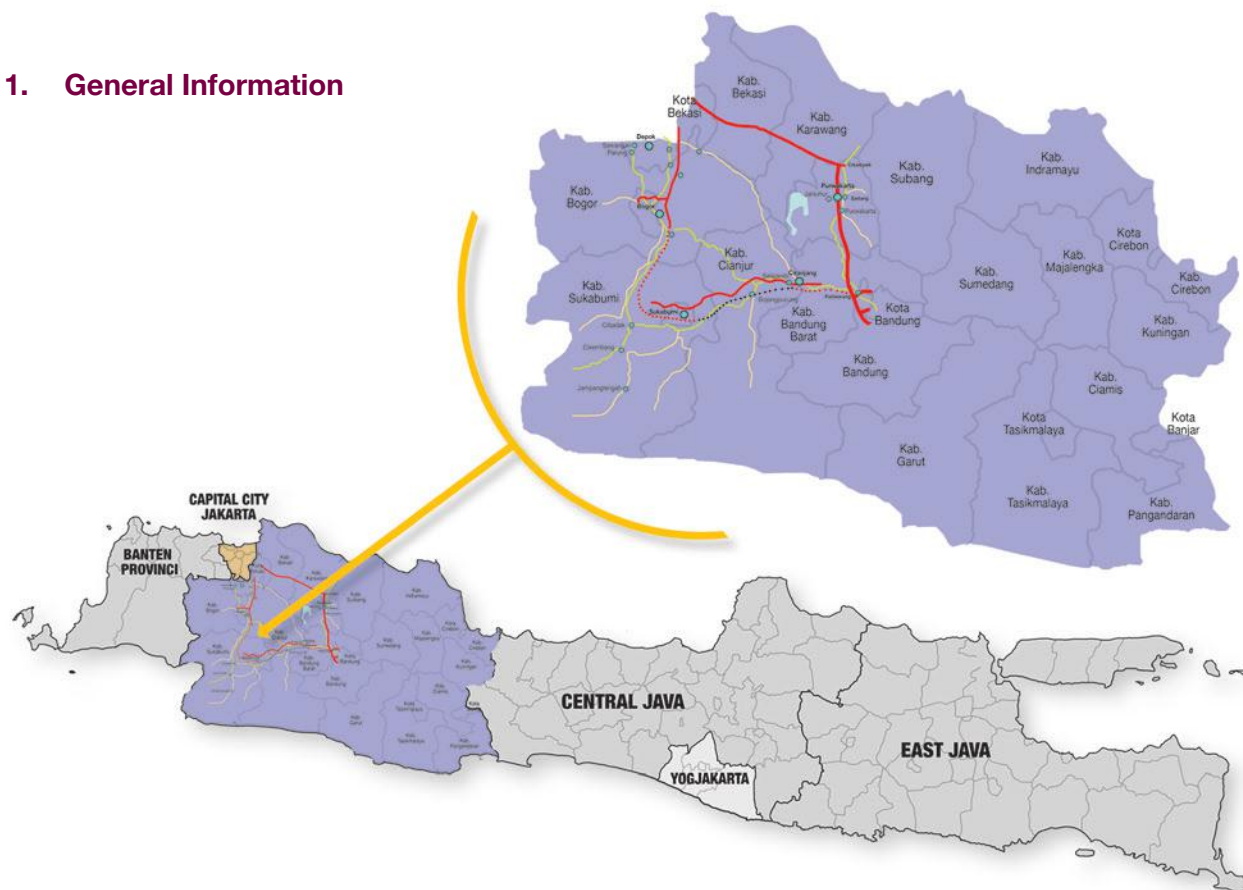


SUKABUMI - CIRANJANG TOLL ROAD

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 103.00 million |
| Estimated Concession Period | : 35 years |
| Location | : West Java |

2. The Opportunity

2.1. Project Background

West Java has 8 (eight) main regions, which are Bodebek (Bogor, Depok, Bekasi), Bopunjur (Bogor, Puncak, Cianjur), Sukabumi, Ciayumajakuning (Cirebon, Indramayu, Majalengka, Kuningan), Bandung, Priangan Timur, Pengandaran and Purwasuka (Purwakarta, Subang, Karawang). They have a crucial potential to contribute in economic growth both for those regions and its surrounding. The development of Sukabumi – Ciranjang Toll Road has significant impact on Sukabumi's business within area of agribusiness, tourism and marine business. Furthermore, population in Sukabumi is increasing because of the incoming

commuters during the weekend since there are tourism attraction such as Situ Gunung, Halimun Mount, Cikembang Beach, and various waterfall as locals say “Curug”. As a result, Sukabumi needs additional road that could anticipate further congestion traffic problem.

2.2. Project Description

Sukabumi – Ciranjang Toll Road is planned to be divided into two section: First, Sukabumi – West Cianjur along 15,15 km (Sta. 52+800 – Sta. 67+950) which directly connected with Sukabumi – Cianjur – Bandung road. Second, Cianjur Barat – Ciranjang section (Sta. 67+950 to Sta 80+800) which connected with artery road Cianjur and Bandung.

2.3. Project Objectives

The project will support West Java Province to develop economic growth and to reduce poverty. The Project will fulfill the need of public transportation system and create an integrated road system in Java Island.

3. Business Entity’s Opportunity

The benefits of the construction on Sukabumi Ciranjang Toll road cover benefits to society that will shorten both distance and travel time between Sukabumi and Ciranjang. For provincial government of West Java, it will increase its original Regional Revenue. Finally, privates will gain the revenue from toll users. Moreover, the feasibility study shows this project indicates feasible financially.

Financial Feasibility

| No. | Parameter | Value |
|-----|-----------|-----------------|
| 1. | IRR | 15.26% |
| 2 | NPV | USD 3.5 million |

4. Project Technical Specification

The technical specifications for Sukabumi - Ciranjang Toll Road are as follows:

| | |
|-----------------------------------|------------------|
| Length (Sta 53+500 to Sta 81+300) | 27.8 km |
| Design Speed | 80 – 100 km/hour |
| Total ways and lanes | |
| - Initial Phase | 2 @ 2 X 3.6 M |
| - Final Phase | 2 @ 2 X 3.6 M |
| Road Side | |
| - Initial Phase | |

| | |
|-----------------|------------------|
| Outer Roadside | 2 @ 3.00 m |
| Inner Roadside | 2 @ 1.50 m |
| - Final Phase | |
| Outer Roadside | 2 @ 3.00 m |
| Inner Roadside | 2 @ 1.50 m |
| Median | |
| - Initial Phase | 9.70 m to 12.7 m |
| - Final Phase | 2.50 m to 4.3 m |
| Design Life | 20 years |

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, and 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 process has not been started yet. It is predicted to spend USD 10 million to held land procurement including building, plants and utilities.

7. Project Structure

| | |
|---------------------------------|--------------------|
| Estimated project cost | USD 103.00 million |
| Indicative debt to equity ratio | |
| - Debt level | 70% |
| - Equity level | 30% |

8. Government Support and Government Guarantee

Detail assessment of the government support and guarantee, in terms of form and scale, 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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