

GOVERNMENT OF
WEST JAVA PROVINCE



WEST JAVA RAILWAYS

PROJECT PRESENTATION

BANDUNG METROPOLITAN

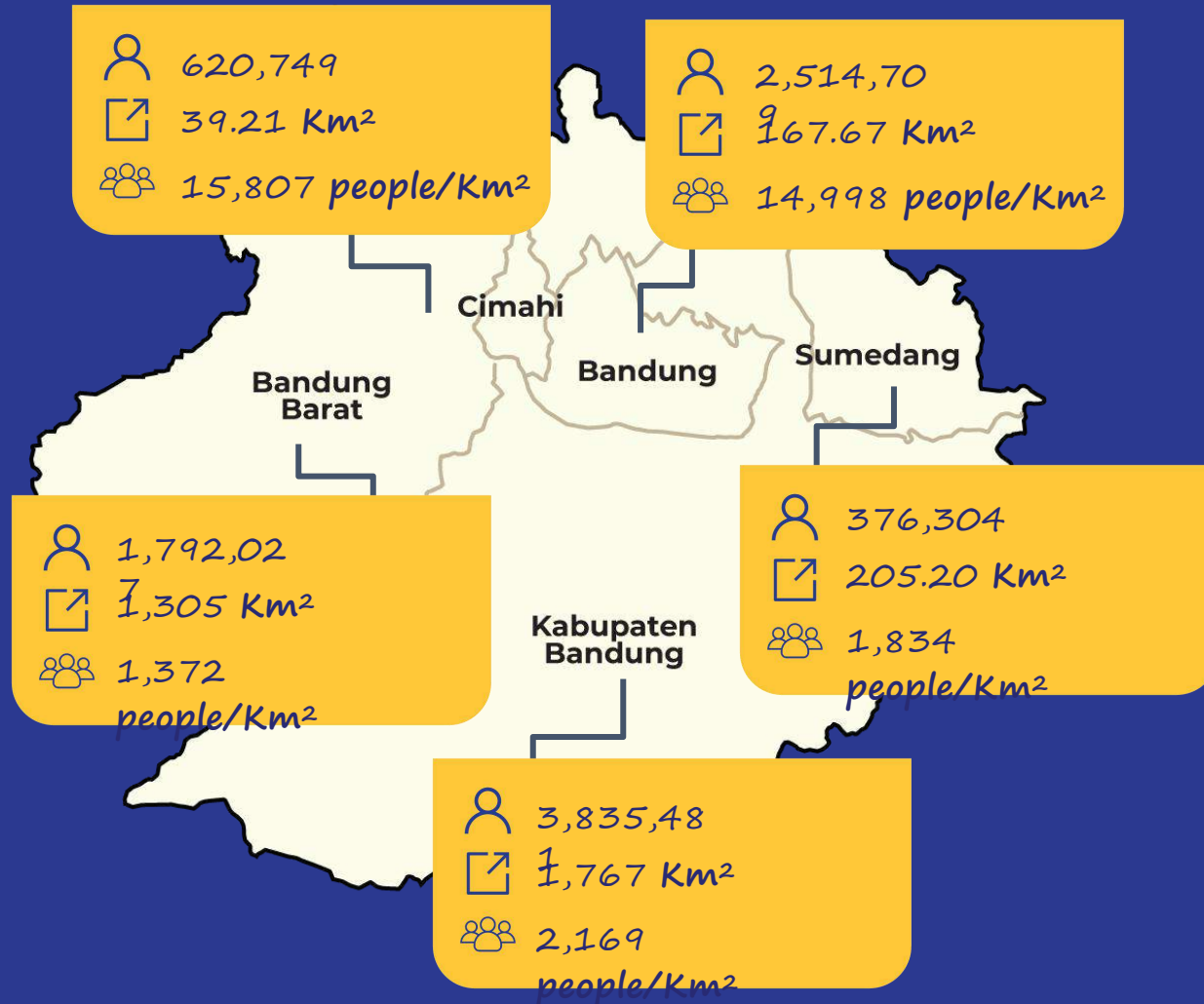
URBAN RAILWAYS



TRANSPORTATION AGENCY
OF WEST JAVA PROVINCE

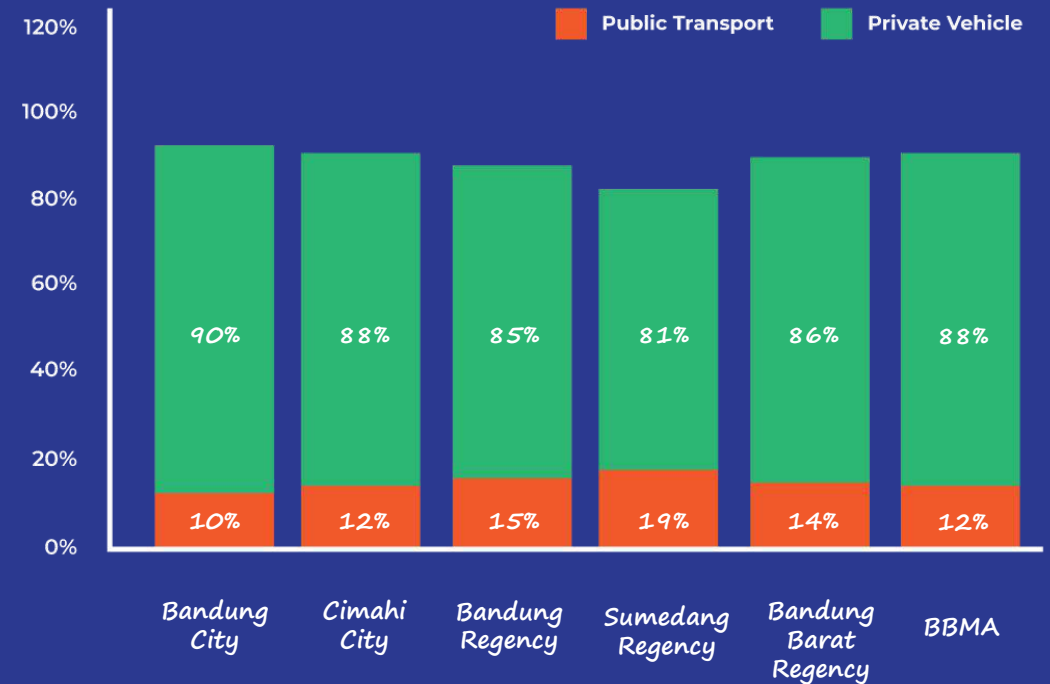
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BANDUNG METROPOLITAN PROFILE



- It's expected that the population of the Bandung Metropolitan Area will grow quickly & exceed **12 million by 2030**

Public & Private Vehicle (Mode Share)



- PROJECT BACKGROUND



National Medium Term Development
Plan 2020-2024

West Java Medium Term Development
Plan 2018-2023

Provincial Strategic Project

Bandung Metropolitan Urban Railway

The Feeder of Jakarta Bandung
High Speed Train

Become one of the main
drivers of the regional economy

Urban Mobility
Plan



5 Phases, 12 Steps
& 2 Reports



SUSTAINABLE URBAN
MOBILITY STRATEGY IN
BANDUNG BASIN
METROPOLITAN
Phase 1: Preparation
Phase 2: Long Term Vision
Phase 3: Baseline Analysis



SUSTAINABLE URBAN
MOBILITY STRATEGY
BANDUNG BASIN
METROPOLITAN VOLUME 2
Phase 4 : Strategy
Phase 5 : Action Plan

BANDUNG METROPOLITAN URBAN MOBILITY STRATEGY



Multi - Criteria Analysis for Route Preference



	Corridor 1	Corridor 2	Corridor 3	Corridor 4	Corridor 5	Corridor 6	Corridor 7
Accessibility of people to jobs	4	6	2	7	1	3	5
Ridership	1	7	2	5	5	3	4
Ridership per kilometer	1	7	2	6	3	4	5
Maximum passenger load	1	5	3	6	6	3	2
Private vehicle km to travel	7	4	2	1	2	5	6
Private vehicle hours to travel	6	1	1	1	1	7	5
Overall	3	7	1	5	2	4	6

The Result



Corridor 3:
Leuwi Panjang - Soreang

Corridor 5:
Leuwi Panjang - Babakan Siliwangi

Corridor 1:
Jatinangor - Leuwi Panjang

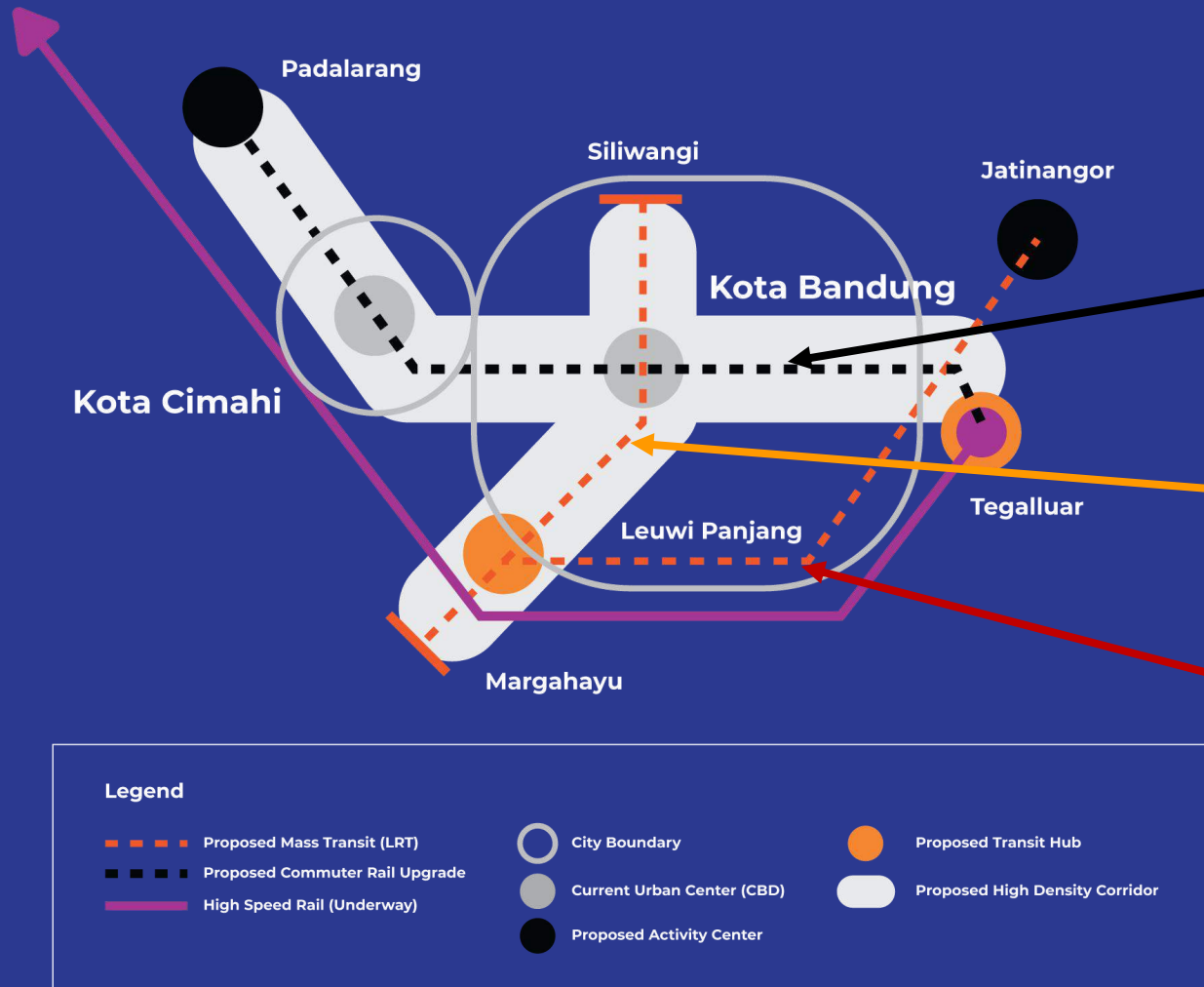
Corridor 6:
Elang - Gedebage

Corridor 4:
Gedebage - Majalaya

Corridor 7:
Martadinata -
Banjaran

Corridor 2:
Leuwi Panjang - Ciburuy

- **BANDUNG METROPOLITAN URBAN MOBILITY STRATEGY**



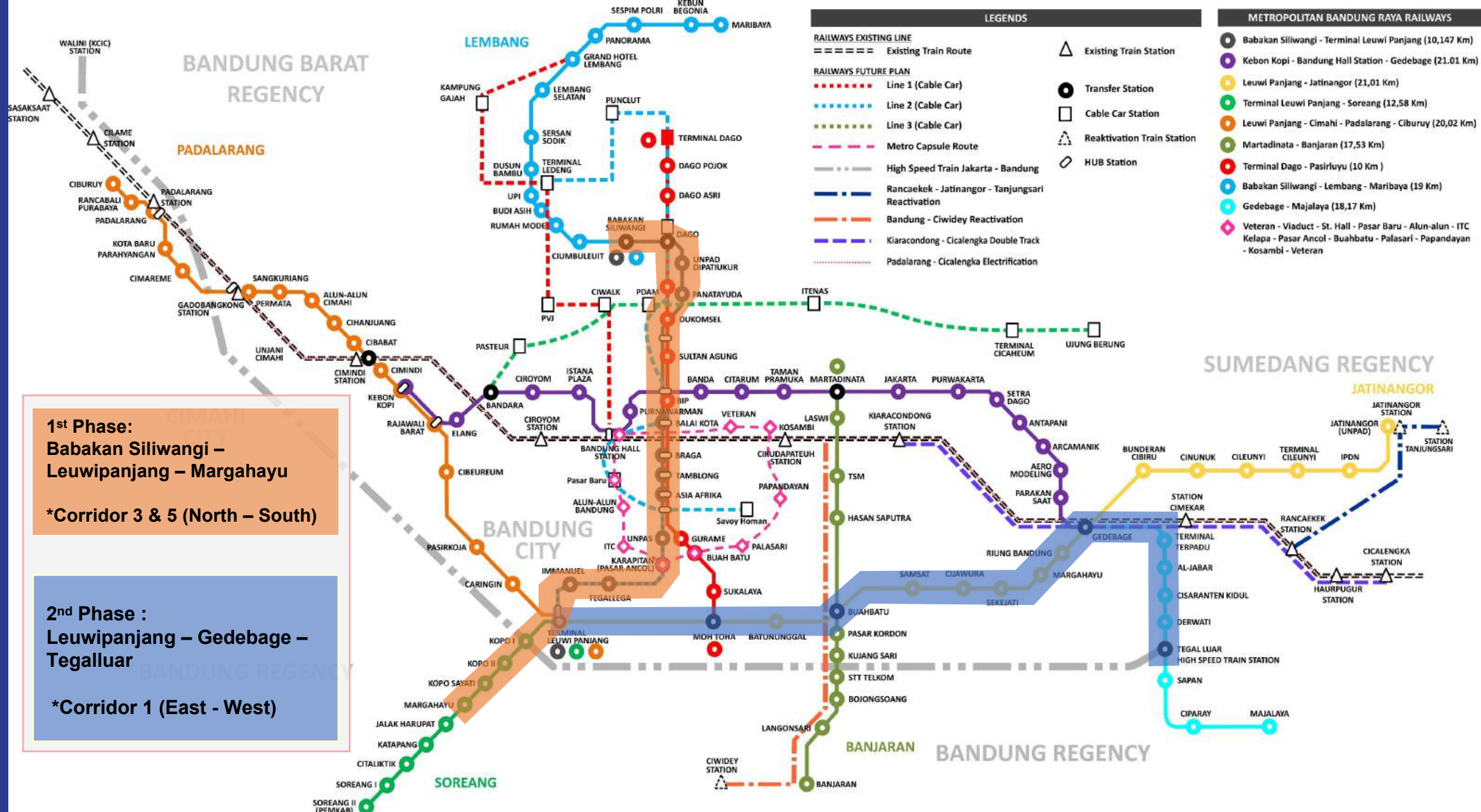
PHASE 1

RECOMMENDATION



- To improve the service of Padalarang – Cicalengka commuter railways & to build new connection from Tegalluar to Cimekar Station
- To build elevated North – South Urban Railways from Babakan Siliwangi to Margahayu
- To build elevated West – East Urban Railways from Leuwipanjang to Jatinangor

• BANDUNG METROPOLITAN URBAN RAILWAYS



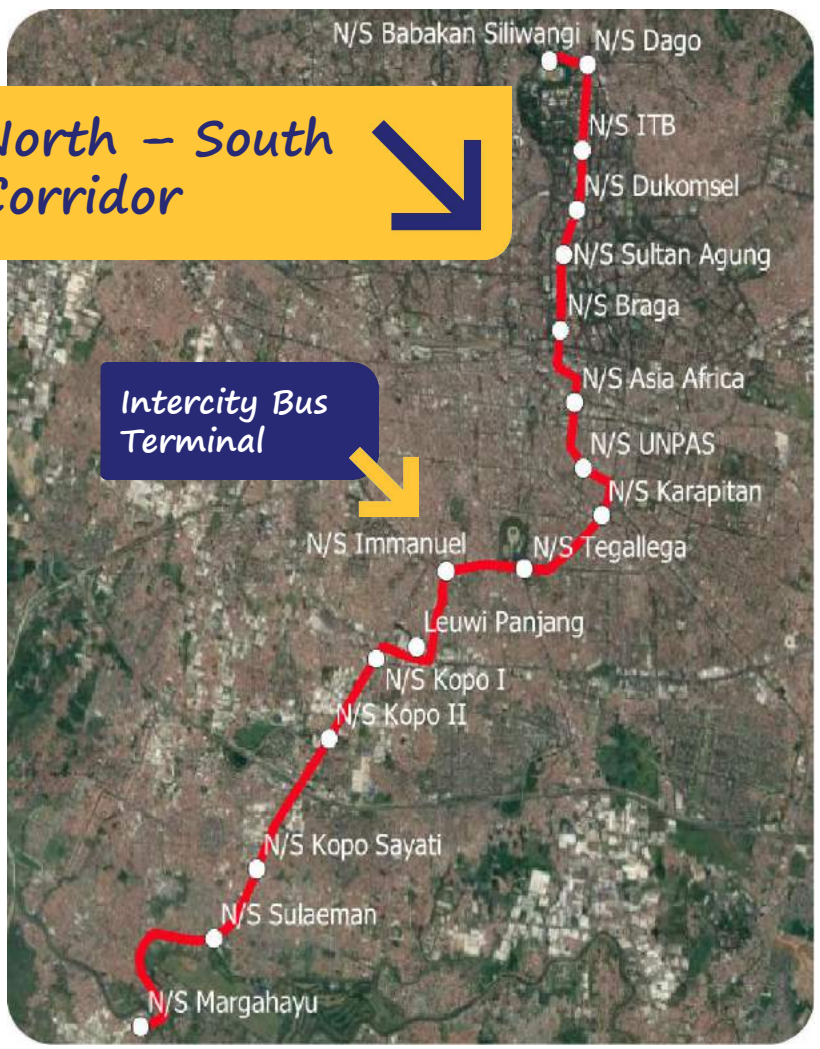
• PROPOSED CORRIDORS



North – South Corridor



Intercity Bus Terminal



East – West Corridor



Intercity Bus Terminal

Jakarta – Bandung HSR Final Station



1st Phase (North – South Corridor)

Babakan Siliwangi – Leuwipanjang – Margahayu

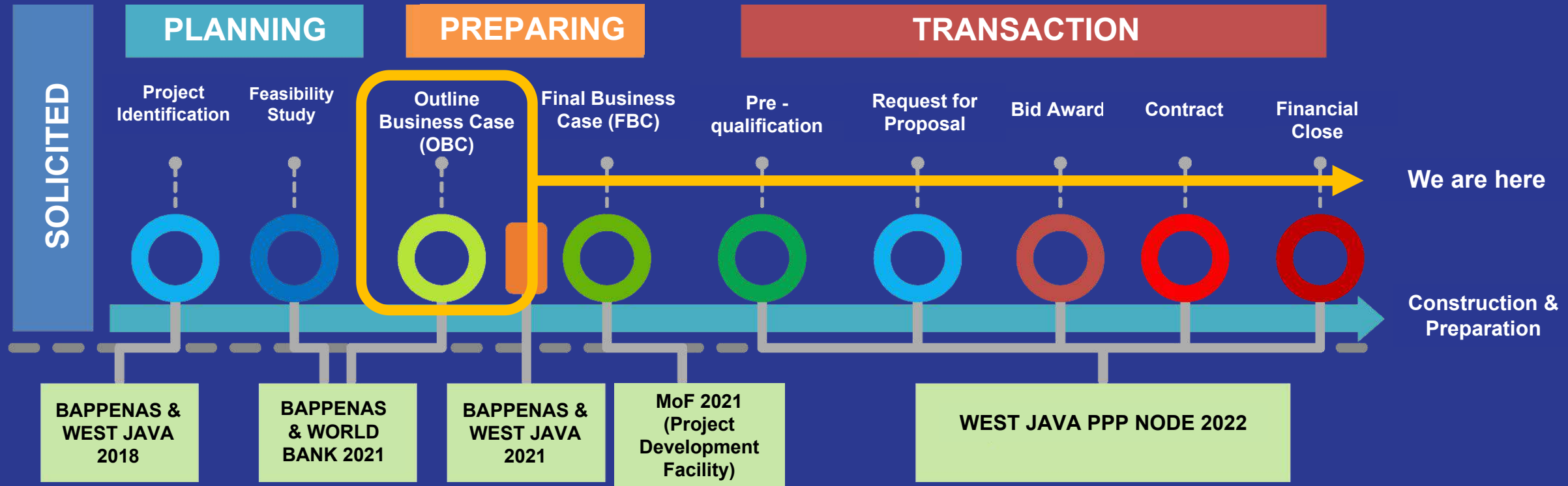
- Corridor Length : 16.4 km
- Number of station : 17 stations
- This corridor will connect northern part of Bandung with Southern part & will intersect with 2nd phase at Terminal Leuwipanjang

2nd Phase (East – West Corridor)

Leuwipanjang – Gedebage – Tegalluar

- Corridor Length : 16.55 km
- Number of station : 16 stations
- This corridor will connect the intercity bus terminal in Leuwipanjang & Hight Speed Train Station in Tegalluar

• PPP PROCESS FOR THE PROJECT



Currently Finished Document :

- Due Diligence Assessment / Value Analysis (DDAVA)
- Early Business Case (EBC)
- Project Capability Review

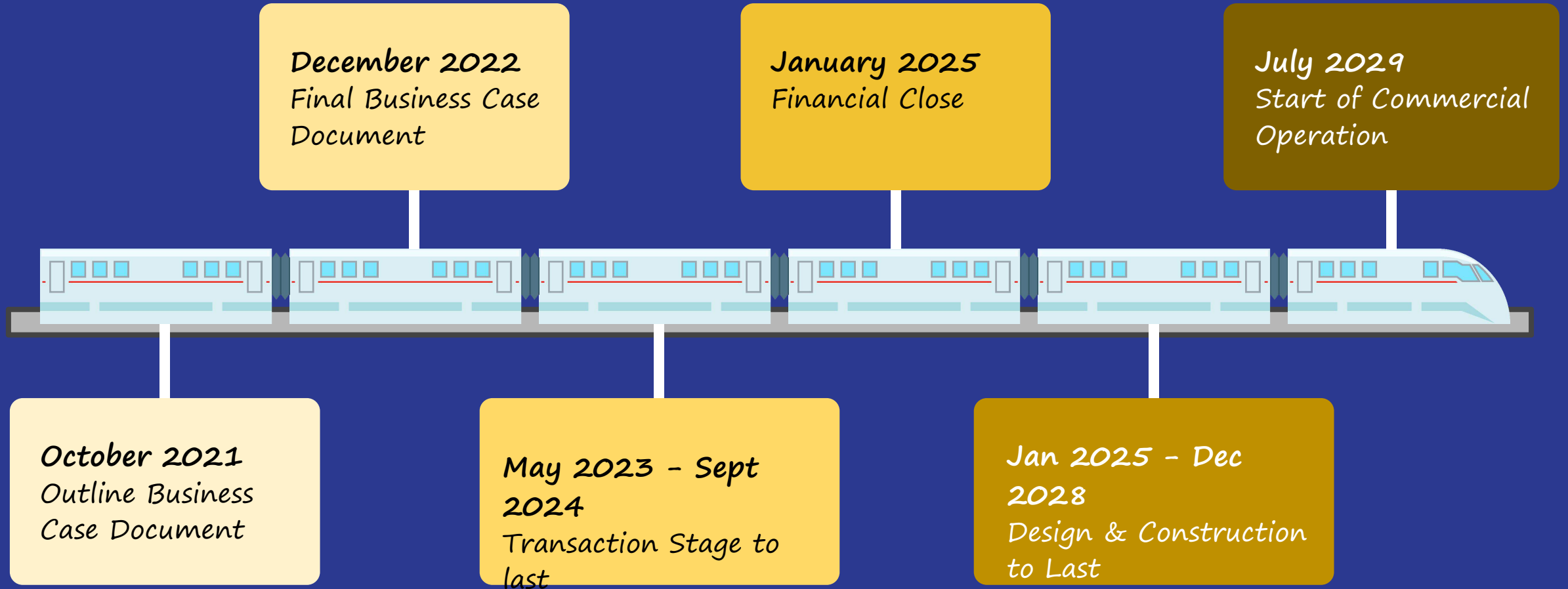
Study conducted by:

- Ministry of National Development Planning
- West Java Province
- The World Bank

The World Bank's Consultants:

- PricewaterhouseCoopers Indonesia
- Crossrail International
- Systra MVA Singapore

- KEY MILESTONE OF THE PROJECT



• SELECTION OF TECHNOLOGY



Criteria		North – South Corridor				East – West Corridor			
		BRT	Monorail	LRT	MRT	BRT	Monorail	LRT	MRT
Satisfaction of needs	1. Decrease travel time	Low	High	High	High	Low	Medium	Medium	High
	2. Increase public transport ridership	Low	Medium	High	High	Low	Medium	Medium	Medium
	3. Increase comfort and attractiveness	Low	High	High	High	Low	High	High	High
	4. Increase safety and security	Low	Medium	High	High	Low	Medium	High	High
	5. Decrease road congestion	Medium	High	High	High	Low	Medium	Medium	Medium
	6. Increase transport and city connectivity	Low	Medium	High	High	Low	Medium	Medium	Medium
	7. Increase overall environmental quality	Medium	High	High	High	Medium	High	High	High
	8. Increase social wellbeing	Medium	Medium	High	High	Medium	Medium	High	High
Feasibility	9. Minimize right of way requirements	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
	10. Ensure economic feasibility	Low	High	High	Low	Low	Low	Low	Low
	11. Ensure financial feasibility	Medium	Medium	Medium	Low	High	Medium	Medium	Low
	12. Safeguard future proofing	High	Low	Medium	Medium	Low	Low	Medium	Medium
	13. Reduce engineering complexity/constructability	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
	14. Minimize technological risk	High	Low	High	High	High	Low	High	High
Planning	15. Minimize Implementation period	High	Medium	Medium	Low	High	Medium	Medium	Low

Based on Multi-Criteria Analysis, the technology recommendation for the two corridors is : **Light Rail Transit (LRT)**

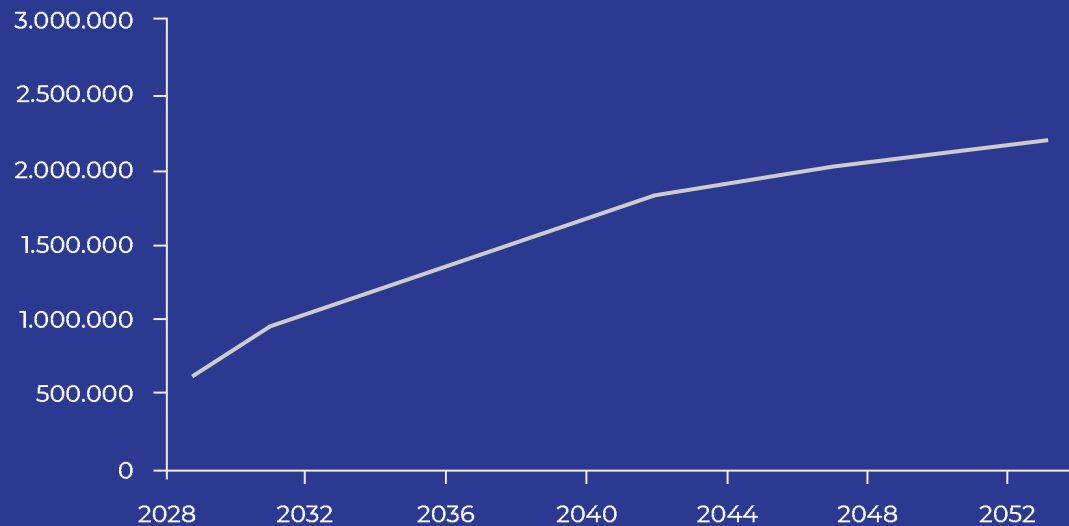
- PROJECT COST ANALYSIS



Demand Projection



Demand Projection for
NS+EW Corridor, Pax per
Day



Tariff & Revenue



Component	Amount
Ticket Revenue : Boarding Fee	IDR 3,000 per Passenger
Ticket Revenue : Distance – Based Fee	IDR 750 per Passenger Kilometre
Non – Ticket Revenue	5% of Ticket Revenue

Note: These tariff assumptions are applied across all technology alternatives. In addition, tariff is escalated every two years using inflation as well, which is the total inflation for the two years prior to escalation.

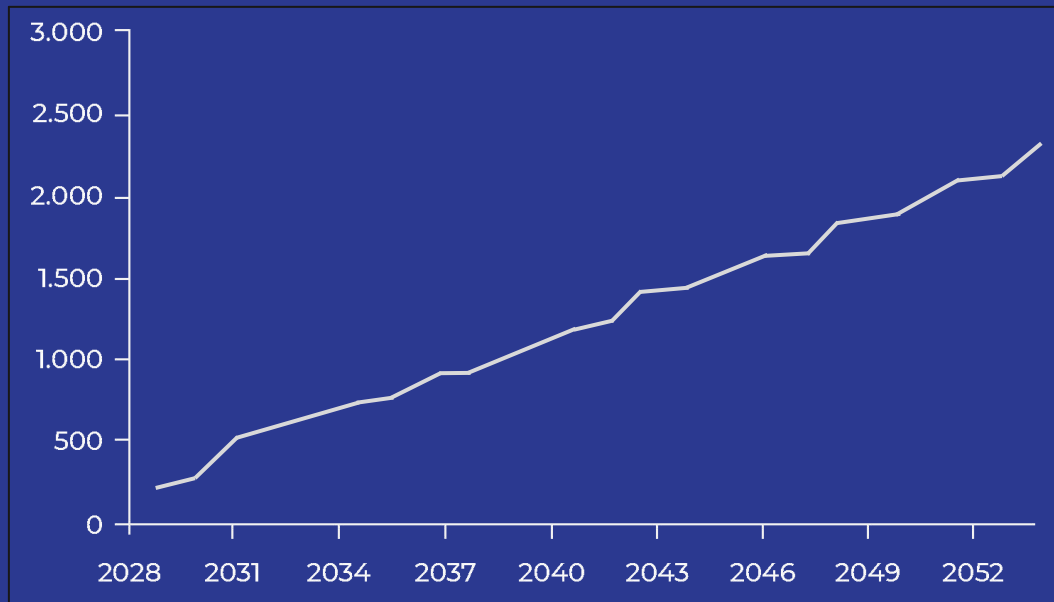
- PROJECT COST ANALYSIS



Tariff & Revenue



Revenue Projection for
NS+EW Corridor in IDR
Billion



Capital Cost (CAPEX) & Operating Cost (OPEX)

Cost Summary Breakdown		LRT
North – South Line		16.4 km
CAPEX		US\$ 764.2 M
OPEX		US\$ 182.9 M
East – West Line		16.5 km
CAPEX		US\$ 722.2 M
OPEX		US\$ 178.3 M

- PROJECT INDICATOR



Financial Parameters	
Discount Rate	10%
Concession Period	30 years
Financial IRR	12.5%
Value for Money Indications	Project will be more suitable with PPP scheme (Positive VFM)

Government Support / Guarantee Availability	
Government Support	<ul style="list-style-type: none"> Fiscal Support (VGF) Land acquisition
Government Guarantee	<ul style="list-style-type: none"> Infrastructure Risk Guarantee

Provincial Government Readiness	
Project status in RPJMN & RPJMD	Listed in RPJMN & RPJMD
Fiscal Capacity Index	Very High
Financial Report of Provincial Government	Unqualified Opinion (WTP*)
Land Status	Owned by : <ul style="list-style-type: none"> Provincial Government National Government

*Wajar Tanpa Pengecualian

- *SUPPORT NEEDS & FINANCING SCHEMES*

Support for PPP Process



- Proposal for Project Development Facility (PDF) to the Ministry of Finance (target: November 2021)
- Listed in the PPP book of the National Development Planning Agency (after the OBC is completed)

Financial Scheme



- Infrastructure development using loans by the central government
- Rolling stock & operation/maintenance development using the PPP scheme

Internal Discussion



- Discussion with the Project Owner (Governor)
- Discussion & approval from the legislature (DPRD)

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