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

PUBLIC PRIVATE PARTNERSHIP

INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

2022

Semanan-Balaraja Toll Road

Location : Tangerang, Banten Province

Sector : Road

Government Contracting Agency:
Minister of Public Works and Housing
Type of PPP:
Unsolicited
Return of Investment:
User Charge

Sub-Sector : Toll Road

Description:
The Semanan-Balaraja Toll Road section is part of the Inner Jakarta Toll Road Network. The toll road will start at the end of the Serpong-Balaraja Toll Road section, located in the East Balaraja Interchange. It will have a length of 32.39 km with 4 interchanges and 2 junctions.

Estimated Project Cost: USD 1,082.22 Million

Financial Feasibility:
FIRR : Limited Information
NPV : Limited Information

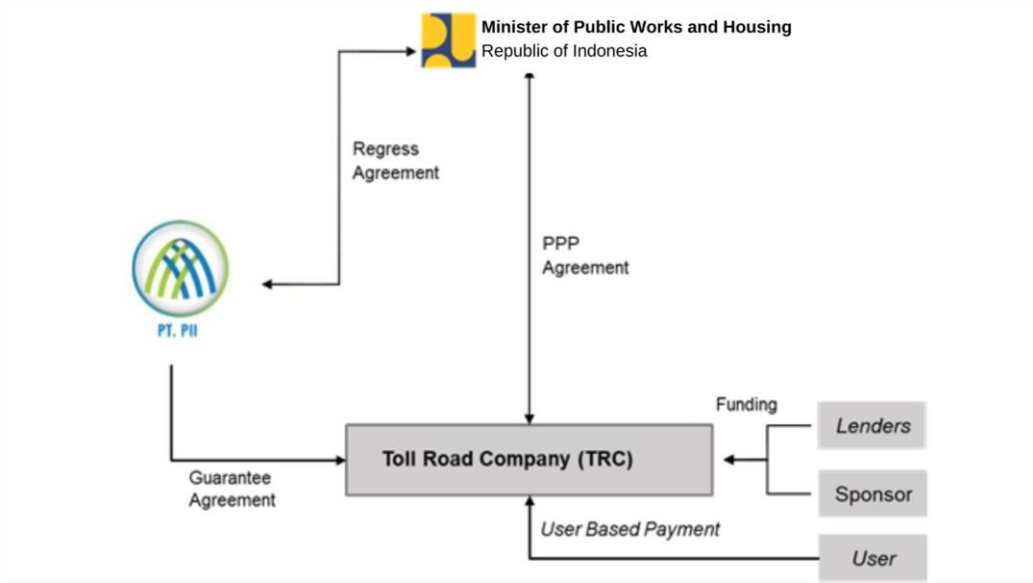
Estimated Concession Period: 40 years

Indicative Project Schedule

Pre-Qualification Q3 2022 → Request for Proposal Q4 2022 → Bid Award Q1 2023 → Agreement Signing Q1 2023 → Financial Close Q2-Q3 2023 → Construction 2023-2026

Project Status : Tender Preparation

Indicative Project Structure



Project Digest

Project Title	Semanan-Balaraja Toll Road
Government Contracting Agency	Minister of Public Works and Housing
Implementing Unit	Indonesia Toll Road Authority (BPJT)
Preparation Agency	1. PT Alam Sutera Realty 2. PT Perentjana Djaja
Project Cost	USD 1,082.22 Million
Estimated Concession Period	40 Years
Location	Tangerang, West Java

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

Semanan-Balaraja Toll Road will become an integrated section of the Jabodetabek Toll Road Network.

Picture 1 – Jabodetabek Toll Road Network

2. The Opportunity

2.1. Project Background

The development of the area in the west of Jakarta, specifically the city of Tangerang and the Regency of Tangerang, needs a high level of accessibility both within the region and to/from outside the region. To date the development of residential and industrial zones in the Pasar Kemis and surrounding areas is the cause of economic and social growth, thus triggering an increase in the movement of people and goods.

Currently, the movement of traffic from Tangerang and other cities in the west of Jakarta is facilitated by the Jakarta-Tangerang Toll Road, the Jakarta Inner City Toll Road, and the Jakarta Outer Ring Road Toll. The traffic flow conditions on these roads are already quite congested. To overcome the congestion on these roads, it is necessary to build alternative roads with an adequate level of accessibility and mobility. The Semanan- Balaraja Toll Road is a continuation

of the planned 6 inner city toll roads of Jakarta and can be an alternative to overcome the problem.

2.2. Project Description

The Semanan- Balaraja Toll Road Plan is part of the Jabodetabek Toll Road Network which stretches 32.715 km. The starting point of the project is the end of the Serpong-Balaraja toll road which is located at the Balaraja Interchange east of the Tangerang-Merak toll road. From that point, the road heads north and turns east in the Rajeg area. The road will then end in the Semanan area.
There will be 6 interchanges and 2 junctions on this toll road. The interchanges in this toll road are Pasar Kemis 1 Interchange, Pasar Kemis 2 Interchange, Rajeg 2 Interchange, Sepatan Interchange, Lebak Wangi Interchange, and Batu Ceper Interchange. The two junctions are Balaraja Junction and Rajeg 1 junction. Starting from the Lebak Wangi Interchange to Semanan on/off ramp, this toll road will be an elevated toll road running alongside the Cisadane River and Mookervart River.

2.3. Project Objectives

The objective of Semanan – Balaraja Toll Road is to support the development and accessibility of Tangerang and the surrounding area west of Jakarta.

3. Business Entity's Scope of Work

The scope of work for the business entity will be design-build-finance-operate-maintenance-transfer.

4. Technical Specification

No	Facilities	Capacity
1	Length	32.39 km
2	Design Speed	80 Km/hr
3	Number of Lane	2x2 (initial stage)
4	Lane Width	3.50 m
5	Outer Shoulder Width	3.00 m
6	Inner Shoulder Width	1.00 m
7	Median Width (including inner shoulder)	4.50 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The schedule of the AMDAL study has been explained in the feasibility study document and business plan. Currently, the EIA Terms of Reference (KA-ANDAL) have been issued by the project preparation agency.

6. Land Acquisition and Resettlement Action Plan

Land Acquisition plans have been made with a cost of approximately USD 420.03 million.

7. Project Cost Structure

Estimated Project Cost	USD 1,082.22 Million
Indicative Debt to Equity Ratio	
- **Debt Level**	70%
- **Equity Level**	30%
FIRR	Limited Information
NPV	Limited Information

8. Government Support and Guarantee

The study has indicated that this project needs government support in terms of the Land Acquisition Process (Land Cost include in Investment Cost) and government guarantee from PT PII.

9. Contact Information

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