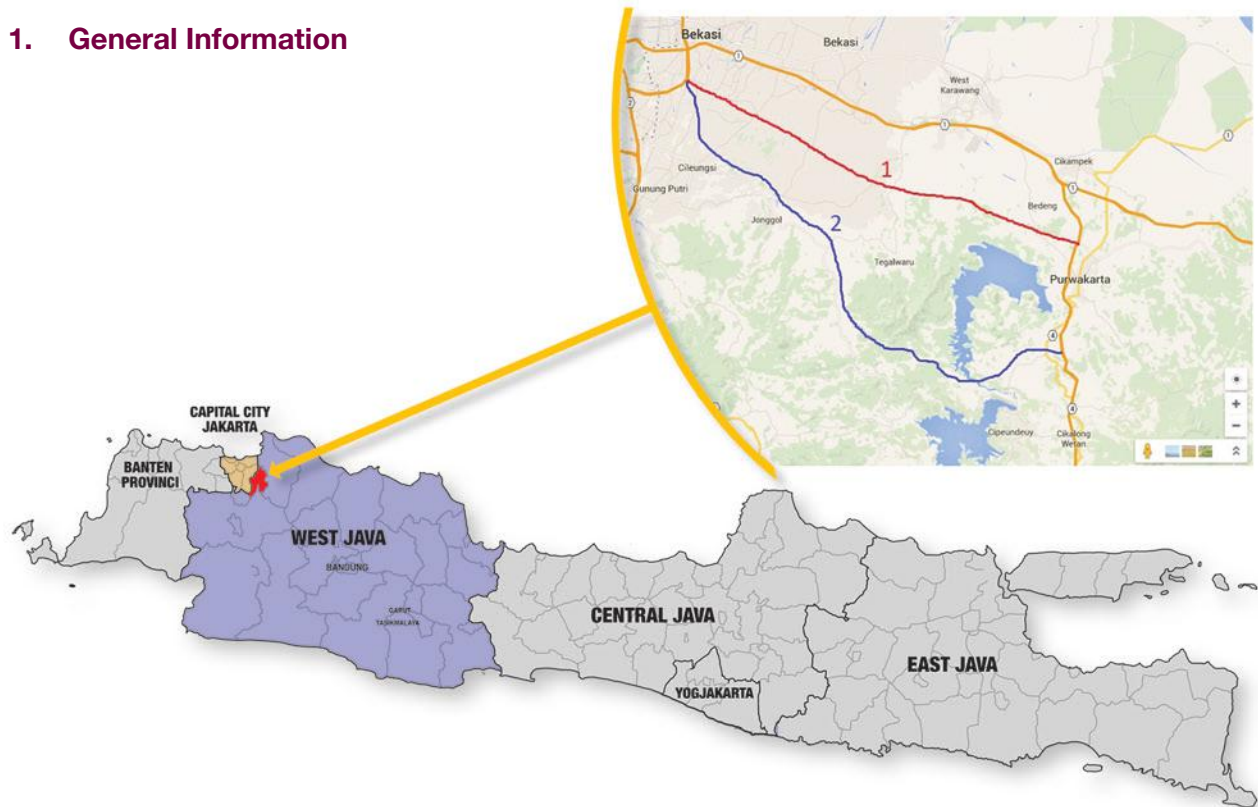


THE 2ND JAKARTA – CIKAMPEK TOLL ROAD

1. General Information



Government Contracting Agency	: Indonesia Toll Road Authority (BPJT)
Implementing Unit	: Indonesia Toll Road Authority (BPJT)
Preparation Agency	: Indonesia Toll Road Authority (BPJT)
Estimated Project Cost	: USD 834.00 million
Estimated Concession Period	: 30 – 35 years
Location	: Bekasi, West Java

2. The Opportunity

2.1. Project Background

The existing Jakarta - Cikampek toll road extends eastward, which constructed since 1988, is part of Java Island road network that connect DKI Jakarta and Jakarta Outer Ring Road Toll Road as well as other area in Bekasi and Karawang. The industrial estates development in Bekasi, Cikarang and Karawang have created disturbance and barriers to the transportation flow around toll road. As result, traffic congestion which occurs in this area and its surrounding areas has directly impacted to the mobility in the region which has gone down as well as efficiency in the performance of economic activities. However,

the traffic has increased rapidly and has already reach the road capacity. The 2nd Jakarta – Cikampek Toll Road will create a new transport route and will not pass through the congested central Jakarta area. This makes the industrial area more attractive to investors and to improve the connectivity within the region.

2.2. Project Description

The route of 2nd Jakarta – Cikampek Toll Road is proposed at south of existing Jakarta – Cikampek Toll Road to avoid paddy field that spread widely in the north side. The initial section of the toll road alignment is starting from JORR section, going parallel to the existing toll road and connecting to Cipularang Toll Road with total length approximately 62 km. The end point is proposed at the crossing point to Cipularang Toll Road, in the south of Indotaisei Industrial Estate.

One of the attractive point for development of this toll road is it will have tremendous facilities, such as development of residential area and commercial areas along the corridor. In order to facilitate and manage high traffic growth and smoothen people's movement in this corridor, a scheme of Transit Oriented Development that integrates low cost residential area, commercial area and access to public transport will be proposed to be developing in this area.

There will be BRT system, which proposed by DKI Jakarta Government, on this corridor to maximize access to public transport. It is expected to connect the existing bus routes such as Trans Jakarta in DKI Jakarta.

2.3. Project Objectives

The purposes of this project is to provide efficient transportation system, to support national economic growth, to increase distribution for goods and services, to accommodate traffic growth in Jakarta – Cikampek Toll Road and lastly to reduce people's poverty.

3. Business Entity's Opportunity

As prime opportunity, private shall be partner with government to joining the Build – Operate – Transfer (BOT) scheme. Private partner shall be responsible to perform the toll road project, including financing, engineering design, construction, operation and maintenance of the toll road during concession period. Based on studies, the project hit 16.46% for project IRR.

4. Project Technical Specification

The technical specifications for The 2nd Jakarta – Cikampe Toll Road are as follows:

- The forecast toll tariff of toll road section is Rp. 900/km. It was calculated by financial evaluation.
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- Design Speed for Main Road

The design speed is 100km/h because the target road travels through the intercity and rolling and flat areas.

Estimated project cost	Design Speed (km/hg)	
	Intercity	Inner-city
Flat	120	80 - 100
Rolling	100	80
Hilly	80	60

- Design Speed for Junction

The design speed of JCT ramps applies the possible lowest speed in order to minimize the influenced are as shown in table. Therefore, design speed is 40 km/h at JCT between the 2nd Jakarta – Cikampek Toll Road and JORR and JORR2 also.

Toll I Design Speed (km.h)	Design Speed (km/hg)			
	120	100	80	60
120	60 - 80			
100	60 - 80	60 - 80		
80	40 - 60	40 - 60	40 - 60	
60	40 - 60	40 - 60	40 - 60	40 - 60

5. Environmental Impact Assessment (AMDAL) Findings

The Environmental Impact Assessment finds major impacts of the project, which are:

- Noise level increase
- Traffic around location
- Decreasing air quality, underground water quality, river quality
- Disruption on vegetation and fauna habitat
- Social perception and conflict
- Disruption on land structure

6. Land Acquisition and Resettlement Action Plan

The total cost for land acquisition and compensation is approximately USD 268.00 million for 378 ha of land and 1793 affected structured. All costs are mainly determined by combining NJOP and market values. However, the detailed LARAP and other studies like socio-economic studies have to be done carefully.

7. Project Structure

	USD million
Civil Works	568.00
Contingency of Civil Works	57.00
Price Escalation of Civil Works	115.00
Engineering Fee	18.00
Total including VAT 10%	834.00

8. Government Support and Government Guarantee

The necessity government support and guarantee was identified as follows: project's authorization risk, construction delay risk, and payment risk. However, statement from government to guarantee this project is required.

9. Project Implementation Schedule



10. Contact Information

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