have any geological weakness and fractures

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

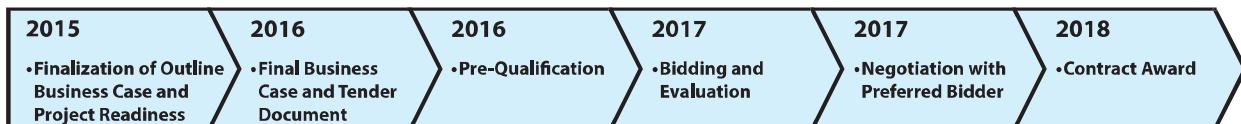
Construction Phase	Operational Phase
Damage to landscape	Damage to landscape
Compaction, loss of soil	Compaction, loss of soil
Damage to surface and ground water network	Damage to geological features
Impact of noise pollution	

## 10. Land Acquisition and Resettlement Action Plan

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

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Kulon Progo International Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

**Mr. Sigit Haryanto**

Head of Transportation, Communication and Informatics Agency, DI Yogyakarta Province  
Jl. Babarsari No. 30 Yogyakarta Indonesia

Phone : +62 274 520424  
Fax : +62 274 485405

**Mr. Agus Santoso**

Director of Airport, Ministry of Transportation  
Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia  
Phone : +62 21 3507577  
Fax : +62 21 3505571

**Mr. Imam Hambali**

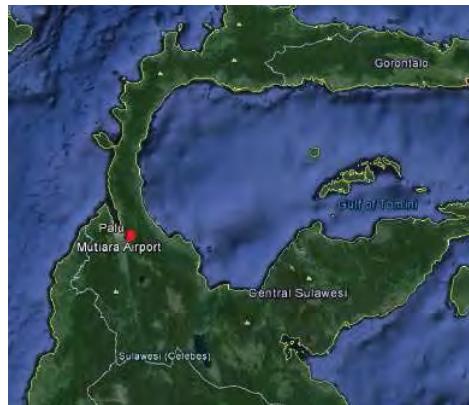
Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation  
Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3517608  
Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF MUTIARA AIRPORT, CENTRAL SULAWESI



**Project Location:  
Central Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

Mutiara Airport received a sudden burst of increase in traffic in 2008, by as much as 62% for both aircraft movement and passengers. It slowed down in 2009, where the growth was 5.6% for aircraft movement. Overall, however, the airport had an annual increase of 25.7% for aircraft movement, 31.7% for passengers and 29.1% for cargo. In 2011, the number of passengers almost reached 800,000 people. By the end of this year, the number is expected to reach 1 million people. Since 2011, the airport has been undergoing transformation with at least IDR 200 billion budget. The addition of new terminals, improved runways, and latest traffic control technology may enable Mutiara to compete internationally.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is aimed to develop existing airport to be airport hub.

### 2.4 Government Contracting Agency

Ministry of Transportation

### **3. Procurement Approach**

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

### **5. Economic Significance of Project**

Mutiara Airport is located in Palu Municipal which is the capital of the central Sulawesi Province. The passenger growth usually represents the economic growth of the region. Airport has important role to boost the economic higher. The airport is needed to develop in line with the passenger and economic growth of the region in order to cope the demand.

### **6. Project Structure**

The estimated project cost is US\$ 103.30 million.

### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Mutiara Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,250 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Mutiara Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

### **9. Initial Environmental Examination Findings**

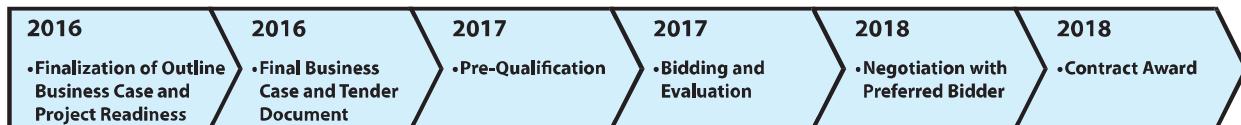
The environmental examination has done regularly at the airport.

## 10. Land Acquisition and Resettlement Action Plan

At present Mutiara Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Mutiara Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF KOMODO AIRPORT, EAST NUSA TENGGARA



**Project Location:  
East Nusa Tenggara Province**

## 2. The Opportunity

### 2.1 Project Background

The airport had an increase of 66.6% in revenue from 2011 to 2012. However, it still operated at a loss with nearly IDR 3.76 billion spent on regular expenses last year. In 2012, the airport spent nearly IDR 49 billion in renovation program; improving terminal building, adding a new one and extending the runway. In terms of usage, the airport has seen some significant growth. Aircraft movement has (on average) annual increase of 22.2% for the past 5 years; it rise from 1,800 in 2008 to 2,900 in 2012. The airport served around 115,000 passengers last year with average annual growth of 24%. The cargo traffic has increased by 131.5% in the last 5 years, from 122,000 kg in 2008 to 282,000 kg in 2012. Komodo airport plays an important role in connecting East Nusa Tenggara (NTT) with the rest of Indonesia and the world. It is potential to be a major international airport.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on tourism.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport during cooperation period, as well as to develop facilities to cope the traffic growth.

#### **5. Economic Significance of Project**

Komodo Airport is located in Labuan Bajo Municipal in East Nusa Tenggara Province. Labuan Bajo Municipal is the closest access to reach Komodo and Rinca Islands where the famous Komodo dragons live in their natural environment. Labuan Bajo also has many panoramic sea view as well as beautiful diving spots that attract many tourists to visit the area. Tourism is the main source of economic development so that airport has very important role to connect tourist, especially from Bali Island.

#### **6. Project Structure**

The estimated project cost is US\$ 48.61 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Komodo Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 1,850 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Komodo Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

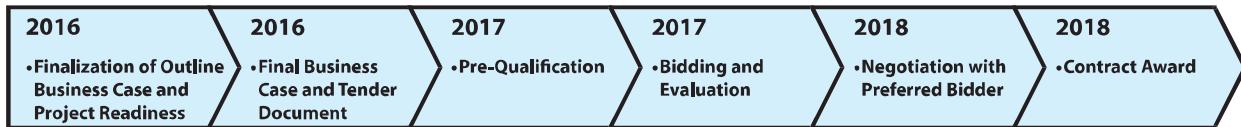
The environmental examination has done regularly at the airport.

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

At present Komodo Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Komodo Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

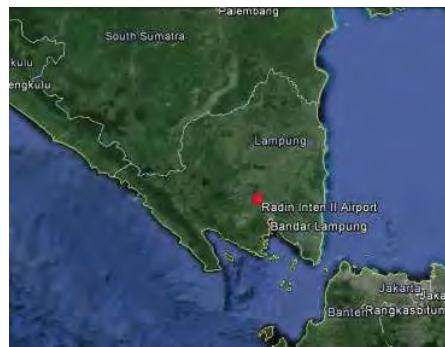
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF RADIN INTEN II AIRPORT, LAMPUNG



**Project Location:  
Lampung Province**

## 2. The Opportunity

### 2.1 Project Background

Radin Inten II is expanding due to the rapid increase of users. In 2011 alone, the number of flights jumped from a little over eight thousands from previous year to more than fifteen thousands. That's an increase of 84.4%, with average annual growth of 43.2% between 2007 and 2011. Both passengers and cargo traffic jumped in 2011, with number of visitors reaching 1 million mark and shipment of almost 2.5 million ton. On average, passenger numbers increased by 31.5% and cargo by 53.6% annually between 2007 and 2011. Because of the boost in usage, the airport had an increase of 16.5% in revenue in 2012. Despite that, it still operates at a loss with more than IDR19 billion differences between revenue and budgeted expenditure. The continuous growth of passengers and cargos and the proximity with the planned Trans Sumatera Toll Road may turn Radin Inten II airport into profitable with the right management.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on agribusiness and fisheries.

### 2.4 Government Contracting Agency

Ministry of Transportation

### **3. Procurement Approach**

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

### **5. Economic Significance of Project**

Radin Inten II Airport is located in the capital of the Lampung Province. The passenger growth usually represents the economic growth of the region. Airport has important role to boost the economic higher. The airport is needed to develop in line with the passenger and economic growth of the region in order to cope the demand.

### **6. Project Structure**

The estimated project cost is US\$ 109.37 million.

### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Radin Inten II Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,500 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Radin Inten II Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

### **9. Initial Environmental Examination Findings**

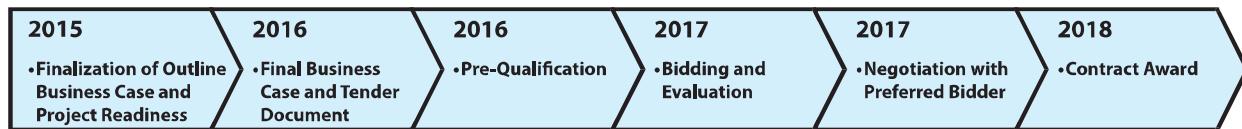
The environmental examination has done regularly at the airport.

## 10. Land Acquisition and Resettlement Action Plan

At present Radin Inten II land is owned by the Directorate General of Civil Aviation (DGCA). Land acquisition for terminal expansion in the opposite side of the existing terminal is on going which is done by the local government.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Radin Inten II Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

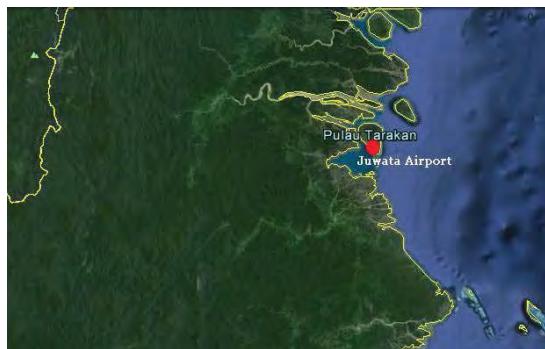
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF JUWATA AIRPORT, NORTH KALIMANTAN



**Project Location:**  
**North Kalimantan Province**

## 2. The Opportunity

### 2.1 Project Background

Juwata Airport was hit hard by 2008 financial crisis. Flights dropped by more than 50% (from 8,000 to 3,400), passengers decreased by 44.52% (from 360,000 to 200,000) and cargo reduced by 43.5% (from 4.4 million ton to 2.5 million ton). However, the jump in traffic for the next three years is unpredicted. Annual average increase in aircraft movements were 61.5%, passengers 60.8%, and cargo 52.5%. By the end of 2011, the airport serviced 13,600 aircrafts, 770,200 passengers and 8.5 million ton of cargo. The high demand prompted city government to plan and develop Juwata further. By extending the runway and building additional terminal, the airport will attract more international flights.

### 2.2 Project Description

The project managed the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on trade and agribusiness.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design and construct the airport expansion.

#### **5. Economic Significance of Project**

Juwata Airport is located in Tarakan Island that have oil production as the main natural source that run the economic within the region. The island also close to border area between Indonesia and Malaysia that the cross border traffic also give quite significant role in economic growth. The Juwata Airport has an important role in connecting people to go outside the island for trade activities between the island and other location in Indonesia.

#### **6. Project Structure**

The estimated project cost is US\$ 103.30 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Juwata Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,250 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Juwata Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, passenger terminal building (which is new building), cargo terminal and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

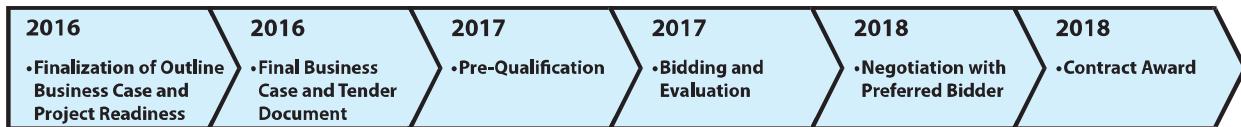
The environmental examination has done regularly at the airport.

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

At present Juwata Airport Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Juwata Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF SENTANI AIRPORT, PAPUA



**Project Location:  
Papua Province**

## 2. The Opportunity

### 2.1 Project Background

Sentani Airport is a major hub in Papua run by the Directorate General of Civil Aviation (DGCA), and as a hub, the airport traffic is steadily increasing since 2007, with an average of 9.8% of aircraft movements. In 2011 the number of aircraft arriving and take off reaches 47 thousand. The number of passenger are reach 1 million with annual growth rate of 13.5%. Cargo traffic even have higher growth. In both 2009 and 2011 the growth is more than 14% while in 2010, the growth is experienced almost 80%. For this prospective growing, DGCA could not maximized the development of the facilities due to lack of budget.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is aimed to develop existing airport to be eastern Indonesia cargo hub.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport during cooperation period, as well as to develop facilities to cope the traffic growth.

#### **5. Economic Significance of Project**

The geographic condition of the Papua region has lead to, the importance of air transportation as the main mode of transportation. While Sentani Airport is main hub in Papua, almost all traffic are distributed from this airport so that the airport development as well as good management are required in order to cope the traffic demand.

#### **6. Project Structure**

The estimated project cost is US\$ 109.37 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Sentani Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,500 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Sentani Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

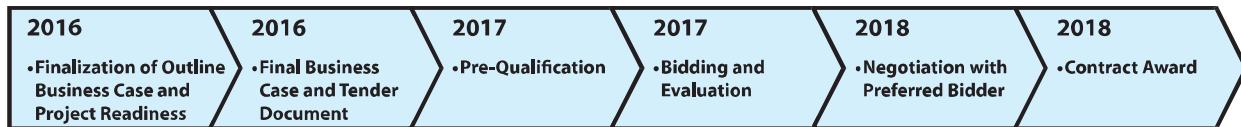
The environmental examination has done regularly at the airport.

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

At present Sentani Airport land is owned by the DGCA. Land acquisition for terminal expansion in the opposite side of the existing terminal is still on progress.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Sentani Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF TJILIK RIWUT AIRPORT, CENTRAL KALIMANTAN



**Project Location:**  
Central Kalimantan Province

## 2. The Opportunity

### 2.1 Project Background

Tjilik Riwut is experiencing good growth of traffic. Between 2007 and 2011, the average annual increase of aircraft movement is 36%, passengers 43.5% and cargo 32.9%. In the span of five years, the number of aircraft movement nearly tripled from 2,400 in 2007 to 6,300 in 2011. In the same time, passenger number almost quadrupled, reaching to 606,000 people. Cargo shipment also tripled, to 3.6 million ton of goods.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on mining and plantation.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

#### **5. Economic Significance of Project**

Tjilik Riwut Airport is located in Palangkaraya Municipal which is the capital of the Central Kalimantan Province. The passenger growth usually represents the economic growth of the region. Airport has important role to boost the economic higher. The airport is needed to develop in line with the passenger and economic growth of the region in order to cope the demand.

#### **6. Project Structure**

The estimated project cost is US\$ 109.37 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Tjilik Riwut Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,500 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Tjilik Riwut Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Consultant (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

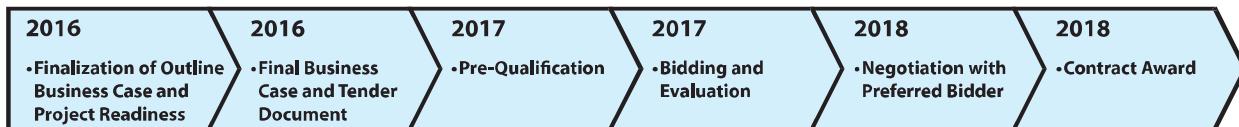
The environmental examination has done regularly at the airport.

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

At present Tjilik Riwut Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Tjilik Riwut Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

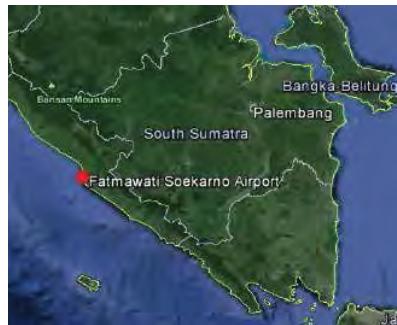
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF FATMAWATI SOEKARNO AIRPORT, BENGKULU



**Project Location:  
Bengkulu Province**

## 2. The Opportunity

### 2.1 Project Background

Fatmawati Airport had modest annual increase of 9.1% in aircraft movement between 2007 and 2011. Passengers number also follow at 9.7% of annual growth (557,000 people in 2011). Cargo movement had more significant increase, with an average of 18.1% reaching to 2.2 million ton of goods. The airport is operated at a loss, with more than IDR 33 billion deficit in 2011. Some officials suggest to improve the airport to accommodate the growing traffic and hajj passengers.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on agribusiness and mining.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

#### **5. Economic Significance of Project**

Fatmawati Airport is located in Bengkulu Municipal which is the capital of the Bengkulu Province. The passenger growth usually represents the economic growth of the region. Airport has important role to boost the economic higher. The airport is needed to develop in line with the passenger and economic growth of the region in order to cope the demand.

#### **6. Project Structure**

The estimated project cost is US\$ 123.95 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Fatmawati Soekarno Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,250 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Fatmawati Soekarno Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

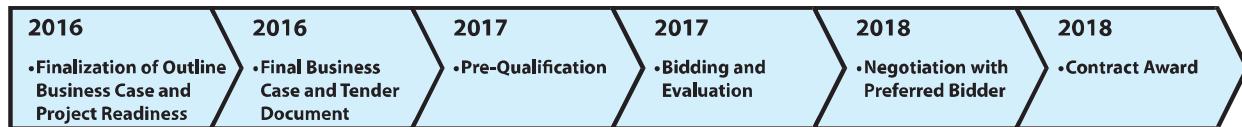
The environmental examination has done regularly at the airport.

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

At present Fatmawati Soekarno Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Fatmawati Soekarno Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

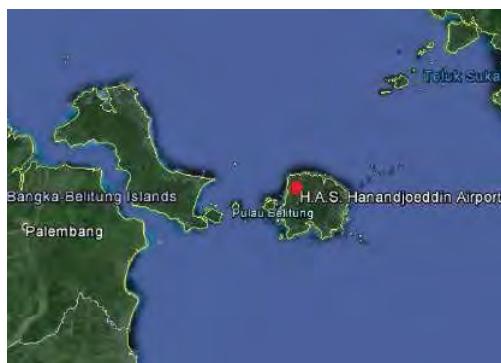
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF H. AS. HANANJOEDDIN AIRPORT, BANGKA - BELITUNG ISLAND



**Project Location:  
Belitung Island**

## 2. The Opportunity

### 2.1 Project Background

Hananjoeddin Airport had a sharp increase in aircraft traffic from 2,900 aircrafts in 2010 to 17,500 aircrafts in 2011 or annual growth of 494%. By end of 2011, the passenger traffic reached 512,300 people/year, while cargo has reached 1.6 million ton/year. Total airport revenue in 2012 was IDR 2.9 billion, which has increased by 8.3% from IDR 2.7 billion in 2011. Around three quarter of the revenue comes from passenger service charge (PJP2U).

### 2.2 Project Description

The project are to develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on mining and tourism.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

#### **5. Economic Significance of Project**

Hanandoeddin Airport is located in Tanjung Pandan Sub-district, Belitung Regency. The passenger growth usually represents the economic growth of the region. Airport has important role to boost the economic higher. The airport is needed to develop in line with the passenger and economic growth of the region in order to cope the demand.

#### **6. Project Structure**

The estimated project cost is US\$ 58.33 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of H. AS. Hanandoeddin Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,000 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in H. AS. Hanandoeddin Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, terminal building (passenger and cargo terminal) and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

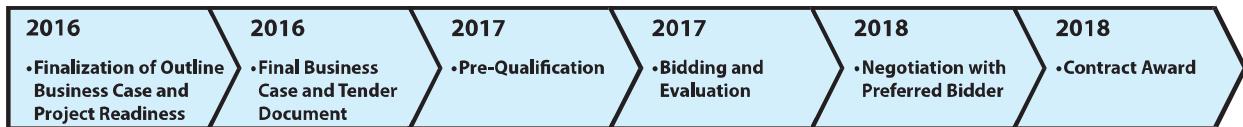
The environmental examination has done regularly at the airport.

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

At present H. AS. Hanandoeddin Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of H. AS. Hananjoeddin Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

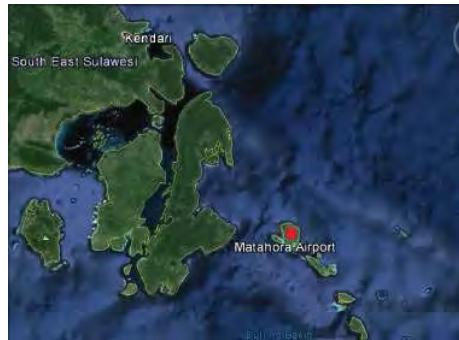
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF MATAHORA AIRPORT, SOUTHEAST SULAWESI



**Project Location:**  
**Southeast Sulawesi Province**

## 2. The Opportunity

### 2.1 Project Background

Matohara airport experienced a surge in aircraft movements and passenger traffic in 2013. Aircraft movements in 2011 and 2012 stood at 112 per annum, while in January-September it more than double to 276. The total number of passengers in 2011 and 2012 were 3,200 and 4,400 respectively, while in January-September 2013 the number has increased by more than 3.5 times to 16,000.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on tourism.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

## 5. Economic Significance of Project

Matahora Airport is a new airport that built after the regional growth to be developed into a new district of Wakatobi. The airport is located in Wanci, the capital city of Wakatobi District. Wakatobi itself is located in the South East Sulawesi province which is composed from 4 big island that are Wangi-wangi, Kaledupa, Tomia, Binongko and some small islands. The island has big potential as tourist destination, especially for diving. Scientist and marine biologist use to do research in Wakatobi because of 750 from 800 kinds of reefs live in Wakatobi diving sites. Wakatobi also has very beautiful sea view, many investor are now build some resort in some islands. Tourism is the main source of economic development within the region, and considering its islands geographic conditions, airport has very important role to connect tourist, especially from the mainland of Sulawesi as well as other cities.

## 6. Project Structure

The estimated project cost is US\$ 48.61 million.

## 7. Government Support and Government Guarantee

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Matahora Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,000 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in Matahora Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

The airport has new main facilities such as runway, taxiway and apron, passenger terminal building and land access.

## 9. Initial Environmental Examination Findings

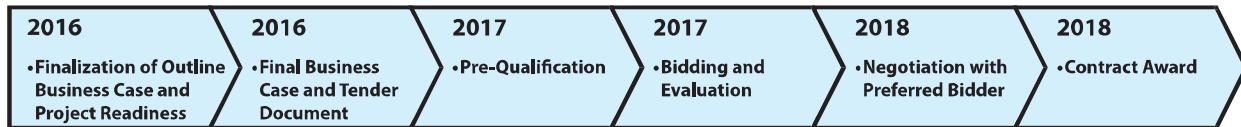
The environmental examination has done regularly at the airport.

## 10. Land Acquisition and Resettlement Action Plan

At present Matahora Airport land is owned by local government and in the process to be delivered to the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Matahora Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

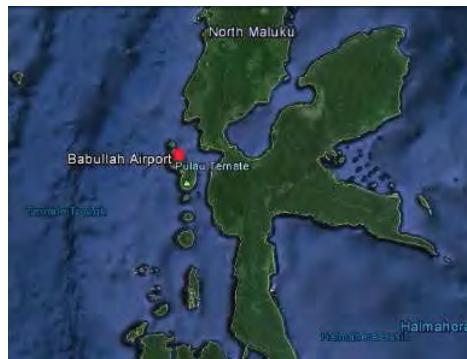
Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. EXPANSION OF SULTAN BABULLAH AIRPORT, NORTH MALUKU



**Project Location:  
North Maluku Province**

## 2. The Opportunity

### 2.1 Project Background

Sultan Babullah airport is seeing some unique pattern of usage in the past few years. On one hand, the number of aircraft movement increase gradually, at an average of 14.4% per year between 2007 and 2011. The number of passengers was almost five hundred thousand in 2011; an average of 22.8% annual growth. Cargo traffic, however, has taken turn for the worst; it is decreasing rapidly at a rate of 36.8% per annum. Despite the mixed growth, the airport was able to increase its revenue by 44.6% in 2012.

### 2.2 Project Description

The project develop facilities in order to cope the future growth of traffic as well as to manage the airport to give better service for airport user.

### 2.3 Project Objectives

The project is developed to support regional development, mainly on agribusiness.

### 2.4 Government Contracting Agency

Ministry of Transportation

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

#### **4. Private Partner's Role**

Private partner shall be responsible for operation and maintenance of the airport as well as finance, design, construct the airport expansion and develop facilities to cope the traffic growth.

#### **5. Economic Significance of Project**

Sultan Babullah airport is located in Ternate Island. The passenger growth usually represents the economic growth of the region. Airport has important role to boost the economic higher. The airport is needed to run by professional private company in order to have effective and efficient operation as well as better service.

#### **6. Project Structure**

The estimated project cost is US\$ 100.26 million.

#### **7. Government Support and Government Guarantee**

The preliminary study document indicates that the project may require government support in the forms of:

- Certainty for investor that there is no airport will be built within certain radius of Sultan Babullah Airport to avoid unwanted traffic competition
- Development of runway at airside of the airport up to 2,125 m within cooperation period (according to master plan)
- Flexibility on determination of airport services tariff to be applied in S. Babullah Airport accordance to services standards (through revision of Government Regulation No. 6/2009) and annual tariff adjustment by considering inflation rate and other specific conditions based on tariff adjustment formula
- Certainty that the objects of cooperation (both land and/or building) are free and not under dispute
- Ease in obtaining Special Purpose Company (SPC) permits

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

#### **8. Project Technical Profile**

The airport has main facilities such as runway, taxiway and apron, passenger terminal building (new building) cargo terminal and land access, as well as supporting facilities.

#### **9. Initial Environmental Examination Findings**

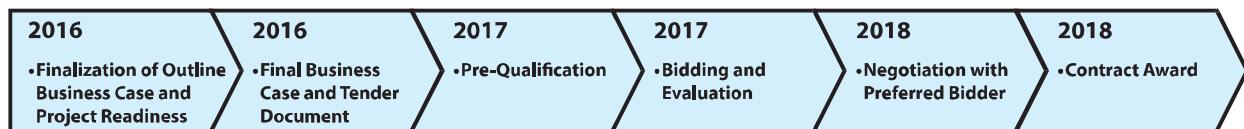
The environmental examination has done regularly at the airport.

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

At present Sultan Babullah Airport land is owned by the Directorate General of Civil Aviation (DGCA).

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Expansion of Sultan Babullah Airport Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Agus Santoso

Director of Airport, Ministry of Transportation

Karya Building 24<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3507577

Fax : +62 21 3505571

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6<sup>th</sup> Floor Jl. Medan Merdeka Barat No. 8 Jakarta 10110 Indonesia

Phone : +62 21 3517608

Fax : +62 21 3852671

## 13. Other Information

N/A

# 1. DEVELOPMENT OF BATAM RAILWAY, RIAU ISLAND



**Project Location:  
Batam, Riau Island**

## 2. The Opportunity

### 2.1 Project Background

Batam Island, with total area 115% of Singapore and population growth rate 9% per year, is one of the industrial and trade areas in Indonesia with a very strategic geographical location. Population and economic growth rate continue to increase, especially since Batam was designated as Free Trade Zone. Benefits an industrial and trade area, economic activities in that area will lead to increase in goods and people movement. The increase of goods and people movement should be supported by availability of adequate transportation facilities and infrastructure, especially an effective and efficient transportation services.

### 2.2 Project Description

The railway development plan in Batam Island with its specific conditions is divided into two corridors:

- Corridor 1: Tanjung Uncang – Batam Center (17.7 km)
- Corridor 2: Hang Nadim Airport – Batu Ampar (19.6 km)

There are 2 options of facility to be operated, i.e. monorail or railbus.

### 2.3 Project Objectives

Batam Railway is developed to accommodate the increase in goods and people movement, by considering geographical and topographical condition of Batam Island, anticipation of potential trip generation areas to reduce the road burden, as well as integration with other transportation modes.

## 2.4 Government Contracting Agency

Batam Indonesia Free Zone Authority

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

The detail role of private will be provided in the subsequent studies.

## 5. Economic Significance of Project

The benefits of the Batam Railway are saving from Vehicle Operating Cost, improvement of time travelling cost, reduce air pollution, and saving from road infrastructure maintenance cost by government. Social Cost Benefit Analysis (SCBA) result shows that Development of Batam Railway Project is economically feasible with EIRR 18.61%. The result indicates that the project has significant economic benefits.

## 6. Project Structure

Corridor	Monorail	Railbus
<b>Corridor 1: Tanjung Uncang – Batam Centre</b>	US\$ 105.00 million	US\$ 93.00 million
<b>Corridor 2: Hang Nadim Airport – Batu Ampar</b>	US\$ 112.00 million	US\$ 99.00 million
<b>Total</b>	US\$ 217.00 million	US\$ 192.00 million

The estimated project cost for each corridor with each facility option are as follows:

## 7. Government Support and Government Guarantee

The preliminary study document indicates that the project may require government support to increase the financial viability of the project. The forms of government support required are infrastructure investment and subsidy for operation and maintenance. Government guarantee might be needed to mitigate the project's risks from changes in demand risk and shifts in political scenario. The necessity and applicability of the government support and guarantee will be identified and specified in the assessment of project preparation phase.

## 8. Project Technical Profile

- Corridor 1: Tanjung Uncang – Batam Center
  - Length : 17.7 km
  - Number of station : 13 stations
- Corridor 2: Hang Nadim Airport – Batu Ampar
  - Length : 19.6 km
  - Number of station : 19 stations

Batam Railway is planned to be elevated with elevation about 8 m above road surface. The line is planned to be multilevel, specifically for intersection between Tanjung Uncang – Batam Center Corridor and Hang Nadim Airport – Batu Ampar at Muka Kuning Station Corridor.

## 9. Initial Environmental Examination Findings

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

- There is potential conflict of land use during pre-construction.
- Construction potentially creates impacts to the surroundings.
- There will be impact on flora and fauna in surrounding project area.
- There is potential pollution from monorail/railbus noise during operation.

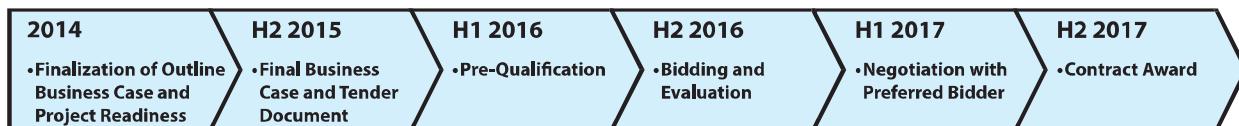
By the scope, the project is subject to the requirement of the Environmental Impact Assessment (AMDAL) based on the Government Regulation 27/2012.

## 10. Land Acquisition and Resettlement Action Plan

The preliminary study document indicates that the need of land acquisition is quite small since the majority sections of the project will utilize RoW of existing road.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Development of Batam Railway Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Wayan Subawa

Deputy for Planning and Development, Batam Indonesia Free Zone Authority

Jl. Sudirman No. 1, BIDA Building Annex-II, 1st Floor Batam Centre, Batam, Riau Island

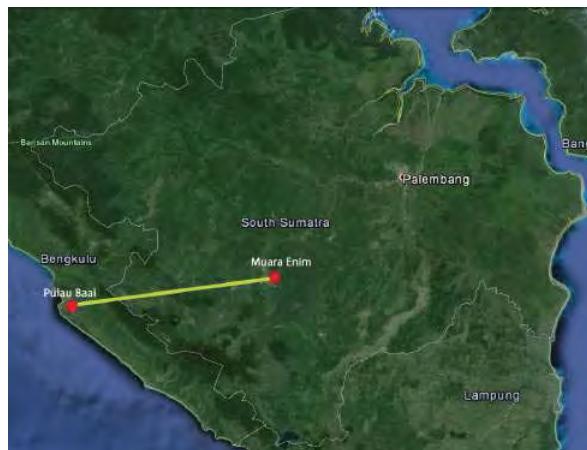
Phone : +62 778 462261

Fax : +62 778 464062

## 13. Other Information

N/A

# 1. PULAU BAAI – MUARA ENIM RAILWAY, BENGKULU - SOUTH SUMATERA



**Project Location:**  
**Bengkulu - South Sumatera Province**

## 2. The Opportunity

### 2.1 Project Background

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

### 2.2 Project Description

The entire project is to (i) develop 230 km of railway track, leading from the significant coal resources around the Bengkulu and Muara Enim regions to the Port and Coal Terminal at Pulau Baai, including 200 km of the hauling road from Pulau Baai to Lahat; (ii) develop a coal terminal at the port at Pulau Baai; and (iii) expand and upgrade the existing port at Pulau Baai.

## 2.3 Project Objectives

The objectives of the project are as follows:

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

## 2.4 Government Contracting Agency

Ministry of Transportation

## **3. Procurement Approach**

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## **4. Private Partner's Role**

Private partner shall be responsible to expand, build, finance, operate and, on completion, based upon a 30-years cooperation agreement. The private operator will be expected to invest in the construction of the system including development of hauling road (200 km), railway (230 km), terminal and Independent Power Plant (IPP).

## **5. Economic Significance of Project**

The economic benefits of the project are as follows:

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

## **6. Project Structure**

<b>Estimated project cost</b>	US\$ 2,300.00 million
<b>Indicative debt to Equity Ratio</b>	80 : 20
<b>Debt portion</b>	US\$ 1,850.00 million
<b>Equity portion</b>	US\$ 450.00 million

## **7. Government Support and Government Guarantee**

The necessity and applicability of the government support and government guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

Description	Phase 1	Phase 2
Hauling road	200 km	-
Coal railway	-	230 km (double track)
Coal transfer	5 MTPA	40 MTPA
Port development	2 berths (Panamax)	+ 1 berths (Panamax)
IPP	30 MW	-

Design parameters for railway track are as follows:

Gauge	: Standard – 1,435 mm
Axle load	: 23-ton maximum
Operating speed	: Max. 80 km per hour
Ruling grade against loaded train	: 1.5% desirable maximum
Down grade for loaded train	: 2% maximum
Horizontal curve radius	: 800 m minimum, wherever practical
Locomotives	: 6,400 kW electric-powered
Coal wagons	: 80-ton capacity tippler system
River crossings	: Recurrence Interval 100 year flood
Earthquake criteria	: Indonesian Standard SNI-1726-2002

## 9. Initial Environmental Examination Findings

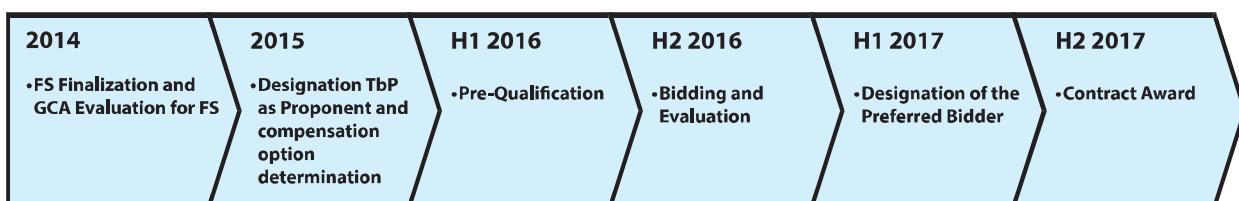
Considering the characteristics and spatial scale of the project, based on preliminary study, full-scale EIA investigation is required.

## 10. Land Acquisition and Resettlement Plan

Based on preliminary study, majority of land required for this project is forest. Approximately 30% of land required is shrubbery and 10% is residential area. Private owners of land required for the project, and other relevant parties with an interest in such land specified by Indonesian law, will be entitled to compensation by the Government of Indonesia. Land acquisition and resettlement will need to be conducted under Law 2/2012 and Presidential Regulation 71/2012.

## 11. Indicative Project Implementation Schedule

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



Note: This timetable is subject to government approval process

**12. Contact Information**

Mr. Sugiady Waluyo

Director of Railway Traffic and Transport, Ministry of Transportation

Karya Building fl.11, Jln. Medan Merdeka Barat No.8 Jakarta Pusat 10110

Phone : +62 21 3505557

Fax : +62 21 35065256

Email : llakainvestasi@gmail.com

Mr. Imam Hambali

Head of Transportation Service and Partnership Analysis Centre, Ministry of Transportation

Cipta Building 6th Floor Jl. Medan Merdeka Barat No.8 Jakarta 10110 Indonesia

Phone : +62 21 3517608

Fax : +62 21 3852671

**13. Other Information**

N/A

# **1. BATU AMPAR – MUKA KUNING – HANG NADIM TOLL ROAD, RIAU ISLAND**



**Project Location:  
Batam, Riau Island**

## **2. The Opportunity**

### **2.1 Project Background**

One of the important road corridors in Batam nowadays is road corridor connecting Batu Ampar Port and Muka Kuning Industrial Area. Survey in 2008 showed that the corridor's density rate is quite high, with an average annual daily traffic (AADT) 40,000-100,000 vehicles/day for both ways. Access road to and from Hang Nadim Airport also needs to be addressed since growth of passengers arriving and departing from year to year is quite high, reaching approximately 13% per year.

### **2.2 Project Description**

The road section is designed for 25 km, located in the center of Batam Island. Starting point of first toll road corridor is in Batu Ampar ended in Muka Kuning to connect Batu Ampar Port and Muka Kuning Industrial Area. Another corridor is from Kabil intersection towards Hang Nadim Airport to accommodate passenger growth in Hang Nadim Airport.

### **2.3 Project Objectives**

Batu Ampar – Muka Kuning – Hang Nadim Airport is developed in order to provide reliable transportation infrastructure to support economic activities and mobility in Batam, as a rapidly growing industrial area. The project is worthwhile in easing the traffic flow in Batam Island, such as traffic from and to Batu Ampar Port, Muka Kuning Industrial Area, and Hang Nadim Airport.

### **2.4 Government Contracting Agency**

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

### **3. Procurement Approach**

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

### **4. Private Partner's Role**

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

### **5. Economic Significance of Project**

The benefits of the Batu Ampar – Muka Kuning – Hang Nadim Airport Toll Road are saving from Vehicle Operating Cost and improvement of time travelling cost. Social Cost Benefit Analysis (SCBA) result shows that the project is economically feasible with EIRR 37% (for tariff scenario Rp138;/km) and 29.30% (for tariff scenario Rp521;/km). Further analysis is required to obtain more accurate results of the SCBA.

### **6. Project Structure**

The estimated construction cost is US\$ 158.00 million (including construction for flyover, interchange and arterial road).

### **7. Government Support and Government Guarantee**

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

### **8. Project Technical Profile**

The specification of Batu Ampar – Muka Kuning – Hang Nadim Airport Toll Road is as follow:

Elements	Characteristic
Length	25 km
Design speed	60 – 80 km/hr
Number of lane	2x4 lanes
Lane width	3.5 m
Outer shoulder width	3.0 m
Inner shoulder width	1.5 m
Media width	2.0 m

### **9. Initial Environmental Examination Findings**

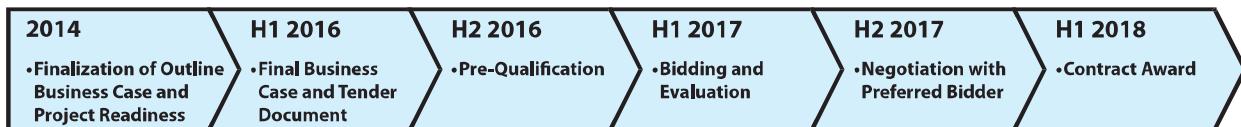
The information related to the environmental assessment will be provided in the subsequent studies.

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

The preliminary study document indicates that the need of land acquisition is quite small since the majority sections of the project will utilize RoW of existing arterial road.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Batu Ampar – Muka Kuning – Hang Nadim Toll Road Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. A. Gani Ghazaly Akman

Head of Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

Email : bpjt@pu.go.id

Mr. Sudiro Roi Santoso

Head of Investment, Indonesia Toll Road Authority (BPJT)

Gedung Bina Marga Lantai 2, Jl Pattimura No.20 Kebayoran Baru Jakarta Selatan 12110

Phone : +62 21 7258063

Fax : +62 21 7257126

E-mail : investasi.bpjt@gmail.com

## 13. Other Information

N/A

# 1. DKI JAKARTA SEWAGE TREATMENT PLANT, DKI JAKARTA



**Project Location:  
DKI Jakarta Province**

## 2. The Opportunity

### 2.1 Project Background

DKI Jakarta has continuously been growing economically by centering on the national administration, commercial, trading, and industries. However, the urban environment has worsened particularly the water and sanitary environment, due to the lack of sewerage system to treat the increased amount of wastewater. At present, the Government of Indonesia as well as DKI Jakarta is aware to the necessity deteriorated urban environment improvement. But, the development of the sewerage system could not be proceed as planned and the coverage remains as low as 2%, mainly due to the requirement of huge funds for construction, operation and maintenance. Thus, construction completion of 14 zones of sewerage system and 14 Wastewater Treatment Plant (WWTP) should be accelerated in order to reach 75% of service coverage in 2022. The government plans to use PPP scheme in the sewerage development in order to create synergy between the private sector's technical skills and funding capacity and the Indonesian government's legal and administrative power.

### 2.2 Project Description

The project will use Waduk Pluit site, with total area of 4 ha. The project serves zone 1 in Central Jakarta and expected to cover a wide area of 4,901 ha and served population of 1.24 million. The team for preparatory survey recommends membrane bioreactor (MBR) as it has smaller footprint process than conventional activated sludge process (CAS) and does not require primary or secondary sedimentation. Thus MBR also has advantages in the construction and O&M cost.

## 2.3 Project Objectives

The objectives of this project are:

- To establish wastewater system in DKI Jakarta
- To improve the wastewater sector condition in DKI Jakarta

## 2.4 Government Contracting Agency

Government of DKI Jakarta Province

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

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

## 5. Economic Significance of the Project

The project will give main benefits as follows:

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

The impact of this Project for DKI Jakarta is not only come from sewerage tariffs revenue but also social benefit-related revenues. Detail economy analysis will be provided in the subsequent studies.

## 6. Project Structure

The estimated project cost for zone 1 is as follow:

Approx. 140 km of wastewater network	: US\$ 290.00 million
Wastewater Treatment Plant (WWTP) at Waduk Pluit	: US\$ 200.00 million
Related engineering cost	: <u>US\$ 22.00 million +</u>
Total	: US\$ 512.00 million

## 7. Government Support and Government Guarantee

The necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

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

- Average treatment capacity of 198,000 m<sup>3</sup>/day
- Daily maximum capacity of 264,000 m<sup>3</sup>/day
- Peaking Factor (PF)
- Sewer PF = 4.02\*(0.0864\*Q)-0.154
- Large Pumping Station PF = 2.0
- Design effluent quality
- BOD 20 mg/l (daily average)
- TSS 20 mg/l (daily average)
- Fecal Coli 10,000 MPN/100ml

## 9. Initial Environmental Examination Findings

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

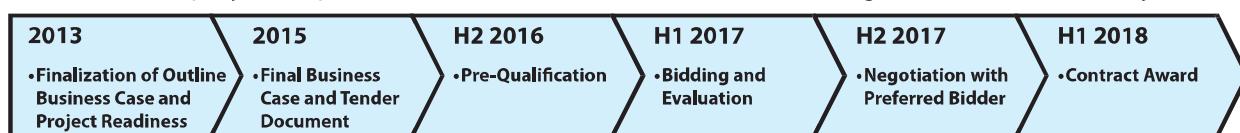
- Liquid waste effluent would affect surface water quality
- The operation produces sludge that decreases the quality of surrounding environment
- Solid waste, oil leakage and other domestic waste will contaminate the soil
- Potential impact from NH<sub>3</sub> and H<sub>2</sub>S emission from operational process
- Piles of excavation soil, which are exposed to the rain, will flow into the nearest water body and cause sedimentation

## 10. Land Acquisition and Resettlement Action Plan

The required land is owned by Regional Owned Enterprise (ROE) of DKI Jakarta Province, that is PT Jakarta Propertindo, which has agreed to be acquired for development of DKI Jakarta Sewage Treatment Plant.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for DKI Jakarta Sewage Treatment Plant Project:



Note: This timetable is subject to government approval process

**12. Contact information**

Mr. Tuty Kusumawati  
Head of BAPPEDA, DKI Jakarta Province  
Balai Kota Building, Blok G Lt 2, Jl Medan Merdeka Selatan 8-9, Jakarta Pusat  
Phone : +62 21 3842062  
Fax : +62 21 3842871

**13. Other information**

N/A

# 1. TEBO MINE MOUTH COAL FIRED STEAM POWER PLANT (2 X 200 MW), JAMBI



**Project Location:  
Jambi Province**

## 2. The Opportunity

### 2.1 Project Background

Jambi is part of the Southern Sumatra Power System. Currently, the peak load of Jambi system is 300 MW. For the past five years, electricity consumption in Jambi is growing at an average of 16,5% per annum. However, this fast growing demand is not supported by availability of power supply. Jambi does not have its own large power plant to support the local base load and rely heavily on the supply from West Sumatra and South Sumatra. With limitation of transmission capacity and reliability, Jambi is now experiencing an acute power supply problem that hampering the economic growth and escalating social concerns.

### 2.2 Project Description

The proposed project consists of of 2 X 200 MW Mine Mouth Coal Fired Power Plant (MMCFFP) with associated transmission lines to transmit the power form the power plant substation in Tebo Regency though 150 KV transmission line to Tebo substation and Muara Bungo or Aur Duri substation.

### 2.3 Project Objectives

The objective of this project is mainly to alleviate the power shortage in Jambi area so it can cater the need for industrial development as well as increase the electrification ratio to achieve 100% in due course. The project also aimed to increase the system reliability by having a base load power plant in Jambi system while reducing the costs of supply through utilization of locally available resources (coal).

## 2.4 Government Contracting Agency

The Government Contracting Agency will be decided in the subsequent studies.

## 3. Procurement Approach

The project is being procured as a PPP in compliance with the Presidential Regulation (PR) 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision, as well as prevailing Indonesian law.

## 4. Private Partner's Role

The private partner shall be responsible for the design, engineering, financing, construction, operation and maintenance of the facility during the cooperation or concession period.

## 5. Economic Significance of Project

The preliminary calculation resulting in the Economic Nett Present Value ("ENPV") of USD 139,501,586. The Economic Internal Rate of Return ("EIRR") of 15% and BCR of 1.69. The result represents solid foundation to take the project forward. It is expected that MMCFPP will improve the demographic factors namely savings, income distribution, employment generation. This MMCFPP will also lead to significant employment generation with coal plant leading to sustained employment generation even after the commissioning of the plant. It will lead to more efficiency such as reduced high grade coal consumption in thermal plants and coal transport costs that consequently lower tariffs for the end user.

## 6. Project Structure

The estimated project cost is US\$ 832.00 million.

## 7. Government Support and Government Guarantee

The necessity and applicability of government support and government guarantee will be identified and specified in the subsequent studies.

## 8. Project Technical Profile

The technical specifications are as follows:

- Gross capacity 2 X 220 MW
- Nett capacity 2 X 200 MW
- Boiler type, Circulated Fluidized Bed (CFB)
- Cooling system, Mechanical Draft Cooling Tower
- Emission control, Electrostatic Precipitator (ESP) or Bag Filter
- Length of Transmission, 60-70 km

## 9. Initial Environmental Examination Findings

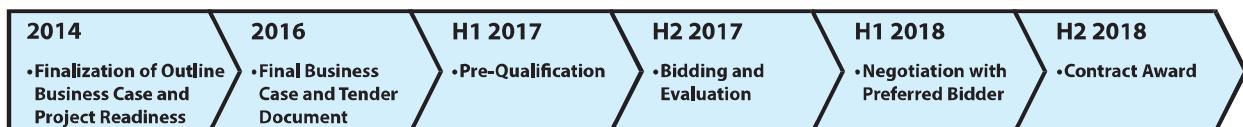
The information related to the environmental assessment impact will be provided in the subsequent studies.

## 10. Land Acquisition and Resettlement Action Plan

The Tebo Regency has committed to facilitate the land acquisition process.

## 11. Indicative Project Implementation Schedule

Indicative project implementation schedule for Tebo MMCFPP Project:



Note: This timetable is subject to government approval process

## 12. Contact Information

Mr. Otto Riadi

Head of BPMD and PPT, Jambi Province

Jl. RM. Noor Admadibrata No.5 Telanaipura, Jambi Province

Phone : +62 741 62445

Fax : +62 741 62445

## 13. Other Information

N/A

## 8. GLOSSARY

Term	Meaning
AMDAL (EIA)	Analisis Mengenai Dampak Lingkungan <i>Environmental Impact Assessment</i>
AKAP/ AKDP	Antar Kota Antar Provinsi/ Antar Kota Dalam Provinsi <i>Inter Province Transportation/ Inner Province Transportation</i>
BAPPENAS	Badan Perencanaan Pembangunan Nasional <i>National Development Planning Agency</i>
BLU	Badan Layanan Umum <i>Public Service Agency</i>
BOT	Bangun – Guna – Serah <i>Build Operate Transfer</i>
BOO	Bangun – Milik – Guna <i>Build Own Operate</i>
BOOT	Bangun – Milik – Guna – Serah <i>Build Own Operate Transfer</i>
BPJT	Badan Pengelola Jalan Tol <i>The Indonesia Toll Road Authority</i>
BRTI	Badan Regulasi Telekomunikasi Indonesia <i>Indonesian Telecommunication Regulatory Authority</i>
BUPI	Badan Usaha Penjaminan Infrastruktur <i>Infrastructure Warranty Business Entity</i>
CMEA	Kementerian Koordinator Bidang Perekonomian <i>Coordinator Ministry of Economic Affairs</i>
EIRR	Tingkat Pengembalian Ekonomi <i>Economic Internal Rate of Return</i>
FBC	Kajian Akhir Prastudi Kelayakan <i>Final Business Case</i>
GCA	Penanggung Jawab Proyek Kerjasama <i>Government Contracting Agency</i>
Gol	Pemerintah Indonesia <i>Government of Indonesia</i>
IEE	Analisa Awal Dampak Lingkungan <i>Initial Environmental Examination</i>
IPP	Investasi Listrik Swasta <i>Independent Power Producer</i>
KPPIP	Komite Percepatan Penyediaan Infrastruktur Prioritas <i>Committee for Acceleration of Priority Infrastructure Delivery</i>
MoF	Kementerian Keuangan <i>Ministry of Finance</i>
MP3EI	Master Plan Percepatan & Perluasan Pembangunan Ekonomi Indonesia <i>The Master Plan for Acceleration and Expansion of Indonesia's Economic Development</i>
MRT	Angkutan Umum Massal Cepat <i>Mass Rapid Transit</i>

Term	Meaning
OBC	Kajian Awal Prastudi Kelayakan <i>Outline Business Case</i>
O&M	Operasi dan Pemeliharaan <i>Operation &amp; Maintenance</i>
P2T	Panitia Pengadaan Tanah <i>The Land Acquisition Team</i>
P3CU	Unit Pusat Kerjasama Pemerintah dan Swasta <i>Public Private Partnership Central Unit</i>
PDAM	Perusahaan Daerah Air Minum <i>Local Government Owned Water Utilities</i>
Permen PPN	Peraturan Menteri Perencanaan Pembangunan Nasional <i>Regulation of State Minister of National Development Planning</i>
Perpres	Peraturan Presiden <i>Presidential Regulation</i>
PIP	Pusat Investasi Pemerintah <i>Government Investment Unit</i>
PLN	Perusahaan Listrik Negara <i>State Electricity Company</i>
PPA	Perjanjian Jual Beli Listrik <i>Power Purchase Agreement</i>
PPP	Kerjasama Pemerintah Swasta <i>Public Private Partnership</i>
PT SMI	PT Sarana Multi Infrastruktur
PT PII (IIGF)	PT Penjaminan Infrastruktur Indonesia <i>Indonesia Infrastructure Guarantee Fund</i>
RFP	Permintaan untuk Proposal <i>Request for Proposal</i>
RKL	Rencana Pengelolaan Lingkungan <i>Environmental Management Plan</i>
RPL	Rencana Pemantauan Lingkungan <i>Environmental Monitoring Plan</i>
RPJMD	Rencana Pembangunan Jangka Menengah Daerah <i>The Regional Medium Term Development Plan</i>
RPJMN	Rencana Pembangunan Jangka Menengah Nasional <i>The National Medium Term Development Plan</i>
SCBA	Analisis Biaya Manfaat Sosial <i>Social Cost Benefit Analysis</i>
SPV	Lembaga Khusus <i>Special Purpose Vehicle</i>
VGF	Dana Pendampingan Pemerintah <i>Viability Gap Funding</i>

The cost estimation in the PPP Book 2015 are based on information provided by the GCA, with base conversion rate at IDR 11,000 per USD 1. These cost estimates reflect the most recent information available and are subject to change.