



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

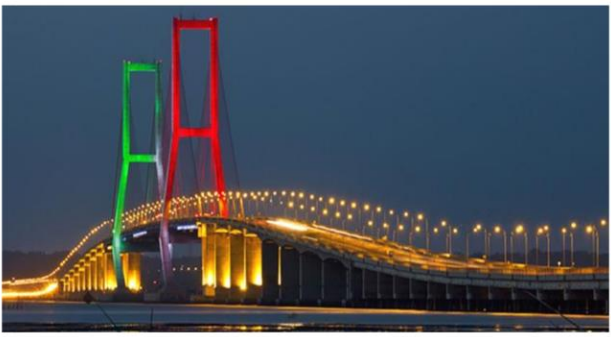
PUBLIC PRIVATE PARTNERSHIP

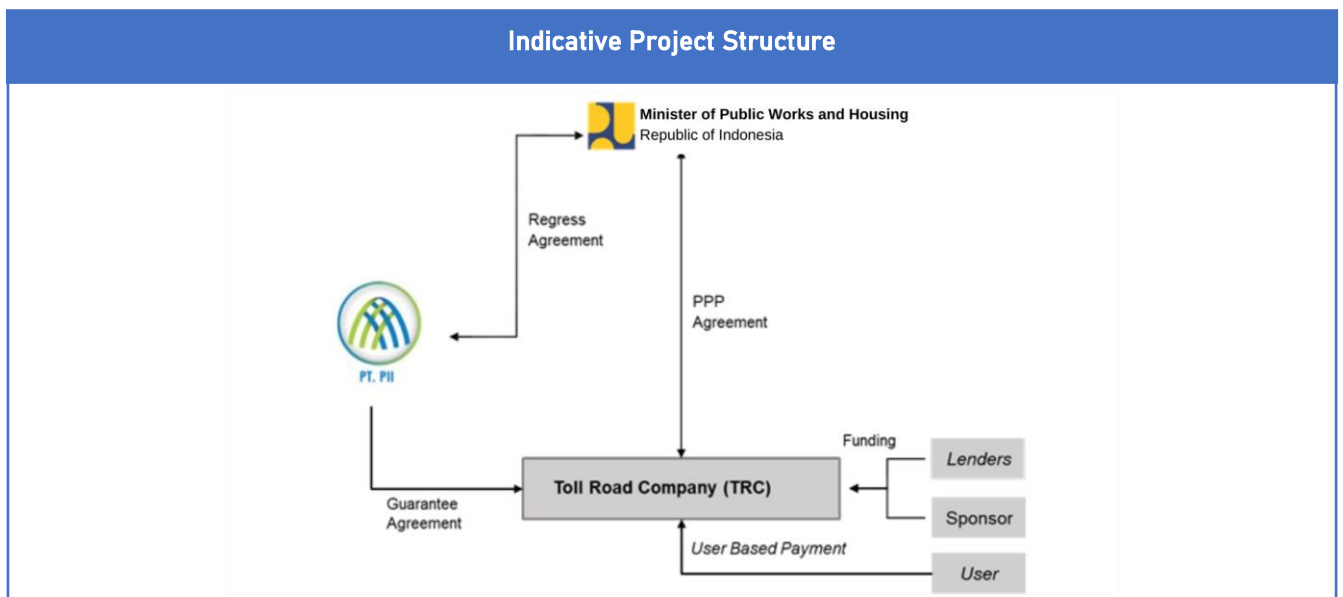
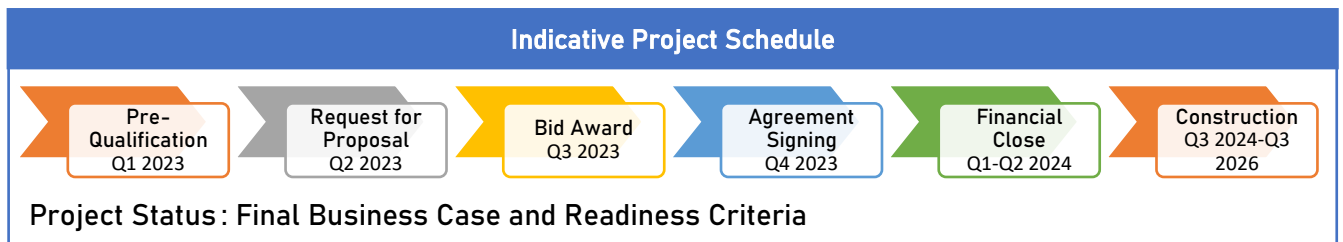
INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

2022

Operational and Maintenance (OM) Surabaya-Madura (Suramadu) Bridge Bundling with Bandara Juanda-Tanjung Perak Toll Road (Surabaya Eastern Ring Road/SERR)

Location: East Java Province

Sector : Road	Sub-Sector: Bridge
	<p>Description:</p> <p>Suramadu Bridge which connects Surabaya City and Madura Island (Bangkalan), is the longest cable-stayed bridge in Indonesia. It stretches along 5,438 meters with 100 years of service life and requires operation and maintenance. There is potential to finance the operation and maintenance of Suramadu Bridge by bundling it with Bandara Juanda - Tanjung Perak Toll Road (SERR).</p> <p>Estimated Investment Cost: USD 688.37 Million</p> <p>Financial Feasibility: IRR : Limited Information NPV : Limited Information</p> <p>Estimated Concession Period: 50 years</p>
<p>Government Contracting Agency: Minister of Public Works and Housing</p> <p>Type of PPP: Solicited</p> <p>Return of Investment: User Charge from SERR Toll Road</p>	



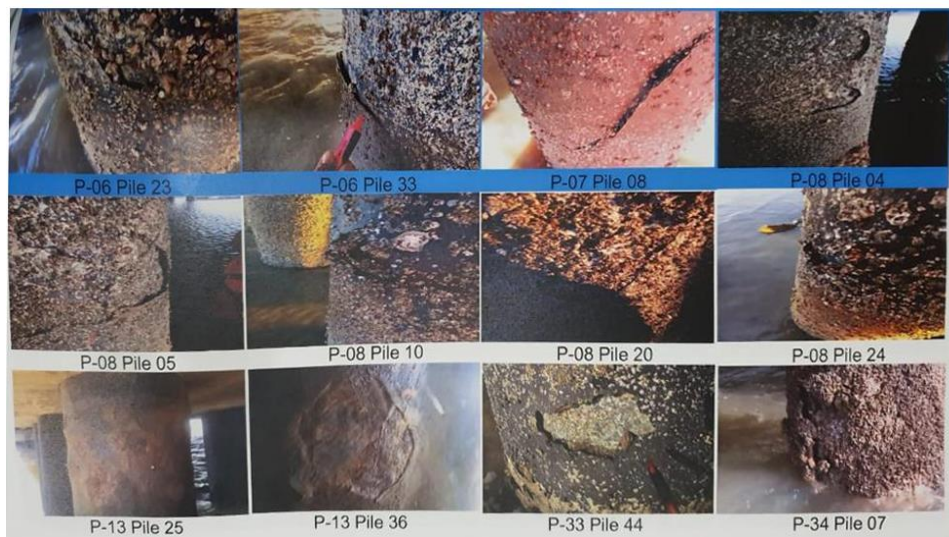
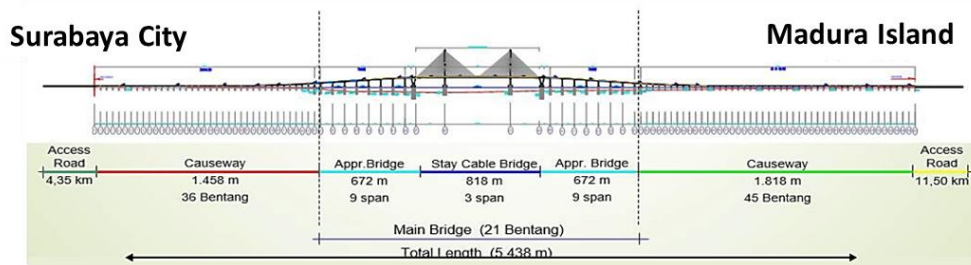
Project Digest

Project Title	OM Suramadu Bridge Bundling Bandara Juanda-Tanjung Perak Toll Road (Surabaya Eastern Ring Road/SERR)
Government Contracting Agency	Minister of Public Works and Housing
Implementing Unit	Indonesia Toll Road Authority (BPJT)
Preparation Agency	Directorate General of Public Works Infrastructures and Housing Financing
Investment Cost	USD 688.37 Million
Estimated Concession Period	50 Years
Location	East Java Province

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



LONGITUDINAL SURAMADU BRIDGE



Picture 1 – Route and examples of Suramadu Bridge maintenance

2. The Opportunity

2.1. Project Background

Suramadu Bridge with the length of 5,438 meters is a special long-span bridge with cable stayed construction. Based on Presidential Regulation Number 98 of 2018 concerning the operational status of the Surabaya–Madura Bridge as a non-toll road which was originally a toll road.

The Bandara Juanda - Tanjung Perak Toll Road (Surabaya Eastern Ring Road/SERR) has been listed in Presidential Regulation Number 80/2019. It will complement the connectivity between transportation's node and reduce the volume of urban road networks.

2.2. Project Description

Suramadu Bridge is the longest cable stayed bridge in Indonesia which consists of three parts: the overpass (causeway), the connecting bridge (approach bridge), and the main bridge.

The life of Suramadu Bridge which is planned for 100 years must be supported by maintenance and strengthening of bridge structure which was originally operated with the minimum toll road service standards. Other than that, the bridge components at sea causes the risk of corrosion of the bridge foundation.

Suramadu Bridge is one of the supporting infrastructures to develop and increase the growth of the economy in Madura Island. Several planned development areas are Madura Special Zone (Kawasan Khusus Madura), Tainan Suramadu, Indonesia Islamic Science Park, and others.

There is potential for Madura development by integrating the Suramadu Bridge with the planned SERR Toll Road. The SERR Toll Road will be bundled to cross finance the Suramadu operational and maintenance. The Feasibility Study (FS) of bundling between OM Suramadu Bridge and SERR Toll Road started in Q2 2021 and will be finalized in Q3 2022.

2.3. Project Objectives

The objectives of Operation and Maintenance of the Suramadu Bridge Bundled with the SERR Toll Road are as follows:

- To strengthen the structure and foundation of Suramadu Bridge, which most of the components are located at sea.
- To enhance the monitoring method of bridge condition using SMKS System.
- To support the planned development areas especially in Madura Island.
- To complement connectivity between transportation's node and reduce the volume of urban road networks.

3. Business Entity's Scope of Work

Design – Build – Finance – Operate – Maintenance – Transfer (DBFOMT).

Business entity shall be responsible to finance, operate, and maintain the Suramadu Bridge and SERR Toll Road during the concession period.

4. Technical Specification

The technical specifications for Suramadu Bridge are as follows:

No	Facilities	Capacity
1	Length	5,438 m
2	Bridge Width	2x15 m
3	Number of Lane	2x2x3.5 m
4	Motorbike lane	2x3.05 m
5	Maximum slope	3%

The technical specifications for SERR Toll Road are as follows:

No	Facilities	Capacity
1	Length	23.5 km
2	Design Speed	100 km/hour
3	Lane Width	3.60 m
4	Outer Shoulder Width	3.00 m
5	Inner Shoulder Width	1.50 m
6	Median Width (including inner shoulder)	5.50 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on the planned schedule, AMDAL study will be composed in Q2 2022 until Q4 2022.

6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARP study will be composed in Q2 2022 until Q4 2022.

7. Project Cost Structure

Estimated Project Cost	USD 688.37 Million
Indicative Debt to Equity Ratio	
- Debt Level	70%
- Equity Level	30%
IRR	Limited Information
NPV	Limited Information

8. Government Support and Guarantee

The Final Business Case of the project indicates the need for government supports in terms of land acquisition and part of the construction costs. Government guarantee through PT PII will also be necessary.

9. Contact Information

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