



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

# PUBLIC PRIVATE PARTNERSHIP

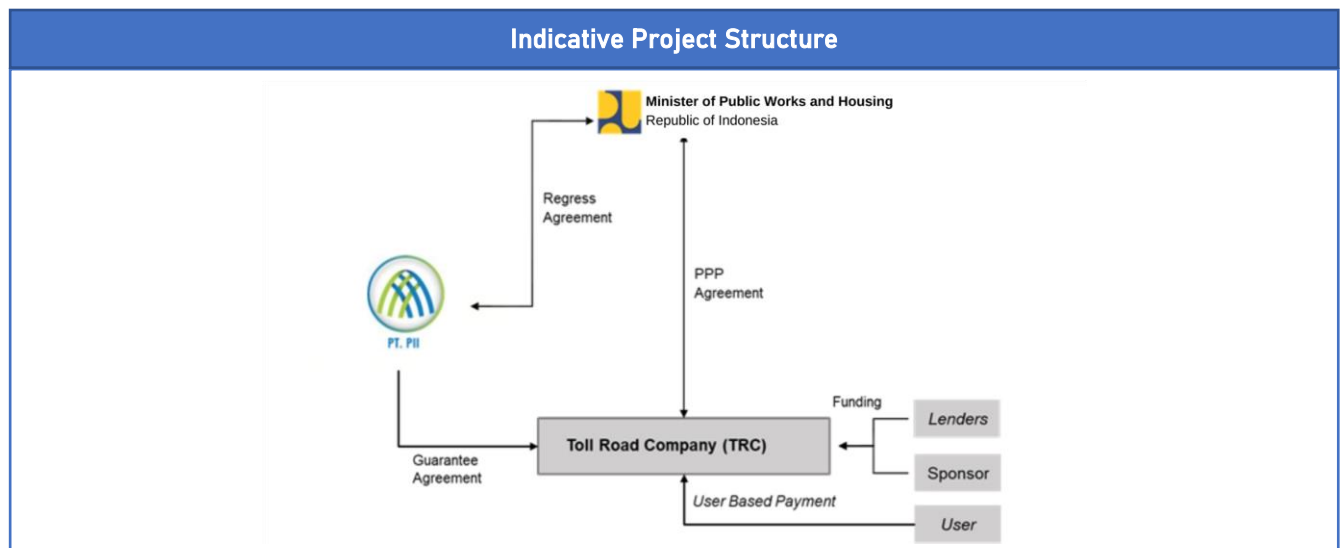
INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

# 2022

# Semarang Harbour Toll Road Integrated with Water Resource Control System

Location : Central Java Province

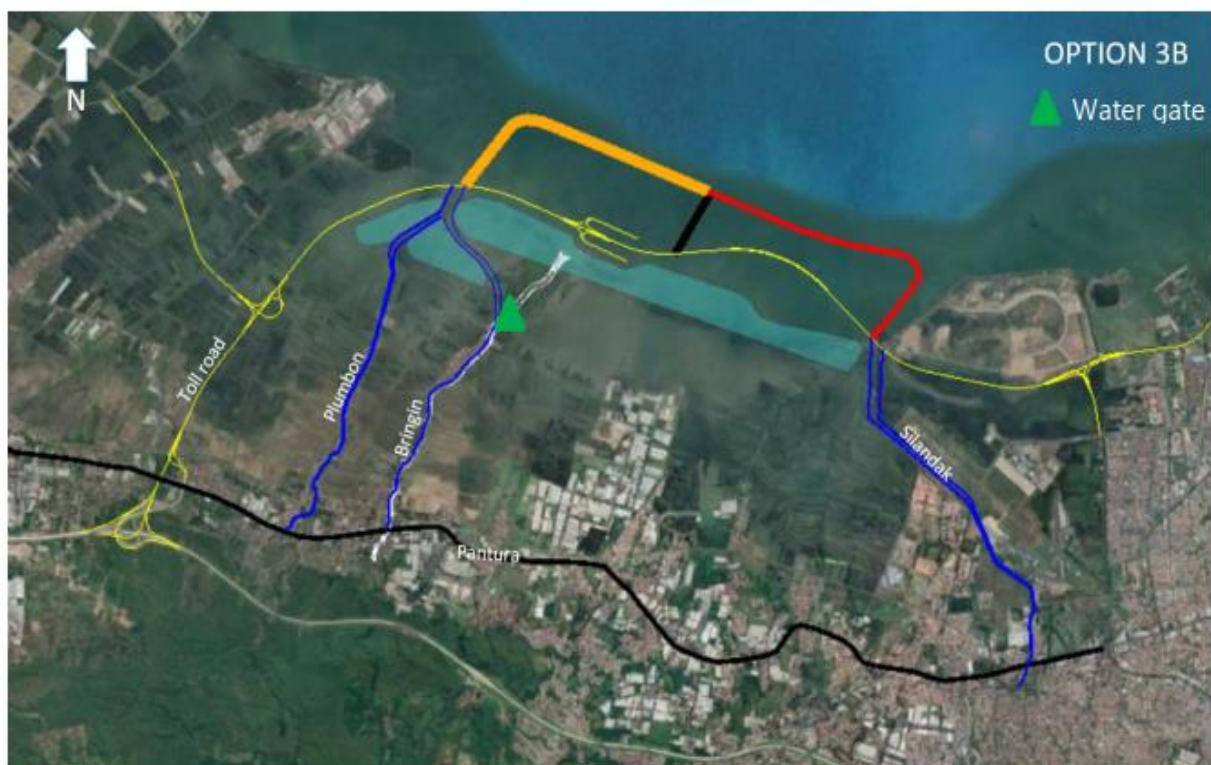
Sector : Road	Sub-Sector : Toll Road
	<p><b>Description:</b> The project is to construct ± 20.16 km of Semarang Harbour toll road which connects the Semarang-Batang Toll Road and Semarang-Demak Toll Road to complete the Ring Road around the City of Semarang. This toll road will be integrated with the sea dike and retention pond in the city of Semarang. The return of investment of the sea dike comes from the development of the reclamation area given to the winner of the auction while the retention pond will be financed by the government of Semarang city and other financing schemes.</p> <p><b>Estimated Investment Cost:</b> USD 1,393.66 Million</p> <p><b>Financial Feasibility:</b> FIRR : Limited Information NPV : Limited Information</p> <p><b>Estimated Concession Period:</b> 50 years</p>
<p><b>Government Contracting Agency:</b> Minister of Public Works and Housing</p> <p><b>Type of PPP:</b> Unsolicited</p> <p><b>Return of Investment:</b> User Charge and Right of Reclamation Area Development</p>	



## Project Digest

<b>Project Title</b>	<b>Semarang Harbour Toll Road Integrated with Water Resource Control System</b>
<b>Government Contracting Agency</b>	Minister of Public Works and Housing
<b>Implementing Unit</b>	Indonesia Toll Road Authority (BPJT)
<b>Preparation Agency</b>	The Consortium of PT. Sumber Mitra Jaya and PT. Waskita Toll Road
<b>Project Cost</b>	USD 1,393.66 Million (For Land Cost, Toll Road, and Sea Dike Construction)
<b>Estimated Concession Period</b>	50 years
<b>Location</b>	Central Java

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



Picture 1 – Project Maps

### 2. The Opportunity

#### 2.1. Project Background

Economic growth in the Semarang area had an impact on regional development and travel demand growth in recent years. The road network in the Semarang region also shows a declining performance. In addition, the existence of the Trans Java Toll Road will also increase the traffic load on the road network significantly. This condition indicates the need to develop a new road network to respond to the high growth in travel demand in the Semarang and surrounding areas. Therefore, the Semarang Harbour Toll Road Development Plan has been prepared. This toll road is planned to be circular on the northern side of Semarang City, from Kaliwungu, Ahmad Yani Airport, and Tanjung Mas Port.

## 2.2. Project Description

Semarang Harbour Toll Road will connect the Semarang - Batang Toll Road (SBTR) to complete the Ring Road around the City of Semarang. The Semarang Harbour Toll Road is projected to benefit the Semarang City and the surrounding area, because this toll road network is connected to several vital areas around Semarang, especially Kendal's Special Economic Zone (KEK), Ahmad Yani Airport, Tanjung Mas Port, and Semarang Toll Road Section A, B, C. This toll road will also be integrated with the sea wall and retention pond in the Semarang City.

The Semarang Harbour Toll Road starts from Kaliwungu Area of Kendal Regency which connecting the Semarang Batang Toll Road and the Semarang Harbour Toll Road, then ends at Kaligawe of Semarang City which connecting Semarang Demak Toll Road and Semarang Harbour Toll Road.

The length of the Semarang Harbour Toll Road is 20.86 km which is divided into:

- Section 1: JC Kaliwungu- IC KIK (4.05 km)
- Section 2: IC KIK - On Off Airport (9.80 km)
- Section 3: On Off Airport section - On Off Tanjung Mas 1 (3.75 km)
- Section 4: On Off Tanjung Mas 1 - JC Kaligawe (3.26 km)

The investment return for the toll road section will be generated from the tariff charged from the user. The other form of investment return will be for the right of reclamation area development. The initial operating tariff proposed is Rp1,900/km (Group 1) with a closed toll collection system. The return of investment of the sea wall comes from the development of the reclamation area given to the sponsor (winning bidder) while the retention pond will be financed by the Government of Semarang City.

## 2.3. Project Objectives

- To overcome the current traffic jams in the road network in the Semarang region;
- Integrated with sea wall as a solution of abrasion in the north coast region; and
- Provision of raw water for the Semarang City.

## 3. Business Entity's Scope of Work

The scope of work for the business entity will be Design-Build-Finance-Operate - Maintain and Transfer (D-B-F-O-M-T) that could be elaborated as follow:

- Design-Build-Finance-Operate-Maintain and Transfer of Toll Road;
- Design-Build-Finance and Transfer of Dyke;
- Design of Retention Pond as a derivative responsibility to design the integrated infrastructure system.

## 4. Technical Specification

A business entity is required to meet the minimum toll road service standard as stipulated in Minister of Public Works Regulation No. 16/PRT/M /2014 concerning Toll Road Minimum Service Standards. Minimum toll service standards include the following service substances: toll road

conditions, average travel speed, accessibility, mobility, safety, rescue unit and service assistance, environment, and rest area and rest area and service.

The technical specifications for toll roads will refer to all regulations and specifications that apply in Indonesia, such as regulations and codes issued by the Directorate General of Highways, Indonesian National Standard (SNI), and other regulations. Some technical specifications for the main road including:

No	Facilities	Capacity
1	Length	20.16 km
2	Design Speed	80 Km/hr
3	Number of Lane	2 x2 (initial stage) 3 x3 (final stage)
4	Lane Width	3.6 m
5	Outside Shoulder Width	3.0 m
6	Inner side Shoulder Width	1.5 m
7	Design Speed	80 Km/hr
8	Median Width (include inner side shoulder)	5.5 m
9	Cross slope	2%
10	Shoulder slope	2%

The technical specifications for dyke and retention polder will refer to all regulations and specifications that apply in Indonesia, such as regulations and codes issued by the Directorate General of Water Resources, Indonesian National Standard (SNI), and other regulations.

#### 5. Environmental Impact Assessment (EIA/AMDAL) Findings

This study indicates the need for Environmental Impact Assessment (EIA/AMDAL). The preliminary EIA document is already prepared and based on scope of works, the EIA study will be prepared by SPV/Toll Road Company.

#### 6. Land Acquisition and Resettlement Action Plan

For the unsolicited toll road project, the land acquisition and resettlement action financed by the Business Entity will be calculated as part of the investment.

#### 7. Project Cost Structure

Estimated Project Cost		USD 1,393.66 Million
Indicative Debt to Equity Ratio		
- Debt Level		70%
- Equity Level		30%
IRR		Limited Information
NPV		Limited Information

## **8. Government Support and Guarantee**

The Government Support will be needed to support land acquisition process (part of Land Cost included in Investment Cost). This project will be proposed to obtain Government Guarantee by Indonesia Infrastructure Guarantee Fund (IIGF).

## **9. Contact Information**

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