



REPUBLIC OF INDONESIA
MINISTRY OF NATIONAL DEVELOPMENT PLANNING/
NATIONAL DEVELOPMENT PLANNING AGENCY

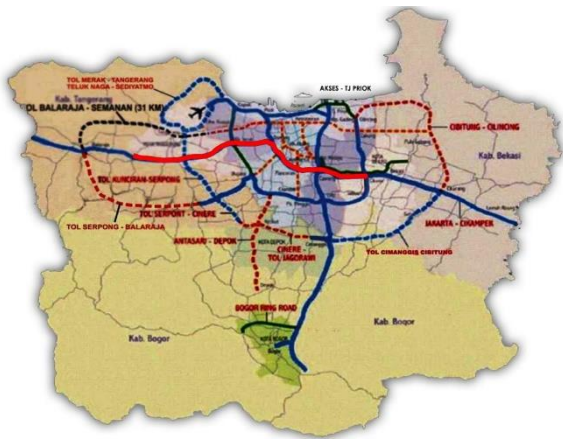
PUBLIC PRIVATE PARTNERSHIP

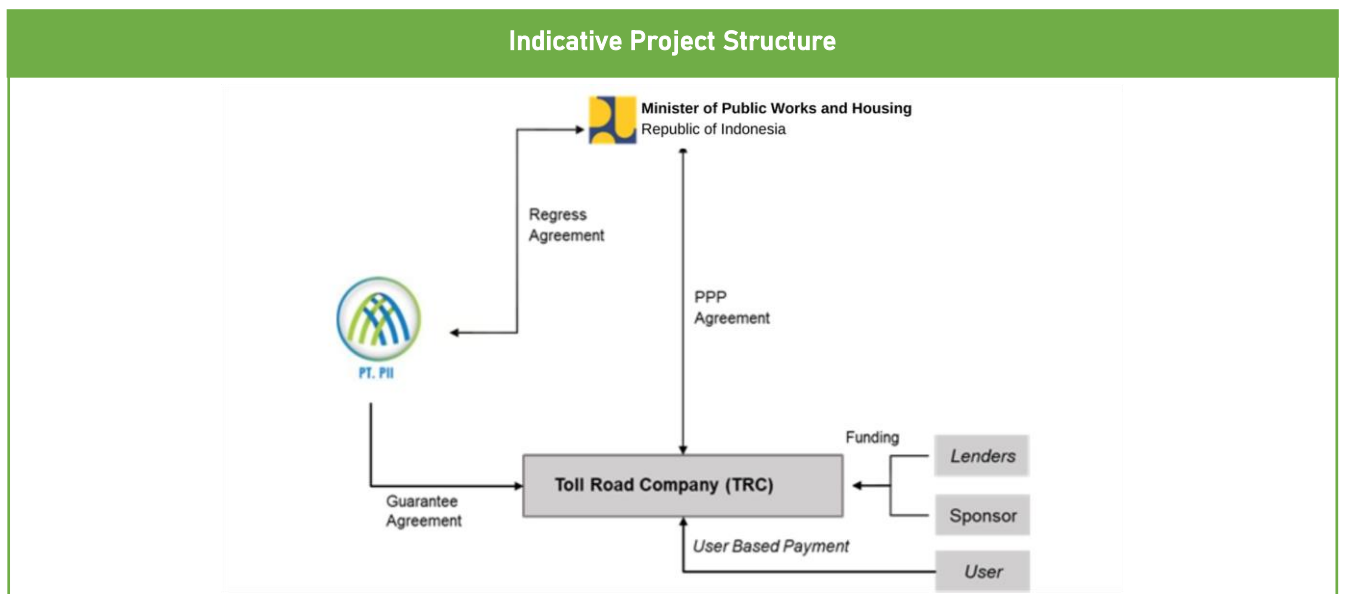
INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

2022

Cikunir-Karawaci Inner City Elevated Toll Road

Location : DKI Jakarta and Banten Provinces

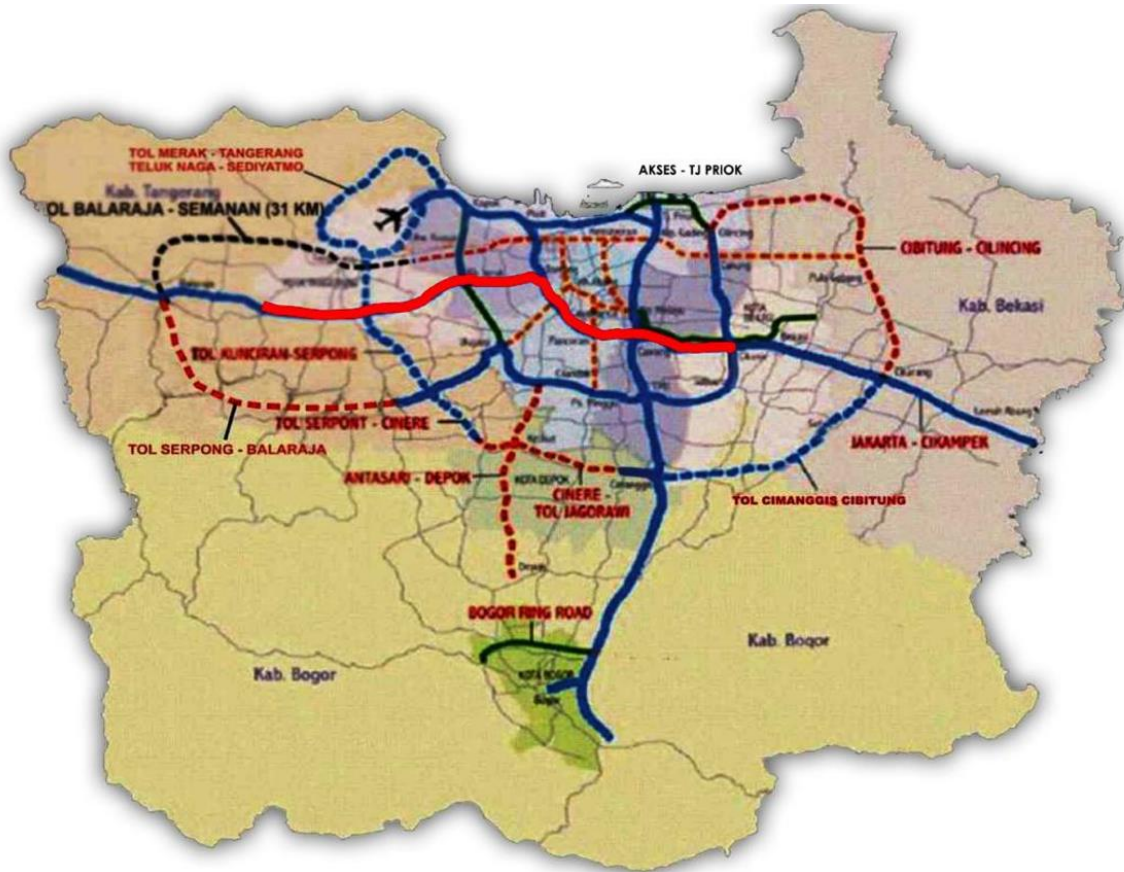
Sector : Road	Sub-Sector : Toll Road
	<p>Description: The project is to construct ≈40 km of Cikunir-Tomang-Karawaci Inner City Elevated toll road with a PPP scheme. The proposed toll road plan will be above the existing toll road section, with the starting point located in Cikunir (at the junction between JORR and the Jakarta-Cikampek toll road) and the ending point located after the Alam Sutera intersection. The Business entity shall be responsible to perform the toll road project with DBFOMT scheme.</p> <p>Estimated Project Cost: USD 1,822.30 Million</p> <p>Financial Feasibility: FIRR : Limited Information NPV : Limited Information</p> <p>Estimated Concession Period: 40 years</p>
<p>Government Contracting Agency: Minister of Public Works and Housing</p> <p>Type of PPP: Unsolicited</p> <p>Return of Investment: User Charge</p>	



Project Digest

Project Title	Cikunir-Karawaci Inner City Elevated Toll Road
Government Contracting Agency	Minister of Public Works and Housing
Implementing Agency	Indonesia Toll Road Authority (BPJT)
Preparation Agency	PT Earth Investment Indonesia – PT Lintas Indonesia Sejahtera
Project Cost	USD 1,822.30 Million
Estimated Concession Period	40 Years
Location	DKI Jakarta and Banten

1. Project Picture (Map and/or Illustration of Project)



Picture 1 – Jabodetabek Toll Road Network

2. The Opportunity

2.1. Project Background

The development of the Jabodetabek Area (Jakarta, Bogor, Tangerang, Bekasi) has grown rapidly, especially in the east-west corridor, starting from Bekasi District, Bekasi City, DKI Jakarta, Tangerang City, and Tangerang District, which require a high level of accessibility. At present, the traffic flow on the Jakarta-Tangerang Toll Road, Jakarta Inner Ring Road, and Jakarta Outer Ring Road is very congested (already saturated) with V / C Ratio already greater

than 0.8. In addition, the construction of the Jakarta-Cikampek Elevated Toll Road is currently underway, one of which ends in Cikunir.

Cikunir-Karawaci Inner City Elevated Toll Road Section will be an additional alternative to the existing Toll Road section in Jakarta. This toll road will be located above the existing Toll Road, therefore it can improve the performance of the road network in Jabodetabek and it can overcome congestion problems.

2.2. Project Description

Cikunir-Karawaci Toll Road Section (\pm 40 km) is located in Banten Province (Tangerang City and Tangerang District), DKI Jakarta Province, and Banten Province (Bekasi City). The proposed toll road plan will be above the existing toll road section. The starting point of the project is located in Cikunir (at the junction between JORR and the Jakarta-Cikampek toll road), which is the beginning of the Jakarta - Cikampek elevated toll road. The end of the project is located after the Alam Sutera intersection. Location of main on/off ramp points as follows:

- East Pondok Gede;
- Cawang Junction;
- Pancoran;
- Semanggi;
- Palmerah;
- Tomang;
- Meruya; and
- Kembangan.

2.3. Project Objectives

The objectives of the Cikunir-Karawaci Inner City Elevated Toll Road are to improve the performance of the road network in Jabodetabek and to overcome traffic congestion in the western area of Jakarta.

3. Business Entity's Scope of Work

Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT)

Business entity shall be responsible to perform the toll road project, including designing, financing, construction, operating, and maintenance.

4. Technical Specification

Planning standards use all regulations and specifications that apply in Indonesia, such as regulations issued by The Directorate General of Highways, SNI, and other regulations.

No	Facilities	Capacity
1	Length	\pm 40km
2	Lane number	2 + 2
3	Design Speed	
	Main road	80 Km/hr
	Ramp (toll-to-toll)	40-60 Km/hr
	Ramp (toll-to-non toll)	40-60 Km/hr

No	Facilities	Capacity
4	Lane Width	3.50 m
5	Outer Shoulder Width	2.00 m
6	Inner Shoulder Width	0.50 m
7	Median Width	
	Median concrete barrier	0.80 m
	Median width including inner shoulder	1.80 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The feasibility study of the project indicates the need of Environmental Impact Assessment (EIA/AMDAL) to be prepared later.

6. Land Acquisition and Resettlement Action Plan

The study indicated Land Acquisition and Resettlement Action Plan needs for land acquisition of 82,204 m².

7. Project Cost Structure

Estimated Project Cost	USD 1,822.30 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
FIRR	Limited Information
NPV	Limited Information

8. Government Support and Guarantee

Government support is identified for the land acquisition process (Land Cost included in Investment Cost). The government guarantee is needed from PT PII

9. Contact Information

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