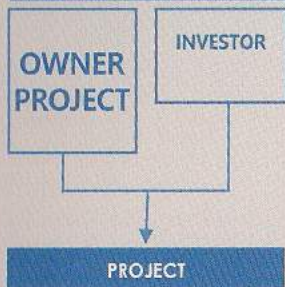




## Project Structure

1. Project Owner as the infrastructure developer and operator of the project and also act as the off taker
2. Investor as either financial or strategic (providing assets or technology) and co-operator
3. Project either in JV or BOOT



# DIRECT INVESTMENT

NEW DEEP PORT DEVELOPMENT IN KIJING, PHASE I, WEST BORNEO (CONTAINER TERMINAL, DRY BULK TERMINAL, LIQUID BULK TERMINAL, MULTIPURPOSE TERMINAL)  
PT PELABUHAN INDONESIA II (PERSERO)



## PROJECT DESCRIPTION



### PROJECT COST:

Construction Project Cost:

# USD 376.8 Million



### CONSTRUCTION:

# 3 years

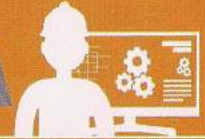
full development of Phase I)  
Solving the limitations of Pontianak Port ability to service large ships

## PROJECT INFORMATION

Pontianak Port's strategic location in the heart of the city makes the logistic flow in the port very high. However, the limitation of channel depth and lack of area for Pontianak Port development makes it impossible to accommodate very large vessel. A new deep water port next to the open sea is needed in order to accommodate market demand and to also help increase investors in developing mining and plantation industries.

Development of New Deep Port in Kijing Phase I (one) is planned to have a capacity up to 1 million TEUs, 8,3 million Ton CPO, and 15 million ton dry bulk

## INDICATIVE STRUCTURE



Mode of Offer	: Equity Participation in the Joint Venture Co.
% of Ownership	: Maximum 49% in Joint Venture Co.
Capital Structure of Project	: 30% from equity, 70% from debt for the project funding
Construction Project Cost	: IDR 5,05 Tn (equiv ± USD 376.8 Mn)
Investment Period	Minimum 10 years
NPV & Payback Period	USD 44 Mn, payback period min. 15 years
Project/Equity IRR	11,4%; (Base)
Exit Strategy	Non Call Option
Equity Principal Valuation	Using the investment cost for the project which agreed upon both parties

### Contact Person

Rio Lasse

Mobile: +62811 825 806

Email: Rio.Lasse@indonesiaport.co.id