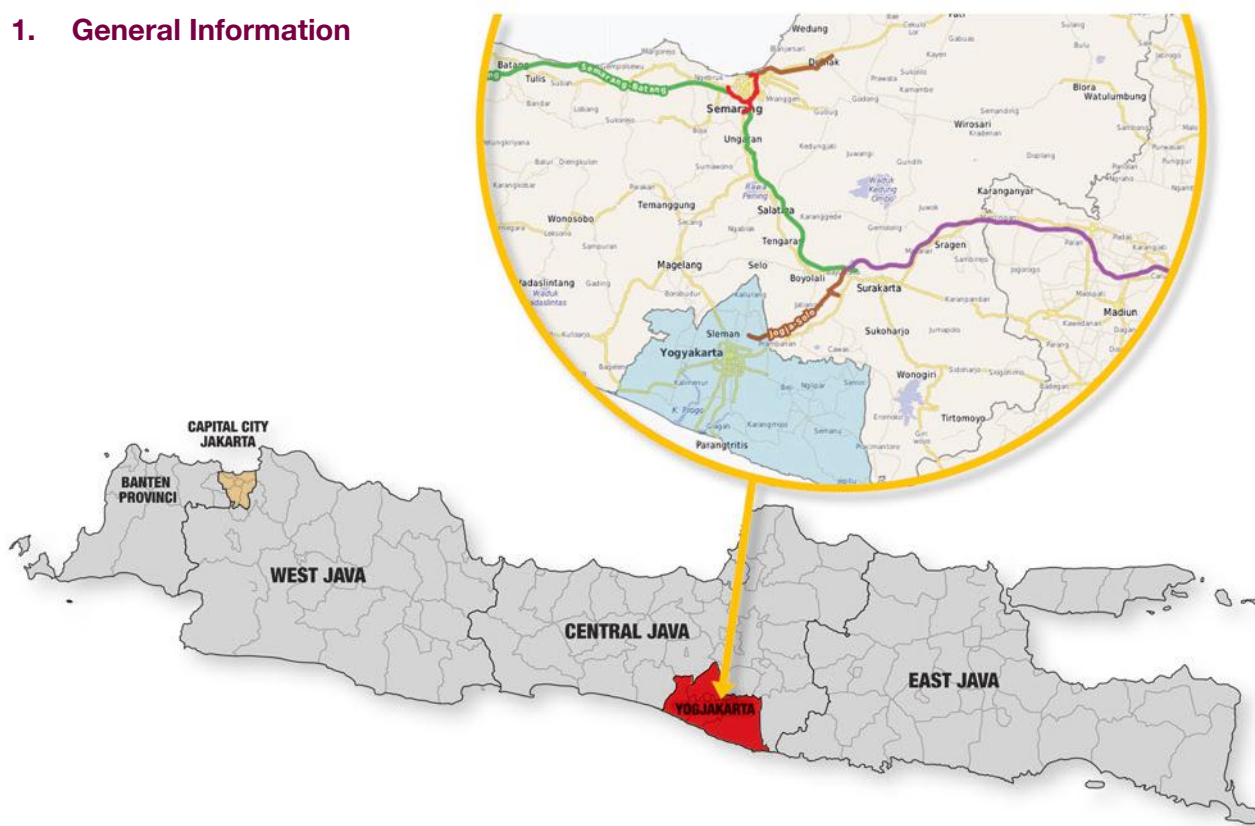


# YOGYAKARTA - SOLO TOLL ROAD

## 1. General Information



<b>Government Contracting Agency</b>	: Indonesia Toll Road Authority (BPJT)
<b>Implementing Unit</b>	: Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	: Indonesia Toll Road Authority (BPJT)
<b>Estimated Project Cost</b>	: USD 113.00 million
<b>Estimated Concession Period</b>	: 36 years
<b>Location</b>	: D.I. Yogyakarta to Central Java

## 2. The Opportunity

### 2.1. Project Background

Yogyakarta (Jogja) and Solo have their own attraction for the locals and tourists. The two cities are rich in local culture because they have Javanese palaces as well as there are numerous statues spread around this area. This makes Yogyakarta and Solo have become an important tourist destination in Indonesia. During holiday season such as Christmas & New Year Holiday and Idul Fitri Holiday, a massive congestion happened along this area. As a result, a new development of toll road which connecting Jogja – Solo will overcome congestion problem and finally, it will accelerate the mobilization of people from Jogja to Solo.

## 2.2. Project Description

Jogja – Solo Toll Road will cross Sleman District in Yogyakarta and 3 districts in East Java; Surakarta District, Sukoharjo District and Klaten District. Sleman is well-developed district especially in trading. The other three districts have their own potential resources which will attract economic growth around East Java. This toll road is approximately 45 km in length.

## 2.3 Project Objectives

This purpose of the development of this project is to accommodate enhancement of traffic volume around Jogja and Solo.

## 3. Business Entity's Opportunity

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

## 4. Project Technical Specification

The technical specifications for Jogja – Solo Toll Road are as follows:

<b>Length</b>	45 km
<b>Total lanes</b>	4 lanes 2 ways (4/2D)

## 5. Environmental Impact Assessment (AMDAL) Findings

The Environmental Impact Assessment is required for this project based on Government Regulation 27/2012. However, major impacts of the toll road project 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\*\*

Land acquisition and resettlement action plan is being finalized.

## 7. Project Structure

Estimated project cost	USD 113.00 million
Indicative debt to equity	
- Debt level	70%
- Equity level	30%

## 8. Government Support and Government Guarantee

Detail assessment of the required government support and guarantee for the project is needed. It will be identified and specified in the subsequent studies.

## 9. Project Implementation Schedule



## 10. Contact Information

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