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

BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Public Private Partnership

## Infrastructure Projects Plan in Indonesia

# 2024

BAPPENAS

# Public Private Partnership 2024

Infrastructure Projects Plan in Indonesia

## DISCLAIMER

The information contained in this PPP Book was obtained in May 2024 along with the issuance of National Development Planning Minister Decree Number KEP.31/M.PPN/HK/05/2024.

The project digests are based on the data and information provided by the Government Contracting Agency and may change simultaneously with the development of the project.

# FOREWORD

## PPP FOR BETTER INFRASTRUCTURE

Indonesia as an emerging market has been well aware of infrastructure development as one of key essentials in accelerating the growth of economics and lessening the gap of economic inequality of the eastern – western part of Indonesia. World Competitiveness Yearbook (WCY) 2023 states that Indonesia gains one position in infrastructure quality, from rank 52nd in 2022 to rank 51st in 2023. This achievement means that the Government of Indonesia remains committed to strengthening infrastructure services.

The Government of Indonesia realizes the importance of private participation in accelerating infrastructure development in Indonesia, especially considering the government's limitation to provide funding for infrastructure needs. As 2024 is the last year of the implementation of Indonesia's National Medium Term Development Plan 2020-2024 (RPJMN 2020-2024), PPP as one of infrastructure alternative financing scheme has successfully provided several infrastructure. There are 16 infrastructure that being operated in between 2020 – 2024. Those projects are transportation, drinking water, telecommunication and information technology, road, electrical, and energy conservation infrastructures.

In Indonesia's recently planned Long Term National Development Plan 2025-2029 (RPJPN 2025-2029), there's a point about development financing through fiscal governance reforms and also mobilization and optimization of non-government development financing. The Government of Indonesia strives to facilitate and support the Government Contracting Agency's (GCA) capacity as well as providing reliable information for the private sector as the potential investor. Aiming to give a better overview about the PPP projects, the Government issues PPP Book annually. The preparation of this PPP Book is inseparable from the close coordination with the Government Contracting Agency (PPP's Project Owner) as well as the PPP Joint Office of The Republic of Indonesia (the coordination forum of PPP Implementation in Indonesia).

In PPP Book, the projects are organized based on their readiness level and categorized into two; the Ready to Offer and the Under Preparation projects. For Ready to Offer categories, the projects divided into Ready to Transaction and Under Procurement Process. Moreover, PPP Book also provides information related to projects that are already in Agreement Signing, Under Construction, and Under Operation. This year, the total projects covered in PPP Book are 44 project categorized as Under Preparation projects and 13 categorized as Ready to Offer projects (with 2 projects Ready for Transaction and 11 projects Under Procurement Process), 8 projects in Agreement Signing, 9 project in Under Construction and 26 project in Under Operation.

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## Under Preparation New Capital City (IKN) Project

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# 1. Indonesia Country Profile

Indonesia, with a total area of 1,904,569 square kilometres, is the 15th largest country in the world, where it consists of 38 provinces. Indonesia's population — which at 279.2 million in 2024 makes it the world's fourth-most-populous country and the most populous in Southeast Asia. According to the World Bank, Indonesia's GDP per capita has steadily risen, from US$ 4.8 thousand in the year 2022 to US$ 4.94 thousand in 2023 (IMF, 2024). Indonesia is also a member of the G-20, as a representative of emerging market countries that give an economic impact to the world.

In order to achieve the medium scenario of GDP growth target and infrastructure stock target in 2020-2024 RPJMN, a total of IDR 6,445 Trillion is needed for infrastructure development or an average of 6.2% of the GDP. However, the government's ability to fund infrastructure development is only IDR 2,385 Trillion or 37% of the total needs (2020-2024 RPJMN). It requires an innovative effort to encourage the participation of the community and business entities to finance the remaining 63% of the infrastructure development needs.

The infrastructure gap must be seen as an opportunity to grow. As infrastructure development accelerates, the multiplier effect will start to take effect on people's daily life. Better infrastructure means that the country will be able to absorb a larger flow of goods and tourists that travel across the country and hastening the economic growth of the nation. As the nation grows, social equality will spread throughout Indonesia as different parts of the nation's vast territory will gain access to more electricity and telecommunication network, better road and transportation system, and improved social infrastructures such as healthcare and education facilities.

Over the years, the investment climate for the private sector is getting better, as Indonesia has steadily increased its Ease of Doing Business (EoDB) Ranks by the World Bank. Indonesian EoDB's rank rose from 114 in 2015 to 73 in 2023. Moreover, Indonesia's Sovereign Credit Rating is rated by Moody's (Baa2/Stable Outlook) in April 2024 and S&P (BBB/Stable Outlook) in March 2023, and also Fitch (BBB/Stable Outlook) in March 2024.

The Government of Indonesia (GoI) acknowledges the importance of improving the nation's infrastructure while also fully aware of the profitability of such infrastructure investment from the perspective of business and the private sector. Indonesia's Government Working Plan 2024 (RKP 2024) theme "Accelerating Inclusive and Sustainbility Economic Transformation" also includes the development of basic infrastructure and connectivity and also accelerating the development of the IKN. Understanding the limitations of the government budget to boost Indonesia's Economic Transformation, the Government of Indonesia truly understands the importance of private participation in infrastructure provision. Hence, in order to give optimal public services while keeping close engagement with private entities, the goals is offering the Public-Private Partnership (PPP) as an alternative financing scheme in developing infrastructure projects. This scheme is provided through the Presidential Regulation Number 38/2015 alongside its technical regulations. Now, as the condition for PPP projects in Indonesia has matured and a steady pipeline of new projects has come throughout the years, new opportunities for investment arise alongside the projects.

# 2. Regulatory Frameworks

The GOI has taken a series of major steps to refine the PPP policies and regulatory framework to improve the attractiveness and competitiveness of the Government's PPP program. Related to the plan of relocation of Indonesia's capital city, the GOI is also aware of the needs of PPP to provide infrastructure in Nusantara Capital City. Based on the needs of acceleration, GOI established the PPP regulation for Nusantara Capital City that hereinafter referred to IKN PPP. The PPP regulations consist of:

1) Regulatory Framework for PPP Scheme Guidelines
   a) Presidential Regulation Number 38/2015 regarding Public Private Partnership on Infrastructure Provision contains general stipulation to support the implementation of national development in order to improve the national economy, the welfare of society and the competitiveness of Indonesia in a global context. This Presidential Regulation mandated Bappenas, LKPP, MoF, MOHA to stipulate the technical regulation.
   b) Minister of National Development Planning Regulation Number 7/2023 regarding PPP Implementation in Infrastructure Provision. This regulation was established to stipulate and revoke the previous regulation. The key points of this regulation are:
      - Simplification process of Solicited and Unsolicited PPP Project;
      - GCA definition and stakeholder that can support PPP project;
      - The role of Indonesia's PPP Joint Office in supporting PPP Project;
      - List of infrastructure that can be provided with PPP scheme; and
      - New provisions to the PPP process such as small scale PPP procedure, empanelment of preparation agency, extensions period for financial close, PPP agreement amendment and PPP transition process.
   c) Head of National Public Procurement Agency (LKPP) Regulation Number 19/2015 regarding Guidelines for Procurement of Business Entities on PPP Schemes in Infrastructure Provision. This regulation applies for unsolicited project and preparation agencies.
   d) National Public Procurement Agency (LKPP) Regulation Number 29/2018 regarding Guidelines for Procurement of Business Entities on Solicited PPP Infrastructure Projects. The key point of this regulation is to make the guidelines more clear, especially regarding two stages bidding.
2) Regulatory Framework for Availability Payment Scheme on PPP Projects
   a) Minister of Finance Regulation Number 260/2016 as an amendment of Minister of Finance Regulation Number 190/2015 regarding Availability Payment on PPP scheme in Infrastructure Provision.
   b) Minister of Home Affair Regulation Number 96/2016 regarding Availability Payment using the local budget (APBD) on PPP scheme in Infrastructure Provision and Minister of Home Affair Regulation Circular letter number 120/3890/SJ regarding Explanation Of The Implementation Of The Local Government Cooperation With Third Parties.
3) Regulatory Framework for Government Guarantee on PPP Projects
   a) Presidential Regulation Number 78/2010 regarding Government Guarantees On PPP Infrastructure Projects.
   b) Minister of Finance Regulation Number 8/2016 as an amendment of Minister of Finance Regulation Number 260/2010 regarding Guidelines On A Government Guarantee.

c) Minister of Finance Regulation Number 183/2018 regarding the system of management reserve fund guarantee for the implementation of the government guarantee

4) Regulatory Framework for Government Support on PPP Projects
   a) Minister of Finance Regulation Number 170/2018 as an amendment of Minister of Finance Regulation Number 223/2012 regarding Providing VGF in PPP Infrastructure Provision
   b) Minister of Finance Regulation Number 170/2015 as an amendment of Minister of Finance Regulation Number 143/2013 regarding Guidelines for Providing VGF in PPP Infrastructure Provision
   c) Minister of Finance Regulation Number 180/2020 regarding Project Development Facility in PPP Infrastructure Provision.
5) Other related regulation
   a) Government Regulation Number 27/2014 regarding the management of national/regional assets as amended by Government Regulation Number 28/2020 regarding the management of national/regional assets.
   b) Sectoral Regulations.

The GOI has taken a series of major steps to refine the PPP policies and regulatory framework to improve the attractiveness and competitiveness of the Government's PPP program. Related to the plan of relocation of Indonesia's capital city, the GOI is also aware of the needs of PPP to provide infrastructure in Nusantara Capital City (IKN). Based on the needs of acceleration, GOI established the PPP regulation for Nusantara Capital City that hereinafter referred to IKN PPP. The IKN PPP regulations consist:

1) Regulatory Framework for PPP Scheme Guidelines
   a. Government Regulation No 17/2022 on Funding Budget Management For The Preparations, Development And Relocation Of Capital City And The Implementation Of Special Administration Of Nusantara Capital City (IKN)
   b. Ministry of National Development Planning Regulation No 6/2022 on Guidelines Of PPP Implementation For Nusantara Capital City
   c. National Public Procurement Agency (LKPP) Regulation No 1/2023 on procedures for implementing Business Entity Procurement Through PPP For Nusantara Capital City
   d. Minister of Finance regulation No 220/2022 regarding Government Support for PPP And Creative Financing Schemes Of Infrastructure Provision Acceleration In Nusantara Capital City.

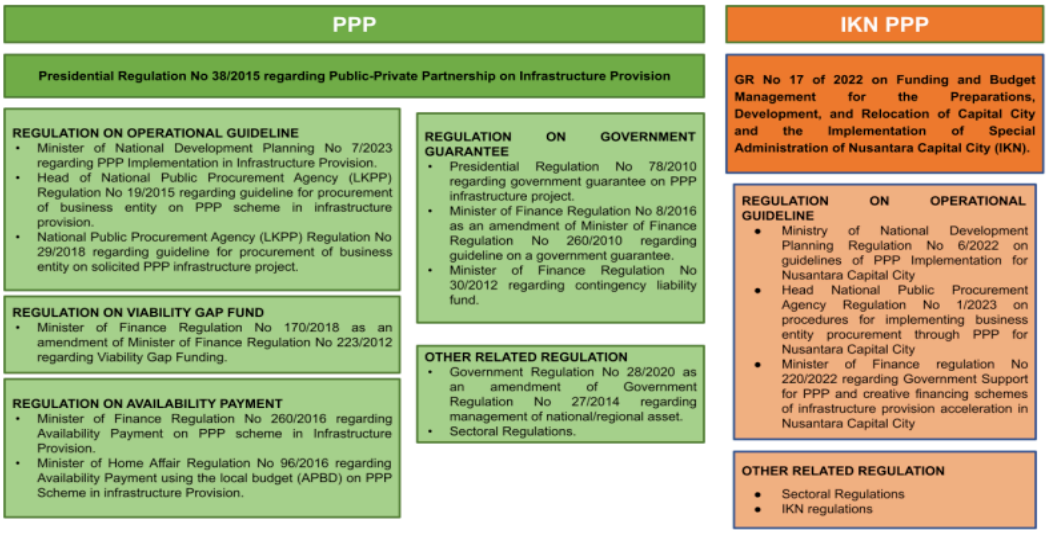



Figure 1. The Evolving Cross-sector PPP Regulatory Frameworks in Indonesia

# 3. PPP Stage Explanations

In both PPP and IKN PPP there are two PPP project proposal schemes, which are Solicited and Unsolicited. Solicited projects are initiated by the government, while the Unsolicited projects are initiated by the private sector. For the solicited project there are 4 stage of PPP that start with planning, preparation, transaction and management. The project pipeline for Solicited projects in PPP and IKN PPP is shown below.

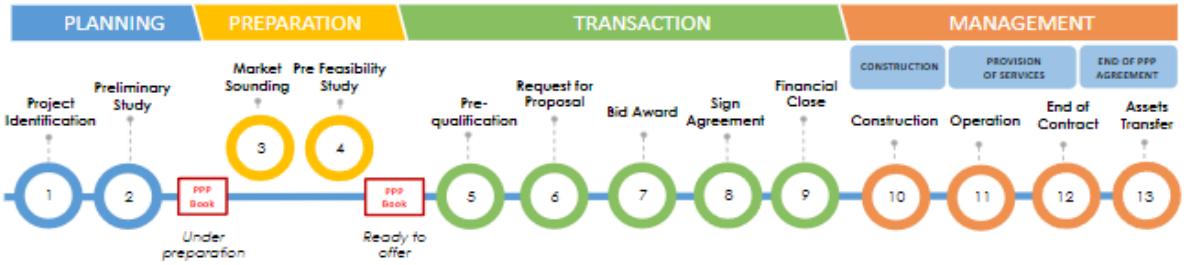



Figure 2. The Project Pipeline for PPP Solicited Project

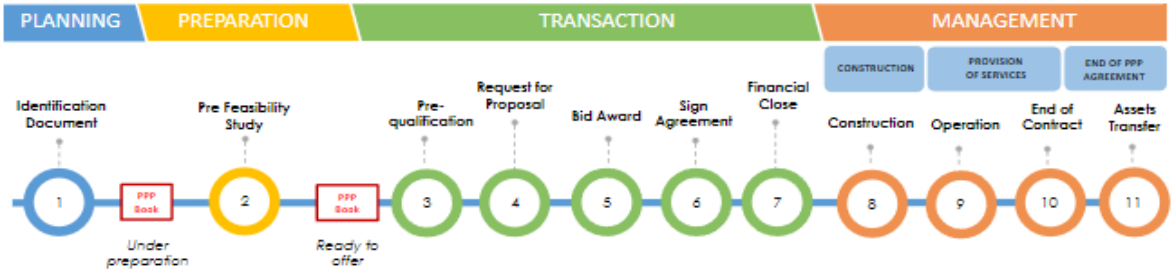



Figure 3. The Project Pipeline for IKN PPP Solicited Project

For Unsolicited project, both PPP and IKN PPP there are 3 stage that consist of preparation, transaction and management. The project pipeline for Unsolicited projects in PPP and IKN PPP is shown below.

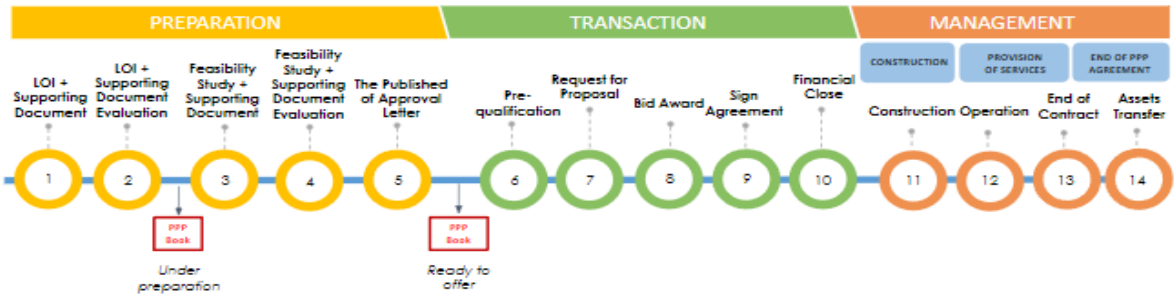



Figure 4. The Project Pipeline for Unsolicited PPP

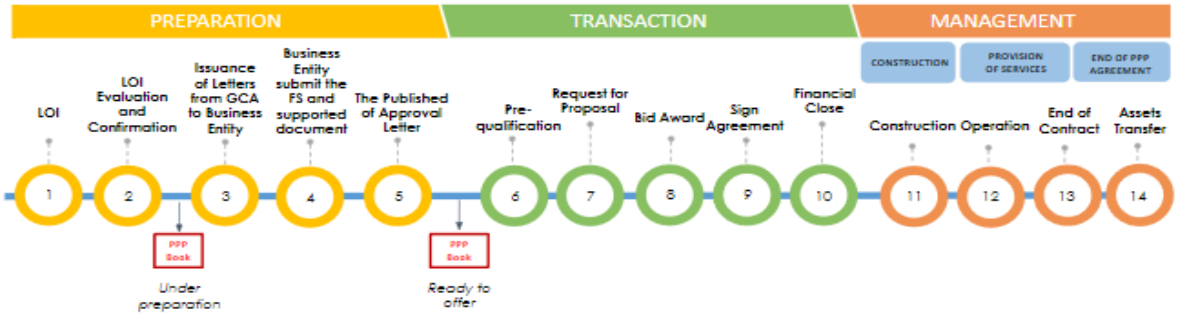



Figure 5. The Project Pipeline for Unsolicited IKN PPP

## 3.1 Planning

The planning stage is a crucial step in both PPP processes based on MNoDP No. 6 of 2022 regarding IKN PPP for the New Capital City and MNoDP No. 7 of 2023 regarding PPP Implementation. In the planning stage for both processes, there is a process of identification, determination, budget allocation, public consultation, project designation as a PPP, and finally, the proposal's inclusion in the PPP Book.

1) PPP Identification

In the implementation of PPP, at planning stage The Lines Ministries/ Sub National Goverments (SNGs) propose a PPP Project that align with the planning document and its institution priority. The PPP project that can be proposed can come from 22 sectors mentioned in the Ministry of Planning regulation no 7/2023. After already decide the project that want to be pursued by PPP scheme, Line Ministries/ SNGs drafting the preliminary study. Based on the regulation, Preliminary Study should consist of: strategic Study which resulted confirmation of strategic context and infrastructure provision preliminary study which resulted in PPP scope of work, financing scheme and the value for money.

For IKN PPP The Minister/Head of Agency/SOE Director, and/or Head of the Nusantara Capital Authority, as the Contracting Agency or delegate, prepares the Identification Document,. The infrastructure that can be provided by IKN PPP is the project that already regulated in IKN detailed masterplan. Identification document consist of:

i. Alignment with the Master Plan and needs analysis;
ii. Analysis of value for money, PPP risk (ABMS), potential revenue, and public consultation.

While preparing the preliminary study and document identification, the Line Ministries/ SNGs or the Head of the Nusantara Capital Authority held a public consultation. Public Consultation is a process of interaction between with the community including stakeholders to improve transparency, accountability and effectiveness of PPP.

2) Funding Scheme Determination

After completing the preliminary study for PPP and Identification Document for IKN PPP including the implementation of public consultation, the Line Ministires & SNGs or the Head of Nusantara Capital Authority will decide whether the planned project is suitable to be continued using PPP or other schemes. If the Line Ministries & SNGs or the GCA in IKN PPP decide that the project will be done through PPP scheme, GCA could propose the project to be consider listed under PPP Projects Pipeline (PPP Book) by sending a letter attached with its required documentation to the Minister of National Development Planning

3) Budget Allocation Preparation

The Minister/Head of Institution/Head of Regional Government/Director of State Owned Enterprise (SOE)/Director of Regional Owned Enterprise set up a budget for PPP that includes all stages from planning, preparation, transaction and management. This step is crucial to ensure the continuity of the project. Budget plans source from the state budget, regional government budget, and other legitimate sources.

4) PPP Project Proposal Submission for inclusion in the Annual PPP Project List

For projects that have been designated as PPP (Public-Private Partnership) projects, the Contracting Agency will propose the PPP project to the Minister of Planning to be designated as a PPP project List. The Minister of Planning will evaluate the project. In evaluating, the Minister of Planning will assess the suitability of the project in terms of the indication of the need for government support and/or government guarantees, as well as its alignment with national development priorities, based on the completeness of supporting documents for the planning stage. PPP Project List/ PPP Book was established by Minister of Planning based on the proposal of the PPP project from the GCA. In PPP project list and PPP Book the project was divided into 2 categories: Under Preparation and Ready To Offer. Ready to Offer categories is further broken down into Ready to Offer, Ready for Transaction, Procurement Process and Agreement Signing.

In planning stage, both on PPP and IKN PPP, the GCA can submit the proposal to Minister of planning for Under Preparation categories. The proposal from the GCA is addressed to Minister of Planning and accompanied by the required documents that consisting of:

a. For the PPP, preliminary study and the summary of preliminary study
b. For IKN PPP, document identification and the summary of document Identification.

## 3.2 Preparation

After completing the planning stages, the next stages will be preparation stages, there are some activity that must be done in preparation stages in solicited project. In the PPP process, solicited project will undergo a series of quantitative studies to see the viability of the PPP projects.

1) The Making of Study in Preparation Stage

Both for PPP and IKN PPP in solicited will be carried out by the preparation of Pre-Feasibility Study by GCA, but there are some differences in the content of the study between Pre-Feasibility study on PPP and IKN PPP. In PPP the Pre-Feasibility Study document must include at least strategic study, economic study, commercial study, financial study and management study. For IKN PPP the Pre-Feasibility Study contains study regarding legal and institutional aspect, technical aspects, including the determination of locations, land acquisition planning, environmental and social analysis, and analysis of forms of the IKN PPP, the economic and commercial aspect and IKN PPP project risk.

For the unsolicited project, there are no planning stages in both PPP and IKN PPP so every process begin in preparation stage. There are several activities that can describe activites in unsolicited process:

a. In PPP the business entity will submit Letter of Intent (LOI) and for PPP the business entity will retrieved LOI with the supporting document.
b. After receiving the document that mentioned in point a, the Line Ministires & SNGs will review the all the requirement document.
c. If the Line Ministires & SNGs decided to process the unsolicited proposal, the Line Ministires & SNGs wll published Letter to Proceed so the business entity can continue to preparing the feasibility study and supporting document.

d. There are differences in the content of the feasibility study in PPP and IKN PPP. In PPP the content of feasibility study consist of strategic study, economic study, commercial study, financial study and management study. For the IKN PPP the feasibility study will consist of legal and institutional aspect, technical aspects, including the determination of locations, land acquisition planning, environmental and social analysis, and analysis of forms of the IKN PPP, the economic and commercial aspect and IKN PPP project risk.
e. After the Line Ministires & SNGs accepting the feasibility study and the supporting document from the business entity the Line Ministires & SNGs will reviewed the feasibility study and established approval letter of unsolicited project based on the proposal from business entity.

The Project Initiator may propose the incentives or benefits as compensation for their work on preparing the project. The choices of incentives or benefits to the Project Initiator are as follows:

a) Right to Match: If another bidder has a better proposal wins the tender process after the evaluation, Project Initiator may, at their own consideration, match their proposal.
b) Additional Point on Procurement Score: The Project Initiator automatically gains an additional score of 10% during the proposal evaluation process.
c) Sold the initiatives to the GCA: GCA can purchase the intellectual property of the Feasibility Study at an agreed price from the Project Initiator. The Feasibility Study document is then owned by the GCA. Then, Project Initiator can decide whether to participate without any added incentives or not participate in the tender process at all.

2) The Implementation of Supporting Activities

In preparation stages, the GCA also begin the implementation of supporting activities that should be processed in PPP project. For PPP and IKN PPP there are several supporting document that should be arrange in both solicited and unsolicited project. Supporting Activities in PPP project Implementation consists of:

a) Planning and implementation of land acquisition;
b) Environmental approval;
c) Location determination
d) other licence that needs to be completed based on legislation;
e) Utilization of goods state property/regional property approval;
f) Government support application
g) Government guarantee application;
h) Availability Payment final confirmation;
i) PPP consideration to regional government; and
j) Other activities (in example obtaining permits required for PPP project implementation which must be fulfilled by GCA.

3) Market Sounding

Market sounding is interaction process that intended to obtain inputs and responses from the PPP markets (business entities/agencies/institutions/national or international organizations). GCA can conduct market sounding through one-on-one meetings and PPP promotions with

potential investors, national and international financial institutions, and other parties who have an interest in PPP or IKN PPP implementation. Market sounding can be conducted more than 1 (one) time.

4) After completing study for Solicited project and issuing approval letter for Unsolicited project, then the GCA will submitted the proposal and accompined by requirement documents. The documents that needed as requirements will be shown below.

| | PPP | IKN PPP |
|---|---|---|
| Solicited | **Ready to Offer**<br>▪ Pre-Feasibility Study<br>▪ Summary of Pre-Feasibility Study<br>▪ Statement letter of approval in principle of Government Support and/or Government Guarantee, if required; and<br>▪ Preliminary Study (if the event that the project has not been proposed in the PPP plan list) | **Ready to Offer**<br>▪ Pre-Feasibility Study<br>▪ Summary of Pre-Feasibility Study<br>▪ Statement letter of approval in principle of Government Support and/or Government Guarantee, if required; and<br>▪ Identification Document, if the project has not been proposed in the IKN PPP plan list |
| | **Under Preparation**<br>▪ LOI and supporting document; and<br>▪ Letter to Proceed | **Under Preparation**<br>▪ LOI<br>▪ Feasibility Study and supporting document ; and<br>▪ GCA temporary assessment result of business entity proposal |
| Unsolicited | **Unsolicited- Ready to Offer**<br>▪ Feasibility Study<br>▪ Summary of feasibility study<br>▪ Unsolicited approval letter from GCA; and<br>▪ Statement letter of approval in principle of Government Guarantee, if needed | **Unsolicited- Ready to Offer**<br>▪ Feasibility Study<br>▪ Summary of Feasibility Study dan Feasibility Study supporting document<br>▪ Unsolicited approval letter from GCA; and<br>▪ Statement letter of approval in principle of Government Guarantee, if needed |

Figure 6. The Requirement Document for PPP Project List Proposal

## 3.3 Transaction

In the transaction stage of PPP and IKN PPP, both in solicited and unsolicited proposal, facilitates the project through a transaction to find the suitable business entity, which contains Pre-qualification, Request for Proposal, Bid Award, PPP Agreement Signing and the Financial Close. For transaction stage, there are several activities that will be carried out by GCA.

1) Project Location Determination

In the implementation of PPP, the GCA must determine and set the location of the project before the procurement process. The location determination can be related to the land acquisition which is one of the responsibilities of the GCA. The GCA must consult with any related institution to ensure that the land acquisition and the ensuing relocation (if any) is compliant with the regulation. GCA must also ensure that the project has obtained any applicable environmental permits and licenses.

2) SPC Procurement Process

Both PPP and IKN PPP will process the the procurement process consists of pre-qualification of prospective participants, request for proposals, and evaluation. There are several types of procurement that can be applied in SPC procurement. In PPP the procurement consist of auction and direct appointment. The auction itself consist of single stage tender, combined

pre-qualification and single stage auction or swiss challenge. For IKN PPP the procurement includes one stage tender through pre-qualification, a combination of the pre-qualification and tender, swiss challenge or direct appointment.

After evaluating the bidding proposals, the GCA will then determine the winning bidder. Before the winning bidder is awarded, usually the bidders are given a chance to object to the result. Eventually, the GCA will release a letter of award if there is no objection from other bidders or the objection is considered invalid.

3) Agreement Signing
After the letter of award is issued, the winning bidder must establish a Special Purpose Company (SPC) as legal entity to sign the PPP agreement. If there is some form of government guarantee, SPC must also sign the guarantee agreement with PT Penjaminan Infrastruktur Indonesia (PT PII) while the GCA signs a regress agreement with PT PII.

4) Financial Close
After signing the agreement, the SPC should be able to obtained the financing of the project. Financial close must be obtained after GCA and SPC signing the PPP agreement. There are different criteria of financial close in PPP and IKN PPP. The differences is based on government urgent needs to provide the infrastructure in IKN. For the financial close in PPP should be implemented by SPC no longer than 12 months after signing the PPP Agreement for PPP and 4 months for IKN PPP. If financial close has not been achieved within the period, the BUP may request an extension to the GCA. For the PPP the extended can be request 2 times and for IKN PPP is 1 time extension. Each of extension can be granted for 6 month in PPP and 4 month for IKN PPP. Financial close could also be done in stages according to the project cycle and the agreement between SPC and GCA.

## 3.4 Management/Agreement Implementation

In PPP the last stages called management and for the IKN PPP the last stages is called agreement implementation. In both PPP in this stage the GCA carries out following activities such as:

1. Construction;
2. Service provision; and
3. Preparation of the expiration of the PPP Agreement

Management stage or the agreement implementation stage in PPP is consists of 3 (three) activities:

1) Preparation of PPP management
To prepare for the implementation, GCA must establish the monitoring team, prepare and issue guidelines on PPP implementation monitoring, hand over all project documentation to the monitoring team, and oversee the progress of financial close from the SPC.
2) Monitoring of PPP agreement implementation
The monitoring will commence from the construction phase, services provision, until the handover of the asset after the cooperation period is finished.
3) Allocation of budget for the implementation stage of cooperation agreement.

# 4. Option on Investment Return for PPP Project

According to the regulation of PPP and IKN PPP, there are 3 (three) options for the return of investment method, namely:

1) User charge payment in the form of Tariff
   The Special Purpose Company (SPC)'s income is directly paid through user charge.

2) Availability Payment
   The SPC will receive payment from the government based on the agreed amount which linked to the SPC's accomplishment of the level of service establish in PPP contract; and

3) Other forms that do not conflict with the legislation and accordance with the laws.

The 3 investment return options above can be combined with each other.

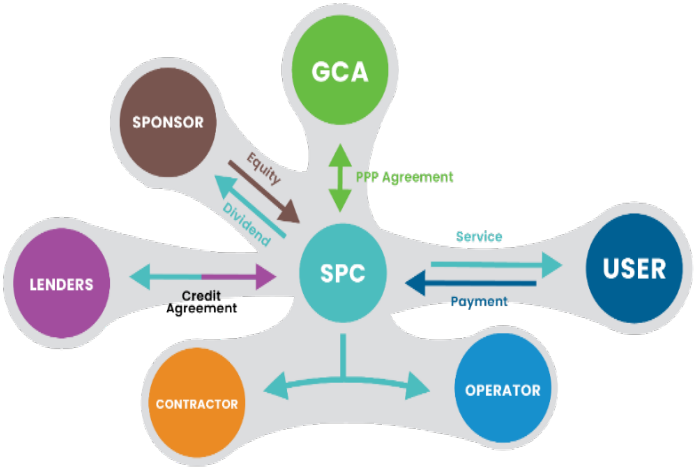



Figure 7. User Charge Scheme

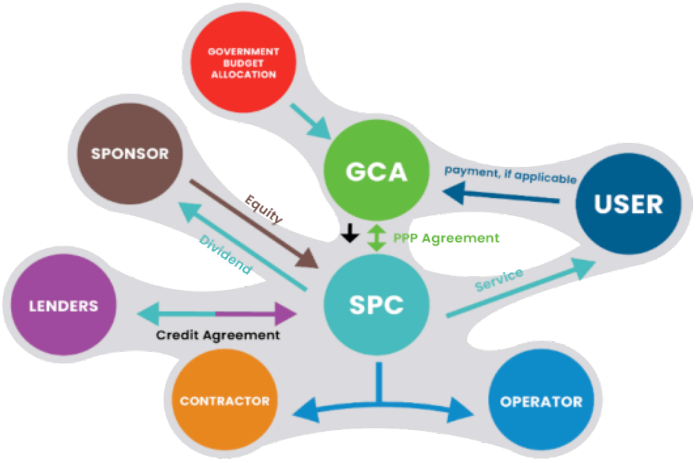



Figure 8. Availability Payment Scheme

# 5. PPP Joint Office

To accelerate the implementation of PPP projects in Indonesia, President Joko Widodo gave directions at the 2017 PPP Book launching that coordination related to PPP projects will be carried out through the Indonesia PPP Joint Office. The purpose of establishing the Indonesia PPP Joint Office is to serve as a coordination forum among PPP project stakeholders. In accordance with the issueance of regulation of PPP IKN, PPP Joint Office is also can be the forum of coordination to support the implementation of IKN PPP.

The Indonesia's PPP Joint Office will provides facilitation and capacity building where assistance can be provided starting from the planning stage to the operation stage. To strengthen the institutional coordination forum between PPP stakeholders, a Memorandum of Understanding on the Synergy of Ministries and Institutions in the Implementation of Infrastructure Provision with the Government/Regional Government Cooperation Scheme with Business Entities through Joint Offices by the seven Members of the Indonesia PPP Joint Office has been signed by the members on September, 18th 2020. The functions of the PPP Joint Office are:

a. Become a coordination forum for PPP stakeholders;
b. A front office for the Government to serve business entities in obtaining information and knowledge related to PPP schemes;
c. Give recommendation for PPP project implementation;
d. To propose recommendation to related parties in harmonizing PPP policies;
e. To monitor the government's planning and budgeting process in accommodating PPP projects;
f. Synergize in providing Government support and facilities for project in a sustainable and integrated manner;
g. Recommends required guidelines for PPP implementation to the PPP Joint Office member based on their duties, function and authorities;
h. Implement effective management and communication between PPP stakeholders including exchange of data and information to strengthen data integration; and
i. Become an integrated PPP information center that is accessible by business entities and all PPP stakeholders.

The members of the PPP Joint Office are:

a. Coordinating Ministry of Economic Affairs;
b. Coordinating Ministry of Maritime and Investment Affairs;
c. Ministry of Finance;
d. Ministry of Home Affairs;
e. Ministry of National Development Planning/National Development Planning Agency (Bappenas);
f. Ministry of Investment/Indonesia's Investment Coordinating Board (BKPM);
g. National Public Procurement Agency (LKPP); and
h. PT Penjaminan Infrastruktur Indonesia (PT PII).

PT PII as the Indonesian Guarantee Agency is actively involved in monitoring the implementation of the PPP Projects in Indonesia. Besides that, the PPP Joint Office Members can also involve other parties under their authority, such as the Ministry of Agrarian Affairs and Spatial Planning/National Land Agency under the Coordinating Ministry for Economic Affairs and PT SMI, and/or LMAN under the Ministry of Finance. In several conditions, The PPP Joint Office members invite the other related parties in the coordinating meetings (high level and technical meeting).

# 6. PPP Project Selection Criteria

The PPP Book is a list of Public-Private Partnership projects planned in Indonesia. The list consists of two categories: (i) Under Preparation Projects; and (ii) Ready to Offer Projects.

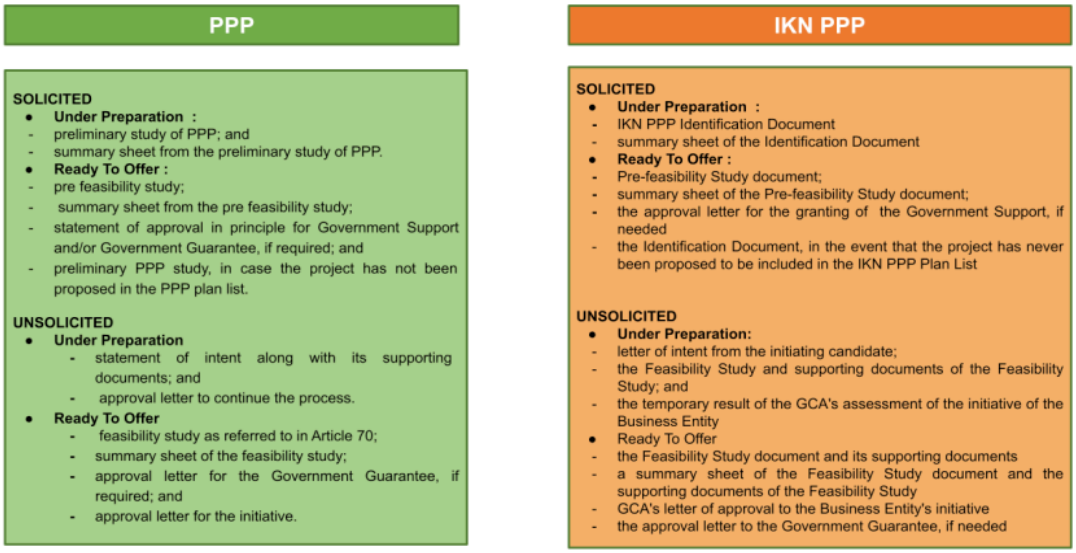



Figure 9. PPP Book's Proposal Supporting Document

To be registered in the PPP Book, the GCA must submit their project proposal to the Ministry of National Development Planning/Bappenas along with a statement about the Ministry/Institution or Local Government's working unit that will be responsible for planning, preparation, and transaction of the proposed PPP project. The PPP project proposal should be accompanied by supporting documentation that differs between planning stages, as shown in Figure 6.

The projects inside the PPP Book 2024 has been developed in compliance with Minister of National Development Planning/ National Development Planning Agency Regulation Number 2/2020, Minister of National Development Planning/ National Development Planning Agency Regulation Number 7/2023 and Minister of National Development Planning/ National Development Planning Agency Regulation Number 6/2022 which governs the procedures for the implementation of PPP and IKN PPP projects and registration of projects in the PPP Book respectively. The criteria in this regulation have been designed to ensure that all projects are appropriately analysed and thoroughly designed before entering the PPP Book.

The GOI is aware that any information that gives bidders a good understanding of the technical requirements of the projects will help them arrange the right mix of consortium partners with confidence, making them more likely to participate in the venture. An overview of the output or performance specification for a service or facility helps potential bidders understand what the project is intended to produce. This results in a clearer definition of scope and responsibilities, including the needs of specialist partners.

The following is a summary of assessment criteria for projects to be included in the PPP Book, along with requirements associated with environmental assessment, land acquisition and resettlement, government support and the government guarantee for each of the planning categories of the PPP Book.

1) Under Preparation Project

| Under Preparation Project Eligibility Criteria | |
|---|---|
| Solicited | Unsolicited |
| • Compliance with National /Regional Mid Term Development Plan and Strategic Plan of infrastructure sector<br>• Suitability of the project location which will be cooperated with spatial plan<br>• Relation between inter sector of infrastructure and inter-region<br>• Has prepared the Preliminary Study | • Has prepared the Feasibility Study<br>• GCA has established Letter to Proceed |

2) Ready to Offer Project

| READY TO TRANSACTION SOLICITED | READY TO TRANSACTION UNSOLICITED |
|---|---|
| • Has obtained certainty regarding PPP readiness, technical compliance, market interest and the option of PPP form<br>• Has completed environmental impact assessment in accordance with applicable laws and regulations<br>• Has prepared detailed draft of output specification<br>• Has prepared draft of SPC investment return<br>• Has conducted financial model analysis, allocation and risk mitigation and also granting for government support and/or government guarantee mechanism, if needed<br>• Has prepared a draft of SPC procurement plan considering:<br>- Market potential and interest of Business Entities on the project<br>- Feasibility of planning and schedule of tender process<br>- Readiness of the procurement commitee | • Has obtained certainty regarding PPP readiness, technical compliance, market interest and the option of PPP form<br>• Has completed environmental impact assessment in accordance with applicable laws and regulations<br>• Has prepared detailed draft of output specification<br>• Has prepared draft of SPC investment return<br>• Has conducted financial model analysis, allocation and risk mitigation and also granting for government support and/or government guarantee mechanism, if needed<br>• Has prepared a draft of SPC procurement plan considering:<br>- Market potential and interest of Business Entities on the project<br>- Feasibility of planning and schedule of tender process<br>- Readiness of the procurement committee<br>• GCA has established unsolicited approval letter |
| UNDER PROCUREMENT | UNDER PROCUREMENT UNSOLICITED |
| • Has issued the Pre- Qualification Notice<br>• Projects that are in Pre-Qualification, tender and bid award stage are considered as Under Procurement Process | • Has issued the Pre- Qualification Notice<br>• Projects that are in Pre-Qualification, tender and bid award stage are considered as Under Procurement Process |

3) Agreement Signing Project

| Agreement Signing Project Eligibility Criteria |
|---|
| • Projects that already have the PPP agreement signing |

4) Under Construction Project

| Under Construction Project Eligibility |
|---|
| • Projects that are in construction stage |

5) Under Operational Project

| Under Operation Project Eligibility Criteria |
|---|
| • Projects that are in the operational stage |

Important notes related to the Viability Gap Fund and Government Guarantee during the Procurement Process

| Activities Related to Government Support |
|---|
| • Before Pre-Qualification stage, the GCA shall file a request for granting initial determination of feasibility support, in accordance with the laws and regulation;<br>• During bid stage, the Minister of Finance shall issue in-principle approval letter on VGF support;<br>• Once a tender winner has been selected, the GCA must submit the tender result to the Minister of Finance as the basis for the Minister of Finance to issue the final decision on VGF support |

| Activities Related to Government Guarantee |
|---|
| • Before the project bidders submit their proposals, the GCA must ensure that Guarantor has issued in-principal approval, in the form of a Letter of Intent based on the result of Guarantor's evaluation |

Important notes related to unsolicited project eligibility criteria:

- Technically integrated with regional long-term plan and/or sectoral master plan;
- Economically and financially feasible;
- The project proponent has adequate financial capabilities to finance the project.

# 7. PPP Project Selection Criteria

## 7.1 PPP Books From 2009 to 2024

The following figure depicts the evolution of PPP projects throughout the successive PPP Books since 2009.

During 2024, MoNDP/Bappenas received proposals for new infrastructure projects from Ministries as well as the Local Government. MoNDP/Bappenas reviewed and screened those proposals in compliance with the Minister of National Development Planning/Head of Bappenas Regulation 7/2023. Based on the review and screening process, 57 proposals accepted to be included in PPP Book 2024 categorized as Ready to Offer and Under Preparation Projects. Other than two categories as regulated in the Minister of National Development Planning Regulation 2/2020, there are other categories such as Agreement Signing, Under Constructions, and Under Operations projects.


Figure 10. Summary of PPP Book Projects from 2009 to 2024

## 7.2 PPP Book 2023 Evaluation as an Input to PPP Book 2024

Figure 11 below summarizes the evaluation process results since the publishing of the previous edition of the PPP Book. Out of 52 projects categorized as Under Preparation and Ready to Offer in the 2023 edition, 48 projects are carried on this edition while others have progressed to the next stage of the PPP scheme or dropped because of various reasons.

The carried projects are:

1. Development of the Trans Papua
2. Jayapura-Wamena Road
3. Flyover Sitinjau Lauik
4. South Sentul-West Karawang Toll Road (Unsolicited)
5. Bogor-Serpong (via Parung) Toll Road (Unsolicited)
6. Kediri-Tulungagung Toll Road (Unsolicited)
7. Gilimanuk-Mengwi Toll Road
8. Gedebage-Tasikmalaya-Ciamis Toll Road
9. Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant in West Nusa Tenggara (Unsolicited)
10. 40 MW Hydro Power Plant on Tiga Dihaji Dam
11. Legok Nangka Regional Waste Processing Facility
12. Padjadjaran University (UNPAD) Teaching Hospital

13. Development of Singkawang Airport
14. Revitalization & Development of Denpasar Street Lighting (Unsolicited)
15. Development of Bintan Airport (Unsolicited)
16. Development of Baubau Port
17. Development of Prabumulih - Tarahan Railways
18. Bandung Metropolitan Urban Railway
19. Purabaya Type A Bus Terminal Development
20. Betan Subing Type A Bus Terminal Development
21. Transit Oriented Development (TOD) Poris Plawad Type A Bus Station
22. Demak-Tuban Toll Road
23. Tuban-Babat-Lamongan-Gresik Toll Road
24. Bandung Intra Urban Toll Road
25. Samarinda-Bontang Toll Road
26. Cibadak-Pelabuhan Ratu Toll Road
27. Supadio Airport-Kijing Port Toll Road
28. Surakarta Eastern-Southern Ring Toll Road
29. Ir. H. Djuanda Regional Water Supply (Jatiluhur II)
30. Development of Jatigede Regional Water Supply System
31. Development of Sinumbra Regional Water Supply System
32. Piyungan Waste Treatment
33. Lau Biang/Lau Dah Water Supply System
34. Development of Denpasar City Water Supply System
35. Manggar Waste Management
36. Karawang Spuur Public Housing
37. 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam
38. Natural Gas Distribution Network for Batam City Households
39. Natural Gas Distribution Network for Palembang City Households
40. Ngawi Street Lighting (Unsolicited)
41. Bandung Street Lighting (Unsolicited)
42. Revitalization of Gadarata Main Market
43. Development and Management of National Research Vessel Fleet
44. Banten Sports Center
45. Inche Abdoel Moeis Samarinda General Hospital
46. Dr. Mohammad Zyn Sampang General Hospital
47. Wangaya District General Hospital of Denpasar City
48. Development of West Nusa Tenggara Correctional Infrastructure
49. IKN Access Toll Road

In addition, there are 9 new projects, categorized as under preparation projects in PPP Book 2024:

1. Ponorogo Street Lighting (Unsolicited)
2. 10 Towers of Public Official Apartments in Nusantara Capital City (Unsolicited IKN)
3. 20 Towers of Public Officials Housing in WP 1B Nusantara Capital City (Unsolicited IKN)
4. 8 Government Towers in the Western Government Housing Area for Civil Servants (Unsolicited IKN)
5. ASN Residence in West Residence Nusantara Capital City (Unsolicited IKN)
6. Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City (Unsolicited IKN)
7. National Defense Personnel Housing Towers in WP 1A (Unsolicited IKN)
8. 109 State Civil Apparatus Landed Houses in WP 1B KIPP IKN (Unsolicited IKN)
9. Development of Correctional Institutions and Development of Agro-Industrial Zones

The PPP Book 2024 contains those projects that have progressed or remained unchanged from the previous edition and new projects that have succeeded in the evaluation of the process.

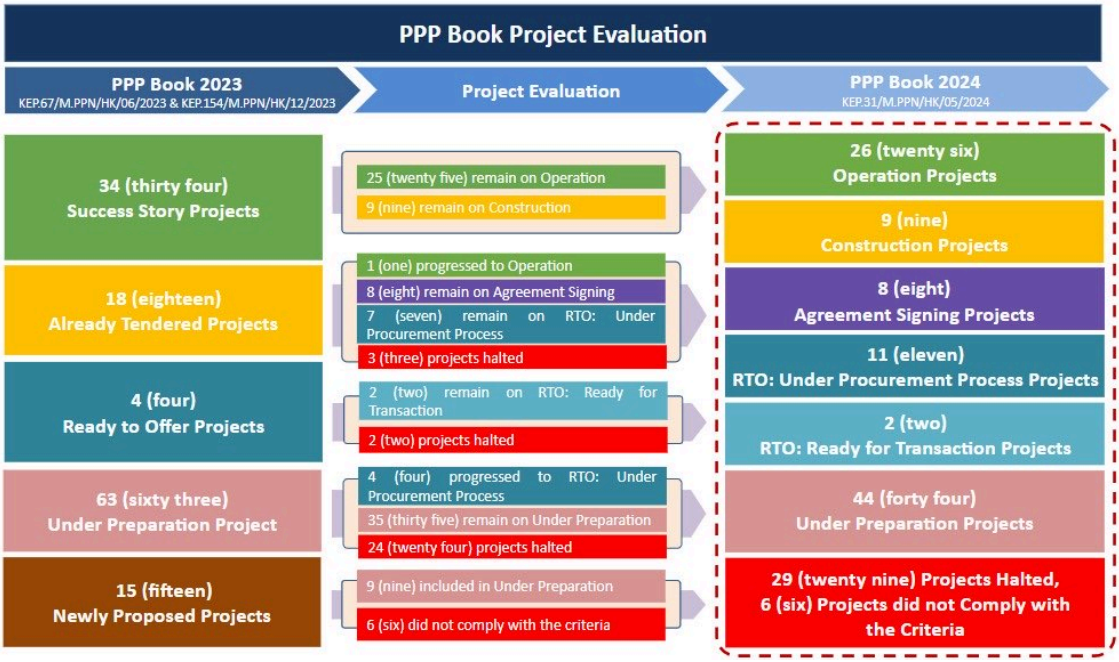



Figure 11. PPP Project Evaluation

| | Solicited | | | | Unsolicited | | | |
|---|---|---|---|---|---|---|---|---|
| | Return of Investment | Total Project | Total Capital Expenditure | | Return of Investment | Total Project | Total Capital Expenditure | |
| Under Preparation | AP : 3 projects | | USD 1,361.20 million | | AP : 10 projects | | USD 3,111.54 million | |
| | User Charge : 17 projects | | USD 13,913.21 million | | User Charge : 4 projects | | USD 1,172.93 million | |
| | Other Form : 8 projects | | USD 364.88 million | | Other Form : - | | - | |
| | Under Review* : 2 projects | | USD 371.34 million | | Under Review* : - | | - | |
| Ready To Offer | AP : 1 project | | USD 222.60 million | | AP : 2 projects | | USD 201.34 million | |
| | User Charge : 4 projects | | USD 4,065.88 million | | User Charge : 5 projects | | USD 3,323.54 million | |
| | Other Form : 1 projects | | USD 32.88 million | | Other Form : - | | - | |
| Agreement Signing | AP : - | | - | | AP : 2 projects | | USD 8.06 million | |
| | User Charge : 3 projects | | USD 2,056.91 million | | User Charge : 3 projects | | USD 3,132.47 million | |
| | Other Form : - | | - | | Other Form : - | | - | |
| Construction | AP : 1 projects | | USD 127.21 million | | AP : - | | - | |
| | User Charge : 4 projects | | USD 2,620.36 million | | User Charge : 4 projects | | USD 3,858.75 million | |
| | Other Form : - | | - | | Other Form : - | | - | |
| Operation | AP : 8 projects | | USD 1,131.44 million | | AP : 1 project | | USD 141.27 million | |
| | User Charge : 12 projects | | USD 7,762.23 million | | User Charge : 5 projects | | USD 3,242.36 million | |
| | Other Form : - | | - | | Other Form : - | | - | |
| TOTAL | **AP : 13 projects** | **64 projects** | **USD 2,842.44 million** | **USD 34,030.14 million** | **AP : 15 projects** | **36 projects** | **USD 3,462.21 million** | **USD 18,192.25 million** |
| | **User Charge : 40 projects** | | **USD 30,418.58 million** | | **User Charge : 21 projects** | | **USD 14,730.04 million** | |
| | **Other Form : 9 projects** | | **USD 397.76 million** | | **Other Form : -** | | **-** | |
| | **Under Review* : 2 projects** | | **USD371.34 million** | | **Under Review* : -** | | **-** | |

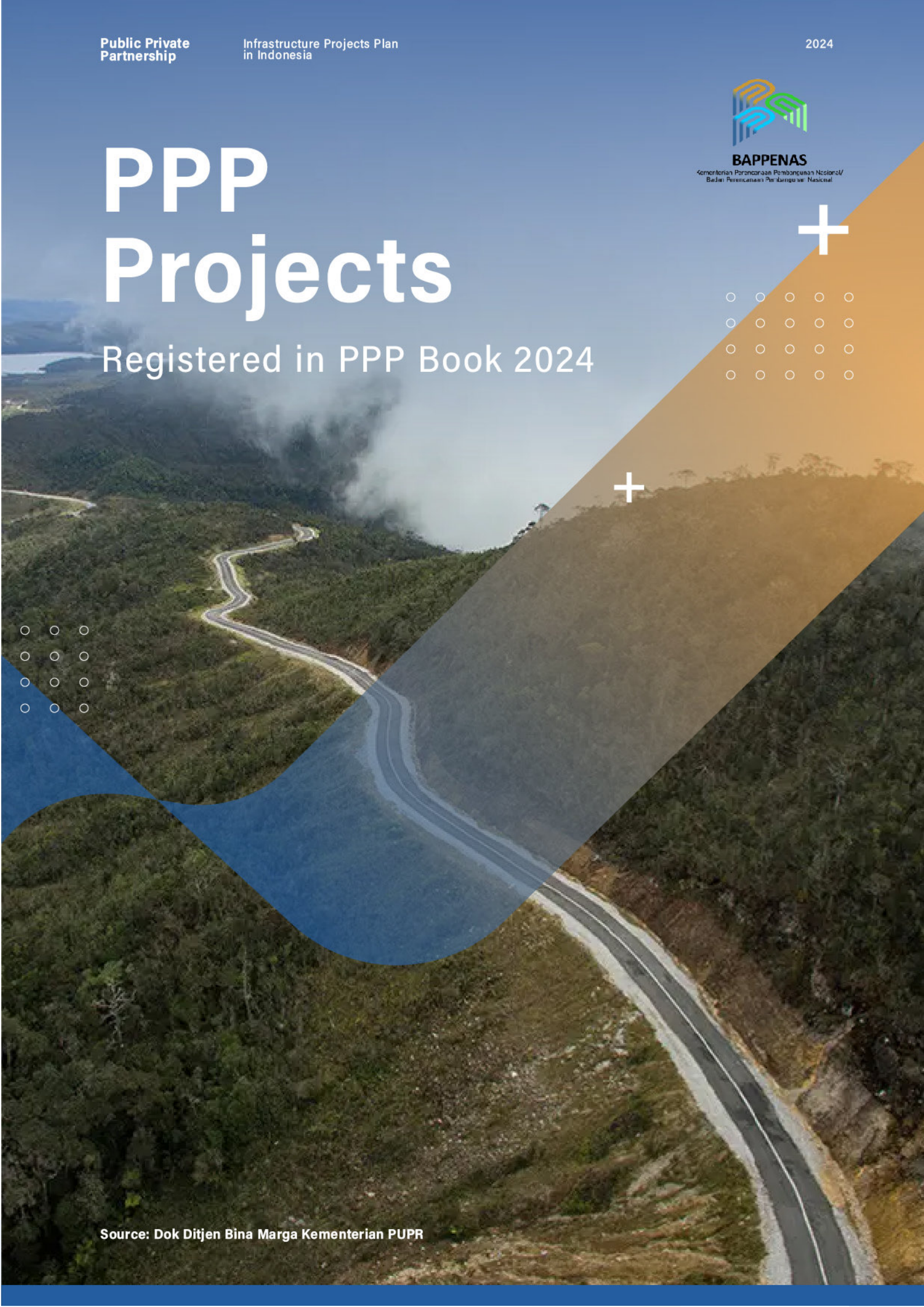
*Project is under FBC preparation and in process for determining the investment return.

Figure 12. PPP Project Summary

BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/ Badan Perencanaan Pembangunan Nasional

# PPP Projects

## Registered in PPP Book 2024



Source: Dok Ditjen Bina Marga Kementerian PUPR

# Project Summary

The following is the list of projects registered in PPP Book 2024 based on National Development Planning Minister Decree Number KEP.31/M.PPN/HK/05/2024.

**Under Preparation Project Summary**

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | Development of Bintan Airport | Bintan Airport Project is an Unsolicited PPP Project. Based on the Decree of the Minister of Transportation No. KP 144 Tahun 2018, Bintan Airport will be located in Busung Village, Seri Kuala Lobam District. Master Plan has prepared land for the development of the Aerospace Industrial Park to the northwest of the runway; Working Area to be prepared immediately to accommodate the Aerospace Industrial Park. | Under Preparation (Feasibility Study) |
| 2. | Development of Baubau Port | The development of Murhum Baubau Port aims to meet the growing demand and support the long-term programs of the Baubau Regional Government, which aims to establish the city as a gateway for economy and tourism in Southeast Sulawesi. Among the three ports in Baubau city, Murhum Baubau Port experiences the highest level of economic activity. | Under Preparation (Final Business Case) |
| 3. | Bandung Metropolitan Urban Railway | In 2019 around 12.3 million trips per day were made in Greater Bandung, only 12% of them were made by public transport. It is estimated that about one third (36%) of the road network will be saturated by 2023 and this will increase to about two thirds (70.5%) by 2030. The proposed mass transit project will therefore make better use of limited urban space by moving people faster and more reliably. | Under Preparation (Outline Business Case) |
| 4. | Development of Prabumulih-Tarahan Railways | Indonesian Government, through Directorate General of Railways (DGR) is planning Prabumulih-Tarahan railways using Public Private Partnership scheme. The objectives are 1) reduce travel time, 2) reduce operating costs for freight and passenger trains, 3) reduce logistics costs, 4) fuel savings, 5) reduce air pollution, 6) increase connectivity between regions, 7) increase economic activity, and 8) increase the capacity of the existing railroad tracks. | Under Preparation (Outline Business Case) |
| 5. | Betan Subing Type A Bus Terminal Development | The Betan Subing terminal is strategically located near the Trans Sumatra toll road, offering convenient access for travelers. For those reaching the terminal from arterial roads or non toll roads, there is also a connection available through the national road. Additionally, the presence of the Terbanggi Besar toll gate provides further accessibility to the Betan Subing terminal. By developing a modern and well-equipped Type A Bus Terminal at Betan Subing, the Ministry of Transportation aims to enhance the overall transportation experience and facilitate smoother travel for passengers in the Lampung Province. | Under Preparation (Final Business Case) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 6. | Purabaya Type A Bus Terminal Development | To improve the quality of the terminal to provide better transportation service, the Ministry of the Transportation is planning to develop Purabaya Type A Bus Terminal at Sidoarjo, East Java Province through Public-Private Partnership Scheme. The development of this terminal drives an increase in transportation access and economic development through a mixed-use terminal scheme. | Under Preparation (Final Business Case) |
| 7. | Transit Oriented Development (TOD) Poris Plawad Type A Bus Station | Poris Plawad Type A Bus Station with a strategic location has the potential to become a Transit Oriented Development Area (TOD) listed in the Jabodetabek Transportation Master Plan (RITJ). The area will be developed as an integrated urban transportation node in the TOD Poris Plawad Type A Bus Station construction plan to create seamless and sustainable transportation. The area of development will be utilized 1.9 Ha with asset fully owned by Ministry of Transportation. | Under Preparation (Final Business Case) |
| 8. | Bandung Intra Urban Toll Road (BIUTR) | This toll road will connect with Pasteur Exit at the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road and plan of the Cileunyi - Sumedang - Dawuan (Cisumdawu) Toll Road as the function to break the continuous movement traffic so the trace will not mix with the movement of local Bandung traffic which are currently served by the Padaleunyi Toll Road. | Under Preparation (Final Business Case) |
| 9. | Cibadak-Pelabuhan Ratu Toll Road | The Cibadak – Palabuhan Ratu Toll Road is 34,23 km in length which connected to the Ciawi – Sukabumi Toll Road, the National Road, the planned Ujungkulon – Palabuhan Ratu and Palabuhan Ratu – Cidaun Toll Roads. The Cibadak – Palabuhan Ratu Toll Road aims to increase accessibility of the Palabuhan Ratu tourist area, Ciletuh Geopark, Bayah Geopark and Cikidang SEZ. The Cibadak – Palabuhan Ratu Toll Road is planned to be divided into 4 segments, namely Segment 1 (JC Cibadak – SS Warungkiara), Segment 2 (SS Warungkiara – SS Bantargadung), Segment 3 (SS Bantargadung – SS Palabuhan Ratu), and Segment 4 (SS Palabuhan Ratu – JC Palabuhan Ratu). | Under Preparation (Final Business Case) |
| 10. | Demak-Tuban Toll Road | The project involves the construction of a 179.55 km toll road connecting Demak and Tuban, which aims to support Presidential Regulation Number 79/2019 and Presidential Regulation Number 80/2019, while fostering economic and regional growth. This toll road will feature 7 interchanges and 1 junction, enhancing connectivity and accessibility in the area. | Under Preparation (Final Business Case) |
| 11. | East-South Surakarta Ring Road | The construction of the 35,59 km East-South Surakarta Ring Road aims to reduce traffic congestion in the city by diverting heavy vehicle routes, which will also improve the connectivity of the Greater Solo area, especially the City of Surakarta with the City of Yogyakarta. The development of this toll road network will be part of the Solo Raya ring road which will also connect the Solo – Ngawi Toll Road with the Solo – Yogyakarta – NYIA Kulon Progo Toll Road. | Under Preparation (Final Business Case) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 12. | Samarinda-Bontang Toll Road | The project is to construct 95,6 km toll road of Samarinda – Bontang which will be connected to the Balikpapan – Samarinda Toll Road at the Palaran Junction and end at the Bontang- Sangatta national road. The construction of this Toll Road aims to help accelerate the growth of regional and local activity centers. This toll road section will be connected to New Samarinda Airport, Mahkota II Bridge, Bontang Lestari or the Bontang City Government center, and the industrial cluster area. | Under Preparation (Final Business Case) |
| 13. | Supadio Airport-Kijing Harbor Toll Road | The construction of the 100,27 km Supadio Airport - Kijing Harbor toll road aims to provide access from Supadio Airport to Kijing Harbor, which connected the logistics distribution network and increasing the efficiency of the flow of people, goods and services. The Supadio Airport – Kijing Harbor Toll Road is planned to be divided into 2 toll sections, namely Section 1 (Pontianak – Pinyuh) and Section 2 (Sei Pinyuh – Kijing Harbor). | Under Preparation (Final Business Case) |
| 14. | Tuban-Babat-Lamongan-Gresik Toll Road | Tuban – Babat – Lamongan - Gresik toll road will form a crucial linkage along the northern coast of Java Island, connecting Surabaya, Semarang, and Jakarta. The primary purpose of this toll road is to enhance accessibility, particularly for PT Pertamina Rosneft's Tuban Oil Refinery development plan and the Gresik Special Economic Zone (SEZ). | Under Preparation (Final Business Case) |
| 15. | Development of Jatigede Regional Water Supply System | The Jatigede Water Supply Project is designed to address the growing water demand in West Java by increasing the water supply capacity. The project serves as a water source for five regional areas: Sumedang Regency, Majalengka Regency, Cirebon Regency, Indramayu Regency, and the City of Cirebon. The project aims to provide a drinking water capacity of 2,000 liters per second (lps) at Kadipaten in Majalengka Regency. This increased capacity will ensure a reliable and sufficient water supply to meet the needs of the communities in the respective regions. | Under Preparation (Final Business Case) |
| 16. | Development of Sinumbra Regional Water Supply System | The Greater Bandung Metropolitan Regional Water Supply Project West Region-1 Sinumbra (Sinumbra Water Supply) is a Drinking Water Supply System that will supply bulk water to western parts of the Bandung Metropolitan area with a capacity of 1,200 Liters/second to serve 120,000 house connections. The Sinumbra Regional Water Supply System supplies water from 3 springs in Sinumbra Plantation at 1,300-1,428 m asl to Metropolitan Bandung Area (approx. 700 m asl). | Under Preparation (Feasibility Study) |
| 17. | Ir. H. Djuanda Regional Water Supply (Jatiluhur II) | Ir H Djuanda (Jatiluhur II) project aims to improve water access and service to the public through applying the end-to-end method (construction from upstream to customer connections). Ir. H. Djuanda Water Supply has a production capacity of 6,000 lps, with a raw water capacity around 6,000 lps. The project will serve 4 areas, that consist of: DKI Jakarta (2,911 lps), Bekasi City (1,300 lps), Bekasi Regency (8.64 lps) Bogor Regency (811 lps). | Under Preparation (Feasibility Study) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 18. | Development of Drinking Water Supply System for Denpasar City | Customers do not receive the best benefits because of the significant water loss (NRW), which is 40.43%. Additionally, just 89,126 customers (Domestic Non-Domestic) of Denpasar City's present population—67.84%—use the Regional Company of Denpasar City for drinking water; the remainder opt to use drilled wells. | Under Preparation (Final Business Case) |
| 19. | Lau Biang Lau Dah (Karo) Water Supply System | Lau Biang/Lau Dah Drinking Water Supply System is planned to provide clean water services in Karo Regency and expand services to the Kabanjahe City area. | Under Preparation (Preliminary Study) |
| 20. | Piyungan Waste Treatment | Due to the increase in waste volume entering Piyungan Landfill, the capacity of the landfill has been exceeded. It is essential to implement appropriate waste management technology and professional operation management to address this issue effectively. Piyungan Landfill currently receives approximately 600 tonnes of waste per day from Yogyakarta City, Sleman Regency, and Bantul Regency. With the implementation of suitable waste management practices, including efficient waste segregation, recycling, and disposal techniques, the landfill's operations can be improved to handle the increasing waste volume in a sustainable manner. | Under Preparation (Final Business Case) |
| 21. | Manggar Waste Management | Manggar Landfill is located in Balikpapan City, East Kalimantan. The Landfill is currently handling 415 tonnes of waste volume daily. The development of Manggar Landfill was initiated due to the needs of stretching the landfill capacity and lifetime, while also processing waste with the sustainable technology. Balikpapan City has been awarded Adipura award for Indonesia's cleanest city in 2023. | Under Preparation (Final Business Case) |
| 22. | Karawang Spuur Public Housing | Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The location of the PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. The land is located in the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 1 tower, resulting in 580 residential units. | Under Preparation (Final Business Case) |
| 23. | 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam | The Project is located on Leuwikeris Dam, Citanduy River Basin, Ciamis Regency, West Java Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 7,4 MW capacity. | Under Preparation (Feasibility Study) |
| 24. | Natural Gas Distribution Network for Batam City Households | Construction and operation network distribution of household gases from the tie-in to stove connection for 307,749 home connections in Batam City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines. | Under Preparation (Final Business Case) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 25. | Natural Gas Distribution Network for Palembang City Households | Construction and operation network distribution of household gases from the tie-in to stove connection for 354,441 home connections in Palembang City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines. | Under Preparation (Outline Business Case) |
| 26. | Bandung Street Lighting | In order to improve infrastructure services, Bandung Regency Government will build and repair public street lighting. From the existing 13,432 units of street lighting, it will be added to 28,250 units of lamps using LED technology. This project is planned to use the PPP scheme. | Under Preparation (Feasibility Study) |
| 27. | Ngawi Street Lighting | The street lighting services in Ngawi Regency is inadequate. Only 18.3% have been served by street lighting out of 604 km of regency roads. Through the PPP Scheme, the Ngawi Regency Government planned to add new street lighting points to increase the coverage of services. Based on the initial study, the street lighting project is planned to be implemented with the scope of 5.000 new lamp points. The increase in public street lighting coverage is expected to increase travel security and safety, which will then have an impact on regional economic growth. | Under Preparation (Feasibility Study) |
| 28. | Ponorogo Street Lighting | Ponorogo Regency is currently carrying out Urban infrastructure development and tourism as the priorities. One of the important infrastructures in maintaining the comfort and safety of night activities is the construction of smart street lighting through a PPP scheme | Under Preparation (Feasibility Study) |
| 29. | Revitalization of the Gadarata Singasana Main Market | The Gadarata Singasana Main Market, Tabanan Regency, is located in the center of Tabanan city. This market is a traditional market that requires development as well arrangement in creating a modern-based traditional market combined with shopping centers and modern shops. | Under Preparation (Outline Business Case) |
| 30. | Development and Management of National Research Vessel Fleet | The project will support marine research conducted by the National Research and Innovation Agency (BRIN) and its partners, in the areas of supporting marine research activities, which will focus on four types of marine research, namely: marine geosciences, marine fisheries, oceanography and hydrography. | Under Preparation (Final Business Case) |
| 31. | Banten Sports Center | Banten Sports Center Complex to become one of international-standard sports complex in Indonesia within the area of ±68 ha. This project has an objective to build sports center complex in Banten with high-demand sports venue and commercial area. | Under Preparation (Final Business Case) |
| 32. | Dr. Mohammad Zyn Sampang General Hospital | Dr. Moh Zyn General hospital is a type B hospital (the only referral hospital for clinics/hospitals around it) which plans to relocate due to frequent flooding in the current location. However, the current condition is challenging to develop into a standard Type B, and there is a need for additional beds and an | Under Preparation (Final Business Case) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| | | area of 27,040 m2. In the new location, apart from hospitals, offices, parks and Islamic centers will be built. | |
| 33. | Inche Abdoel Moeis Samarinda General Hospital | Inche Abdoel Moeis Samarinda General Hospital is in the development stage of becoming an international standard hospital. The hospital service coverage area can potentially become a Regional Referral for the Provinces of East Kalimantan and North Kalimantan. | Under Preparation (Final Business Case) |
| 34. | Wangaya District General Hospital of Denpasar City | To improve the quality of the hospital to provide better health care service, the Government of Denpasar CIty is planning to develop Wangaya District General Hospital at Denpasar, Bali Province through Public-Private Partnership Scheme. The development of this hospital drives an increase in sub-specialistic health care access and public health's status development through a mixed-use of hospital scheme. | Under Preparation (Preliminary Study) |
| 35. | Development of Correctional Institutions and Development of Agro-Industrial Zones | The scope of the project will be to build not only Correctional Institution with a capacity to accommodate 500 Correctional Inmates (WBP), equipped with Official Housing for Prison Officers, but also Educational Assimilation (SAE) and commercial facilities in the form of a Cattle Fattening Farm with a capacity of 340 head and business facilities Cultivating Swallow Nests with a capacity of 200 Swallow Bird Houses (RBW). | Under Preparation (Final Business Case) |
| 36. | Development of West Nusa Tenggara Correctional Infrastructure | The Ministry of Law and Human Rights (KemenkumHAM) plans to build correctional infrastructure such as Assimilation and Education Facility by utilizing land located on the island of Lombok, West Nusa Tenggara Province. This location is currently used as an Assimilation and Education Facility (SAE) for Correctional Assisted Residents (WBP) at Selong LAPAS, East Lombok Regency. The main thought of the scope of the assigned PPP project is to provide productive treatment for prisoners by utilizing the tourism potential at the SAE location which will be managed by private companies. | Under Preparation (Final Business Case) |

**Ready For Transaction Project Summary**

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | Development of Singkawang Airport | According to the Minister of Transportation's Decree No. KP 1024 of 2018, Singkawang Airport will be situated in Panglimang Village, South Singkawang District. The Singkawang Airport PPP Project is strategically located in an area with potential, particularly due to the proposed Relocation of the Capital City of Indonesia from Jakarta to East Kalimantan. This development is expected to have a positive impact on the surrounding regions, including West Kalimantan Province and Singkawang City. | Ready For Transaction (Final Business Case) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| | | Currently, the Singkawang City Government has successfully completed the land acquisition process, covering a total area of 151.45 ha, in order to expedite the airport's development. The project is planned to be implemented in two phases. | |
| 2. | Revitalization and Development of Street Lighting Denpasar City | The Current condition of street lighting in Denpasar City is still using old technology, which consume a lot of energy and lead to waste in financing. Besides, there are still many areas that have not been illuminated by street lights. | Ready For Transaction (Feasibility Study) |

**Under Procurement Process Project Summary**

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | Bogor-Serpong (Via Parung) Toll Road | The project is to construct ±31.117 km of Bogor- Serpong toll road which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with five interchanges and two junctions. | Under Procurement Process (Request for Proposal) |
| 2. | Development of The Trans Papua Jayapura-Wamena Road | The Trans Papua Mamberamo – Elelim road section is located in Papua Province which is part of the Trans Papua Road section that connects the Jayapura area with Wamena. The location of the road preservation work starts from the direction of Wamena KM 366+690 with a handling length of 50.14 Km. | Under Procurement Process (Bid Award) |
| 3. | Fly Over Sitinjau Lauik | The Sitinjau Lauik road route is part of the existing road that connects the city of Padang with the city of Solok with existing geometric conditions that do not comply with traffic safety and comport standards The project is to construct ± 2,78 km of The Fly Over Sitinjau Lauik with PPP scheme. At grade 1,77 km and elevated 1,01 km. | Under Procurement Process (Pre-Qualification) |
| 4. | Gedebage-Tasikmalaya-Ciamis Toll Road | The project is to construct 108,3 km toll road of Gedebage-Tasikmalaya-Ciamis Part of Gedebage-Tasikmalaya-Cilacap which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with 1 junction and 10 interchanges. | Under Procurement Process (Pre-Qualification) |
| 5. | Gilimanuk-Mengwi Toll Road | The project is to construct ± 96,84 km of The Gilimanuk-Mengwi toll road with PPP scheme. The starting point located in Gilimanuk-Jembara District and the end point is located in Mengwi-Badung District. | Under Procurement Process (Pre-Qualification) |
| 6. | Kediri-Tulungagung Toll Road | The project is to construct a ±44.17 km toll road of Kediri-Tulungagung which is expected to encourage economic and regional growth for the south part of East Java and also become an access road to Kediri Airport. This toll road plan is equipped with 1 on/off ramp and 4 interchanges. | Under Procurement Process (Agreement Signing) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 7. | South Sentul-West Karawang Toll Road | The total length of the South Sentul-West Karawang toll road is 60,36 kilometers and non-toll roads (existing roads are 81,00 kilometers). The average speed on non-toll roads is 30,00 km/hour. The design speed of the toll road is 100 km per hour. This toll road plan is divided into 5 segments. Management of strategic areas is carried out based on socio-economic and environmental interests in Puncak strategic areas, industrial strategic areas, mining strategic areas and border strategic areas. | Under Procurement Process (Request for Proposal) |
| 8. | Legok Nangka Regional Waste Processing Facility | Management of 1,853 – 2,131 tonnes waste per day of sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, Nagreg, West Java. Scope: Design, Build, Finance, Operate, maintain the Waste Treatment Plant and supporting infrastructure. | Under Procurement Process (Agreement Signing) |
| 9. | 40 MW Hydro Power Plant on Tiga Dihaji Dam | The Project is located on Tiga Dihaji Dam, Komering River Basin, South Ogan Komering Ulu (OKU) Regency, South Sumatera Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 40 MW capacity. | Under Procurement Process (Request for Proposal) |
| 10. | Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant Infrastructure Capacity 6,3 MW | MHPP Bintang Bano is the first Unsolicited Water Resources PPP project using a user charge return on investment scheme. The project scope is provision of Mini Hydro Power Plant Capacity 6,3 MW which implemented under Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT) scheme and maintenance of Bintang Bano Dam. | Under Procurement Process (Bid Award) |
| 11. | Padjadjaran University (UNPAD) Teaching Hospital | To improve the quality of education services and health services in West Java Province, Universitas Padjadjaranis planning to build a UNPAD Teaching Hospital on an area of ±4.2 hectares. The project will include PPP development of Building B and C as the 2nd phase of Unpad's hospital to upgrade the capacity of bedsand support medical academic functions. | Under Procurement Process (Pre-Qualification) |

# Summary of Estimated Investment for PPP Project

| No | Project Name | CAPEX | OPEX |
|---|---|---|---|
| Under Preparation | | | |
| 1. | Development of Bintan Airport | USD 253 Million | USD 270 Million |
| 2. | Development of Baubau Port | USD 16.78 Million | Under calculation |
| 3. | Bandung Metropolitan Urban Railway | USD 1,090 Million | USD 506.35 Million |
| 4. | Development of Prabumulih-Tarahan Railways | USD 2.12 Billion | Under Calculation |
| 5. | Betan Subing Type A Bus Terminal Development | USD 41.51 Million | USD 1.54 Million per year |
| 6. | Purabaya Type A Bus Terminal Development | USD 111.58 Million | USD 7.54 Million per year |
| 7. | Transit Oriented Development (TOD) Poris Plawad Type A Bus Station | USD 70.40 Million | USD 2.30 Million |
| 8. | Bandung Intra Urban Toll Road (BIUTR) | USD 839.33 Million | Under Calculation |
| 9. | Cibadak-Pelabuhan Ratu Toll Road | USD 331.6 Million | Under Calculation |
| 10. | Demak-Tuban Toll Road | USD 3,307.13 Million | Under Calculation |
| 11. | East-South Surakarta Ring Road | USD 497.8 Million | Under Calculation |
| 12. | Samarinda-Bontang Toll Road | USD 2,521.53 Million | Under Calculation |
| 13. | Supadio Airport-Kijing Harbor Toll Road | USD 1,010.2 Million | Under Calculation |
| 14. | Tuban-Babat-Lamongan-Gresik Toll Road | USD 1,555.33 Million | Under Calculation |
| 15. | Development of Jatigede Regional Water Supply System | USD 224.86 Million | USD 138.32 Million |
| 16. | Development of Sinumbra Regional Water Supply System | USD 57.59 Million | USD 57.86 Million |
| 17. | Ir. H. Djuanda Regional Water Supply (Jatiluhur II) | USD 847.31 Million | Under Calculation |
| 18. | Piyungan Waste Treatment | USD 30.00-40.00 Million | Under Calculation |
| 19. | Development of Drinking Water Supply System for Denpasar City | USD 20.58 Million/ USD 54.35 Million | Under Calculation |
| 20. | Lau Biang Lau Dah (Karo) Water Supply System | USD 7.58 Million | Under Calculation |
| 21. | Manggar Waste Management | USD 22.3 - 35.5 Million | USD 4.5 - 6 Million |

| No | Project Name | CAPEX | OPEX |
|---|---|---|---|
| 22. | Karawang Spuur Public Housing | USD 17.34 Million (Under Review) | USD 6.42 Million (Under Review) |
| 23. | 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam | USD 15.03 Million | USD 33.06 Million |
| 24. | Natural Gas Distribution Network for Batam City Households | USD 158.00 Million | Under Calculation |
| 25. | Natural Gas Distribution Network for Palembang City Households | USD 213.34 Million | Under Calculation |
| 26. | Bandung Street Lighting | USD 15.8 Million | USD 446,148 per year |
| 27. | Ngawi Street Lighting | USD 3,89 Million | USD 115,000 |
| 28. | Ponorogo Street Lighting | USD 7.03 Million | USD 1.30 Million |
| 29. | Revitalization of the Gadarata Singasana Main Market | USD 41.55 Million | Under Calculation |
| 30. | Development and Management of National Research Vessel Fleet | USD 253.86 Million | USD 905.60 Million |
| 31. | Banten Sports Center | USD 34.86 Million | Under Calculation |
| 32. | Dr. Mohammad Zyn Sampang General Hospital | USD 21.07 Million | USD 9.40 Million |
| 33. | Inche Abdoel Moeis Samarinda General Hospital | USD 28.47 Million without VGF | USD 13.07 Million without VGF |
| 34. | Wangaya District General Hospital of Denpasar City | USD 39.12 Million | USD 79.28 Million |
| 35. | Development of Correctional Institutions and Development of Agro-Industrial Zones | USD 20.92 Million | USD 376,788 |
| 36. | Development of West Nusa Tenggara Correctional Infrastructure | USD 4.94 Million | USD 297,877 |
| **Ready For Transaction** | | | |
| 1. | Development of Singkawang Airport | USD 63.47 Million | USD 290 Million |
| 2. | Revitalization and Development of Street Lighting Denpasar City | USD 13.34 Million | USD 13.75 Million |
| **Under Procurement Process** | | | |
| 1. | Bogor-Serpong (Via Parung) Toll Road | USD 823.33 Million | Limited Information |

| No | Project Name | CAPEX | OPEX |
|---|---|---|---|
| 2. | Development of The Trans Papua Jayapura-Wamena Road | USD 222.60 Million | Limited Information |
| 3. | Fly Over Sitinjau Lauik | USD 188 Million | Limited Information |
| 4. | Gedebage-Tasikmalaya-Ciamis Toll Road | USD 2,069.33 Million | Limited Information |
| 5. | Gilimanuk-Mengwi Toll Road | USD 1,665.33 Million | Limited Information |
| 6. | Kediri-Tulungagung Toll Road | USD 661.33 Million | Limited Information |
| 7. | South Sentul-West Karawang Toll Road | USD 1,754 Million | Limited Information |
| 8. | Legok Nangka Regional Waste Processing Facility | USD 267.74 Million | Limited Information |
| 9. | 40 MW Hydro Power Plant on Tiga Dihaji Dam | USD 74.55 Million | USD 104.02 Million |
| 10. | Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant Infrastructure Capacity 6,3 MW | USD 10.32 Million | USD 300,000 |
| 11. | Padjadjaran University (UNPAD) Teaching Hospital | USD 32.88 Million | USD 3.65 Million (year 1) |
| TOTAL PROJECT COST (CAPEX) | | **USD 15,908 Million** | |

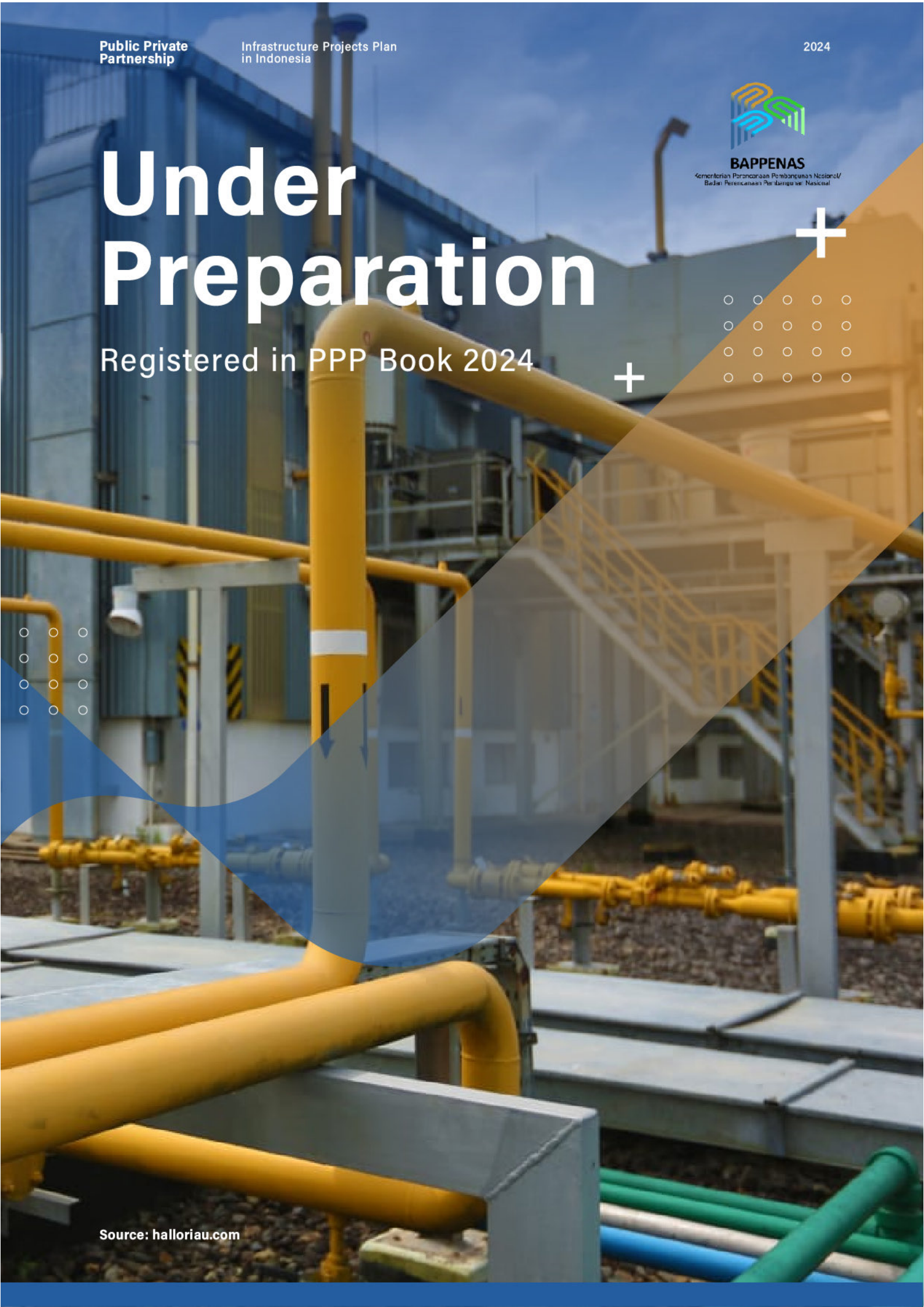
***Only the highest cost option is chosen**

***Exchange rate USD 1 = IDR 15,000**

BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Registered in PPP Book 2024



Source: halloriau.com

BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Transportation

- **Air Connectivity**
  1. Development of Bintan Airport
- **Maritime Connectivity**
  1. Development of Baubau Airport
- **Railroad Connectivity**
  1. Bandung Metropolitan Urban Railway
  2. Development of Prabumulih-Tarahan Railways
- **Land Connectivity**
  1. Betan Subing Type A Bus Terminal Development
  2. Purabaya Type A Bus Terminal Development
  3. Transit Oriented Development (TOD) Poris Plawad Type A Bus Station

Source: Geologi ESDM

# Development of Bintan Airport

Location: Riau


## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Civil Aviation

Initiator:
PT Bintan Airport Investments (BAI)

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Airport

### Description

Bintan Airport Project is an Unsolicited PPP Project. Based on the Decree of the Minister of Transportation No. KP 144 Tahun 2018, Bintan Airport will be located in Busung Village, Seri Kuala Lobam District. Master Plan has prepared land for the development of the Aerospace Industrial Park to the northwest of the runway; Working Area to be prepared immediately to accommodate the Aerospace Industrial Park.

### Financial Feasibility

FIRR: 12.78%
EIRR: 12.99%
NPV: USD 171.15 million

### Capital Expenditure:
**USD 253 Million**

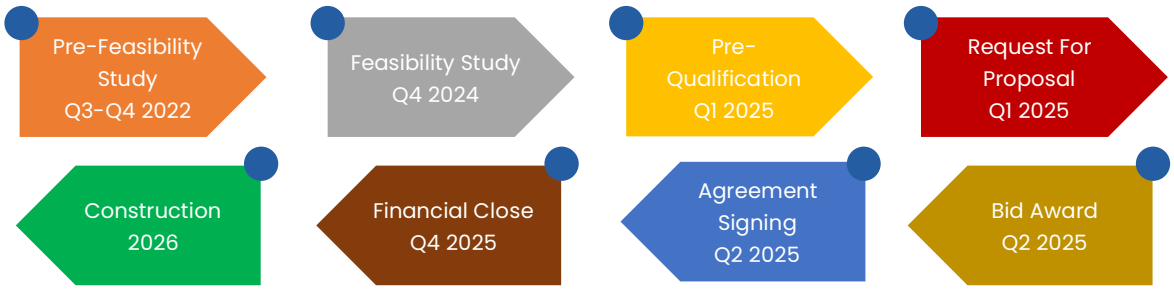
### Operational Expenditure:
**USD 270 Million**

### Estimated Concession Period:

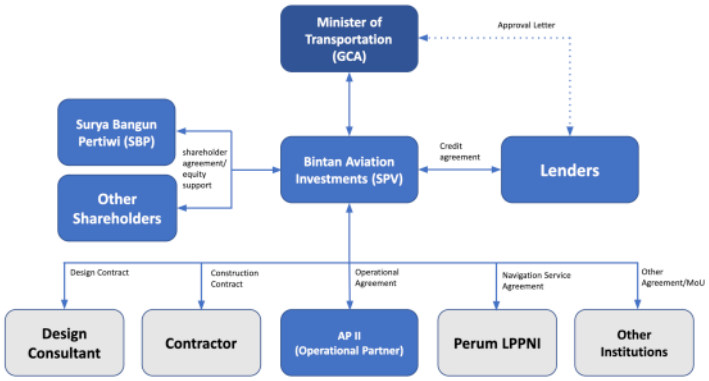
80 years

## Indicative Project Schedule

Project Status: Feasibility Study



## Indicative Project Structure




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


## 2. The Opportunity

2.1. Project Background

Bintan is a Regency in Bintan Island-Riau Archipelago Province. It is approximately 47 km from the Provincial Capital, Tanjung Pinang City. Bintan Island is developed into a tourist area that covers 3.000 ha of the planned 23.000 ha with several large and small resorts developed with the concept of integrated services resorts.

Bintan as a tourists destination that attracts the interest form domestic and foreign tourists, will automatically also have an impact on aspects of the availability of transportation facilities and infrastructure in the Bintan Island. However, for now, access from resorts to the nearest capital or airport namely Raja Haji Fisabilillah (TNJ) in Tanjung Pinang can only be reached by land. The other alternatives

is Hang Nadim Airport (BTJ) in Batam only be reached by sea transportation. Therefore, alternative modes of transportation are needed, such as air transportation to support economic and tourism activities in Bintan Island.

2.2. Project Description

Bintan International Airport ("Bintan International Airport" or "BIA") is a project for the construction, development, management, and operation of a public airport using the Unsolicited PPP scheme in Busung Village, Seri Kuala Lobam District, Bintan Regency, Kepulauan Riau Province. This project adopts the Design Build Finance Operate Maintain Transfer (DBFOMT) method, where the initiator is obligated to design, build, finance, operate, and maintain the airport assets during the concession period. The project plans to construct a 3000-meter runway with an estimated total project cost of USD 762.7 million and an 80-year concession period. The government institution responsible for this project is the Director General of Civil Aviation.

## 3. Business Entity's Scope of Work

Design – Build – Finance – Operation – Maintenance – Transfer (DBFOMT) with User Charge Mechanism.

## 4. Technical Specification

The technical specifications for Bintan Airport are as follow:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Aerodrome Reference Code | 4C (Phase 1) |
| 2 | Runway Dimension | 3000 x 45 m |
| 3 | Runway Strip Dimension | 3120 x 300 m2 |
| 4 | Runway End Safety Area (RESA) | 90 x 90 |
| 5 | Taxiway | 2 (Phase 1) |
| 6 | Apron Dimension | 33.300 m2 (Phase 1) |
| 7 | PKP-PK Category | 7 (Phase 1) |
| 8 | Facilities | Passenger Terminal 8.830 m2 (Phase 1) |

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

In this project, environmental approval is required which is a prerequisite for the issuance of business permits for business actors. Considering that this project has an important impact on the environment, the process of obtaining environmental approval is carried out through the preparation of an environmental impact Assessment (Amdal) which will be made after this document is approved. The Amdal preparation process will refer to Minister of Environment and Forestry Regulation Number 4 of 2021.

## 6. Land Acquisition and Resettlement Action Plan

The land is already owned by the initiator where the conditions and situation on the ground are clean & clear.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 253 Million |
| Operational Expenditure | USD 270 Million |
| FIRR | 12.78% |
| EIRR | 12.99% |
| NPV | USD 171.15 million |

## 8. Government Support and Guarantee

The Pre-FS document indicates the project doesn't need Government Support.

## 9. Contact Information

Name : Maria Kristi Endah Murni
Position : Director General of Civil Aviation

Name : Dr. Siti Maimunah, S.Si., M.S.E., M.A.
Position : Head of Center for Transportation Infrastructure Financing
Email : ppit@kemenhub.go.id

# Development of Baubau Port

Location: Baubau City, Southeast Sulawesi

## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Sea Transportation

Preparation Agency:
Directorate of Ports

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Port

### Description

The development of Murhum Baubau Port aims to meet the growing demand and support the long-term programs of the Baubau Regional Government, which aims to establish the city as a gateway for economy and tourism in Southeast Sulawesi. Among the three ports in Baubau city, Murhum Baubau Port experiences the highest level of economic activity.

### Financial Feasibility

FIRR: 13.47%
EIRR: Under Calculation
NPV: USD 2.92 Million

### Capital Expenditure:
**USD 16.78 Million**

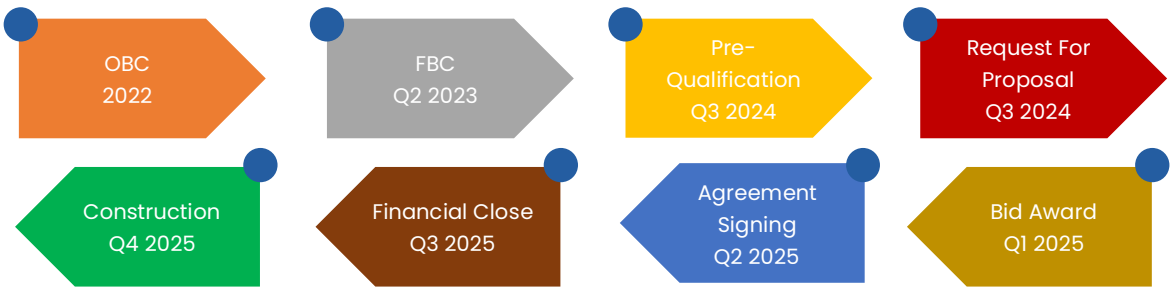
### Operational Expenditure:
**Under calculation**

### Estimated Concession Period:

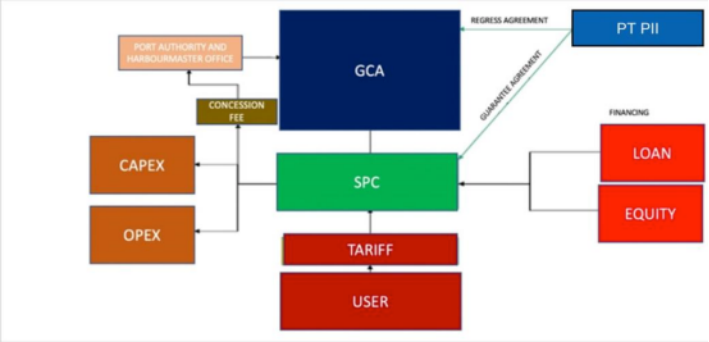
30 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


Picture 1 – Layout of Baubau Port

## 2. The Opportunity

2.1. Project Background

Baubau Seaport is located in Wolio District, Baubau City, Southeast Sulawesi Province. This port is one of the strategic transportation nodes in the Eastern Indonesia region. Due to this geographical position, Baubau Seaport is in the line of sea transportation movement from western regions of Indonesia such as Jakarta, Surabaya, and the central region like Makassar to the eastern part of Indonesia such as Maluku,

North Maluku, Central Sulawesi, and North Sulawesi. Baubau Port is also a gateway for maritime transport for Southeast Sulawesi Province where most of the passenger and goods movement transit at this port.

As stated in the Baubau development roadmap, the Port of Baubau will be further developed to fulfill the need for better service to support the long-term plan of making Baubau the gateway for the economy and tourism area in Southeast Sulawesi. In order to achieve that, the facilities of Baubau Port will need to be upgraded periodically to sustain the demand. The upgrade will include land reclamation, commercial area development, and port terminal development.

2.2. Project Description

The scope of work for Baubau Port Development consists of:

1. Land zoning rearrangement;
2. Rehabilitation, operation, and maintenance of existing facilities (traditional shipping, passenger, and multipurpose terminal);
3. Construction of additional facilities for the development of the port considering demand growth;
4. Provision of handling equipment to improve port performance level;
5. Operation and maintenance of added facilities to further upgrade port service level;
6. Ensure and transfer all assets until the end of the concession period.
7. Providing handling equipment;
8. Providing water supply and other utilities.

2.3. Project Objectives

1. To rehabilitate and expand passenger and multipurpose terminal;
2. To improve port performance level in cargo and container handling;
3. To improve safety and security for passengers.

## 3. Business Entity's Scope of Work

Design-Build – Finance - Operate – Maintenance - Transfer

## 4. Technical Specification

Landside facilities consist of:

1. Container Yard
2. Container Freight Station
3. Cargo Warehouse
4. Open Storage
5. Parking Area
6. Passenger Terminal

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

Project activities that could induce significant environmental impacts are:

1. Construction workers mobilization
2. Heavy equipment mobilization
3. Earthworks and facilities construction
4. Operational workers recruitment
5. Seaside facilities operations

## 6. Land Acquisition and Resettlement Action Plan

Land acquisition is needed for the addition of a gateway and access road to the multipurpose terminal to ease the circulation of cargo and container movements.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 16.78 Million |
| Operational Expenditure | Under calculation |
| FIRR | 13.47% |
| EIRR | Under Calculation |
| NPV | USD 2.92 Million |

## 8. Government Support and Guarantee

- Ease of Permit Issuance
- Termination Risk

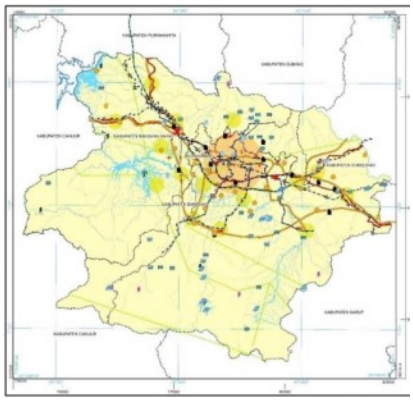
## 9. Contact Information

Name : Dr. Capt. Antoni Arif Priadi, M.Sc
Position : Director General of Sea Transportation

Name : Dr. Siti Maimunah, S.Si., M.S.E., M.A.
Position : Head of Center for Transportation Infrastructure Financing
Email : ppit@kemenhub.go.id

# Bandung Metropolitan Urban Railway

Location: Greater Bandung, West Java



## Sector: Transportation

Government Contracting Agency:
Governor of West Java Province

Implementing Agency:
Transportation Agency of West Java Province

Preparation Agency:
Government of West Java Province (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Light Rapid Transit

### Description

In 2019 around 12.3 million trips per day were made in Greater Bandung, only 12% of them were made by public transport. It is estimated that about one third (36%) of the road network will be saturated by 2023 and this will increase to about two thirds (70.5%) by 2030. The proposed mass transit project will therefore make better use of limited urban space by moving people faster and more reliably.

### Financial Feasibility

FIRR: 10.2%
EIRR: 12.02%
NPV: USD 120.99 Million

### Capital Expenditure:
**USD 1,090 Million**

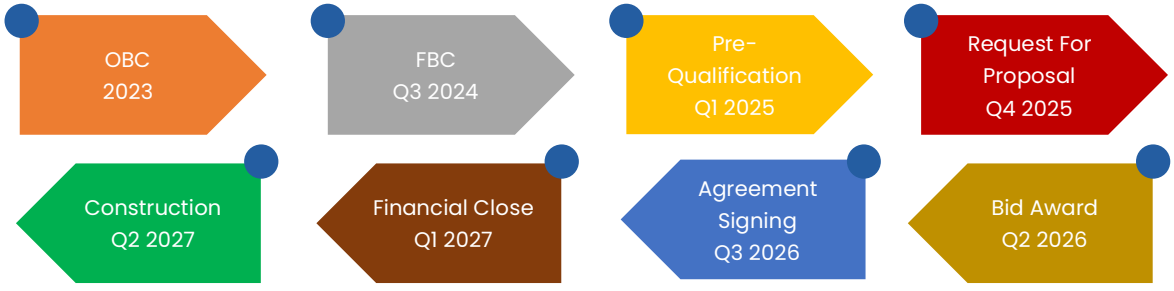
### Operational Expenditure:
**USD 506.35 Million**

### Estimated Concession Period:

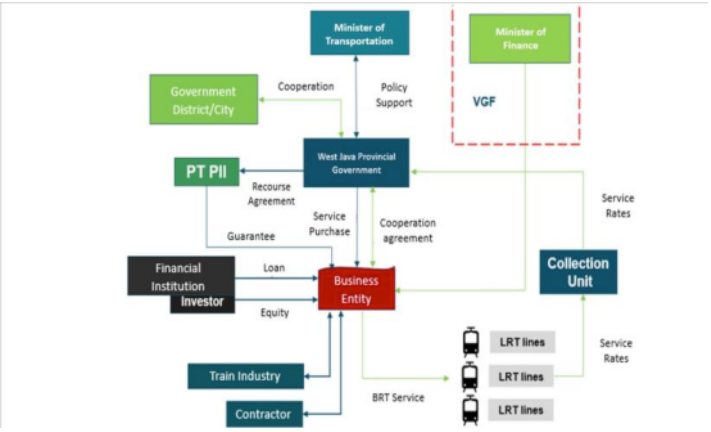
34 years (4 years construction and 30 years operation).

## Indicative Project Schedule

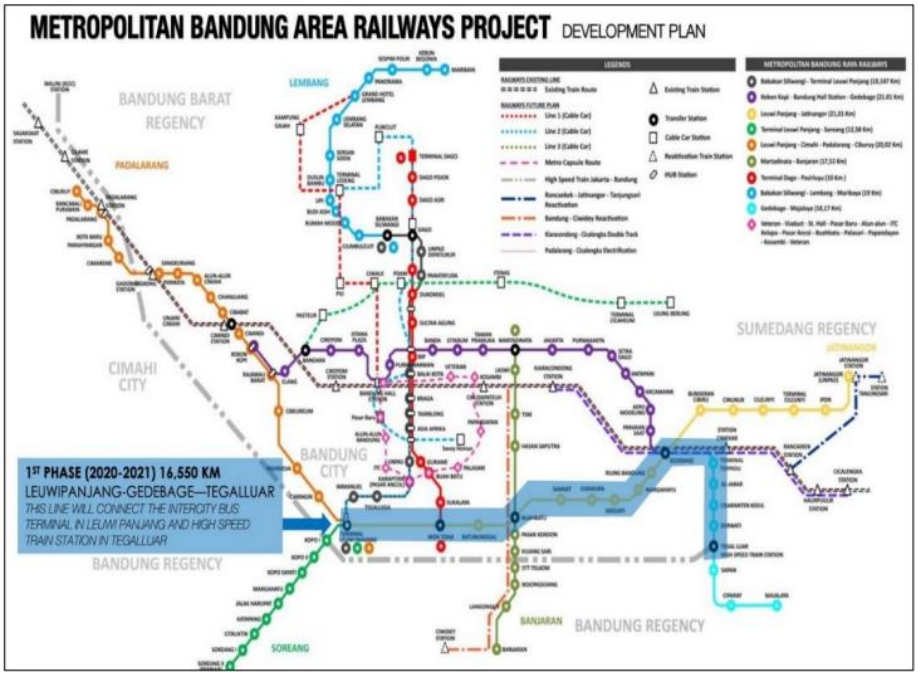
Project Status: Final Business Case



## Indicative Project Structure




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




Picture 1 – BBMA Mass Transportation Master Plan

### 2. The Opportunity

2.1. Project Background

The development of mass transit transportation in Bandung is aimed to provide more efficient and effective transportation system. In addition, the provision of this transportation infrastructure will be carried out through a Public Private Partnership scheme. This project will support the strategy implementation of an integrated transportation system stated under West Java Regional Medium-Term Development Plan (RPJMD) 2018-2023.

2.2. Project Description

The Mass Transit Transportation project in greater Bandung is located in West Java Province that consists of five regencies/cities, namely Bandung City, Cimahi City, Bandung Regency, West Bandung Regency, and five sub-districts in Sumedang Regency. The first line to be developed from the Mass Transportation System in the Greater Bandung Urban Area is the Babakan Siliwangi Corridor (Bandung City)-Margahayu (Bandung Regency). The estimated total project cost is USD 810,38 Million and LRT depot land area of 72,000 Sqm. The project concession will last for 34 years which divided into 4 years construction and 30 years operation.

2.3. Project Objectives

The project objective is to provide Greater Bandung with an affordable, efficient, effective, integrated, environmentally friendly, and secure public transportation system to serve the mobility needs of the population, reduce congestion, accelerate growth, and support economic, social and cultural development.

## 3. Business Entity's Scope of Work

Design - Build – Finance - Operate – Maintenance - Transfer

Business entity shall be responsible to perform the Bandung Metropoloitan Urban Railway project, including financing, construction, operating, and maintenance.

## 4. Technical Specification

The technical specifications for Mass Transit Transportation project in greater Bandung are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Track Gauge | 1,435 mm |
| 2 | Axle load | 12 ton |
| 3 | Min. curve radius | |
| | a) Main line | 80 m |
| | b) Depot | 60 m |
| 4 | Max. gradient | |
| | a) Main Line | 40 |
| | b) Access Depot | 60 |
| 5 | Relative humidity | 40 – 98% |
| | Temperature | 18 – 40Hai C |
| Rolling stock indicative dimensions | | |
| 1 | Car set length | 110,000 mm |
| 2 | Car length | will be decided, based on the estimated demand |
| 3 | Carriage width | 2,700 mm |
| 4 | The height of the train from the top of the rail | 3,700 mm |
| 5 | Max. train floor from above the rail | 1,000 mm |
| Rolling stock performance | | |
| 1 | Max. fast operation | 80 km/jam |

| No | Facilities | Capacity |
|---|---|---|
| 2 | Design speed | 90 kpj |
| 3 | Acceleration rate | 1 m/s2 |
| 4 | Braking rate (emergency) | 1 m/s2 (1,3 m/s2) |

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

This project is categorized as business activities that are required to have an EIA/AMDAL. The GCA will prepare an EIA/AMDAL document for this project. Some inputs are required such as baseline data, complementary plans and studies, such as baseline (business as usual) for noise vibration emission and noise vibration impact monitoring system, noise vibration impact assessment and modeling, construction management plan, and traffic impact analysis.

## 6. Land Acquisition and Resettlement Action Plan

Land Requirements Based on design items:

| Description | Square Meter |
|---|---|
| Land acquisition for main corridor (new acquisition due to realignment) | 15,300 |
| Tentative land acquisition for station access | 3,400 |
| Tentative land acquisition for station site | 19,199 |
| Tentative land acquisition for placement of piers/tracks on existing roads | 33,050 |
| Depot | 72,000 |
| TOTAL | 142,949 |

The land area that needs to be expanded including underground will be assessed in the subsequent studies.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 1,090 Million |
| Operational Expenditure | USD 506.35 Million |
| FIRR | 10.2% |
| EIRR | 12.02% |
| NPV | USD 120.99 Million |

## 8. Government Support and Guarantee

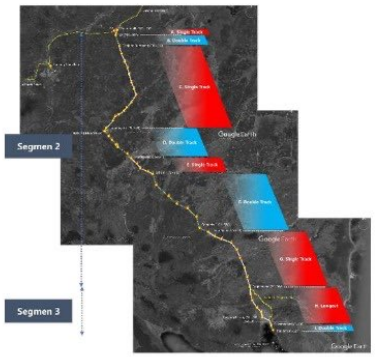
It is indicated that this project will require government support, such as Viability gap fund (VGF) and government support for infrastructure components (including viaducts, stations and depots) as well as Government Guarantee.

## 9. Contact Information

Name : Ir. A. Koswara, MP
Position : Head of Transportation Agency, West Java Provincial Goverment
Phone : +62-8112269119
Email : dishub@jabarprov.go.id

# Development of Prabumulih-Tarahan Railways

Location: South Sumatera and Lampung




## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Railways

Preparation Agency:
Directorate General of Railways

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Railway

### Description

Indonesian Government, through Directorate General of Railways (DGR) is planning Prabumulih-Tarahan Railways using Public Private Partnership scheme. The objectives are 1) reduce travel time, 2) reduce operating costs for freight and passenger trains, 3) reduce logistics costs, 4) fuel savings, 5) reduce air pollution, 6) increase connectivity between regions, 7) increase economic activity, and 8) increase the capacity of the existing railroad tracks.

### Financial Feasibility

FIRR: 17.68%
EIRR: Under Calculation
NPV: USD 2.17 Billion

### Capital Expenditure:
**USD 2.12 Billion**

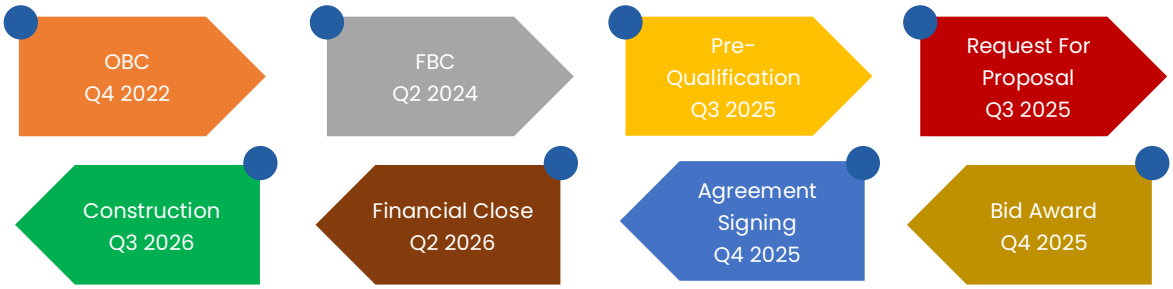
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

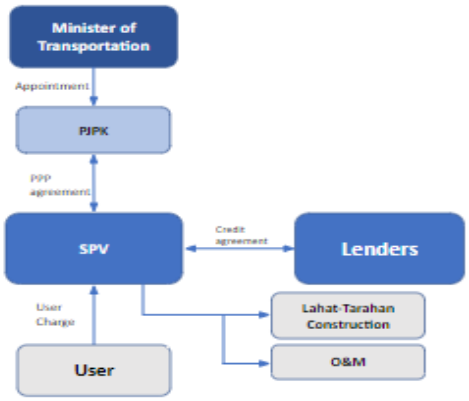
34 years

## Indicative Project Schedule

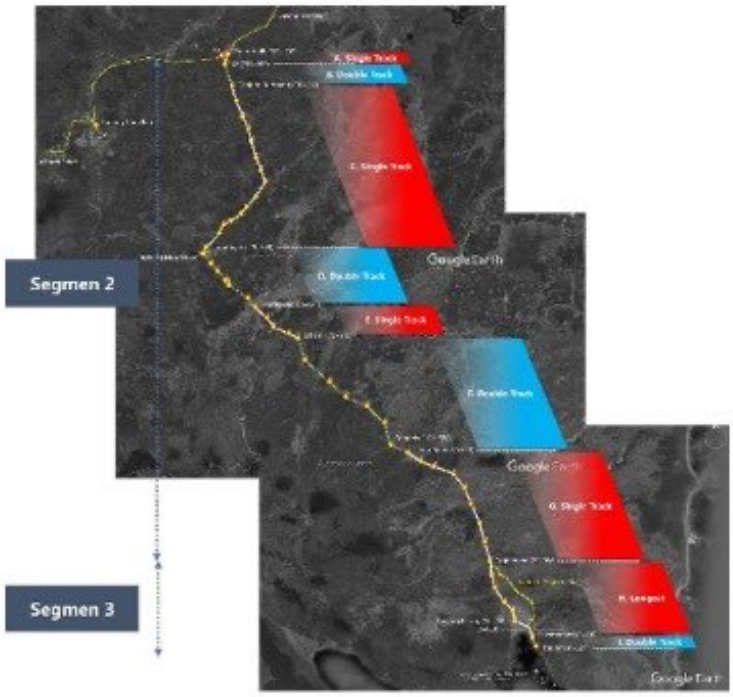
Project Status: Outline Business Case



## Indicative Project Structure




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




## 2. The Opportunity

2.1. Project Background

Indonesian Government, through Directorate General of Railways (DGR) is planning Prabumulih-Tarahan railways using Public Private Partnership scheme. The objectives are 1) reduce travel time, 2) reduce operating costs for freight and passenger trains, 3) reduce logistics costs, 4) fuel savings, 5) reduce air

pollution, 6) increase connectivity between regions, 7) increase economic activity, and 8) increase the capacity of the existing railroad tracks.

2.2. Project Description

As a general illustration, the Prabumulih – Tarahan Railway PPP Project is located in South Sumatra & Lampung Province. Using the Design - Build - Financing - Operate Maintenance - Transfer (DBFOMT) project method, the area of this development includes the construction of a single line into a double line of 164.04 km, a new double line (long line between Tegineneng Station – Sukamenanti Station) of 41.9 km. km. Overall, this project will cost USD 2.12 billion with a PPP financing scheme where the government agency that oversees it is the Directorate General of Railways, Ministry of Transportation.

The cooperation concession agreed in this project is for 34 years with the output of improving the existing line into a double track with a daily train frequency of 136 trains, transporting goods, especially coal with a target of transporting 45 million tons/year, and increasing passenger transportation by +500,000 passengers/year.

2.3. Project Objectives

The PPP project plan for Prabumulih-Tarahan Railway (Segment 2 and Segment 3) is development of single track into double tracks in South Sumatera, which will then impact:

1. reduce travel time,
2. reduce operating costs for freight and passenger trains,
3. reduce logistics costs,
4. fuel savings,
5. reduce air pollution,
6. increase connectivity between regions,
7. increase economic activity, and
8. increase the capacity of the existing railroad tracks

## 3. Business Entity's Scope of Work

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

Project scope is as follows:

1. Track development from ST (Single track) to DT (Double Track) along 205.94 km
2. Development of 83 km Railway Track at 19 Stations (Siding Track)
3. Railway Station Building Infrastructure (3 Stations)
4. Facilities for Freights and Passengers Train (in total 50 locomotives, 1544 Freight cars and 6 passengers' cars) and 1-unit MPJR
5. Development of Depo for SPC Operational at Tanjung Karang

## 4. Technical Specification

The technical specifications for Prabumulih-Tarahan Railway are as shown below:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Construction Type | At Grade |
| 2 | Rail Width | 1067 mm |

| No | Facilities | Capacity |
|---|---|---|
| 3 | Traffic Carrying Capacity | >20 million ton/year |
| 4 | Street Class | 1 (one) |
| 5 | P Maximum | 18 Ton |
| 6 | Rail Type | R 45 |
| 7 | Bearing Type | Concrete |

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

The documents will be prepared by government.

## 6. Land Acquisition and Resettlement Action Plan

Estimated plan and schedule the implementation of land acquisition program has the potential to obtain land acquisition financing through LMAN.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 2.12 Billion |
| Operational Expenditure | Under Calculation |
| FIRR | 17.68% |
| EIRR | Under Calculation |
| NPV | USD 2.17 Billion |

## 8. Government Support and Guarantee

The Outline Business Case indicates that this project will require Government Support and Government Guarantee.

## 9. Contact Information

Name : Ir. Mohammad Risal Wasal, A. TD., M.M., IPM.
Position : Director General of Railways

Name : Dr. Siti Maimunah, S.Si., M.S.E., M.A.
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# Betan Subing Type A Bus Terminal Development

Location: Betan Subing, Lampung


## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Land Transportation

Preparation Agency:
Directorate General of Land Transportation

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Passenger Terminal

### Description

The Betan Subing terminal is strategically located near the Trans Sumatra toll road, offering convenient access for travelers. For those reaching the terminal from arterial roads or non toll roads, there is also a connection available through the national road. Additionally, the presence of the Terbanggi Besar toll gate provides further accessibility to the Betan Subing terminal. By developing a modern and well equipped Type A Bus Terminal at Betan Subing, the Ministry of Transportation aims to enhance the overall transportation experience and facilitate smoother travel for passengers in the Lampung Province.

### Financial Feasibility

FIRR: 13.34%
EIRR: 15.33%
NPV: USD 12.62 Million

### Capital Expenditure:
**USD 41.51 Million**

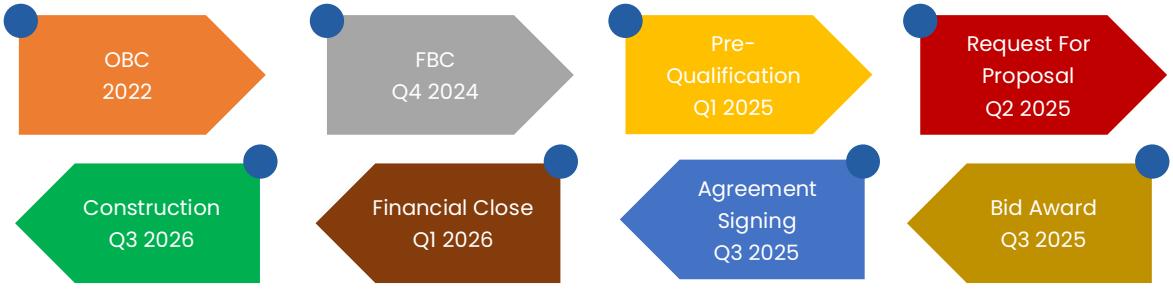
### Operational Expenditure:
**USD 1.54 Million**

### Estimated Concession Period:

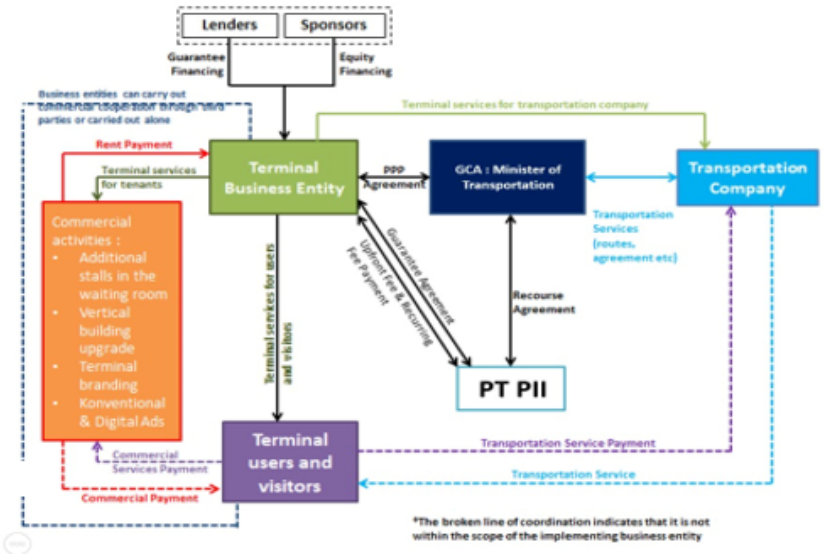
30 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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

## 2. The Opportunity

### 2.1. Project Background

In the National Medium-Term Development Plan 2020-2024 (Presidential Regulation No. 18/2020) it is mandated that the Government needs to encourage public participation, including the private sector and local governments in the service and implementation of the facilities and infrastructure sector. The Ministry of Transportation as the person in charge of the transportation sector, including land transportation, describes the government's plan using the Public-Private Partnership (PPP) scheme. The Corona Virus 19 (Covid-19) pandemic at the beginning of 2020 was contributing to the further suppressed of funding needs for the infrastructure development. Thus, PPP scheme became one of the alternative funding options to build, operate and maintain infrastructure facilities at the Ministry of Transportation.

Through Presidential Regulation No. 38 of 2015 concerning Procedures for Implementing Government Cooperation with Business Entities in the Provision of Infrastructure, regulates sectors that can provide economic and social infrastructure services, including land transportation, specifically terminals.

Based on the Regulation of the Minister of Transportation No. 24 of 2021 concerning the Operation of Road Transport Passenger Terminals, the person in charge of the type A passenger terminal service is the Minister of Transportation/ Director General of Land Transportation. The operation of type A terminals that are spread throughout Indonesia has varying conditions so that they are also divided into several classes. In terms of the development of the type A Terminal PPP project, the Ministry of Transportation as the GCA has chosen the Betan Subing Terminal located in Central Lampung Regency, Lampung Province to be developed as one of the pilot PPP projects in the type A terminal.

### 2.2. Project Description

The development of the Type A Betan Subing Terminal in Lampung Province was initiated by the Ministry of Transportation. In 2020, a Preliminary Study on the Development of a Type A Terminal in Lampung Province has been conducted. Of the three candidate type A terminals in Lampung Province, the Betan Subing type A terminal in Central Lampung was selected to be developed under the PPP scheme.

The development of the Type A Betan Subing Terminal in Lampung Province was planned in the form of activities to build and operate a terminal with a building area of around 15,900 m² of terminal building and mixed-use as well as attracting development around the terminal to increase crowds and generate new transportation. This terminal will obtains financing from the services regulated in the Minister of Transportation Regulation No. 24 of 2021. The Implementing Business Entities of this project is required to achieve the Minimum Service Standards regulated in the Minister of Transportation Regulation No. 40 of 2015 and the Director General of Land Transportation Regulation No. KP722/AJ.005/DRJD.2021. The project preparation period up to financial close is planned for 24 (twenty-four) months. Furthermore, the construction implementation is planned for about 1 year and it is estimated in 2025, the Government and Business Entity Cooperation Project for the Development of the Type A Betan Subing Terminal in Lampung Province has started operating.

### 2.3. Project Objectives

The Development of Type A Betan Subing Terminal in Lampung Province aims to:

1. Create a terminal with a modern concept, safe and comfortable,
2. Supporting the Ministry of Transportation program in creating a mixed-use-based terminal service,
3. To improve transportation access to and from Central Lampung Regency,
4. Become a locomotive for driving the economy and development of Central Lampung Regency through a mixed-use terminal scheme,
5. Generating public interest to visit the terminal and to use public transportation, especially city bus.

### 3. Business Entity's Scope of Work

The scope of work for the private partner in this project are Design, Build, Finance, Maintenance, Operate, Transfer (DBFMOT).

### 4. Technical Specification

| | |
|---|---|
| Building Type | Multi-storey Building Complex |
| Number of Floors | 5 |
| Building Area | 42.791 M2 |
| Building Function | Hotel, Grocery Center and Recreation (Sport) |

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

The Betan Subing Type A Bus Terminal Development in Lampung Province is categorized as business activities that are required to have an EIA/AMDAL. The Ministry of Transportation will prepare an EIA/AMDAL document for this project.

### 6. Land Acquisition and Resettlement Action Plan

The land area of Betan Subing Terminal is already owned by the Ministry of Transportation with an area of ± 5.5 Ha. Based on the Outline Business Case, there is a need for land area for the terminal (2.27 Ha and 1.36 Ha) so that the total area becomes 9.2 Ha for additional mixed-use activities. Regarding this additional area, it is still under discussion between the Central Lampung Regency Government and the Ministry of Transportation, in this case through the Directorate General of Land Transportation.

### 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 41.51 Million |
| Operational Expenditure | USD 1.54 Million |
| FIRR | 13.34% |
| EIRR | 15.33% |
| NPV | USD 12.62 Million |

### 8. Government Support and Guarantee

Will be determined in Final Business Case.

### 9. Contact Information

Name : Susanty Pertiwi
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Email : s.pertiwi74@gmail.com

# Purabaya Type A Bus Terminal Development

Location: Sidoarjo, East Java

## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Land Transportation

Preparation Agency:
Directorate General of Land Transportation

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Passenger Terminal

### Description

To improve the quality of the terminal to provide better transportation service, the Ministry of the Transportation is planning to develop Purabaya Type A Bus Terminal at Sidoarjo, East Java Province through Public-Private Partnership Scheme. The development of this terminal drives an increase in transportation access and economic development through a mixed-use terminal scheme.

### Financial Feasibility

FIRR: 12%
EIRR: 19.6%
NPV: USD 19.81 Million

### Capital Expenditure:
**USD 111.58 Million**

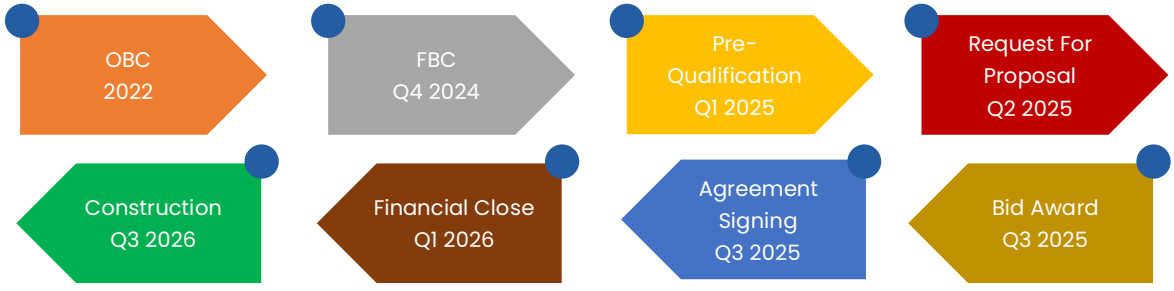
### Operational Expenditure:
**USD 7.54 Million per year**

### Estimated Concession Period:

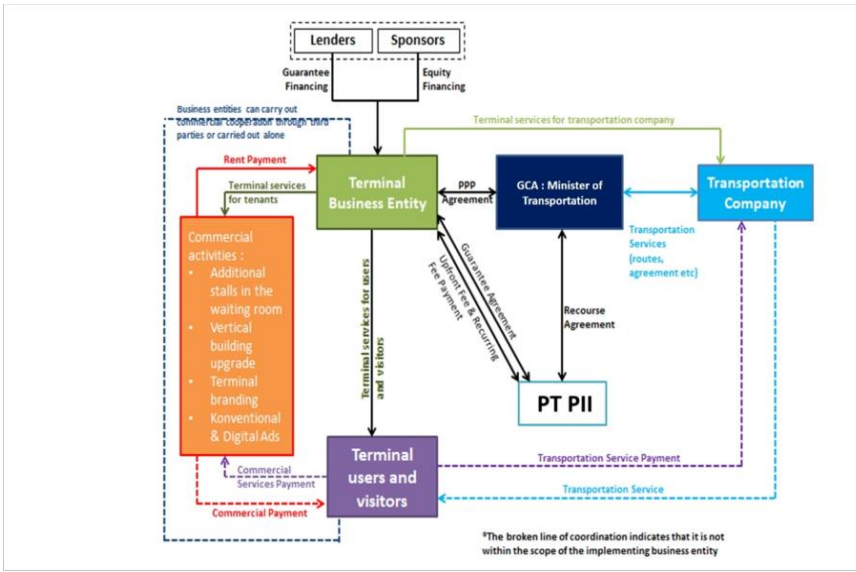
30 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


### 2. The Opportunity

2.1. Project Background

To improve the quality of the terminal as well as to provide better transportation service, the Ministry of Transportation has planned to develop Purabaya Type A Bus Terminal at Sidoarjo, East Java Province

through Public-Private Partnership Scheme. The development of this terminal can encourage increased transportation access and economic development through mixed-use terminal scheme.

2.2. Project Description

The development of the Purabaya Type A Terminal in East Java Province is an initiative of the Ministry of Transportation. In 2020, a Preliminary Study of Type A Terminal Development in East Java Province has been conducted. Out of all the four candidates for type A terminals in East Java province, The Purabaya type A terminal in Sidoarjo district was selected to be developed under the PPP scheme. The development of the Purabaya Type A Terminal in East Java Province is planned in the form of activities to build and operate a terminal with a building area of approximately 34,349 m² which consists of terminal and mixed - use buildingsof The terminal will obtain financing from services regulated in Minister of Transportation Regulation No. 24/2021. The Implementing Business Entity for this project is required to achieve the Minimum Service Standards regulated in the Minister of Transportation Regulation No. 40/2015 and General Director of Air Transportation Regulation No. KP722/AJ.005/DRJD.2021. The starting period of project preparation until Financial Close is planned for 24 months. Furthermore, the construction implementation is planned for about 1 year and the PPP Project for Purabaya Type A Terminal Development in East Java Province will start operating in 2025.

2.3. Project Objectives

The objectives of Purabaya Type A Bus Terminal Development project plan is to improve the quality of infrastructure terminal in providing services especially in achieving security and comfort aspects for users. In addition, the development of this terminal can improve transportation access and economic development through mixed-use terminal scheme.

## 3. Business Entity's Scope of Work

The scope of work for the private partner in this project are Design, Build, Finance, Maintenance, Operate, Transfer (DBFMOT), which consist of:

a. Design, funding, and construction of new buildings (mixed use) and supporting infrastructure
b. Design, funding, and terminal construction including terminal facilities
c. Terminal facility service operations
d. Terminal maintenance (buildings, parking area, etc)
e. Payment for electricity, Local Water Company, and provision of fuel for terminal operations
f. Operational management of mixed use and old buildings
g. Operation of mixed-use services and old buildings Operation and maintenance of new buildings (mixed use) and old buildings
h. Operation and maintenance of new building infrastructure (mixed use) and old building (electric generator, WWTP, clean water system, and others)
i. Payment of electricity, Local Water Company, and provision of fuel for new buildings (mixed use) and old buildings

## 4. Technical Specification

Mixed-use concept implementation:

| No | Mixed-use | Purabaya Terminal |
|---|---|---|
| 1 | Hotel Business Center | ✓ |
| 2 | Shopping Center | ✓ |
| 3 | Restaurant/Café | ✓ |
| 4 | Reflexy | ✓ |
| 5 | Other | Fun, Tourism, Unique Sport/Spot |

| | Number of Floors with Commercial Rent | Building Position | Typical Area (m2) | Rentable Area (m2) |
|---|---|---|---|---|
| Entrance Hall Commercial Building | 2 floors | Old entrance UMKM area | 5,505 | 4,588 |
| Office-Hotel Building | 7 floors | Office tower building | 4,734 | 4,104 |
| Parking Building (Car) | 4 floors | Located on the west side of main building | 9,720 | 9,720 |
| Sky Bridge Building | 2 floors | Pedestrian corridor at parking area to drop off area | 894 | 427 |
| Parking Building (Motorcycle) | 1 floor | Located on the west side of main building | 1,600 | 1,600 |
| Bus drivers crews accommodation | 2 floors | | 1,550 | 540 |
| Bank sampah building | 1 floor | | 360 | 360 |
| Cargo Terminal | 1 floor | | 1,296 | 576 |
| Mobile SME/ UMKM space | 1 floor | | 2,444 | 2,444 |
| Existing waiting room | 2 floors | | 974 | 974 |
| Total Rentable Area | | | | 25,333 |
| Building Type | Multi-storey Building Complex | | | |
| Number of Floors | 7 | | | |
| Building Area | 34,349 M2 | | | |
| Building Function | Hotel, Business Shopping Center, Restaurant, Parking Area. | | | |

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

The project of Purabaya Type A Bus Terminal Development in East Java Province is categorized as business activities that are required to have an EIA/AMDAL. The Ministry of Transportation will prepare an EIA/AMDAL document for this project.

## 6. Land Acquisition and Resettlement Action Plan

Land acquisition has been carried out by the Ministry of Transportation.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 111.58 Million |
| Operational Expenditure | USD 7.54 Million per year |
| FIRR | 12% |
| EIRR | 19.6% |
| NPV | USD 19.81 Million |

## 8. Government Support and Guarantee

Government support and guarantees will be determined in Final Business Case (FBC).

## 9. Contact Information

Name : Susanty Pertiwi
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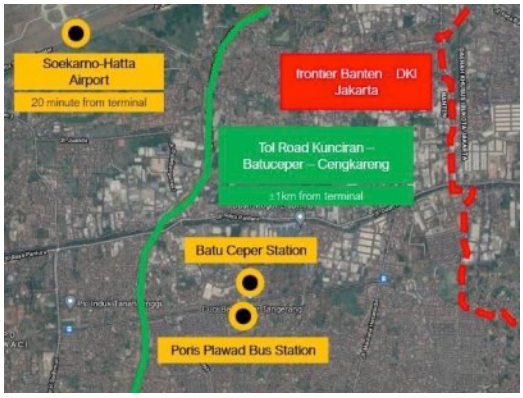
# Transit Oriented Development (TOD) Poris Plawad Type A Bus Station

Location: Tangerang, Banten




## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
BPTJ, Ministry of Transportation

Preparation Agency:
BPTJ, Ministry of Transportation

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Passenger Bus Station

### Description

Poris Plawad Type A Bus Station with a strategic location has the potential to become a Transit Oriented Development Area (TOD) listed in the Jabodetabek Transportation Master Plan (RITJ). The area will be developed as an integrated urban transportation node in the TOD Poris Plawad Type A Bus Station construction plan to create seamless and sustainable transportation. The area of development will be utilized 1.9 Ha with asset fully owned by Ministry of Transportation.

### Financial Feasibility

FIRR: 9.73%
EIRR: 14.27%
NPV: USD 9.60 Million

### Capital Expenditure:
**USD 70.40 Million**

### Operational Expenditure:
**USD 2.30 Million**

### Estimated Concession Period:

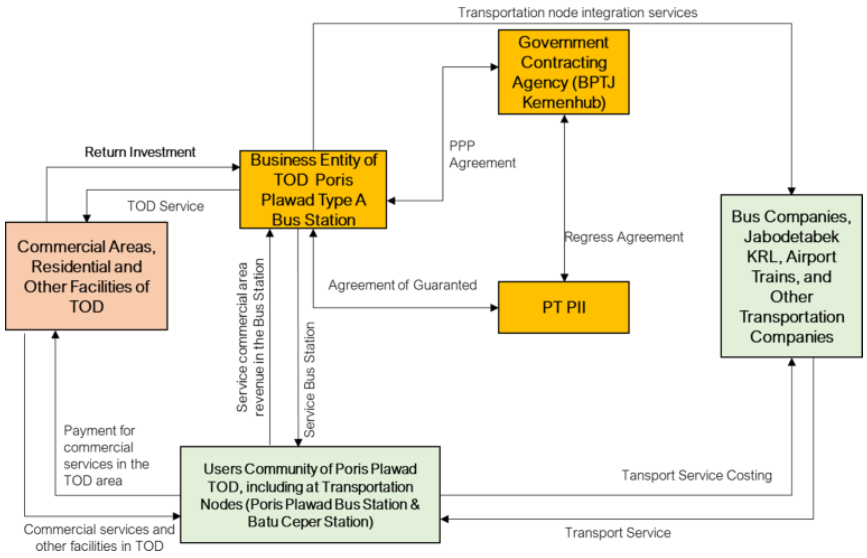
25 years

## Indicative Project Schedule

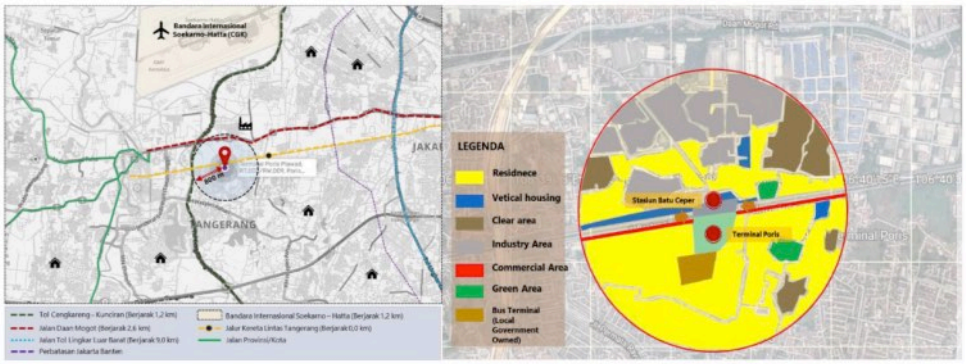
Project Status: Final Business Case

- OBC 2022
- FBC Q3 2024
- Pre-Qualification Q4 2024
- Request For Proposal Q1 2025
- Bid Award Q2 2025
- Agreement Signing Q2 2025
- Financial Close Q1 2026
- Construction Q1 2026

## Indicative Project Structure




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





## 2. The Opportunity

2.1 Project Background

Poris Plawad Type A Bus Station with a strategic location has the potential to become a Transit Oriented Development Area (TOD) listed in the Jabodetabek Transportation Master Plan (RITJ). The area will be developed as an integrated urban transportation node in the TOD Poris Plawad Type A Bus Station construction plan to create seamless and sustainable transportation while it plans to be developed as mixed-use building connected with Batu Ceper Airport Station. Greater Jakarta Transport Authority has also been mandated as the Government Contracting Agency through the Ministry of Transportation Decree Number 65 of 2019 concerning the Mandate of Authority of the Ministry of Transportation as the Government Contracting Agency.

2.2 Project Description

The development of the Transit Oriented Development (TOD) Poris Plawad Type A Bus Station in Tangerang City, Banten Province is an initiative of the Ministry of Transportation under the Public Private Partnership (PPP) scheme. In 2021, a Preliminary Study and Outline Business Case (OBC) for the PPP Construction of TOD Poris Plawad Type A Bus Station have been carried out. The land area that can be utilized for Bus Station functions is in Greater Jakarta Transport Authority land with an area of approximately 19,000 m2. In this area, an integrated area will be developed with Bus Station, Transportation Functions, Commercial, Office Rental, and Residential Functions Zones. The Business Entity implementing this project must comply with the TOD provisions stipulated in the Agrarian Affairs and Spatial Planning/ National Land Agency Ministerial Regulation Number 16 of 2017 concerning and Regulation of the Head of the Greater Jakarta Transport Authority Number: PR.377/AJ.208/BPTJ-2017. The timeframe from project preparation to Financial Close is planned for 24 months. Furthermore, the construction implementation is planned for about 2 years and the PPP Project for the Construction of TOD Poris Plawad Type A Bus Station in Tangerang City, Banten Province will start operating in 2028. Project scope are:

- Scope 1: Developing mixed-use building in Poris Plawad Type A Bus Terminal with 19,000 m2; and
- Scope 2: Constructing integrated building connecting Poris Plawad Type A Bus Station and Batu Ceper Airport Station.

2.3 Project Objectives

The objective of Transit Oriented Development (TOD) Poris Plawad Type A Bus Station project plan is to Develop an Integrated Urban Transportation System by developing Transportation nodes connected to the Main Corridor of the Mass Public Transport Network. Referring to the Jabodetabek Transportation Master Plan, integration between Poris Plawad Type A Bus Station and Batu Ceper Station is important as an Integrated Urban transportation node in the TOD Poris Plawad Type A Bus Station development plan.

## 3. Business Entity's Scope of Work

The scope of work for the private partner in this project are Design – Build – Finance – Operate – Maintain – Transfer (DBFOMT), which consist of:

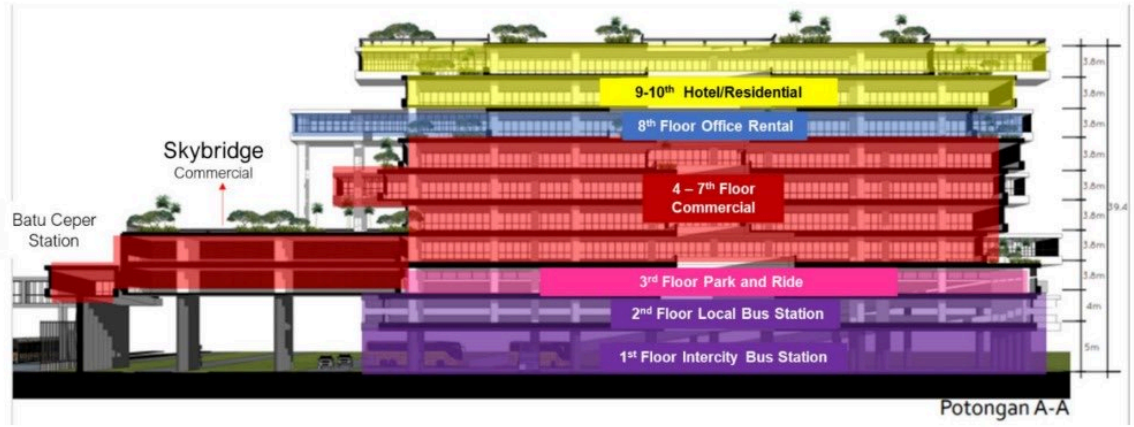
a. Poris Plawad Poris Plawad Type A Bus Station Building and Land Owned by Greater Jakarta Transport Authority;
b. Integration Building Between Poris Plawad Poris Plawad Type A Bus Station and Batu Ceper station;
c. Land Owned by the Local Goverment of Tangerang City as part of the Development of TOD Poris Plawad Type A Bus Station.

## 4. Technical Specification

Mixed-use concept implementation:

| No | Mixed-use | TOD Poris Plawad Type A Bus Station |
|---|---|---|
| 1 | Intercity Bus Station | ✓ |
| 2 | Local Bus Station | ✓ |
| 3 | Park and Ride | ✓ |
| 4 | Commercial | ✓ |
| 5 | Office Rental | ✓ |
| 6 | Hotel/Residential | ✓ |
| 7 | Other | Sport Facilities, Green Building, Professional Fees |

Building Development Area of
Transit Oriented Development (TOD) Poris Plawad Type A Bus Station




Area Of Every Floor

| | | | | | |
|---|---|---|---|---|---|
| 1st Floor | : 9.600 m² | 4-7th Floor | : 40.775 m² | 10th Floor | : 5.716 m² |
| 2nd Floor | : 8.300 m² | 8th Floor | : 6.788 m² | Sky Bridge | : 1.300 m² |
| 3rd Floor | : 9.600 m² | 9th Floor | : 7.185 m² | Green Area | : 35.748 m² |

| | |
|---|---|
| Building Type | Multi-storey Building |
| Number of Floors | 10 |
| Building Area | 19,000 m2 |
| Building Function | Intercity Bus Station, Local Bus Station, Park and Ride, Commercial, Office Rental, Hotel/Residential |

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

Transit Oriented Development (TOD) Poris Plawad Type A Bus Station project in Tangerang City, Banten Province is categorized as business activities that are required to have an EIA/AMDAL. The Ministry of Transportation will prepare an EIA/AMDAL document for this project.

## 6. Land Acquisition and Resettlement Action Plan

The required land is already owned by Greater Jakarta Transport Authority Ministry of Transportation.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 70.40 Million |
| Operational Expenditure | USD 2.30 Million |
| FIRR | 9.73% |
| EIRR | 14.27% |
| NPV | USD 9.60 Million |

## 8. Government Support and Guarantee

The Final Business Case (FBC) indicates that this project will require Government support and Government Guarantee.

## 9. Contact Information

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Email : rachmatsoesilo09@gmail.com

Name : Dr. Siti Maimunah, S.Si., M.S.E., M.A.
Position : Head of Center for Transportation Infrastructure FinancingEmail : ppit@kemenhub.go.id

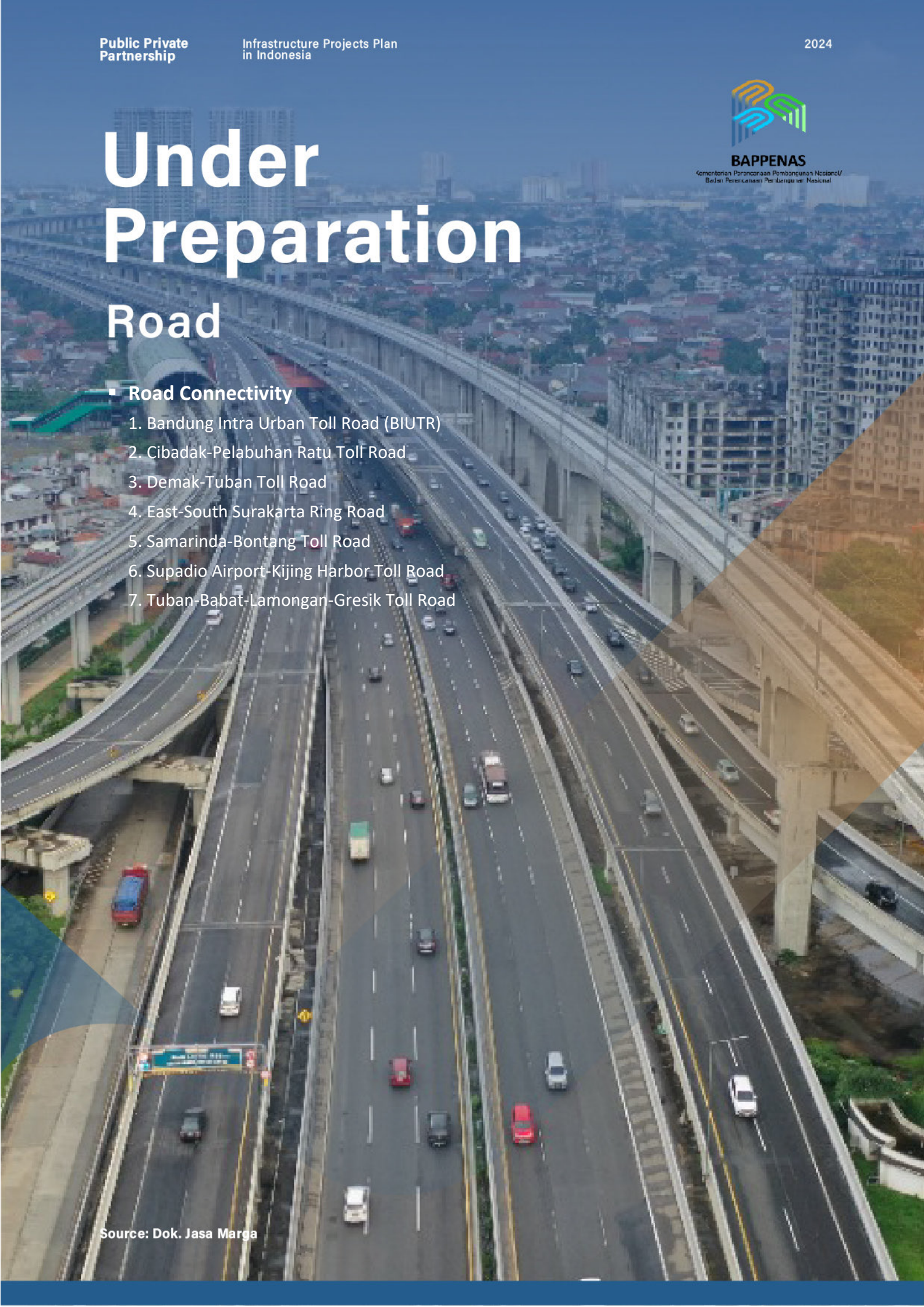
BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Road

- **Road Connectivity**

1. Bandung Intra Urban Toll Road (BIUTR)
2. Cibadak-Pelabuhan Ratu Toll Road
3. Demak-Tuban Toll Road
4. East-South Surakarta Ring Road
5. Samarinda-Bontang Toll Road
6. Supadio Airport-Kijing Harbor Toll Road
7. Tuban-Babat-Lamongan-Gresik Toll Road



Source: Dok. Jasa Marga

# Bandung Intra Urban Toll Road (BIUTR)

Location: West Java


## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorat General of Highway, MPWH
2. Directorat General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

This toll road will connect with Pasteur Exit at the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road and plan of the Cileunyi - Sumedang - Dawuan (Cisumdawu) Toll Road as the function to break the continuous movement traffic so the trace will not mix with the movement of local Bandung traffic which are currently served by the Padaleunyi Toll Road.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 839.33 Million**

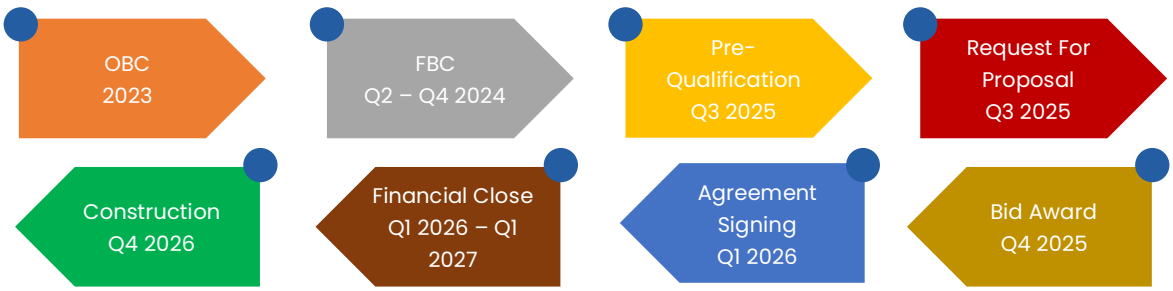
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

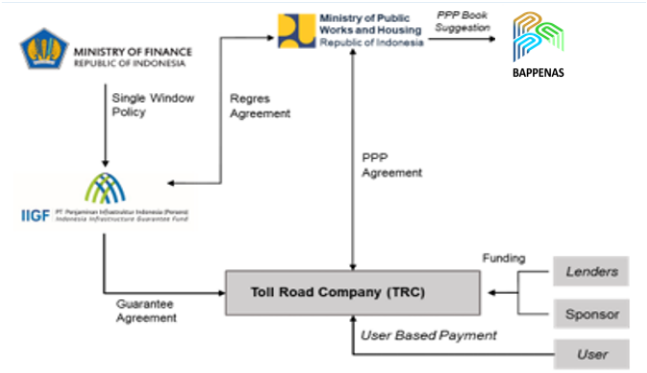
45 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


Picture 1 – Bandung Intra Urban Toll Road (BIUTR)
Stage 1: Segmen Pasteur-Gasibu-Ujung Berung-Gedebage
Stage 2: Segmen Ujung Berung-Cileunyi Junction

### 2. The Opportunity

2.1. Project Background

Bandung Intra Urban Toll Road/ BIUTR is one of the urban infrastructure solutions which will have a major impact on the congestion problem that has been occurring in the urban area of Bandung. This toll road section will provide an alternative option as well as additional vehicle capacity for the east-west movement corridor which is currently experiencing oversaturation.

The construction of the BIUTR Toll Road will connect the toll road network that has been in operation and will operate, namely the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road, especially those that pass through the Pasteur exit with the Cileunyi - Sumedang - Dawuan (Cisumdawu) Toll Road section.

The aim is to break up the movement of continuous vehicles (through traffic) so that they no longer mix with the movement of local Bandung vehicles which are currently served by the Padaleunyi Toll Road.

### 2.2. Project Description

Bandung Intra Urban Toll Road/ BIUTR has length 18,1 km for the construction of the Pasteur-Bundaran Summarecon Segment (Km 00+000 – Km 18+100) and its operation will cover all segments (Pasteur - Km 149/Purbaleunyi Toll Road). It is in West Java Province passing through 2 regecies which are Bandung Cities and Bandung Regency.

The concept of the toll road concession includes the Pasupati Bridge operational and maintenance scope which will create a completion of Bandung Inner City toll road network in toll system (Pasteur to Padaleunyi Toll Road Km 149).

### 2.3. Project Objectives

The Objectives of Bandung Intra Urban Toll Road/ BIUTR are as follows:

1. Solution to the congestion problem that has been occurring in the Bandung urban area due to the BIUTR's connection with Pasteur Exit at the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road and plan of the Cileunyi - Sumedang - Dawuan (Cisumdawu) Toll Road as the function to break the continuous movement traffic so the trace will not mixed with the movement of local Bandung traffic which are currently served by the Padaleunyi Toll Road.
2. Provide an alternative option as well as additional vehicle capacity for the east-west movement corridor which is currently experiencing oversaturation.
3. Improving the surrounding economy and become supporting accessibility to Bandara Kertajati.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for South Tangerang Waste to Energy are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 18,1 Km |
| 2 | Design Speed (main and junction) | 60 Km/Hr |
| | Design Speed (access and ramp) | 40 Km/Hr |
| 3 | Lane Width | 3,5 m |
| 4 | Outer Shoulder Width | 2,5 m |
| 5 | Inner Shoulder Width | 0,75 m |
| 6 | Median Width (including inner shoulder) | 3 m |

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

Based on the planned schedule, AMDAL study will be conducted during Q3 2024-Q3 2025 after the finalization of Final Business Case (FBC).

## 6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARAP study will be conducted during Q4 2024-Q1 2025.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 839.33 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

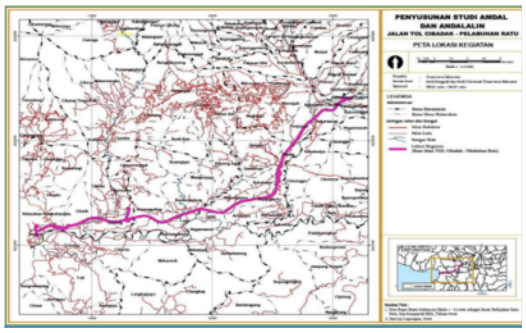
This project requires government supports in and the form of construction support and Government Guarantee.

## 9. Contact Information

Name : Ira Ariani Chaerunisa
Position : Head of Investment Plan Legalization Sub-Directorate
Phone : +6221 - 7264375
Email : direktorat.ppijj@pu.go.id

# Cibadak-Pelabuhan Ratu Toll Road

Location: West Java




## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The Cibadak – Palabuhan Ratu Toll Road is 34,23 km in length which connected to the Ciawi – Sukabumi Toll Road, the National Road, the planned Ujungkulon – Palabuhan Ratu and Palabuhan Ratu – Cidaun Toll Roads. The Cibadak – Palabuhan Ratu Toll Road aims to increase accessibility of the Palabuhan Ratu tourist area, Ciletuh Geopark, Bayah Geopark and Cikidang SEZ. The Cibadak – Palabuhan Ratu Toll Road is planned to be divided into 4 segments, namely Segment 1 (JC Cibadak – SS Warungkiara), Segment 2 (SS Warungkiara – SS Bantargadung), Segment 3 (SS Bantargadung – SS Palabuhan Ratu), and Segment 4 (SS Palabuhan Ratu – JC Palabuhan Ratu ).

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 331.6 Million**

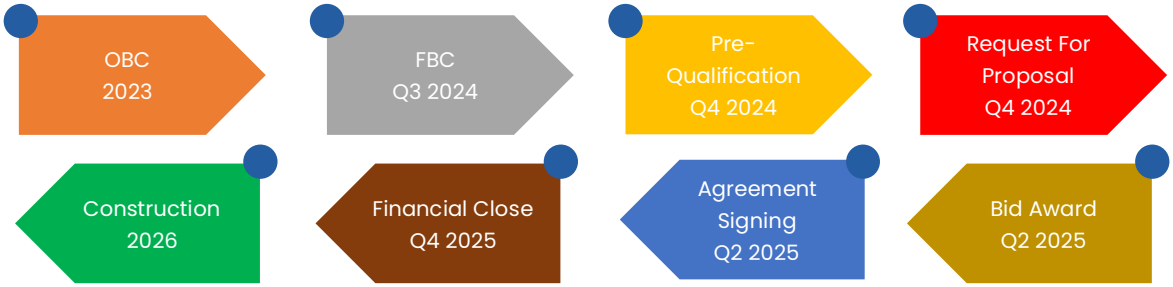
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

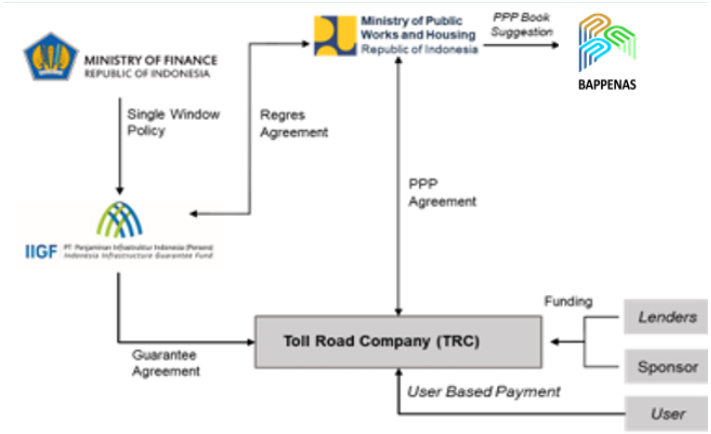
50 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


Picture 1 – Cibadak – Pelabuhan Ratu Toll Road

### 2. The Opportunity

2.1. Project Background

The location of the business plan and/or activities is in Sukabumi Regency, West Java Province, which will cross 5 (five) sub-districts and 17 (seventeen) villages. The following are the areas that are predicted to be covered by the 34.23 km long Cibadak - Palabuhan Ratu toll road construction plan.

| No | City/Regency | No | District | No | Villages |
|---|---|---|---|---|---|
| 1 | Sukabumi Regency | 1 | Nagrak | 1 | Balekembang |
| | | 2 | Cibadak | 1 | Cihelang Tonggoh |
| | | | | 2 | Cibadak |
| | | | | 3 | Sekarawangi |
| | | | | 4 | Tenjojaya |
| | | 3 | Warungkiara | 1 | Ubrug |
| | | | | 2 | Sukaharja |
| | | | | 3 | Bojongkerta |
| | | | | 4 | Sirnajaya |
| | | | | 5 | Warungkiara |
| | | 4 | Bantargadung | 1 | Bantargadung |
| | | | | 2 | Bantargebang |
| | | | | 3 | Bojonggaling |
| | | 5 | Palabuhan Ratu | 1 | Tonjong |
| | | | | 2 | Pasirsuren |
| | | | | 3 | Citarik |
| | | | | 4 | Jayanti |

2.2. Project Description

The Cibadak – Palabuhan Ratu Toll Road is 34,23 km in length which connected to the Ciawi – Sukabumi Toll Road, the National Road, the planned Ujungkulon – Palabuhan Ratu and Palabuhan Ratu – Cidaun Toll Roads.

The Cibadak – Palabuhan Ratu Toll Road aims to increase accessibility of the Palabuhan Ratu tourist area, Ciletuh Geopark, Bayah Geopark and Cikidang SEZ.

2.3. Project Objectives

The Objectives of Bandung Intra Urban Toll Road/ BIUTR are as follows:

1. The Cibadak – Palabuhan Ratu Toll Road is planned to be divided into 4 segments, namely Segment 1 (JC Cibadak – SS Warungkiara), Segment 2 (SS Warungkiara – SS Bantargadung), Segment 3 (SS Bantargadung – SS Palabuhan Ratu), and Segment 4 (SS Palabuhan Ratu – JC Palabuhan Ratu).
2. Provide an alternative option as well as additional vehicle capacity which is currently experiencing oversaturation.
3. Improving the surrounding economy and become supporting accessibility to Palabuhan Ratu tourist area, Ciletuh Geopark, Bayah Geopark and Cikidang SEZ.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Cibadak - Pelabuhan Ratu Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 34.23 Km |
| | Segment 1 | 10.615 Km |
| | Segment 2 | 15.666 Km |
| | Segment 3 | 5.665 Km |
| | Segment 4 | 2.282 Km |
| 2 | Design Speed (main and junction) | 80 Km/Hr |
| | Design Speed (access and ramp) | 40 Km/Hr |
| 3 | Lane Width | 3.6 m |
| 4 | Outer Shoulder Width | 3 m |
| 5 | Inner Shoulder Width | 1.5 m |
| 6 | Median Width (including inner shoulder) | 5.5 m |

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

AMDAL study will be conducted after the finalization of Final Business Case (FBC).

## 6. Land Acquisition and Resettlement Action Plan

The estimated land requirement for the Cibadak-Palabuhan Ratu Toll Road is 527.7 Ha.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 331.6 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

This project indicates the need for government supports in terms of construction support and Government Guarantee.

## 9. Contact Information

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# Demak-Tuban Toll Road

Location: Central Java and East Java

## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The project involves the construction of a 179.55 km toll road connecting Demak and Tuban, which aims to support Presidential Regulation Number 79/2019 and Presidential Regulation Number 80/2019, while fostering economic and regional growth. This toll road will feature 7 interchanges and 1 junction, enhancing connectivity and accessibility in the area.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 3,307.13 Million**

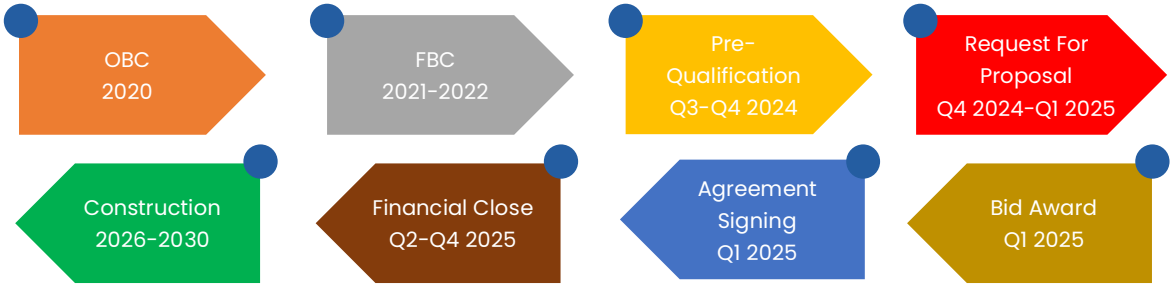
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

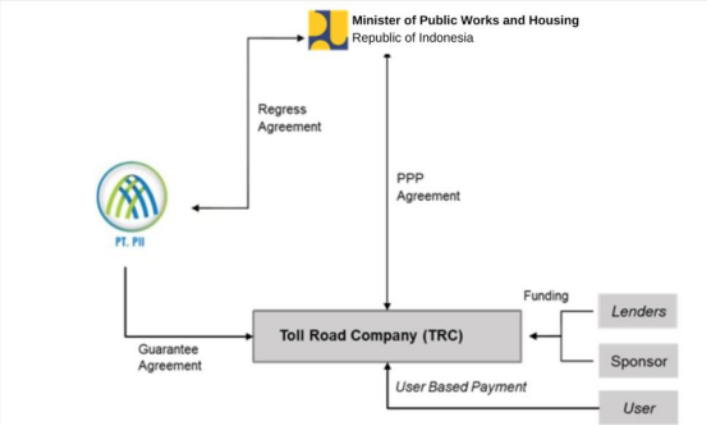
50 years

## Indicative Project Schedule

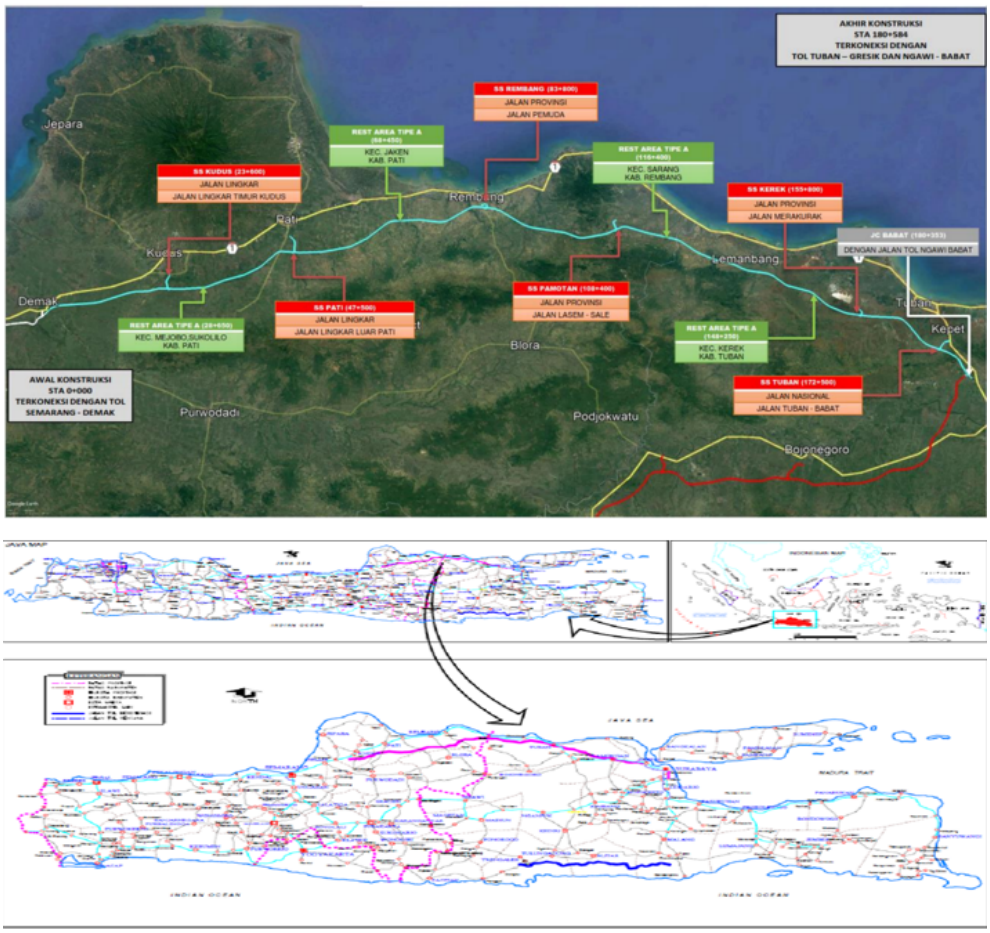
Project Status: Final Business Case



## Indicative Project Structure




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




Picture 1 – Demak-Tuban Toll Road Route

## 2. The Opportunity

2.1. Project Background

Demak-Tuban Toll Road is the continuation of Semarang-Demak Toll Road, the planned Ngawi-Bojonegoro-Babat Toll Road, and the planned Tuban-Gresik Toll Road. The existence of this toll road will eliminate the missing link for north side of the trans java toll road network. Demak-Tuban Toll Road will support Presidential Regulation Number 79/2019 and Presidential Regulation Number 80/2019.

2.2. Project Description

Demak-Tuban Toll Road is in the administrative area of Central Java Province and East Java Province which connect Demak Regency and Tuban Regency. This toll road is equipped with 6 interchanges and 1 junction. Demak-Tuban Toll Road will be constructed in two stages, the first stages included Section 1,2,3,7 and constructed in 2026 (total length 93 Km) while the rest (87 Km, Section 4,5,6) will be constructed in 2030.

2.3. Project Objectives

The objectives of Demak-Tuban Toll Road are as follows:

- To support the implementation of Presidential Regulation Number 79/2019;
- To support the implementation of Presidential Regulation Number 80/2019;
- To complete the toll road network of north side trans java;
- To increase the development of areas that are passed by toll roads; and
- To support the regional economic growth.

## 3. Business Entity's Scope of Work

Design - Build – Finance - Operate - Maintenance - Transfer

Business entities shall be responsible to perform the toll road project, including design, financing, construction, operation, and maintenance during the concession period.

## 4. Technical Specification

The technical specifications for Demak-Tuban Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 179.55 km |
| 2 | Design Speed | 100 km/hr |
| 3 | Number of Lane Initial Stage | 2x2 |
| 4 | Number of Lane Final Stage | 2x3 |
| 5 | Lane Width | 3.60 m |
| 6 | Outer Shoulder Width | 3.00 m |
| 7 | Inner Shoulder Width | 1.50 m |
| 8 | Median Width (including inner shoulder) | 5.50 m |
| 9 | Interchange | IC Kudus, IC Pati, IC Rembang, IC Pamotan, IC Kerek, IC Tuban, JC Babat |

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

AMDAL study is currently in process by the Ministry of Public Works and Housing as the GCA.

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition plans have been made with a cost of approximately USD 315.79 Million.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 3,307.13 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

The project indicates the need for government support in terms of construction support 1,1% (IDR 395 M) and Government Guarantee.

## 9. Contact Information

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# East-South Surakarta Ring Road

Location: Central Java


## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The construction of the 35,59 km East-South Surakarta Ring Road aims to reduce traffic congestion in the city by diverting heavy vehicle routes, which will also improve the connectivity of the Greater Solo area, especially the City of Surakarta with the City of Yogyakarta. The development of this toll road network will be part of the Solo Raya ring road which will also connect the Solo – Ngawi Toll Road with the Solo – Yogyakarta – NYIA Kulon Progo Toll Road.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 497.8 Million**

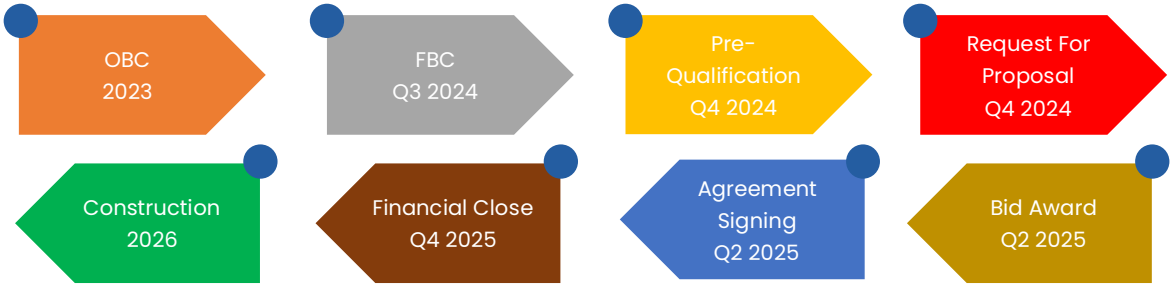
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

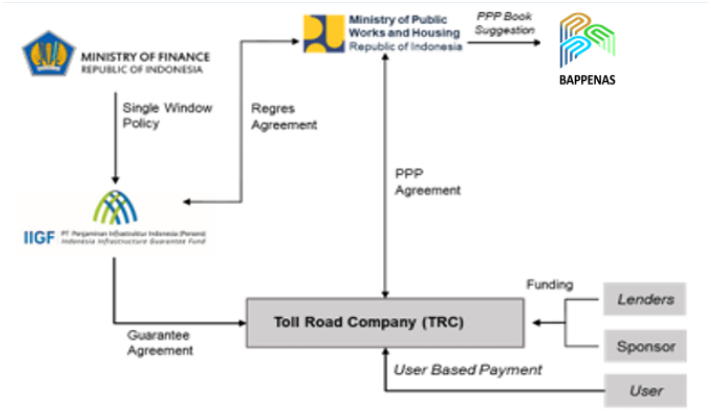
50 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


Picture 1 – East-South Surakarta Ring Road

### 2. The Opportunity

2.1. Project Background

The construction of the East-South Surakarta Ring Road provides value quite good economic feasibility if operational in 2026. Construction of the East-South Surakarta Ring Road has been underway since 2016 with the aim of unraveling traffic jams in the city by diverting heavy vehicle lanes.

Overall, level economic feasibility indicators for the construction of the East – South Surakarta Ring Road is 19.15%. This value is quite good which indicates that the construction of the toll road The East – South Surakarta Ring Road is economically feasible to build.

The development of alternative planned routes for the East – South Surakarta Ring Road is studied taking into consideration the optimization of the shortest distance, land availability, soil conditions and structure be the main focus in selecting the best alternative route.

### 2.2. Project Description

The East-South Surakarta Ring Road includes the Surakarta City area and its surroundings (Solo Raya) which includes the City of Surakarta, Karanganyar Regency, Sukoharjo Regency, and Klaten Regency.

The East-South Surakarta Ring Road starts at Kebakkramat, Karanganyar towards Palur Village, Bekonang, Gadingan, Plumbon, Wirun, Tegalmade in Mojalaban District. Then across Karangwuni Village and Pranan Village in Polokarto District. Next, pass through the Bulakrejo Village in Sukoharjo District, Parangjoro Village in Grogol District towards the Village area Mancasan, Menuran in the Baki District area and ending in Sanggung Village, Gatak District.

### 2.3. Project Objectives

The Objectives of East-South Surakarta Ring Road are as follows:

Development of alternative route plans for the East – South Surakarta Ring Road developed by considering several things as follows,

- Regional development and regional economy of Solo Raya which consists of 7 regions including Surakarta City, Boyolali Regency, Kab. Sukoharjo, Kab. Karanganyar, Kab. Wonogiri, Kab. Sragen, and Kab. Klaten;
- Connectivity between areas within Solo Raya which forms a ring and radial network with Surakarta City as the central point;
- Connectivity of the Solo Raya area, especially the City of Surakarta, with the DIY City of Yogyakarta historically very strong (cultural, social, economic);
- Conception of a toll road network development plan where the existing toll road (Toll Solo – Ngawi) and the current plan for the Solo - Yogyakarta - NYIA Kulon Progo Toll Road already under construction;
- Integration of the regional road network (arterial and toll roads) with the arterial and toll road networks in Java Island.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for South-Eastern Ring Road of Surakarta are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 35.59 Km |
| 2 | Design Speed (main and junction) | 100 Km/Hr |
| | Design Speed (access and ramp) | 40 Km/Hr |
| 3 | Lane Width | 3.6 m |
| 4 | Outer Shoulder Width | 3.5 m |
| 5 | Inner Shoulder Width | 1.5 m |
| 6 | Median Width (elevated with a concrete barrier) | 3.80 m (1.50 + 0.8 + 1.50) |

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

AMDAL study will be conducted after the finalization of Final Business Case (FBC).

### 6. Land Acquisition and Resettlement Action Plan

The time sequence of the development process is assumed to be carried out sequentially: Feasibility studies and initial design are then continued with Detail Engineering Design activities (DED), environmental studies (AMDAL), and land acquisition processes carried out within the period the next two to five years.

### 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 497.8 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

### 8. Government Support and Guarantee

This project indicates the need for government supports in terms of construction support and Government Guarantee.

### 9. Contact Information

Name : Zamhur Rimaldi
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# Samarinda-Bontang Toll Road

Location: North Kalimantan

## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The project is to construct 95,6 km toll road of Samarinda – Bontang which will be connected to the Balikpapan – Samarinda Toll Road at the Palaran Junction and end at the Bontang- Sangatta national road. The construction of this toll road aims to help accelerate the growth of regional and local activity centers. This toll road section will be connected to New Samarinda Airport, Mahkota II Bridge, Bontang Lestari or the Bontang City Government center, and the industrial cluster area.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 2,521.53 Million**

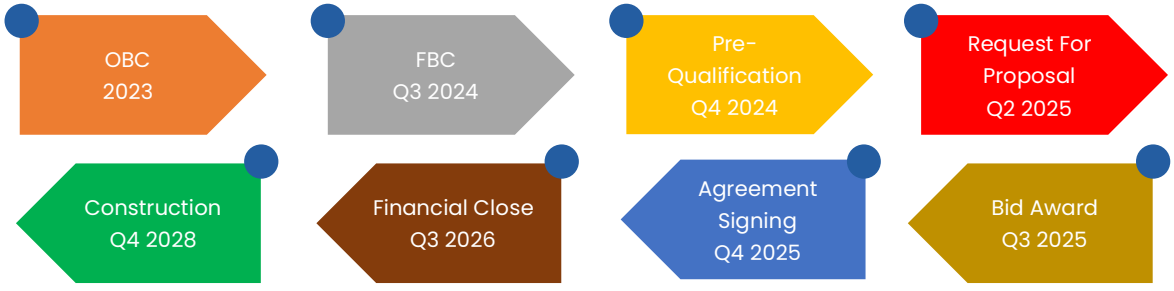
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

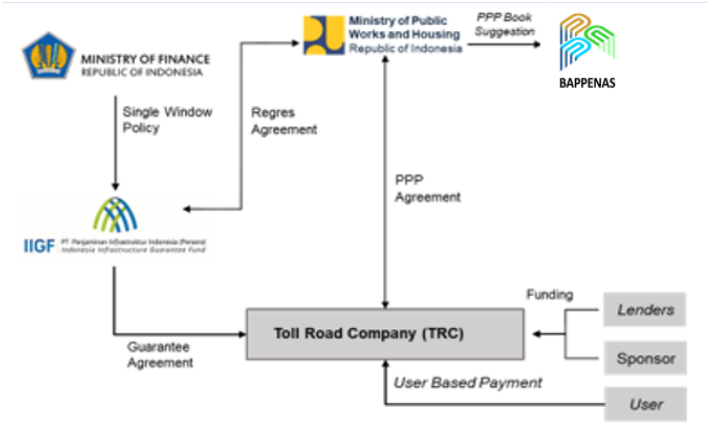
50 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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

Picture 1 – Samarinda - Bontang

### 2. The Opportunity

2.1. Project Background

The Samarinda - Bontang Toll Road section is part of the Toll Road network Trans Kalimantan which has been adjusted and is in line with the network system national road across East Kalimantan. The Samarinda - Bontang Toll Road Plan is administratively located in the province of East Kalimantan, with the following regencies/cities as following:

a. Samarinda City
b. Kutai Kartanegara Regency
c. East Kutai Regency
d. Bontang City

2.2. Project Description

The project is to construct 95,6 km toll road of Samarinda – Bontang which will be connected to the Balikpapan – Samarinda Toll Road at the Palaran Junction and end at the Bontang- Sangatta national road.

2.3. Project Objectives

The construction of this Toll Road aims to help accelerate the growth of regional and local activity centers. This toll road section will be connected to New Samarinda Airport, Mahkota II Bridge, Bontang Lestari or the Bontang City Government center, and the industrial cluster area.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Samarinda-Bontang Toll Road as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 95,615 Km |
| 2 | Design Speed (main and junction) | 100 Km/Hr |
| | Design Speed (access and ramp) | 40 Km/Hr |
| 3 | Lane Width | 3.6 m |
| 4 | Outer Shoulder Width | 3 m |
| 5 | Inner Shoulder Width | 1.5 |
| 6 | Median Width (including inner shoulder) | 5.5 m |

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

The AMDAL study has been done by the Ministry of Public Works and Housing in 2024.

## 6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARAP study will be conducted during Q4 2024-Q1 2025.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 2,521.53 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

The project indicates the need for government supports in terms of construction support and Government Guarantee.

## 9. Contact Information

Name : Zamhur Rimaldi
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# Supadio Airport-Kijing Harbor Toll Road

Location: West Kalimantan

## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The construction of the 100,27 km Supadio Airport - Kijing Harbor toll road aims to provide access from Supadio Airport to Kijing Harbor, which connected the logistics distribution network and increasing the efficiency of the flow of people, goods and services. The Supadio Airport – Kijing Harbor Toll Road is planned to be divided into 2 toll sections, namely Section 1 (Pontianak – Pinyuh) and Section 2 (Sei Pinyuh – Kijing Harbor).

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 1,010.2 Million**

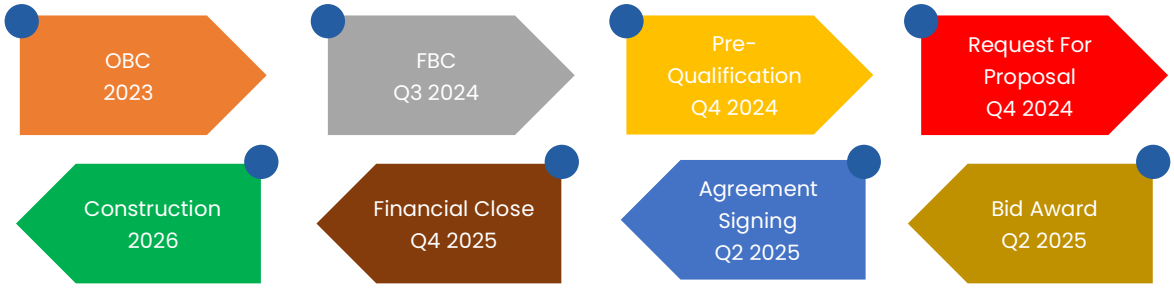
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

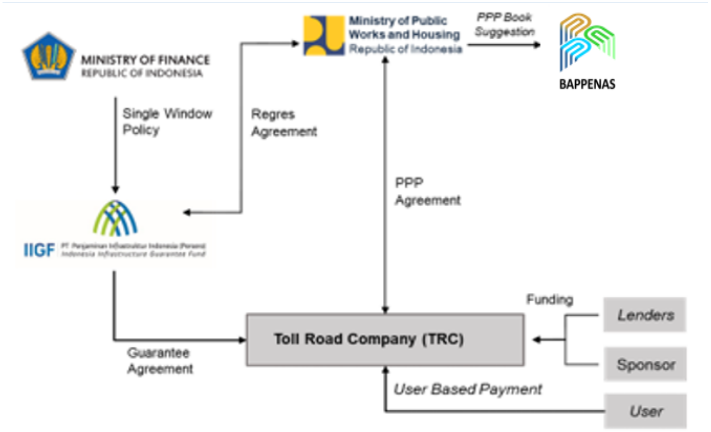
50 years

## Indicative Project Schedule

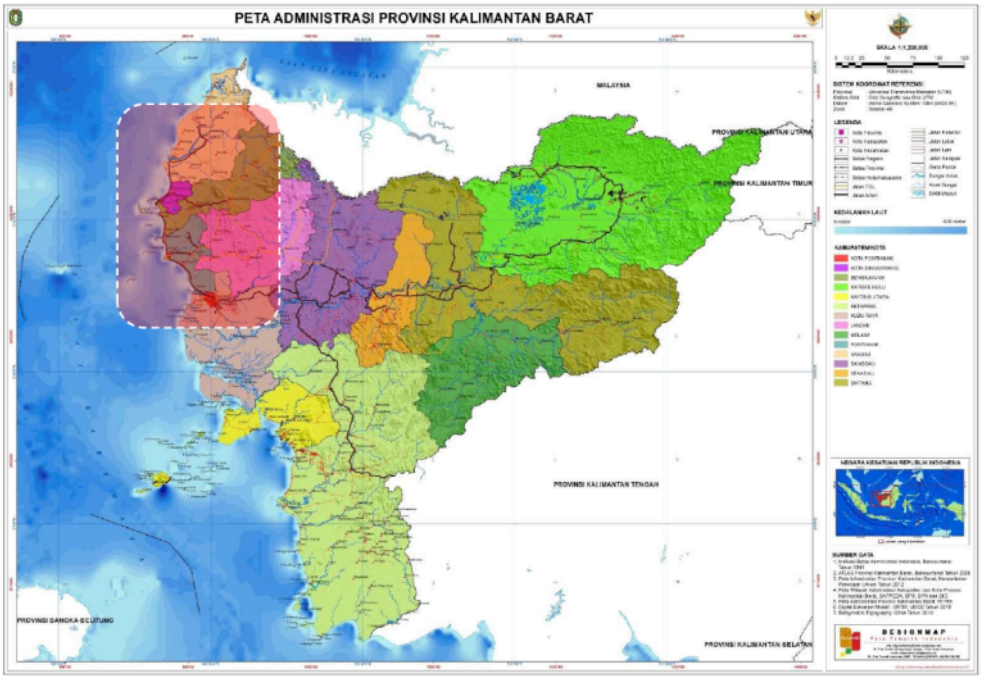
Project Status: Final Business Case



## Indicative Project Structure




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




Picture 1 – Supadio Airport - Kijing Harbor Toll Road

### 2. The Opportunity

2.1. Project Background

Kalimantan Island is one of the islands experiencing rapid development especially in the economic and tourism sectors. One of the freeways plays an important role in supporting the economy in West Kalimantan construction/operation of the Supadio Airport - Harbor Freeway Gravestone.

The expressway can connect logistics and distribution networks increasing the efficiency of the flow of people, goods and services. Connectivity between Supadio Airport and Kijing Port will be disrupted if the current road is not capable longer accommodate traffic growth. Supadio Airport - Kijing Harbor Toll Road is in the administrative area of West Kalimantan Province to be precise in 3 City/Regency areas, namely Pontianak City, Kubu Raya Regency and Mempawah Regency.

2.2. Project Description

The areas designated as study areas are all considered areas affected by the Supadio Airport – International Harbor Toll Road plan, the Kijing is assumed to have an impact on overall movement in the West Kalimantan Province. The study area is divided into several travel zones. For The modeling requirement for each zone above is to be represented by 1 (one) zone center (Centroid) which is connected to the road network via a centroid connector. The planned Supadio Airport – Kijing Harbor toll road has a length of 100.27 km and has access to interchanges in 7 locations, namely:

- Access Supadio Airport
- Ambawang Interchange
- Siantan Interchange
- Batulayang/Wajok Interchange
- Sei Pinyuh Interchange
- Mempawah Interchange
- Kijing Harbor Interchange

2.3. Project Objectives

The Objectives of Supadio Airport – Kijing Harbor Toll Road are as follows:

1. The Supadio Airport – Kijing Harbor Toll Road section is a valuable toll road section very strategic for equal distribution of economic growth, including increasing social relations in the study area.
2. This toll road will be the lifeblood of distribution and relations Logistics for the Southern region (Pontianak, Landak, Kubu Raya and surrounding areas) goes to the node of the new transportation is Kijing International Port.
3. With free roads It is hoped that the two areas can be well connected and transfer circulation goods and services and the distribution of natural resources becomes more equitable and impactful significant impact on community welfare along the network development corridor road.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of = construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Supadio Airport – Kijing Harbor Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 100,27 Km |
| 2 | Design Speed | 80 Km/Hr |
| 3 | Lane Width | 3,6 m |
| 4 | Outer Shoulder Width | 3 m |
| 5 | Inner Shoulder Width | 1,5 m |
| 6 | Median Width (including inner shoulder) | 5,5 m |

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

AMDAL study will be conducted after the finalization of Final Business Case (FBC).

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition Costs are estimated to include the necessary parts as Road Owned Space (Rumija) both in its current condition (initial stage) and also at final stage conditions or when widening is needed to increase capacity road.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 1,010.2 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

This project indicates the need for government supports in terms of construction support and Government Guarantee.

## 9. Contact Information

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# Tuban-Babat-Lamongan-Gresik Toll Road

Location: East Java

## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

Tuban – Babat – Lamongan - Gresik toll road will form a crucial linkage along the northern coast of Java Island, connecting Surabaya, Semarang, and Jakarta. The primary purpose of this toll road is to enhance accessibility, particularly for PT Pertamina Rosneft's Tuban Oil Refinery development plan and the Gresik Special Economic Zone (SEZ).

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 1,555.33 Million**

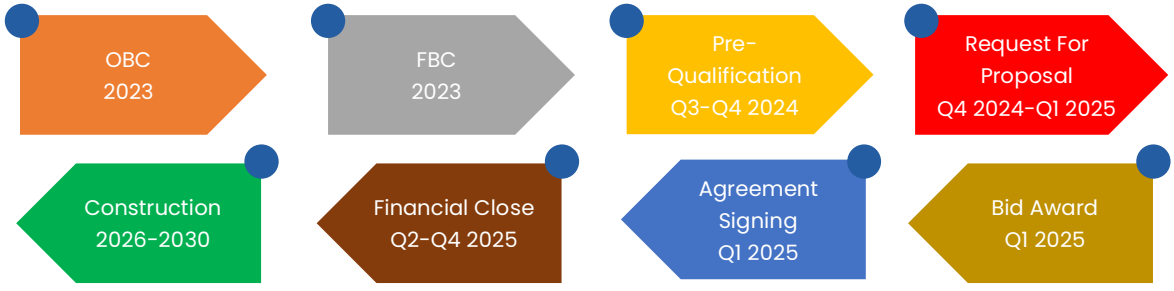
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

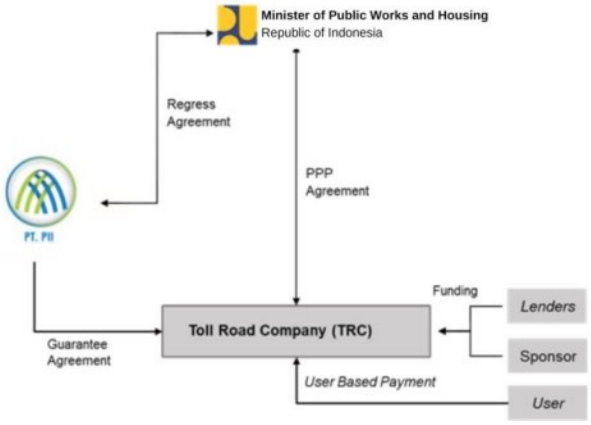
50 years

## Indicative Project Schedule

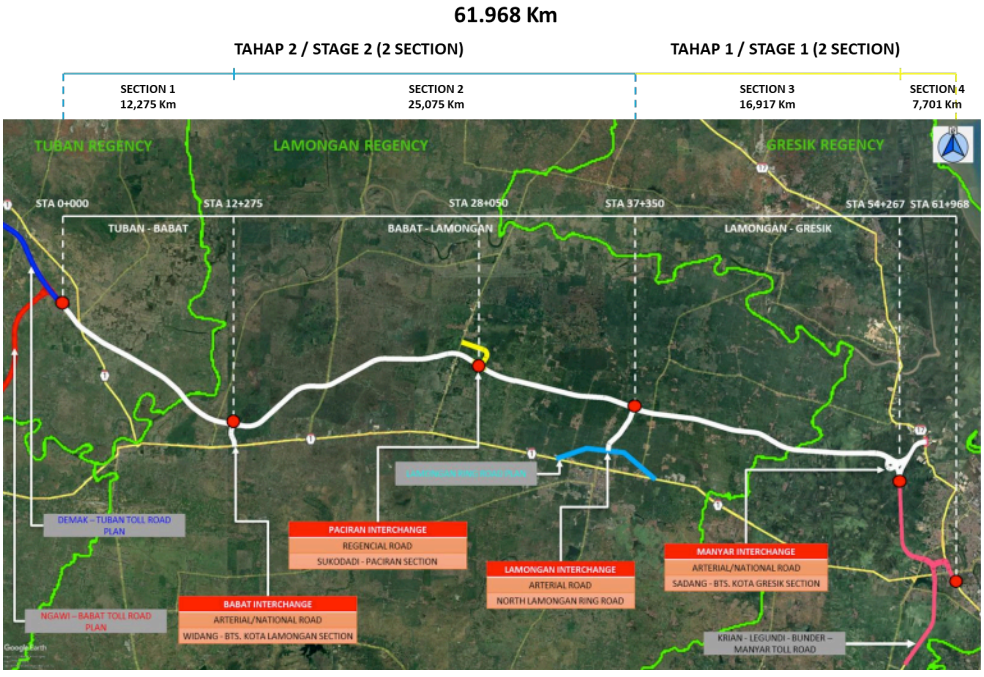
Project Status: Final Business Case



## Indicative Project Structure




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




Picture 1 – Tuban-Babat-Lamongan-Gresik Toll Road Route

## 2. The Opportunity

2.1. Project Background

The planned toll road connected supporting cities of Surabaya, which are Tuban, Lamongan and Gresik. The planned toll road will be connected to the Demak-Tuban Toll Road plan, Ngawi-Babat Toll Road plan, and the existing Krian-Legundi-Bunder-Manyar Toll Road and Surabaya-Gresik Toll Road.

Tuban-Babat-Lamongan-Gresik Toll Road supporting Presidential Regulation Number 80 of 2019 concerning the acceleration of economic development in the Gresik-Bangkalan-Mojokerto-Surabaya-Sidoarjo-Lamongan area,the Bromo - Tengger- Semeru Area, as well as the wiles circle and southern cross area.

2.2. Project Description

Tuban-Babat-Lamongan-Gresik Toll Road length 61,97 Km (Section Tuban-Gresik 54,31 Km and including the length of Section IV Bunder-Manyar 7,7 Km). Tuban-Gresik Toll Road will be constructed in two stages, the first stages included Section 3-4 and constructed in 2026 (total length 24,62 Km) while the rest (37,35 km, Section 1-2) will be constructed in 2030.

It is in East Java Province passing through 3 regencies, Tuban regency, Lamongan regency and Gresik regency. The toll road will be connected to 2 planned toll roads and 2 existing toll roads. It would complete the connection of the toll road in Java island.

2.3. Project Objectives

The Objectives of Tuban-Babat-Lamongan-Gresik Toll Road are as follows:

1. Supporting Presidential Regulation Number 80 of 2019 concerning the acceleration of economic development in the Gresik-Bangkalan-Mojokerto-Surabaya-Sidoarjo-Lamongan area, the Bromo-Tengger-Semeru Area, as well as the wiles circle and southern cross area.
2. Supporting accessibility of Special Economic Zone Gresik and PT Pertamina Rosneft's Tuban Oil Refinery Development Plan (Strategic National Plan)
3. Improving the surrounding economy and become a national level trade traffic

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of construction, financing, operation, and maintenance of all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for South Tangerang Waste to Energy are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 61,97 Km (Section Tuban-Gresik 54,31 Km and including the length of Section IV Bunder-Manyar 7,7 Km) |
| 2 | Design Speed | 80 Km/hr |
| 3 | Number of Lane (initial and final stage) | 2x2 |
| 4 | Lane Width | 3,6 m |
| 5 | Outer Shoulder Width | 3 m |
| 6 | Inner Shoulder Width | 1 m |
| 7 | Median Width (including inner shoulder) | 4,5 m |
| 8 | Interchange/Junction | IC Babat (STA 12+275), IC Paciran (STA 28+050)*will be stage-wise constructed, IC Lamongan (STA 37+350), IC Manyar (STA 53+225) |

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

AMDAL study is currently in process by the Ministry of Public Works and Housing as the GCA.

## 6. Land Acquisition and Resettlement Action Plan

LARAP study is currently being conducted this year (2024).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 1,555.33 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

The project indicates the need for government support in terms of construction support (IDR 383 Million or USD 25,349 Million) and Government Guarantee.

## 9. Contact Information

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BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Drinking Water

- **Provision of Access to Clean and Safe Drinking Water and Sanitation**
  1. Development of Jatigede Regional Water Supply System
  2. Development of Sinumbra Regional Water Supply System
  3. Ir. H. Djuanda Regional Water Supply (Jatiluhur II)

- **Provision of Access to Clean Safe Drinking Water and Sanitation in Urban Areas**
  1. Development Development of Drinking Water Supply System for Denpasar City
  2. Lau Biang Lau Dah (Karo) Water Supply System

Source: kpbu.kemenkeu

# Development of Jatigede Regional Water Supply System

Location: West Java

## Sector: Drinking Water

Government Contracting Agency:
Governor of West Java

Implementing Agency:
PT Tirta Jabar (PT Tirta Gemah Ripah)

Preparation Agency:
Government of West Java & PT Tirta Jabar (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Water Supply System

### Description

The Jatigede Water Supply Project is designed to address the growing water demand in West Java by increasing the water supply capacity. The project serves as a water source for five regional areas: Sumedang Regency, Majalengka Regency, Cirebon Regency, Indramayu Regency, and the City of Cirebon. The project aims to provide a drinking water capacity of 2,000 liters per second (lps) at Kadipaten in Majalengka Regency. This increased capacity will ensure a reliable and sufficient water supply to meet the needs of the communities in the respective regions.

### Financial Feasibility

FIRR: 10.4%
EIRR: 14.2%
NPV: Under Calculation

### Capital Expenditure:
**USD 224.86 Million**

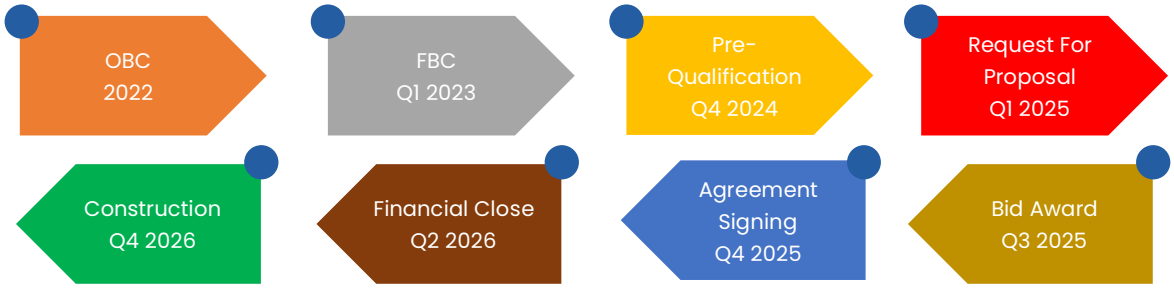
### Operational Expenditure:
**USD 138.32 Million**

### Estimated Concession Period:

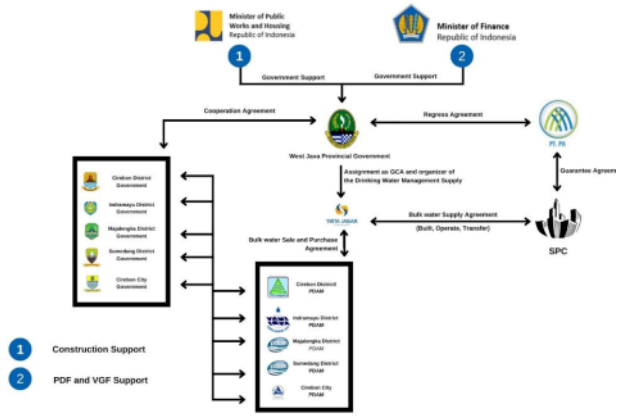
30 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


Picture 1 – Layout of Jatigede Water Supply System

### 2. The Opportunity

2.1. Project Background

The implementation of regional Water Supply is one of the efforts for a more efficient and adequate water supply in terms of technical and economic aspects. In addition, the limited funding sources for the water supply implementation would be carried out through the Public Private Partnership scheme.

Jatigede Regional Water Supply is a National Strategic Project, where the governments both central and regional will coordinate and establish a series of policies to accelerate the implementation of the project.

2.2. Project Description

The service area for Jatigede regional water supply are as follows:

1. Sumedang Regency;
2. Majalengka Regency;
3. Cirebon sub Regency;
4. Indramayu Regency; and
5. Cirebon city

Jatigede regional water supply will be implemented by the DBFOMT mechanism. The scope of activities that will be cooperated for the Jatigede Regional Water Supply include:

1. Special Purpose Company sell treated water (bulk water) to PDAM through GCA using the 'take or pay' method;
2. Target Area: Sumedang sub district, Majalengka sub district, Indramayu sub district, Cirebon sub district, Cirebon city;
3. Water treatment plant phase I: 3 x 500 lps;
4. Main distribution network: 150.3 km;

The distribution reservoir has three locations at each off-taker (Tomo, Jatitujuh, and Jatiwangi). WTP will be located in Kadipaten. The production capacity of 1,500 lps consists of 3 WTPs with a capacity of 500 lps. Each WTP consists of processing units: coagulation, flocculation, sedimentation and filtration. The construction phase is planned to be carried out in 2020 for three years and will start operating in 2022.

2.3. Project Objectives

The objective of Jatigede Water Supply is to provide clean water services to the community in the service area.

## 3. Business Entity's Scope of Work

Design - Build – Finance – Operate - Maintenance - Transfer

Roles and responsibilities of business entity are as follows:

a. To build and manage Water Treatment Plants and ensure low water production losses;
b. To build and manage bulk water transmission pipeline, ensure low water losses on the transmission unit, and perform maintenance of transmission pipelines.
c. To build, manage, and maintain distribution reservoirs, including the main water meter.

## 4. Technical Specification

The technical specifications for Jatigede Regional Water Supply are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Intake | |
| | 1. Construction | Reinforced Concrete |
| | 2. Pump Capacity | 3 X 550 lps |
| 2 | Water Treatment Plant | |
| | 1. Construction | Reinforced Concrete |
| | 2. Capacity | 3 X 550 lps |

| No | Facilities | Capacity |
|---|---|---|
| 3 | Transmission Pipe | |
| | 1. Capacity | 1,500 lps |
| | 2. Maximum Pressure | 60 - 80 m water column |
| | 3. Minimum Pressure | 5 - 10 m water column |
| 4 | NRW | |
| | 1. Intake | 2% |
| | 2. Production Facilities | 5% |
| | 3. Transmission Pipeline | 1-2% |
| 5 | Operation time | 24 hours/day |
| 6 | Water Quality | Minister of Health Regulation No. 49/2010 and WHO Guidelines for Drinking Water Quality, 2011 |
| 7 | Material Standard | Indonesia: SNI International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS |
| 8 | Continuity of supply | Indonesia: SNI International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS |
| | 1. The average duration of the termination | 1 hour in 24 hours |
| | 2. Termination of operations for maintenance | 2 days in 365 days |
| | 3. Termination of operations due to electrical interference | 1 day in 365 days |
| 9 | Monitoring system | SCADA |
| | 1. Centralized automatic system | |
| | 2. Meter system | |
| | 3. Communication system | |

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

The AMDAL study has been done by the Housing and Settlement Agency, West Java Province since 2018. However, based on the OBC document, due to a change in location and a large capacity of 2,000 lps of the Intake, the Agency needs to revise the AMDAL of Jatigede Regional Water Supply and propose the environmental permit from the West Java Governor.

## 6. Land Acquisition and Resettlement Action Plan

In Jatigede Regional Water Supply, the initial identification of the project development intake location, transmission pipeline, and the reservoirs is as follows:

| No. | Land Purpose | Land Area (ha) | Land Ownership |
|---|---|---|---|
| 1. | Intake located in Cilutung | 0.89 ha | Owned by BBWS Cimanuk- Cisanggarung |
| 2. | Raw water Transmission Pipeline | 4.58 ha | Owned by BBWS Cimanuk- Cisanggarung, National road, village and community land |
| 3. | WTP Located in Kadipaten (including reservoir) | 5.03 ha | Owned by West Java Provincial Government |
| 4. | Pipeline (from WTP to each reservoir) | Total area 20.42 ha | 2.74 will be placed on Inspeksi irigasi road 0.84 will be placed on Rumija Toll land |

| No. | Land Purpose | Land Area (ha) | Land Ownership |
|---|---|---|---|
| 5. | Tomo Reservoir | 0.09 ha | Owned by Sumedang Regency |
| 6. | Jatiwangi Reservoir | 0.09 ha | Owned by Majalengka Regency |
| 7. | Jatitujuh Reservoir | 0.12 ha | Owned by Majalengka Regency |
| 8. | Jatibarang Reservoir | 0.12 ha | Owned by Indramayu Regency |
| 9. | Krangkeng Reservoir | 0.16 ha | Owned by Indramayu Regency |
| 10. | Babadan Reservoir | 0.08 ha | Owned by Cirebon Regency |
| 11. | Kepompongan Reservoir | 0.25 ha | Owned by Cirebon City |

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 224.86 Million |
| Operational Expenditure | USD 138.32 Million |
| FIRR | 10.4% |
| EIRR | 14.2% |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

The project is indicated to require government support,from the Ministry of Public Works and Housing and VGF from the Ministry of Finance. This project will also require Government Guarantee.

## 9. Contact Information

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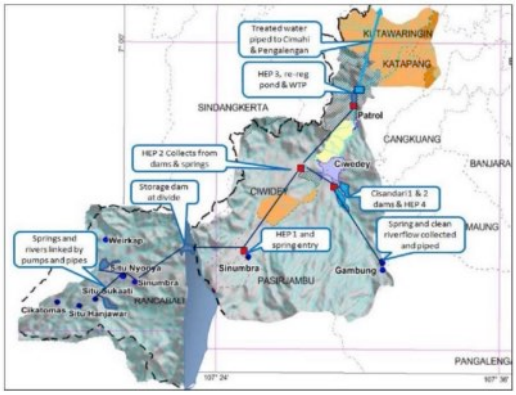
# Development of Sinumbra Regional Water Supply System

Location: West Java




## Sector: Drinking Water

Government Contracting Agency:
Governor of West Java Province

Implementing Agency:
PT Tirta Jabar (PT Tirta Gemah Ripah)

Initiator:
PT Waskita Karya Infrastruktur and PT Tirta Anugrah Utama

Type of PPP:
Unsolicited

Return of Investment:
User Charge (Take or Pay)

## Sub-Sector: Water Supply System

### Description

The Greater Bandung Metropolitan Regional Water Supply Project West Region-1 Sinumbra (Sinumbra Water Supply) is a Drinking Water Supply System that will supply bulk water to western parts of the Bandung Metropolitan area with a capacity of 1,200 Liters/second to serve 120,000 house connections. The Sinumbra Regional Water Supply System supplies water from 3 springs in Sinumbra Plantation at 1,300-1,428 m asl to Metropolitan Bandung Area (approx. 700 m asl).

### Financial Feasibility

FIRR: 9.34%
EIRR: 12.03%
NPV: USD 13.5 Million

### Capital Expenditure:
**USD 57.59 Million**

### Operational Expenditure:
**USD 57.86 Million**

### Estimated Concession Period:

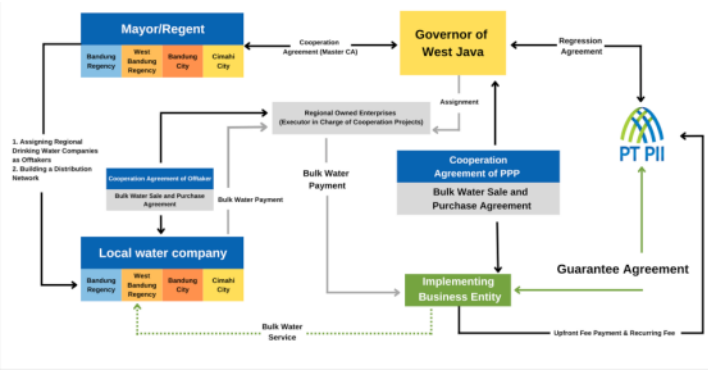
2 years construction and 35 years operation

## Indicative Project Schedule

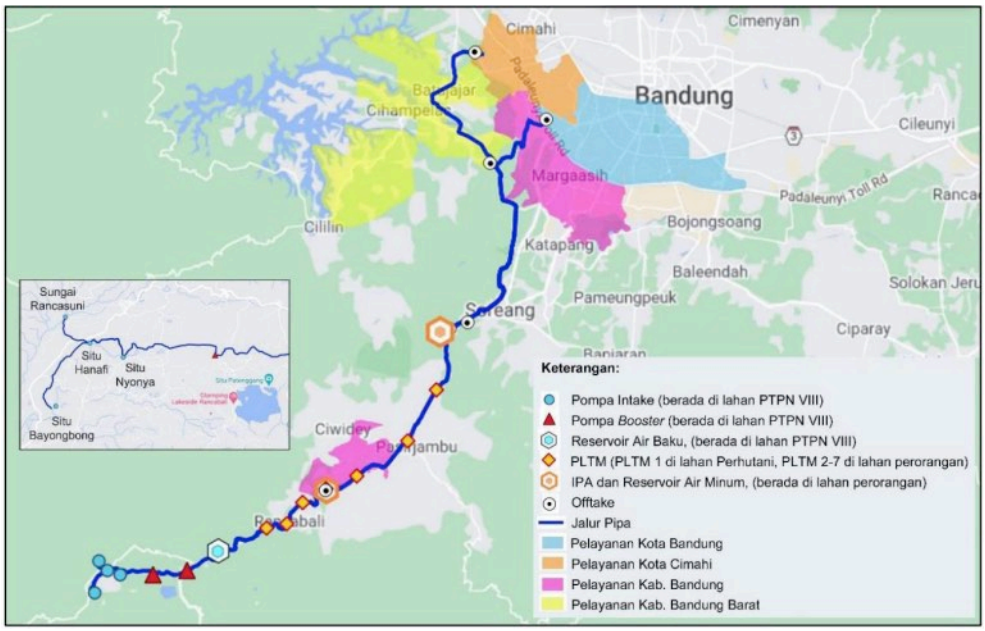
Project Status: Feasibility Study

- Pre-Feasibility Study 2022
- Feasibility Study Q3 2024
- Pre-Qualification Q3 2024
- Request For Proposal Q4 2024
- Bid Award Q1 2025
- Agreement Signing Q2 2025
- Financial Close Q3 2025
- Construction Q1 2026

## Indicative Project Structure




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




Picture 1 – Layout of Sinumbra Water Supply

### 2. The Opportunity

2.1. Project Background

Based on the National Medium-Term Development Plan (RPJMN) for 2020-2024, the Government targets to fulfill 100% of housing with access to safe drinking water and 30% of housing with piped water access. In 2019, access to safe drinking water has reached 89.27% and the coverage of piped drinking water services by Water Company is 22.91%. To fulfill drinking water needs, especially in Metropolitan Bandung Raya, it is planned to develop SPAM Regional Metropolitan Bandung Raya Barat-1 (Sinumbra) by utilizing

raw water sources from several springs and rivers in the Sinumbra tea plantation area, Bandung Regency which has a debit potential of 3,000 liters/second.

2.2. Project Description

The Sinumbra Regional Water Supply is a drinking water infrastructure PPP project with a planned capacity of 1.200 liters/second which will serve Bandung Regency, West Bandung Regency, Cimahi City, and Bandung City, and is included in the Regional Water Supply criteria so that it is the responsibility of the West Java Provincial Government in preparing the development plan of the Sinumbra Regional Water Supply. The number of priorities that must be met by the Government is one of the obstacles in the development of water supply. Therefore, a breakthrough is needed in terms of the obligation to provide basic infrastructure, one of the alternative solutions is through the PPP scheme.

2.3. Project Objectives

The objective of Sinumbra Water Supply is to reduce the gap in drinking water supply shortages in the Greater Bandung Metropolitan area, utilize raw water sources to serve Local water company's or the Regional Government of Bandung City, Cimahi City, Bandung Regency, and West Bandung Regency regionally, and improve drinking water services for ± 580,000 residents through 120,000 new Home Connections.

## 3. Business Entity's Scope of Work

Design - Build – Finance – Operate - Maintenance – Transfer

Project scope is as follows:

1. Build intakes in 3 springs, and produce raw water with a treatment plant and distributing water to 4 offtake reservoirs.
2. The Governor of West Java Province acts as the Government Contracting Agency to sign the PPP Agreement with the Implementing Business Entity. The PPP agreement is a cooperation agreement with the Design – Build – Finance – Operate – Maintainance - Transfer (DBFOMT) grand scheme covering Design, Build, Finance, Operate, Maintain, and Transfer (DBFOMT) for bulk water production units for 30 years concession period granted to Business Entities. Executor.
3. The Implementing Business Entity supplies Bulk Water Supply to 4 (four) Off takers.
4. The Governor of West Java Province assigned the Regional Owned Enterprises of West Java Province (PT. Tirta Gemah Ripah) to act as the Implementing Government Contracting Agency for financial and operational activities, including but not limited to payment of Government Contracting Agency Financial Obligations to Implementing Business Entity and collectors of Local water company Off takers payments to Government Contracting Agency.
5. In organizing the Sinumbra Regional Water Supply System Project, the Governor of West Java Province signed a Regress Agreement with Indonesia Infrastructure Guarantee Fund (IIGF);
6. Indonesia Infrastructure Guarantee Fund (IIGF). then signed a Guarantee Agreement with the Implementing Business Entity to obtain guarantees for the termination and default of the Project;

## 4. Technical Specification

The technical specifications for Sinumbra Water Supply System are as follows:

| No | Component | Design Criteria and Technical Specifications |
|---|---|---|
| 1 | System Capacity | 1.250 L/sec |
| 2 | Water Loss | 50 L/sec (3%-4%) |
| 3 | Bulk Water Sales | 1.200 L/sec |

| No | Component | Design Criteria and Technical Specifications |
|---|---|---|
| 4 | Pipe | |
| | - Standard | ISO, SNI, Ministerial Regulation PU No.18/2007 |
| | - Flowing capacity | Q maximum (1,1 Average requirement) |
| | - Flow speed | 0,3 m/sec (min); 2 m/sec (max) |
| | - Type | Option: HDPE (PE 100), DCIP, dan GRP |
| | - Class | Minimum PN 10, with telescopic design |
| | - Connection | Weld, socket, spigot |
| | - Water hammer | According to needs/ planning, especially for pumping lines and Mini Hydro Power Plant pipelines |
| 5 | Pump | |
| | - Standard | ISO, SNI, DN |
| | - Type | Negative Suction + Self Priming or positive Suction + dry pit |
| | - Redundancy | N + 1 (1 = standby unit) |
| 6 | WTP | |
| | - Processing unit | Rapid sand filter (RSF) and chlorination |
| | - RSF Type | Options: gravity with an open tub/tank, pressure with a closed tub/tank, or a continuous sand filter |
| | - Filtration speed | 15- 20 m/hour |
| | - Chlorination type | Using chlorine gas |
| 7 | Reservoir | |
| | - Type and material | Tank (glass to Steel, with mild steel roof) or concrete with K300 |
| | - Capacity | Raw water reservoir: 7 hours* (30,000 m3) Clean water reservoir: 2 hours (10,000 m3) |
| 8 | Automation System | SCADA (Supervisory Control and Data Acquisition) and online monitoring, with human machine interface (HMI) control room |
| 9 | Real Time Monitoring | Residual chlorine, pH, turbidity, pressure and water flow |
| 10 | Building construction | SNI 2847:2019 concerning Requirements for Structural Concrete for Buildings; SNI 03-6764 -2002 concerning Structural Steel Specifications; SNI 03-6861.2-2002 concerning Specifications of Building Materials; SNI 2052-2017 concerning Concrete Reinforcement |

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

The scope of the area that will be included in the EIA study is the environmental area affected by the Sinumbra Regional Water Supply System Project which includes the location of the intake of raw water sources, booster pumps, raw water reservoirs, Mini-hydro Power Plants, Water Treatment Plants, clean water reservoirs, and piping network.

## 6. Land Acquisition and Resettlement Action Plan

In accordance with the regulations, land acquisition for PPP projects is the government's obligation through the Government Contracting Agency. The land acquisition required for the Sinumbra Regional Water Supply System Project is based on the identification of limited project locations needed for Mini-hydro Power Plants, Water Treatment Plants, clean water reservoirs, and pipelines, including the transfer of State-Owned Enterprises assets (Nusantara Plantation Public Company VIII and State Forestry Public Company.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 57.59 Million |
| Operational Expenditure | USD 57.86 Million |
| FIRR | 9.34% |
| EIRR | 12.03% |
| NPV | USD 13.5 Million |

## 8. Government Support and Guarantee

1. Granting permission to plant pipelines using the open cut method.
2. Development of downstream components or distribution networks so that the target of absorption of bulk water by off takers for 2 (two) years can be achieved.
3. Revitalization of Situ-Situ located around the location of raw water sources/intakes in the Sinumbra Tea Plantation area (Nusantara Plantation Public Company VIII) in order to increase the safety of raw water in the future (30 years).

The Sinumbra Regional Water Supply System PPP project requires a Government Guarantee for the fulfillment of the Government Contracting Agency 's financial obligations caused by risks, including the following:

1. Delays in obtaining licenses or approval permits.
2. Changes in laws and regulations.
3. Violation of the project agreement.
4. There is no integration with the downstream distribution network (delays in the absorption of bulk water).
5. Risks from competing facilities or infrastructure or the emergence of restrictions or changes from the Government Contracting Agency to the agreed service coverage for reasons of matters related to other Cooperation Projects.
6. The non-implementation of tariff adjustments in accordance with the agreed plan in the financial analysis, resulting in reduced Implementing Business Entity profits and/or cash flow due to the difference in payments between the Government Contracting Agency and each off taker.
7. Risk of takeover
8. Risk of default by Government Contracting Agency.
9. Prolonged political events.
10. Prolonged force majeure.

11. Government Contracting Agency unilaterally decides to take over the Project and terminate the PPP Agreement.

In principle, the business entity submits a risk proposal guaranteed by the Government against the risk of default and termination.

## 9. Contact Information

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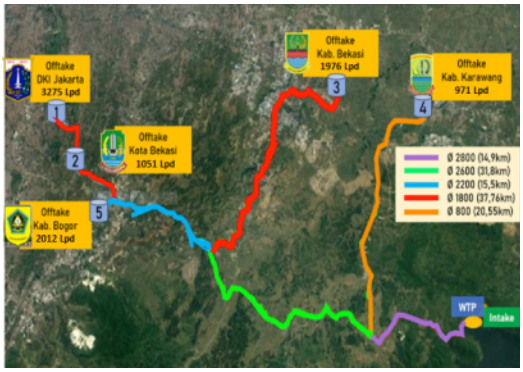
# Ir. H. Djuanda Regional Water Supply (Jatiluhur II)

Location: DKI Jakarta and West Java




## Sector: Drinking Water

Government Contracting Agency:
Upstream: Minister of Public Works and Housing
Downstream: Head of Province/Regency/City

Implementing Agency:
Directorate General of Infrastructure Financing

Initiator:
Varsha and Ranhill (MMVP) Consortium

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Water Supply System

### Description

Ir H Djuanda (Jatiluhur II) project aims to improve water access and service to the public through applying the end-to-end method (construction from upstream to customer connections). Ir. H. Djuanda Water Supply has a production capacity of 6,000 lps, with a raw water capacity around 6,000 lps. The project will serve 4 areas, that consist of: DKI Jakarta (2,911 lps), Bekasi City (1,300 lps), Bekasi Regency (8.64 lps) Bogor Regency (811 lps).

### Financial Feasibility

FIRR : Upstream: 10,7%
Downstream: 11,8%
EIRR : Under Calculation
NPV : Upstream: USD 181,573
Downstream: USD 30,693 – USD 68,813

### Capital Expenditure:
**USD 847.31 Million**

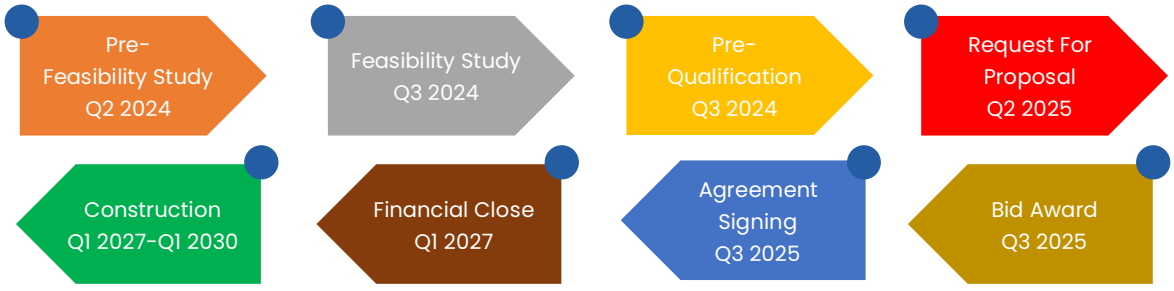
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

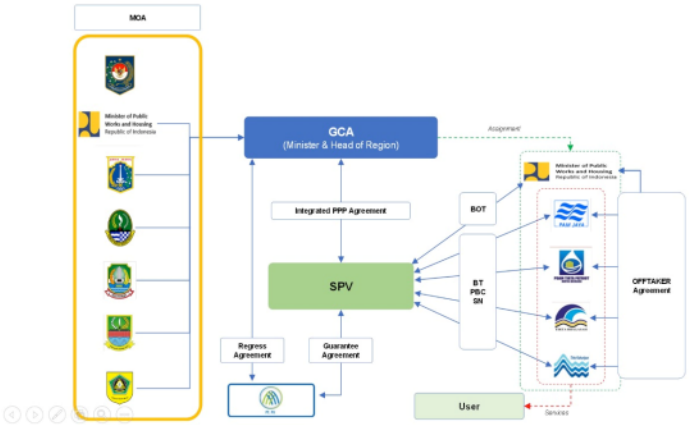
30 years including 2 years of construction (2 phases)

## Indicative Project Schedule

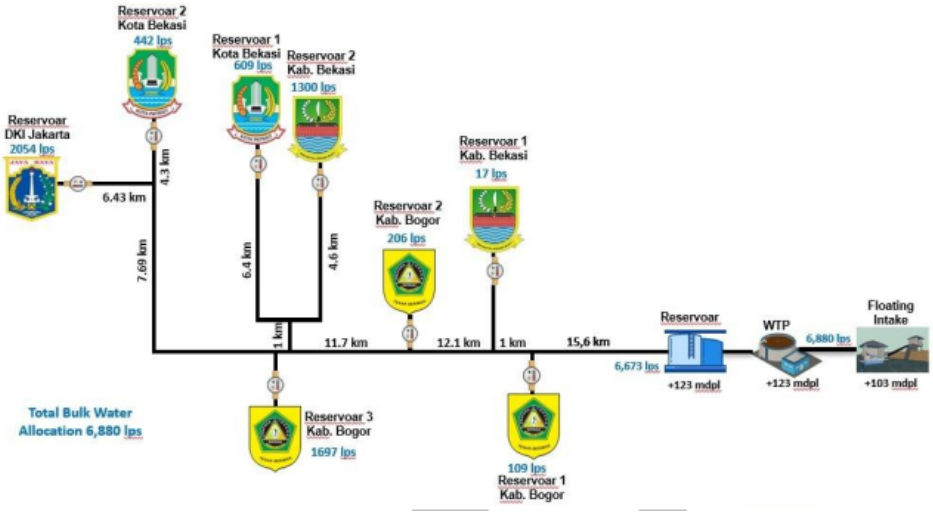
Project Status: Feasibility Study



## Indicative Project Structure




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




Picture 1 – Layout of Ir. H. Djuanda Water Supply

## 2. The Opportunity

2.1. Project Background

Ir. H. Djuanda/Jatiluhur II Regional Water Supply System will used 6.000 lps of raw water from the Jatiluhur Reservoir in Purwakarta Regency, West Java Province. This system will produce 5.940 lps of clean water. Bulk water will be distributed in the areas of DKI Jakarta, Bekasi City, Bekasi Regency, Bogor Regency.

This project is an integration of two different project scopes. The upstream scope is the construction of intake units, treatment plant and water distribution units. The upstream project GCA is the Minister of Public Works and Housing and using a BTO contract. The downstream scope includes the construction of downstream piping networks, new house connections and piping maintenance. The downstream GCA is

the regional head of offtaker. The partnership will use Performance-Based Contract and Trade Credit Contract (Build Transfer).

The Project's goal is to expand the water service by 5% for DKI Jakarta, 10% for Bekasi City, 11% for Bekasi Regency, and 9% for Bogor Regency. The payment mechanism is "take and pay".

### 2.2. Project Description

Ir H Djuanda (Jatiluhur II) project aims to improve water access and service to the public through applying the end-to-end method (construction from upstream to customer connections).

Ir. H. Djuanda Water Supply has a production capacity of 6,000 lps, with a raw water capacity around 7,000 lps. The project will serve 4 areas, that consist of: DKI Jakarta (2,911 lps), Bekasi City (1,300 lps), Bekasi Regency (864 lps), and Bogor Regency (811 lps).

### 2.3. Project Objectives

The objectives of Ir. H. Djuanda Water Supply System are as follows:

- Expanding the water service area by 2.2% for DKI Jakarta, 19.6% for Bekasi City, 7.8% for Bekasi Regency, and 5.6% for Bogor Regency;
- Increasing the economic activity;
- Improving public health by providing drinking water;
- This project also doesn't burden the Government budget because this is an unsolicited project.

## 3. Business Entity's Scope of Work

1. Upstream scope: design, build, finance, operate, maintain, and at the end of the cooperation period hand over all the facilities that have been built to the upstream phase GCA. The Upstream Scope is carried out through a DBFOMT Contract.
2. Downstream scope: design, build, finance, improve distribution networks, provide new connections, maintain, and at the end of the cooperation period, the SPV will hand over all the facilities that have been built to the downstream phase GCA. The downstream scope is carried out through Performance-Based Contracts and Trade Credit Contracts.

## 4. Technical Specification

1. Upstream scope: Intake, Water Treatment Plant (WTP), WTP Reservoir, Distribution Pipe for Raw Water, and Distribution Pipe for Bulk Drinking Water.
2. Downstream scope: Distribution Reservoir, Main Distribution Network Pipeline, and Distribution Pipe.

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

According to the AMDAL study on the feasibility study document, here are main points that must be considered in the development of Ir. H. Djuanda Water Supply in upstream area:

- The project scope regarding raw water raw water abstraction and water production is categorized as AMDAL Mandatory Type B activity because raw water abstraction from the dam is more than 250 lps (7,000 lps).

  As for the downstream scope, here are main points must that be considered in the development of Ir. H. Djuanda Water Supply according to the AMDAL study on the feasibility study document:

- The project scope regarding the construction of the distribution network is categorized as AMDAL Mandatory Type B activity because the total length of the planned distribution pipeline is 85 km long.
- The project scope regarding the construction of the transmission network is categorized as Amdal Mandatory Type C activity because the total length of the planned transmission pipeline is more than 120 km long.

## 6. Land Acquisition and Resettlement Action Plan

Following the discussions between stakeholders, the location of land for intake development belongs to Perum Jasa Tirta II (PJT II) and location of land for Water Treatment Plant (WTP) belongs to PJT II and community. Besides it, there is some land acquisition required for the construction of reservoirs and distribution pipelines in the offtakers area.

## 7. Project Cost Structure

| Estimated Project Cost | USD 1,144.12 Million | | | | |
|---|---|---|---|---|---|
| | Upstream | Downstream | | | |
| | | DKI Jakarta | Bekasi City | Bekasi Regency | Bogor Regency |
| IRR | 10.7% | 11.8% | 11.8% | 11.8% | 11.8% |
| EIRR | | | | | |
| NPV (Rp Million) | 2.723,6 | 1.032,2 | 506,6 | 478,1 | 460,4 |

## 8. Government Support and Guarantee

The project needs a government guarantee through PT PII, mainly to mitigate these risks:

- Delay or failure to obtain licenses, permits and approvals;
- Changes in statutory regulations;
- Violation of project agreements;
- Risks from competing facilities/ infrastructure;
- Tariff risk;
- Expropriation risk;
- Sub-sovereign risk;
- Force Majeure risk.

Note: The detailed risk coverage of the Djuanda Water Supply Project will be reviewed and consulted with PT PII.

## 9. Contact Information

Name : Denik Haryani
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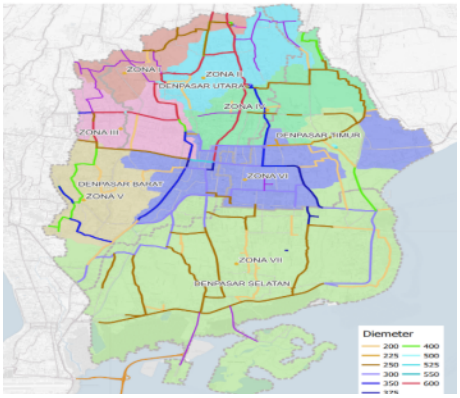
Phone : +62 857-8009-3899
Email : denik.haryani@pu.go.id

# Development of Drinking Water Supply System for Denpasar City

Location: Denpasar City, Bali




## Sector: Drinking Water

Government Contracting Agency:
Mayor of Denpasar City

Implementing Agency:
Tirta Sewaka Dharma Regional Public Company Denpasar City

Preparation Agency:
Tirta Sewaka Dharma Regional Public Company Denpasar City (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Water Supply System

### Description

Customers do not receive the best benefits because of the significant water loss (NRW), which is 40.43%. Additionally, just 89,126 customers (Domestic Non-Domestic) of Denpasar City's present population—67.84%—use the Regional Company of Denpasar City for drinking water; the remainder opt to use drilled wells.

### Financial Feasibility

FIRR: 14.80% (Non-Drinkable)/14.21% (Drinkable)
EIRR: Under Calculation
NPV: USD 6.79 Million (Non-Drinkable)/USD 21.26 Million (Drinkable)

### Capital Expenditure:

**USD 20.58 Million (Non-Drinkable)**
**USD 54.35 Million (Drinkable)**

### Operational Expenditure:

**Under Calculation**

### Estimated Concession Period:

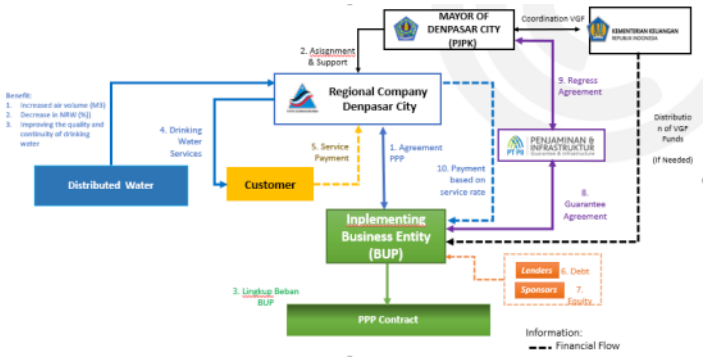
4 years construction and 16 years operation

## Indicative Project Schedule

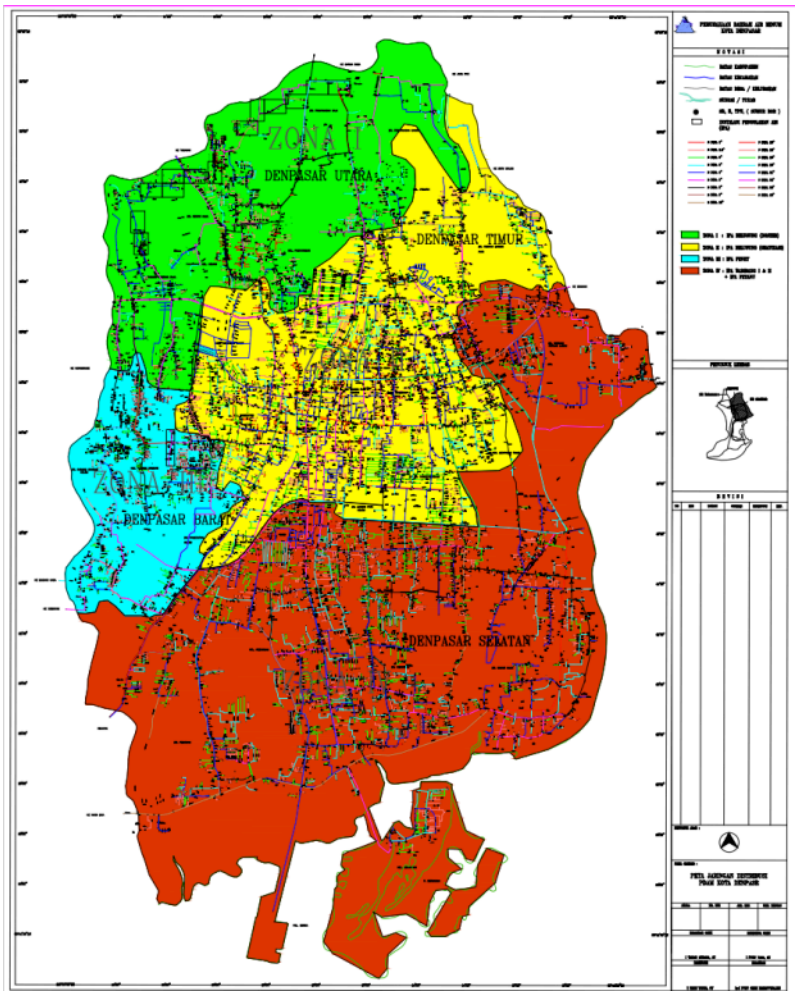
Project Status: Final Business Case

- OBC Q2 2023
- FBC 2024
- Pre-Qualification Q1 2025
- Request For Proposal Q2 2025
- Bid Award Q4 2025
- Agreement Signing Q2 2026
- Financial Close Q3 2026
- Construction Q3 2026

## Indicative Project Structure




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




Picture 1 – Development of the Drinking Water Suplly System for the City of Denpasar

## 2. The Opportunity

2.1. Project Background

Out of the 725,134 residents of Denpasar City, 449,702 persons (or 67.84%) received piped drinking water services from Perumda Denpasar City in 2021. There were 2,715 non-domestic connections and 86,411 domestic connections. There are 89,126 connections overall, or 1,777,374 M3. The Denpasar City Perumda distribution pipeline network is roughly 1,675,661 meters long, with pipe diameters ranging from 4" to 24". The majority of the pipes in the network are ACP type. The pipe was erected between 1975 and 1993, making it more than 30 years old. The water loss rate grew by 1,67% in 2021 compared to the previous year, reaching 40,43%. Perumda's ability to expand its service area and enhance the quality, quantity, and continuity of service in order to meet water needs is impacted by the state of surface water that has been contaminated by sea water, the challenge of obtaining permits for the use of deep water (drilled wells), and the low ABT (Air Bawah Tanah)/ground water tariff when compared to the Denpasar City Perumda tariff appropriate drinking among Denpasar City residents.

2.2. Project Description

The benefits of Denpasar Water Supply System Project are increasing water volume, reducing NRW, and improving drinking water quality. The project has 2 options, namely non-drinkable water and drinkable water. Currently the project is in the Final Business Case stage. The project received Project Development Facility by Ministry of Finance by assigning Indonesia Infrastructure Guarantee Fund.

2.3. Project Objectives

Denpasar City's drinking water system is being developed with the intention of lowering the water loss (NRW), which is now at 40,43%. By replacing pipes and drinking water networks with a user charge return scheme under the D-B-F-M-T (Design-Build-Finance-Maintenance-Transfer) scheme, this development is implemented. The residents of Denpasar City can have access to clean drinking water as long as drinking water areas are developed and services are provided in a continuous, high-quality manner.

## 3. Business Entity's Scope of Work

Design- Build- Finance – Maintenance – Transfer Project

The scope is as follows:

1. Production Units
    a. Improvement of IPA and drilled wells
    b. Monitoring and controlling the Prime Drinking Water Zone (ZAMP) to Improve the quality of drinking water, quanity and continuity of service
2. Distribution and service unit
    a. Revitalization of water loss reduction (NRW) assets
        - Formation and Improvement of Zoning and NRW Control
        - Development of District Meter Area (DMA)
        - Rehabilitation of Distribution Networks, Primary, Secondary and tertiary (ACP and PVC pipes with leaks
        - Service pipe rehabilitation
    b. Distribution Unit Development (Expansion of services)

- Two reservoirs with a capacity of 5,000 m3 each are planned for West Denpasar Zone 5 and South Denpasar Zone 7, and one reservoir is planned for Jalan Gunung Mas (Denpasar Barat Zone 3) maximum 3,000 m3.
- Expansion of the distribution network/development of new service areas.

3. Collaboration is involved in the upkeep of reservoir buildings, pipeline networks, and monitoring system equipment.
4. Uphold the agreed-upon standards for the drinking water development system's service quality.
5. Transfer of assets and transfer of knowledge at the end of the cooperation period according to PPP Agreement.

## 4. Technical Specification

The following are the technical specifications for Development of the Drinking Water Supply System for the City of Denpasar:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Pipe Rehabilitation | Option 1: 35.739 Meter ( Non-Drinkable)<br>Option 2: 1.457.849 Meter (Drinkable) |
| 2 | Zoning Black System | 40 unit |
| 3 | Non Revenue Water/NRW reduction | 15.47% |

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

The documents will be prepared by the Government Contracting Agency.

## 6. Land Acquisition and Resettlement Action Plan

The land will be acquired by the GCA and the detailed plan will be provided the FBC report.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 20.58 Million (Non-Drinkable)<br>USD 54.35 Million (Drinkable) |
| Operational Expenditure | Under Calculation |
| FIRR | 14.80% (Non-Drinkable)/14.21% (Drinkable) |
| EIRR | Under Calculation |
| NPV | USD 6.79 Million (Non-Drinkable)<br>USD 21.26 Million (Drinkable) |

## 8. Government Support and Guarantee

Outline business case study indicates this project requires government support specifically Viability Gap Fund (VGF) and government guarantee.

## 9. Contact Information

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Email : ibarsana97@gmail.com

# Lau Biang Lau Dah (Karo) Water Supply System

Location: Karo, North Sumatera


## Sector: Drinking Water

Government Contracting Agency:
Regent of Karo

Implementing Agency:
Tirta Malem Water Supply Company

Preparation Agency:
Tirta Malem Water Supply Company

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Water Supply System

### Description

Lau Biang/Lau Dah Drinking Water Supply System is planned to provide clean water services in Karo Regency and expand services to the Kabanjahe City area.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 7.58 Million**

### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

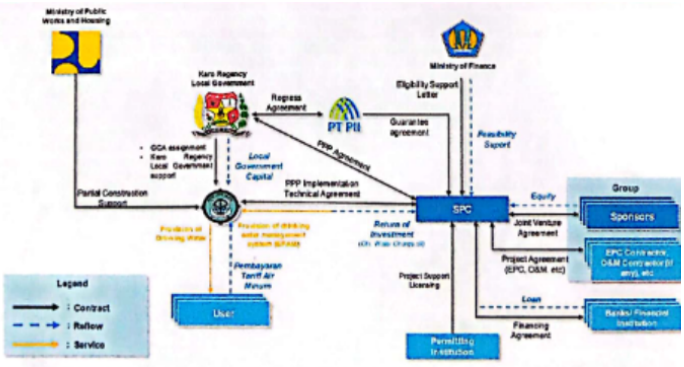
Under Review

## Indicative Project Schedule

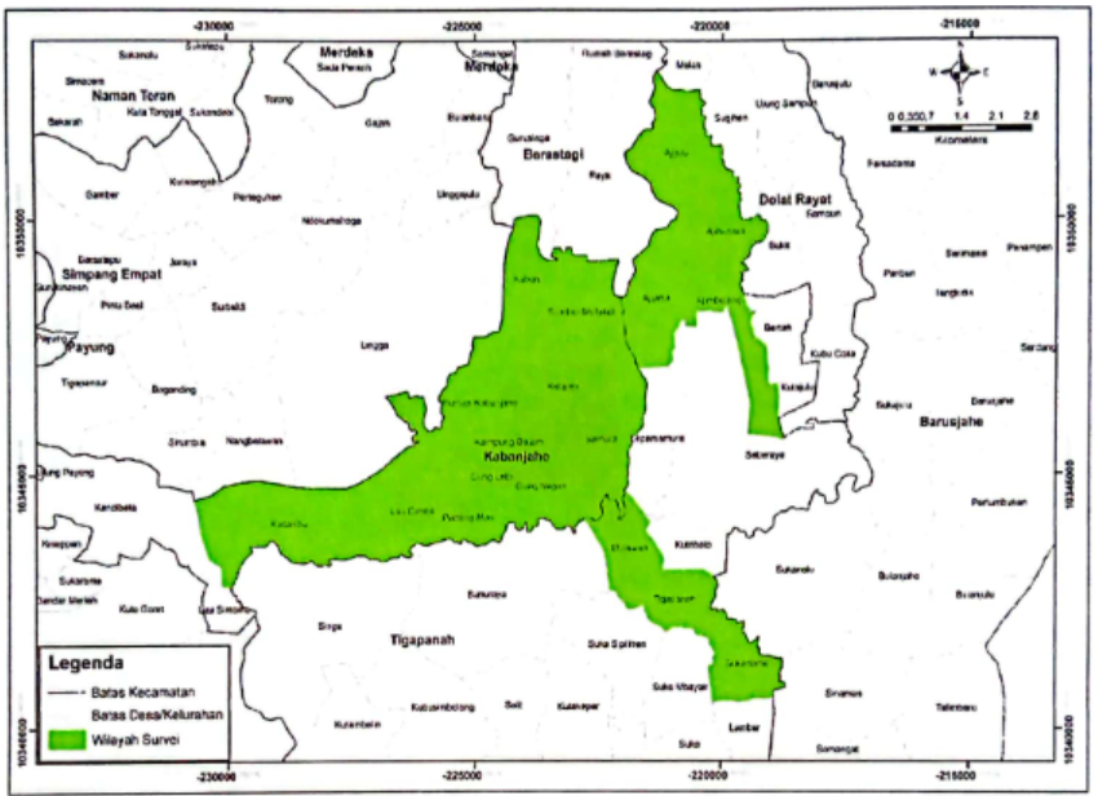
Project Status: Preliminary Study

- OBC 2023
- FBC Q3 2024
- Pre-Qualification Q2 2025
- Request For Proposal Q3 2025
- Bid Award Q4 2025
- Agreement Signing Q1 2026
- Financial Close Q3 2026
- Construction Q3 2026

## Indicative Project Structure




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




Picture 1 – Map of Kabanjahe District

### 2. The Opportunity

2.1. Project Background

One of the priorities for the development of service infrastructure listed in the 2020-2024 National Medium-Term Development Plan (RPJMN) is the provision of access to proper and safe drinking water

and sanitation for the community. The current conditions show that only about 20.14% of access to piped drinking water can be reached by the community from the total national target of 10 million House Connections (SR). This condition is not only influenced by the minimum performance and capacity of SPAM implementation on the upstream side, but is also influenced by the minimum level of awareness and willingness of the public to pay for water which has so far been considered a product of the outdoors.

At the regional government level, achievement targets have been set for integrating national drinking water infrastructure development priorities as stated in the Karo Regency Regional Medium-Term Development Plan (RPJMD) for 2022-2026, namely through expanding the scope of SPAM services by upgrading or building new ones as well as managing assets in an integrated manner. effective in reducing the level of Non-Revenue Water (NRW) to below 25%.

Drinking water services in the city of Kabanjahe have experienced problems since PDAM Tirta Malem was established in 1990. Poor governance caused the company to suffer losses and ultimately the quality of clean water services decreased and service coverage was unable to catch up with the growth of the city of Kabanjahe. PDAM Tirta Malem customers receive a rotating supply of water, and several customer zones have their services stopped because the water supply is insufficient because they only rely on water sources that flow by gravity. In 2020, most Kabanjahe residents, including PDAM Tirta Malem customers, rely on providing clean water from deep wells independently or buying water from clean water retailers at a price of 30,000/m3.

To increase the availability of affordable piped water for the community, the Government of Karo Regency has made improvements to governance at PDAM Tirta Malem, including imposing an FCR (Full Cost Recovery) rate since December 2022 which was adjusted from the old rate of Rp. 1,250/m3 to Rp. 6,000/m3. The tariff adjustment was made so that the energy costs for pumping water from SMA, which has a lower position than Kota Kabanjahe, can be met.

At this time there is only one WTP facility available with a capacity of 50 l/d and PDAM Tirta Malem only serves active and inactive subscribers of 12,000 RTs out of 23,000 RTs in Kabanjahe.

2.2. Project Description

The plan for implementing SPAM in Karo Regency is mainly based on the still low performance of PDAM and the minimal coverage of piped drinking water services in this area. This is caused by the continued increase in demand by the people in the Karo Regency area for the provision of access to proper drinking water, but the level of service and development of the existing drinking water supply has not been able to meet this need. Based on the Preliminary Study of the Project (2021), it is known that the coverage of piped water services in Karo Regency is currently only 13.72% of the total population of 404,998 people.

Thus, it can be concluded that there is still a gap between the provision and service of drinking water and the needs of the people of Karo Regency. Therefore, the construction of a SPAM is a crucial step for the local government to meet the increasing needs of the community.

2.3. Project Objectives

The construction of SPAM Kabanjahe by utilizing water sources from the Lau Biang River is aimed to meet the community's need for quality, quantity and continuity of clean water that is affordable and can be realized according to the RPJMN target.

### 3. Business Entity's Scope of Work

Design - Build – Finance - Operate – Maintenance - Transfer

### 4. Technical Specification

Project technical specification will be further studied during the FBC report.

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

Any environmental document requirement will be identified in the FBC report.

### 6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided the FBC report (before the procurement of business entity).

### 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 7.58 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

### 8. Government Support and Guarantee

The Outline Business Case of the project indicates the need for government supports which will be further analyzed in the FBC report. The project needs government guarantee.

### 9. Contact Information

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# Under Preparation

## Waste Management

- **Provision of Access to Clean and Safe Drinking Water and Sanitation**
  1. Piyungan Waste Treatment

- **Provision of Access to Clean Safe Drinking Water and Sanitation in Urban Areas**
  1. Manggar Waste Management

Source: freepik

# Piyungan Waste Treatment

Location: Special Region of Yogyakarta


## Sector: Waste Management

Government Contracting Agency:
Governor of Special Region of Yogyakarta

Implementing Agency:
Environment and Forestry Agency, Special Region of Yogyakarta Government

Preparation Agency:
Environment and Forestry Agency (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Waste Management System

### Description

Due to the increase in waste volume entering Piyungan Landfill, the capacity of the landfill has been exceeded. It is essential to implement appropriate waste management technology and professional operation management to address this issue effectively. Piyungan Landfill currently receives approximately 600 tonnes of waste per day from Yogyakarta City, Sleman Regency, and Bantul Regency. With the implementation of suitable waste management practices, including efficient waste segregation, recycling, and disposal techniques, the landfill's operations can be improved to handle the increasing waste volume in a sustainable manner.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 30.00-40.00 Million**

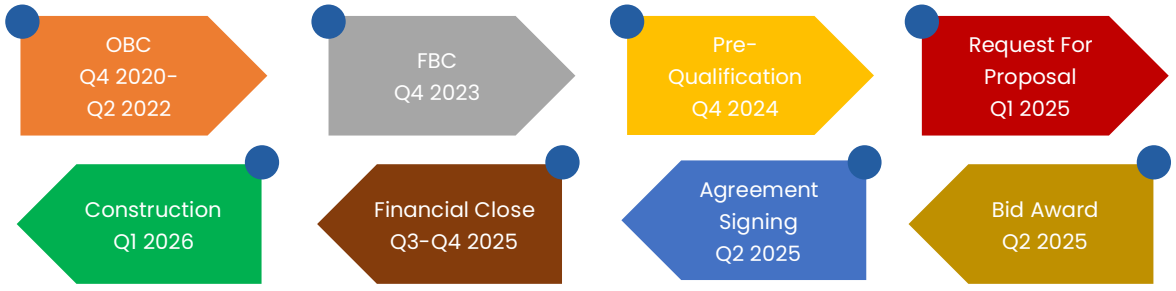
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

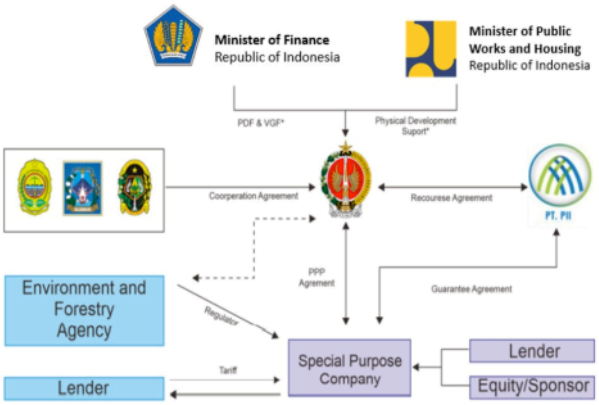
20 years

## Indicative Project Schedule

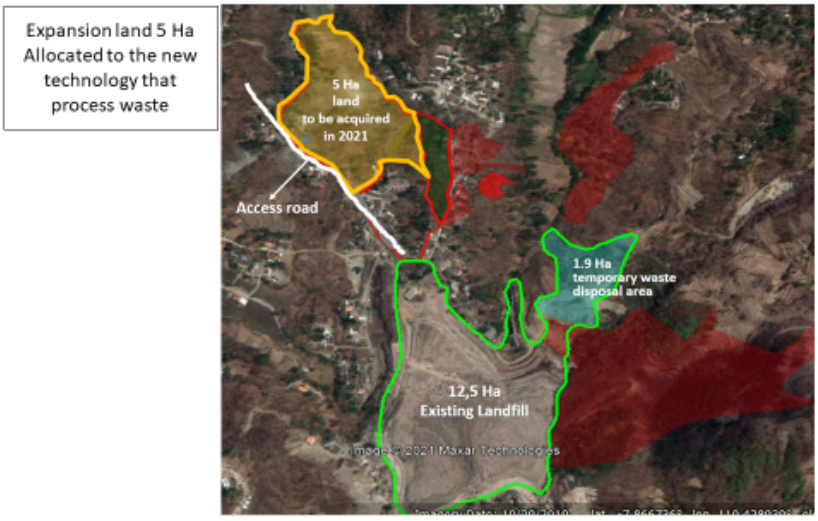
Project Status: Final Business Case



## Indicative Project Structure




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




Picture 1 – Map Location of Piyungan Landfill

## 2. The Opportunity

2.1. Project Background

- The capacity of waste landfill (TPA) has been exceeded while there is an increase in the volume of waste that enters Piyungan Landfill, therefore appropriate technology and professional operation management are necessary.
- Insufficient land capacity in Piyungan Landfill to treat domestic waste and the absence of waste treatment to reduce the amount of domestic waste.
- Inadequate infrastructure in Piyungan Landfill that could has a negative impact to environment.

2.2. Project Description

- Piyungan Landfill receives around 650 - 700 tonnes per day of waste from Yogyakarta City, and Sleman Regency and Bantul Regency.
- The area of existing Piyungan Landfill is 12.5 ha, which 10 ha used for landfill area that consist of 2 cells and another 2.5 ha used for supporting facilities (offices, workshops, leachate treatment plant, weighbridges, and buffer zone).
- The landfill area that can be filled with waste is ± 72.620.83 m2 (in 2017). However, this landfill area is estimated to be full in 2022. At this time the landfill area gradually start closing down.
- There was an expansion of new land of approximately 1,9 ha. This expansion land is planned to be used for temporary waste disposal area before the new waste processing technology operates.
- In 2021-2022, the Local Government will add new land approximately 5 ha which is planned for the new waste treatment technology.

2.3. Project Objectives

This project aims to manage municipal solid waste to create a sustainable and environmentally friendly solution with a ciprincipleonomy principle.

## 3. Business Entity's Scope of Work

The potential scope of partnership that can be carried out by the Implementing Business Entity, including but not limited to the following, are:

1. New waste treatment technology using Mechanical Biological Treatment – Anaerobic Digestion and Thermal
2. Maintain and operate the residual landfill
3. Supporting facilities to support the operational of the waste management facility
4. Landscape arrangement from its area & maintenance

## 4. Technical Specification

This project aims to manage domestic waste based on the following regulations:

1. Compliance with Indonesian regulation
2. The proposed technology should be able to achieve more than 90% of landfill diversion
3. Produced a circular economy by product such as recyclates, compost, biogas
4. Able to meet international or Indonesian environmental standard (whichever higher)

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

Piyungan Waste Treament project requires to provide AMDAL documents. The documents will be prepared by the Government Contracting Agency.

## 6. Land Acquisition and Resettlement Action Plan

There Is a need for an expansion of new land approximately 5,8 ha, thus, theland and acquisition process is still on progress.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 30.00-40.00 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

Government support are in the form of:

- Permittance, the government is committed to providing necessary permits for the investors to implement this project.
- Government Guarantee from Indonesia Infrastructure Guarantee Fund (IIGF).

A government guarantee may be required to mitigate the project's risks from changes in demand risk and shifts in political scenario. In this regard, the level of risk perceived from investors will be determined at market sounding.

## 9. Contact Information

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# Manggar Waste Management

Location: Balikpapan, East Kalimantan


## Sector: Waste Management

Government Contracting Agency:
Mayor of Balikpapan City

Implementing Agency:
Balikpapan Environment Agency (Dinas Lingkungan Hidup Kota Balikpapan)

Preparation Agency:
Balikpapan Environment Agency (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Tipping Fee

## Sub-Sector: Waste to Energy

### Description

Manggar Landfill is located in Balikpapan City, East Kalimantan. The Landfill is currently handling 415 tonnes of waste volume daily. The development of Manggar Landfill was initiated due to the needs of stretching the landfill capacity and lifetime, while also processing waste with the sustainable technology. Balikpapan City has been awarded Adipura award for Indonesia's cleanest city in 2023.

### Financial Feasibility

FIRR: 13% (Base Case)
EIRR: 15% (Base Case)
NPV: USD 21,5 Million

### Capital Expenditure:
**USD 22.3 - 35.5 Million**

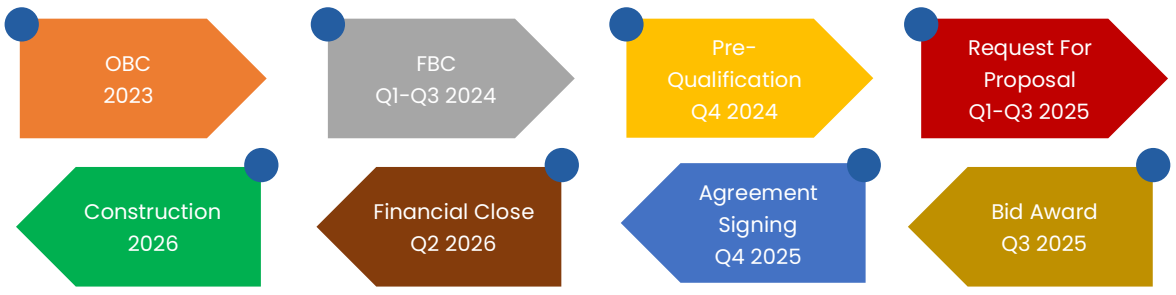
### Operational Expenditure:
**USD 4.5 - 6 Million**

### Estimated Concession Period:

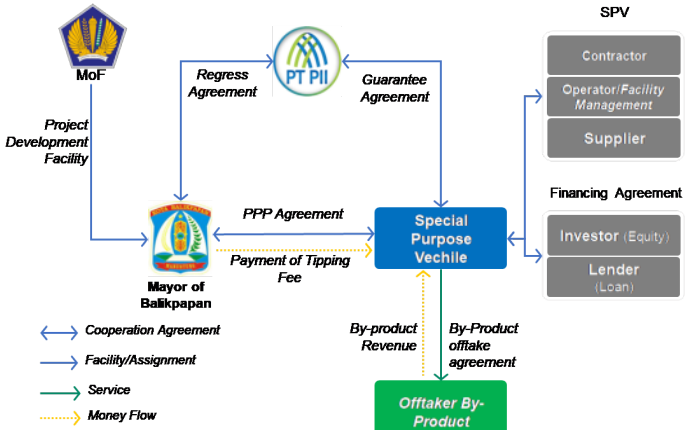
2 years construction and 13 years operation

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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

Picture 1 – Layout of Balikpapan Waste Management


Picture 2 – Detail information for several key areas

## 2. The Opportunity

2.1. Project Background

The City of Balikpapan has awarded Adipura award for Indonesia's most cleaniest city 2023 by Indonesia Ministry of Environment and Forestry, showing Government's bold commitment to reduce and manage their waste. Manggar Landfill located in the City of Balikpapan, around 2-hours away driving from The New Capital city of Indonesia.

Population growth and continuous industrialization in Balikpapan will increase the amount of waste generated. Furthermore, The newly developed Ibu Kota Nusantara (new capital city of Indonesia) will indirectly impact the population growth in Balikpapan.

Currently, Manggar Landfill receive daily waste of 415 tonnes from Households, Commercial areas, as well as public facility.

With the predicted growth mentioned in previous points, local government of Balikpapan needs to extend its life usage, with no option to acquire additional land.

Therefore, the aim of the Project is to extend life usage of TPAS Manggar for 15 years by reducing waste input coming to Manggar Landfill, which reaching its peak within 2 years with do-nothing scenario.

2.2. Project Description

Manggar Waste Management located in Manggar Landfill with 39,9 hectares area. Manggar Landfill manages 320 ton per day of waste. Based on Outline Business Case report, PPP project scope is developing and operating centralized waste processing facility and operating sanitary landfill zone. Currently the project is in the Final Business Case stage. The project received Project Development Facility by Ministry of Finance by assigning PT Sarana Multi Infrastruktur (Persero).

2.3. Project Objectives

The objectives of PPP TPA Sampah Manggar is to extend life usage of TPAS Manggar for 15 years by reducing waste input coming to Manggar, and to operate a solid waste treatment facility with. This project will build a solid waste treatment facility for Balikpapan City and will contribute to environmentally friendly solid waste management which economically efficient.

## 3. Business Entity's Scope of Work

The scope of works for the Implementing Business Entity is Design - Build - Finance - Operate – Maintain - Transfer (DBFOMT).

Project scope in detail is as follow:

a. To design, build, finance, operate and maintain new facilities and technologies related to solid waste management to extend life usage of TPAS Manggar;
b. To operate and maintain the existing landfill in TPAS Manggar;
c. To collect and transport waste from households and/or temporary storage to landfill (optional, will be studied further in the Final Business Case);
d. To comply with Government Regulation related to solid waste management.

The PPP scope of the Project will be further finalized in Final Business Case which is currently under preparation.

## 4. Technical Specification

The technical specifications for Manggar Waste Management are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Area | 39,9 hectares |
| 2 | Technology option (based on Outline Business Case) | • T1: MRF + Anaerobic Digestion (by-product: BioCNG) + Sanitary Landfill<br>• T2: MRF + Anaerobic Digestion (by-product: Listrik) + Sanitary Landfill<br>• T3: MRF + Compost + Sanitary Landfill |

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

TPAS Manggar has already obtained environmental permit (AMDAL) in 2014. However, in parallel with the land certification process which is currently undertaken by the local government, AMDAL document will be prepared to be updated by local Balikpapan Local Council of Environment.

## 6. Land Acquisition and Resettlement Action Plan

The total area of Manggar landfill is 39,9 hectares after acquiring land for 4 phases and has been set up to 7 zones for landfilling. There are no additional land acquisition planned, and therefore there are no resettlement action needed.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 22.3 - 35.5 Million |
| Operational Expenditure | USD 4.5 - 6 Million |
| FIRR | 13% ( Base Case ) |
| EIRR | 15% ( Base Case ) |
| NPV | USD 21,5 Million |

## 8. Government Support and Guarantee

The project indicates that it will require Government Support, including Viability Gap Fund (VGF) from the Ministry of Finance (the amount and portion needed will be further studied on Final Business Case) and other fiscal or non-fiscal support which possibly obtained from central and local government. Government Guarantee may also be applied for this project. Further analysis will be provided in the Final Business Case.

## 9. Contact Information

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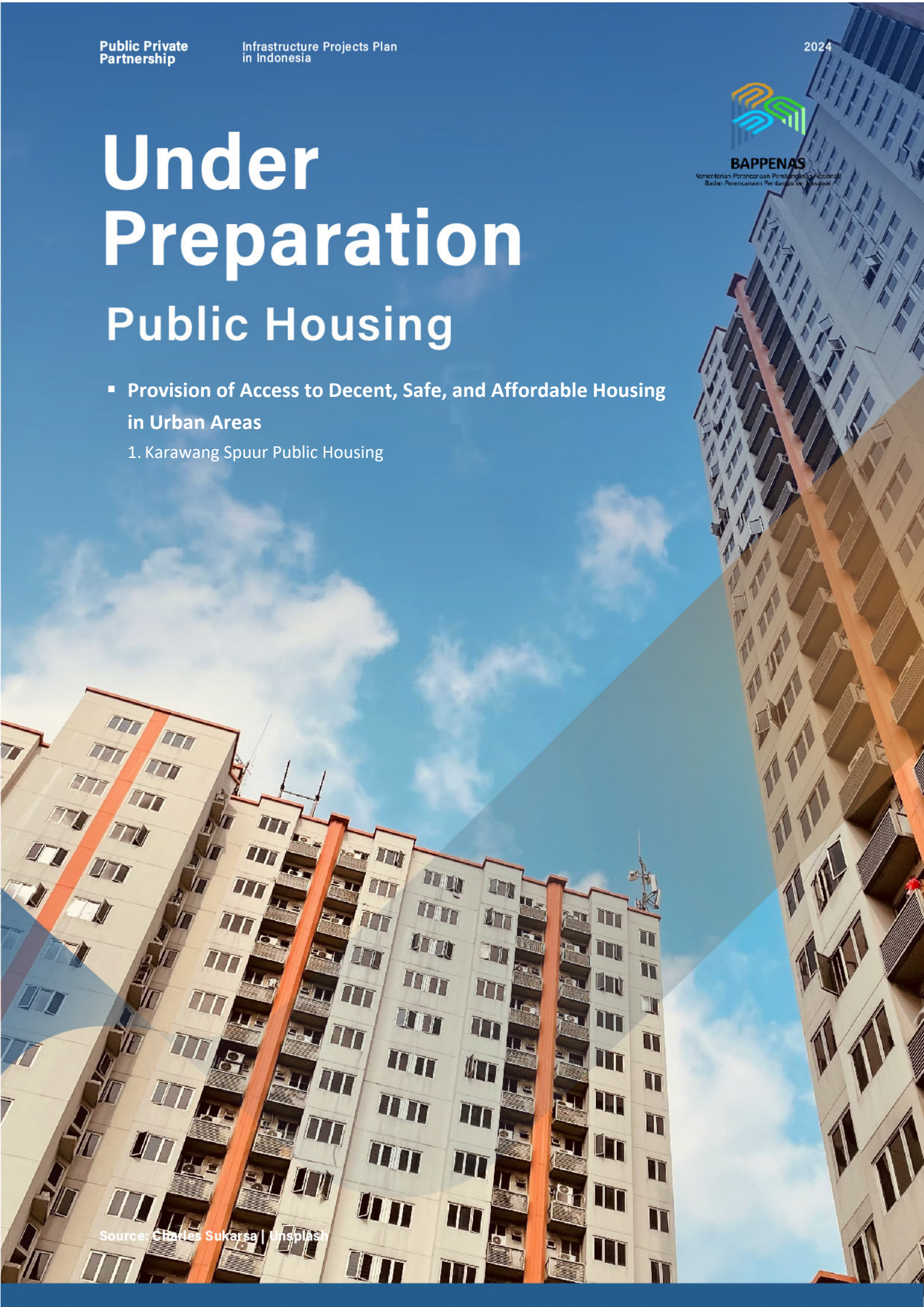
# Under Preparation

## Public Housing

- **Provision of Access to Decent, Safe, and Affordable Housing in Urban Areas**
  1. Karawang Spuur Public Housing



Source: Charles Sukarsa | Unsplash

# Karawang Spuur Public Housing

## Sector: Public Housing

Location: Karawang Regency, West Java Province

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Directorate General of Infrastructure Financing, MPWH

Preparation Agency:
Directorate General of Infrastructure Financing, MPWH (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Affordable Housing

### Description

Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The location of the PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. The land is located in the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 1 tower, resulting in 580 residential units.

### Financial Feasibility

FIRR: 12.48% (Under Calculation)
EIRR: 14.45%
NPV: USD 1.47 Million (Under Calculation)

### Capital Expenditure:
**USD 17.34 Million (Under Review)**

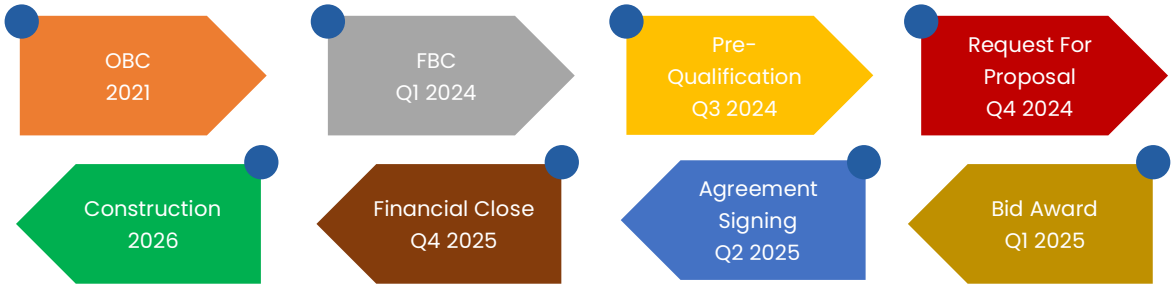
### Operational Expenditure:
**USD 6.42 Million for 10 years operation period (Under Review)**

### Estimated Concession Period:

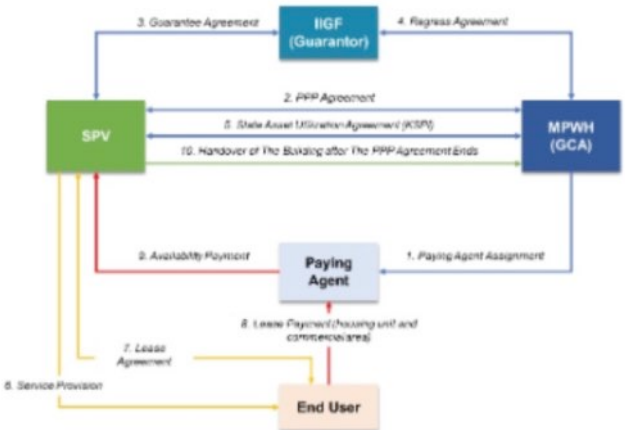
12 Years (including 6 months of pre-construction period and 18 months of construction and commissioning period

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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


Figure 1 – Layout of Karawang Spuur Public Housing
Figure 2– Masterplan of Karawang Spuur Public Housing

## 2. The Opportunity

### 2.1. Project Background

Indonesia is undergoing rapid urbanization. As per the "Project Appraisal Document of IBRD's National Affordable Housing Program project", the country's cities are growing at a rate of 4.1% per year between the years 2000 to 2010, faster than other Asian countries (compared to 3.8 percent in China, 3.1 percent in India and 2.8 percent in Thailand). In 2012, the urban population was 52% of the total population and by 2025, nearly 68% of the Indonesians will be living in cities. Approximately 18 million of the 21 million jobs created between 2001 and 2011 were in urban areas, marking a major shift of the employment base toward cities.

The direction of housing finance policy focused on national development priorities, which are mainly for the region/region: (a). Industrial zone/ KEK, (b). Tourism area, (c). the development of a green city with climate and disaster resistance, (d). A Smart city that is competitive and based on Communication Technology, (e). village and city linkages (f). border area with 10 (ten) neighboring countries 187 (one hundred eighty-seven) priority locations, including 92 (ninety- two) outer islands), (g). disadvantaged areas, and (h). support for reducing the burden of the poor and vulnerable population, as well as a program to accelerate national development strategic projects by the formulation of the objectives of the Ministry of Public Works and Public Housing is to expand access to adequate housing financing facilities for MBR that are equipped with adequate facilities and infrastructure for all community groups in a fair manner and approach demand management with national priorities.

For this reason, the government continues to strive to realize decent housing for MBR that is in line with the direction of the housing finance policy in the priority development areas/regions, and one of them is Karawang.

This project is structured to make the National Mid-Term Development Plan more concrete in resolving development issues, measurable and the benefits can be directly understood and felt by the community. These projects have strategic value and high leverage to achieve development priority targets. One of the major projects of the Ministry of PUPR is the construction of Urban Flats.

### 2.2. Project Description

Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH- owned land. The location of the PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. (Coordinates: -6.3283005, 107.276151).

Karawang Spuur Housing PPP Project located in the Karawang Transit Oriented Development (TOD) development area. The land is located in the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 2 towers, resulting in 1.175 residential units and several public purposes, such as co-working spaces, green areas, commercials, and other social facilities.

### 2.3. Project Objectives

Providing housing facilities, green areas, and other facilities for the Low Income Community (MBR) as a part of Urban Flats Strategic Priority Project in the National Midterm Development Plan (RPJMN) 2020-2024.

### 3. Business Entity's Scope of Work

Design-Build-Finance-Operation-Maintenance-Transfer

### 4. Technical Specification

| Karawang Spuur Public Housing | | |
|---|---|---|
| Public Housing Type | Public Housing for Rent Mixed-use | |
| Allocation | Occupancy | Low-Income Communities |
| | Non-Occupancy | Green Open Space |
| | | Sports Facilities |
| | | Clinic |
| | | Kindergarten |
| | | Childcare |
| | | Child playground and park |
| | | Co-working space |
| | | Prayer Room |
| | | Community Hall |
| Number of Towers | 1 Tower | Number of Towers |
| Number of Floors | 17 Floors | Number of Floors |
| Number of Units | 580 Units | Number of Units |

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

The project has obtained an Environmental Permit pursuant to the Decree of the Regent of Karawang regarding the Environmental Feasibility of the Karawang Spuur Public Housing Development Plan.

### 6. Land Acquisition and Resettlement Action Plan

The Ministry of Public Works and Housing has secured Right to Use certificate for land located in Wadas Village, East Telukjambe Sub-district, Karawang Regency, West Java Province with a land area of 1.9 ha. In relation to the protected paddy field areas related to the project, the National Land Agency Office of Karawang Regency is in the process of adjusting the protected paddy field map.

### 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 17.34 Million (Under Review) |
| Operational Expenditure | USD 6.42 Million for 10 years operation period (Under Review) |
| FIRR | 12.48% (Under Calculation) |
| EIRR | 14.45% |
| NPV | USD 1.47 Million (Under Calculation) |

### 8. Government Support and Guarantee

Government Support and Government Guarantee will be identified in the Final Business Case.

## 9. Contact Information

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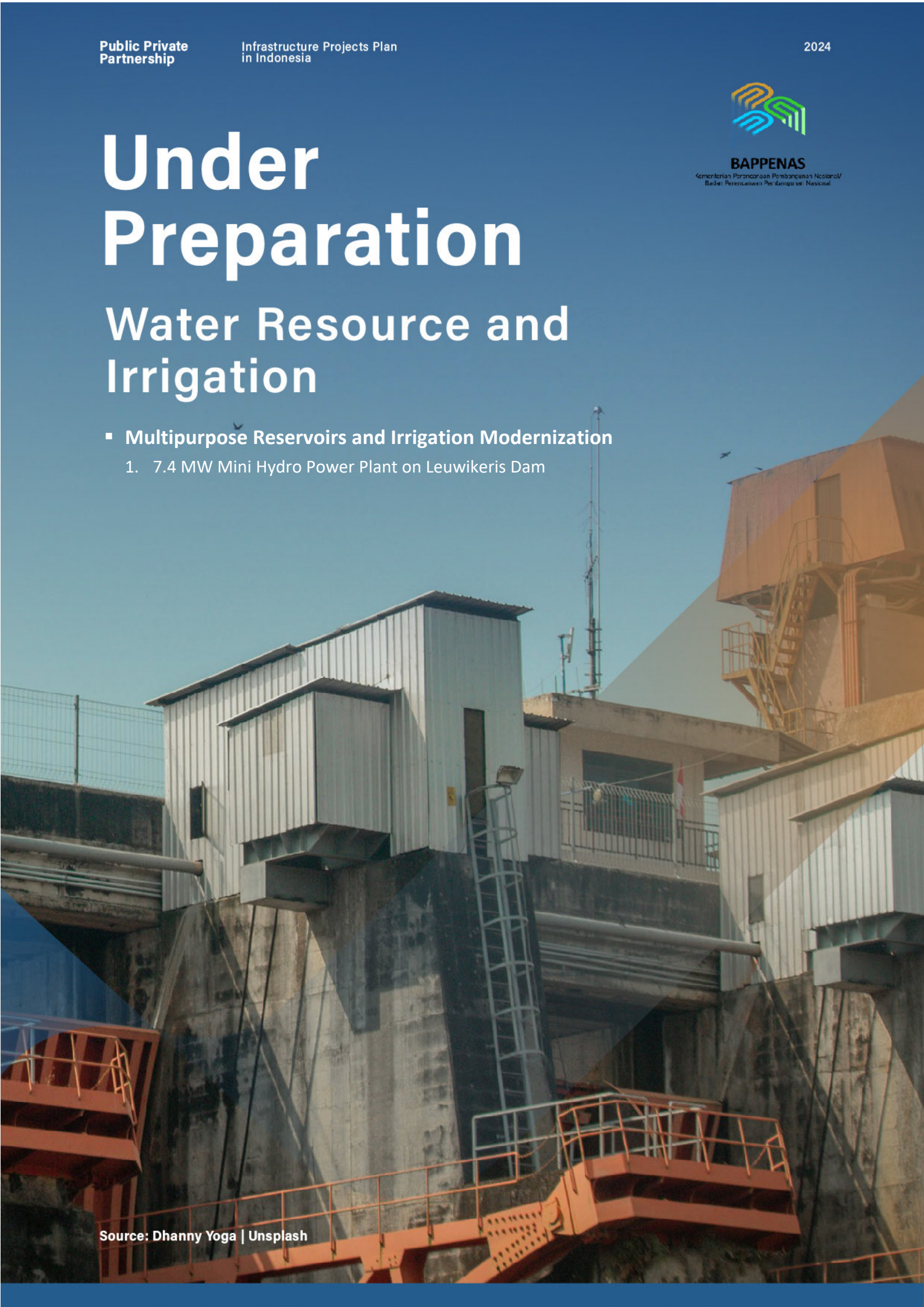
# Under Preparation

## Water Resource and Irrigation

- **Multipurpose Reservoirs and Irrigation Modernization**
  1. 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam



Source: Dhanny Yoga | Unsplash

# 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam

Location: Ciamis Regency, West Java



## Sector: Water Resources and Irrigation

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Directorate General for Water Resources

Initiator:
PT Brantas Abipraya (Persero) and PT PLN Nusantara Power

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Hydro Power Plant

### Description

The Project is located on Leuwikeris Dam, Citanduy River Basin, Ciamis Regency, West Java Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 7,4 MW capacity.

### Financial Feasibility

FIRR: 12.5%
EIRR: 14.02%
NPV: USD 2.88 Million

### Capital Expenditure:
**USD 15.03 Million**

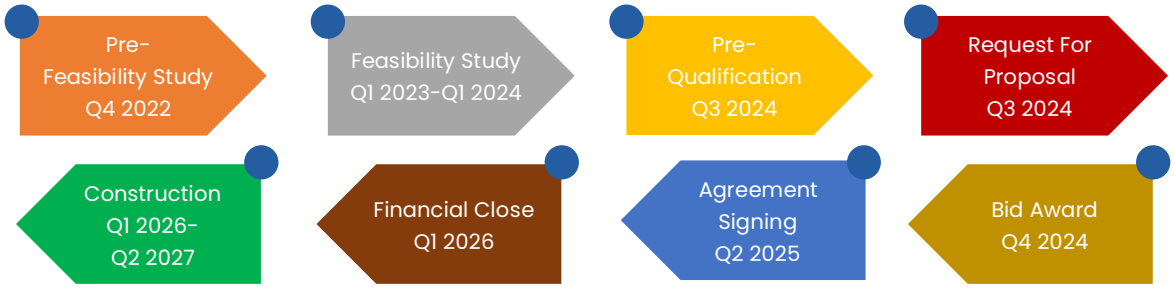
### Operational Expenditure:
**USD 33.06 Million**

### Estimated Concession Period:

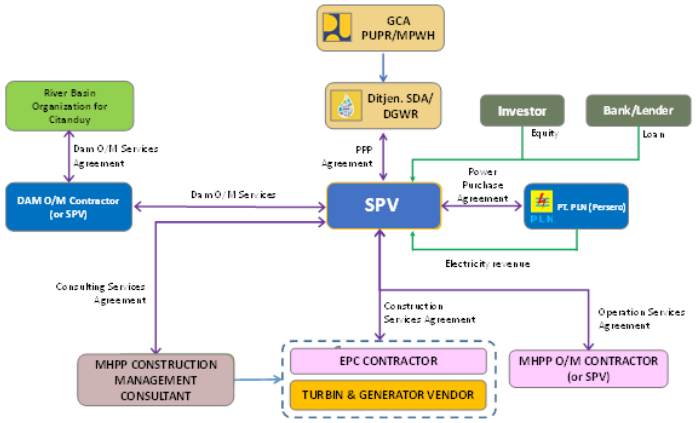
27 years (2 years of construction, 25 years of service period)

## Indicative Project Schedule

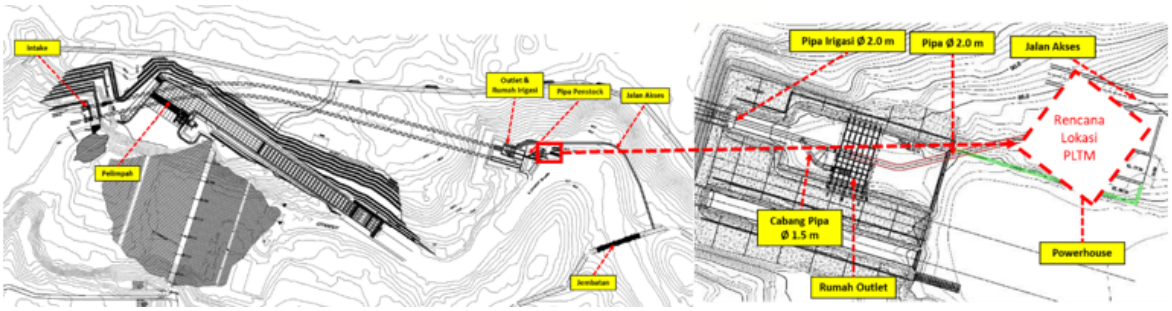
Project Status: Feasibility Study



## Indicative Project Structure




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




Picture 1 - Layout of Leuwikeris Dam

## 2. The Opportunity

2.1. Project Background

In accordance with long term program of the State Electricity Company - PT. PLN (Persero) to get affordable tariff of electricity, the use of water resources needs to be utilized for the welfare and society. Hydro power plant has been managed by the government through the PT PLN (Persero) as the main supplier of electricity for both household and industrial needs. Even though, PLN has not been able to meet the demand for electricity for all regions in Indonesia, so some areas have not yet been reached by electricity.

To fulfill the supply of 35 GW of electricity as outlined in the 2015-2034 National Electricity Master Plan (RUKN), additional generators, transmission & substations and distribution have been planned as stated in Electricity Supply General Plan (RUPTL). So, in 2034 it is expected that electricity can reach all regions in Indonesia.

To realize this plan, the Business Entity as project initiator proposes a PPP Project of 7.4 MW Mini Hydro Power plant Infrastructure Delivery on Leuwikeris Dam which is in Ciamis Regency, West Java Province.

The PLTM development plan is expected to increase the availability of electrical energy for both household and industry, so it will increase economic society around Ciamis Regency, West Java Province.

2.2. Project Description

The 7.4 MW Mini Hydro Power Plant on the Leuwikeris Dam, located in the Leuwikeris Dam, Citanduy River Basin, Ciamis Regency, West Java Province, has a capacity of 7.4 MW and an estimated annual energy production of 54 GWh. The Ministry of Public Works and Public Housing (PUPR), acting as the government contracting agency, plans to use the Design-Build-Finance-Operate-Maintain-Transfer (D-B-F-O-M-T) scheme with a concession period of 27 years.

2.3. Project Objectives

The benefit of Leuwkeris Dam is for irrigation as main function, raw water supply, flood control and tourism. In addition, the benefits of the Leuwikeris Dam is also used for generating hydroelectric power sourced from new and renewable energy, so it could increase the electrification ratio in Ciamis Regency, West Java.

The development of Leuwikeris Minihydro Power plant is also in line with the energy transition plan, which is currently being pushed to reduce dependence on the use of fossil energy and replace it with renewable energy generation, with a target of 23% renewable energy by year 2025 from the achievement of the renewable energy mix of 14.02% currently.

## 3. Business Entity's Scope of Work

Design-Build-Finance-Operate-Maintain-Transfer

Project scope is as follows:

a. Power Plant Unit (part of Penstock, Bypass, Tailrace, Hydromechanical Equipment, Powerhouse, Turbine and Generator, 20 kV Transmission and Electrical line);
b. Supporting Infrastructure (such as Office, Access Road, Operator House, and Guard Post);
c. Leuwikeris Dam maintenance to all or part of the dam infrastructure.

## 4. Technical Specification

The technical specifications for Tiga Dihaji Hydro Power Plant are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Type | With reservoir |
| 2 | Normal water level | +149.32 m |
| 3 | TWL | +73.60 m |
| 4 | Estimated Planned Discharged (m3/s) | 12.55 |
| 5 | Water Elevation (m) | 75.72 |
| 6 | Estimated Power (MW) | 7.4 |
| 7 | Annual Estimated Energy (GWh) 54 | 54 |
| 8 | Transmission cable | Powerhouse to Ciamis Substation through 20 kV medium voltage transmission lines (SUTM) |

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

The construction of the medium voltage transmission lines (SUTM) of Leuwikeris Hydro Power Plant requires approximately 30,000 m2 (201 power pole) of land for each tower which is outside of the Leuwikeris Dam area. So, according to the Regulation of Minister of Environment and Forestry No. 4/2021 about List of Business and/or Activities Required to Have an Analysis of Environmental Impacts, Environmental Management Efforts and Environmental Monitoring Efforts or Statement of Capability for Environmental Management and Monitoring, this project is required to have Environmental Management Efforts and Environmental Monitoring Efforts documents.

## 6. Land Acquisition and Resettlement Action Plan

The location of the hydro power plant is both inside and outside of the Leuwikeris Dam area. For the construction of the Penstock, Powerhouse, Tailrace, Bypass Pipeline, Access Road, Operator's House, Guard Post, it requires approximately ±7,620 m2 of land which is within the Leuwikeris Dam area. where the land will be submitted as utilization of State-Owned Assets.

The Leuwikeris Dam area is in the Area for Other Uses (APL) where a Borrow-to-Use Forestry Permit (IPPKH) is not required. Meanwhile, the construction of the medium voltage transmission lines (SUTM) requires approximately 30,000 m2 (201 power pole) of land for each tower which is outside of the Leuwikeris Dam area. The land acquisition will be carried out by the Business Entity as initiator project and it is also responsible to provide compensation costs for land under the SUTM route to affected communities.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 15.03 Million |
| Operational Expenditure | USD 33.06 Million |
| FIRR | 12.5% |
| EIRR | 14.02% |
| NPV | USD 2.88 Million |

## 8. Government Support and Guarantee

The Feasibility Study indicates the government support options for this project, namely tax incentives and licensing/permit facilities.

## 9. Contact Information

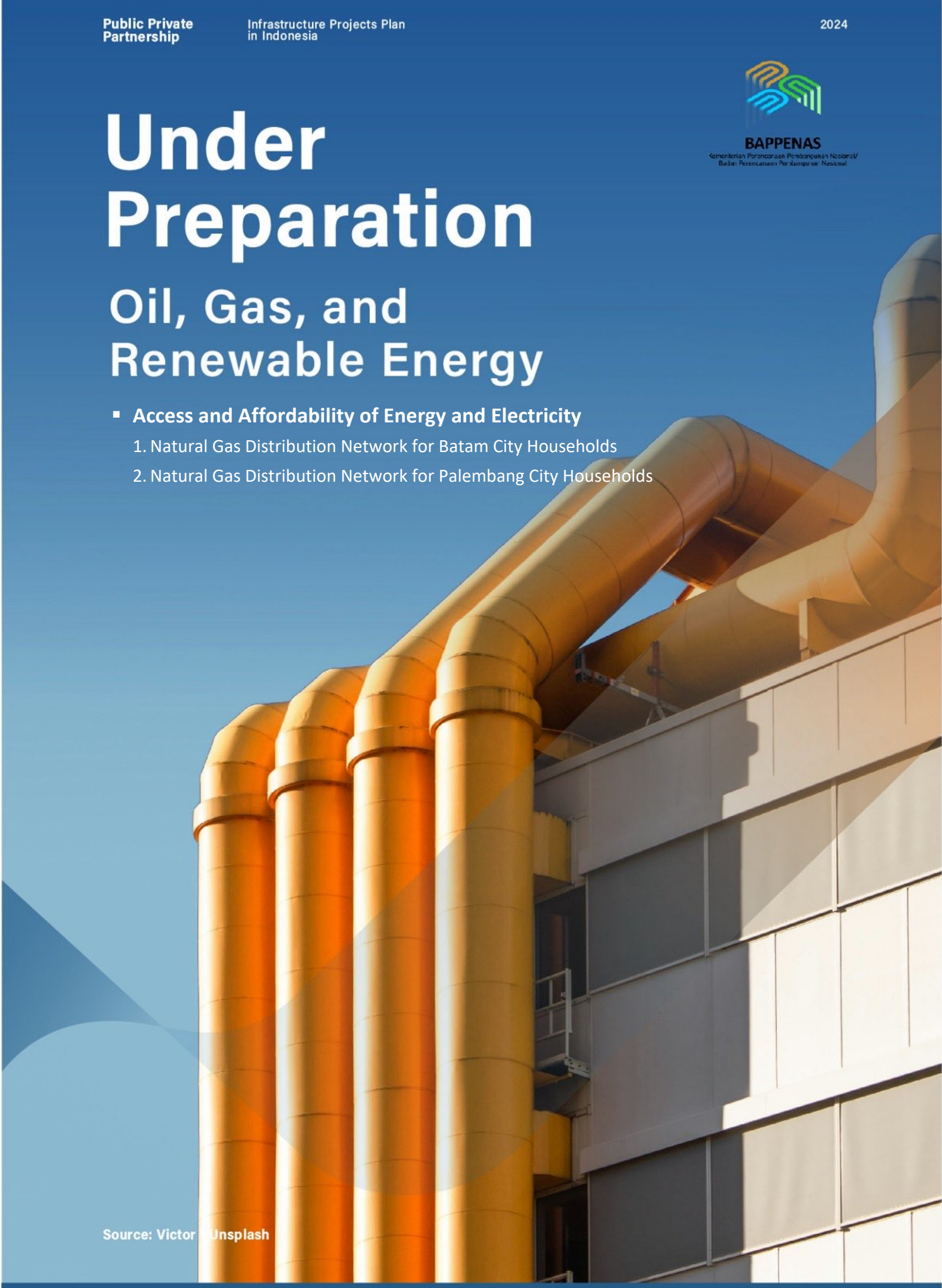
Name : Arvi Argyantoro
Position : Director for Water Resources Infrastructure Financing
Phone : +62 21-7264-267
Email : dit_ppisda@pu.go.id

BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Oil, Gas, and Renewable Energy

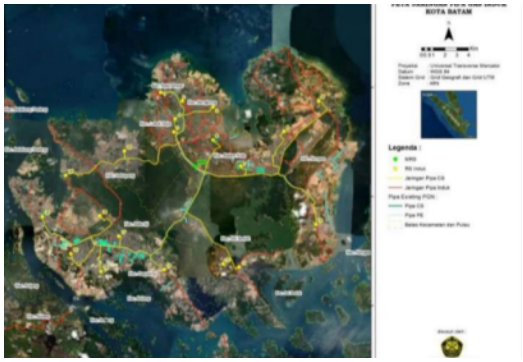
- **Access and Affordability of Energy and Electricity**
  1. Natural Gas Distribution Network for Batam City Households
  2. Natural Gas Distribution Network for Palembang City Households



Source: Victor Unsplash

# Natural Gas Distribution Network for Batam City Households

Location: Batam, Riau Island



## Sector: Oil, Gas and Renewable Energy

Government Contracting Agency:
Minister of Energy and Mineral Resources

Implementing Agency:
Directorate General of Oil and Gas

Preparation Agency:
Directorate General of Oil and Gas (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Under Review

## Sub-Sector: Natural Gas

### Description

Construction and operation network distribution of household gases from the tie-in to stove connection for 307,749 home connections in Batam City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 158.00 Million**

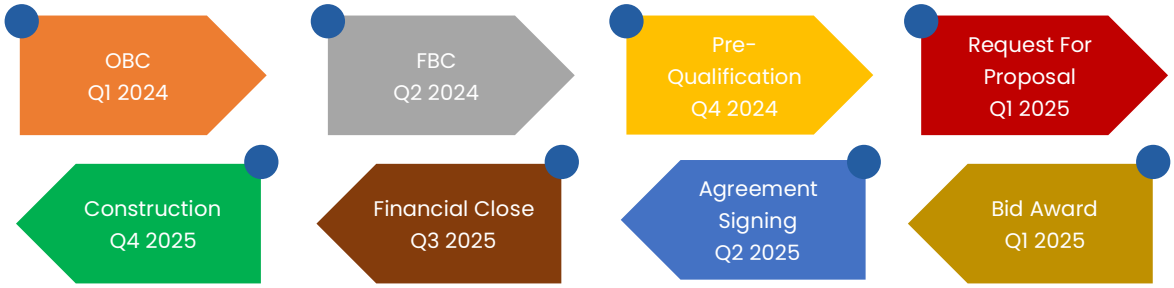
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

30 years

## Indicative Project Schedule

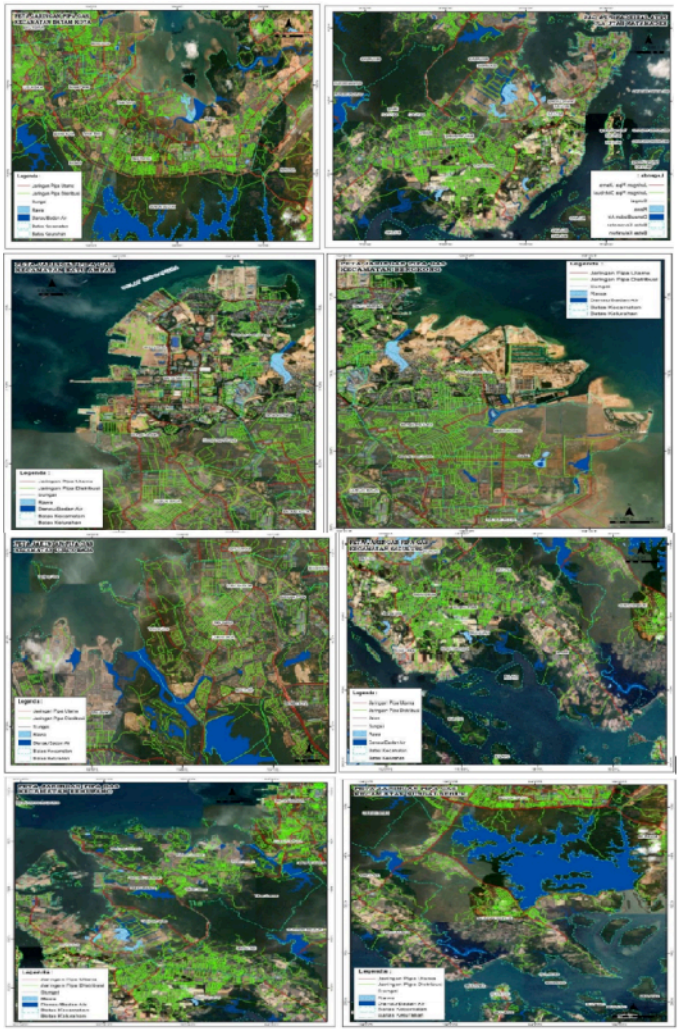
Project Status: Final Business Case



## Indicative Project Structure

## Will be determined In OBC/FBC

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



Picture 1 – Layout of Natural Gas Network for Batam City Household

## 2. The Opportunity

2.1. Project Background

To support the government program in reducing the LPG imports, the provision of natural gas. To support the government program in reducing LPG imports, the construction of a natural gas distribution network for households in Batam City will be continued. The choice of Batam City is because it is located near the gas distribution network, the availability of natural gas sources, population density, and the support from the local government, as well as the great potential to develop a commercial gas network. For that reason, Batam City was selected as one of the regions where the gas distribution network to be carried out through PPP.

Batam City has 410,000 households with an area of 3,848.97 km². In 2016, a total of 4.100 households has been connected with the gas distribution network through State Budget (APBN). Furthermore, a State-Owned Enterprise, PT PGN (Persero), has built for 795 household connections through its program called Program Sayang Ibu. The GCA plans to build the gas distribution network for 307,749 household connections under PPP scheme.

2.2. Project Description

Construction and operation of the gas distribution network from the tie-in to household stove connection for 307,749 household connections in Batam City.

2.3. Project Objectives

The objectives of the Natural Gas Network for Batam City Household are as follows:

a. Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
b. Increasing the access to household fuel services, especially the gas pipeline to the public;
c. Improving the government's performance in delivering the household fuel services;
d. Supporting the energy diversification program in reducing the consumption of subsidized LPG;
e. Supporting the government's program in providing the cleaner and more secure energy.

## 3. Business Entity's Scope of Work

The Project will implement the Design - Build – Finance - Operate – Maintenance Transfer (DBFOMT) scheme. The business entity is responsible for:

a. building assets;
b. operating within a certain period;
c. providing services at an agreed level to the community;
d. transferring ownership to the government after the cooperation period ends;
e. securing minimum income guarantees and/or additional income if service performance exceeds the agreement.

## 4. Technical Specification

Project technical specification will be further studied during finalization on OBC/FBC.

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

Any environmental document requirement will be identified in the OBC/FBC.

## 6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC stage.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 158.00 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

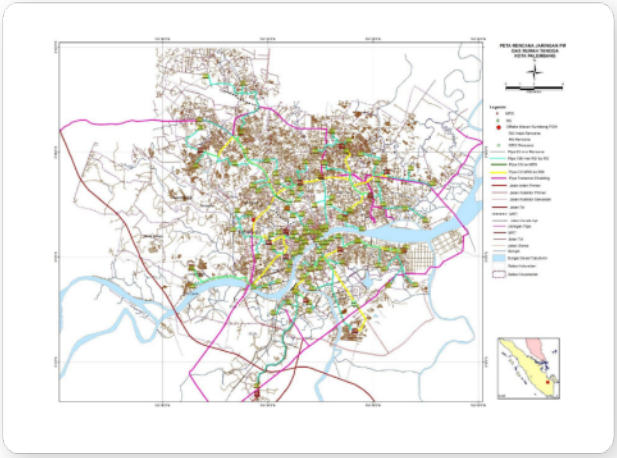
The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC.

## 9. Contact Information

Name : Retna Aribawani
Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning, Directorate of Oil and Gas Infrastructure Planning and Development
Phone : 081310700953
Email : retna.aribawani@esdm.go.id

# Natural Gas Distribution Network for Palembang City Households

Location: Palembang, South Sumatera



## Sector: Oil, Gas and Renewable Energy

Government Contracting Agency:
Minister of Energy and Mineral Resources

Implementing Agency:
Directorate General of Oil and Gas

Preparation Agency:
Directorate General of Oil and Gas (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Under Review

## Sub-Sector: Natural Gas

### Description

Construction and operation network distribution of household gases from the tie-in to stove connection for 354,441 home connections in Palembang City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 213.34 Million**

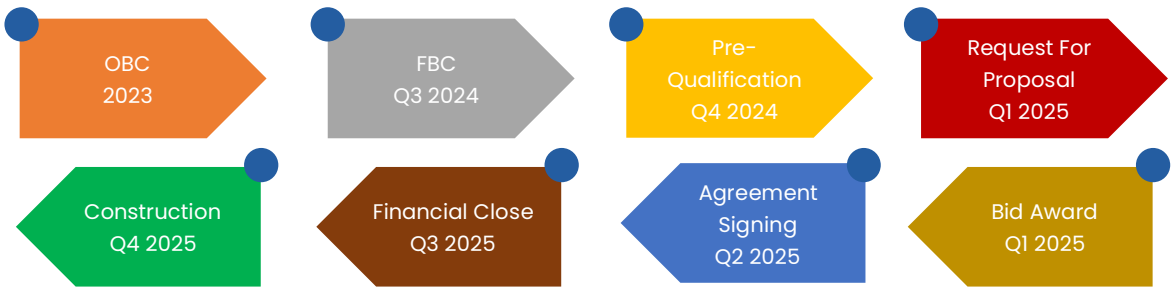
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

30 years

## Indicative Project Schedule

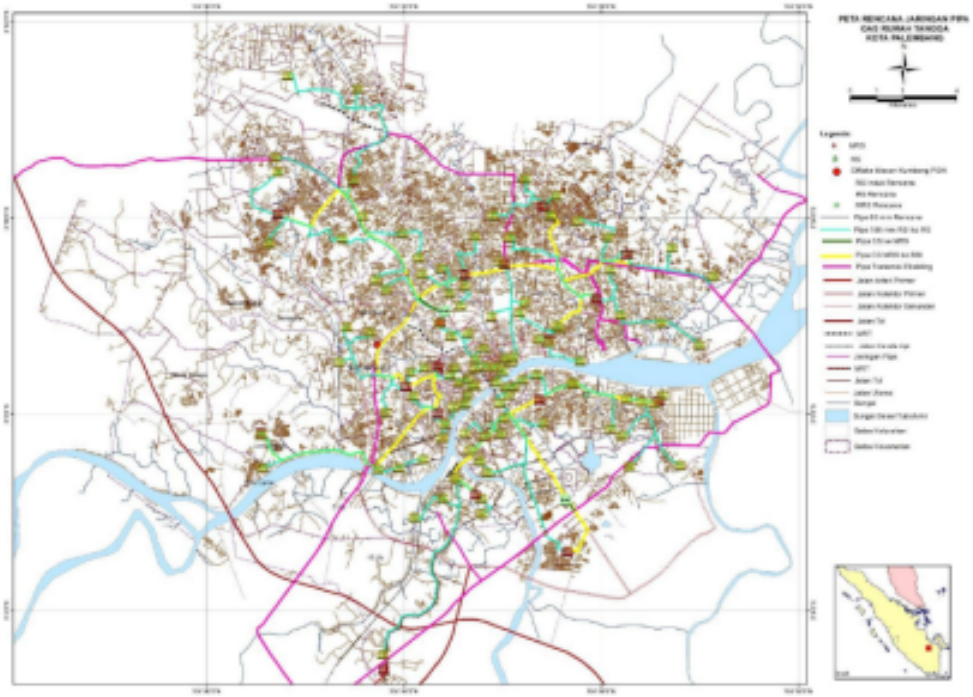
Project Status: Outline Business Case



**Indicative Project Structure**

**Will be determined In OBC/FBC**

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



Picture 1 – Layout of Natural Gas Network for Palembang City Household

## 2. The Opportunity

2.1. Project Background

To support the government program in reducing the LPG imports, the provision of natural gas distribution network for households in Palembang City needs to be carried out. The city location is near the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop a gas distribution network for

commercial and industrial sectors. For that reason, Palembang City was selected as one of the regions where the gas distribution network is to be carried out through PPP.

Palembang City has 388,330 households with an area of 400.61 km². In 2009, a total of 3,311 households has been connected with the gas distribution network. The number was added with 4,315 household connections in 2018, 6,034 household connections in 2019, and 10,161 household connections in 2020. All of which was built through State Budget (APBN).

On the other hand, a State-Owned Enterprise, PT PGN (Persero), has built the gas distribution network for 6,106 household connections through its program called Program Sayang Ibu. In addition, a Regional-Owned Enterprise, PT Sarana Pembangunan Palembang Jaya, has built for 4,569 household connections. The GCA plans to build for 354,441 household connections under PPP scheme. That is 100% if the potential household connections.

2.2. Project Description

Construction and operation of the gas distribution network from the tie-in to household stove connection for 354,441 household connections in Palembang City.

2.3. Project Objectives

The objectives of Natural Gas Network for Palembang City Household are as follows:

a. Meeting the target of the National Mid-Term Development Plan (RPJMN) 2020-2024;
b. Increasing the access to household fuel services, especially the gas pipeline to the public;
c. Improving the government's performance in delivering the household fuel services;
d. Supporting the energy diversification program in reducing the consumption of subsidized LPG;
e. Supporting the government's program in providing the cleaner and more secure energy

## 3. Business Entity's Scope of Work

The Project will implement the Design - Build – Finance - Operate – Maintenance - Transfer (DBFOMT) scheme.

The business entity is responsible for:

a. building assets;
b. operating within a certain period;
c. providing services at an agreed level to the community;
d. transferring ownership to the government after the cooperation period ends;
e. securing minimum income guarantees and/or additional income if service performance exceeds the agreement.

## 4. Technical Specification

Project technical specification will be further studied during the finalization of the OBC/FBC.

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

Any environmental document requirement will be identified in the OBC/FBC.

## 6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided the OBC/FBC.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 213.34 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | USD 213.34 Million |

## 8. Government Support and Guarantee

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the OBC/FBC.

## 9. Contact Information

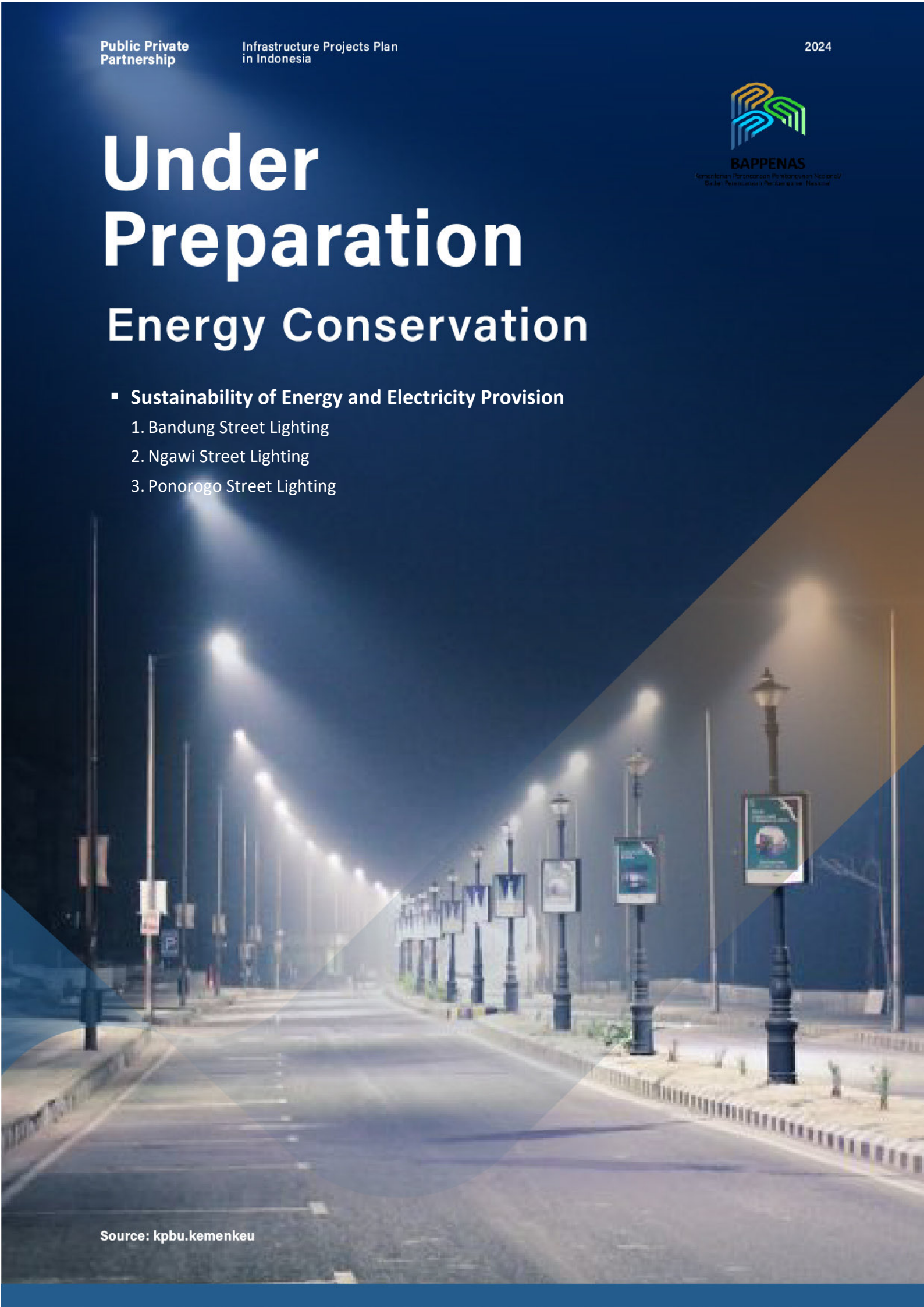
Name : Retna Aribawani
Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning, Directorate of Oil and Gas Infrastructure Planning and Development
Phone : 081310700953
Email : retna.aribawani@esdm.go.id

BAPPENAS

# Under Preparation

## Energy Conservation

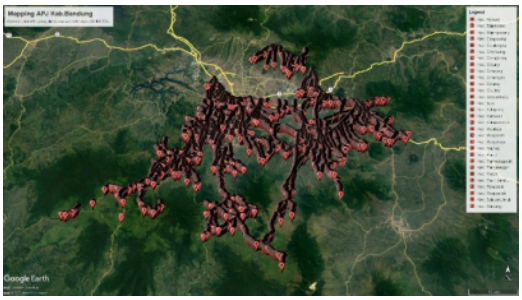
- **Sustainability of Energy and Electricity Provision**
  1. Bandung Street Lighting
  2. Ngawi Street Lighting
  3. Ponorogo Street Lighting



Source: kpbu.kemenkeu

# Bandung Street Lighting

Location: Bandung Regency, West Java



## Sector: Energy Conservation

Government Contracting Agency:
Regent of Bandung

Implementing Agency:
Public Works Agency, Government of Bandung Regency

Initiator:
PT Surya Energi Indotama

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Street Lighting

### Description

In order to improve infrastructure services, Bandung Regency Government will build and repair public street lighting. From the existing 13,432 units of street lighting, it will be added to 28,250 units of lamps using LED technology. This project is planned to use PPP scheme.

### Financial Feasibility

FIRR: 9.41%
EIRR: 11.43%
NPV: USD 218,108

### Capital Expenditure:
**USD 15.8 Million**

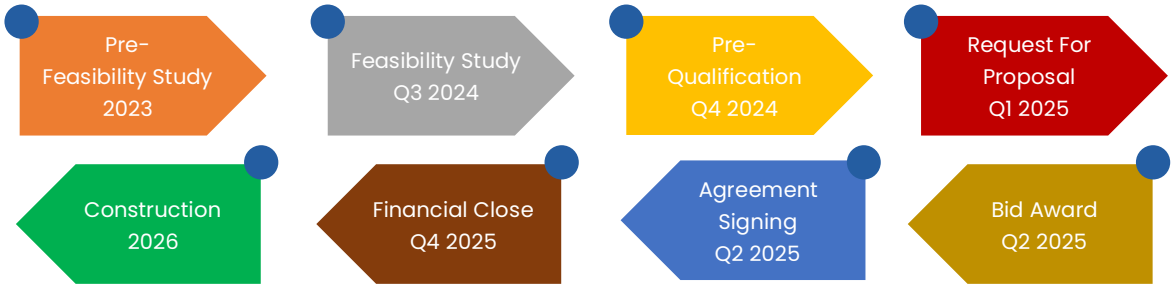
### Operational Expenditure:
**USD 446,148 per year**

### Estimated Concession Period:

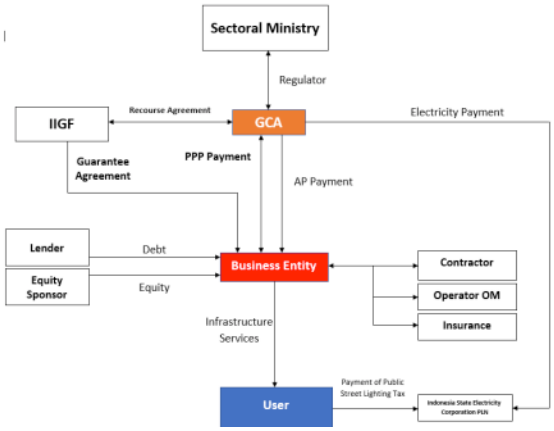
10 years

## Indicative Project Schedule

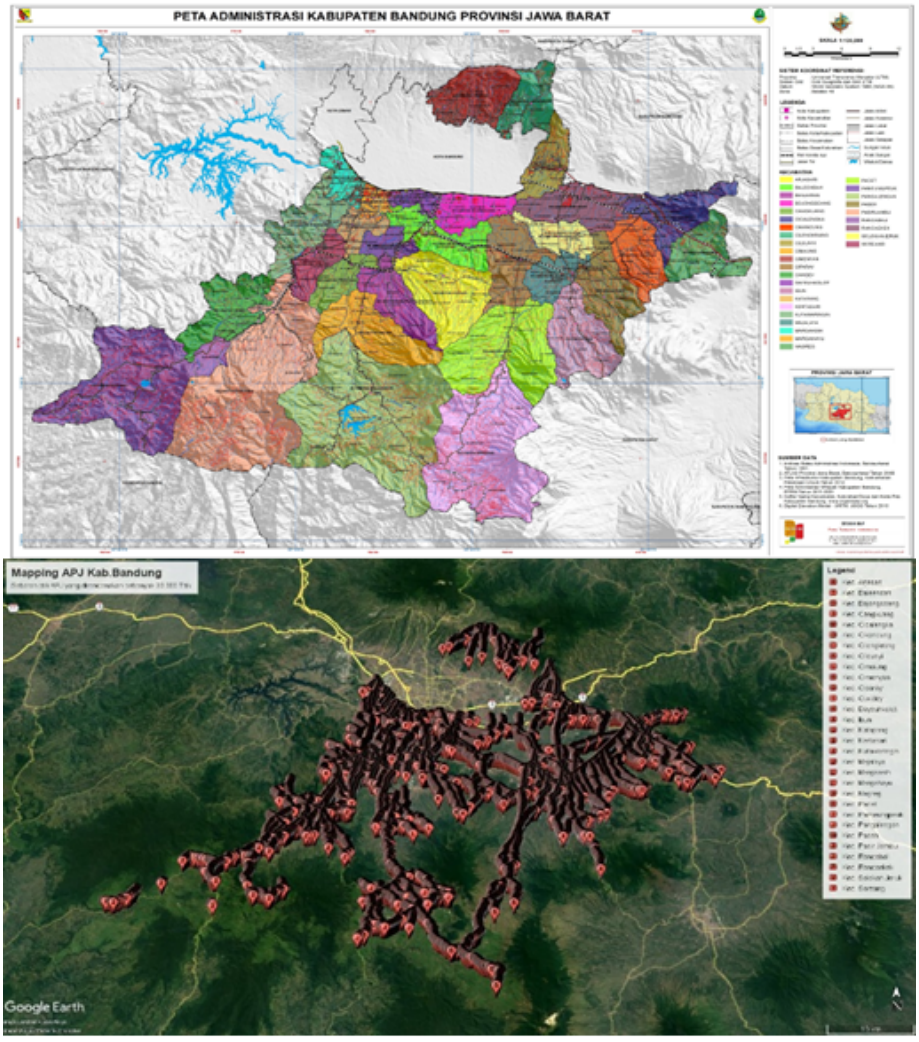
Project Status: Feasibility Study



## Indicative Project Structure




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




Picture 1 – Layout of Bandung Street Lighting

## 2. The Opportunity

2.1. Project Background

The existing condition of Public Street Lighting in Bandung Regency is that there are 13,432 units of street lighting which is only 13% of the total units of street lighting use LED technology. To improve the service of Public Street Lighting, the Bandung Regency Government plans to carry out the construction of street lighting on city roads that have not received adequate street lighting services replace the conventional lamps with LED technology.

2.2. Project Description

In order to improve infrastructure services, Bandung District Government will build and repair public street lighting. Changing all of existing lamp 22,700 and build up the new lamp 5,550. so it will be 28,250 units of lamps using LED technology.

The replacement is expected will also saving electricity bill up to more than 70%. hence it is necessary to replace with LED technology to conserve more energy.

2.3. Project Objectives

The purpose of the development of Bandung Street Lighting is:

1. To provide security, comfort for road users and community social activities;
2. To encourage the progress of infrastructure facilities;
3. To provide street lighting that use energy-saving lamps;
4. To increase Bandung Regency Original Revenue.

## 3. Business Entity's Scope of Work

DBFOMT (Design – Build – Finance – Operate – Maintain – Transfer)

Project scope is as follows:

1. To design, build, finance, operate, maintenance the Public Street Lighting units and transfer assets at the end of the agreement period;
2. To provide meterization of the entire Public Street Lighting network;
3. To provide Public Street Lighting services with LED technology;
4. Electrical installation of street lighting including installation of cable networks and panel boxes;
5. Controlling and operating Public Street Lighting;
6. To provide street lighting services according to the standard specifications regulated in the Minister of Transportation Regulation 27/2018.

## 4. Technical Specification

The technical specifications for Bandung Street Lighting are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Lenght of Street | 1,426 km |
| 2 | Armature LED 120 W | 1,104 light spot |
| 3 | Armature LED 90 W | 2,511 light spot |

| No | Facilities | Capacity |
|---|---|---|
| 4 | Armature LED 70 W | 4,378 light spot |
| 5 | Armature LED 55 W | 7,426 light spot |
| 6 | Armature LED 30 W | 12,831 light spot |

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

The environmental document needed for this project is Surat Pernyataan Kesanggupan Pengelolaan dan Pemantauan Lingkungan (SPPL)/ Statement of Ability to Manage and Monitor the Environment.

## 6. Land Acquisition and Resettlement Action Plan

Based on Feasibility Study, the construction of Bandung Street Lighting Project does not require land acquisition documents.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 15.8 Million |
| Operational Expenditure | USD 446,148 per year |
| FIRR | 9.41% |
| EIRR | 11.43% |
| NPV | USD 218,108 |

## 8. Government Support and Guarantee

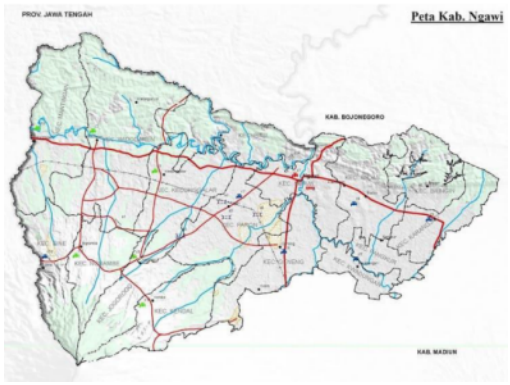
Based on Feasibility Study, this project does not need the government support. However, this project is planned to apply for Government Guarantee.

## 9. Contact Information

Name : Drs. Hilman Kadar, M.Si
Position : Head of the Transportation Department
Phone : 087823645647
Email : dishub@bandungkab.go.id

# Ngawi Street Lighting

Location: Ngawi, East Java




## Sector: Energy Conservation

Government Contracting Agency:
Regent of Ngawi

Implementing Agency:
Ngawi Regency Government

Initiator:
Evercoss – Fokus – Perwira

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Street Lighting

### Description

The street lighting services in Ngawi Regency is inadequate. Only 18.3% have been served by street lighting out of 604 km of regency roads. Through the PPP Scheme, the Ngawi Regency Government planned to add new street lighting points to increase the coverage of services. Based on the initial study, the street lighting project is planned to be implemented with the scope of 5.000 new lamp points. The increase in public street lighting coverage is expected to increase travel security and safety, which will then have an impact on regional economic growth.

### Financial Feasibility

FIRR: 10.70%
EIRR: 13.46%
NPV: USD 193.720

### Capital Expenditure:
**USD 3,89 Million**

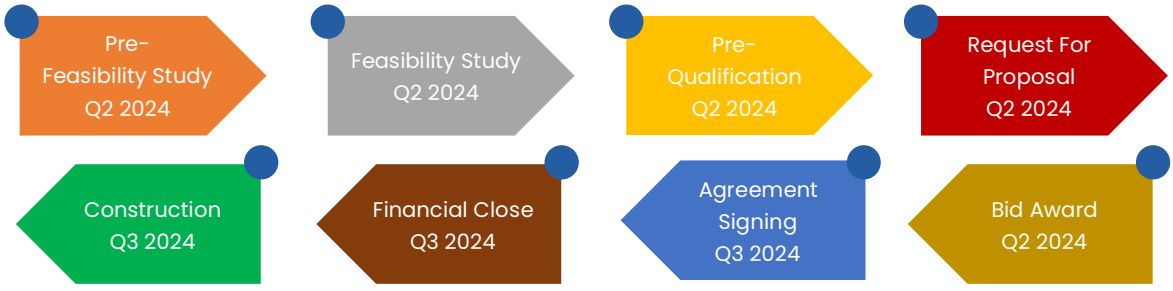
### Operational Expenditure:
**USD 115,000**

### Estimated Concession Period:

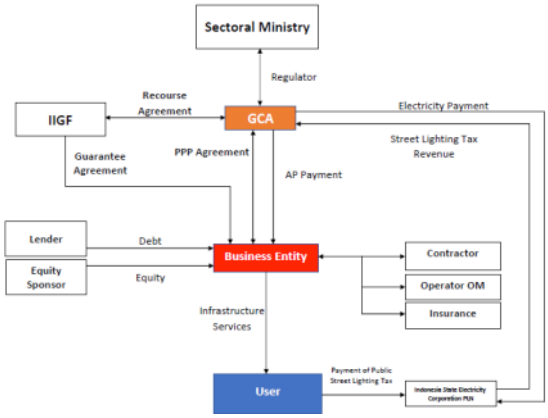
1 year construction and 10 years operation

## Indicative Project Schedule

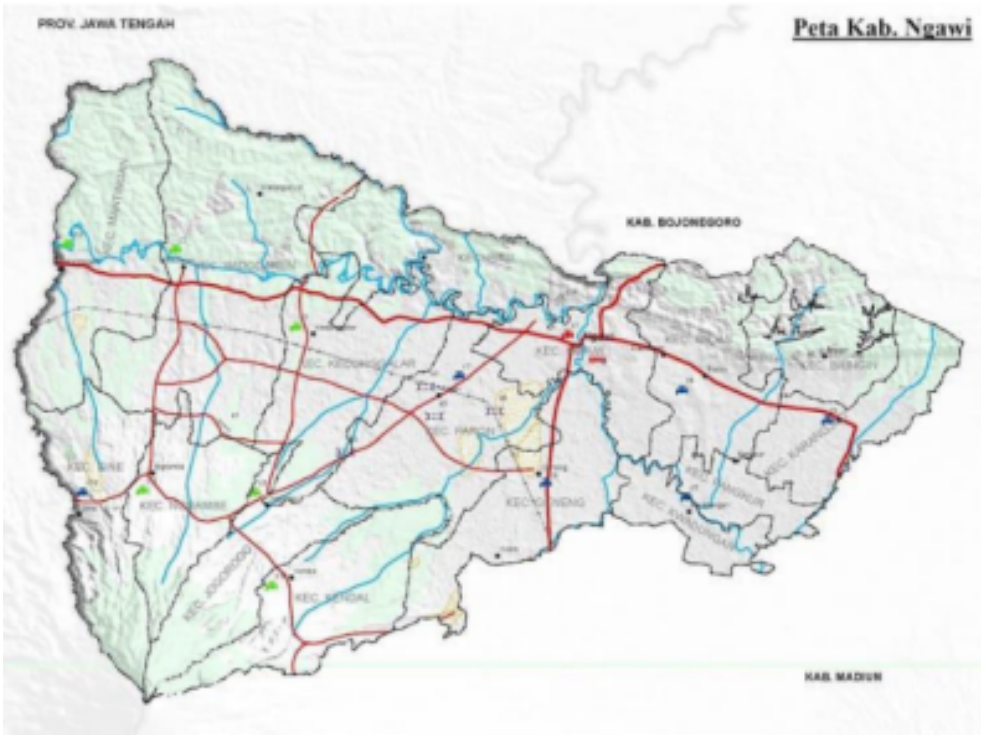
Project Status: Feasibility Study



## Indicative Project Structure




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




### 2. The Opportunity

2.1. Project Background

In order to improve services, especially in road infrastructure, the regional government plans to build public street lighting on several roads that have not been served by this infrastructure. Public street lighting infrastructure will also be equipped with LED lights to promote energy efficiency.

2.2. Project Description

The street lighting services in Ngawi Regency is inadequate. Only 18.3% have been served by street lighting out of 604 km of regency roads. Through the PPP Scheme, the Ngawi Regency Government planned to add new street lighting points to increase the coverage of services. Based on the initial study, the street lighting project is planned to be implemented with the scope of 5.000 new lamp points. The increase in public street lighting coverage is expected to increase travel security and safety, which will then have an impact on regional economic growth. Public street lighting infrastructure will also be equipped with LED lights to promote energy efficiency.

2.3. Project Objectives

The purpose of the development of Ngawi Street Lighting is to improve services for the society, increasing security, reducing crime at night and increasing community activities at night to improve the surrounding economy.

## 3. Business Entity's Scope of Work

Design – Build – Finance – Operate – Maintain – Transfer

The business entity is responsible for:

a. Build, Operate, Maintain 5,000 new Street Lighting Points
b. Transfer all partnership asset to the government at the end of partnership period

## 4. Technical Specification

The technical specifications for Ngawi Street Lighting are to build new street lighting with 7 m height hexagonal pole c/w LED 60 W auto dimming at Regency Roads.

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

The environmental document needed for this project is Surat Pernyataan Kesanggupan Pengelolaan dan Pemantauan Lingkungan (SPPL)/Statement of Ability to Manage and Monitor the Environment. This document is required for the small-scale of environmental and social impacts.

## 6. Land Acquisition and Resettlement Action Plan

Ngawi Street Lighting project does not require land acquisition and resettlement.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 3,89 Million |
| Operational Expenditure | USD 0,115 Million |
| FIRR | 10.70% |
| EIRR | 13.46% |
| NPV | USD 193.720 |

## 8. Government Support and Guarantee

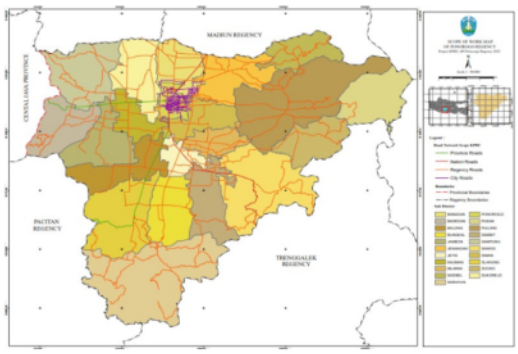
This project does not require Government Support, however it is indicated that this project will apply for Government Guarantee.

## 9. Contact Information

Name : Totok Sugiharto, SE
Position : Head Of Infrastructure and Regional Development Planning Agency for Ngawi Regency
Phone : 08125906892
Email : bappedangawi053@gmail.com

# Ponorogo Street Lighting

Location: Ponorogo Regency, East Java



## Sector: Energy Conservation

Government Contracting Agency:
Regent of Ponorogo

Implementing Agency:
Transportation Agency, Government of Ponorogo

Preparation Agency:
Dohwa Engineering Co. Ltd., Ecolant Co. Ltd, & PT INKA Multi Solusi (IMS)

Type of PPP:
Unsolicited (Small Scale)

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Street Lighting

### Description

Ponorogo Regency is currently carrying out urban infrastructure development and tourism as the priorities. One of the important infrastructures in maintaining the comfort and safety of night activities is the construction of smart street lighting through a PPP scheme

### Financial Feasibility

FIRR: 10.20%
EIRR: 13.00%
NPV: USD 11,182

### Capital Expenditure:
**USD 7.03 Million**

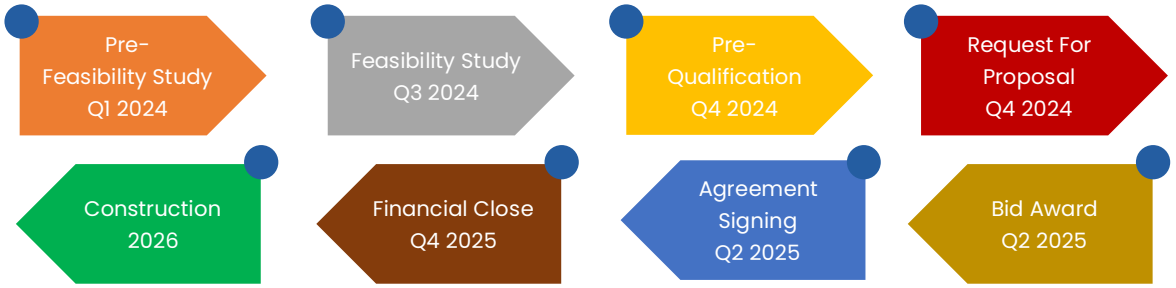
### Operational Expenditure:
**USD 1.30 Million**

### Estimated Concession Period:

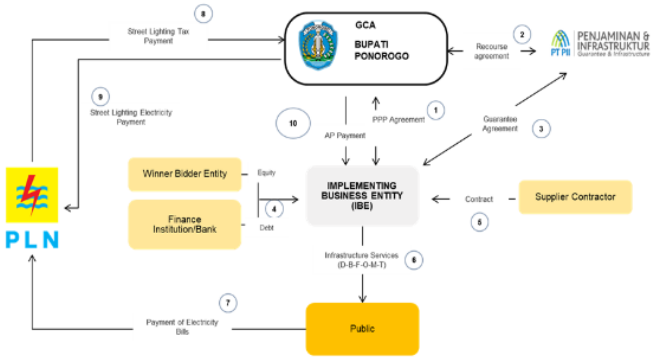
9 years operation and 1 year construction

## Indicative Project Schedule

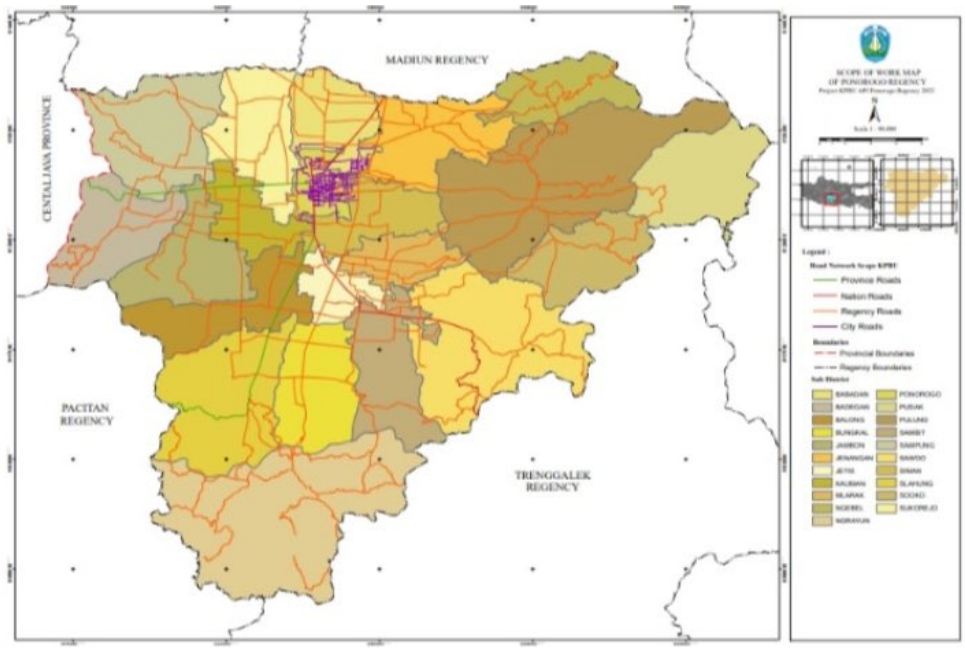
Project Status: Feasibility Study



## Indicative Project Structure




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




### 2. The Opportunity

2.1. Project Background

Ponorogo Regency is famous for the art city of Reog. Its area reaches 1,371.78 km with a population of 978,228 people. The length of the road section that crosses Ponorogo Regency is 100.65 km long which is divided into Regency Roads, Urban Outer Roads and Urban Inner Roads. With the vast area and length of roads in Ponorogo Regency, the Ponorogo Regency Government through the Ponorogo Regency Transportation Department has not been ableto meet the needs of street lighting equipment in all road sections which are the responsibility and authority of the Ponorogo Regency Government.

2.2. Project Description

Design, Construction new smart street lighting, Replacement of Existing Street Lighting Luminaires, Operation, Maintenance on PPP Scope roads and asset handover at the end of the cooperation agreement period. Built a new lighting device totaling 5,620 points and replacement of existing street lightin equipment totaling 251 points of double arms pole (502 lamps). All street lighting equipped with smart sensor that connected to the Monitoring Center. Roads within the scope of the PPP include national roads, provincial roads and district roads. The sections covered are urban roads, connectivity roads and access roads to tourist attractions.

2.3.Project Objectives

The availability of good Street Lighting facilities is important in improving the safety and comfort of road users passing through the Ponorogo Regency area. In addition, adequate Street Lighting Facilities will also encourage the economic growth of Ponorogo Regency and the welfare of the people of Ponorogo Regency.

## 3. Business Entity's Scope of Work

a. Design, Construction, Replacement of Existing Street Lighting Luminaires, Operation, Maintenance of new Smart Street Lighting on PPP Scope roads and asset handover at the end of the cooperation agreement period
b. Built a new lighting device totaling 5,620 points. and replacement of existing street lighting equipment totaling 251 points.
c. Meterization of the entire Smart Street Lighting network within the scope of PPP
d. Provision of Lighting Services with LED and Smart Sensor technology.
e. Smart Street Lighting electrical installations including aerial cable networki nstallations and panel boxes
f. Operating and maintaining Smart Street Lighting services for 9 years operations and 1 year construction period
g. Lighting services are in accordance with standard specifications regulated in the Minister of Transportation Regulation No. 47 of 2023 concerning Street Lighting Equipment

## 4. Technical Specification

Technical technical specs refer to Permenhub 47/2023 and its improvements as stated in the document Feasibility Study. Here is the distribution table of Street Lighting

| New Street Lighting Deployment | | | |
|---|---|---|---|
| Road Sections | Tall | Wattage | Street Lighting Amount |
| National roads | 9 Meter | 120 Watt | 1.422 |
| Provincial Roads | 9 Meter | 120 Watt | 1.406 |
| County Roads | 7 Meter | 80 Watt | 2.792 |
| Total New Street Lighting | | | 5.620 |
| Retrofit Street Lighting Distribution | | | |
| County Roads | | | 251 |
| Total Street Lighting Retrofit | | | 251 |
| Total Smart Street Lighting | | | 5.871 |

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

Referring to the Annex to LHK Ministerial Regulation 4/2021, KBLI Number 35122 is not a business activity that is mandatory for Amdal or UKL-UPL, so that in implementing the Project, a Statement of Environmental Management and Monitoring Capability or SPPL is required. in the implementation of the PPP Project, Ponorogo Regency Street Lighting Equipment is a business or activity that is required to have SPPL. The enviromental approval application process is carried out by the GCA.

## 6. Land Acquisition and Resettlement Action Plan

In the PPP project for street lighting equipment in Ponorogo Regency, the construction of street lighting equipment is situated on sections of roads that are owned by the state. Therefore, its implementation does not necessitate land acquisition and resettlement.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 7.03 Million |
| Operational Expenditure | USD 1.30 Million |
| FIRR | 10.20% |
| EIRR | 13.00% |
| NPV | USD 11,182 |

## 8. Government Support and Guarantee

This project does not require Government Support, however it is indicated that this project will apply for Government Guarantee.

## 9. Contact Information

Name : Eko Murnianto, S.T., M.T.
Position : Infrastructure Division of Regional Development Planning Agency
Phone : 08123398022
Email : prasaranabappedapo04@gmail.com

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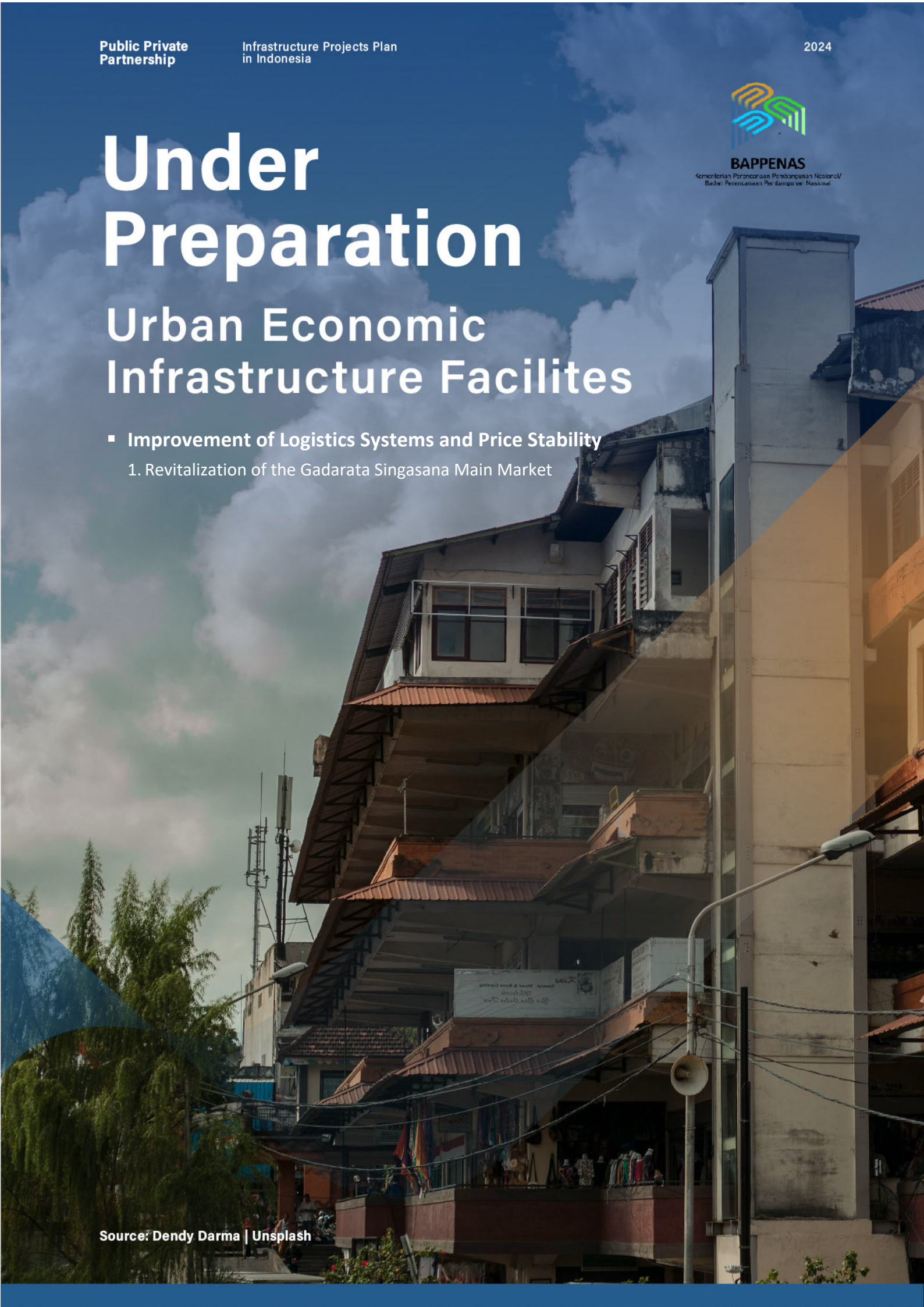
# Under Preparation

## Urban Economic Infrastructure Facilites

- **Improvement of Logistics Systems and Price Stability**
  1. Revitalization of the Gadarata Singasana Main Market



Source: Dendy Darma | Unsplash

# Revitalization of the Gadarata Singasana Main Market

Location: Tabanan Regency, Bali

## Sector: Market

Government Contracting Agency:
Regent of Tabanan

Implementing Agency:
Tabanan Regency Government

Preparation Agency:
Tabanan Regency Government

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Market

### Description

The Gadarata Singasana Main Market, Tabanan Regency, is located in the center of Tabanan city. This market is a traditional market that requires development as well arrangement in creating a modern-based traditional market combined with shopping centers and modern shops.

### Financial Feasibility

FIRR: 14.09%
EIRR: Under Calculation
NPV: USD 46.52 Million

### Capital Expenditure:
**USD 41.55 Million**

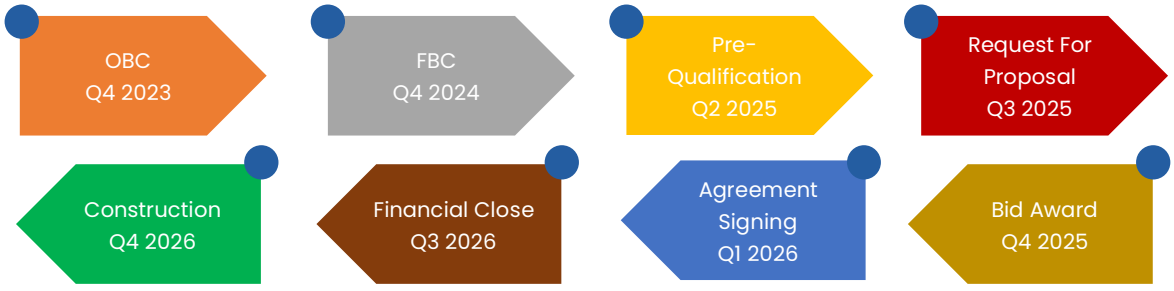
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

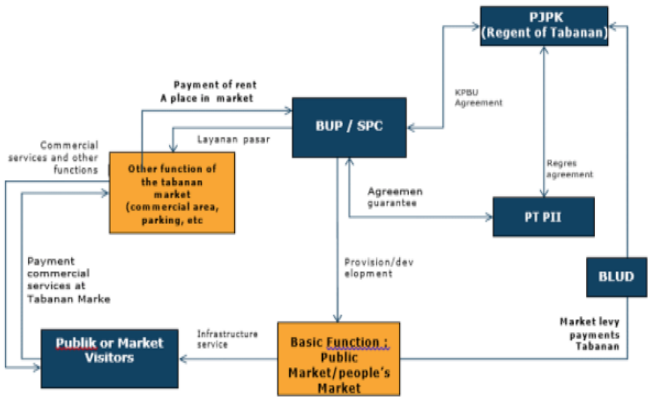
20 years

## Indicative Project Schedule

Project Status: Outline Business Case



## Indicative Project Structure




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


### 2. The Opportunity

2.1. Project Background

Markets have an important role in the smooth running of economic activities in the surrounding community. Condition Inadequate markets will disturb the comfort of traders and visitors when making

a transaction. The current condition of the Gadarata Singasana Main Market is no longer there able to accommodate more traders. Lack of lighting and limited space parking facilities and public toilets are the main concern in the Central Market Revitalization Gadarata Singasana is planned to provide comfort for traders and market visitors. Therefore, the Tabanan Regency Government will use the scheme Government Cooperation with Business Entities to accelerate Main Market Revitalization Gadarata Singasana so that it can provide comfort for traders and visitors in carrying out economic activities.

2.2. Project Description

PPP Project Revitalization of the Gadarata Singasana Main Market, Tabanan Regency, located in Tabanan District, Tabanan Regency, Bali Province, it is planned to be carried out Market Revitalization with scope: General market revitalization; Shopping center development; Operation and maintenance of markets and shopping centers. Market zoning will be divided into two, horizontally and vertically. Market activities will be accommodated on 5 floors and 1 rooftop.

2.3. Project Objectives

The Revitalization of the Gadarata Singasana Main Market aims to support the community's economic recovery by improving the market's function as a means of people's trade so that it becomes a building that is safe, comfortable, clean, orderly and more aesthetically pleasing (not dirty).

## 3. Business Entity's Scope of Work

The Project will implement the Design-Build-Finance-Operate (Partially)-Maintenance-Transfer (DBFOMT) scheme. The business entity is responsible for carrying out the Gadarata Singasana main market revitalization project, Tabanan Regency, including financing, construction, annual routine maintenance and periodic maintenance every 10 years.

## 4. Technical Specification

| | |
|---|---|
| **Parking Unit Development Plan in Basement** | A basement parking area will be built with a capacity of 399 cars and 977 motorbikes, so that the total can accommodate 1,376 vehicles. |
| **Unit Development Plan for Public Markets** | |
| 1st floor | - Wet merchantman: Fish, chicken, meat, vegetables, wet food<br>- Wet traders: Fish, broiler chicken seller, meat, vegetables, wet food<br>- Dry traders: basic necessities, grocery, cakes, food, clothes, footwear<br>- Kiosk: basic necessities, grocery, cakes, food, clothes, footwear |
| 2nd floor | - Dry merchantman: cakes, food, clothes, footwear<br>- Dry traders: basic necessities, grocery, cakes, food, clothes, footwear<br>- Kiosk: basic necessities, grocery, cakes, food, clothes, footwear |
| 3rd floor | Kiosk: grocery, cakes, food, clothes, footwear, gold accessories |
| 4th floor | Kiosk: grocery, cakes, food, clothes, footwear, gold accessories |
| 5th floor | Kiosk: grocery, cakes, food, clothes, footwear, gold accessories |
| **Unit Development Plan in Shopping Center** | |
| 1st and 2nd floor | Local Indonesian culinary center, souvenir shop playground, community gathering area |

| | |
|---|---|
| 3rd floor | fashion, electronic equipment, bookstores |
| 4th floor | cinema, exclusive restaurant |
| 5th floor | Cinemas, exclusive restaurants, department stores |
| **Rooftops** | amphitheater (stage for cultural arts performances), exclusive restaurant, coffee shop, culinary cart |

*More detailed technical specifications will be further studied in the OBC/FBC report.

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

Any environmental document requirement will be identified in the OBC

## 6. Land Acquisition and Resettlement Action Plan

The land currently identified as owned by the local government and the permits will be handled by the GCA with detailed plan will be provided in the OBC/FBC stage (before the procurement of business entity).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 41.55 Million |
| Operational Expenditure | USD 78.80 Million |
| FIRR | 14.09% |
| EIRR | Under Calculation |
| NPV | USD 46.52 Million |

## 8. Government Support and Guarantee

This project requires Government Support to achieve the target of 7,571,200 visitors in one year and also indicates will require Government Guarantee.

## 9. Contact Information

Name : I Gede Urip Gunawan, S.Sos., M.Si, CGCAE.
Position : Head of the Tabanan Regency Regional Development Planning Agency
Phone : +62 821-4757-5878
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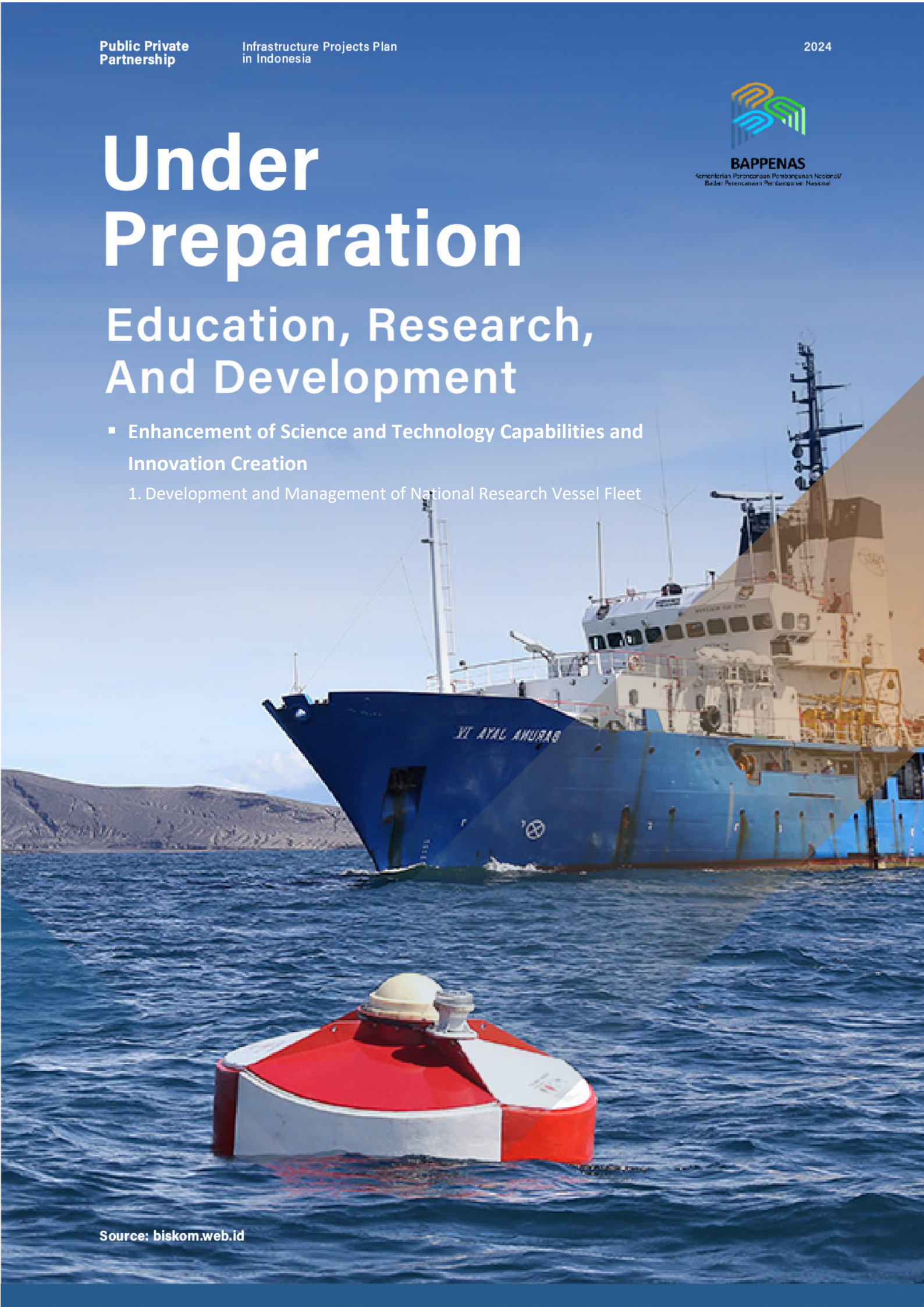
# Under Preparation

## Education, Research, And Development

- **Enhancement of Science and Technology Capabilities and Innovation Creation**
  1. Development and Management of National Research Vessel Fleet




Source: biskom.web.id

# Development and Management of National Research Vessel Fleet

Location: National

## Sector: Education, Research and Development

Government Contracting Agency:
Head of Research and Inovation Agency (BRIN)

Implementing Agency:
Deputy for Research and Innovation Infrastructure

Preparation Agency:
Deputy for Research and Innovation Infrastructure (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Educational Facilities

### Description

The project will support marine research conducted by the National Research and Innovation Agency (BRIN) and its partners, in the areas of supporting marine research activities, which will focus on four types of marine research, namely: marine geosciences, marine fisheries, oceanography and hydrography.

### Financial Feasibility

FIRR: 14%
EIRR: 14.5%
NPV: USD 27.21 Million

### Capital Expenditure:
**USD 253.86 Million**

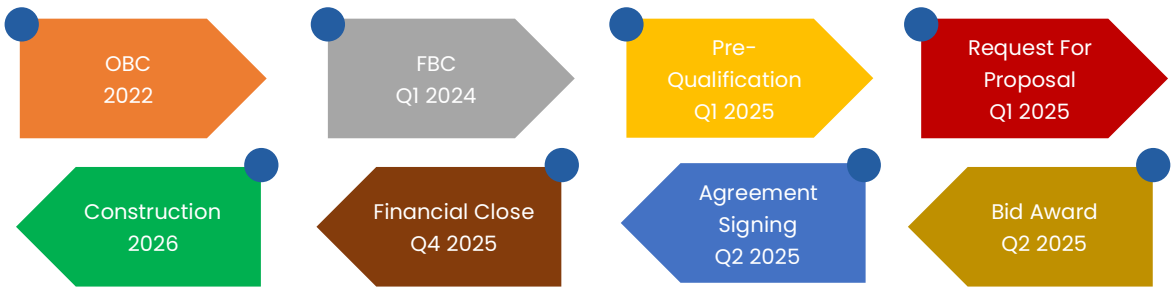
### Operational Expenditure:
**USD 905.60 Million**

### Estimated Concession Period:

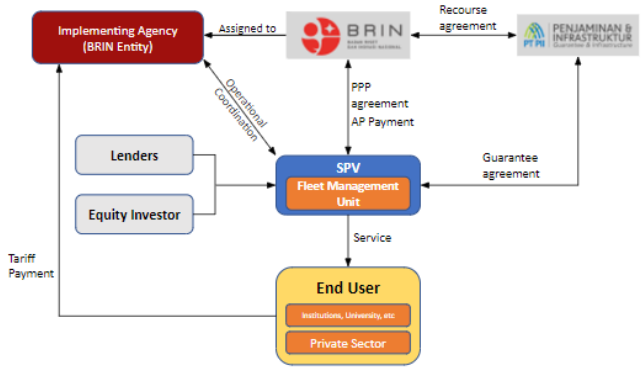
20 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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

sea explorer research vessels

coastal research vessels

ocean explorer research vessel

## 2. The Opportunity

2.1. Project Background

On September 26, 2017, the National Oceanic Research Consortium (NORC) was formed with the aim of making marine research activities in Indonesia unified and well-coordinated. The research consortium consists of 11 ministerial institutions, non-ministerial government agencies (LPNK), and several universities.

The research consortium is committed to building cooperation related to research programs, infrastructure development and marine data. For efficiency and effectiveness of ocean research

institutions and financing, the research consortium activities are carried out synergistically and systematically to produce an integrated ocean research program by all parties by linking the interaction between the ocean and atmosphere with the impacts of climate change. Therefore, the available resources must be well managed and structured. These resources fall into two main categories: i) a national marine data centre to store and exchange data in the marine sector, and ii) newly built research vessels or modernized existing vessels and research equipment. The research consortium is also committed to formulating a marine research roadmap based on the National Research Master Plan 2045 that includes developing research resources and strengthening research institutions in the marine sector.

To meet these research needs, it is necessary to modernize and add to the existing fleet of ships and marine research facilities. In addition, it is necessary to improve the management of the fleet and research activities in the marine sector. The fulfillment of these needs will be carried out using the Public-Private Partnership (PPP) financing scheme. It is expected that the PPP scheme in managing the fleet of ships and marine research facilities will improve the quality and management of marine research results in Indonesia.

2.2. Project Description

BRIN will develop a Fleet Management Unit (FMU) to manage 4 (four) existing research vessels owned by BRIN currently including Baruna Jaya I and Baruna Jaya III (Ex-BPPT) as well as retrofitted Baruna Jaya VIII (Baruna Jaya VIII+) and Baruna Jaya IX financed through PLN (foreign loan) scheme (ex-LIPI). FMU will serve marine research on marine geoscience, marine-atmosphere relation, fisheries, and hydrography, mainly from the Ocean Research Consortium (KRS), Government Ministries/Agencies, universities, and foreign researchers or research institutions. During the operational period, BUP will provide an additional fleet of 9 research vessels consisting of 5 coastal research vessels, 3 ocean cruiser research vessels and 1 ocean cruiser research vessel.

2.3. Project Objectives

This project aims:

a. to increase the utilization value of Baruna Jaya I, III, and VIII+ and Baruna Jaya IX vessels to be more optimal;
b. to improve public services and private/international services in the field of marine research;
c. to improve the management of research vessels through setting up Fleet Management Unit (FMU);
d. to support the utilization of marine research results for the marine geoscience, marine-atmosphere relation, fisheries, and hydrography sectors;
e. to support the field of marine research or survey in order to have a research vessel or fleet equipped with adequate equipment.

## 3. Business Entity's Scope of Work

The scope of cooperation between GCA and the Business Entity in the Management and Development of the National Research Ship Fleet PPP project is as follows:

a. The business entity will procure 5 units of Coastal Type Research Vessel, 3 units of Ocean Explorer Research Vessel, and 1 unit of Ocean Explorer Research Vessel;
b. The business entity will prepare and run the Fleet Management Unit (FMU);
c. The business entity will conduct research business development of coastal, marine, and oceanic industries based on research vessels in the aspect of assisting marketing conducted by BRIN.

## 4. Technical Specification

The fleet management unit will operate a research vessel equipped with updated marine research equipment and capable of accommodating portable instruments. The scope of operations is as follows:

1. Establishment of Fleet Management Unit (FMU)
2. Operation, Maintenance of BJ VIII+ and BJ IX Vessels, including research equipment during the period of cooperation.
3. Procurement of ship crew
4. Searching for market share
5. Procurement of new vessels
6. Operation and maintenance of new vessels during the cooperation period
7. Provision of marine research services
8. Provision of base port and yard

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

The project does not require AMDAL or UKL-UPL documents to support project activities.

## 6. Land Acquisition and Resettlement Action Plan

The project does not require a land acquisition or resettlement action plan.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 253.86 Million |
| Operational Expenditure | USD 905.60 Million |
| FIRR | 14% |
| EIRR | 14.5% |
| NPV | USD 27.21 Million |

## 8. Government Support and Guarantee

The Government will support the construction of one ocean research vessel through a foreign loan scheme and this project will also require Government Guarantee.

## 9. Contact Information

Name : Prakoso Bhairawa Putera
Position : Head of Planning and Finance Bureau of BRIN
Phone : 081373600029
Email : pb.putera@gmail.com

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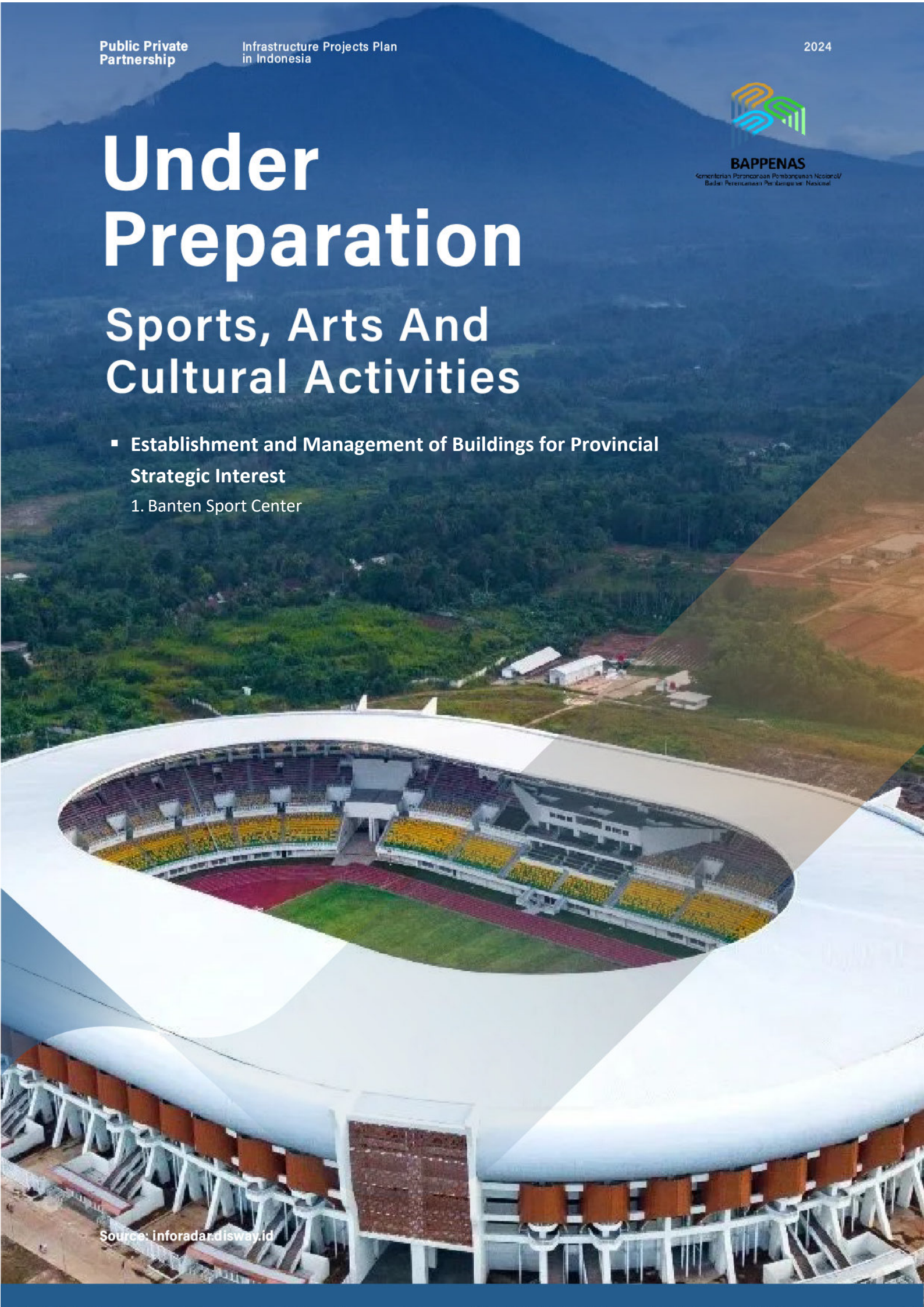
# Under Preparation

## Sports, Arts And Cultural Activities

- **Establishment and Management of Buildings for Provincial Strategic Interest**
  1. Banten Sport Center



Source: inforadar.disway.id

# Banten Sports Center

Location: Banten

## Sector: Sports, Arts and Cultural Facilities

Government Contracting Agency:
Governor of Banten Province

Implementing Agency:
Banten Provincial Government

Preparation Agency:
Banten Provincial Government

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Sports Facilities

### Description

Banten Sports Center Complex to become one of international-standard sports complex in Indonesia within the area of ±68 ha. This project has an objective to build sports center complex in Banten with high-demand sports venue and commercial area.

### Financial Feasibility

FIRR: 10.38%
EIRR: Under Calculation
NPV: USD 3.49 Million

### Capital Expenditure:
**USD 34.86 Million**

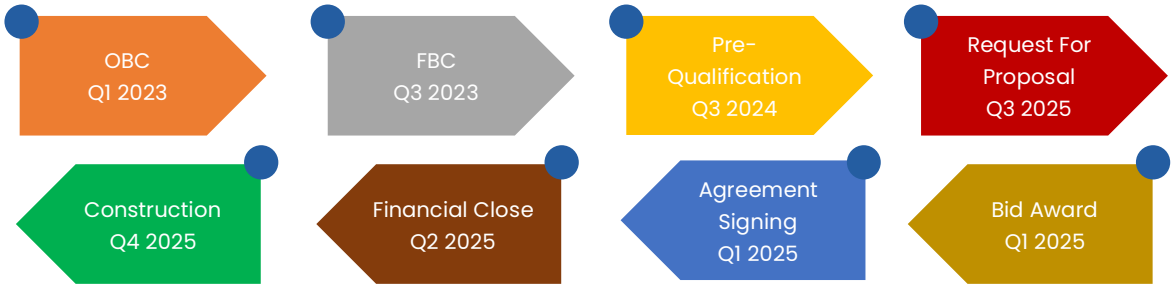
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

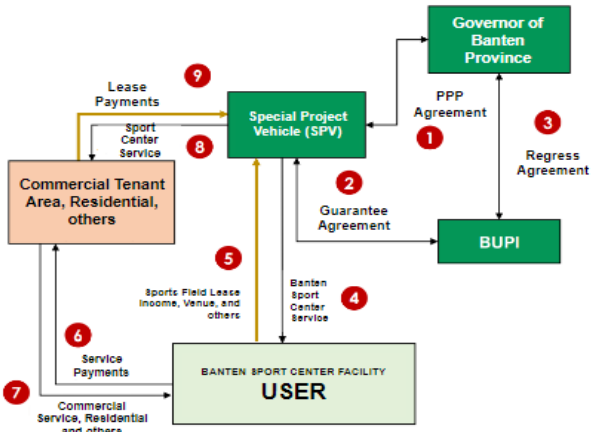
25 years (including 2 years construction)

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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

### 2. The Opportunity

2.1. Project Background

Banten Sports Center is an action by the Banten Provincial Government in order to improve their citizen health, both physically and spiritually. This is even more important considering the rank of Banten Province at the XX Papua 2021 National Sports Week (PON) which is quite low despite the area and the large number of areas within Banten Province. Banten Province is ranked 14th out of a total of 34 provinces participating in the 2021 PON XX Papua. This section describes the rationale for building the Banten Sports Center from a technical and economic perspective.

2.2. Project Description

Making the Banten Province Sports Center area a sports area with international standards on an area of ± 68 ha. In addition, the sports center area will consist of sports venues and commercial areas.

2.3. Project Objectives

1. To build sports center complex in Banten with high-demand sports venue and commercial area
2. Strengthening the Banten Province Sport Center Area that supports the role and function of Banten Province as a National Activity Centre;
3. Physical strengthening of the Banten Province Sport Center Area as one of the important landmarks of Banten Province;
4. Realizing the development of the Banten Province sports center Area as one of the growth centers in the city and district of Serang, Banten in a sustainable and environmentally sound manner, and
5. The build and develop the availibility of facilities and infrastructure in the hope that it will facilitate the development of economic, socio-cultural and public health potential so that development results can be more equitable and prosper the community

## 3. Business Entity's Scope of Work

The Project will implement the Design - Build – Finance – Operate – Maintenance (DBFOM) scheme. The business entity is responsible for:

| Sports Venue | Facilities | Other Infrastructure and Green Open Space |
|---|---|---|
| • Main Stadion (only operational)<br>• Practice field<br>• Aquatic<br>• Tennis<br>• Volley and Basketball<br>• Badminton<br>• Martial Sports<br>• Archery<br>• Futsal dan Skates<br>• Rock Climbing | • Hotel (4-star)<br>• Mall (shopping center)<br>• Mosque<br>• Banten Government Office<br>• Athlete's Mess<br>• Clinic<br>• Security Center | • Firefighter and Water Treatment Plant<br>• Accessibility (road)<br>• Parking Area (building and field)<br>• Waste Facility<br>• Landscape<br>• City Forest |

## 4. Technical Specification

All the sports venue follows the technical specifications of each governing body of sports association.

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

Currently, Banten Sports Center Area Development Plan already has an AMDAL document. However, an update may be needed regarding to some updates of the plan.

## 6. Land Acquisition and Resettlement Action Plan

The land currently identified as Banten Provincial Government-owned property and the permits already handled by the GCA with detailed plan will be provided in the Final Business Case.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 34.86 Million |
| Operational Expenditure | Under Calculation |
| FIRR | 10.38% |
| EIRR | Under Calculation |
| NPV | USD 3.49 Million |

## 8. Government Support and Guarantee

Based on the feasibility calculations, it is concluded that the PPP Project for the Banten Sports Center, using the DBFOMT model for the sport venue, supporting facilities, and green open space (with some adjustments to the non-urgent facilities), is feasible and does not require financial support from the Government. However, this project may be require other form of government support such as government actions to facilitate the PPP process. This project also indicates that it will require Government Guarantee.

## 9. Contact Information

Name : DR. Isvan Taufik, ST, MT
Position : Secretary of Public Works and Housing Banten Province (Sekretaris Dinas Pekerjaan Umum dan Penataan Ruang Provinsi Banten)
Phone : 0818621815
Email : dpupr.bantenprov.go.id

Name : Regen, ST, M.Si
Position : Head of Building and Environment Arrangement (Kasi Penataan Bangunan dan Lingkungan, Dinas Pekerjaan Umum dan Penataan Ruang Provinsi Banten)
Phone : 081906482045
Email : dpupr.bantenprov.go.id

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# Under Preparation

## Health

- **Strenghten Healthcare System and Drug and Food Control**
  1. Dr. Mohammad Zyn Sampang General Hospital
  2. Inche Abdoel Moeis Samarinda General Hospital
  3. Wangaya District General Hospital Of Denpasar City

Source: Dok. Rumah Sakit Umum Daerah Wangaya Kota Denpasar

# Dr. Mohammad Zyn Sampang General Hospital

Location: Sampang, East Java

## Sector: Health

Government Contracting Agency:
Regent of Sampang

Implementing Agency:
Sampang Regency Government

Preparation Agency:
Sampang Regency Government (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Under Review

## Sub-Sector: General Hospital

### Description

Dr. Moh Zyn General hospital is a type B hospital (the only referral hospital for clinics/hospitals around it) which plans to relocate due to frequent flooding in the current location. However, the current condition is challenging to develop into a standard Type B, and there is a need for additional beds and an area of 27,040 m2. In the new location, apart from hospitals, offices, parks and Islamic centers will be built.

### Financial Feasibility

FIRR: 11.51%
EIRR: 13.10%
NPV: USD 2,18 Million

### Capital Expenditure:
**USD 21.07 Million**

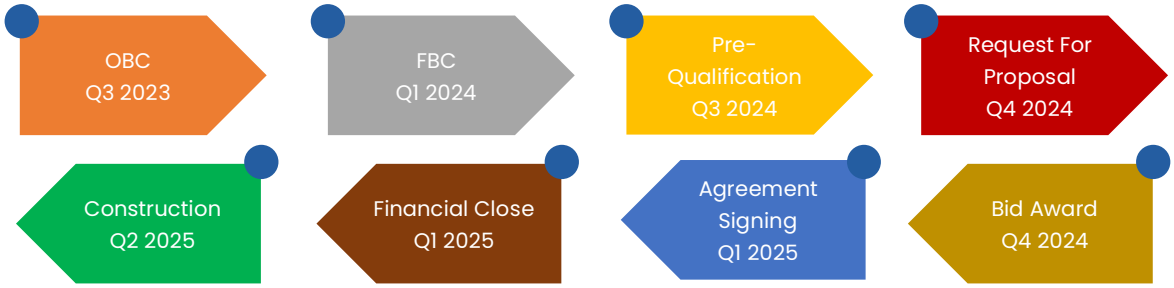
### Operational Expenditure:
**USD 9.40 Million**

### Estimated Concession Period:

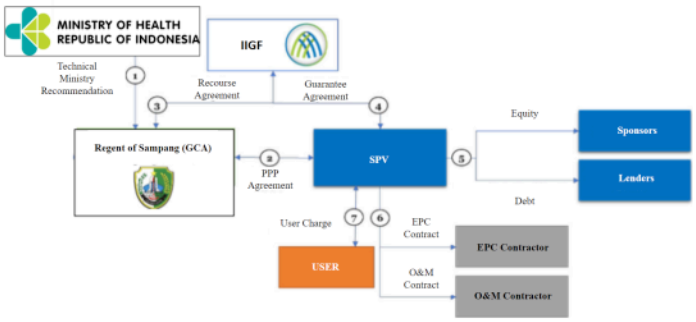
15 years

## Indicative Project Schedule

Project Status: Final Business Case



## Indicative Project Structure




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

## 2. The Opportunity

2.1. Project Background

The PPP scheme is expected to be an alternative financing for the development of Dr. Mohammad Zyn Sampang General Hospital through the relocation program. This development plan is expected to fill the shortage of beds per 1000 population. At the moment, bed needs in Sampang Regency still lack around 635 beds. Therefore, Dr. Mohammad Zyn Sampang General Hospital needs to improve fulfillment hospital beds, infrastructure tools, and human resources according to the Class B Hospital criteria technical standards and service quality improvement in accordance with the latest hospital accreditation

instrument. In addition, Dr. Mohammad Zyn Sampang General Hospital can become a more representative Referral Hospital if it has services competitive advantage for first tier healthcare facilities and Class D Hospitals in Sampang Regency, even referrals from hospitals in Pamekasan Regency, Bangkalan Regency and Sumenep Regency.

2.2. Project Description

dr. Moh Zyn General hospital is a type B hospital and plans to relocate due to frequent flooding in the current location. The only referral hospital for clinics/hospitals around it. However, the current condition is challenging to develop into a standard Type B, and there is a need for additional beds and an area of 27,040 m2. In the new location, apart from hospitals, offices, parks and Islamic centers will be built.

2.3. Project Objectives

This activity aims to fulfil home service and technology needs in the context of dr. Mohammad Zyn Sampang General Hospital is a referral center throughout Madura Island with the status of a Class B Educational Hospital.

## 3. Business Entity's Scope of Work

The Project will implement the Design-Build-Finance-Mainenance-Transfer (DBFMT) scheme.

## 4. Technical Specification

More detailed technical specifications will be further studied in the OBC/FBC report.

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

Any environmental document requirement will be identified in the FBC.

## 6. Land Acquisition and Resettlement Action Plan

The land currently identified as local government-owned property and the permits will be handled by the GCA with detailed plan will be provided in the FBC stage (before the procurement of business entity).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 21.07 Million |
| Operational Expenditure | USD 9.40 Million |
| FIRR | 11.51% |
| EIRR | 13.10% |
| NPV | USD 2,18 Million |

## 8. Government Support and Guarantee

Government support and Government Guarantee will be identified during OBC/FBC.

## 9. Contact Information

Name : dr. Agus Akhmadi
Position : Director of dr. Moh Zyn Sampang General Hospital
Phone : 0811314949
Email : -

# Inche Abdoel Moeis Samarinda General Hospital

Location: East Kalimantan


## Sector: Health

Government Contracting Agency:
Mayor of Samarinda

Implementing Agency:
Health Agency of Samarinda

Preparation Agency:
Health Agency of Samarinda (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Under Review

## Sub-Sector: General Hospital

### Description

Inche Abdoel Moeis Samarinda General Hospital is in the development stage of becoming an international standard hospital. The hospital service coverage area can potentially become a Regional Referral for the Provinces of East Kalimantan and North Kalimantan.

### Financial Feasibility

FIRR: 28.99% with VGF, 12.78% without VGF
EIRR: 10.34% with VGF, 0.33% without VGF
NPV: USD 47.33 Million with VGF, USD 15.00 Million without VGF

### Capital Expenditure:
**USD 28.47 Million***
*without VGF

### Operational Expenditure:
**USD 13.07 Million***
*without VGF

### Estimated Concession Period:

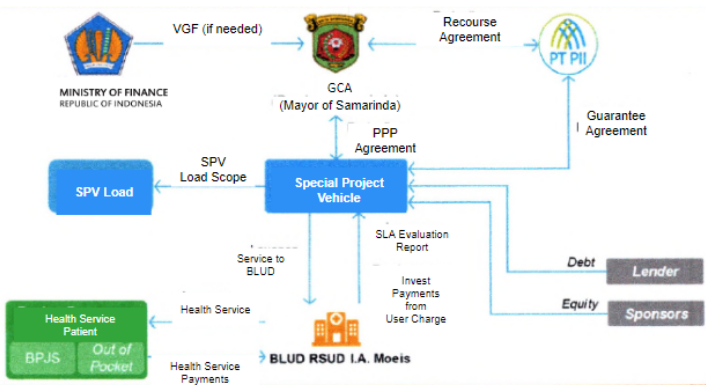
20 Years

## Indicative Project Schedule

Project Status: Final Business Case

- OBC Q3 2022
- FBC Q3 2023
- Pre-Qualification Q4 2023
- Request For Proposal Q4 2023
- Bid Award Q1 2025
- Agreement Signing Q1 2025
- Financial Close Q3 2025
- Construction Q4 2025

## Indicative Project Structure




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


## 2. The Opportunity

### 2.1. Project Background

The City Government of Samarinda plans to develop the Inche Abdoel Moeis General Hospital with a PPP scheme. Inche Abdoel Moies General Hospital is a Regional Hospital belonging to the City Government of Samarinda which is currently in the development stage to become an International Standard Hospital with the area of hospital service coverage having the potential to become a Regional Referral for the

Provinces of East Kalimantan and North Kalimantan. The limitations of Samarinda City's regional budget in financing infrastructure development as stipulated in the Samarinda City RPJMD 2021-2026 have resulted in a funding gap that must be met. To overcome this, the Samarinda City Government uses the Public Private Partnership (PPP) scheme to accelerate the development of Inche Abdoel Moeis Samarinda Hospital. Currently. This is type C Hospital which will be upgraded to type B hospital.

2.2. Project Description

Inche Abdoel Moeis Samarinda General Hospital is in the development stage of becoming an international
standard hospital. The hospital service coverage area can potentially become a Regional Referral for the Provinces of East Kalimantan and North Kalimantan. Based on preparation of FBC, the number of beds is agreed to be upgraded to 333 beds (Tempat Tidur).

2.3. Project Objectives

Inche Abdoel Moeis Samarinda General Hospital is the only hospital owned by the City Government of Samarinda and has the potential to become the closest referral center for patients from districts around Samarinda city, especially from Type C and D hospitals, because it is not only seen from a geographical aspect but also because of the completeness of diagnostic facilities (magnetic resonance imaging (MRI) is available).

The potential target range for patients at Inche Abdoel Moeis Samarinda General Hospital is very large based on the service coverage area of Inche Abdoel Moeis Samarinda General Hospital, which covers Samarinda City to the border of Kutai Kartanegara and East Kutai Regencies. It is hoped that with the construction of Class B hospitals with international standard education, the quality, quantity, and types of health services provided will be increased, as well as by adding facilities, infrastructure, medical devices, human resources, and both medical and paramedical support.

## 3. Business Entity's Scope of Work

The Project will implement the Design - Build - Finance - Maintenance - Transfer (DBFMT) scheme. The business entity is responsible for:

- Project Financing
- Planning, construction, and renovation of Inche Abdoel Moeis Samarinda General Hospital
- Building maintenance Inche Abdoel Moeis Samarinda General Hospital during the concession period
- Providing medical equipment of Inche Abdoel Moeis Samarinda General Hospital (optional, will be further studied and refiend in the FBC report)

## 4. Technical Specification

In the PPP Scheme, Inche Abdoel Moeis Samarinda General Hospital will consist of:

A. Main Gate General Hospital Building Site Development
    1. General Hospital Building
    2. Parking Building
    3. Cancer Center

4. Healing Garden
5. Bridge
6. Site Development (Access Road, Drainage, Street Lighting, Landscape)

B. IPAL (Wastewater Treatment Plan)
C. Incenerator
D. Hardware SIM RS

*More detailed technical specifications will be further studied in the FBC report.

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

The PPP Project Development Procedure for I. A. Moeis General Hospital will involve the completion of Environmental Impact Assessment (AMDAL), Environmental Management Efforts and Environmental Monitoring Efforts (UKL - UPL), and Environmental Management Statement Letter (SPPL).

## 6. Land Acquisition and Resettlement Action Plan

The development process of I.A. Moeis General Hospital in the PPP Project for the Development of the Samarinda City Hospital, almost all of the land is owned by the Samarinda City Government as the GCA.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 28.47 Million (without VGF) |
| Operational Expenditure | USD 13.07 Million (without VGF) |
| FIRR | 28.99% with VGF, 12.78% (without VGF) |
| EIRR | 10.34% with VGF, 0.33% (without VGF) |
| NPV | USD 47.33 Million (with VGF)<br>USD 15.00 Million (without VGF) |

## 8. Government Support and Guarantee

There are possible government supports and guarantee for the project:

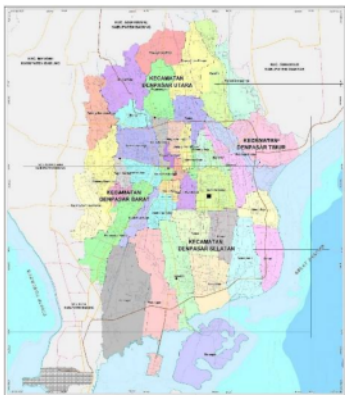
- Project Development Facility, Based on Ministry of Finance Regulation No. 73/PMK.08/2018 to Assign PT Sarana Multi Infrastruktur (Persero) ("PT SMI) to assist GCA on Project Preparation and Transaction. Furthermore, PT SMI wilt also assist GCA on project's downstream study.
- Viability Gap Fund ('VGF"), Based on Ministry of finance Regulation No. PMN 223/2012 and PMK 143/2013, which subsidy of construction cost given to increase project's feasibility. The amount and portion needed will be further studied on FBC Final Report.
- Central and Local Government Support, based on Ministry of Public Works and Housing Regulation No. 19/2016, which is fiscal and non-fiscal support to increase project feasibility. The needs and amount of the supports will be further studied on FBC Final Report.
- Government Guarantee, Based on Presidential Regulation No. 38/2015, No. 78/2010, also Ministry of Finance Regulation No. 260/2010, is the guarantee given by Central Government for PPP Project. Further needs for government guarantee will be studied on FBC Final Report.

## 9. Contact Information

Name : dr. Osa Rafshodia MScIH, MPH, DTM&H, CPSp, CCMs,
Position : CEO of The IA Moeis Hospital
Phone : 0811547333
Email : osarafshodia@rsiamoeis.com, osarafshodia@outlook.com

# Wangaya District General Hospital of Denpasar City

Location: Denpasar City, Bali



## Sector: Health

Government Contracting Agency:
Mayor of Denpasar City

Implementing Agency:
Denpasar City Planning and Development Agency

Preparation Agency:
Denpasar City Planning and Development Agency (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: General Hospital

### Description

To improve the quality of the hospital to provide better health care service, the Government of Denpasar CIty is planning to develop Wangaya District General Hospital at Denpasar, Bali Province through Public-Private Partnership Scheme. The development of this hospital drives an increase in sub-specialistic health care access and public health's status development through a mixed-use of hospital scheme.

### Financial Feasibility

FIRR: 13.45%
EIRR: Under Calculation
NPV: USD 17.41 Million

### Capital Expenditure:
**USD 39.12 Million**

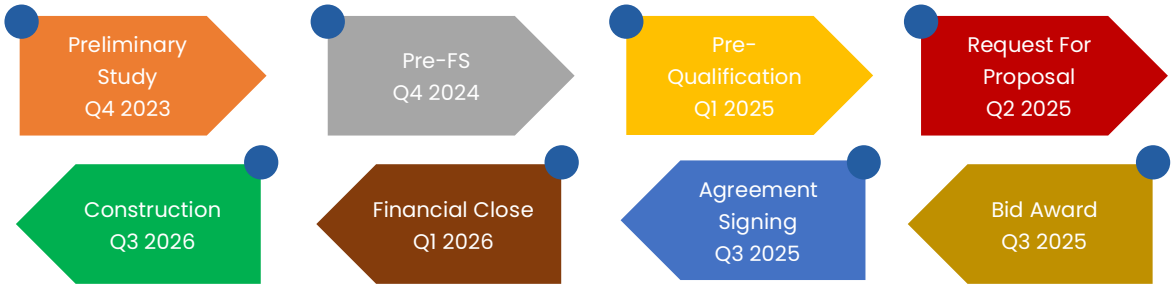
### Operational Expenditure:
**USD 79.28 Million**

### Estimated Concession Period:

20 years including 2 years construction

## Indicative Project Schedule

Project Status: Preliminary Study



## Indicative Project Structure


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

## 2. The Opportunity

2.1. Project Background

To improve the quality of the hospital as well as to provide better public health service, the Government of Denpasar City has planned to develop Wangaya District General Hospital at Denpasar, Bali Province through Public-Private Partnership Scheme. The development of this hospital is expected to encourage increased sub-specialistic healthcare access and economic development through mixed-use hospital scheme.

2.2. Project Description

Wangaya District General Hospital is located on an area of 23,271 m² with a total building area of 12,063,372 m2. It was founded in 1921 and has undergone physical development in the building to provide services needed by the people of Denpasar City. The development of Wangaya District General Hospital plans to provide the facilites and service capabilities especially in the areas of priority diseases such as heart conditions, cancer, stroke and kidney failure.

2.3. Project Objectives

Wangaya District General Hospital, currently operating as a Class B Educational Hospital with a capacity of 217 beds, feels the need to enhance its facilities and service capabilities to meet the demands of the community, especially in the areas of priority diseases such as heart conditions, cancer, stroke, and kidney failure. Additionally, there is a growing need for geriatric services due to the increasing elderly population in Denpasar. The development of RSUD Wangaya is also based on its designation as a hospital within the stroke and cardiovascular service network, aimed at reducing illness and mortality rates, as well as the high healthcare costs associated with these diseases.

As a part of this network, RSUD Wangaya is tasked with strengthening and developing stroke and cardiovascular services, including in the fields of management, service, education, training, and stroke service research. This coordination with the lead hospital requires not only the availability of human resources but also the preparation of facilities to ensure effective healthcare services.

In addition to addressing the community's needs for accessible and quality healthcare services, changes in hospital regulations and standards for hospital infrastructure and facilities also serve as the basis for considering the need for hospital development and zoning rearrangement to create a safe and comfortable hospital environment for all stakeholders.

The objective of Wangaya District General Hospital development plan is to improve the quality of the hospital as well as to provide better public health service. In addition, the development of this hospital is expected to encourage increased sub-specialistic healthcare access and economic development through mixed-use hospital scheme.

## 3. Business Entity's Scope of Work

DBFOMT

Project scope is as follows:

1. Construction of 6 New Hospital Buildings
2. Maintenance of Hospital Buildings and Utilities
3. Partial Operations (Public Relations, Marketing & Promotion)

## 4. Technical Specification

The technical specifications for Wangaya District General Hospital Development Project are as follows:

| No | Facilities | Capacity Upgrading Percentage |
|---|---|---|
| 1 | Clinic Building | 226 |
| 2 | Emergency Dept. Building | 116 |
| 3 | Geriatric Ward Building | 7200 |
| 4 | Auxiliary Building | 909 |
| 5 | Management Building | 287 |
| 6 | Mortuary | 2000 |

| Comparation of existing and post development capacities | | | |
|---|---|---|---|
| No | Facilities | Existing | Development |
| 1 | Emergency Ward Integrated with Comprehensive Emergency Obstetric and Neonatal Service | 21 Beds | 54 Beds |
| 2 | Inpatient Care Unit | 216 Beds | 249 Beds (Type B): • Standard bed = 148 Beds (60%) • ICU, ICCU, NICU • Isolation • Perinatology, HCU/ICU/VIP |
| 3 | Clinic Building | 29 Rooms | 60 rooms (20m2 each) |
| 4 | Surgery Room | 5 Rooms | 12 rooms ( addition of 3 minor surgery rooms and 4 general surgery rooms) that will be build in Emergency Ward, Cath lab and Geriatric Unit |
| 5 | Hemodialysis Unit | 20 Units | 100 Units |
| 6 | Laboratory | 3 Rooms | 5 Rooms |
| 7 | Pharmacy | 2 Rooms | 4 Rooms |
| 8 | Radiology | 1 Room | 5 Rooms |
| 9 | Parking Ground | Open Space | Basements in each building with total capacity of 241 cars and 1018 motorcycle parkings |

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

The project of Wangaya General Hopsital Development in Bali Province is categorized as business activities that are required to have an EIA/AMDAL. The Government of Denpasar City will prepare an EIA/AMDAL document for this project.

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition has been carried out by Denpasar City Government.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 39.12 Million |
| Operational Expenditure | USD 79.28 Million |
| FIRR | 13.45% |
| EIRR | Under Calculation |
| NPV | USD 17.41 Million |

## 8. Government Support and Guarantee

Government support is determined through the Final Business Case (FBC), with PT Penjaminan Infrastruktur Indonesia (PII) serving as the project guarantor.

## 9. Contact Information

Name : dr. Anak Agung Made Widiasa, Sp.A., MARS
Position : Director of Wangaya District General Hospital
Phone : 081337977222
Email : agungwidiasa70@gmail.com

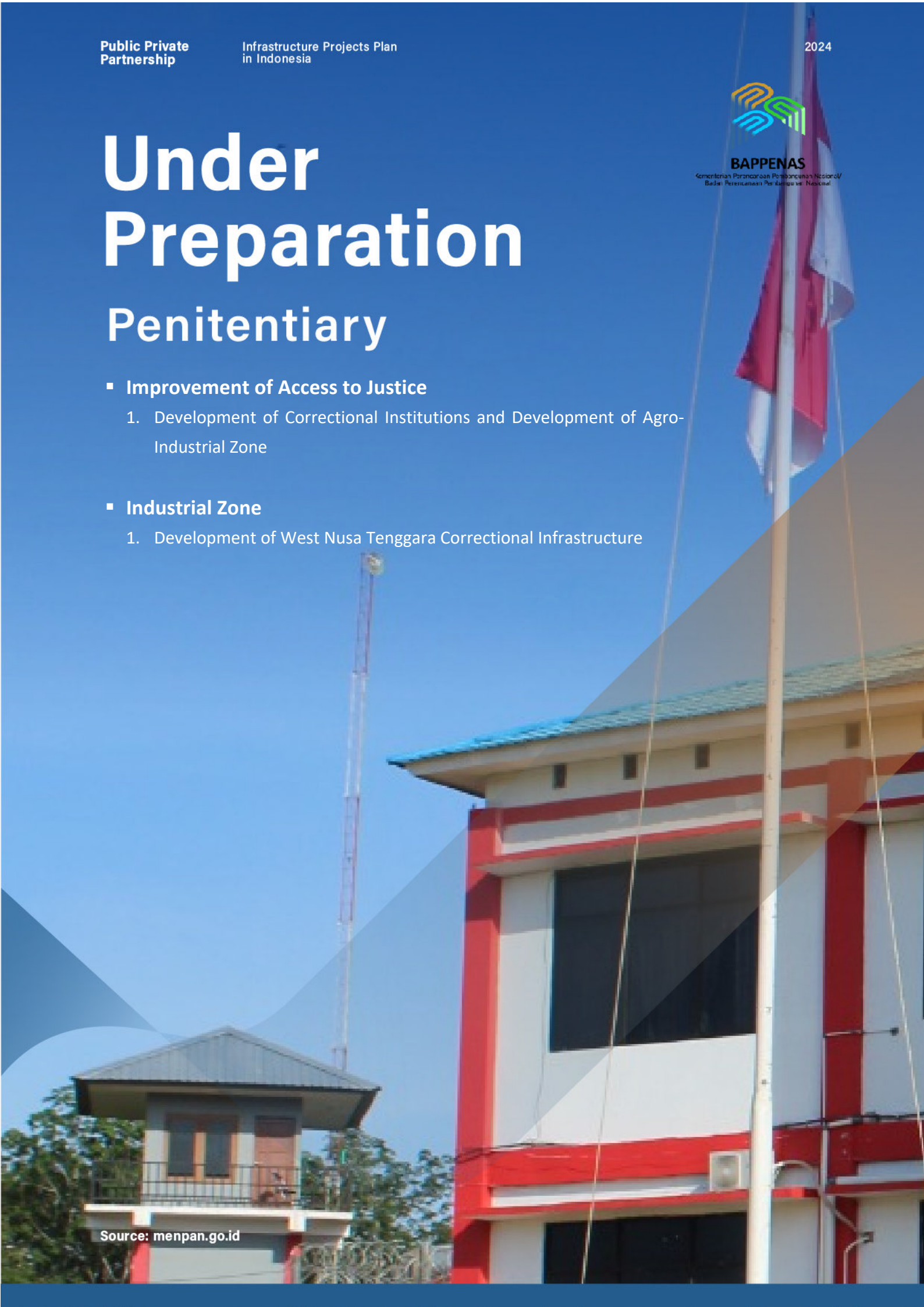
BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/ Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Penitentiary

- **Improvement of Access to Justice**
  1. Development of Correctional Institutions and Development of Agro-Industrial Zone

- **Industrial Zone**
  1. Development of West Nusa Tenggara Correctional Infrastructure



Source: menpan.go.id

# Development of Correctional Institutions and Development of Agro-Industrial Zone

Location: Bojonegoro, East Java


## Sector: Correctional Facility

Government Contracting Agency:
Minister of Law and Human Rights

Implementing Agency:
Directorate General of Correctional

Preparation Agency:
Directorate General of Correctional

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Correctional Facility

### Description

The scope of the project will be to build not only Correctional Institution with a capacity to accommodate 500 Correctional Inmates (WBP), equipped with Official Housing for Prison Officers, but also Educational Assimilation (SAE) and commercial facilities in the form of a Cattle Fattening Farm with a capacity of 340 head and business facilities Cultivating Swallow Nests with a capacity of 200 Swallow Bird Houses (RBW).

### Financial Feasibility

FIRR: 12.51%
EIRR: 17.86%
NPV: USD 5.17 Million

### Capital Expenditure:
**USD 20.92 Million**

### Operational Expenditure:
**USD 376,788**

### Estimated Concession Period:

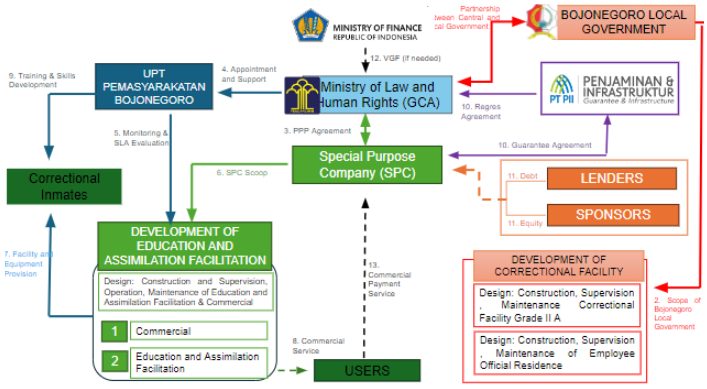
20 years

## Indicative Project Schedule

Project Status: Final Business Case

- OBC 2021
- FBC Q4 2023
- Pre-Qualification Q3 2024
- Request For Proposal Q3 2024
- Construction 2025-2027
- Financial Close Q2 2025
- Agreement Signing Q1 2025
- Bid Award Q4 2024

## Indicative Project Structure




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


### 2. The Opportunity

2.1. Project Background

The General Directorate of Correctional, Ministry of Law and Human Rights is planning to resolve the overcrowding occupancy of the Correctional Institution by developing a new Correctional Institution in Bojonegoro Regency. The Correctional Institution will develop a medium security Correctional Institution with a capacity of 500 people, it also will be utilized as an assimilation facility to integrate the convicts into the public community. In this PPP scheme, the private sector will be tasked to build and maintain the Correctional Institution.

2.2. Project Description

The facility will be located in Dander main street with the total area of 23.7 ha. The amount of area for the Correctional Institution area is 7.4 ha while the remaining land (14 ha) will be provided for development

of the Agro-Industry and Farm area. This spatial plan is already compatible with the Regional Spatial Planning of Bojonegoro Regency.

2.3. Project Objectives

Land use in the Central Java Region through the PPP scheme that regulates by President Regulation number 38/2015, is aiming to overcome the problem of overcrowding in Central Java that reach out 32,31% by build prison, to provide social life in social life after release, as well as the utilization of land for use as a commercial area. The objectives of implementing land use activities in the Central Java region through the PPP scheme in the Provision of Infrastructure are as follows, among others:

a. Increasing Correctional Institution occupancy to resolve the overcrowding Correctional Institution issues in East Java
b. Improving the quality of coaching services for correctional inmates;
c. Overcome the government's budget shortage in the development of correctional infrastructure;
d. Increasing the value of unused vacant land owned by the East Java Legal and Human Rights Regional Office;
e. Improving and driving the economy of the local community;
f. Improving the welfare of the local community.

## 3. Business Entity's Scope of Work

PPP Scheme in the Development of Correctional Institutions and Development of Agro-Industrial Zone is planned to carry out two activities, namely the construction of a new LAPAS (SAE included) and the construction of commercial activities with indications that there are 2 commercial activities to be carried out on the project land (cattle fattening and swallow nest). The scope of cooperation between the government and business entities in the Land Use PPP project in the East Java Region is as follows:

a. Construction of correctional infrastructure as an Lapas with 500 capacity and Assimilation and Education Facility (SAE) building on the land of the Ministry of Law and Human Rights
    i. The Ministry of Law and Human Rights through the Directorate General of Corrections carries out LAPAS Operations;
    ii. Business Entities carry out Planning, Development, Financing and Maintenance of SAE and will be submitted to the GCA after the concession period ends (PPP form: Design-Build-Finance-Maintenance-Transfer/DBFMT);
b. Development of commercial activities The Business Entity carries out the Planning, Development, Financing, Operation and Maintenance of commercial activities by the Business Entity and will be submitted to the GCA after the concession period ends (Design-Build-Finance-Operation-Maintenance-Transfer/DBFOMT)

## 4. Technical Specification

The technical specifications for Correctional Institutions are as follow:

Based on Article 1 paragraph (3) of Law 22/2022, a penitentiary/correctional facility is a place to carry out coaching for prisoners and correctional students. The implementation of correctional institutions is carried out in order to form correctional inmates who can become whole human beings, realize mistakes,

improve themselves and no longer repeat criminal acts so that they can be accepted again in the community, can play an active role in development and live normally to become good and responsible citizens. answer.

Guidance and guidance of correctional inmates includes activities in the form of personality development and independence. Personality development includes mental and character development so that the inmates become whole human beings, while the development of independence includes skills and talent development so that the inmates can return to their roles as free and responsible members of society. Correctional institutions were established in each district or municipal capital.

In carrying out coaching for convicts in correctional institutions, the necessary facilities and infrastructure are provided, which include coaching, worship equipment, educational equipment, workshop equipment and sports and arts equipment. Article 4 paragraph (1) Decree of the Minister of Justice No. M.01.PR.07.03/1985 states that the classification of correctional institutions is divided into capacity, location and place of work.

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

In accordance with Article 21 and Article 22 of the Job Creation Number Law no. 11 of 2020 concerning Protection and Management of the Environment, and PP 22 of 2021 concerning Implementation and Protection of the Environment, as well as Minister of Environment and Forestry Regulation number 04 of 2021 concerning List of Businesses and/or Activities Required to Have an Analysis of Environmental Impacts, Environmental Management Efforts And Environmental Monitoring Efforts or a Statement of Ability to Manage and Monitor the Environment, then the construction of Tourism and Correctional Buildings in the Selong Eco-Ancient Park (SEAP) activity area with an area of 15.3 Ha (more than 5 Ha) will be carried out must have an AMDAL document

Based on these provisions, the PPP Business Entity as the party responsible for the business and/or activities to be carried out related to the Project, is required to obtain Environmental Approval by preparing AMDAL Documents to be able to carry out the SEAP Project. For this reason, Bappenas Regulation No. 8/2023 places the responsibility or the GCA to prepare the AMDAL document which consists of:

- Terms of Reference for Environmental Impact Analysis (KA-ANDAL);
- Environmental Impact Analysis (ANDAL); and
- Environmental Management Plan and Environmental Monitoring Plan (RKL-RPL) as the basis for evaluation to obtain an Environmental Permit from the Minister/Head.

For businesses/activities that are required to have an EIA, the application is submitted TOGETHER or BEFORE submitting an application for Environmental Approval. For Businesses/activities Mandatory UKL-UPL Applications are submitted BEFORE submitting an application for Environmental Approval. The schedule for the preparation of the SEAP Development AMDAL Document is based on the stages of preparation and procedures for submitting the AMDAL Document starting from the Approval of Terms of Reference, Preparation of ANDAL Documents and RKL-RPL. Preparation of Technical Approval for Fulfillment of Wastewater Quality Standards, up to the finalization process with the output in the form of Issuance of Environmental Approval Currently the process of implementing the KA-ANDAL, ANDAL and RKL-RPL research is being carried out by the Ministry of Law and Human Rights.

### 6. Land Acquisition and Resettlement Action Plan

No land acquisition is required because the project will be implemented on land owned by the Ministry of Law and Human Rights.

### 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 20.92 Million |
| Operational Expenditure | USD 376,788 |
| FIRR | 12.51% |
| EIRR | 17.86% |
| NPV | USD 5.17 Million |

### 8. Government Support and Guarantee

This project indicates that it may require Government Support and Government Guarantee.

### 9. Contact Information

Name : Agung Ardiansyah
Position : Sub-Coordinator for Preparation of Plans and Budgets
Phone : 082112344564
Email : suangsawinata@gmail.com

Name : Derby Renova Romadanti
Position : JFU Program and Reporting Section
Phone : 08577321064
Email : dimasalsetaputra@gmail.com

# Development of West Nusa Tenggara Correctional Infrastructure

Location: Lombok Island, West Nusa Tenggara


## Sector: Correctional Facility

Government Contracting Agency:
Minister of Law and Human Rights

Implementing Agency:
Directorate General of Correctional

Preparation Agency:
Directorate General of Correctional

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Correctional Facility

### Description

The Ministry of Law and Human Rights (KemenkumHAM) plans to build correctional infrastructure such as Assimilation and Education Facility by utilizing land located on the island of Lombok, West Nusa Tenggara Province. This location is currently used as an Assimilation and Education Facility (SAE) for Correctional Assisted Residents (WBP) at Selong LAPAS, East Lombok Regency. The main thought of the scope of the assigned PPP project is to provide productive treatment for prisoners by utilizing the tourism potential at the SAE location which will be managed by private companies.

### Financial Feasibility

FIRR: 12.5%
EIRR: 14%
NPV: USD 1.01 Million

### Capital Expenditure:
**USD 4.94 Million**

### Operational Expenditure:
**USD 297,877**

### Estimated Concession Period:

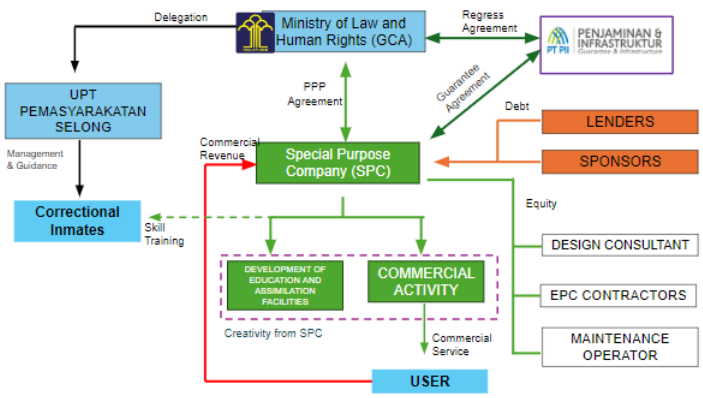
20 years

## Indicative Project Schedule

Project Status: Final Business Case

- OBC 2022
- FBC Q4 2023
- Pre-Qualification Q3 2024
- Request For Proposal Q4 2024
- Bid Award Q4 2024
- Agreement Signing Q1 2025
- Financial Close Q2 2025
- Construction 2025-2027

## Indicative Project Structure




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

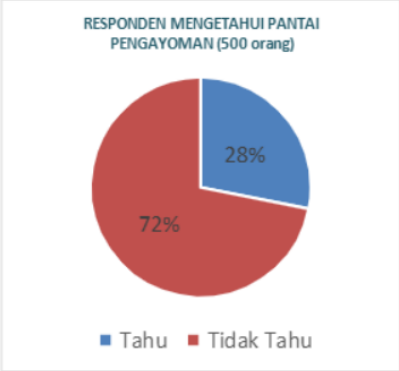



Figure 1 - Map Illustration of the respondent's insight and tourirsm attraction

| TOURIST ATTRACTIONS BASED ON RESPONDERS (PRIVATE) | | | |
|---|---|---|---|
| TOURIST ATTRACTION | VERY AGREE | AGREE | DISAGREE |
| GCA Tourism Beach | 55 % | 43 % | 2 % |
| Ancient Lian Tree | 43 % | 54 % | 3 % |
| Beach Game | 38 % | 60 % | 2 % |
| Glamour Camping | 38 % | 58 % | 4 % |
| Water Park | 37 % | 57 % | 5 % |
| Handicraft | 31 % | 65 % | 4 % |
| Aphitheater | 27 % | 66 % | 7 % |
| Living on Board (LOB) | 22 % | 64 % | 11 % |

Figure 1 – Map of Illustration of the respondent's insight and tourirsm attraction

## 2. The Opportunity

2.1. Project Background

Based on the preliminary study report that has been prepared, an indication of the scope of the Land Use PPP in the West Nusa Tenggara Region includes the correctional infrastrucrure facilities such as Assimilation and Education Facility (SAE) and other supporting facilities by the private sector and the exploitation of commercial activities around LAPAS in the form of tourism activities to get a return on investment.

In the Regulation of the Minister of National Development Planning/Bappenas No. 4 of 2015, sources of return on investment, borrowing costs and reasonable profits from the business entity can be grouped into 3 sources of return, namely:

1. Tariffs charged to users

2. Service availability/Availability Payment
3. Other forms in accordance with the laws and regulations

In this project, the source of returns of the investment is structurized to be in Other Form.

2.2. Project Description

The Ministry of Law and Human Rights (KemenkumHAM) plans to build a correctional infrastructure as an Assimilation and Education Facility (SAE) by utilizing land located on the island of Lombok, West Nusa Tenggara Province. This location is currently used as an Assimilation and Education Facility (SAE) for Correctional Assisted Residents (WBP) at Selong LAPAS, East Lombok Regency. The main thought of the scope of the assigned PPP project is to provide ideal SAE for prisoners by utilizing the tourism potential at the SAE location which will be managed by private companies. Seeing the situation from the SAE location, the land area on the Right to Use Certificate owned by the Ministry of Law and Human Rights is 153,500 m2. The land around the beach is used for recreation by local residents with an area of around 25,000 m2 and the remaining 130,000 m2 is dry land without irrigation.

2.3. Project Objectives

Land use in the West Nusa Tenggara Region through the Government Cooperation Scheme with Business Entities in Provision of Infrastructure is to overcome the problem of development prisoners's human resources in order to provide social life in social life after release, as well as the utilization of land for use as a tourist/commercial area. The objectives of implementing land use activities in the West Nusa Tenggara region through the Public Private Partnership scheme in the Provision of Infrastructure are as follows, among others:

a. Improving the quality of coaching services for correctional inmates;
b. Overcome the government's budget shortage in the development of correctional infrastructure;
c. Increasing the value of unused vacant land owned by the West Nusa Tenggara (NTB) Legal and Human Rights Regional Office;
d. Improving and driving the economy of the local community;
e. Improving the welfare of the local community

## 3. Business Entity's Scope of Work

The Land Utilization PPP Project in the West Nusa Tenggara Region is planned to carry out two activities, namely the construction of a new LAPAS and the construction of commercial activities with indications that there are 6 commercial activities to be carried out on the project land. The scope of cooperation between the government and business entities in the Land Use PPP project in the West Nusa Tenggara Region is as follows:

a. Construction of a new LAPAS building on the land of the Ministry of Law and Human Rights
    i. The Ministry of Law and Human Rights through the Directorate General of Corrections carries out LAPAS Operations;
    ii. Business Entities carry out Planning, Development, Financing and Maintenance of LAPAS and will be submitted to the GCA after the concession period ends (PPP form: Design – Build – Finance – Maintenance – Transfer/DBFMT);

b. Development of commercial activities

The Business Entity carries out the Planning, Development, Financing, Operation and Maintenance of commercial activities by the Business Entity and will be submitted to the GCA after the concession period ends (Design – Build – Finance – Operation – Maintenance – Transfer/ DBFOMT).

## 4. Technical Specification

The technical specifications for Correctional Institutions are as follow:

Based on Article 1 paragraph (3) of Law 12/1995, a penitentiary is a place to carry out coaching for prisoners and correctional students. The implementation of correctional institutions is carried out in order to form correctional inmates who can become whole human beings, realize mistakes, improve themselves and no longer repeat criminal acts so that they can be accepted again in the community, can play an active role in development and live normally to become good and responsible citizens. answer. Guidance and guidance of correctional inmates includes activities in the form of personality development and independence. Personality development includes mental and character development so that the inmates become whole human beings, while the development of independence includes skills and talent development so that the inmates can return to their roles as free and responsible members of society. Correctional institutions were established in each district or municipal capital.

In carrying out coaching for convicts in correctional institutions, the necessary facilities and infrastructure are provided, which include coaching, worship equipment, educational equipment, workshop equipment and sports and arts equipment. Article 4 paragraph (1) Decree of the Minister of Justice No. M.01.PR.07.03/1985 states that the classification of correctional institutions is divided into capacity, location and place of work.

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

In accordance with Article 21 and Article 22 of the Job Creation Number Law no. 11 of 2020 concerning Protection and Management of the Environment, and PP 22 of 2021 concerning Implementation and Protection of the Environment, as well as Minister of Environment and Forestry Regulation number 04 of 2021 concerning List of Businesses and/or Activities Required to Have an Analysis of Environmental Impacts, Environmental Management Efforts And Environmental Monitoring Efforts or a Statement of Ability to Manage and Monitor the Environment, then the construction of Tourism and Correctional Buildings in the Selong Eco-Ancient Park (SEAP) activity area with an area of 15.3 Ha (more than 5 Ha) will be carried out must have an AMDAL document.

Based on Minister of Planning regulation number 7/2023 there are several supporting activities in the implementation of PPP. One of the supporting activities is the environmental permit. The responsibilities of the progress of supporting activites in PPP project is the Ministry of Law and Human Right as the GCA. If the project categorized as business activities that are required to have an Environmental Impact Assessment (AMDAL) or Environmental Management Effort (UKL-UPL) or Location Permit (SPPL) then the GCA will proceed the application to achieve environmental permit for PPP Project.

## 6. Land Acquisition and Resettlement Action Plan

No land acquisition is required because the project will be implemented on land owned by the Ministry of Law and Human Rights

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 4.94 Million |
| Operational Expenditure | USD 297,877 |
| FIRR | 12.5% |
| EIRR | 14% |
| NPV | USD 1.01 Million |

## 8. Government Support and Guarantee

This project indicates that it may require Government Support and Government Guarantee.

## 9. Contact Information

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# Ready to Offer

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# Ready for Transaction +

Source: Tim Kolaborasi Pemenang Sayembara PUPR

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# Ready for Transaction

## Transportation

- **Air Connectivity**
  1. Development of Singkawang Airport


Source: pulauintan.com

# Development of Singkawang Airport

Location: Singkawang, West Kalimantan


## Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Civil Aviation

Preparation Agency:
Directorate General of Civil Aviation (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Airport

### Description

According to the Minister of Transportation's Decree No. KP 1024 of 2018, Singkawang Airport will be situated in Panglimang Village, South Singkawang District. The Singkawang Airport PPP Project is strategically located in an area with potential, particularly due to the proposed Relocation of the Capital City of Indonesia from Jakarta to East Kalimantan. This development is expected to have a positive impact on the surrounding regions, including West Kalimantan Province and Singkawang City. Currently, the Singkawang City Government has successfully completed the land acquisition process, covering a total area of 151.45 ha, in order to expedite the airport's development. The project is planned to be implemented in two phases.

### Financial Feasibility

FIRR: 13.10%
EIRR: 10.35%
NPV: USD 14.75 Million

### Capital Expenditure:
**USD 63.47 Million**

### Operational Expenditure:
**USD 290 Million**

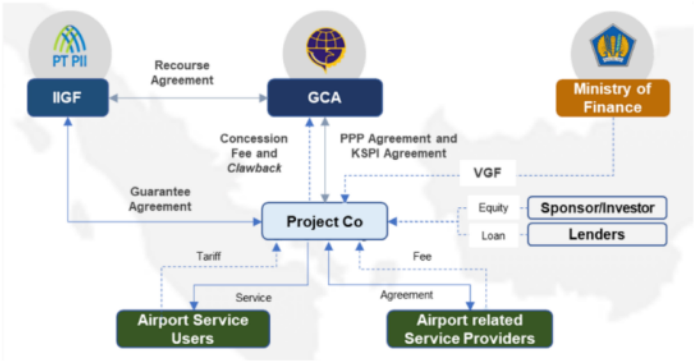
### Estimated Concession Period:

32 years

## Indicative Project Schedule

Project Status: Final Business Case

## Indicative Project Structure




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


Figure 1 – Map of Singkawang Airport Location

## 2. The Opportunity

2.1. Project Background

The Ministry of Transportation ("MoT") plans to develop the Singkawang Airport Project ("Project") under the Public Private Partnership ("PPP") scheme. Based on the Decree of the Minister of Transportation Number KP 1024 of 2018, Singkawang Airport will be located in Panglimang Village, South Singkawang District. Singkawang Airport PPP Project is located in a potential area considering the plan of moving the capital city of Indonesia from Jakarta to East Kalimantan, which will drive a positive contribution to the surrounding areas, including West Kalimantan Province and Singkawang City.

Currently, Singkawang City Government has successfully concluded the acquisition of 151.45 ha of land for the airport's development. In addition, to expedite the airport's operation, the MoT has initiated the development of the airport with minimal operational requirements, which includes 1,400 m x 30 m runway (through *Surat Berharga Syariah Negara* or Government Islamic Securities – "GIS") and 8,000 m2 passenger terminal (through CSR-based assets which shall be provided through grant) ("Brownfield Assets"). As for the ultimate development, there will be several development phase as follow:

1. Phase 1 PPP Development (2025 - 2026) – Expansion of, among others, runway scope of 2,500 x 45 m, apron of 23,000 m2, cargo terminal of 2,000 m2; and
2. Phase 2 PPP Development (Estimated in 2038 – 2039) – Expansion of, among others, passenger terminal 22,300 m2, and cargo terminal 3,200 m2.

2.2. Project Description

Singkawang Airport, located in Panglimang Village, South Singkawang District, is a project using the PPP Solicited scheme with the user charge investment return method, placing demand risk on the Business Entity Partner (BUP) to manage facilities and infrastructure for optimal returns. The project employs the Design Build Finance Operate Maintain Transfer (DBFOMT) method, where the initiator is responsible for designing, constructing, financing, operating, and maintaining airport assets during the concession period. Phase 1 PPP Development (2025 - 2026) – Expansion of, among others, runway scope of 2,500 x 45 m, apron of 23,000 m2, cargo terminal of 2,000 m2; and Phase 2 PPP Development (Estimated in 2038 – 2039) – Expansion of, among others, passenger terminal 22,300 m2, and cargo terminal 3,200 m2, with a total estimated project cost of USD 304 million and a concession period of 32 years. This project requires government support in terms of IIGF Support. The government institution responsible for this project is the Director General of Civil Aviation.

2.3. Project Objectives

4. To support connectivity and accommodate the need for air transportation services in the area of Singkawang City, as well as Bengkayang Regency, Sambas Regency, and Mempawah Regency ("**SINGBEBASWAH**") with the population of approximately 1,5 million residents. This is considering that the nearest airport access is through Supadio Airport, which is located in Kubu Raya Regency **with the distance of 153 km or about 4-5 hours of travel time** by road from Singkawang City.
5. To improve the **accessibility of people and logistics movements** to hard-to-reach areas, thereby increasing the economic growth.
6. To **support several other development plans**, including but not limited to: the plan of Singkawang City to capture the potential of food terminal center, tourism sector, domestic passenger demand, regional developments, etc.

## 3. Business Entity's Scope of Work

Design – Build – Finance – Operate – Maintain – Transfer (DBFOMT) with User Charge Mechanism.

## 4. Technical Specification

The technical specifications for Singkawang Airport are as shown below:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Aerodrome Reference Code | 4C |
| 2 | Runway Dimension | 2500 x 45 m |

| No | Facilities | Capacity |
|---|---|---|
| 3 | Runway Strip Dimension | 2740 x 45 m |
| 4 | Runway Strength | 60 F/C/X/T |
| 5 | Runway End Safety Area (RESA) | 90 x 90 (Threshold 16); 90 x 90 (Threshold 34) |
| 6 | Taxiway | 2 |
| 7 | Apron Dimension | 190 x 100 m |
| 8 | Total Parking Stand | 4 |
| 9 | Facilities | Domestic Passenger Terminal |

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

The City Government of Singkawang is working to fulfill its responsibility in preparing and updating the AMDAL Document for the Project's plan to accommodate the construction of Projects with the adjustment of runway specifications. This will, in addition to the extent of the area affected by the operational and safety areas of the airport, require the handling of the potential environmental impacts during the construction and operation stages of the Project. The mandatory AMDAL activities are regulated in Minister of Environment Regulation 5/2012 concerning Types of Business Plans and/or activities that are required to have an Environmental Impact Analysis (AMDAL).

## 6. Land Acquisition and Resettlement Action Plan

The City Government of Singkawang has fulfilled its obligation to acquire 151.45 hectares of land for the airport. The land has been transferred and registered under Certificate of Use Right Number 11, dated September 28, 2022, in the name of the Government of the Republic of Indonesia, c.q. the Ministry of Transportation of the Republic of Indonesia.

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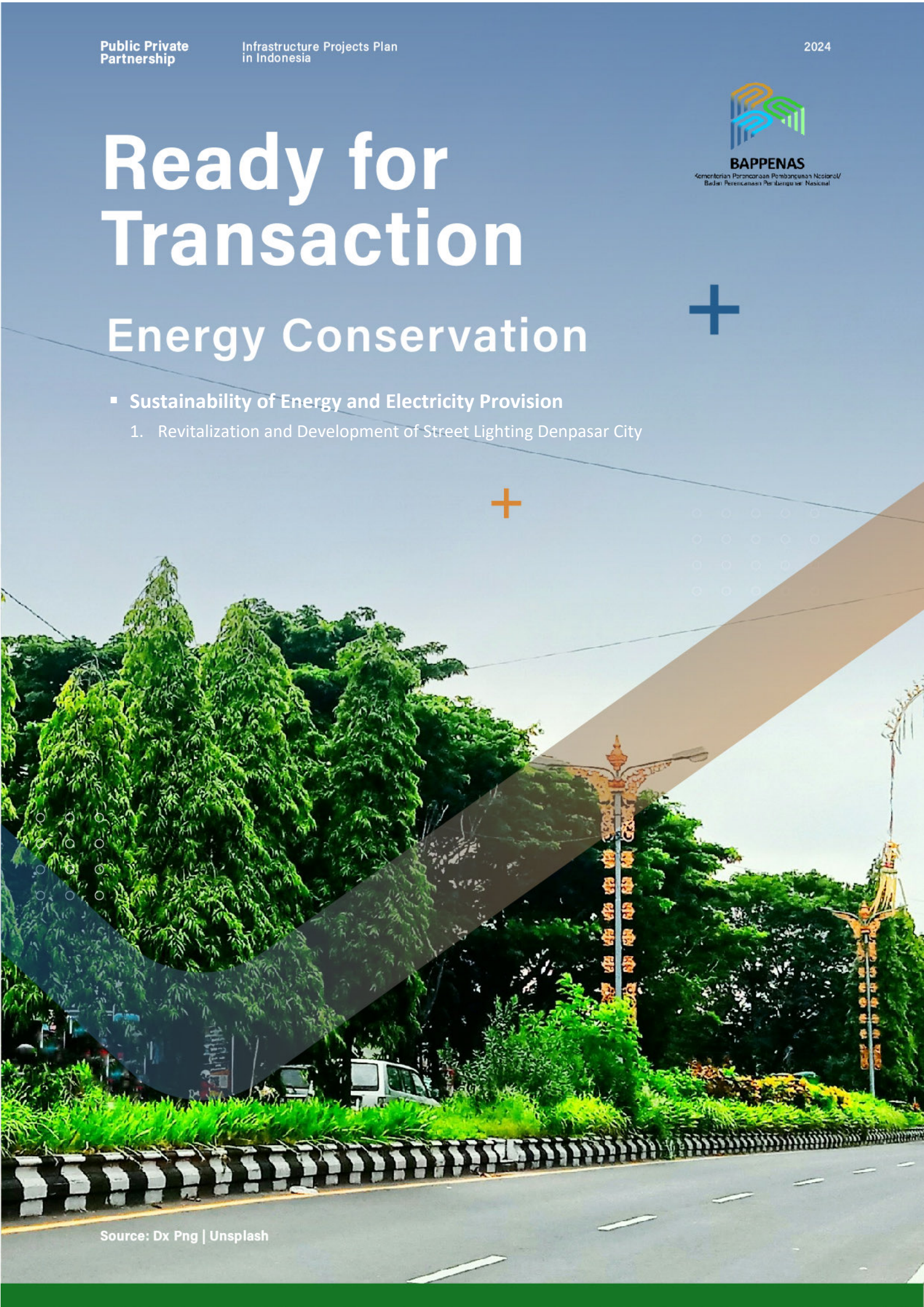
# Ready for Transaction

## Energy Conservation

- **Sustainability of Energy and Electricity Provision**
  1. Revitalization and Development of Street Lighting Denpasar City



Source: Dx Png | Unsplash

# Revitalization and Development of Street Lighting Denpasar City

Location: Denpasar City, Bali

## Sector: Energy Conservation

Government Contracting Agency:
Mayor of Denpasar City

Implementing Agency:
Denpasar City Planning and Development Agency

Initiator:
PT Wahana Multitron

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Street Lighting

### Description

The current condition of street lighting in Denpasar City is still using old technology, which consume a lot of energy and lead to waste in financing. Also, there are still many areas that have not been illuminated by street lights.

### Financial Feasibility

FIRR: 12.20%
EIRR: 16.83%
NPV: USD 1.12 Million

### Capital Expenditure:
**USD 13.34 Million**

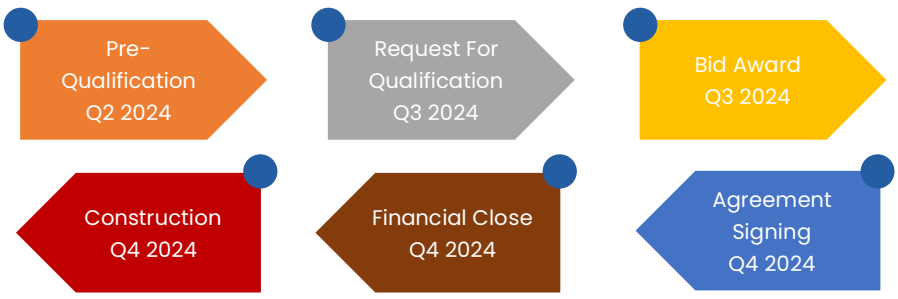
### Operational Expenditure:
**USD 13.75 Million**

### Estimated Concession Period:

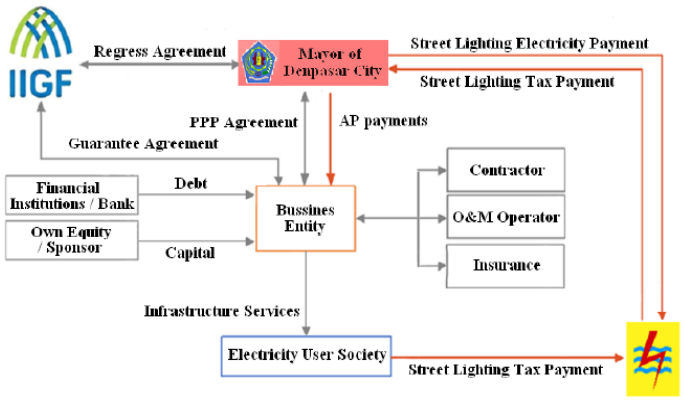
11 years including 2 years construction

## Indicative Project Schedule

Project Status: Feasibility Study



## Indicative Project Structure




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

Propose Design Points of Lights' Distributions in Denpasar City

### 2. The Opportunity

2.1. Project Background

Nowadays, there are 18,273 lights installed in Denpasar City. Consist of 16,839 conventional lamps and 1,434 LED lamps. In general, 95,15% of light installed in Denpasar City are conventional type that has been installed for ages, consumes high amount of energy and illumination is not in accordance to standard.

Replacing all lamps with LED lamps is targeted to save energy/cost up to greater than 50%. Currently electricity bills for street lights are USD 1,14 Million per year. It means the savings that can be done in 11 years are USD 6.2 Million.

So, it is considered necessary to replace the street lighting with LED technology to save energy. Also to standardize technical specifications because the condition of the electrical power panels is outdated and not well maintained and the condition of the arms & brackets has been damaged. So it is necessary to replace the light poles and the power panel.

2.2. Project Description

Revitalization of Street Lighting is carried out along Road Sections in the Denpasar City area with a total of 16,117 light points revitalization to support increasing lighting coverage. Capital Expenditure for this project is estimated at USD 13.34 Million with 11 years concession period. As the main infrastructure facility, the revitalization of Street Lighting through PPP scheme has a domino effect for society in increasing welfare and increasing income levels as well as increasing a more dynamic social and cultural life.

2.3. Project Objectives

Revitalization and development of the street lighting will provide optimal illumination. This project is carried out by rearranging street lights with a design that refers to regulations and knowledge comprehensively using the structure of DBFMOT (Design Build Finance Maintenance Operate Transfer) scheme by using Availability Payment as the return scheme so that the savings will be used to finance areas that have not been served by street lighting. In addition, it can also increase social, economic and tourism activities at night.

## 3. Business Entity's Scope of Work

1. Revitalization and Development
    a. Light distribution throughout the city of Denpasar by rearranging the street light
    b. Providing more lights in unserved areas
2. Preventive Maintenance
    a. Report on the electrical power usage of each panel
    b. Report of deviation in electrical power usage due to external party
    c. Beam test work periodically
    d. Street lights its environmental maintenance work
    e. Real-time complaint report and progress
    f. Maintenance historical reports stored in the database
    g. Digital Database can be accessed on-line
3. Corrective Maintenance
    a. Light placement respond time
        i. Category Low : equipment fault; maximum 1 x 24 Hours
        ii. Category Medium : equipment fault caused by third party; maximum 3 x 24 Hours
        iii. Category Heavy : accident / force majeur; Will be determined specifically
    b. Illumination optimization / normalization work

## 4. Technical Specification

The technical specifications for Revitalization and Development of Street Lighting are as follows:

| No | Facilities | Capacities |
|---|---|---|
| 1 | Street Lamp | 16,117 Lamps |
| 2 | Pole | 5,657 Poles |
| 3 | Control Panel | 405 Units |

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

The environmental document needed for this project is Surat Pernyataan Kesanggupan Pengelolaan dan Pemantauan Lingkungan (SPPL)/ Statement of Ability to Manage and Monitor the Environment.

## 6. Land Acquisition and Resettlement Action Plan

Based on Study, the construction of Denpasar Street Lighting Project does not require land acquisition documents.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 13.34 Million |
| Operational Expenditure | USD 13.75 Million |
| FIRR | 12.20% |
| EIRR | 16.83% |
| NPV | USD 1.12 Million |

## 8. Government Support and Guarantee

This project will require Government Support in the form of ease of licensing and Government Guarantee.

## 9. Contact Information

Name : I Putu Wisnu Wijaya Kusuma, ST. MT
Position : Head of the Denpasar City Regional Development Agency
Phone : (0361) 413357
Email : bappeda@denpasarkota.go.id

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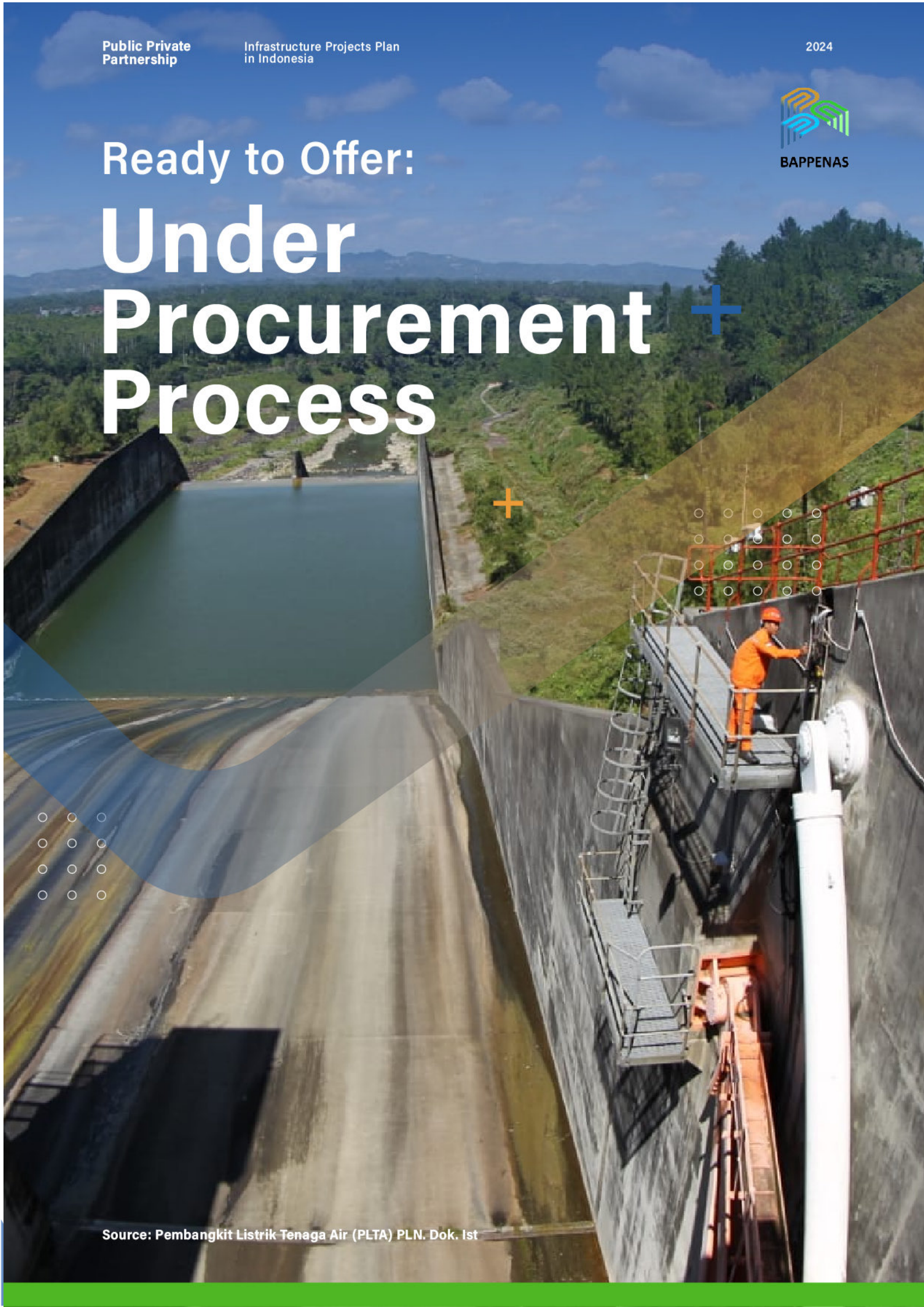
# Ready to Offer:

# Under Procurement Process



Source: Pembangkit Listrik Tenaga Air (PLTA) PLN. Dok. Ist

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# Under Procurement Process

## Road

- **Road Connectivity**
  1. Bogor-Serpong (Via Parung) Toll Road
  2. Development of The Trans Papua Jayapura-Wamena Road
  3. Fly Over Sitinjau Lauik
  4. Gedebage-Tasikmalaya-Ciamis Toll Road
  5. Gilimanuk-Mengwi Toll Road
  6. Kediri-Tulungagung Toll Road
  7. South Sentul-West Karawang Toll Road

Source: Pembangkit Listrik Tenaga Air (PLTA) PLN. Dok. Ist

# Bogor-Serpong (Via Parung) Toll Road

Location: West Java and Banten

## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Initiator:
PT Pamapersada Nusantara

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The project is to construct ±31.117 km of Bogor- Serpong toll road which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with five interchanges and two junctions.

### Financial Feasibility

FIRR: 12.16%
EIRR: Limited Information
NPV: USD 37.97 Million

### Capital Expenditure:
**USD 823.33 Million**

### Operational Expenditure:
**Limited Information**

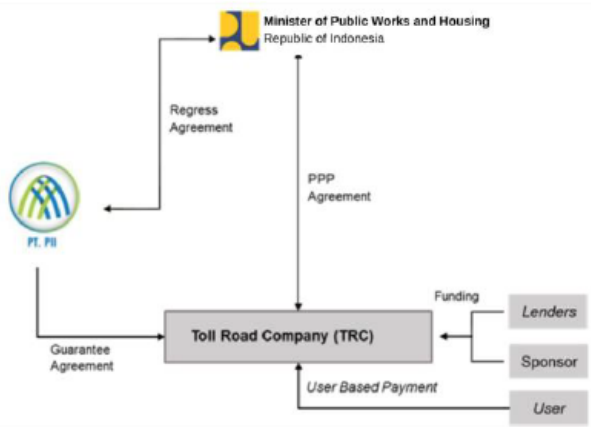
### Estimated Concession Period:

40 years

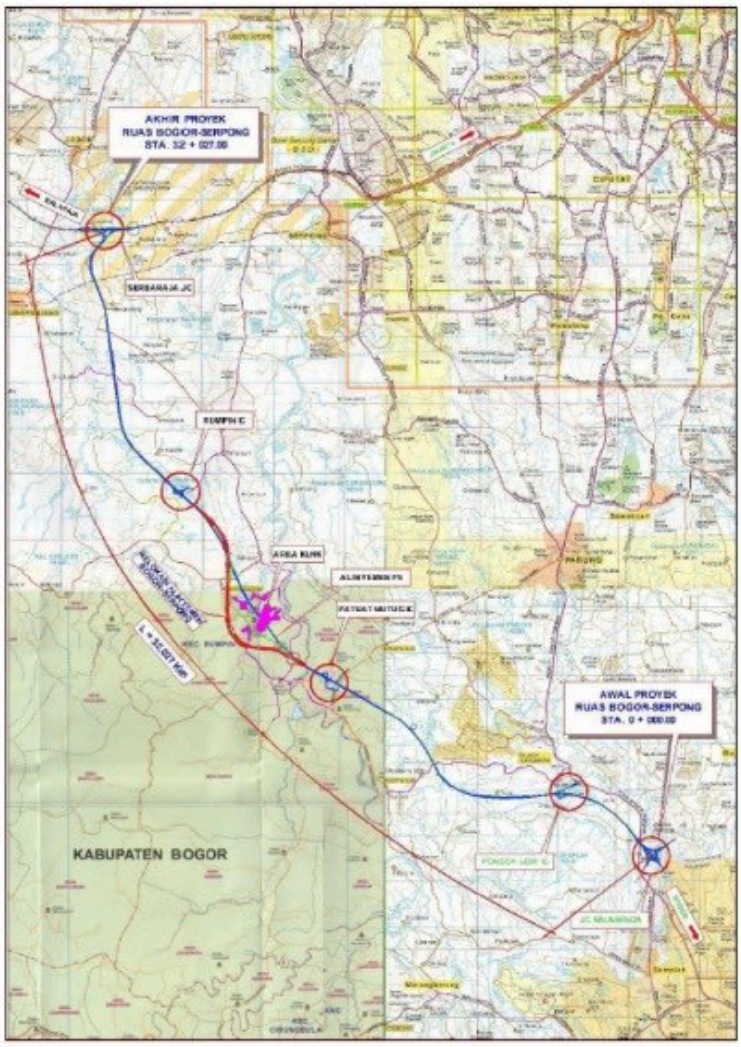
## Indicative Project Schedule

Project Status: Request for Proposal

## Indicative Project Structure




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




Picture 1 – Bogor-Serpong (Via Parung) Toll Road

## 2. The Opportunity

2.1 Project Background

The existing Bogor – Serpong road is too congested and has Road width is inadequate to accommodate existing traffic. Road users can take a detour using the Jagorawi toll road. However, the level of congestion on the Jagorawi toll road during peak hours it is very bad, so the toll road is no longer there functions optimally to streamline user travel time. Hence it appears the idea of building a toll road between Bogor and Serpong as a solution overcome existing traffic jams.

2.2 Project Description

The Bogor - Serpong toll road will connected from the BORR Toll Road at the Salabenda Interchange, Kemang District, Regency The current Bogor area has only been built up to Kayumanis, Tanah Sareal District, Bogor City. Planning for the construction of the toll road has been included in the Regional Regulation of Bogor Regency (Perda) No. 11 of 2016. Apart from being connected to Serpong, the BORR toll road will also be connected to the toll road Depok - Antasari and penetrates Dramaga, Bogor Regency which is also known as the Toll Road Jagorawi II.

2.3. Project Objectives

The Objectives of Bogor-Serpong (Via Parung) Toll Road are as follows:

- To accommodate traffic flow in the West Java, Banten, and DKI jakarta such as from Bogor to Serpong and vise versa
- To anticipate traffic generation in the province of West Java and Banten
- Incerese the economic value of province of West Java and Banten

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Bogor-Serpong (Via Parung) Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 32,027 Km |
| 2 | Design Speed (main and junction) | 100 Km/Hr |
| | Design Speed (access and ramp) | 40 Km/Hr |
| 3 | Lane Width | 3,6 m |
| 4 | Outer Shoulder Width | 3 m |
| 5 | Inner Shoulder Width | 1,5 m |
| 6 | Media Width (including inner shoulder) | 9,70 m |

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

Based on the planned schedule, AMDAL study will be conducted on Q4 2024 and will be processed by GCA.

## 6. Land Acquisition and Resettlement Action Plan

The land requirement for the Bogor-Serpong (via Parung) Toll Road is ±3.054.560M2. Land acquisition is proposed to be done in Q1 2026 by the project initiator.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 823.33 Million |
| Operational Expenditure | Limited Information |
| FIRR | 12.16% |
| EIRR | Limited Information |
| NPV | USD 37.97 Million |

## 8. Government Support and Guarantee

This project requires Government Guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF).

## 9. Contact Information

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# Development of The Trans Papua Jayapura-Wamena Road

Location: Papua Province


## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Directorate General of Highway, MPWH

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Non-Toll Road

### Description

The Trans Papua Mamberamo – Elelim road section is located in Papua Province which is part of the Trans Papua Road section that connects the Jayapura area with Wamena. The location of the road preservation work starts from the direction of Wamena KM 366+690 with a handling length of 50.14 Km.

### Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

### Investor

Consortium PT Hutama karya (Persero) and PT Hutama Karya Infrastruktur

### Capital Expenditure:
**USD 222.60 Million**

### Operational Expenditure:
**Limited Information**

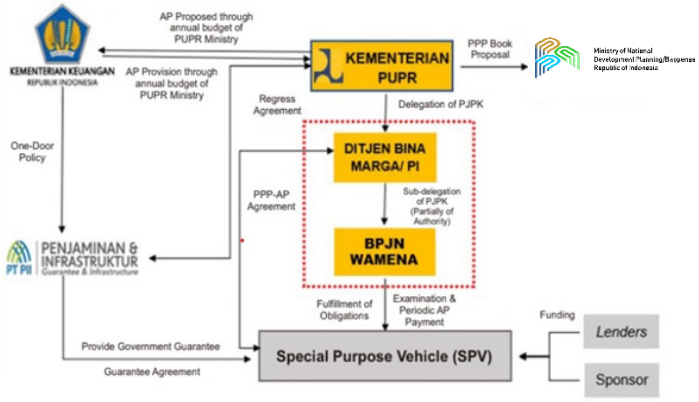
### Estimated Concession Period:

15 years

## Indicative Project Schedule

Project Status: Bid Award

## Indicative Project Structure




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


Picture 1 – Mamberamo – Elelim Road Map

## 2. The Opportunity

2.1. Project Background

a. Carrying out Technical Planning in the form of preparing a Plan Detailed Technical (RTT) Roads, Bridge RTTs and Unit Facilities RTTs Motor Vehicle Weighing Implementer (Facilities Weighing);
b. Preservation of existing roads and bridges along ±50.14 km construction period
c. Construction (in case a route transfer is required) of Roads and Bridges from the coordinate point 3°46'20.40"S, 139°41'35.22"E to the point coordinates 3°47'45.28"S, 139°30'50.20"E.

2.2. Project Description

The Trans Papua Mamberamo - Elelim road section is located in Papua Province which is part of the Trans Papua Road section that connects the Jayapura area with Wamena. The location of the road preservation work starts from the direction of Wamena KM 366+690 with a handling length of 50.14 Km. This project might be an opportunity for potential lenders to be involved.

2.3. Project Objectives

a. National development through the flow of goods traffic and passengers for inland areas, especially regions Central Mountains of Papua.
b. An effective solution for accelerating national development, without need to wait for the availability of the Revenue and Expenditure Budget State (APBN) for revitalization. It is intended to reduce obstacles or delays in providing infrastructure which is caused by the limited availability of the APBN, so it can providing good and steady road quality;
c. Improving connectivity and accessibility for inland areas, especially the Central Mountains region of Papua and to reduce logistics costs for transporting basic commodities reach 50%.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for the Trans Papua Mamberamo-Elelim Road as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 50,14 Km |
| 2 | Design Speed (main and junction) | 40 Km/hr |
| 3 | Lane Width | 2 x 3,5 m |

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

Based on the planned schedule, AMDAL study will be conducted in 2024 by GCA.

## 6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARAP will be conducted in 2024 by GCA.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 222.60 Million |
| Operational Expenditure | Limited Information |
| FIRR | Limited Information |
| EIRR | Limited Information |
| NPV | Limited Information |

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of land acquisition and construction support. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## 9. Contact Information

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Position : Head of Sub Area III
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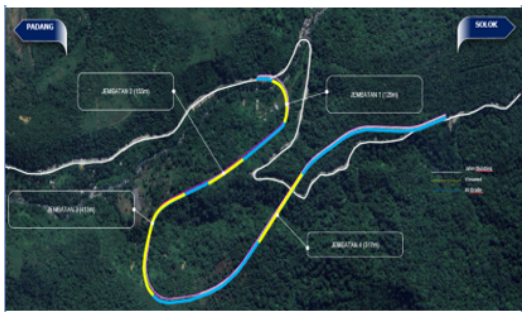
# Fly Over Sitinjau Lauik

Location: West Sumatera




## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Directorate General of Highway, MPWH

Initiator:
PT Hutama Karya

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: Non-Toll Road

### Description

Sitinjau Lauik road is part of the existing road that connects the city of Padang with the city of Solok with existing geometric conditions that do not comply with traffic safety and comfort standards. The project is to construct ± 2,78 km of The Fly Over Sitinjau Lauik with PPP scheme at grade 1,77 km and elevated 1,01 km.

### Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

### Capital Expenditure:
**USD 188 Million**

### Operational Expenditure:
**Limited Information**

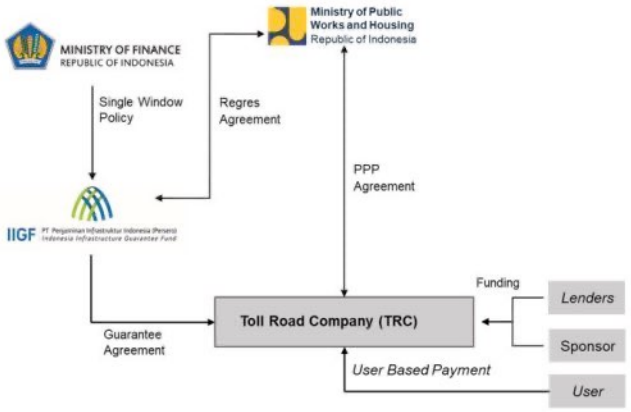
### Estimated Concession Period:

12,5 years

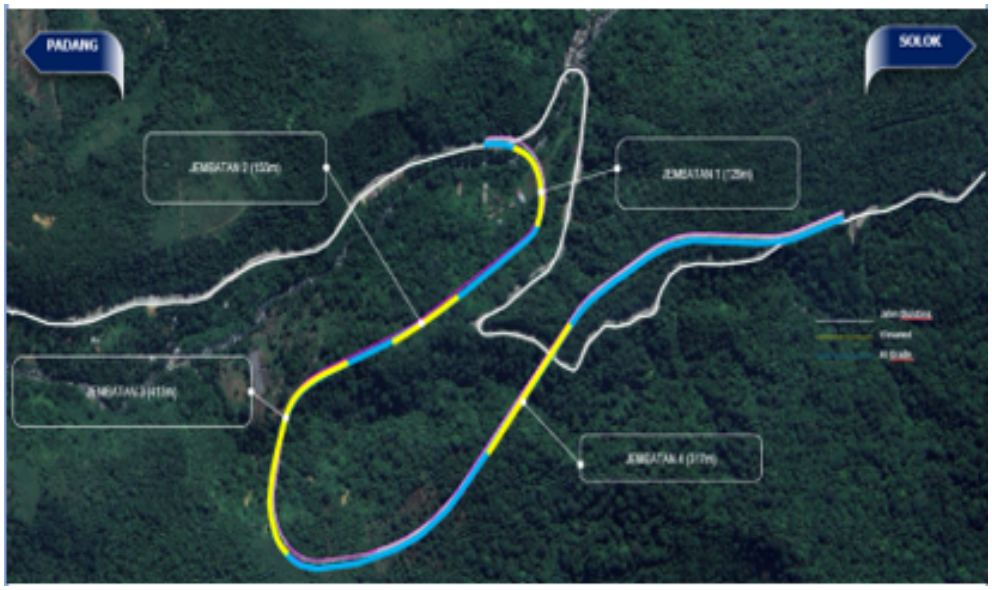
## Indicative Project Schedule

Project Status: Pre-Qualification

## Indicative Project Structure




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




Picture 1 – Flyover Sitinjau Lauik

## 2. The Opportunity

2.1. Project Background

The national road in the Sitinjau Lauik area is a busy route. Flow of goods fromJava to Padang must pass through that route. From Solok, turn left towards Sitinjau Lauik area, then arrive in Padang which is only about 54 meters away kilometers. As is known, the Sitinjau Lauik area is a route that has extreme climb on Jalan Raya Padang-Jambi, Lubuk Kilangan, Kota Padang, West Sumatra. Even though this route is a national route, it has a road body wide, but not all vehicles can easily choose

this route. Because, for Heavy vehicles must take the outer sloping side to gain momentum to go uphill.

2.2. Project Description

Flyover Sitinjau Lauik is part of the route connecting Padang City and Solok City. However, the current geometric conditions of the road do not meet traffic safety and comfort standards. The bends in Sitinjau Lauik have a combination of horizontal and vertical geometry that is not ideal, with a small horizontal curve radius and a large vertical gradient, causing the risk of accidents and high vehicle operating costs. Improvements are needed to improve traffic safety and comfort in the area.

2.3. Project Objectives

The construction of Sitinjau Lauik flyover have a purpose to reduce the risk of traffic accidents due to the very steep gradient of the existing road, where the condition of the existing road in the field is quite difficult to pass with a grade ranging from 20-25% and the bends are sharp enough so that it does not meet safety standards. Prequalification has been carried out with 2 participants passing, namely the Consortium of PT Hutama Karya (Persero) and PT Hutama Karya Infrastruktur and PT Bukaka Teknik Utama Tbk.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Fly Over Sitinjau Lauik are as follows:

| No | Facitilities | Capacity |
|---|---|---|
| 1 | Length | 2.78 Km |
| 2 | Design Speed | 40 Km/Hr |
| 3 | Lane Width | 3.5 m |
| 4 | Inner Shoulder Width | 0.5 m |

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

Based on the planned schedule, AMDAL study will be targeted finish in Q3 2024 by GCA.

## 6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARAP study already conducted in Q1 2024 by GCA.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 188 Million |

| | |
|---|---|
| Operational Expenditure | Limited Information |
| FIRR | Limited Information |
| EIRR | Limited Information |
| NPV | Limited Information |

## 8. Government Support and Guarantee

This project does not require Government Support, however it is indicated that this project will apply for Government Guarantee.

## 9. Contact Information

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# Gedebage-Tasikmalaya-Ciamis Toll Road

Location: West Java-Central Java


## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The project is to construct 108,3 km toll road of Gedebage-Tasikmalaya-Ciamis Part of Gedebage-Tasikmalaya-Cilacap which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with 1 junction and 10 interchanges.

### Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

### Capital Expenditure:
**USD 2,069.33 Million**

### Operational Expenditure:
**Limited Information**

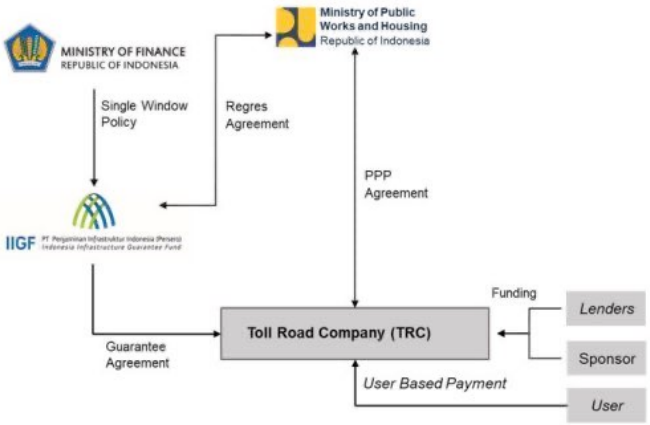
### Estimated Concession Period:

40 years

## Indicative Project Schedule

Project Status: Pre-Qualification

## Indicative Project Structure




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


Picture 1 – Gedebage-Tasikmlaya-Ciamis Toll Road

## 2. The Opportunity

2.1. Project Background

Gedebage-Tasikmalaya-Ciamis Toll Road is part of Gedebage-Tasikmalaya-Cilacap Toll Road. This Project is part of the toll road infrastructure development on the island of Java. Preparation for the re-

tender were carried out due to the termination of the toll road concession agreement. The implementation of the phasing of toll road sections is carried out based on the Letter of the Director Generla of Higway number BM 0603-Db/602 date 15 May 2023 regarding Proposed Phased Development of the Gedebage-Tasikmalaya-Cilacap Toll Road.

2.2. Project Description

Gedebage-Tasikmalaya-Ciamis Toll Road is part of Gedebage-Tasikmalaya-Cilacap Toll Road. Which connect toll road network of Gedebage-Tasikmalaya-Cilacap-NYIA-Kulonprogo-Yogyakarta-Solo. The toll road connects several cities in West Java Province such us Bandung City, Tasikmalaya City, Bandung Region, Garut Region, Tasikmalaya Region and Ciamis Region. The project is listed in Presidential Decree Number 87 of 2021 and Coordinating Ministry for the Economy Number 9 of 2022.

2.3. Project Objectives

The Objectives of Gedebage-Tasikmalaya-Ciamis Toll Road are as follows:

1. Increasing accessibility between regions
2. Increasing the development of areas through which toll roads pass
3. Support increased economic growth

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Gedebage-Tasikmalaya-Ciamis Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 108.3 Km |
| 2 | Design Speed | 80 Km/Hr (Gedebage-Tasikmalaya) |
| | | 100 Km/Hr (Tasikmalaya-Ciamis) |
| 3 | Number of Lane | 2 x 2 |
| 4 | Width of Lane | 3.6 m |
| 5 | Width of Median | 5.5 m |
| 6 | Width of Outer shoulder | 3 m |

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

AMDAL study was conducted on 2019 and might need updating based on project scope.

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition has been carried out on 2022 and contruction based on the planned schedule, start in 2025.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 2,069.33 Million |
| Operational Expenditure | Limited Information |
| FIRR | Limited Information |
| EIRR | Limited Information |
| NPV | Limited Information |

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of land acquisition and construction support. Gedebage-Tasikmalaya-Ciamis Toll Road Project get government support for Construction on Nagrek-North Garut-South Garut Section with a length of 29,55 km. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## 9. Contact Information

Name : Ira Ariani Chaerunisa
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# Gilimanuk-Mengwi Toll Road

Location: Bali Province


## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The project is to construct ± 96,84 km of The Gilimanuk-Mengwi toll road with PPP scheme. The starting point located in Gilimanuk-Jembrana District and the end point is located in Mengwi-Badung District.

### Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

### Capital Expenditure:
**USD 1,665.33 Million**

### Operational Expenditure:
**Limited Information**

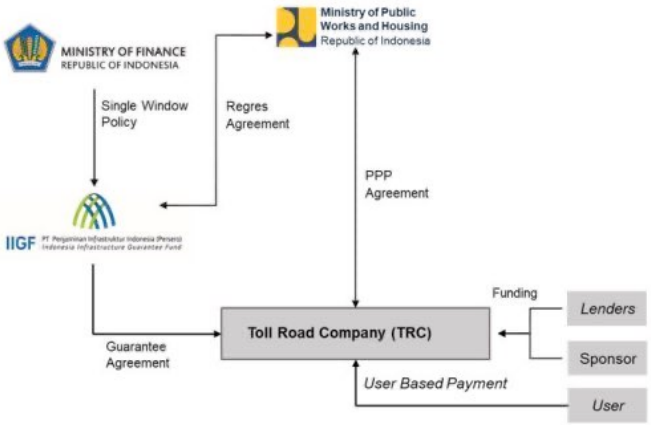
### Estimated Concession Period:

50 years

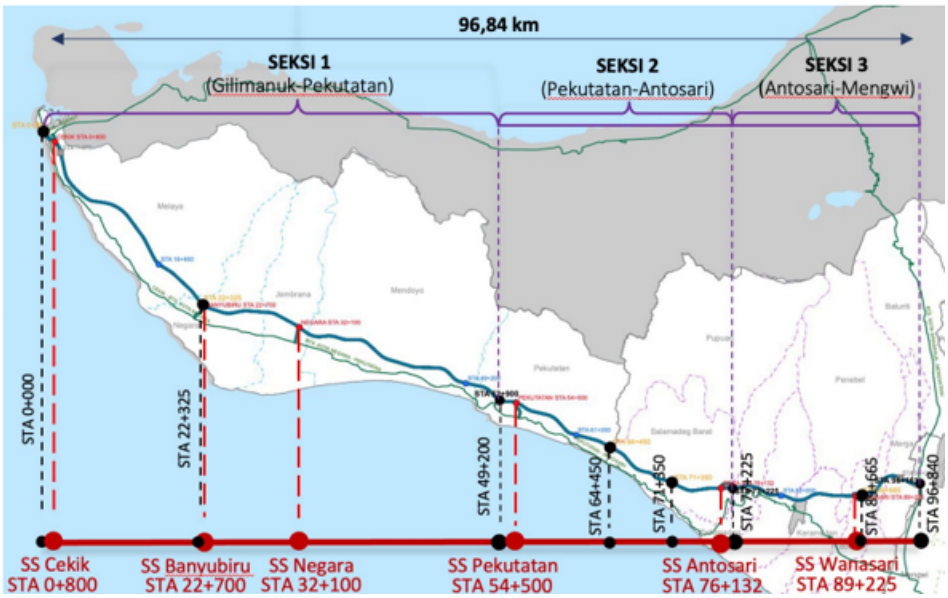
## Indicative Project Schedule

Project Status: Pre-Qualification

## Indicative Project Structure




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




Picture 1 – Gilimanuk-Mengwi Toll Road

## 2. The Opportunity

2.1. Project Background

The toll road is planned to traverse three regencies, 13 districts, and 58 villages. The estimated investment cost for the Gilimanuk-Mengwi toll road reaches IDR 24.98 trillion. It consists of three sections: Section 1 Gilimanuk-Pekutatan with a length of 54.7 kilometers, Section 2 Pekutatan-Soka with a length of 23.2 kilometers, and Section 3 Soka-Mengwi with a length of 18.9 kilometers, totaling 96.84 kilometers.

2.2. Project Description

The Gilimanuk – Mengwi Toll Road is an effort to open road access in the southern region of Bali Province and to facilitate the transportation of goods and services that drive the wheels of the economy. This project is designed to reduce travel time from Gilimanuk Harbour to the heart of the island of Bali. The Gilimanuk-Mengwi Toll Road is one of the National Strategic Projects.

2.3. Project Objectives

This toll road will complete the toll road network concept:

a. To accommodate vehicles from West to East and vice versa and also connects Gilimanuk port to Mengwi and other directions The capital city of Bali Province is Denpasar
b. To anticipate traffic by connecting areas strategic development based on the BALI RTRW 2009 - 2029 into the network Gilimanuk – Mengwi toll road at Grade
c. Accessibility to and from tourist areas that are currently being developed by the Bali Provincial Government. The tourism development plan is in line with development tourism area support facilities located around the toll road route Gilimanuk-Mengwi.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for Gilimanuk-Mengwi Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 96,84 Km |
| 2 | Design Speed | 80 Km/Hr |
| 3 | Lane Width | 3.6 m |
| 4 | Outer Shoulder Width | 3 m |
| 5 | Median Width (including inner shoulder) | 5.5 m |

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

Based on the planned schedule, AMDAL study already conducted in 2022.

## 6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARAP study will be conducted during 2024-2025.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 1,665.33 Million |
| Operational Expenditure | Limited Information |
| FIRR | Limited Information |
| EIRR | Limited Information |
| NPV | Limited Information |

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of land acquisition and construction support which is Gilimanuk – Perkutatan with a length of 54,7 kilometers. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## 9. Contact Information

Name : Zamhur Rimaldi
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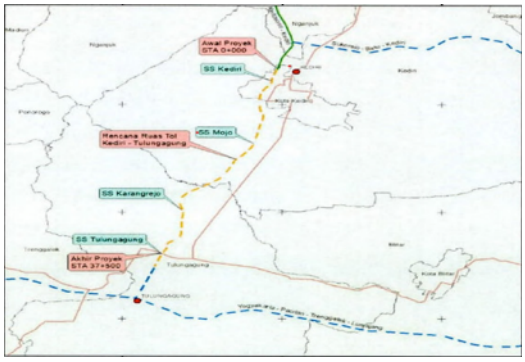
Email : bpjt@pu.go.id

# Kediri-Tulungagung Toll Road

Location: East Java Province



## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Initiator:
PT Gudang Garam Tbk.

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The project is to construct a ±44.17 km toll road of Kediri-Tulungagung which is expected to encourage economic and regional growth for the south part of East Java and also become an access road to Kediri Airport. This toll road plan is equipped with 1 on/off ramp and 4 interchanges.

### Financial Feasibility

FIRR: 9.71%
EIRR: Limited Information
NPV: USD 68.04 Million

### Investor

PT Surya Sapta Agung Tol

### Capital Expenditure:
**USD 661.33 Million**

### Operational Expenditure:
**Limited Information**

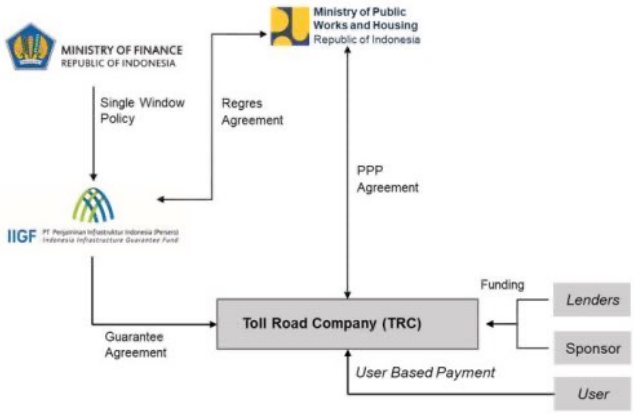
### Estimated Concession Period:

50 years

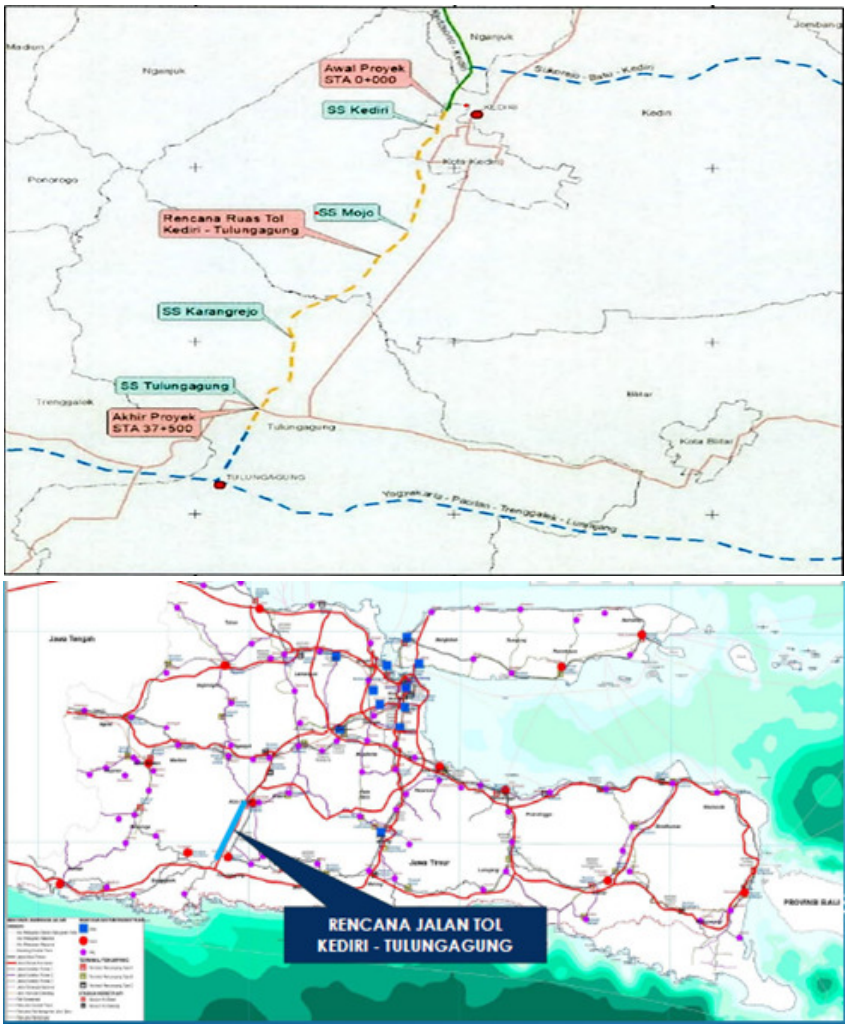
## Indicative Project Schedule

Project Status: Agreement Signing (Updated Information)

## Indicative Project Structure




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




Picture 1 – Layout of Kediri-Tulungagung Toll Road

## 2. The Opportunity

2.1. Project Background

Kediri-Tulungagung Toll Road is continuation of Kertosono-Kediri Toll Road. It will become an alternative road from Kediri City and Kediri Regency to Tulungagung Regency in East Java Province to support economic and regional growth south side of East Java. This toll road also become an access road to Kediri Airport.

2.2. Project Description

Kediri-Tulungagung Toll Road is located in the administrative area of East Java Province which connects Kediri City and Kediri Regency to Tulungagung Regency. Kediri-Tulungagung Toll Road has length ±44.17 km. It is one of the projects that have been listed in Presidential Regulation Number 80/2019. Based on the analysis, the projected traffic volume in Q3 2023 will be 10,421 vehicle/day. Based on assumption, the estimated traffic volume will increase and reach the peak at the 116,186 vehicles/day in 2070. This toll road is equipped with 1 on/off ramp and 4 interchanges. Kediri-Tulungagung Toll Road is planned to be full operated in Q3 2025 (Access to Kediri Airport will be operated on Q1 2025. Section 1 and 2 will be operated on Q3 2025). This project might be an opportunity for potential lenders to be involved.

2.3. Project Objectives

The objectives of Kediri-Tulungagung Toll Road are as follows:

- To support the implementation of Presidential Regulation Number 80/2019;
- To improve accessibility in South Side of East Java Province;
- To increase the development of areas that are passed by toll road; and
- To make accessibility and support the development of Kediri Airport.

## 3. Business Entity's Scope of Work

The business entity shall be responsible to perform the toll road project, including financing, construction, operation, and maintenance during the concession period.

## 4. Technical Specification

The technical specifications for Kediri-Tulungagung Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | ±44.17 km |
| 2 | Design Speed | 100 Km/hr |
| 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, the AMDAL study is being processed since 2022 by SPC and waiting for Issuance of Environmental Permit by Ministry of Environment and Forestry.

## 6. Land Acquisition and Resettlement Action Plan

Land Acquisition plans have been made with a cost approximately IDR 3,143 Trilion by SPC.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 661.33 Million |
| Operational Expenditure | Limited Information |
| FIRR | 9.71% |
| EIRR | Limited Information |
| NPV | USD 68.04 Million |

## 8. Government Support and Guarantee

It is indicated that this project will requires Government Guarantee.

## 9. Contact Information

Name : Zamhur Rimaldi
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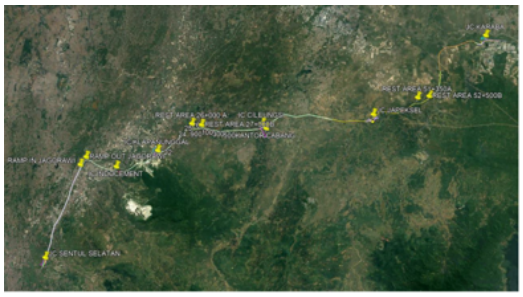
# South Sentul-West Karawang Toll Road

Location: West Java Province



## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Initiator:
PT Pamapersada Nusantara

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The total length of the South Sentul-West Karawang toll road is 60,36 kilometers as an addition to the existing 81,00 kilometers non-toll roads. The average speed on non-toll roads is 30,00 km/hour while the design speed of the toll road is 100 km per hour. This toll road plan is divided into 5 segments. Management of strategic areas is carried out based on socio-economic and environmental interests in Puncak strategic areas, industrial strategic areas, mining strategic areas and border strategic areas.

### Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

### Capital Expenditure:
**USD 1,754 Million**

### Operational Expenditure:
**Limited Information**

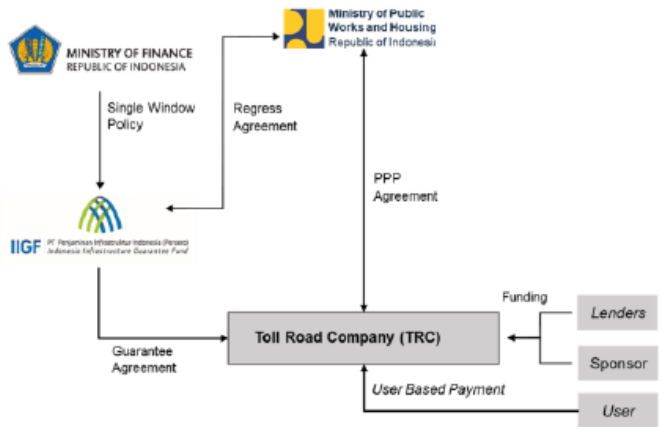
### Estimated Concession Period:

40 years

## Indicative Project Schedule

Project Status: Request for Proposal

## Indicative Project Structure




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

Picture 1 – South Sentul – West Karawang Toll Road

## 2. The Opportunity

2.1. Project Background

The existing Sentul - Karawang road has an inadequate road width to accommodate the existing traffic. Moreover, in the area around Karawang there are many industrial areas so there is a lot of heavy truck traffic. Road users can use a detour using the Jagorawi toll road. However, the level of congestion on the Jagorawi toll road during peak hours is so bad that the toll road no longer functions optimally to streamline user travel time. Therefore, the idea arose to build a toll road between Sentul - Karawang to be a solution to overcome existing traffic demand.

2.2. Project Description

From the results of the latest study, the construction of the South Sentul - West Karawang Toll Road is divided into several segments:

- Segment 1A BORR-GN PUTRI (10,27 Km)
- Segment 1B GN PUTRI-BORR (2,33 Km)
- Segment 2 GN PUTRI-KLAPANUNGGAL (6,94 Km)
- Segment 3 KLAPANUNGGAL-CILEUNGSI (12,26 Km)
- Segment 4 CILEUNGSI-JAPEKSEL (12,09 Km)
- Segment 5 JAPEKSEL-KARABA (16,47 Km)

Phase 1 construction will begin in 2025 for 36 months, starting with the construction of the Jagorawi In/Out Ramp to the South Japek Junction. Meanwhile, the construction of Phase 2 from South Japek to Karawang is planned to be built in 2030 for 24 months and the construction of Phase 3 parallel to Jagorawi will be built in 2046 for 24 months. Prequalification has been carried out in 2022 with one participant passed the requirement and continue to the RfP stage.

2.3. Project Objectives

The toll road initiative between Sentul - Karawang is considered to be a solution to address existing traffic demand, by considering:

1. The existing Sentul - Karawang road has an inadequate road width to accommodate the existing traffic;
2. In the area around Karawang there are many industrial areas so there is a lot of heavy truck traffic;
3. The level of congestion on the Jagorawi toll road during peak hours is so severe that it no longer functions optimally to streamline user travel time.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for South Sentul - West Karawang Toll Road are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 60,360 Km |
| 2 | Design Speed | 100 Km/Hr |
| 3 | Lane Width | 3,6 m |
| 4 | Outer Shoulder Width | 3 m |
| 5 | Inner Shoulder Width | 1,5 m |

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

AMDAL study will be conducted in 2024 by initiator and will be processed/submitted by GCA.

## 6. Land Acquisition and Resettlement Action Plan

Land acquisition will be carried out by GCA which will be included in the investment cost component. Based on the project management timeline, land acquisition will start in 2025 through 2 stages.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 1,754 Million |
| Operational Expenditure | Limited Information |
| FIRR | Limited Information |
| EIRR | Limited Information |
| NPV | Limited Information |

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of partial construction support. It is indicated that this project will also requires Government Guarantee.

## 9. Contact Information

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Public Private Partnership

Infrastructure Projects Plan in Indonesia

2024

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# Under Procurement Process

## Waste Management

- **Provision of Access to Clean and Safe Drinking Water and Sanitation**
  1. Legok Nangka Regional Waste Processing Facility

Source: Dani Argandona | Unsplash

# Legok Nangka Regional Waste Processing Facility

## Sector: Waste Management

Location: West Java Province

Government Contracting Agency:
Governor of West Java Province

Implementing Agency:
West Java Regional Environmental Agency

Preparation Agency:
West Java Regional Environmental (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Waste Management System

### Description

Management of 1,853 – 2,131 tonnes waste per day of sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, Nagreg, West Java. Project scope is to Design, Build, Finance, Operate, and Maintain the Waste Treatment Plant and supporting infrastructure.

### Financial Feasibility

FIRR: 13.30%
EIRR: Limited Information
NPV: USD 48.33 Million

### Investor

PT Consortium Sumitomo Corporation, PT Energy Prima Nusantara, dan Hitachi Zones

### Capital Expenditure:
**USD 267.74 Million**

### Operational Expenditure:
**Limited Information**

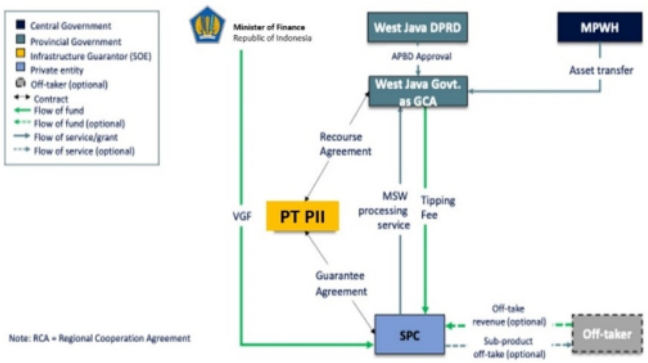
### Estimated Concession Period:

25 years

## Indicative Project Schedule

Project Status: Agreement Signing (Updated Information)

## Indicative Project Structure




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

Picture 1 – Layout of Legok Nangka Regional Waste Treatment

## 2. The Opportunity

2.1. Project Background

West Java Province has rapidly growing population and urbanization rate, reaching 46 million people in 2017. The number is estimated to increase to more than 57 million in 2035 and approximately more than 67.5 million in 2050. Population growth combined with increasing income per capita and change in consumption will generate larger demand for Municipal Solid Waste Management. Regarding this issue, West Java Government need to handle because the current Waste Management facility will be over capacity and out of order after 2020.

2.2. Project Description

A total of 1,853 – 2,131 tonnes per day (tpd) of municipal solid waste (MSW) is intended to be processed at Legok Nangka WtE plant which will be supplied from six municipalities including Bandung City,

Bandung Regency, Cimahi City, West Bandung Regency, Garut Regency, and Sumedang Regency. This project might be an opportunity for potential lenders to be involved.

2.3. Project Objectives

The objectives of Legok Nangka Regional Waste Treatment are as follows:

- To build Regional Waste Treatment facility for Bandung City, Bandung Regency, Cimahi City, West Bandung Regency, Garut Regency, and Sumedang Regency.
- To increase municipalities' health and sanitation quality.
- To reach 85% efficiency of waste treatment.
- To apply international emission standard waste management technology with minimal hazardous secondary product.
- To optimize the value of waste by transforming it into commercial product.

## 3. Business Entity's Scope of Work

Project scope is as follows:

a. Design, Build, Finance, Operate, and Maintain the Waste Treatment Plant and Supporting Infrastructures. In the end, the facility must be transferred back to the GCA.
b. Operate and Maintain existing landfill in Legok Nangka Site.
c. Design and Build transmission networks and hand over to PT PLN upon completion

## 4. Technical Specification

Based on data sampling at Sarimukti landfill, the three dominant waste products Bandung City and Regency are organic waste (>55%), plastics (>20%) and hygiene products (≈6%). The Legok Nangka Regional Waste Treatment Installation output specification should provide:

- Prevention system for greenhouse gases production
- Persistent Organic Pollutant elimination
- Potential to Emit material catchment and immobilization
- Pathogen elimination

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

Legok Nangka Regional Waste Treatment Project requires AMDAL documents. The documents has been prepared by the Government Contracting Agency and will be updated according to the PPP scope.

## 6. Land Acquisition and Resettlement Action Plan

The land for waste treatment infrastructure has been acquired by the West Java Provincial Government.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 267.74 Million |
| Operational Expenditure | Limited Information |
| FIRR | 13.30% |
| EIRR | Limited Information |
| NPV | USD 48.33 Million |

## 8. Government Support and Guarantee

This project acquired government guarantee from IIGF and Viability Gap Fund (VGF) has been approved by Ministry of Finance.

## 9. Contact Information

Name : Arief Perdana
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# Under Procurement Process

## Water Resource and Irrigation

- **Multipurpose Reservoirs and Irrigation Modernization**
  1. 40 MW Hydro Power Plant on Tiga Dihaji Dam
  2. Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant Infrastructure Capacity 6,3 MW

Source: Dok. Wijaya Karya

# 40 MW Hydro Power Plant on Tiga Dihaji Dam

Location: South Ogan Komering Ulu (OKU) Regency, South Sumatera

## Sector: Water Resources and Irrigation

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Directorate General for Water Resources

Initiator:
PT Brantas Abipraya (Persero) & PT PLN Indonesia Power

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Hydro Power Plant

### Description

The Project is located on Tiga Dihaji Dam, Komering River Basin, South Ogan Komering Ulu (OKU) Regency, South Sumatera Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 40 MW capacity.

### Financial Feasibility

FIRR: 12.5%
EIRR: 15.32%
NPV: USD 7.70 Million

### Capital Expenditure:
**USD 74.55 Million**

### Operational Expenditure:
**USD 104.02 Million**

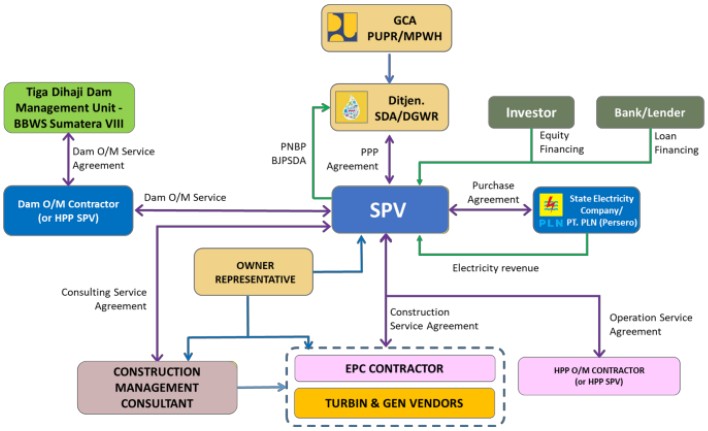
### Estimated Concession Period:

28 years (1 year of pre-construction, 2 years of construction, 25 years of service period).

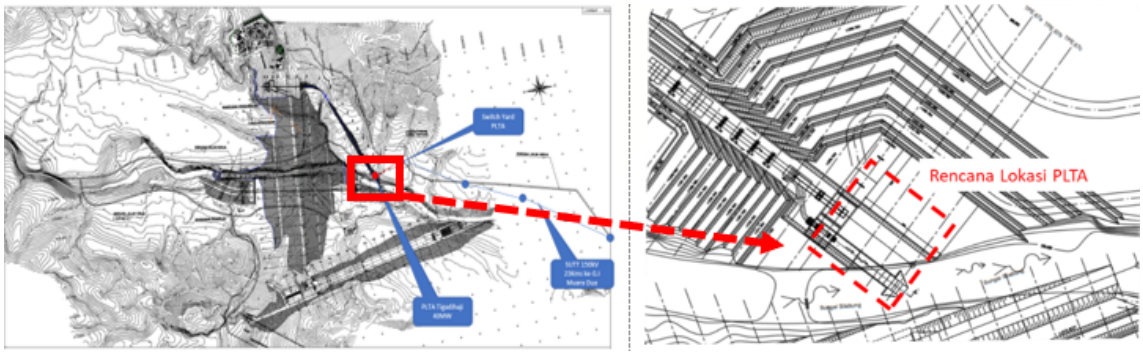
## Indicative Project Schedule

Project Status: Bid Award

## Indicative Project Structure




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




Picture 1 – Layout of Tiga Dihaji Dam

### 2. The Opportunity

2.1. Project Background

In accordance with long term program of the State Electricity Company - PT. PLN (Persero) to get affordable tariff of electricity, the use of water resources needs to be utilized for the welfare and society. Hydro power plant has been managed by the government through the PT PLN (Persero) as the main supplier of electricity for both household and industrial needs. Even though, PLN has not been able to meet the demand for electricity for all regions in Indonesia, so some areas have not yet been reached by electricity.

In order to fulfill the supply of 35 GW of electricity as outlined in the 2015-2034 National Electricity Master Plan (RUKN), additional generators, transmission & substations and distribution have been planned as stated in Electricity Supply General Plan (RUPTL). So, in 2034 it is expected that electricity can reach all regions in Indonesia.

To realize this plan, the Business Entity as project initiator proposes a PPP Project of 40 MW Hydropower Plant Infrastructure Delivery on Tiga Dihaji Dam which is located in South Ogan Komering Ulu (OKU) Regency, South Sumatra Province. The PLTA development plan is expected to increase the availability of electrical energy for both household and industry, so it will increase economic society around South OKU Regency, South Sumatra

2.2. Project Description

The 40 MW Hydro Power Plant on Tiga Dihaji Dam, located in Komering River Basin, South Ogan Komering Ulu (OKU) Regency, South Sumatera Province, has a capacity of 40 MW and an estimated annual energy production of 209.22 GWh. The Ministry of Public Works and Public Housing (PUPR), acting as the government contracting agency, plans to use the Design-Build-Finance-Operate-Maintain-Transfer (D-B-F-O-M-T) scheme with a concession period of 27 years (2 years of construction, 25 years of service period).

2.3. Project Objectives

The benefit of Tiga Dihaji Dam is for irrigation as main function, raw water supply, flood control and tourism. In addition, the benefits of the Tiga Dihaji Dam is also used for generating hydroelectric power sourced from new and renewable energy, so it could increase the electrification ratio in South Ogan komering Ulu Regency, South Sumatera.

The development of Tiga Dihaji Hydropower Plant is also in line with the energy transition plan, which is currently being pushed to reduce dependence on the use of fossil energy and replace it with renewable energy generation, with a target of 23% renewable energy by year 2025 from the achievement of the renewable energy mix of 14.02% currently.

## 3. Business Entity's Scope of Work

Design-Build-Finance-Operate–Maintain-Transfer

Project scope is as follows:

- Power Plant Unit (Penstock, Bypass, Hydromechanical Equipment, Power House, Turbine and Electromechanical Equipment, Switchyard, 150 kV Transmission and Electrical);
- Supporting Infrastructure (such as Office, Access Road, Operator House, and Guard House);
- Tiga Dihaji Dam maintenance to all or part of the dam infrastructure.

## 4. Technical Specification

The technical specifications for South Tangerang Waste to Energy are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Type | With reservoir |
| 2 | Normal water level | +315.67 m |
| 3 | TWL | +207.65 m |
| 4 | Estimated Planned Discharged (m3/s) | 45.50 |
| 5 | Water Elevation (m) | 108.02 |
| 6 | Estimated Power (MW) | 40 |

| No | Facilities | Capacity |
|---|---|---|
| 7 | Annual Estimated Energy (GWh) | 209.22 |
| 8 | Transmission cable | Power house to Muara Dua Substation through 150 kV high voltage transmission lines (SUTT) |

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

The construction of the high voltage transmission lines (SUTT) of Tiga Dihaji Hydro Pwer Plant requires approximately 225 m2 (44 towers) of land for each tower and 3.600 m2 of switchyard land which is outside of the Tiga Dihaji Dam area. So, according to the Regulation of Minister of Environment and Forestry No. 4/2021 about List of Business and/or Activities Required to Have an Analysis of Environmental Impacts, Environmental Management Efforts and Environmental Monitoring Efforts or Statement of Capability for Environmental Management and Monitoring, this project is required to have Environmental Management Efforts and Environmental Monitoring Efforts with B category.

## 6. Land Acquisition and Resettlement Action Plan

The location of the hydropower plant is both inside and outside of the Tiga Dihaji Dam area. For the construction of the Penstock, Power House, Bypass Pipeline, Access Road, Operator's House, Guard Post, it requires approximately ±10,000 m2 of land which is within the Tiga Dihaji Dam area, where the land will be submitted as utilization of State-Owned Assets.

The Tiga Dihaji Dam area is located in the Area for Other Uses (APL) where a Borrow-to-Use Forestry Permit (IPPKH) is not required. Meanwhile, the construction of the high voltage transmission lines (SUTT) requires approximately 225 m2 (44 towers) of land for each tower and 3.600 m2 of switchyard land which is outside of the Tiga Dihaji Dam area. The land acquisition will be carried out by Business Entity as initiator project (BUP) and it is also responsible to provide compensation costs for land under the SUTT route to affected communities.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 74.55 Million |
| Operational Expenditure | USD 104.02 Million |
| FIRR | 12.5% |
| EIRR | 15.32% |
| NPV | USD 7.70 Million |

## 8. Government Support and Guarantee

The Feasibility Study indicates the government support in the form of tax incentives and licensing/permit facilities.

## 9. Contact Information

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# Bintang Bano Dam Maintenance and Provision of Mini 6,3 MW Hydro Power Plant

Location: West Sumbawa, West Nusa Tenggara

## Sector: Water Resources and Irrigation

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Director General of Water Resources

Initator:
PT Brantas Abipraya (Persero)

Type of PPP:
Unsolicited

Return of Investment:
User Charge

## Sub-Sector: Mini Hydro Power Plant

### Description

MHPP Bintang Bano is the first Unsolicited Water Resources PPP project using a user charge return on investment scheme. The project scope is provision of 6,3 MW Mini Hydro Power Plant which implemented under Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT) scheme and maintenance of Bintang Bano Dam.

### Financial Feasibility

FIRR: 11.29%
EIRR: 16.52%
NPV: USD 0.91 Million

### Investor

PT Brantas Abipraya

### Capital Expenditure:
**USD 10.32 Million**

### Operational Expenditure:
**USD 300,000**

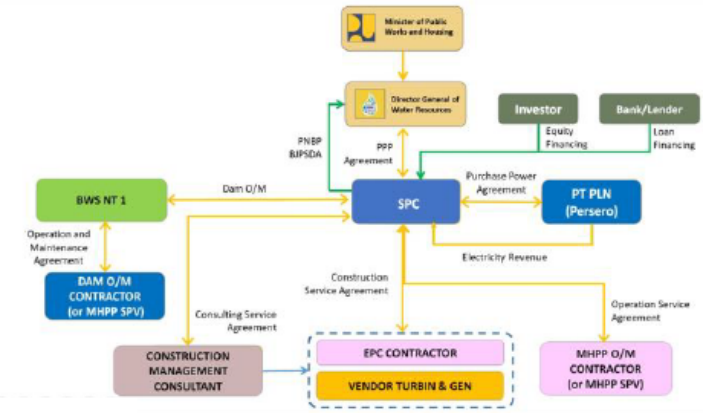
### Estimated Concession Period:

27 years and 2 months

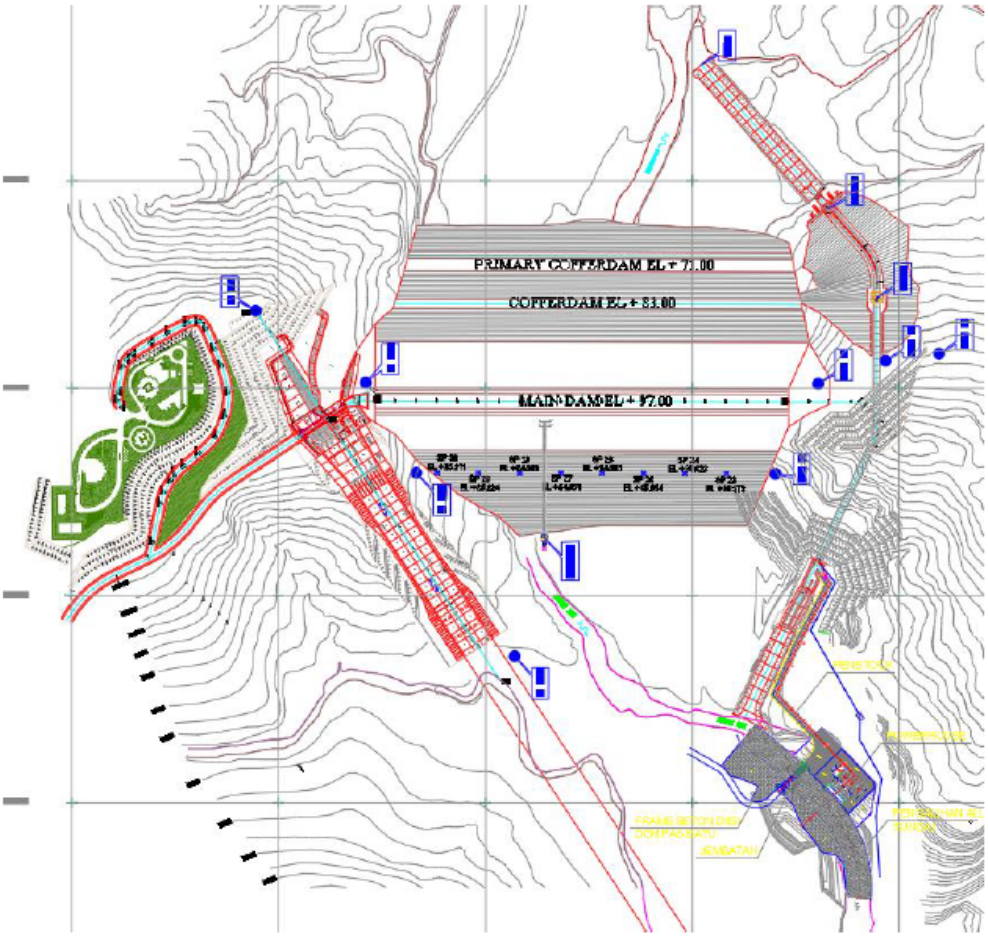
## Indicative Project Schedule

Project Status: Bid Award

## Indicative Project Structure




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




Picture 1 – Layout of Bintang Bano Dam

## 2. The Opportunity

2.1. Project Background

The establishment of the Bintang Bano Mini hydro Power Plant aims to assist in equal distribution of electrical services while also increasing economic activity. The majority of power produced in NTB Province is generated by Diesel Power Plant, resulting in extremely high production costs. Although the electrification value is fairly high, the majority of electricity is generated by fuel-fueled plants, therefore in accordance with the Electricity Supply Business Plan (RUPTL), renewable energy-fueled power plants are required. Apart from being a power plant, the dam also has the potential to be used for irrigation, raw water supply, and flood control.

2.2. Project Description

The Bintang Bano Dam is located on Brang Rea River, West Sumbawa, West Nusa Tenggara. The multipurpose dam provides water for an irrigation scheme covering about 6700 hectares in West Sumbawa Regency with a water gross storage volume of 76,20 Million $m^3$, Brang Rea River flood control with a capacity of 365 $m^3$/second, which could generate power of 6.3 MW. Other components of the program include local water supply, recreation, and social infrastructure. Land acquisition of ± 175 ha will be provided by the Government. The option in this project development is to build a mini hydro power plant using a User Charge payment scheme to cover the private's investment, risks, and returns. The concession will last 27 years and 2 months (2 years 2 months construction and 25 years Take or Pay ). This project might be an opportunity for potential lenders to be involved.

2.3. Project Objectives

The objectives of the West Sumbawa Mini hydro Power Plant are to assist the Government in efforts to fulfill the 35 GW electricity supply program and reach all parts of Indonesia, therefore the electrification ratio plan as stated in the national electricity general plan can be achieved and to fulfill the needs of irrigation, raw water, and flood control. Hence, in accordance with the Ministry of Public Works and Public Housing Visium 2020-2024 capacity target of Indonesia's per capita multipurpose dam is 68.11 m3/capita/year. The construction of new dams in the future will be carried out to meet the national water and food security targets, in particular the provision of raw water of 54.81 cubic meters per second in 2024.

## 3. Business Entity's Scope of Work

Design-Build–Finance-Operate–Maintenance-Transfer

The project scope is as follows:

c. Technical Planning;
d. Provision of MHPP Bintang Bano with a capacity of 6.3 MW;
e. Project Financing;
f. Operation and Maintenance of MHPP Bintang Bano during the concession period;
g. Contribution to the maintenance of Bintang Bano Dam; and
h. Transfer assets.

## 4. Technical Specification

The technical specifications for Bintang Bano Mini Hydro Power Plant are as follows:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Type | With reservoir |
| 2 | Normal water level | +115.5 m |
| 3 | TWL | +53.0 m |
| 4 | Estimated Planned Discharged (m3/s | 16.0 |
| 5 | Estimated Power (MW) | 6.3 |
| 6 | Annual Estimated Energy (GWh) | 32.78 |
| 7 | Transmission cable | Powerhouse to GI Taliwang (±25 Km) |

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

The Bintang Bano Dam has previously undergone an Environmental Impact Assessment (AMDAL) issued in 2010. However, this AMDAL did not accommodate the Microhydro Power Plant (PLTM) development. Consequently, the AMDAL for the PLTM will be formulated by the Special Purpose Company (SPC) after the PPP agreement is signed.

## 6. Land Acquisition and Resettlement Action Plan

Based on a review of the layout and location of the Bintang Bano Power Plant, the location of the Power Plant is included in the Borrow-to-Use Forest Area of the Bintang Bano Dam so that the Initiator considers that no additional new land acquisition is needed. Likewise, resettlement activities and relocation of community settlements are also not required. In accordance with the land acquisition study, the construction of the Bintang Bano Mini hydro Power Plant is all located within the Ministry of Public Works and Public Housing land and does not require new land acquisition.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 10.32 Million |
| Operational Expenditure | USD 0.30 Million |
| FIRR | 11.29% |
| EIRR | 16.52% |
| NPV | USD 0.91 Million |

## 8. Government Support and Guarantee

No Government Support and Guarantee Guarantee needed.

## 9. Contact Information

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# Under Procurement Process

## Health

- **Strengthen Healthcare System and Drug Food Control**
  1. Padjajaran University (UNPAD) Teaching Hospital


Source: Freepik

# Padjadjaran University (UNPAD) Teaching Hospital

Location: Sumedang Regency, West Java Province

## Sector: Education, Research and Development

Government Contracting Agency:
Rector of Padjajaran University

Implementing Agency:
Padjadjaran University

Preparation Agency:
Padjadjaran University (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Other Form

## Sub-Sector: Teaching Hospital

### Description

To improve the quality of education services and health services in West Java Province, Universitas Padjadjaran is planning to build a UNPAD Teaching Hospital on an area of ±4.2 hectares. The project will include PPP development of Building B and C as the 2nd phase of Unpad's Hospital to upgrade the capacity of beds and support medical academic functions.

### Financial Feasibility

FIRR: Limited Information
EIRR: 14.19%
NPV: USD 3.83 Million

### Capital Expenditure:
**USD 32.88 Million**

### Operational Expenditure:
**USD 3.65 Million (yr 1)**

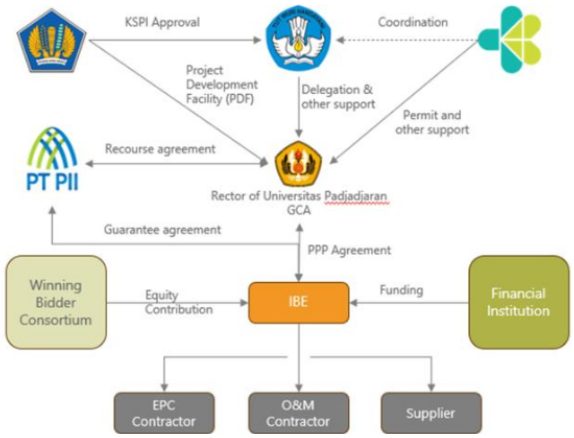
### Estimated Concession Period:

16.5 years

## Indicative Project Schedule

Project Status: Pre-Qualification

## Indicative Project Structure




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

Picture 1 – Illustration of Unpad Teaching Hospital

## 2. The Opportunity

### 2.1. Project Background

West Java Province has 377 public and private hospitals totaling 45,289 bed facilities in 2020. About WHO standard, the ideal beds to population ratio is 1/1000. Thus, West Java Province requires more capacity for their healthcare due to its current balance of 1/1,103 in 2020 or a shortage of around 4,647 beds compared to the total population.

Universitas Padjadjaran is one of the leading universities in West Java Province, with numerous academic programs in medicine and health, such as medicine, dentistry, pharmacy, nursing, midwifery, and psychology. The development of Unpad Teaching Hospital will provide healthcare services and conduct education and research activities to address healthcare issues in West Java Province, especially around Sumedang and the Greater Bandung area. The project will also provide national and global recognition for Unpad Teaching Hospital through partnership with the private sector or business entities under the Public Private Partnership (PPP) scheme.

### 2.2. Project Description

The project will consist of the development of Building B and C Unpad Teaching Hospital (each of them 5 stories high and basement) situated within the area of Universitas Padjadjaran Jatinangor campus, which includes building maintenance and partial operation of the hospital elaborated in more detail in part 3 Business Entity's Scope of Work. This project will be retender on Q3 2024 because private companies didn't fully submit the require document on the previous process.

### 2.3. Project Objectives

The development of Unpad Teaching Hospital is necessary to provide services in healthcare and serve its education, research, and innovation role, especially in medicine, dentistry, pharmacy, nursing, and midwifery. At the same time, it is also deemed fundamental to enable high-quality healthcare services and other fields of science that support educational, healthcare, and/or research-related program activities in the region of Sumedang Regency and aimed to cast coverage across West Java Province. The project will also be expected to provide national and global recognition for Universitas Padjadjaran as one of the leading universities in the region.

## 3. Business Entity's Scope of Work

The Project will implement a PPP scheme with a scope of design, build, finance, maintain, (partially) operate, and transfer with further elaboration of the business entity's scope of work shown below:

- Design, Build, and Financing of Building B and C;
- Maintenance of Buildings A, B, and C;
- Operations of supporting services (i.e., laundry, waste management, gardens) for Building A, B, and C;
- Operations of three (3) healthcare services: laboratory, radiotherapy, and nuclear medicine. The scope also include the provision and maintenance of medical/ healthcare equipment required and supporting personnel for these three services;
- Transfer the project at the end of the concession period.

## 4. Technical Specification

The project is currently in the preparation phase, specifically within the process of pre-feasibility study. Based on the current design, the PPP project will consist of development for Buildings B and C, each of them five stories high and basement. The project will use a development reference of 120 m2 per bed to build 147 beds and increase the entire capacity of Buildings A, B, and C to reach 264 beds. Based on the number, this Project could be classified as a Type A Hospital with a specific category as a Teaching Hospital.

The project will be developed above a dedicated site plan within Universitas Padjadjaran's Jatinangor Campus area. The PPP project provides a vast range of healthcare services, which include general and specialized clinics, center of excellence (e.g., eye, cardiac, and regenerative centers), intensive care, hemodialysis, delivery room for childbirth, operating room, inpatient services, pharmacy, laboratory, radiotherapy, nuclear medicine and supporting facilities (e.g., nutritional services, laundry, mortuary, panel room, etc.). As a teaching hospital, the Project will also be equipped with an education room for learning doctors.

The Project complies with national standards for hospital construction and operations. More detailed technical specifications will be further elaborated on in the pre-feasibility study.

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

The Project will comply with environmental regulations and be supported by developing relevant environmental assessments such as Analisis Mengenai Dampak Lingkungan (AMDAL). GCA will proceed the application to achieve the environmental permit for PPP project.

## 6. Land Acquisition and Resettlement Action Plan

The land is currently identified as a state-owned asset under the Ministry of Education, Culture, Research, and Technology account, which has been accordingly authorized and handled by the GCA. Therefore, since no specific Land Acquisition and Resettlement Action Plan is required for the Project, the Project will implement the utilization of a state-owned asset scheme in the form of Kerjasama Penyediaan Infrastruktur (KSPI) according to Ministry of Finance Regulation No. 115/2020 on Utilization of State-Owned Asset.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 32.88 Million |
| Operational Expenditure | USD 3.65 Million (yr 1) |
| FIRR | Limited Information |
| EIRR | 14.19% |
| NPV | USD 3.83 Million |

## 8. Government Support and Guarantee

It is indicated that this project requires Government Guarante from IIGF.

## 9. Contact Information

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Phone : 081122301388
Email : rsptn@unpad.ac.id

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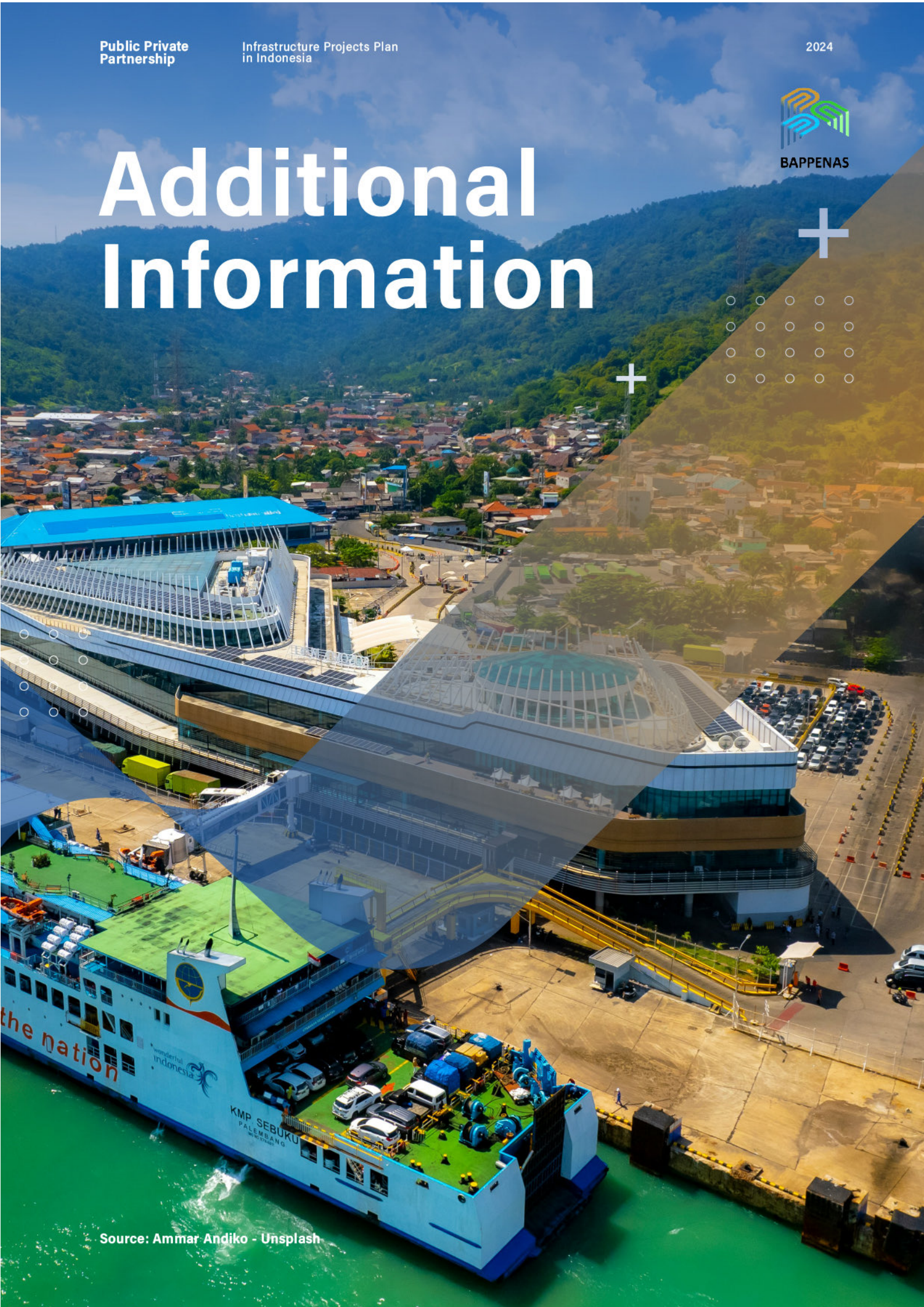
# Additional Information




Source: Ammar Andiko - Unsplash

Public Private Partnership

Infrastructure Projects Plan in Indonesia

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# Agreement Signing

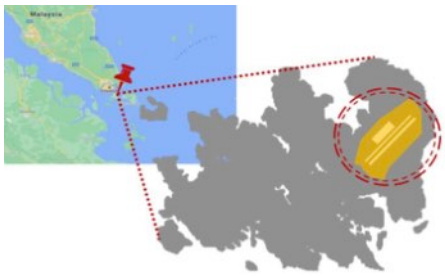
Source: Muhammad Rizki - Unsplash

# Summary of Agreement Signing Projects

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | Expansion of Hang Nadim International Airport Passenger Terminal | The project is to expand the passenger terminal of Hang Nadim International Airport and designated to handle up to 24.7 million passengers in 2046. Project scope are: a) Refurbishment and expansion of Passenger Terminals; b) Operation and Maintenance Passenger Terminal; and c) Operation and Maintenance Cargo Terminal. | Agreement Signing |
| 2. | Patimban Port | Patimban Port in Subang (West Java) designated as a national strategic project (PSN) located near Cikarang Industrial Zone to support trading activities in Java, the country's most populated island and center of its manufacturing activities. | Agreement Signing |
| 3. | Patimban Access Toll Road | Patimban Access Toll Road development plan is to provide accessibility that facilitates direct access to and from Patimban Port. The port is planned to be connected with industrial zones, economic zones, urban areas, and the surrounding rural areas. Patimban access toll road will connect Patimban Port with Cikopo - Palimanan Toll Road Section with total length of 37.05 km and will have 4 interchanges and 1 junction. | Agreement Signing |
| 4. | Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road | The project is to construct ± 21.60 km of The Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road with PPP scheme. The starting point is located at Ulujami Junction and the end point is located at Jati Asih Junction. | Agreement Signing |
| 5. | Kamal-Teluk Naga-Rajeg Toll Road | 38.6 km Kamal-Teluknaga-Rajeg Toll Road is located in North Jakarta (DKI Jakarta Province) and Tangerang Regency (Banten Province). This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area and will support Pantura strategic area. | Agreement Signing |
| 6. | Karian-Serpong Regional Water Supply System | Karian-Serpong Regional Water Supply System project is developed to accelerate the expansion of piped water supply for DKI Jakarta, Tangerang City, and South Tangerang where the bulk water will be sourced from the Karian Dam in Banten Province through the project Karian Serpong Conveyance System with outflow of 4.600 lpd. | Agreement Signing |
| 7. | Arrangement and Management of West Lombok Public Street Lighting | The West Lombok Regency has an annual problem in electricity payment due to street lighting. Nevertheless, the amount of street lighting is deemed inadequate. The West Lombok Regency planned to install and maintain its street lighting using Public Private Partnership. It is hoped that this street project lighting will help increase the economy and public welfare in the regency by ensuring road safety by street lighting during the night. | Agreement Signing |
| 8. | Dharmasraya Street Lighting | Replacing mercury type street lamps with LEDs with total of 4.135 lamps in 11 Districts in Dharmasraya Regency. The project scope are design, build, finance, operate, maintain and transfer. | Agreement Signing |

# Expansion of Hang Nadim International Airport Passenger Terminal

Location: Batam, Riau Islands Province



## Project Structure


## Sector: Transportation

## Sub-Sector: Airport

### Description

The project is to expand the passenger terminal of Hang Nadim International Airport and designated to handle up to 24.7 million passengers in 2046. Project scope are: a) Refurbishment and expansion of Passenger Terminals; b) Operation and Maintenance Passenger Terminal; and c) Operation and Maintenance Cargo Terminal.

### Financial Feasibility

FIRR: 14.73%
EIRR: Limited Information
NPV: USD 3.13 Million

### Capital Expenditure:
**USD 459.92 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Chairman of Batam Indonesia Free Zone Authority

**Investor:**
PT Bandara Internasional Batam (BIB)
1. PT Angkasa Pura I (Persero)
2. Incheon International Airport Corporation
3. PT Wijaya Karya (Persero) Tbk.

**Financier:**
On process

**Government Support & Guarantee:**
No government support and government guarantee

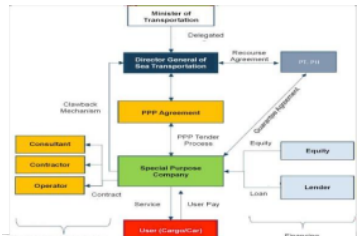
**Implementation Schedule:**
Agreement Signing: Juni 2017
Financial Close: Q2 2024

**Contact Information:**
Ponco Indro Subekti (Head of Transportation Planning BP Batam)
+62-812-6130-3737, bthpppteam@bpbatam.go.id

# Patimban Port

Location: Subang, West Java Province


## Project Structure




## Sector: Transportation

## Sub-Sector: Port

### Description

Patimban Port in Subang (West Java) designated as a national strategic project (PSN) located near Cikarang Industrial Zone to support trading activities in Java, the country's most populated island and center of its manufacturing activities.

### Financial Feasibility

FIRR: 14.95%
EIRR: Limited Information
NPV: USD 2,895.79 Million

### Capital Expenditure:
**USD 1.26 Billion**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Minister of Transportation

**Investor:**
PT Pelabuhan Patimban Internasional
1. PT CTCorp Infrastruktur Indonesia
2. PT Indika Logistic Support Services
3. PT U Connectivity Services
4. PT Terminal Petikemas Surabaya

**Financier:**
On process

**Government Support & Guarantee:**
No government support and government guarantee

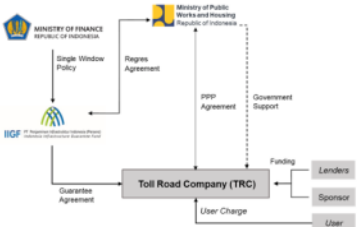
**Implementation Schedule:**
Agreement Signing: Mar 2021
Suprastructure Procurement (phase 1 - 1.2) until 2029

**Contact Information:**
Muhammad Masyhud (Head of Port Development Planning Sub-Directorate)
kpbupelabuhan@gmail.com

# Patimban Access Toll Road

Location: West Java Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Patimban Access Toll Road development plan is to provide accessibility that facilitates direct access to and from Patimban Port. The port is planned to be connected with industrial zones, economic zones, urban areas, and the surrounding rural areas. Patimban access toll road will connect Patimban Port with Cikopo - Palimanan Toll Road Section with total length of 37.05 km and will have 4 interchanges and 1 junction.

### Financial Feasibility

FIRR: 12.61%
EIRR: Limited Information
NPV: USD 93.06 Million

### Capital Expenditure:
**USD 335.06 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
50 years

### Return of Investment:
User Charge

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Akses Patimban

**Financier:**
On process

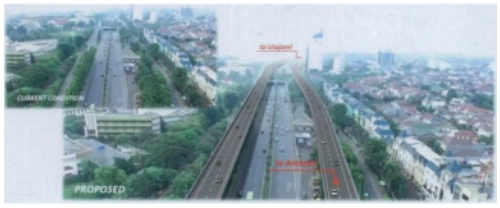
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Jan 2023
Financial Close: Q4 2024
Construction: Q4 2023-Q4 2025

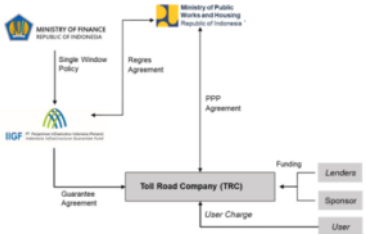
**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221 - 7258063, bpjt@pu.go.id

# Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road

Location: DKI Jakarta and West Java Provinces




## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

The project is to construct ± 21.60 km of The Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road with PPP scheme. The starting point is located at Ulujami Junction and the end point is located at Jati Asih Junction.

### Financial Feasibility

FIRR: 12.34%
EIRR: Limited Information
NPV: USD 517.98 Million

### Capital Expenditure:
**USD 1,417.73 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
45 years

### Return of Investment:
User Charge

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jakarta Metro Exspressway
1. PT Marga Metro Nusantara
2. PT Adhi Karya (Persero) Tbk.
3. PT Acset Indonusa Tbk.

**Financier:**
On process

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

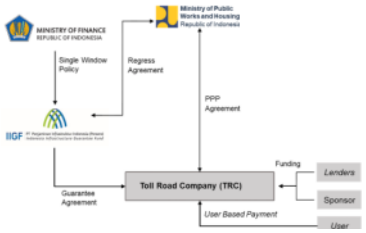
**Implementation Schedule:**
Agreement Signing: Oct 2023
Financial Close: Q3 2024
Construction: 2025

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Kamal-Teluk Naga-Rajeg Toll Road

Location: DKI Jakarta and Banten


## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

38.6 km Kamal-Teluknaga-Rajeg Toll Road is located in North Jakarta (DKI Jakarta Province) and Tangerang Regency (Banten Province). This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area and will support Pantura strategic area.

### Financial Feasibility

FIRR: 11%
EIRR: 16%
NPV: USD 157.38 Million

### Capital Expenditure:
**USD 1,548 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Duta Graha Karya

**Financier:**
On process

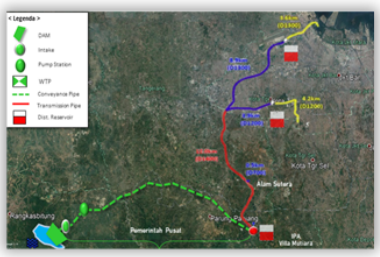
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Aug 2023
Financial Close: Q2 2024
Construction: 2025

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221 - 7258063, bpjt@pu.go.id

# Karian-Serpong Regional Water Supply System

Location: Lebak, Banten Province



## Project Structure

## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

Karian-Serpong Regional Water Supply System project is developed to accelerate the expansion of piped water supply for DKI Jakarta, Tangerang City, and South Tangerang where the bulk water will be sourced from the Karian Dam in Banten Province through the project Karian Serpong Conveyance System with outflow of 4.600 lpd.

### Financial Feasibility

FIRR: 10.87%
EIRR: limited information
NPV: USD 49.14 Million

### Capital Expenditure:
**USD 166.64 Million**

### Operational Expenditure:
**Limited information**

### Estimated Concession Period:
33 years (incl. construction)

### Return of Investment:
User Charge

**Project Status:**
Agreement Signing

**Financier:**
On Process

**Government Contracting Agency:**
Minister of Public Works and Housing

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Investor:**
PT Karian Water Services

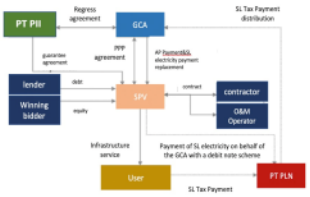
**Implementation Schedule:**
Agreement Signing: Apr 2021
Financial Close: Q4 2024
Construction: Q1 2025

**Contact Information:**
Dahlia Napitupulu (Head of Investment Cooperation Coordination Subdirectorate Directorate General of Infrastructure Financing for Public Works and Housing)
+62878 – 2391-8110

# Arrangement and Management of West Lombok Public Street Lighting

Location: West Lombok Regency, West Nusa Tenggara

## Project Structure




## Sector: Energy Conservation

## Sub-Sector: Street Lighting

### Description

The West Lombok Regency has an annual problem in electricity payment due to street lighting. Nevertheless, the amount of street lighting is deemed inadequate. The West Lombok Regency planned to install and maintain its street lighting using Public Private Partnership. It is hoped that this street project lighting will help increase the economy and public welfare in the regency by ensuring road safety by street lighting during the night.

### Financial Feasibility

FIRR: 9.92%
EIRR: 10.93%
NPV: USD 0.22 Million

### Capital Expenditure:
**USD 6.33 Million**

### Operational Expenditure:
**USD 4.02 Million**

### Estimated Concession Period:
11 years (included 1 year of construction)

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Regent of West Lombok

**Investor:**
PT Surya Energi Indotama

**Financier:**
On process

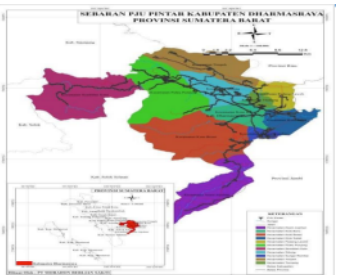
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Sept 2023
Financial Close: Q2 2024
Construction: Q3 2024

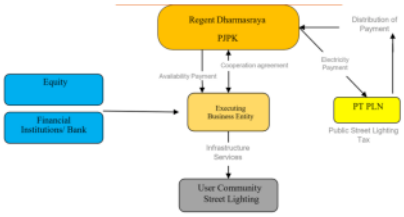
**Contact Information:**
Hj. Sumiatun (Regent of West Lombok Regency)
H. Lalu Najamuddin, MM (Assistant of Economy and Development of West Lombok Regency)
+62 82236509096

# Dharmasraya Street Lighting

Location: Dharmasraya, West Sumatera




## Project Structure




## Sector: Energy Conservation

## Sub-Sector: Street Lighting

### Description

Replacing mercury type street lamps with LEDs with total of 4.135 lamps in 11 Districts in Dharmasraya Regency. The project scope are design, build, finance, operate, maintain and transfer.

### Financial Feasibility

FIRR: 7,66%
EIRR: 12,71%
NPV: USD 9,733.33

### Capital Expenditure:
**USD 1.7 Million**

### Operational Expenditure:
**USD 486,365.22**

### Estimated Concession Period:
5,5 years (included 6 months of construction)

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Agreement Signing

**Government Contracting Agency:**
Regent of Dharmasraya

**Investor:**
PT Dharmasraya Kilau Abadi

**Financier:**
On process

**Government Support & Guarantee:**
No government support and government guarantee

**Implementation Schedule:**
Agreement Signing: Sept 2023
Financial Close: Q2 2024
Construction: Q2 - Q3 2024

**Contact Information:**
Drs. Yefrinaldi, MM (Economic and Development Assistant)
08126642167, -

BAPPENAS

# Under Construction

Source: Ega Pamungkas - Unsplash

# Summary of Under Construction Projects

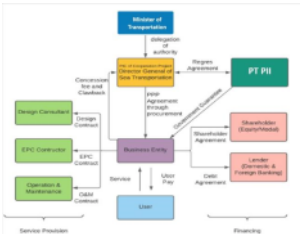
| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | Development of Anggrek Port | Anggrek Port as a goods gateway and a regional economic driver needs to be supported by the development of the hinterland area including its accessibility. Trading activities and distribution of foods especially in the North Gorontalo district depend on this port. It is non-commercial port and operated under the Directorate of Sea Transportation of the Ministry of Transportation. | Under Construction |
| 2. | Proving Ground Motor Vehicle Roadworthiness Testing And Certification | This BPLJSKB Proving Ground is planned as a certification and testing facilities for motor vehicles to improve motor vehicle's safety and road worthiness and also to reduce level of emission. It will adopts UNECE standards and it will comprise high speed tracks, brake-testing, noise emission testing, crash test, and other testing facilities. | Under Construction |
| 3. | Multi Lane Free Flow (MLFF) Toll Transaction System | The project is to establish a new toll collection system, which replaces the existing manual toll collection method. The project scope is Design, Build, Finance, Operate, and Transfer (DBFOT). The proposed system has the technical requirement of MLFF using the Global Navigation Satellite System (GNSS) for toll collection. | Under Construction |
| 4. | Probolinggo – Banyuwangi Toll Road | This project is expected to play an integral part of the East Java Road System. It is 171.52 km in length which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which can be developed further. | Under Construction |
| 5. | Jakarta – Cikampek II South Toll Road | Jakarta – Cikampek II South is a toll extending 36.4 km. Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded the V/C ratio high of 1.51. The corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: Bekasi City, Bogor Regency, Bekasi Regency, Karawang Regency, and Purwakarta Regency | Under Construction |
| 6. | Yogyakarta – Bawen Toll Road | Yogya–Bawen toll road will connect Semarang-Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. It will also support the industrial area in Ungaran–Bawen corridor and Joglosemar (Yogyakarta–Solo–Semarang) tourism area. Furthermore, this project is included in the Indonesia National Strategic Project (PSN). | Under Construction |
| 7. | Solo – Yogyakarta – Kulonprogo (NYIA) Toll Road | The development of Solo–Yogyakarta–Kulon Progo (New Yogyakarta International Airport/NYIA) Toll Road is part of the Southern Java Road Network, stretching from Gede Bage in West Java province to Solo in Central Java. The toll road will run for 96.57 km, divided into three sections: Kartasura–Purwomartani, Purwomartani–Gamping, and Gamping–Kulon Progo (NYIA). | Under Construction |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 8. | Development of Jatiluhur I Regional Water Supply System | Jatiluhur I Regional Water Supply System is one of Public Private Partnership (PPP) infrastructure projects, which has an outflow of 4,750 liters per second that will supply Karawang Regency, Bekasi Regency, Bekasi City, and DKI Jakarta. The project covers the construction of the intake, transmission pipeline, water treatment plant (WTP), and the development of the primary network. | Under Construction |
| 9. | Nambo Regional Waste Management System | The capacity of Nambo waste processing technology is 1,650-1,800 tonnes/day. Targeted facility is to produce some recycled products such as compost, refused derived fuel (RDF) and other recyclable materials. | Under Construction |

# Development of Anggrek Port

Location: Gorontalo Province


## Project Structure




## Sector: Transportation

## Sub-Sector: Port

### Description

Anggrek Port as a goods gateway and a regional economic driver needs to be supported by the development of the hinterland area including its accessibility. Trading activities and distribution of foods especially in the North Gorontalo district depend on this port. It is non-commercial port and operated under the Directorate of Sea Transportation of the Ministry of Transportation.

### Financial Feasibility

FIRR: 12.05%
EIRR: 11.8%
NPV: USD 21.96 Million

### Capital Expenditure:
**USD 94.81 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
30 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Transportation

**Investor:**
PT Anggrek Gorontalo Internasional Terminal (AGIT)

**Financier:**
PT BNI (Persero)
Indonesia Infrastructure Finance (IIF)

**Government Support & Guarantee:**
No government support and government guarantee

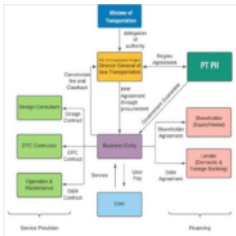
**Implementation Schedule:**
Agreement Signing: Jul 2021
Construction: Q2 2024 – 2026

**Contact Information:**
Muhammad Masyhud (Head of Port Development Planning Sub-Directorate of Port)
kpbupelabuhan@gmail.com

# Proving Ground Motor Vehicle Roadworthiness Testing And Certification

Location: Bekasi, West Java Province

## Project Structure



**Sector: Transportation** **Sub-Sector: Vehicle Testing Facility**

### Description

This BPLJSKB Proving Ground is planned as a certification and testing facilities for motor vehicles to improve motor vehicle's safety and road worthiness and also to reduce level of emission. It will adopts UNECE standards and it will comprise high speed tracks, brake-testing, noise emission testing, crash test, and other testing facilities.

### Financial Feasibility

FIRR: 11%
EIRR: 9.21 %
NPV: Limited Information

### Capital Expenditure:
**USD 127,205 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
2 years construction + 15 years operation

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Transportation

**Investor:**
PT Indonesia International Automotive Proving Ground (IIAPG)

**Financier:**
1. Japan Bank for International Cooperation (JBIC)
2. Mitsubishi UFJ Financial Group (MUFG)

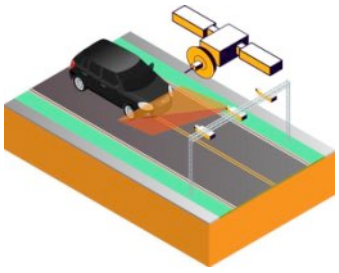
**Government Support & Guarantee:**
Government Guarantee From IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Oct 2022
Construction: Q2 2023-Q1 2025
Operation: 2025

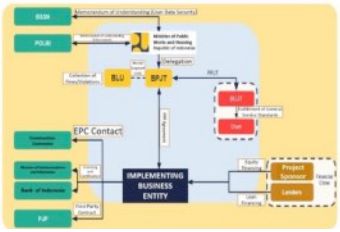
**Contact Information:**
Susanty Pertiwi (Head of Infrastructure and Business Sub directorate)
+62812 9486011, s.pertiwi74@gmail.com

# Multi Lane Free Flow (MLFF) Toll Transaction System

Location: National



## Project Structure




## Sector: Road

## Sub-Sector: Non-Toll Road

### Description

The project is to establish a new toll collection system, which replaces the existing manual toll collection method. The project scope is Design, Build, Finance, Operate, and Transfer (DBFOT). The proposed system has the technical requirement of MLFF using the Global Navigation Satellite System (GNSS) for toll collection.

### Financial Feasibility

FIRR: 12.5%
EIRR: Limited Information
NPV: USD 0

### Capital Expenditure:
**USD 293.34 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
9 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Roatex Indonesia Toll System (Indonesia)

**Financier:**
Roatex Ltd. Zrt. (Hungary)

**Government Support & Guarantee:**
No government support and government guarantee

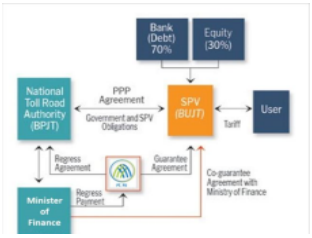
**Implementation Schedule:**
Agreement Signing: Mar 2021
Operation: 2024

**Contact Information:**
Ali Rachmadi
+6221–7258063, bpjt.umum@pu.go.id

# Probolinggo – Banyuwangi Toll Road

Location: East Java Province


## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

This project is expected to play an integral part of the East Java Road System. It is 171.52 km in length which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which can be developed further.

### Financial Feasibility

FIRR: 11.17%
EIRR: Limited Information
NPV: USD 241.61 Million

### Capital Expenditure:
**USD 1,532.72 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Probolinggo Banyuwangi
1. PT Jasa Marga (Persero) Tbk
2.PT JAwamarga Transjawa Tol
3.PT Daya Mulia Turangga
4.PT Brantas Abipraya

**Financier:**
Financial close through Contractor Pre-Financing (CPF)

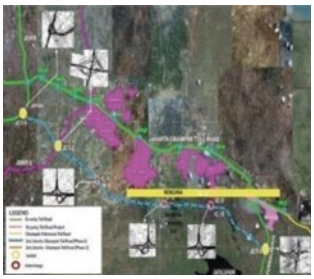
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Dec 2017
Construction: Q4 2021 – Q3 2025
Operation:
- Section 1 Probolinggo – Paiton & Section 2.1 Paiton – Besuki: 2024
- Section 2.2 Besuki – Bajulmati: 2025
- Section 3 Bajulmati – Ketapang: 2026

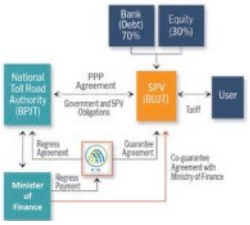
**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Jakarta – Cikampek II South Toll Road

Location: Jakarta and West Java Province



## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Jakarta – Cikampek II South is a toll extending 36.4 km. Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded the V/C ratio high of 1.51. The corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: Bekasi City, Bogor Regency, Bekasi Regency, Karawang Regency, and Purwakarta Regency

### Financial Feasibility

FIRR: 11.17%
EIRR: Limited Information
NPV: USD 44.68 Million

### Capital Expenditure:
**USD 1,672.96 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
35 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Japek Selatan
1. PT Jasa Marga (Persero) Tbk;
2. PT Wiranusantara Bumi

**Financier:**
Refinancing with syndication of BNI, BCA, and Bank Mandiri

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Dec 2017
Construction: 2018 – 2024
Operation: 2024

**Contact Information:**
Zamhur Rimaldi ((Head of Investment Division))
+6221-7258063, bpjt@pu.go.id

# Yogyakarta – Bawen Toll Road

Location: Yogyakarta Central Java Provinces

## Project Structure


## Sector: Road

## Sub-Sector: Toll Road

### Description

Yogya–Bawen toll road will connect Semarang-Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. It will also support the industrial area in Ungaran–Bawen corridor and Joglosemar (Yogyakarta–Solo–Semarang) tourism area. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).

### Financial Feasibility

FIRR: 12.48%
EIRR: Limited Information
NPV: USD 45.24 Million

### Capital Expenditure:
**USD 950.36 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Jogja Bawen
1. PT Jasa Marga (Persero) Tbk
2. PT Adhi Karya (Persero) Tbk
3. PT Pembangunan Perumahan (Persero) Tbk
4. PT Waskita Karya (Persero) Tbk
5. PT Brantas Abipraya (Persero)

**Financier:**
Limited information

**Government Support Guarantee:**
Government Guarantee from IIGF (PT PII)

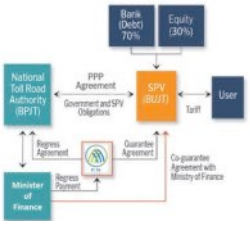
**Implementation Schedule:**
Agreement Signing: Nov 2020
Construction: 2022 – 2024
Operation: 2024

**Contact Information:**
Zamhur Rimaldi ((Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Solo – Yogyakarta – Kulonprogo (NYIA) Toll Road

Location: Yogyakarta, Central Java Provinces

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

The development of Solo–Yogyakarta–Kulon Progo (New Yogyakarta International Airport/NYIA) Toll Road is part of the Southern Java Road Network, stretching from Gede Bage in West Java province to Solo in Central Java. The toll road will run for 96.57 km, divided into three sections: Kartasura–Purwomartani, Purwomartani–Gamping, and Gamping–Kulon Progo (NYIA).

### Financial Feasibility

FIRR: 12.03%
EIRR: Limited Information
NPV: USD 149.66 Million

### Capital Expenditure:
**USD 1,775.78 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Yogyasolo Marga Makmur
1. PT Daya Mulia Turangga-Gama Group
2. PT Jasa Marga (Persero) Tbk
3. PT Adhi Karya (Persero) Tbk

**Financier:**
Limited Information

**Government Support Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Sept 2022
Construction:
- Kertosuro-Purwomartani: 2021 – 2023
- Purwomartani-Sleman: 2021 – 2023
- Sleman-Purworejo: 2022 – 2024

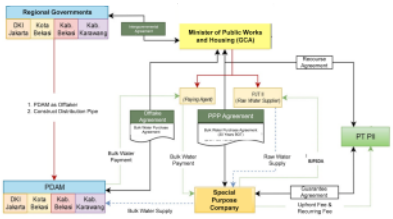
Operation:
- Kertosuro-Purwomartani: 2024
- Purwomartani-Sleman: 2024
- Sleman-Purworejo: 2025

**Contact Information:**
Zamhur Rimaldi ((Head of Investment Division))
+6221-7258063, bpjt@pu.go.id

# Development of Jatiluhur I Regional Water Supply System

Location: West Java and DKI Jakarta Provinces


## Project Structure




## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

Jatiluhur I Regional Water Supply System is one of Public Private Partnership (PPP) infrastructure projects, which has an outflow of 4,750 liters per second that will supply Karawang Regency, Bekasi Regency, Bekasi City, and DKI Jakarta. The project covers the construction of the intake, transmission pipeline, water treatment plant (WTP), and the development of the primary network.

### Financial Feasibility

FIRR: 12.36 %
EIRR: 14.88%
NPV: USD 32.64 million

### Capital Expenditure:
**USD 111.66 Million**

### Operational Expenditure:
**USD 24.15 Million (per 3 years)**

### Estimated Concession Period:
34 years 11 months

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Wika Tirta Jaya Jatiluhur
1. PT Jaya Konstruksi Manggala Pratama Tbk
2. PT Wijaya Karya (Persero) Tbk
3. PT Tirta Gemah Ripah

**Financier:**
1. PT Bank Mandiri Tbk (Lead Lenders)
2. PT Sarana Multi Infrastruktur
3. PT Bank Pembangunan Daerah Jawa Barat Banten

**Government Support Guarantee:**
Government Guarantee from IIGF (PT PII)

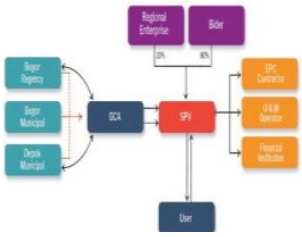
**Implementation Schedule:**
Agreement Signing: Feb 2021
Construction: Q1 2022 – Q4 2024
Operation: Q4 2024 – Q4 2056

**Contact Information:**
Dahlia Napitupulu (DGIF, Ministry of Public Works and Housing)
+62 878-2391-8110, dahlia.napitupulu@pu.go.id

# Nambo Regional Waste Management System

Location: Bogor Regency, West Java Province

## Project Structure




## Sector: Waste Management

## Sub-Sector: Waste Management System

### Description

The capacity of Nambo waste processing technology is 1,650-1,800 tonnes/day. Targeted facility is to produce some recycled products such as compost, refused derived fuel (RDF) and other recyclable materials.

### Financial Feasibility

FIRR: 13.60%
EIRR: Limited Information
NPV: USD 4.68 Million

### Capital Expenditure:
**USD 42.48 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Under Construction

**Government Contracting Agency:**
Governor of West Java Province

**Investor:**
PT Jabar Bersih Lestari

**Financier:**
Limited Information

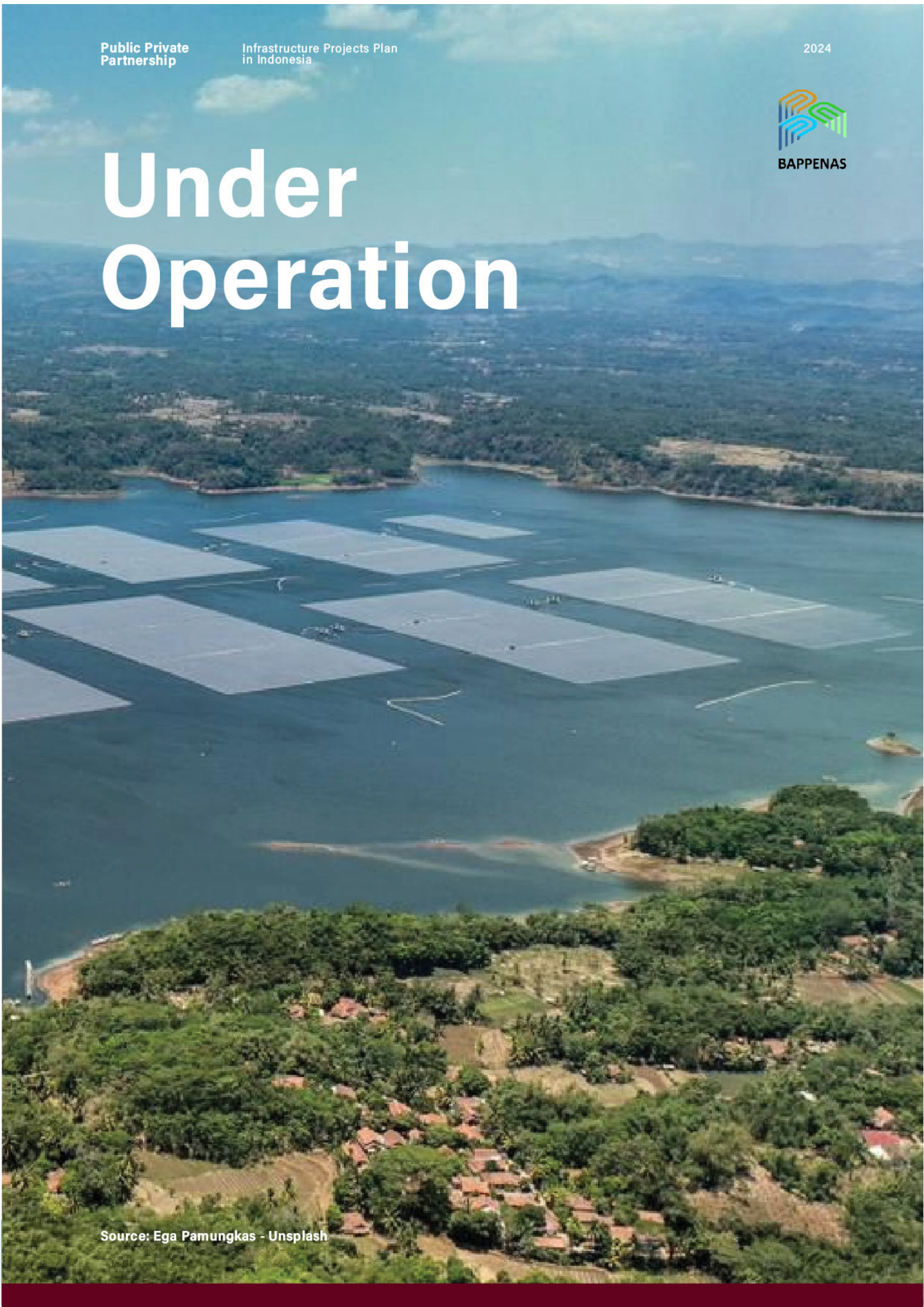
**Government Support & Guarantee:**
no Government Support and Government Guarantee

**Implementation Schedule:**
Agreement Signing: Jun 2017
Construction: 2017 - 2024
Operation: Q3 2024

**Contact Information:**
Arief Perdana, ST. MT (Head of Regional Waste Management Divison)
+62-22-7319782, pstrdlh@gmail.com

BAPPENAS

# Under Operation



Source: Ega Pamungkas - Unsplash

# Summary of Under Operation Projects

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | Development of Kediri Airport | The new airport project is proposed with a 3.300 m x 45 m runway and 70.000 m2 passenger terminal building, serving 10 mppa. The airport aims to increase the economic and social activities of the community through the development of connectivity between Kediri District and centers of economic activity both at the national and global levels. | Under Operation (Project is fully operational) |
| 2. | Development of Makassar – Parepare Railway | Makassar-Parepare railway development is part of the Trans-Sulawesi railway network. The objectives are: (i) to improve goods and passenger movement in terms of national connectivity and (ii) to achieve the national railway line target of 10,524 km in 2030. The project scopes are infrastructure construction (F Tonasa segment & Garongkong segment), and infrastructure operation maintenance of the B-C-D-F Tonasa Segment. | Under Operation (Project is partially operational) |
| 3. | Duplication and/or Replacement of Callender Hamilton Bridges in Java Island Main Road | This project is to replace and/or duplicate 37 Location Callender Hamilton Bridges on the Java Island Main Road. The location of the bridges is on the national road connecting the provincial capital and are the main logistics route to Sumatera Island in order to increase national economic activity. The bridges are located in the provinces of Banten, West Java, Central Java, and East Java. | Under Operation (Project is fully operational) |
| 4. | Eastern Sumatran Road Preservation in South Sumatra Province | The location of this project is on the East side of South Sumatra Road in Palembang City, namely Srijaya Raya Road, Mayjen Yusuf Singadekane Road, Letjen H. Alamsyah Ratu Perwiranegara Road, Soekarno Hatta Road, Terminal of Alang-alang Lebar Road and Sultan Mahmud Badarudin II Road. The approximate total length of this project will be 29.87 km. Investment return is in form of Availability Payment. | Under Operation (Project is fully operational) |
| 5. | Preservation of Eastern Sumatera National Road in Riau Province | This projects is one of the Eastern Sumatra Roads in Riau Province starting from the Kayu Ara Intersection (Pekanbaru City) to Lago Intersection (Pelalawan Regency) consists of three streets that could be categorized as a National Road which is correlated towards the national economic growth. The approximate total length of this project will be 43 km. Investment return is in form of Availability Payment. | Under Operation (Project is fully operational) |
| 6. | Jakarta – Cikampek II Elevated Toll Road | The project is a 36.4 km elevated toll road to be built over the existing Jakarta - Cikampek toll road, which is being operated by PT Jasa Marga. The Jakarta-Cikampek road is part of the Trans-Java toll road network connecting Jakarta and Surabaya. The existing road's capacity has already been excedeed, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by building over it. | Under Operation (Project is fully operational) |
| 7. | Krian – Legundi – Bunder - Manyar Toll Road | Part of the Trans-Java Toll Road is located in East Java with a length of approximately 38.29 km from Krian to Manyar. One of | Under Operation (Project is fully operational) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| | | the attractiveness of this toll road project is the residential areas and commercial areas along the corridor. | |
| 8. | Balikpapan – Samarinda Toll Road | Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan Province, Balikpapan and Samarinda. This project is divided into two sections, Section 1 consists of Package 1 (25.07 km) and Package 5 (11.09 km) and Section 2 consists of Package 2 (23.26 km), Package 3 (21.90 km), and Package 4 (17.70 km). | Under Operation (Project is partially operational) |
| 9. | Semarang – Demak Toll Road | The proposed project will connect Semarang (Capital of Central Java Province) and the city of Demak. This Project has a high traffic volume of ±27 km in length. Semarang is the capital city of Central Java Province and is well-developed with industrial goods and trading activities. On the other side, Demak is a region that is rich in natural resources. This project is also integrated with the development of the Semarang Sea Wall. | Under Operation (Project is partially operational) |
| 10. | Cileunyi – Sumedang – Dawuan Toll Road | The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufactured goods as well as services produced from these areas to the port city of Cirebon. This toll road is urgently required to shift some of the development to the east side of Bandung. | Under Operation (Project is fully operational) |
| 11. | Serang – Panimbang Toll Road | Serang – Panimbang Toll Road is located in Banten Province where the toll reaches Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive development points of this toll road is that it will have tremendous facilities, such as the development of residential areas and commercial areas along the corridor. | Under Operation (Project is partially operational) |
| 12. | Serpong – Balaraja Toll Road | Serpong-Balaraja Toll (30 km) is part of the Jabodetabek toll road network. This toll road is located in Banten Province and will support rapid development in that area. | Under Operation (Project is partially operational) |
| 13. | Manado - Bitung Toll Road | Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting Manado City to Bitung City, approximately 39.9 km. | Under Operation (Project is fully operational) |
| 14. | Batang - Semarang Toll Road | Batang-Semarang Toll Road (75 km) is a section of the Trans-Java Toll Road Network that will connect Jakarta and Surabaya. Batang is a regency on the north coast of Central Java Province while Semarang is the largest and the capital city of Central Java Province. | Under Operation (Project is fully operational) |
| 15. | Pandaan - Malang Toll Road | Pandaan - Malang toll road is designed to improve connectivity in the region. In addition, the toll road is expected to facilitate industrial transportation from Pandaan to Malang which are connected directly to Surabaya, and vice versa. | Under Operation (Project is fully operational) |
| 16 | Development of West Semarang Water Supply System | West Semarang Water Supply project is built with a capacity of 1,000 liters per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zones. | Under Operation (Project is fully operational) |

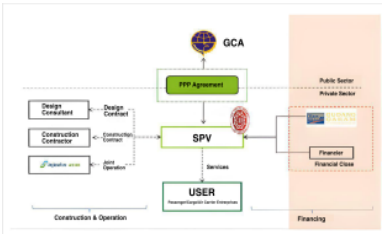
| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 17. | Development of Bandar Lampung Water Supply System | The Project scope includes the financing, construction, operation and maintenance of water supply systems, covering raw water intake with the capacity of 825 lps; water treatment plant with a production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with a capacity of ±10,000 m3; and the development of parts of distribution network with pumping system (primary and secondary distribution network). | Under Operation (Project is fully operational) |
| 18. | Development of Umbulan Water Supply System | The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The capacity of the drinking water is 4,000 lps at Pasuruan Regency, Pasuruan City, Sidoarjo Regency, Surabaya City, Gresik Regency, and PTAB (Industrial Area) connecting approximately 320,000 households. | Under Operation (Project is fully operational) |
| 19.. | Development of Pekanbaru Water Supply System | The purpose of the Pekanbaru Drinking Water Supply System is to provide reliable drinking water infrastructure and increase economic activities in Pekanbaru City. The Main Project Scope is to Rehabilitation Uprating Existing Water Treatment Plants (WTP) into 500 l/s, Construction of New Water Treatment Facility of 250 l/s, and construct of pipe distribution network until 162 km. The total Capacity of this Project is 750 l/s and will Coverage of 61.000 House connections for 7 districts in Pekanbaru City. | Under Operation (Project is fully operational) |
| 20. | Development of Dumai City Water Supply System | Dumai City Water Supply Sistem has four service areas, namely Dumai City, West Dumai, South Dumai and East Dumai Districts with capacity of 450 liter per second. It serves 101,500 people or 20,300 SR. The raw water source comes from the Mesjid River. The scope of cooperation includes construction of a 500 liter per second intake, construction of a 450 liter per second Water Treatment Plant, building supporting facilities at the Water Treatment Plant, transmission pipes, distribution pipes, booster reservoirs, construction of part of the distribution network for the pumping system. | Under Operation (Project is partially operational) |
| 21. | Development of Palapa Ring West Package | Development of fiber optic-based broadband telecommunication network which will connect Riau Province, Riau Islands, and the Natuna Island with a total length of 2,123 km. | Under Operation (Project is fully operational) |
| 22. | Development of Palapa Ring Central Package | Development of fiber optic-based broadband telecommunication network covering 17 regencies across Kalimantan, Sulawesi, and Maluku. with a total length of 3,103 km. | Under Operation (Project is fully operational) |
| 23. | Development of Palapa Ring East Package | Development of fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua, and remote areas in Papua with a total length of 7,002 km. | Under Operation (Project is fully operational) |
| 24. | Development of Multifunction Satellite | The Multifunction Satellite Project, known as Satellite of Republic Indonesia (Satria). The satellite, designed to have a throughput capacity of 150 billion bits per second (Gbps), is expected to provide internet services to 150,000 public facilities, including schools and health centers, as well as defense establishments, | Under Operation (Project is fully operational) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| | | security administrations, and all regional government offices all over Indonesia. Satellite technology has become a solution to address the gap in broadband internet access in Indonesia, as an archipelagic country, which has challenging geographical situation | |
| 25. | Central Java Power Plant | This project is the development of a coal-fired power plant in Batang Regency, Central Java with a capacity of 2x1,000 MW. It is considered the largest PPP electricity project by capacity in Asia. | Under Operation (Project is fully operational) |
| 26. | Madiun Street Lighting | Provide convenience and public services to the community by providing ideal APJ conditions and it is expected to grow a new economic center in Madiun district from all sectors. Development of new APJ with a total of 7,459 APJ points spread across 15 Districts. | Under Operation (Project is fully operational) |

# Development of Kediri Airport

Location: Kediri, East Java


## Project Structure




## Sector: Transportation

## Sub-Sector: Airport

### Description

The new airport project is proposed with a 3.300 m x 45 m runway and 70.000 m2 passenger terminal building, serving 10 mppa. The airport aims to increase the economic and social activities of the community through the development of connectivity between Kediri District and centers of economic activity both at the national and global levels.

### Financial Feasibility

FIRR: 8,81%
EIRR: 8,35%
NPV: USD 14,7 Million

### Capital Expenditure:
**USD 730 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
50 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Transportation

**Investor:**
PT Surya Dhoho Investama

**Financier:**
PT Surya Dhoho Investama (full equity)

**Government Support & Guarantee:**
No Government Support and Government Guarantee

**Implementation Schedule:**
Agreement Signing: Sept 2022
Operation: Q2 2024

**Contact Information:**
Maria Kristi Endah Murni (Director General of Civil Aviation)
Dr. Siti Maimunah, S.Si., M.S.E., M.A. (Head of Center for Transportation Infrastructure Financing)
ppit@kemenhub.go.id

# Development of Makassar – Parepare Railway

Location: South Sulawesi


## Project Structure

## Sector: Transportation

## Sub-Sector: Railway

### Description

Makassar-Parepare railway development is part of the Trans-Sulawesi railway network. The objectives are: (i) to improve goods and passenger movement in terms of national connectivity and (ii) to achieve the national railway line target of 10,524 km in 2030. The project scopes are infrastructure construction (F Tonasa segment & Garongkong segment), and infrastructure operation maintenance of the B-C-D-F Tonasa Segment.

### Financial Feasibility

FIRR: 11,76 %
EIRR: 17.17%
NPV: USD 3,43 Million

### Capital Expenditure:
**USD 65.90 Million**

### Operational Expenditure:
**USD 65.87 Million**

### Estimated Concession Period:
17 years

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is partially operational

**Government Contracting Agency:**
Minister of Transportation

**Investor:**
PT Celebes Railway Indonesia
1. PT PP (Persero)
2. PT Bumi Karsa
3. PT China Communication Construction Engineering Indonesia
4. PT Iroda MItra

**Financier:**
- PT Indonesia Infrastructure Finance
- PT Sarana Multi Infrastruktur (Persero), and
- PT Bank Syariah Indonesia (Tbk)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

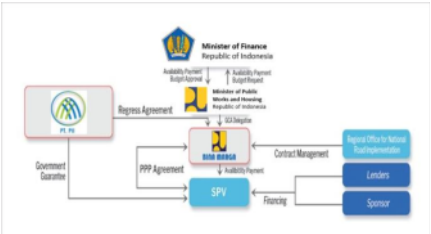
**Implementation Schedule:**
Agreement Signing: Apr 2019
Operation: October 2022 (1st Commercial Operation Date - COD)
Operation: December 2023 (2nd COD)
Operation: November 2024 (3rd COD)

**Contact Information:**
1. Ir. Mohammad Risal Wasal, A.TD., M.M., IPM (Director General of Railways)
djka151@dephub.go.id
2. Dr. Siti Maimunah, S.Si., M.S.E., M.A. (Head of Center for Transportation Infrastructure Financing)
ppit@kemenhub.go.id

# Duplication and/or Replacement of Callender Hamilton Bridges in Java Island Main Road

Location: Java Region

## Project Structure




## Sector: Road

## Sub-Sector: Non-Toll Bridge

### Description

This project is to replace and/or duplicate 37 Location Callender Hamilton Bridges on the Java Island Main Road. The location of the bridges is on the national road connecting the provincial capital and are the main logistics route to Sumatera Island in order to increase national economic activity. The bridges are located in the provinces of Banten, West Java, Central Java, and East Java.

### Financial Feasibility

FIRR: 9.52%
EIRR: Limited Information
NPV: USD 936,667

### Capital Expenditure:
**USD 141.27 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
12 years (2 years construction + 10 years operation)

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Baja Titian Utama

**Financier:**
PT Bank Mandiri (Persero) Tbk.

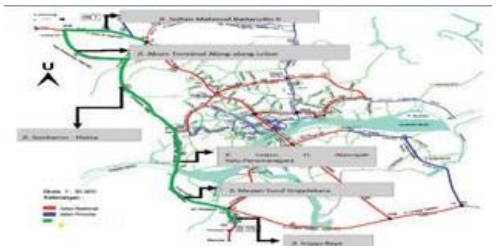
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Dec 2021
Construction: 2021 – 2023
Operation: 2024 - 2033

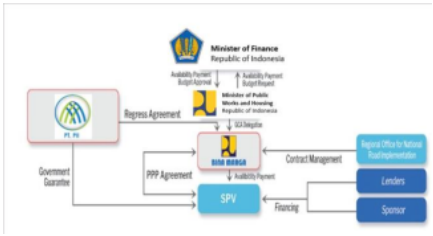
**Contact Information:**
Dinan Mutiara (Directorate of Road Construction)
0857-20043355,

# Eastern Sumatran Road Preservation in South Sumatra Province

Location: South Sumatra Province



## Project Structure




## Sector: Road

## Sub-Sector: Non-Toll Road

### Description

The location of this project is on the East side of South Sumatra Road in Palembang City, namely Srijaya Raya Road, Mayjen Yusuf Singadekane Road, Letjen H. Alamsyah Ratu Perwiranegara Road, Soekarno Hatta Road, Terminal of Alang-alang Lebar Road and Sultan Mahmud Badarudin II Road. The approximate total length of this project will be 29.87 km. Investment return is in form of Availability Payment.

### Financial Feasibility

FIRR: 9.85%
EIRR: 13.09%
NPV: USD 7.78 Million

### Capital Expenditure:
**USD 65.49 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
15 years (3 years construction + 12 years operation)

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jalintim Adhi Abipraya
1. PT Adhi Karya (Persero) Tbk
2.PT Brantas Abipraya (Persero) Tbk

**Financier:**
1. PT Bank Syariah Indonesia
2.PT Sarana Multi Infrastruktur (Persero)
3.PT Bank Panin Dubai Syariah

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Aug 2020
Construction: 2021 - 2023
Operation: 2024 - 2035

**Contact Information:**
Javid Hurriyanto (Head of Region 1 Subdirectorate Directorate of Road Construction)
021-7395814, javid.hurriyanto@pu.go.id

# Preservation of Eastern Sumatera National Road in Riau Province

Location: Riau Province

## Project Structure


## Sector: Road

## Sub-Sector: Non-Toll Road

### Description

This projects is one of the Eastern Sumatra Roads in Riau Province starting from the Kayu Ara Intersection (Pekanbaru City) to Lago Intersection (Pelalawan Regency) consists of three streets that could be categorized as a National Road which is correlated towards the national economic growth. The approximate total length of this project will be 43 km. Investment return is in form of Availability Payment.

### Financial Feasibility

FIRR: 11.75%
EIRR: Limited Information
NPV: USD 3.28 Million

### Capital Expenditure:
**USD 38.03 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
15 years (3 years contruction + 12 years operation)

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Adhi Jalintim Riau

**Financier:**
PT Bank Syariah Indonesia (BSI)
PT Sarana Multi Infrastruktur (SMI)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

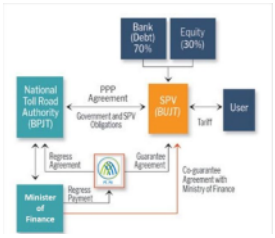
**Implementation Schedule:**
Agreement Signing: Apr 2021
Construction: 2021-2024
Operation: 2024

**Contact Information:**
Javid Hurriyanto (Head of Region 1 Subdirectorate Directorate of Road Construction)
021-7395814, javid.hurriyanto@pu.go.id

# Jakarta – Cikampek II Elevated Toll Road

Location: Jakarta and West Java Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

The project is a 36.4 km elevated toll road to be built over the existing Jakarta - Cikampek toll road, which is being operated by PT Jasa Marga. The Jakarta-Cikampek road is part of the Trans-Java toll road network connecting Jakarta and Surabaya. The existing road's capacity has already been excedeed, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by building over it.

### Financial Feasibility

FIRR: 12.66%
EIRR: Limited Information
NPV: USD 91.35 Million

### Capital Expenditure:
**USD 1,087.27 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
45 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Financier:**
Limited information

**Government Contracting Agency:**
Minister of Public Works and Housing

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Investor:**
PT Jasamarga Jalan Layang Cikampek
1. PT Jasamarga Transjawa Tol
2.PT Marga Utama Nusantara Tbk
3.PT Ranggi Sugiron Perkasa.

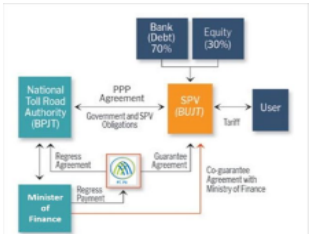
**Implementation Schedule:**
Agreement Signing: Dec 2016
Construction: 2017 - 2021
Operation: 2019

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Krian – Legundi – Bunder - Manyar Toll Road

Location: East Java Province


## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Part of the Trans-Java Toll Road is located in East Java with a length of approximately 38.29 km from Krian to Manyar. One of the attractiveness of this toll road project is the residential areas and commercial areas along the corridor.

### Financial Feasibility

FIRR: 14.59%
EIRR: Limited Information
NPV: USD 279.35 Million

### Capital Expenditure:
**USD 899.27 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
45 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Waskita Bumi Wira
1. PT Waskita Toll Road
2.PT Panca Wira Usaha Jawa Timur

**Financier:**
Financial close through Contractor Pre-Financing (CPF)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

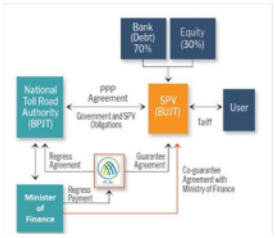
**Implementation Schedule:**
Agreement Signing: Dec 2016
Construction: 2016 - 2019
Operation: 2020

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Balikpapan – Samarinda Toll Road

Location: East Kalimantan Province


## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan Province, Balikpapan and Samarinda. This project is divided into two sections, Section 1 consists of Package 1 (25.07 km) and Package 5 (11.09 km) and Section 2 consists of Package 2 (23.26 km), Package 3 (21.90 km), and Package 4 (17.70 km).

### Financial Feasibility

FIRR: 13.87%
EIRR: Limited Information
NPV: USD 253.07 Million

### Capital Expenditure:
**USD 467.36 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Project is partially operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Balikpapan-Samarinda
1. PT Jasa Marga (Persero) Tbk
2.PT Wijaya Karya (Persero) Tbk
3.PT Pembangunan Perumahan (Persero) Tbk
4.PT Bangun Tjipta Sarana.

**Financier:**
Financial close through Contractor Pre-Financing (CPF)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

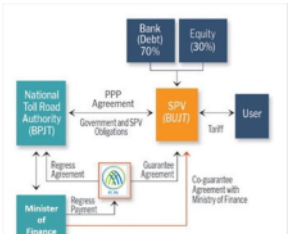
**Implementation Schedule:**
Agreement Signing: Jun 2016
Construction: 2016 - 2019
Operation: 2019

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Semarang – Demak Toll Road

Location: Central Java Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

The proposed project will connect Semarang (Capital of Central Java Province) and the city of Demak. This Project has a high traffic volume of ±27 km in length. Semarang is the capital city of Central Java Province and is well-developed with industrial goods and trading activities. On the other side, Demak is a region that is rich in natural resources. This project is also integrated with the development of the Semarang Sea Wall.

### Financial Feasibility

FIRR: 11,56% (with government support)
EIRR: Limited Information
NPV: USD 89.39 Million

### Capital Expenditure:
**USD 164.32 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
35 years

### Return of Investment:
User Charge

**Project Status:**
Project is partially operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT PP Semarang-Demak
1. PT Pembangunan Perumahan (Persero) Tbk
2.PT Wijaya Karya (Persero) Tbk

**Financier:**
Financial close through Contractor Pre-Financing (CPF)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Sept 2019
Construction:
- Section 1 (Gov. Support): Semarang – Sayung (Q4 2024)
- Section 2: Sayung – Demak (Q2 2022)

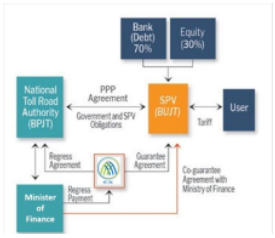
Operation: 2023

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Cileunyi – Sumedang – Dawuan Toll Road

Location: West Java Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufactured goods as well as services produced from these areas to the port city of Cirebon. This toll road is urgently required to shift some of the development to the east side of Bandung.

### Financial Feasibility

FIRR: 13.11%
EIRR: Limited Information
NPV: USD 17.42 Million

### Capital Expenditure:
**USD 591.12 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Citra Karya Jabar Tol
1. PT Citra Marga Nusaphala Persada Tbk
2.PT Waskita Toll Road
3.PT Pembanguan Perumahan (Persero)
4.PT Jasa Sarana

**Financier:**
Limited Information

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

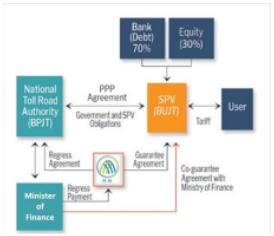
**Implementation Schedule:**
Agreement Signing: Feb 2017
Construction: 2017 - 2021
Operation: 2021

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Serang – Panimbang Toll Road

Location: Banten Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Serang – Panimbang Toll Road is located in Banten Province where the toll reaches Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive development points of this toll road is that it will have tremendous facilities, such as the development of residential areas and commercial areas along the corridor.

### Financial Feasibility

FIRR: 13.96%
EIRR: Limited Information
NPV: USD 38.06 Million

### Capital Expenditure:
**USD 381.16 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Project is partially operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Wijaya Karya Serang Panimbang
1. PT Wijaya Karya (Persero)
2.PT PP (Persero) Tbk
3.PT Jababeka Infrastruktur

**Financier:**
Financial close through Contractor Pre-Financing (CPF)

**Government Support Guarantee:**
Government Guarantee from IIGF (PT PII)

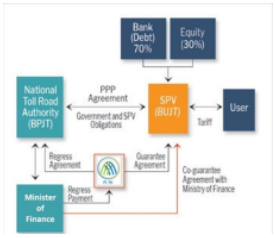
**Implementation Schedule:**
Agreement Signing: Feb 2017
Construction: 2019
Operation: 2021 and 2023

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Serpong – Balaraja Toll Road

Location: Banten Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Serpong-Balaraja Toll (30 km) is part of the Jabodetabek toll road network. This toll road is located in Banten Province and will support rapid development in that area.

### Financial Feasibility

FIRR: 15.89%
EIRR: Limited Information
NPV: USD 224.84 Million

### Capital Expenditure:
**USD 493.22 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Project is partially operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Trans Bumi Serbaraja
1. PT Bumi Serpong Damai
2.PT Astratel Nusantara
3.PT Transindo Karya Investama
4.PT Sinar Usaha Mahitala

**Financier:**
Syndication between PT Bank Mandiri, PT Bank BNI and PT SMI

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Jun 2016
Construction: 2016 - 2023
Operation: 2024

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Manado - Bitung Toll Road

Location: North Sulawesi Province


## Project Structure


## Sector: Road

## Sub-Sector: Toll Road

### Description

Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting Manado City to Bitung City, approximately 39.9 km.

### Financial Feasibility

FIRR: 12.23%
EIRR: Limited Information
NPV: USD 13.33 Million

### Capital Expenditure:
**USD 378.84 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
40 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Manado Bitung
1. PT Jasa Marga (Persero) Tbk
2. PT Wijaya Karya (Persero) Tbk
3. PT Pembangunan Perumahan (Persero) Tbk

**Financier:**
Refinance BNI, Bank Mandiri, PT SMI, and Eximbank

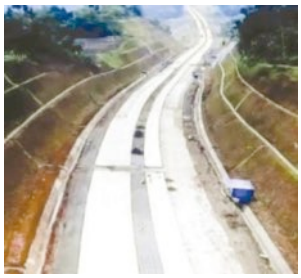
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Jun 2016
Construction: 2015 - 2021
Operation: 2020

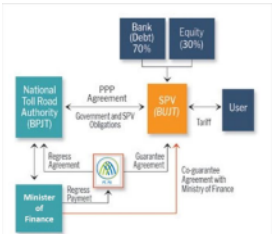
**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Batang - Semarang Toll Road

Location: Central Java Province



## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Batang-Semarang Toll Road (75 km) is a section of the Trans-Java Toll Road Network that will connect Jakarta and Surabaya. Batang is a regency on the north coast of Central Java Province while Semarang is the largest and the capital city of Central Java Province.

### Financial Feasibility

FIRR: 13.70%
EIRR: Limited Information
NPV: USD 139.25 Million

### Capital Expenditure:
**USD 965.93 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
45 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Semarang-Batang
1. PT Jasa Marga (Persero) Tbk
2.PT Waskita Toll Road

**Financier:**
Refinancing with syndication of BNI, BCA, Bank Mandiri, and KEB Hana Bank Indonesia

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

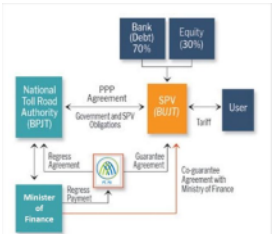
**Implementation Schedule:**
Agreement Signing: Jun 2016
Construction: 2016 - 2018
Operation: 2019

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Pandaan - Malang Toll Road

Location: East Java Province

## Project Structure




## Sector: Road

## Sub-Sector: Toll Road

### Description

Pandaan - Malang toll road is designed to improve connectivity in the region. In addition, the toll road is expected to facilitate industrial transportation from Pandaan to Malang which are connected directly to Surabaya, and vice versa.

### Financial Feasibility

FIRR: Limited Information
EIRR: 13.81%
NPV: USD 100.94 Million

### Capital Expenditure:
**USD 429.93 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
35 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Public Works and Housing

**Investor:**
PT Jasamarga Pandaan Malang
1. PT Jasa Marga Transjawa Tol
2.King Bless Limited
3.Lintas Marga Jawa

**Financier:**
Refinancing with syndication of BNI, BCA, and Bank Mandiri

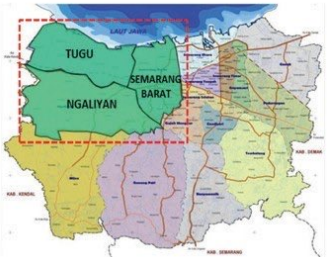
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Jun 2016
Construction: 2017 - 2019
Operation: 2019

**Contact Information:**
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

# Development of West Semarang Water Supply System

Location: Semarang City, Central Java Province




## Project Structure


## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

West Semarang Water Supply project is built with a capacity of 1,000 liters per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zones.

### Financial Feasibility

FIRR: 9.07%
EIRR: Limited Information
NPV: USD 15.86 Million

### Capital Expenditure:
**USD 80 Million**

### Operational Expenditure:
**USD 1.2 Million**

### Estimated Concession Period:
27 years (including 2 years construction)

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Director of Tirta Moedal Regional Water Supply Company

**Investor:**
PT. Air Semarang Barat:
1. PT Aetra Air Jakarta
2.PT Medco Gas Indonesia

**Financier:**
Bank Central Asia (BCA)

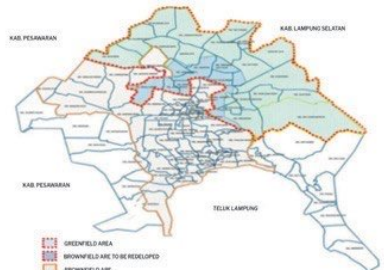
**Government Support & Guarantee:**
- Government Guarantee from IIGF (PT PII)
- Financial project support from Ministry of Public Works and Housing (BENTUKNYA DAK ATAU PARTIAL CONSTRUCTION?)
- Financial project support from Regional Government (BENTUKNYA APA?)

**Implementation Schedule:**
Agreement Signing: Nov 2018
Construction: 2019 - 2021
Operation: 2021

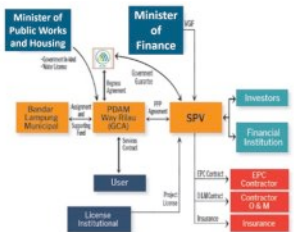
**Contact Information:**
Ardian Wiedilaksono, S.T. (Program Development Staff)
+6282227006733, +624-8315514, fintek.rnd@gmail.com, pdam@pdamkotasmg.co.id

# Development of Bandar Lampung Water Supply System

Location: Bandar Lampung, Lampung Province



## Project Structure




## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

The Project scope includes the financing, construction, operation and maintenance of water supply systems, covering raw water intake with the capacity of 825 lps; water treatment plant with a production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with a capacity of ±10,000 m3; and the development of parts of distribution network with pumping system (primary and secondary distribution network).

### Financial Feasibility

FIRR: 13.40%
EIRR: 16.73%
NPV: USD 14.46 Million

### Capital Expenditure:
**USD 50 Million**

### Operational Expenditure:
**USD 73.33 Million**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Director of Way Rilau Water Supply Company, Bandar Lampung

**Investor:**
PT Adhya Tirta Lampung
1. Bangun Cipta Contractor
2.Bangun Tjipta Sarana

**Financier:**
Limited Information

**Government Support & Guarantee:**
- Viability Gap Fund from Ministry of Finance
- Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Feb 2018
Construction: 2019
Operation: 2020

**Contact Information:**
Indra Utama Alam (Technical Director of Way Rilau Regional Water Company)
Toton Sulistyono (General Director of Way Rilau Regional Water Company)
+62-721-483855, srkpbuspam@gmail.com

# Development of Umbulan Water Supply System

Location: East Java Province


## Project Structure


## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The capacity of the drinking water is 4,000 lps at Pasuruan Regency, Pasuruan City, Sidoarjo Regency, Surabaya City, Gresik Regency, and PTAB (Industrial Area) connecting approximately 320,000 households.

### Financial Feasibility

FIRR: 12.09%
EIRR: Limited Information
NPV: USD 32.6 Million

### Capital Expenditure:
**USD 137.06 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Governor of East Java Province

**Investor:**
PT Meta Adhya Tirta Umbulan

**Financier:**
PT IIF and PT SMI (Persero)

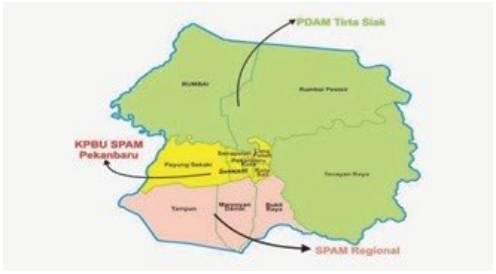
**Government Support & Guarantee:**
- VGF from the Ministry of Finance
- Government Guarantee from IIGF (PT PII)
- Financial project support for partial construction from Ministry of Public Works and Housing
- Financial project support for partial construction from Govt. of East Java

**Implementation Schedule:**
Agreement Signing: Jul 2016
Construction: 2017 - 2021
Operation: 2021

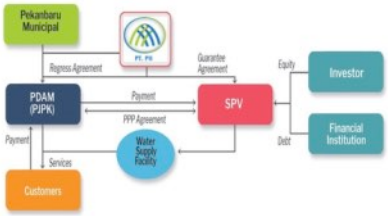
**Contact Information:**
Ir. Nyoman Gunadi, ST., MT. (Head of PRKPCK Department)
+62-31-8287275, timsimpulspamumbulan2019@gmail.com

# Development of Pekanbaru Water Supply System

Location: Pekanbaru City, Riau Province




## Project Structure




## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

The purpose of the Pekanbaru Drinking Water Supply System is to provide reliable drinking water infrastructure and increase economic activities in Pekanbaru City. The Main Project Scope is to Rehabilitation Uprating Existing Water Treatment Plants (WTP) into 500 l/s, Construction of New Water Treatment Facility of 250 l/s, and construct of pipe distribution network until 162 km. The total Capacity of this Project is 750 l/s and will Coverage of 61.000 House connections for 7 districts in Pekanbaru City.

### Financial Feasibility

FIRR: 16.72%
EIRR: Limited Information
NPV: USD 18.74 Million

### Capital Expenditure:
**USD 34.5 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Director of Tirta Siak Water Supply Company

**Investor:**
PT PP Tirta Madani
1. PT PP Infrastruktur
2.PT Memiontec Indonesia

**Financier:**
Syndication of PT Indonesia Infrastructure Finance (Persero) and PT Sarana Multi Infrastruktur (Persero)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

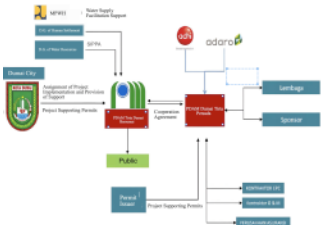
**Implementation Schedule:**
Agreement Signing: Dec 2020
Commercial Operation Date: 2022

**Contact Information:**
Agung Anugrah (Director of Tirta Siak Water Supply Company)
+62-761-23825, +62-8215526-2431, pdamts.kpbu@gmail.com

# Development of Dumai City Water Supply System

Location: Dumai City, Riau Province

## Project Structure



## Sector: Drinking Water

## Sub-Sector: Water Supply System

### Description

Dumai City Water Supply Sistem has four service areas, namely Dumai City, West Dumai, South Dumai and East Dumai Districts with capacity of 450 liter per second. It serves 101,500 people or 20,300 SR. The raw water source comes from the Mesjid River. The scope of cooperation includes construction of a 500 liter per second intake, construction of a 450 liter per second Water Treatment Plant, building supporting facilities at the Water Treatment Plant, transmission pipes, distribution pipes, booster reservoirs, construction of part of the distribution network for the pumping system.

### Financial Feasibility

FIRR: 13.02%
EIRR: 12.91%
NPV: USD 3.63 Million

### Capital Expenditure:
**USD 32.6 Million**

### Operational Expenditure:
**USD 2.59 Million (per year)**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Project is currently partially operational

**Government Contracting Agency:**
Director of Tirta Dumai Bersemai Water Supply Company

**Investor:**
PT Dumai Tirta Persada
1. PT Adhi Karya (Persero) Tbk
2.PT Adaro Tirta Mandiri

**Financier:**
PT Sarana Multi Infrastruktur

**Government Support & Guarantee:**
No Government Support and Government Guarantee

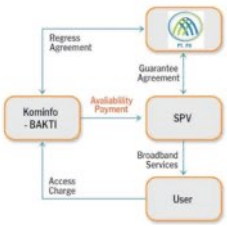
**Implementation Schedule:**
Agreement Signing: May 2019
Construction: 2020 (phase 1a 1b)
Construction: 2025 (phase 2)
Operation: 2023 (phase 1a 1b)

**Contact Information:**
Anwar Hasan (Tirta Dumai Bersemai Water Supply Company)
082115701937,

# Development of Palapa Ring West Package

Location: Sumatera and West Kalimantan Region


## Project Structure




## Sector: Telecommunication and Informatics

## Sub-Sector: Telecommunication Network

### Description

Development of fiber optic-based broadband telecommunication network which will connect Riau Province, Riau Islands, and the Natuna Island with a total length of 2,123 km.

### Financial Feasibility

FIRR: 15.08%
EIRR: Limited Information
NPV: USD 8.34 Million

### Capital Expenditure:
**USD 85.27 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
15 years

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Communications and Informatics

**Investor:**
1. PT Mora Telematika Indonesia
2.PT Ketrosden Trasmitra

**Financier:**
PT Bank Mandiri

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

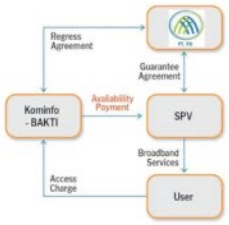
**Implementation Schedule:**
Agreement Signing: Feb 2016
Operation: 2018

**Contact Information:**
M. Feriandi Mirza (Head of Infrastructure Backbone Division)
+62 819 0830 8450, feriandi.mirza@baktikominfo.id

# Development of Palapa Ring Central Package

Location: Kalimantan, Sulawesi, and Maluku Region


## Project Structure




## Sector: Telecommunication and Informatics

## Sub-Sector: Telecommunication Network

### Description

Development of fiber optic-based broadband telecommunication network covering 17 regencies across Kalimantan, Sulawesi, and Maluku. with a total length of 3,103 km.

### Financial Feasibility

FIRR: 12.63%
EIRR: Limited Information
NPV: USD 11.19 Million

### Capital Expenditure:
**USD 69.60 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
15 years

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Communications and Informatics

**Investor:**
Consortium of Pandawa Lima
1. PT Len Industri (Persero)
2.PT Teknologi Riset Global Investama
3.PT Multi Kontrol Nusantara
4.PT Bina Nusantara Perkasa

**Financier:**
Syndication of PT Indonesia Infrastructure Finance (Persero), PT. Bank BNI (Persero), and PT Sarana Multi Infrastruktur (Persero)

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

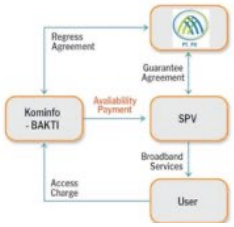
**Implementation Schedule:**
Agreement Signing: Mar 2016
Operation: 2018

**Contact Information:**
M. Feriandi Mirza ((Head of Infrastructure Backbone Division))
+62 819 0830 8450, feriandi.mirza@baktikominfo.id

# Development of Palapa Ring East Package

Location: East Nusa Tenggara, Maluku and Papua Region


## Project Structure




## Sector: Telecommunication and Informatics

## Sub-Sector: Telecommunication Network

### Description

Development of fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua, and remote areas in Papua with a total length of 7,002 km.

### Financial Feasibility

FIRR: 14.30%
EIRR: Limited Information
NPV: USD 22.19 Million

### Capital Expenditure:
**USD 376.19 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
15 years

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Communications and Informatics

**Investor:**
1. PT Mora Telematika Indonesia
2.PT Infrastruktur Bisnis Sejahtera
3.PT Inti Bangun Sejahtera
4.PT Smart Telecom

**Financier:**
Syndication of PT Bank BNI ICBC Indonesia, Bank Papua, Bank Maluku Malut and Bank Sulsebar.

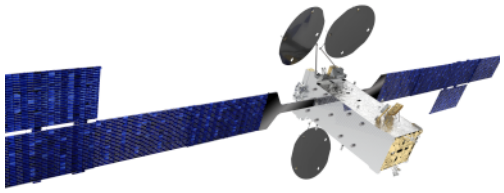
**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: Sept 2016
Operation: 2019

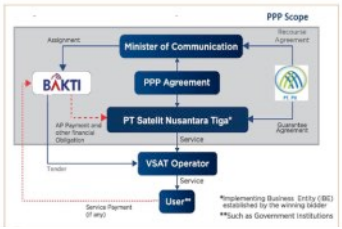
**Contact Information:**
M. Feriandi Mirza ((Head of Infrastructure Backbone Division))
+62 819 0830 8450, feriandi.mirza@baktikominfo.id

# Development of Multifunction Satellite

Location: National



## Project Structure




## Sector: Telecommunication and Informatics

## Sub-Sector: Telecommunication Network

### Description

The Multifunction Satellite Project, known as Satellite of Republic Indonesia (Satria). The satellite, designed to have a throughput capacity of 150 billion bits per second (Gbps), is expected to provide internet services to 150,000 public facilities, including schools and health centers, as well as defense establishments, security administrations, and all regional government offices all over Indonesia. Satellite technology has become a solution to address the gap in broadband internet access in Indonesia, as an archipelagic country, which has challenging geographical situation

### Financial Feasibility

FIRR: 9.32%
EIRR: Limited Information
NPV: USD 12.26 Million

### Capital Expenditure:
**USD 428.06 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
15 years

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Minister of Communications and Informatics

**Investor:**
1. PT Pasifik Satelit Nusantara
2. PT Dian Semesta Sentosa
3. PT Pintar Nusantara Sejahtera
4. PT Nusantara Satelit Sejahtera

**Financier:**
Asian Infrastructure Investment Bank, The Hongkong and Shanghai Bank Corporation Limited, The Korea Development Bank and Banco Santander, S.A dan BPI France Assurance Export

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Implementation Schedule:**
Agreement Signing: May 2019
Construction: Q3 2020 - Q4 2023
Operation: Q4 2023

**Contact Information:**
R. Sri Sanggrama Aradea (Head of Satellite Infrastructure Division)
+62-21-3192-7516, sanggrama.aradea@baktikominfo.id

# Central Java Power Plant

Location: Batang Regency, Central Java Province

## Project Structure

## Sector: Electricity

## Sub-Sector: Power Plant

### Description

This project is the development of a coal-fired power plant in Batang Regency, Central Java with a capacity of 2x1,000 MW. It is considered the largest PPP electricity project by capacity in Asia.

### Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

### Capital Expenditure:
**USD 4,087 Million**

### Operational Expenditure:
**Limited Information**

### Estimated Concession Period:
25 years

### Return of Investment:
User Charge

**Project Status:**
Project is fully operational

**Government Contracting Agency:**
Indonesia Electricity Company (PT. PLN (Persero))

**Investor:**
1. Electric Power Development Co., Ltd (J-Power)
2.PT Adaro Power
3.Itochu Corporation

**Financier:**
The Japan Bank for International Cooperation and other Commercial Banks

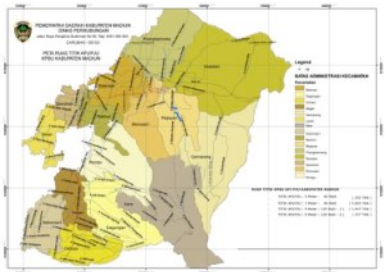
**Government Support & Guarantee:**
Government Guarantee IIGF (PT PII) and Ministry of Finance

**Implementation Schedule:**
Agreement Signing: Jun 2016
Construction: 2016 - 202
Operation: 2022

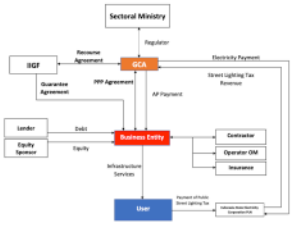
**Contact Information:**
GCA Corporate Secretary
+62-21-7261122

# Madiun Street Lighting

Location: Madiun Regency, East Java Province



## Project Structure




## Sector: Energy Consevation

## Sub-Sector: Street Lighting

### Description

Provide convenience and public services to the community by providing ideal APJ conditions and it is expected to grow a new economic center in Madiun district from all sectors. Development of new APJ with a total of 7,459 APJ points spread across 15 Districts.

### Financial Feasibility

FIRR: 10,67%
EIRR: 13,21%
NPV: USD 610,000

### Capital Expenditure:
**USD 5.9 Million**

### Operational Expenditure:
**USD 610,000**

### Estimated Concession Period:
1 years Construction and 10 Years Operation

### Return of Investment:
Availability Payment (AP)

**Project Status:**
Project is fully operational

**Financier:**
NTB Syariah Bank

**Government Contracting Agency:**
Regent of Madiun

**Government Support & Guarantee:**
Government Guarantee from IIGF (PT PII)

**Investor:**
PT Tri Tunggal Madiun Terang

**Implementation Schedule:**
Agreement Signing: Sept 2022
Operation: Juli 2023

**Contact Information:**
Kurnia W (PPP Node)
+62811 367 7353, kpbukabmadiun@gmail.com

Public Private Partnership

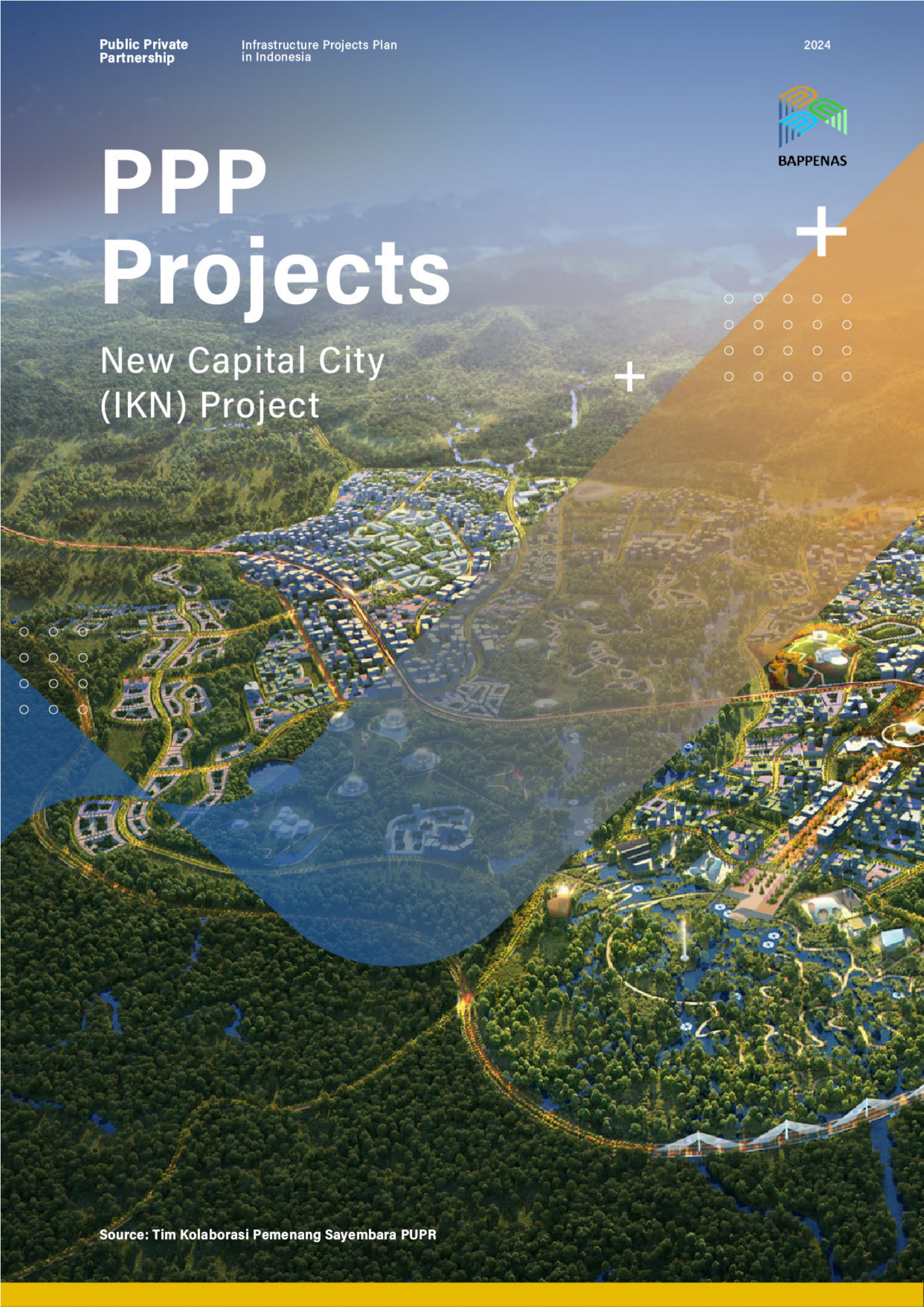
Infrastructure Projects Plan in Indonesia

2024

BAPPENAS

# PPP Projects

## New Capital City (IKN) Project



Source: Tim Kolaborasi Pemenang Sayembara PUPR

# Project Summary

The following is the list of projects registered in PPP Book 2024 based on National Development Planning Minister Decree Number KEP.31/M.PPN/HK/05/2024.

Under Preparation Project Summary

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 1. | IKN Access Toll Road | The IKN access toll road is planned from Balikpapan City to the Central Government Core Area (KIPP) in the National Capital of the Archipelago (IKN) consisting of 6 toll road segment with a total initial estimated length of 70.29 km. These six segments forming a freeway network that is expected to realize performance 30 minutes service (as KPI/key performance index) from KIPP to SAMS Airport Sepinggan, Balikpapan and vice versa. | Under Preparation (FBC) |
| 2. | 10 Towers of Public Official Apartments in Nusantara Capital City (IKN) | Apartment housing that developed for government officials located in Sub Zone 1B of Government Central Core Area. The project will be planned in land area 10.21 Ha and divided in 3 parcels. The apartment will consist of 10 towers and 600 units in total. | Under Preparation (Feasibility Study) |
| 3. | 20 Towers of Public Officials Housing in WP 1B Nusantara Capital City (IKN) | 20 Towers of Public Officials Housing in WP 1B Nusantara Capital City is an unsolicited PPP Project. The project will be developed on 7 parcels of land with a total area of 21,3 Ha. The project provides 20 towers with 1.078 units of housing for public officials. | Under Preparation (Feasibility Study) |
| 4. | 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN) | This project is a PPP housing development tailored for public servants at KIPP WP-1A New Capital City. Covering 6.83 hectares, it includes 8 meticulously designed towers housing with a total of 266 units. | Under Preparation (Feasibility Study) |
| 5. | ASN Residence in West Residence Nusantara Capital City (IKN) | The ASN residences consist of eight towers, each with 14 floors (13 residential floors and one lobby floor), offering a total of 208 units. The size of each unit is 190 m2. Every floor is equipped with essential security and safety features, including sprinklers, smoke detectors, and fire alarms. For parking, a semi-basement floor is located below the lobby floor. This multifunctional space serves not only as a parking area but also houses the control room, generator room, and Sewage Treatment Plant (STP). | Under Preparation (Feasibility Study) |
| 6. | Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City | The PPP project aims to build 10 flats towers and 20 landed houses in New Capital City with the Unsolicited PPP scheme, located in WP 1B (flats) and WP1C (landed house). This PPP project is a preparation for the relocation of the capital of Republic of Indonesia to New Capital City in East Kalimantan. | Under Preparation (Feasibility Study) |

| No | Project Name | Description | Status (per May 2024) |
|---|---|---|---|
| 7. | National Defense Personnel Housing Towers in WP 1A | In order to support the needs of Nusantara Capital City (IKN) that has a vision of being a world sustainable city, a driver of Indonesian economic in the future, and a symbol of national identity, this project is to fullfill the needs to provide housing for National Defense Personnel (TNI) who will be the first to be delegated to IKN. | Under Preparation (Feasibility Study) |
| 8. | 109 State Civil Apparatus Landed Houses in WP 1B KIPP IKN | Provision of 109 State Civil Apparatus Landed Houses located in WP 1B of the Nusantara Capital City (IKN) using unsolicited PPP scheme. This project will be developed on 2 sites with a total of 9.2 Ha. The project will provide 109 units of green and smart-living townhouses for the public officials. | Under Preparation (Feasibility Study) |

# Summary of Estimated Investment for PPP Project

| No | Project Name | CAPEX | OPEX |
|---|---|---|---|
| Under Preparation | | | |
| 1. | IKN Access Toll Road | USD 1,301.66 Million | Under Calculation |
| 2. | 10 Towers of Public Official Apartments in Nusantara Capital City (IKN) | USD 295.51 Million (Exclude Tax) | USD 141.30 Million |
| 3. | 20 Towers of Public Officials Housing in WP 1B of The Capital of Nusantara | USD 934.17 Million | Under Calculation |
| 4. | 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN) | USD 143.17 Million | USD 90.45 Million |
| 5. | ASN Residence in West Residence Nusantara Capital City (IKN) | USD 169.05 Million | USD 91.45 Million |
| 6. | Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City | USD 334.6 Million | USD 82.4 Million |
| 7. | National Defense Personnel Housing Towers in WP 1A | USD 1,067.25 Million (incl. VAT) | USD 928.81 Million (incl. VAT) |
| 8. | 109 State Civil Apparatus Landed Houses in WP 1B KIPP IKN | USD 141.07 Million | USD 24.56 Million |
| TOTAL PROJECT COST (CAPEX) | | **USD 4,386.48 Million** | |

***Exchange rate USD 1 = IDR 15,000**

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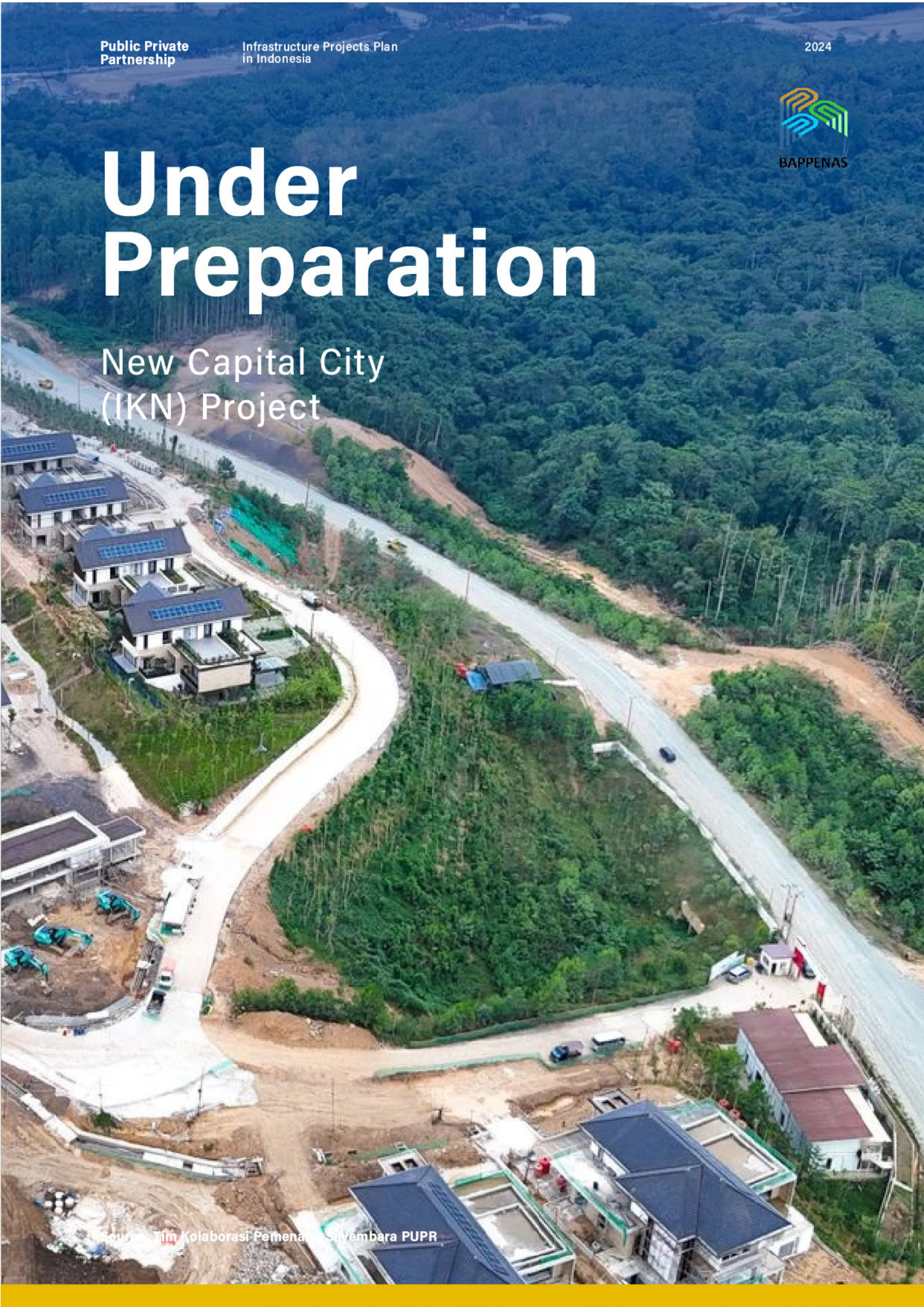
# Under Preparation

## New Capital City (IKN) Project



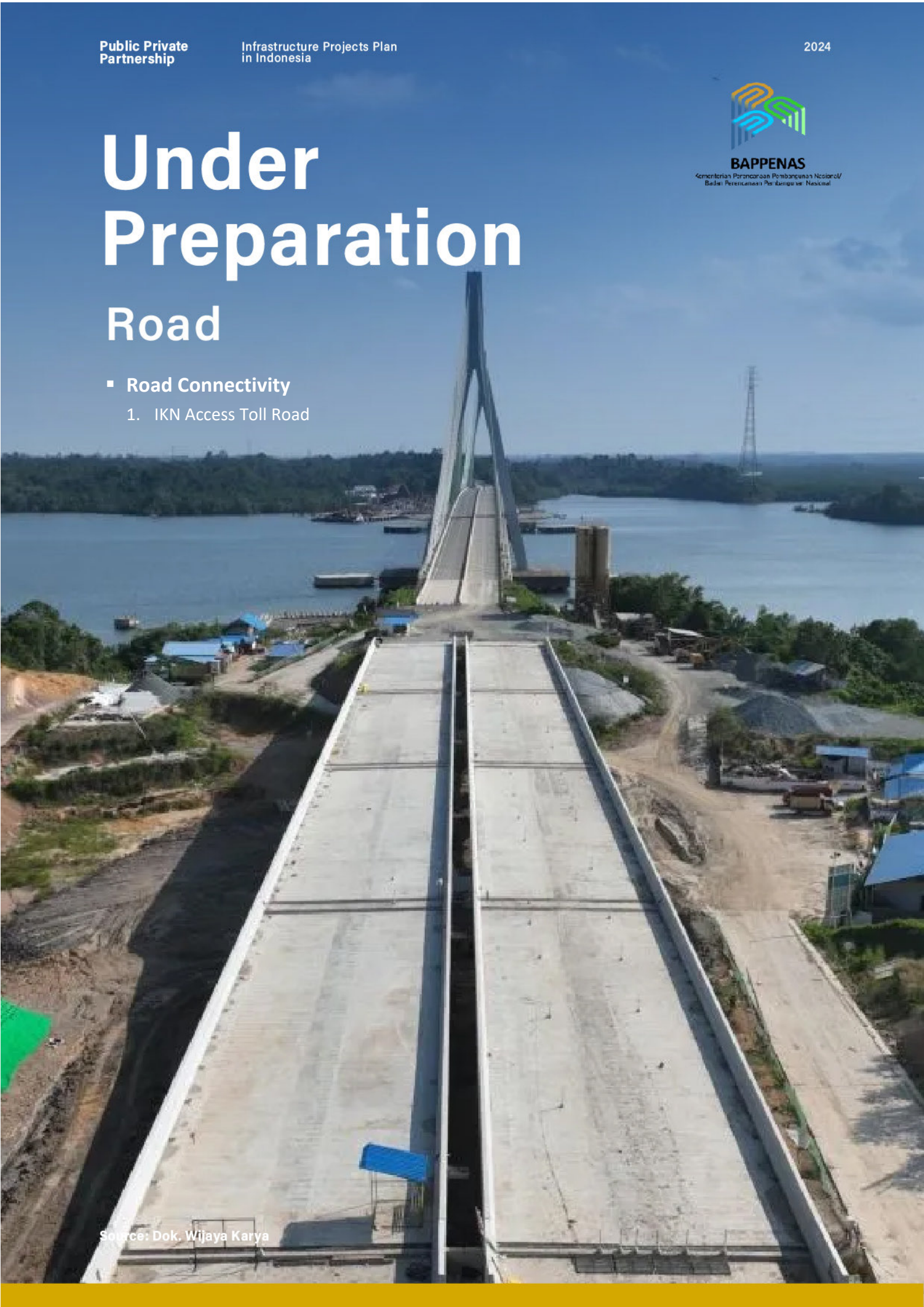
Source: Tim Kolaborasi Pemenang Cavembara PUPR

BAPPENAS
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Road

- **Road Connectivity**
  1. IKN Access Toll Road



Source: Dok. Wijaya Karya

# IKN Access Toll Road

Location: North Kalimantan


## Sector: Road

Government Contracting Agency:
Minister of Public Works and Housing

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, MPWH
2. Directorate General of Infrastructure Financing, MPWH

Type of PPP:
Solicited

Return of Investment:
User Charge

## Sub-Sector: Toll Road

### Description

The IKN access toll road is planned from Balikpapan City to the Central Government Core Area (KIPP) in the National Capital of the Archipelago (IKN) consisting of 6 toll road segment with a total initial estimated length of 70.29 km. These six segments forming a freeway network that is expected to realize performance 30 minutes service (as KPI/key performance index) from KIPP to SAMS Airport Sepinggan, Balikpapan and vice versa.

### Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

### Capital Expenditure:
**USD 1,301.67 Million**

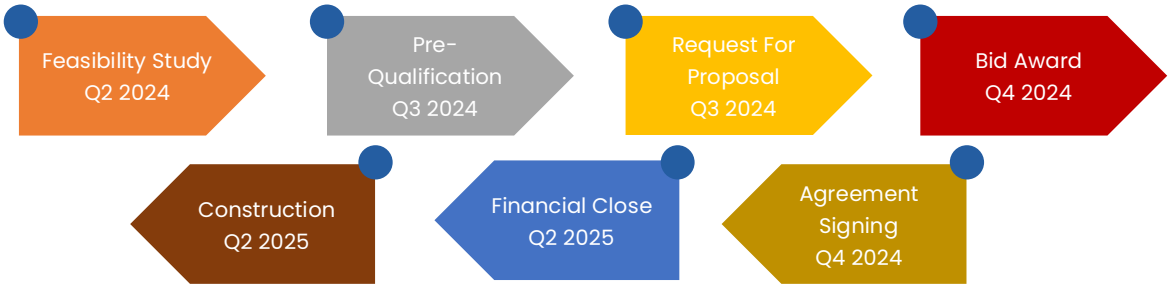
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

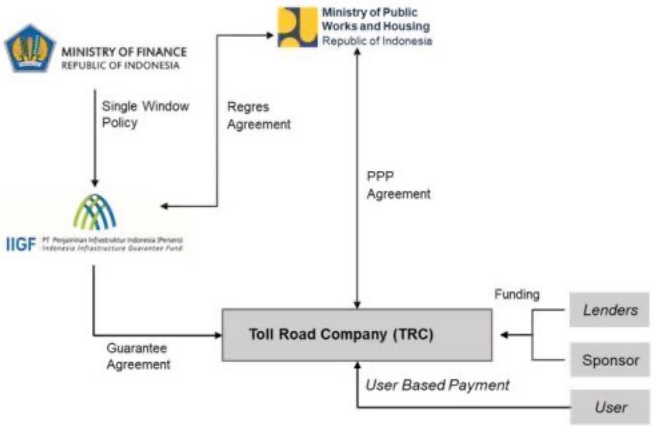
50 years

## Indicative Project Schedule

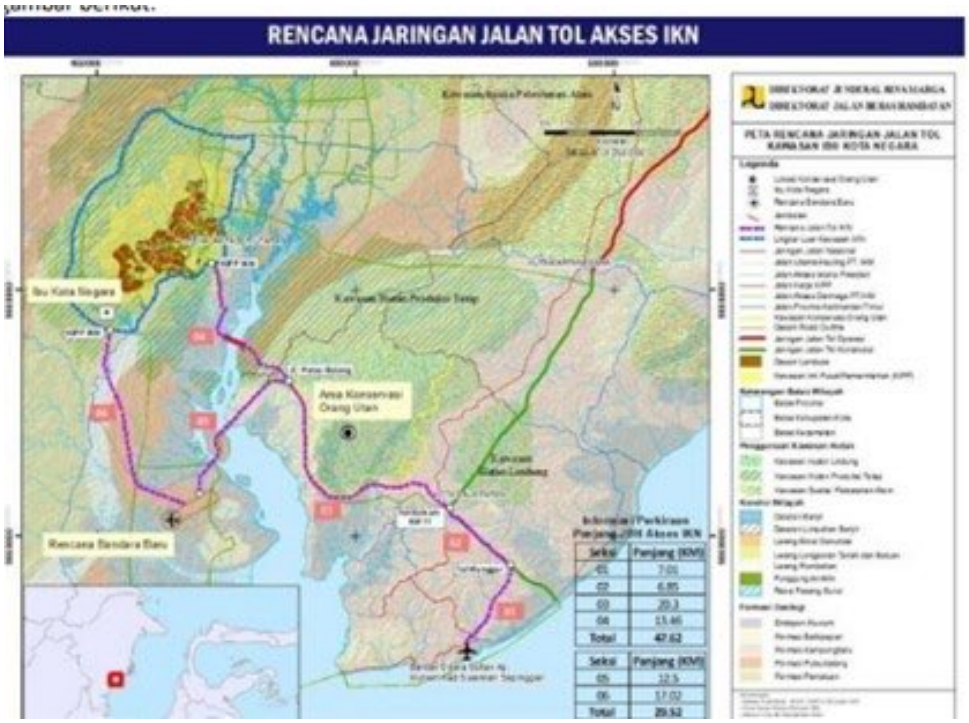
Project Status: Feasibility Study



## Indicative Project Structure




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




Picture 1 – Access IKN Toll Road

## 2. The Opportunity

2.1. Project Background

It is hoped that a toll road for IKN access from Balikpapan City will become the main access to reach IKN, especially from Sultan Aji Muhammad Sulaiman Airport (SAMS), Sepinggan, Balikpapan.

2.2. Project Description

The IKN access toll road is planned from Balikpapan City to with the Central Government Core Area (KIPP) in the National Capital of the Archipelago (IKN) consisting of 6 toll road segment with a total initial estimated length of 70.29 km. These six segments forming a freeway network that is expected to realize performance 30 minutes service (as KPI/key performance index) from KIPP to SAMS Airport Sepinggan, Balikpapan and vice versa.

2.3. Project Objectives

The toll road was chosen as an alternative access road because of its level better toll road services, especially in terms of travel time, comfort, and traffic safety.

## 3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

## 4. Technical Specification

The technical specifications for IKN Access Toll Road as follow:

| No | Facilities | Capacity |
|---|---|---|
| 1 | Length | 76,75 Km |
| 2 | Design Speed | 100 Km/Hr |
| 3 | Lane Width | 3,75 m |
| 4 | Outer Shoulder Width | 3,4 m |
| 5 | Inner Shoulder Width | 1,5 m |
| 6 | Median Width (including inner shoulder) | 5,5 m |

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

The Decision of Environmental Feasibility for the integrated development of the New Capital City has been issued by the Ministry of Environment and Forestry since 2022, in which this toll road is a part of the integrated development. The Land Acquisition will be done by the Government Contracting Agency.

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Government Contracting Agency.

## 7. Project Cost Structure

| Estimated Project Value |
|---|

| | |
|---|---|
| Capital Expenditure | USD 1,301.66 Million |
| Operational Expenditure | Under Calculation |
| FIRR | Under Calculation |
| EIRR | Under Calculation |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of partial construction support. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

## 9. Contact Information

Name : Zamhur Rimaldi
Position : Head of Investment Division
Phone : +6221-7258063
Email : bpjt@pu.go.id

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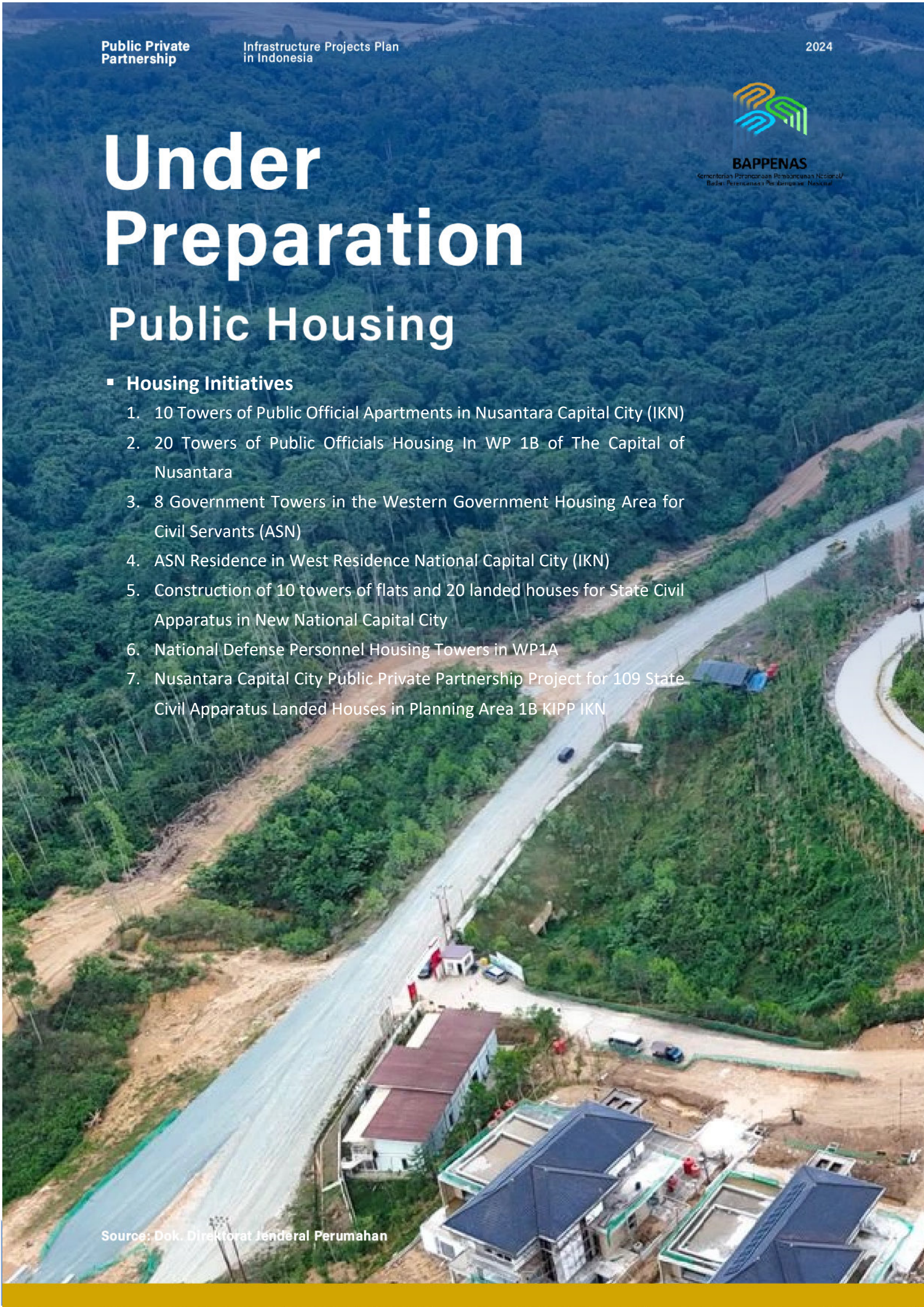
Kementerian Perencanaan Pembangunan Nasional/
Badan Perencanaan Pembangunan Nasional

# Under Preparation

## Public Housing

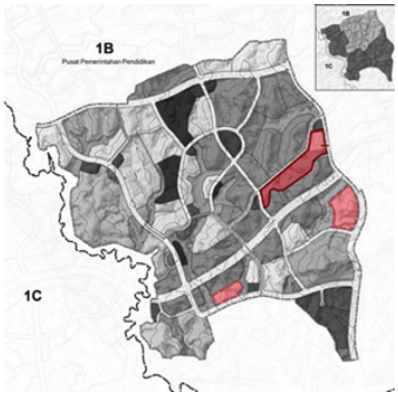
- **Housing Initiatives**
  1. 10 Towers of Public Official Apartments in Nusantara Capital City (IKN)
  2. 20 Towers of Public Officials Housing In WP 1B of The Capital of Nusantara
  3. 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN)
  4. ASN Residence in West Residence National Capital City (IKN)
  5. Construction of 10 towers of flats and 20 landed houses for State Civil Apparatus in New National Capital City
  6. National Defense Personnel Housing Towers in WP1A
  7. Nusantara Capital City Public Private Partnership Project for 109 State Civil Apparatus Landed Houses in Planning Area 1B KIPP IKN



Source: Dok. Direktorat Jenderal Perumahan

# 10 Towers of Public Official Apartments in Nusantara Capital City (IKN)

Location: WP-1B of Government Central Core Area - IKN (KIPP IKN), East Kalimantan




## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
Maxim Global Berhad

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

Apartment housing that developed for government officials located in Sub Zone 1B of Government Central Core Area. The project will be planned in land area 10.21 Ha and divided in 3 parcels. The apartment will consist of 10 towers and 600 units in total.

### Financial Feasibility

FIRR: 12.34%
EIRR: 15.93%
NPV: USD 19.15 Million

### Capital Expenditure:
**USD 295.51 Million (Exclude Tax)**

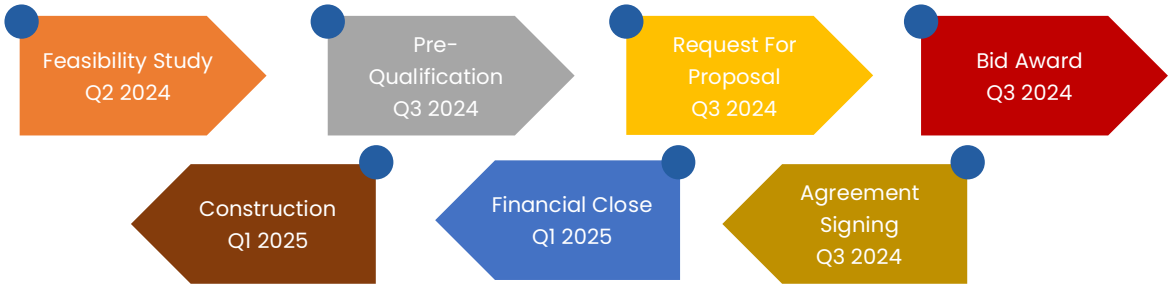
### Operational Expenditure:
**USD 141.30 Million**

### Estimated Concession Period:

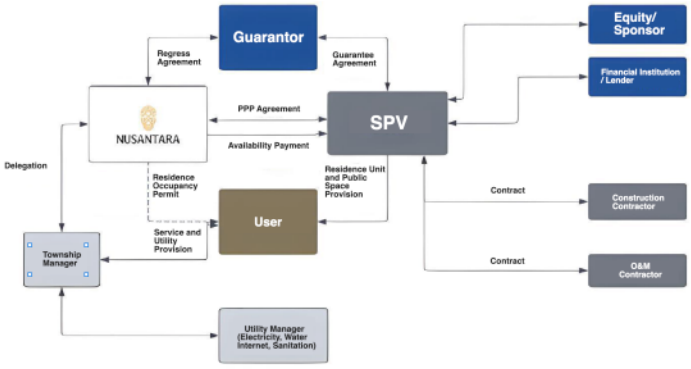
12 years (2 Years Construction, 10 Years Operation)

## Indicative Project Schedule

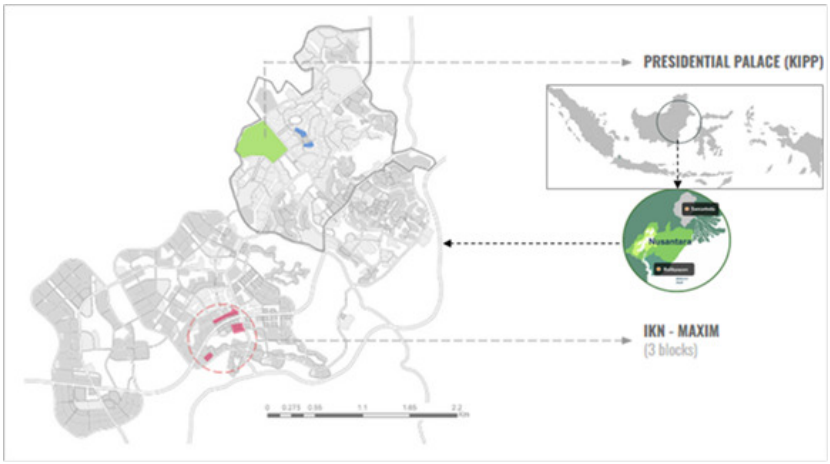
Project Status: Feasibility Study

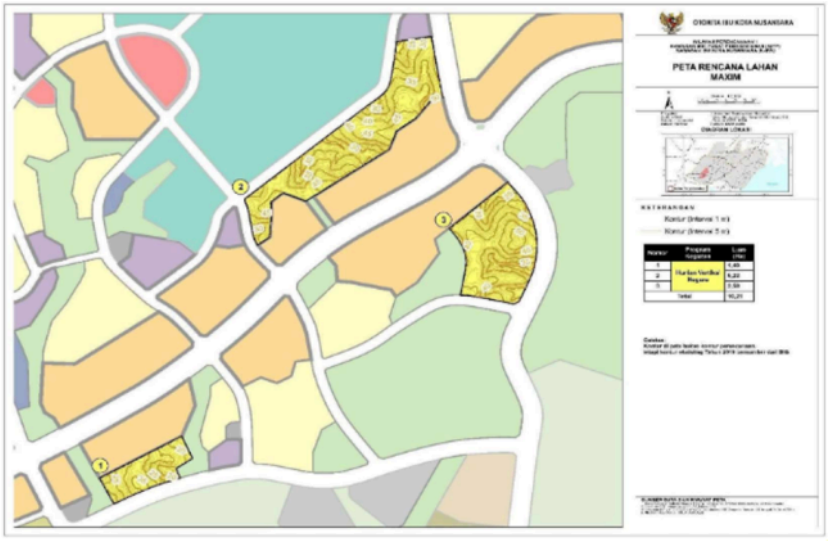


## Indicative Project Structure




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




Site Plan Map for 10 Towers of Public Officials Apartment at IKN on Maxim Global Berhad

## 2. The Opportunity

2.1 Project Background

Nusantara Capital Authority is planning to build 10 Towers of Public Officials Apartment in Ibu Kota Nusantara (IKN). Public Officials Apartments in IKN are needed to provide optimal vertical Public housing in IKN. Due to budget, technology and human resource limitations, innovation and breakthroughs are needed in accelerating vertical housing services by developing 10 tower apartments under the Public Private Partnership (PPP) scheme.

Project Development of 10 Towers of Public Officials Apartment at IKN is located in Development Area Subzone (WP) 1B covering an area of 10.21 hectares which is divided into 3 parcels. Apartment unit design is divided based on ASN position level/rank, which consists of type 290, type 190, and type 98 unit

| Location | Area (m2) | Number of Tower | Unit Type | Unit /Tower | Total (unit) |
|---|---|---|---|---|---|
| Parcel 1 | 14,000 | 2 | 290 | 40 | 80 |
| Parcel 2 | 52,300 | 5 | 98 | 80 | 400 |
| Parcel 3 | 35,800 | 3 | 190 | 40 | 120 |
| **Total** | **102,100** | **10** | **-** | **-** | **600** |

2.2 Project Description

The description of this project is as follows:

Project Name : Unsolicited PPP Project of Development of 10 Towers of Public Officials Apartment in IKN
Project Location : Penajam Paser Utara District, Kutai Kartanegara Regency, East Kalimantan Province
Project Method : D - B – F – O - M – T
Project Area : 3 Parcels in WP-1B KIPP, IKN
Estimated Cost : Under calculation
Financing scheme : Public Private Partnership
Government Contracting Agency : Head of Nusantara Capital Authority
Concession : 12 Years

2.3 Project Objectives

The purpose of the development of of 10 Towers of Public Officials Apartment in IKN is as follows:

- To provide 10 Towers of Public Officials Apartment in WP-1B KIPP IKN;
- To provide residential units in 10 tower apartment areas and the residential facilities (such as shopping areas, green areas, etc.); and
- To facilitate the operation and monitoring of 10 tower apartment and residential facilities.

## 3. Business Entity's Scope of Work

D - B – F – O - M – T (Design – Build – Finance – Operate - Maintenance – Transfer).

Project scope is as follows:

1. To design, build, finance, maintain the 10 tower apartment and transfer assets at the end of the agreement period
2. To provide housing facility for 10 tower apartment in residential areas

## 4. Technical Specification

Project technical specifications are to include the following:

1. Design of 10 tower apartment buildings, facilities and infrastructure in residential areas according to minimum requirements (parking, accessibility, drainage, waste, lighting);
2. Design building and structure material according to minimum requirements;
3. Providing Utilities, Infrastructure and Facilities in Buildings (clean water, drainage, waste, fire alarm, power supply, lighting, air conditioning, lift, electronic and electrical, and telecommunication) according to minimum requirements;
4. Providing interior furniture apartment and safety facilities according to minimum requirements.

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

Already covered by Integrated AMDAL from IKN Authority.

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 295.51 Million (Exclude Tax) |
| Operational Expenditure | USD 141.30 Million |
| FIRR | 12.34% |
| EIRR | 15.93% |
| NPV | USD 19.15 Million |

## 8. Government Support and Guarantee

Government support and government guarantee will be determined after Feasibility Study Evaluation has been attained.

## 9. Contact Information

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Position : Director of Finance, Nusantara Capital City Authority
Phone : +6287722072615
Email : finance@ikn.go.id

# 20 Towers of Public Officials Housing in WP 1B Nusantara Capital City (IKN)

Location: WP 1B IKN, East Kalimantan


## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
IJM – CHEC Consortium

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

20 Towers of Public Officials Housing in WP 1B Nusantara Capital City is an unsolicited PPP Project. The project will be developed on 7 parcels of land with a total area of 21,3 Ha. The project provides 20 towers with 1.078 units of housing for public officials.

### Financial Feasibility

FIRR: 13.78%
EIRR: Under Calculation
NPV: USD 26.88 Million

### Capital Expenditure:
**USD 934.17 Million**

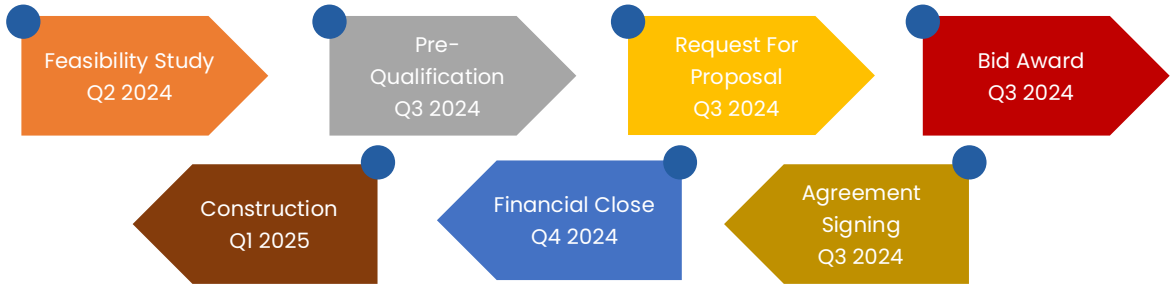
### Operational Expenditure:
**Under Calculation**

### Estimated Concession Period:

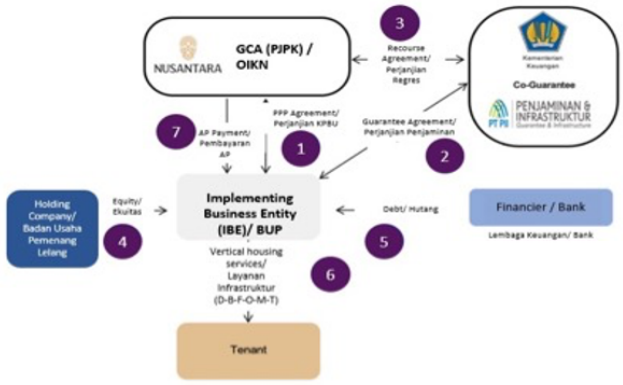
12 years 9 months (including 2 years and 9 months of construction period)

## Indicative Project Schedule

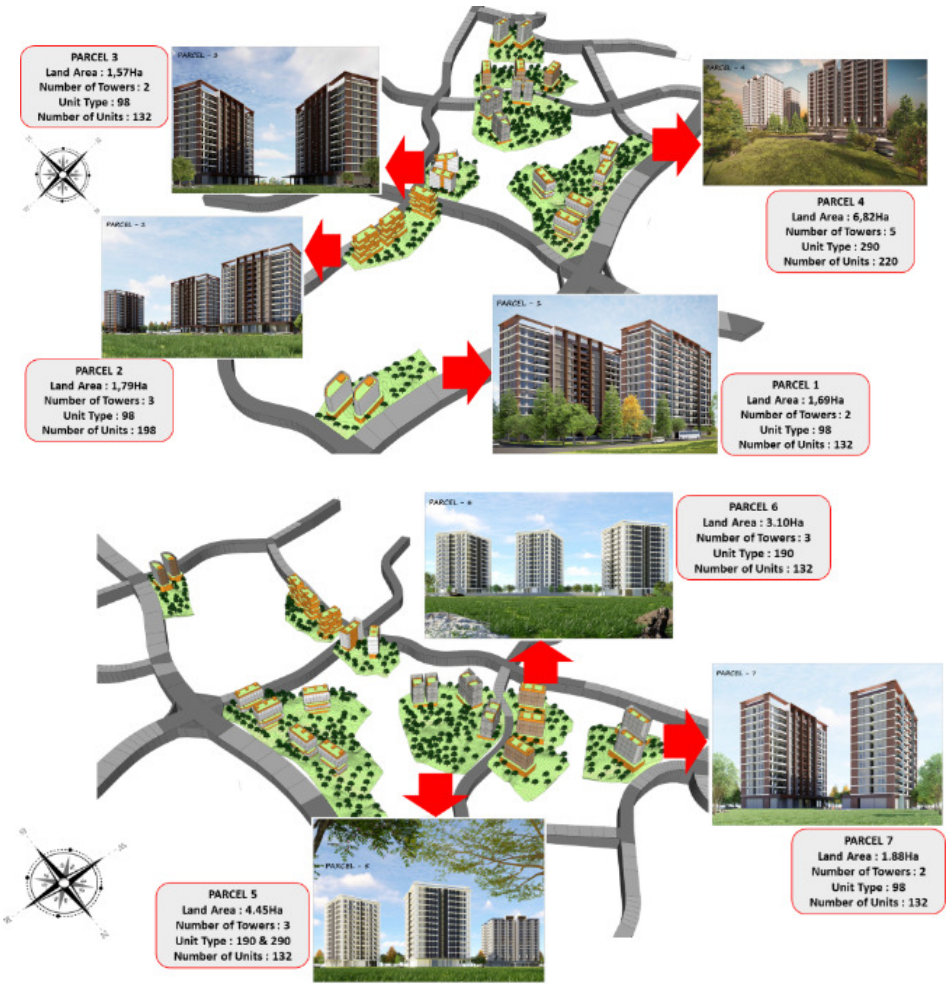
Project Status: Feasibility Study



## Indicative Project Structure




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




Details of Public Housing Each Parcels

## 2. The Opportunity

### 2.1 Project Background

Indonesia's ambitious plan to relocate its capital from Jakarta to Nusantara (IKN) in East Kalimantan marks a significant milestone in the nation's development. This move aims to alleviate the overburdened infrastructure of Jakarta, which is currently plagued by severe traffic congestion, pollution, and sinking land issues. However, the success of this transition hinges on the availability of adequate infrastructure and housing in the new capital to support government officials and workers.

The necessity for public housing for government employees in IKN stems from several critical factors. Firstly, the relocation involves a substantial number of civil servants, whose efficient performance is essential for the seamless operation of the government. Ensuring that these employees have access to affordable and quality housing will facilitate their transition and contribute to maintaining high productivity levels.

IJM – CHEC Consortium, a property and infrastructure consortium company, initiated cooperation with the government in the Public-Private Partnership (PPP) scheme for the provision of Public Officials housing infrastructure in Ibu Kota Nusantara.

2.2 Project Description

The 20 Towers of Public Officials Housing in WP 1B of The Capital of Nusantara is an unsolicited PPP Project. The project will be developed on 7 parcels with total area of 21.3 hectares. The project includes the provision of 20 towers and 1,078 housing units.

2.3 Project Objectives

Ensuring to accommodate the public servant housing which includes commercial areas, green areas, and other facilities.

## 3. Business Entity's Scope of Work

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

The business entity shall be responsible for building the public housing project, including financing, operation, maintenance during the concession period, and transfer to the GCA after the end of the concession.

## 4. Technical Specification

20 Towers of Public Officials Housing in WP 1B of The Capital of Nusantara

| | | |
|---|---|---|
| Allocation | Occupancy | Civil Servants |
| | Non-Occupancy | Green Open Space |
| | | Clinic |
| | | Fitness Center |
| | | Parking Lot |
| | | Lounge Lobby |
| | | Retail |
| | | Community Space |
| Number of Towers | 20 Towers | |
| Number of Floors | 12 Floors per Tower | |
| Number of Units | 1,078 Units | |

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

In the case of the Project in IKN, the Environmental Approval refers to the environmental impact assessment of Ibu Kota Nusantara or the AMDAL of the IKN Region which is prepared by the Nusantara Capital City Authority.

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 934.17 Million |
| Operational Expenditure | Under Calculation |
| FIRR | 13.78% |
| EIRR | Under Calculation |
| NPV | USD 26.88 Million |

## 8. Government Support and Guarantee

The government support required for the project is the government co-guarantee between Ministry of Finance and IIGF and availability payment.

## 9. Contact Information

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Email : finance@ikn.go.id

# 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN)

Location: WP-1A KIPP IKN, East Kalimantan

## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
PT Nindya Karya (Persero) (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

This project is a PPP housing development tailored for public servants at KIPP WP-1A New Capital City. Covering 6.83 hectares, it includes 8 meticulously designed towers housing with a total of 266 units.

### Financial Feasibility

FIRR: 13.17%
EIRR: 16.62%
NPV: USD 15.59 Million

### Capital Expenditure:
**USD 143.17 Million**

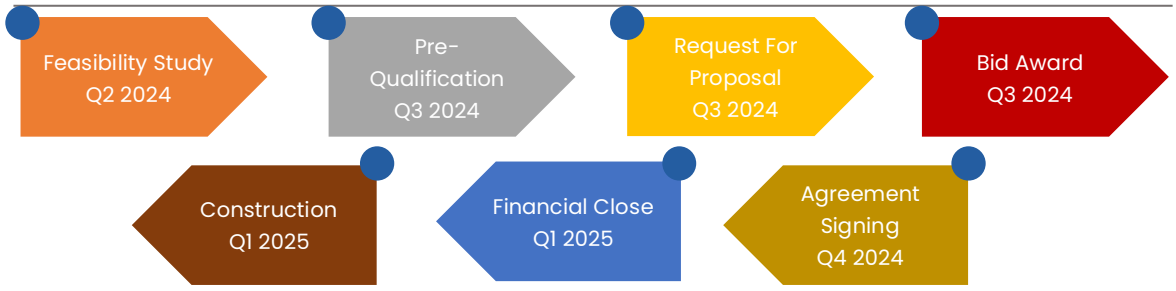
### Operational Expenditure:
**USD 90.45 Million**

### Estimated Concession Period:

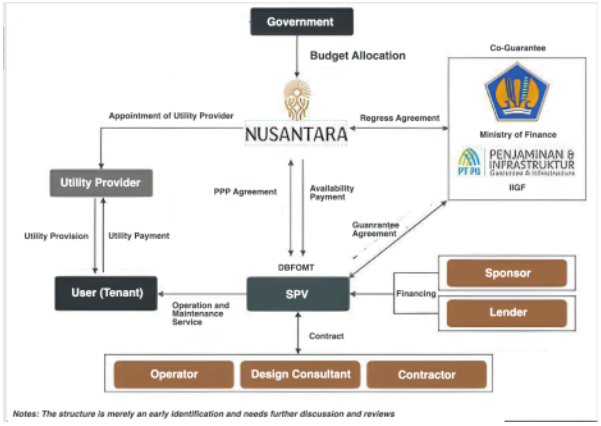
11 years 3 months (include 15 months of construction)

## Indicative Project Schedule

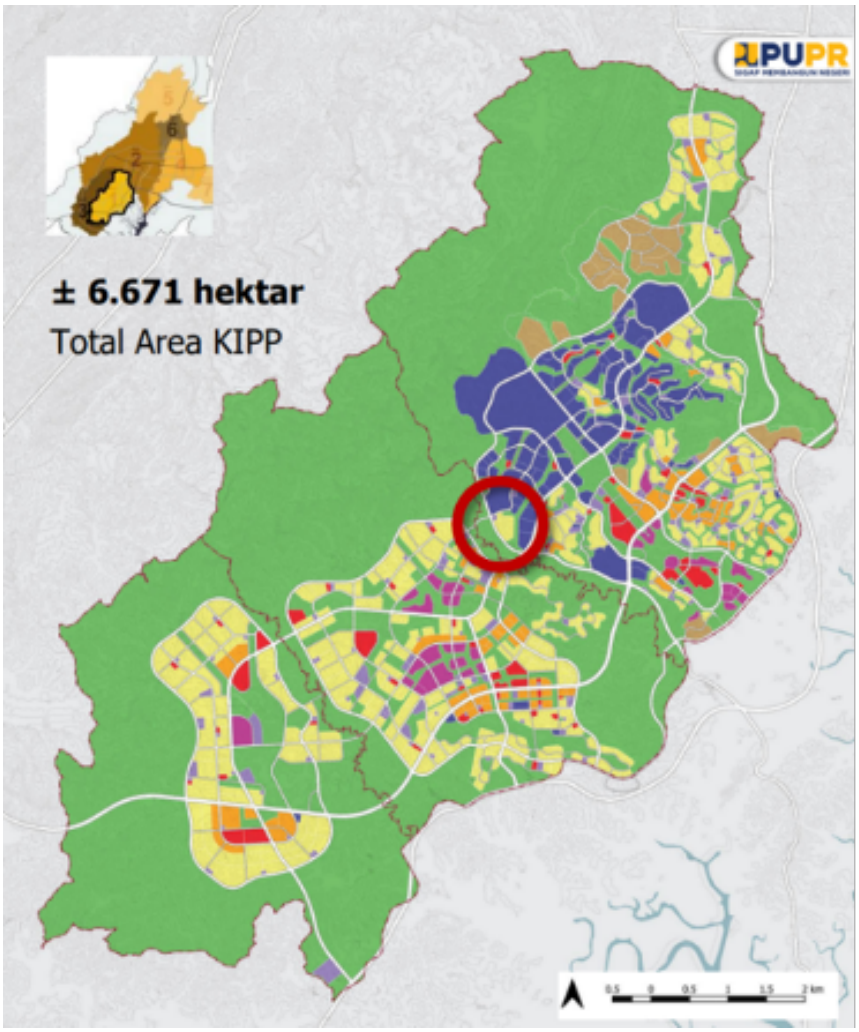
Project Status: Feasibility Study



## Indicative Project Structure




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



Project Location dan Illustration

## 2. The Opportunity

2.1 Project Background

The relocation of the capital city of the Republic of Indonesia is an important decision aimed at addressing the problems faced by DKI Jakarta, such as traffic congestion, population density, and environmental sustainability. The development of a new area in the Nusantara Capital location is necessary as Jakarta has reached its capacity limit. High population density and lack of green spaces cause issues like traffic congestion and declining environmental quality. The New Capital City (IKN) not only will help Indonesia achieve its target of becoming a developed country by 2045, but also provide adequate space for a high-quality life for the community.

One key planning strategy to support the development of the Core Government Area (KIPP) of Nusantara Capital (IKN) is the provision of vertical housing infrastructure. Vertical housing optimizes limited land use and provides green spaces, supporting environmental sustainability. The government can offer more efficient, comfortable, and affordable housing by building vertical homes, accommodating a larger population in limited space, and enhancing infrastructure like transportation and public facilities.

The construction of vertical housing aligns with the efficient land use and the green city concept for IKN. Many global cities use vertical housing to solve population density issues and meet housing demand. Building vertical housing in IKN will establish it as a modern, sustainable, and competitive city. Moreover, it allows the implementation of environmentally friendly housing concepts using sustainable designs and technologies, such as renewable energy, efficient water management, and greening.

Overall, developing vertical housing in Nusantara Capital is a strategic step for sustainable urban and societal development. Modern, inclusive, and sustainable vertical housing will create an optimal living environment and promote economic growth and social development.

2.2 Project Description

In the Presidential Regulation of the Republic of Indonesia Number 63 of 2022 concerning the Detailed Master Plan for the Nusantara Capital, the development of the Nusantara Capital is divided into five construction phases: Phase 1 (2022-2024), Phase 2 (2025-2029), Phase 3 (2030-2034), Phase 4 (2035-2039), and Phase 5 (2040-2045). In the first phase, the relocation of civil servants (ASN), as well as military and police personnel, to the Nusantara Capital will begin. The relocation of executive, legislative, and judicial institutions, along with ASN and military/police personnel, will be carried out in 2024.

During Phase 1, government offices and housing for ASN, military, and police personnel, as well as infrastructure and facilities for prospective construction workers, and defense and security elements for site security, will be built. The development in Nusantara Capital in Phase 1 will focus on the Core Government Area (KIPP), with key infrastructure and transportation routes still under construction and targeted to be operational by 2024 when ASN starts relocating to the Nusantara Capital.

The PPP 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN) - Defense and Security Ministry in the Nusantara Capital (IKN) project is being built to meet these development targets. Situated at the epicentre of administrative activity, the project aligns seamlessly with the future of governance in Nusantara Capital City. This visionary undertaking spans across 6.83 hectares, strategically positioned to cater to the needs of public servants. With a commitment to excellence, the project boasts 8 meticulously designed towers, each offering typical units of 190 sqm with a total of 266 units contribute to a Gross Floor Area (GFA) of 86,340 sqm.

Tailored for public servants and relying on Availability Payment as a revenue source, this approach guarantees a consistent and dependable tenant community, promoting not only enduring occupancy and stability but also consistent investment returns guaranteed by the government.

2.3 Project Objectives

The PPP 8 Government Towers project in the Western Government Housing Area for Civil Servants (ASN) - Defense and Security Ministry in the Nusantara Capital (IKN) aims to deliver residential facilities, public amenities, green spaces, and other essential services for mid-level administrators (Eselon III). Complying with IKN's green building and smart building standards, this project will establish a residential area that meets the social needs of its residents, offers comprehensive facilities, and harmonizes with the natural environment.

## 3. Business Entity's Scope of Work

Design-Build-Finance- Maintenance- Operation-Transfer (DBFMOT)

## 4. Technical Specification

Technical Aspect

| | |
|---|---|
| Total Site Area | 6,83 Ha |
| Total Building Area | 86.340 sqm |
| Number of Towers | 3 Type of Towers. One of the types has semi basement floor |
| Number of Floors | 8 Floors per Tower |
| Number of Units | 266 Units |
| Building Program | |
| - Semi Basement Floor | Parking Area and Service Area (only in 2 towers) |
| - 1st Floor | Public Facilities, Commercial Area, and Service Area |
| - 2nd - 8th Floor | Residential Area |
| - Roof Top | Roof Garden and Service Area |
| - Unit | 190 sqm room with 3 Bedroom + 2 Bathroom |
| - Public Area | Public Facilities, Basketball Court, and Swimming Pool |

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

The Minister of Environment and Forestry has issued the Decree of the Minister of Environment and Forestry Number SK.1306/MENLHK/SETJEN/PLA.4/12/2022 concerning the Environmental Feasibility of the Integrated Development Activities of the Nusantara Capital Area and its Supporting Facilities in Penajam Paser Utara Regency and Balikpapan City, East Kalimantan Province, by the Ministry of Public Works and Housing (PUPR). The Integrated Environmental Impact Assessment (AMDAL) document for Area 1A has been prepared by the Ministry of Public Works and Housing (PUPR). An addendum will then be made to transfer the AMDAL initiative from the Ministry of PUPR to the Nusantara Capital Authority (OIKN), as AMDAL and Environmental Approval are the responsibilities of OIKN as the implementing body (PJPK).

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 143.17 Million |
| Operational Expenditure | USD 90.45 Million |
| FIRR | 13.17% |
| EIRR | 16.62% |
| NPV | USD 15.59 Million |

## 8. Government Support and Guarantee

The Government will give a tax holiday and other investment facilities as stated in Government Regulation Number 12 of 2023 regulates the provision of business permits, ease of doing business, and investment facilities for business actors in the Nusantara Capital.

Additionally, the government should provide incentives to government contracting agency through the provision of Project Development Facilities and Transaction Advisory Services (PDF Facilities). Furthermore, the study indicates that this project will require a government guarantee.

## 9. Contact Information

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# ASN Residence in West Residence Nusantara Capital City (IKN)

Location: WP 1.A.1, West Residence KIPP, IKN, East Kalimantan

## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
Triniti Land – Truba Group Consortium (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

The ASN residences consist of eight towers, each with 14 floors (13 residential floors and one lobby floor), offering a total of 208 units. The size of each unit is 190 m2. Every floor is equipped with essential security and safety features, including sprinklers, smoke detectors, and fire alarms. For parking, a semi-basement floor is located below the lobby floor. This multifunctional space serves not only as a parking area but also houses the control room, generator room, and Sewage Treatment Plant (STP).

### Financial Feasibility

FIRR: 16.05%
EIRR: 13.56%
NPV: USD 34.51 Million

### Capital Expenditure:
**USD 169.05 Million**

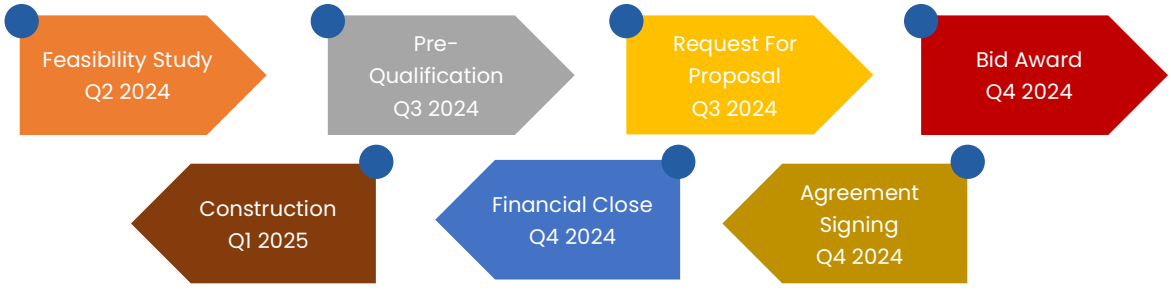
### Operational Expenditure:
**USD 91.45 Million**

### Estimated Concession Period:

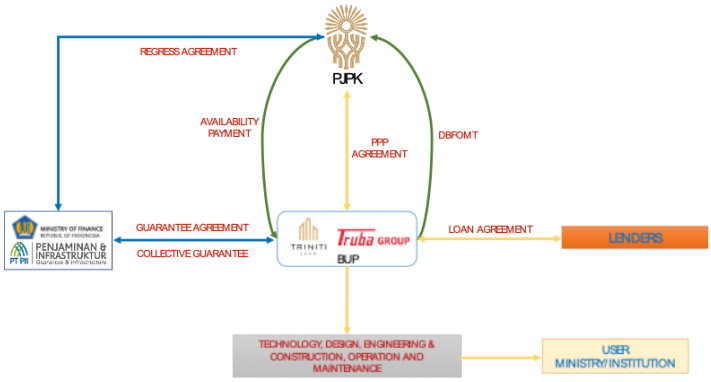
15 years

## Indicative Project Schedule

Project Status: Feasibility Study



## Indicative Project Structure




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

## 2. The Opportunity

2.1 Project Background

The construction of housing for civil servants (ASN) in Nusantara is a crucial component of the capital city relocation plan. This initiative is stated in the Presidential Regulation No. 63 of 2022, which outlines the need for approximately 16,000 housing units in Nusantara. Of these, 2,585 units are proposed to be constructed using APBN, while 9,295 units are planned through a Public-Private Partnership (PPP) scheme. These residences will accommodate ASN personnel relocating to Nusantara. This project will mark the completion of 208 housing units for ASN through the PPP scheme.

2.2 Project Description.

The ASN Housing is located within West Residence KIPP, WP 1.A.1, encompassing a land area of 26,300 m2 and a building floor area of 52,375 m2. The layout of the vertical housing units is divided into four residential clusters, each comprising two 13-story stacked housing towers that share a reception building (lobby), common spaces, and parking areas, as depicted in the Building Mass Placement and Connectivity Concept Diagram. Due to the presence of a valley within the site, two cluster configurations are employed, as illustrated in the diagram above. The first cluster type features two residential towers facing each other, while the second cluster type adapts to the terrain by offsetting one of the residential towers to minimize cut and fill operations within the area. The land allocation is as detailed in the table below:

| Plan | | |
|---|---|---|
| Planning Area Size | 26,300 | m2 |
| Building Footprint | 5,520 | m2 |
| KDB | 21% | |
| GFA | 52,942 | |
| KLB | 2.0 | m2 |
| Number of residential units | 208 | unit |
| Total car parking spaces | 46<br>22% | unit<br>unit |
| Parking area size | 1,840 | m2 |
| Total number of bicycle parking spaces | 8%<br>64 | <br>unit |
| Bicycle parking area size | 144 | m2 |

2.3 Project Objectives

Providing 208 ASN Housing units that meet the 7 KPIs or 7 Big Moves of the IKN, equipped with additional facilities such as Park & Plaza, Community Center, Utility Building, Parking Area, Retention Pond, Pedestrian Deck, Pedestrian Bridge, Pedestrian Spine, Drop-Off & Lobby.

## 3. Business Entity's Scope of Work

Design-Build-Finance-Operation- Maintenance-Transfer.

## 4. Technical Specification

a. Architecture Specification:
- Floor = Local Marmer, Ceramic, Vinyl, Homogeneous Tile, Granit
- Outside Wall = Brickwall, Light Bickwall completed with plastered paint / ceramic, light concrete panel
- Inside Wall = Brickwall, Light Brickwall completed with plastered paint / ceramic, glass wall, gypsum water resistant
- Ceiling = Gypsum water resistant, plywood completed with paint
- Roof = ceramic roof tile. Light concrete rooftile, metal rooftile, aluminium roof tile, bitumen rooftile
- Door Window Frame = Wood, aluminium, UPVC
- Door and Window = Glass, plywood, aluminium, PVC
- Slope Stability = Shotcrete, hidrosiding

b. Structure Specification
- Foundation = River Stone, Reinforced Concrete fc 30 Mpa
- Floor Structure = Reinforced Concrete fc 30 Mpa
- Column = Reinforced Concrete fc 30 Mpa
- Beam = Reinforced Concrete fc 30 Mpa
- Rebar = Fy 420 Mpa
- Steel Profile = BJ 37
- Roof Truss = Galvanized steel
- Roor Slope = Metal Rooftile 15o , others 30o
- Retaining Wall = River stone, renforced concrete, sheet pile

c. Utilities Specification
- Potable Water = Potable water piping installation completed with reservoir back up for 2 days
- Rainwater = gutter, environment drainage
- Waste Water = district IPAL and bypass to IKN IPAL
- Waste Disposal = Storage tank in accordance with waste management regulations
- Security Facilities against Fire Hazard The container complies with waste management provisions = The system consisting of equipment, equipment and facilities is good installed or constructed in the building being used both for active protection systems, passive protection systems and management methods to protect buildings and environment against fire hazards
- Power Supply = PLN installation and backup source in the form of a generator with generator capacity is at least 40% of the PLN connected power and follow the provisions in SNI PUIL
- Ligthing = Energy efficient LED, 100-400 lux/m2. calculated based on needs and building function/space function as well as regulatory provisions legislation and standards
- Air Management = 6-10% opening or with artificial air conditioning (AC)
- Vertical and Horizontal Transportation = For buildings above 4 floors, can be used elevators, escalators, travelator/rollovator according to SNI
- Accessibility for disabled = The ramp inside the building has the greatest slope 6° (1:10) ramp outside the building has the most slope large 5° (1:12) The effective width of the ramp must not be less than 95 cm without safety edge (low curb) and 120 cm with edge safety (low curb).

- Telephone = according to the needs
- Lightning Protection = Lightning protection in accordance with regulatory requirements legislation and standards regarding Lightning Protection Systems
- Gas Network Installation = Gas pipe installations use seamless pipe types

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

The construction of ASN Housing West Residence Sub-BWP 1A is environmentally feasible as the environmental approval for this activity has been established in the IKN Regional Environmental Impact Assessment (AMDAL) supported by the Minister of Environment and Forestry Decree No. 1306/2022. However, during both the construction and operational phases, the construction of ASN housing has environmental impacts, requiring the Business Entity to submit a detailed environmental management plan and detailed environmental monitoring plan (RKL-RPL Rinci) to identify environmental impacts in detail.

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 169.05 Million |
| Operational Expenditure | USD 91.45 Million |
| FIRR | 16.05% |
| EIRR | 13.56% |
| NPV | USD 34.51 Million |

## 8. Government Support and Guarantee

The government's support and guarantees include:

1. Government Guarantees;
2. Reduction of Corporate Income Tax (PPh Badan);
3. Final Withholding Tax (PPh Pasal 21) Covered by the Government;
4. Exemption from Value Added Tax (PPN) and Luxury Goods Sales Tax (PPnBM);
5. Customs Facilitation/*Kepabeanan*;
6. Special Taxes and Special Revenues for the IKN;
7. Provision of Land and Infrastructure for Investment Project Implementers in the IKN.

## 9. Contact Information

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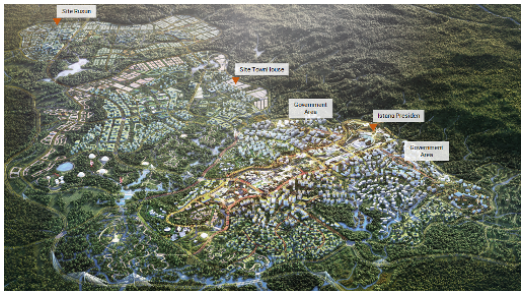
# Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City

Location: New Capital City, East Kalimantan



## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
PT Ciputra Nusantara

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

The PPP project aims to build 10 flats towers and 20 landed houses in New Capital City with the Unsolicited PPP scheme, located in WP 1B (flats) and WP1C (landed house). This PPP project is a preparation for the relocation of the capital of Republic of Indonesia to New Capital City in East Kalimantan.

### Financial Feasibility

FIRR: Under Calculation
EIRR: 17%
NPV: USD 4.5 Million

### Capital Expenditure:
**USD 334.6 Million**

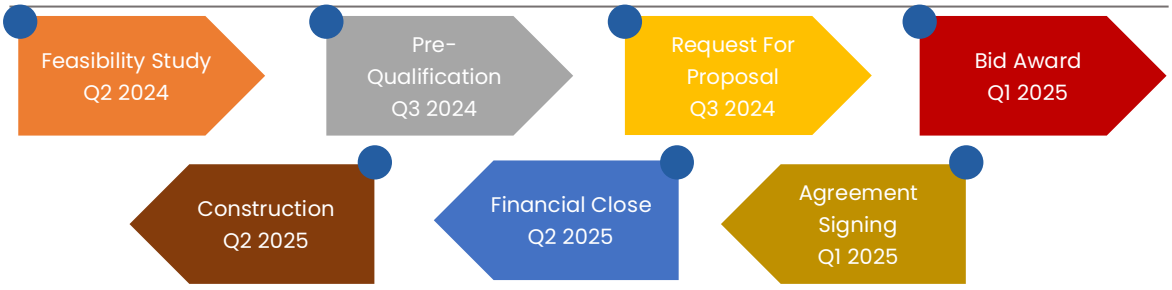
### Operational Expenditure:
**USD 82.4 Million**

### Estimated Concession Period:

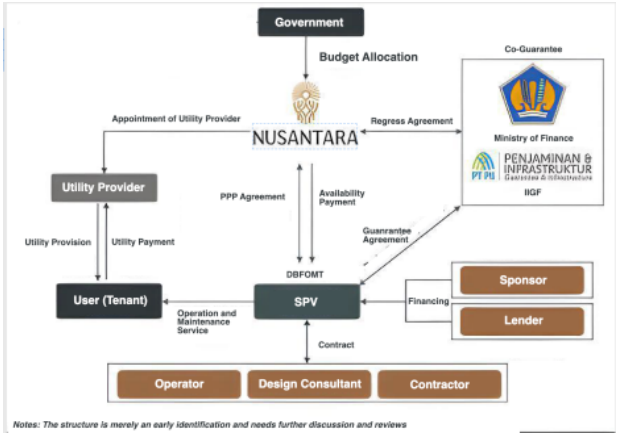
13 years (3 Years construction, 10 years operation)

## Indicative Project Schedule

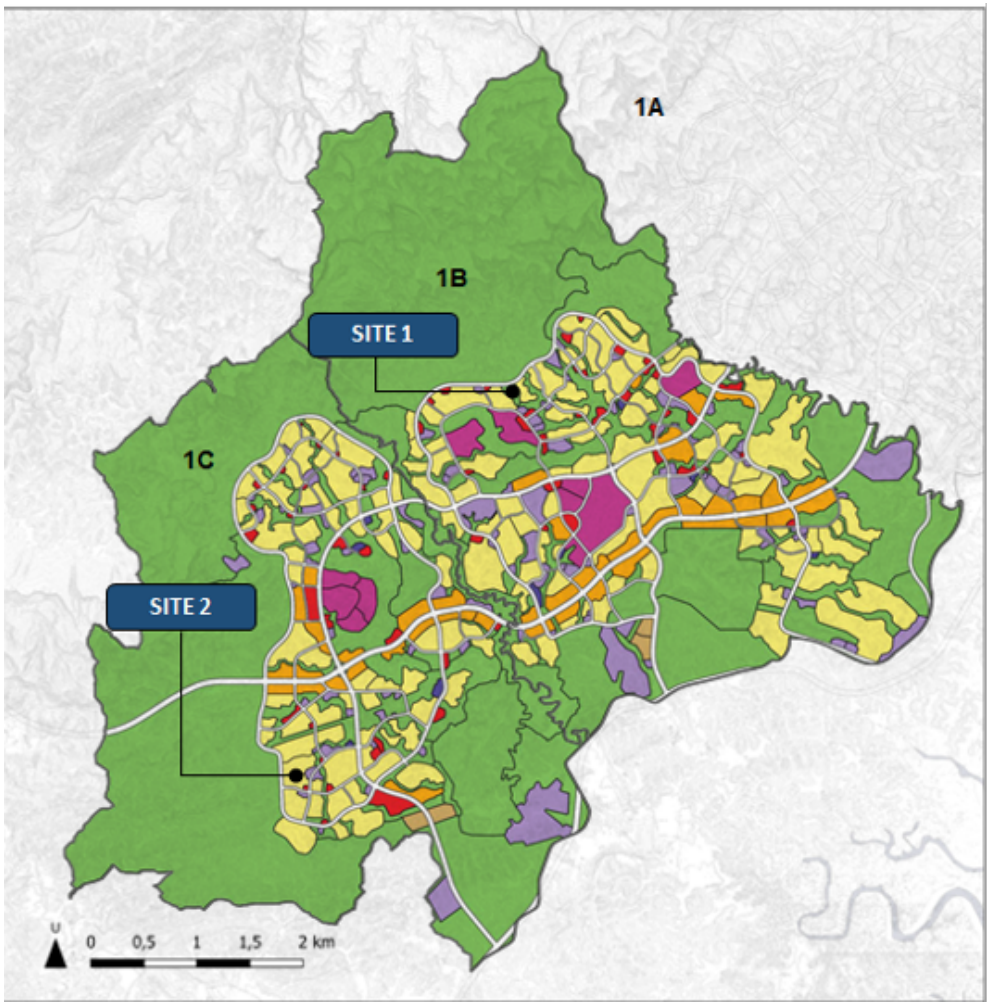
Project Status: Feasibility Study



## Indicative Project Structure




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



## 2. The Opportunity

### 2.1 Project Background

As stated in the RPJMN 2020-2024, the relocation of the New Capital City (IKN) from Java Island to Kalimantan Island is expected to help encourage economic diversification and increase the output of non-traditional economic sectors such as services, government, transportation, trade, processing will be stimulated to support the economic growth of Kalimantan Island. In addition, it is also expected to increase inter-regional trade, increase employment opportunities, and reduce income inequality, as well as create new investment opportunities and increase the contribution of Kalimantan Island investment to the national economy.

Law Number 3 of 2022 concerning the National Capital City, states that the use of the PPP scheme is very important in maintaining fiscal sustainability in the implementation of the IKN development considering the many infrastructure needs for the preparation and development of IKN.

The implementation of the PPP scheme can be implemented based on the government's initiative / Solicited PPP or PPP on the initiative of business entities / Unsolicited PPP.

Based on this, PT Ciputra Nusantara, a company engaged in the property sector, is interested in initiating PPP for the Construction of State Civil Apparatus Housing and the Construction of Tread Houses for OIKN Officials in the Capital City of the Archipelago with the Unsolicited PPP Scheme and preparing a study or study in accordance with applicable regulations.

### 2.2 Project Description

The PPP project aims to build 10 flats towers and 20 landed houses in New Capital City with the Unsolicited PPP scheme, located in WP 1B (flats) and WP1C (landed house). This PPP project is a preparation for the transfer of the capital of the Republic of Indonesia to New Capital City in East Kalimantan.

### 2.3 Project Objectives

The objective of this PPP project is to build 10 tower of flats and 20 landed houses for state civil apparatus in the New National Capital City.

## 3. Business Entity's Scope of Work

The scope of work of the IBE in this PPP project is design, build, operate, finance, maintain and transfer (D-B-F-O-M-T). The Business Entity will design and build, manage and maintain the facilities that have been built. At the end of the project, IBE will transfer the entire facilities to GCA in accordance with the Cooperation Agreement.

## 4. Technical Specification

| | | | |
|---|---|---|---|
| 1 | Location | : | WP 1B and WP 1C |
| 2 | Number of Tower | : | 10 Towers |
| 3 | Number of Landed House | : | 20 Units |
| 4 | Residential unit area (tower) | : | 98 m2 |
| 5 | Residential unit area (landed) | : | 400 m2 |
| 6 | Total Number of Residential unit area (tower) | : | 780 units |
| 7 | Supporting Facilities | : | Security, Lift, Safety Facilities, Hot Desk, Parking Area, Public Area, Prayer Facilities |

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

Explanation of the EIA has been submitted in the feasibility study document, where in this PPP project the EIA will refer to the previously established EIA of New National Capital City.

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 334.6 Million |
| Operational Expenditure | USD 82.4 Million |
| FIRR | Under Calculated |
| EIRR | 17% |
| NPV | USD 4.5 Million |

## 8. Government Support and Guarantee

It is indicated that this project will require Government Guarantee.

## 9. Contact Information

Name : Muh. Naufal Aminuddin
Position : Director of Finance, Nusantara Capital City Authority
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Email : finance@ikn.go.id

# National Defense Personnel Housing Towers in WP1A

Location: IKN, East Kalimantan

## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
Consortioum CITIC – Risjadson - CCFG

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

In order to support the needs of Nusantara Capital City (IKN) that has a vision of being a world sustainable city, a driver of Indonesian economic in the future, and a symbol of national identity, this project is to fullfill the needs to provide housing for National Defense Personnel (TNI) who will be the first to be delegated to IKN.

### Financial Feasibility

FIRR: 9.80%
EIRR: 10.99%
NPV: USD 48.67 Million

### Capital Expenditure:
**USD 1,067.25 Million (incl. VAT)**

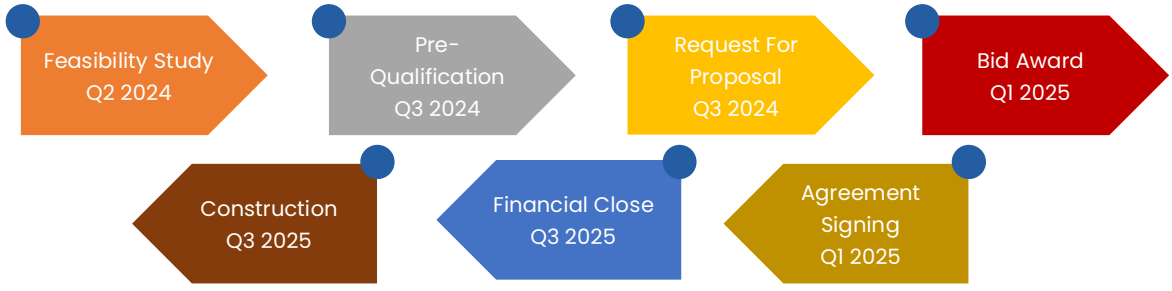
### Operational Expenditure:
**USD 928.81 Million (incl. VAT)**

### Estimated Concession Period:

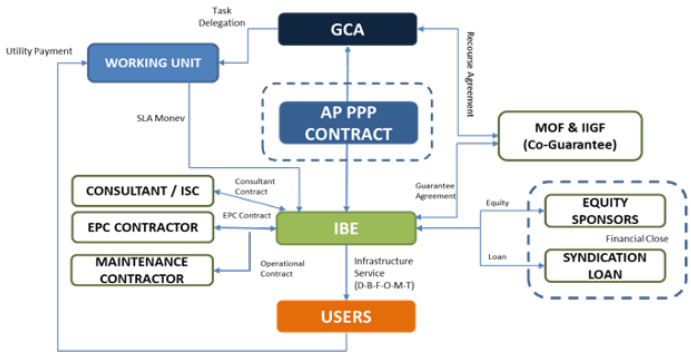
15 years

## Indicative Project Schedule

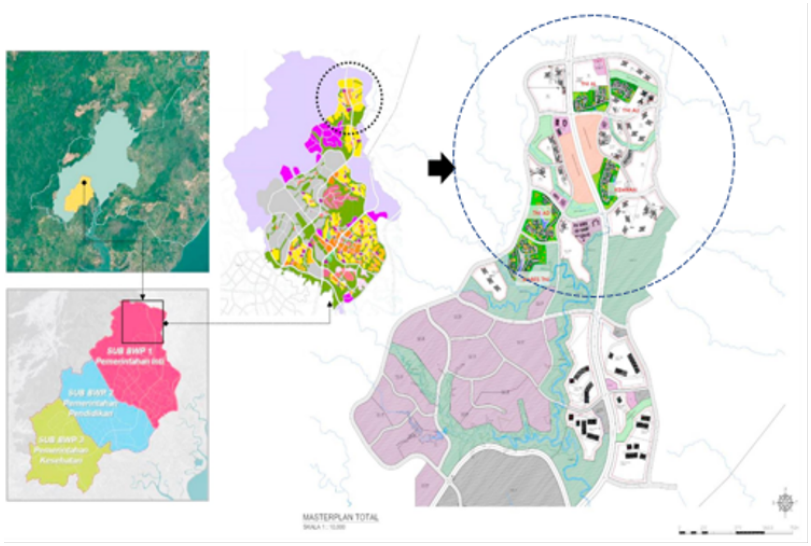
Project Status: Feasibility Study



## Indicative Project Structure




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



## 2. The Opportunity

### 2.1 Project Background

The plan to move the capital city from Jakarta to the new capital city of Indonesia which is located in parts of North Penajam Paser Regency and parts of Kutai Kartanegara Regency is not a discourse. The reasons for choosing the location in East Kalimantan were based on several considerations, namely the small risk of a disaster, the strategic location being in the center of Indonesia, close to developed urban areas, and the Government's available land area of 180,000 ha. According to Law Number 3 of 2022 concerning the State Capital, the Capital of the Nusantara has a vision of being a world city with the aim of becoming a world sustainable city, a driver of the Indonesian economy in the future, and a symbol of national identity that represents the diversity of the Indonesian nation.

In order to support the needs related to the new state capital, planning and development of the city have begun to be carried out in stages. One of the needs is the housing for National Defense Personnel (TNI) who will be the first delegate in IKN. It is projected that the total population of Capital City of Nusantara and its existing residents in 2024 will be around 488,409 people.

### 2.2 Project Description

The plan for PPP on Provision of 60 towers of National Defense Personnel (TNI) Housing located in Development Area II district WP1A of Capital City of Nusantara aims to accommodate personnel of TNI who will be prioritized for transfer to IKN with total land area 432,929.7 sqm. The land condition of the development site plan is still in the form of a forest and has quite extreme contours. Has been planned to build a road connecting the two areas. Currently, the planned location can be accessed via a dirt road.

The basic plan concept of the housing towers has the characteristics of "green, smart, modern and international", and the overall design philosophy is the architectural design concept of "Protrusion compact city, inclusive housing, terrain adjustment, intelligence, and sustainability". The functional layout is divided according to different professional groups, and the scientific organization system of vehicles, pedestrians, housing tower areas, villas, and residences is considered for dynamic and static separation. The construction of housing towers in IKN will consider the element of easy access for different groups of vehicles. The roadway system is perfect, and the flow of people and vehicles has been reasonably arranged, so that internal and external traffic is convenient, smooth, and does not interfere with each other.

### 2.3 Project Objectives

Provide housing towers and its supporting facilities for National Defense Personnel (TNI) who will be delegate to IKN in WP1A.

## 3. Business Entity's Scope of Work

The business entity's scope of work for the PPP on Provision of 60 towers of National Defense Personnel Housing in WP1A are Design-Build-Finance-Operation-Maintenance-Transfer (DBFOMT).

## 4. Technical Specification

| No | Description | Information |
|---|---|---|
| 1 | Total Land Area | 432,929.7 sqm |
| 2 | Total Towers | 60 units |
| 3 | Number of Storeys | 12 |
| 4 | Building Area | 597,024 sqm |
| 5 | Number of units | 2,160 |
| 6 | Type of towers | 98,190,290 sqm |
| 7 | Access Road + Pedestrian Path | 60,000 sqm |

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

The location of WP1A does not include mandatory activities to conduct a survey as a basis for filling an application for a change in the Environmental Approval that has been issued.

## 6. Land Acquisition and Resettlement Action Plan

Land provision for the development of IKN is carried out through a forest area release mechanism and a land procurement mechanism. The location of IKN development is prioritized on land where there are no land ownership or control, to minimize the potential for relocation of local residents or the provision of compensation in other forms.

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 1,067.25 Million (incl. VAT) |
| Operational Expenditure | USD 928.81 Million (incl. VAT) |
| FIRR | 9.80% |
| EIRR | 10.99% |
| NPV | USD 48.67 Million |

## 8. Government Support and Guarantee

The Government Guarantee for this project will be in the form of co-guarantee from Ministry of Finance and Indonesia Infrastructure Guarantee Fund (IIGF).

## 9. Contact Information

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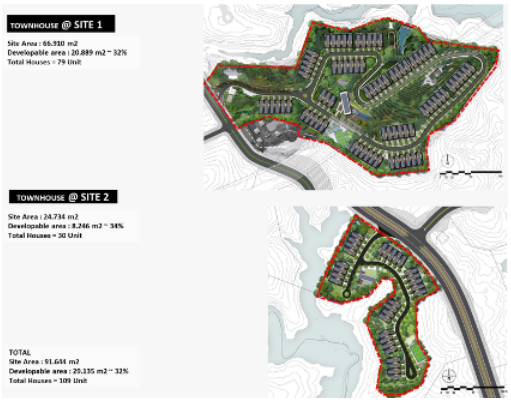
# 109 State Civil Apparatus Landed Houses in WP1B KIPP IKN

Location: IKN, East Kalimantan




## Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital Authority

Implementing Agency:
Head of Nusantara Capital Authority

Initiator:
PT Intiland Development Tbk (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

## Sub-Sector: New Capital City Housing

### Description

Provision of 109 State Civil Apparatus Landed Houses located in WP 1B of the Nusantara Capital City (IKN) using unsolicited PPP scheme. This project will be developed on 2 sites with a total of 9.2 Ha. The project will provide 109 units of green and smart-living townhouses for the public officials.

### Financial Feasibility

FIRR: 11.96%
EIRR: 20.75%
NPV: Under Calculation

### Capital Expenditure:
**USD 141.07 Million**

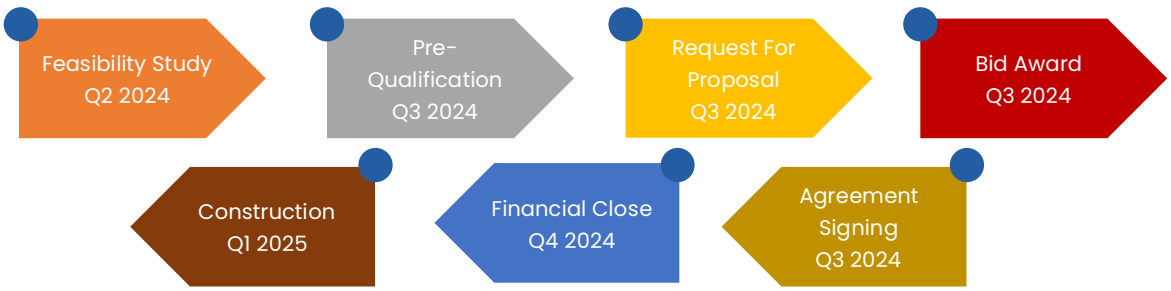
### Operational Expenditure:
**USD 24.56 Million**

### Estimated Concession Period:

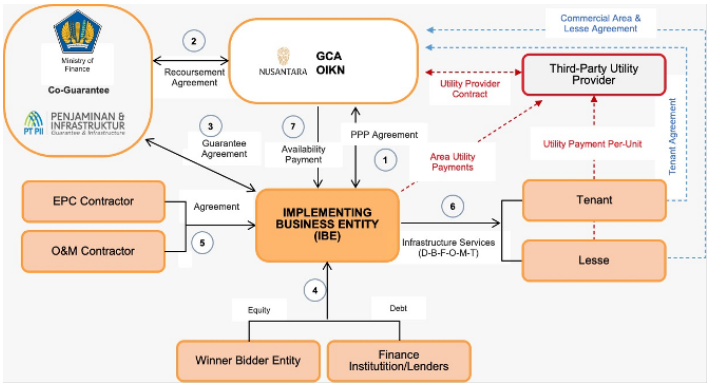
9.5 years (include 1.5 years construction period)

## Indicative Project Schedule

Project Status: Feasibility Study



## Indicative Project Structure




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

**TOWNHOUSE @ SITE 1**

Site Area : 66.910 m2
Developable area : 20.889 m2 ~ 32%
Total Houses = 79 Unit

**TOWNHOUSE @ SITE 2**

Site Area : 24.734 m2
Developable area : 8.246 m2 ~ 34%
Total Houses = 30 Unit

TOTAL
Site Area : 91.644 m2
Developable area : 29.135 m2 ~ 32%
Total Houses = 109 Unit

Parcels Used for the Project

## 2. The Opportunity

2.1 Project Background

The 2020-2024 National Medium-Term Development Plan (RPJMN 2020-2024) outlines the use of PPP schemes in the development of IKN, aiming to encourage economic diversification, increase inter-regional trade, create employment opportunities, reduce income inequality, and create new investment opportunities.

One of the priority infrastructure needs in the development of IKN is the provision of ASN housing to accommodate and ease the transition of government operations in IKN while maintaining optimum productivity. Accordingly, PT Intiland Development Tbk, a property developer, initiated cooperation with the government in PPP scheme for public officials housing provision in IKN.

2.2 Project Description

The Project 109 State Civil Apparatus (ASN) Townhouses in Planning Area in WP 1B KIPP IKN is an unsolicited PPP Project. The project will be developed on 2 sites with a total area of 9.2 Ha. The project will provide 109 units of green and smart-living townhouses for the public officials.

2.3 Project Objectives

The project aims to provide a green and smart-living housings for ASN.

## 3. Business Entity's Scope of Work

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

The business entity shall be responsible for building the public housing project, including financing, operation, maintenance during the concession period, and transfer to the GCA after the end of the concession.

## 4. Technical Specification

Nusantara Capital City Public Private Partnership Project for 109 State Civil Apparatus Landed House in Planning Area 1B KIPP IKN

| | | |
|---|---|---|
| Allocation | Occupancy | Public Housings for civil servants |
| | Non-occupanncy | Club house |
| | | Public Area |
| Number of houses | 109 Units | |

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

In the case of the Project in IKN, the Environmental Approval refers to the environmental impact assessment of Ibu Kota Nusantara or the AMDAL of the IKN Region which is prepared by Nusantara Capital City Authority.

## 6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

## 7. Project Cost Structure

| Estimated Project Value | |
|---|---|
| Capital Expenditure | USD 141.07 Million |
| Operational Expenditure | USD 24.56 Million |
| FIRR | 11.96% |
| EIRR | 20.75% |
| NPV | Under Calculation |

## 8. Government Support and Guarantee

It is indicated that this project will require Government Guarantee.

## 9. Contact Information

Name : Muh. Naufal Aminuddin
Position : Director of Finance, Nusantara Capital City Authority
Phone : +6287722072615
Email : finance@ikn.go.id

# Glossary

| Abbreviation | Definition |
|---|---|
| EIA | Environmental Impact Assessment |
| | *Analisis Mengenai Dampak Lingkungan (AMDAL)* |
| AP | Availability Payment |
| | *Pembayaran Ketersediaan Layanan* |
| BAPPENAS | Badan Perencanaan Pembangunan Nasional |
| | *National Development Planning Agency* |
| BKPM | Badan Koordinasi Penanaman Modal |
| | *Indonesia's Investment Coordinating Board* |
| BLU | Badan Layanan Umum |
| | *Public Service Agency* |
| BOT | Build-Operate-Transfer |
| | *Bangun-Guna-Serah* |
| BPJT | Badan Pengelola Jalan Tol |
| | *Indonesia Toll Road Authority* |
| SPC/SPV | Special Purpose Company / Special Purpose Vehicle |
| | *Badan Usaha Pelaksana (BUP)* |
| FBC | Final Business Case |
| | *Kajian Akhir Prastudi Kelayakan* |
| FIRR | Financial Internal Rate of Return |
| | *Tingkat Pengembalian Investasi Keuangan* |
| FS | Feasibility Study |
| | *Studi Kelayakan* |
| GCA | Government Contracting Agency |
| | *Penanggung Jawab Proyek Kerjasama (PJPK)* |

| Abbreviation | Definition |
|---|---|
| GDP | Gross Domestic Product |
| | *Produk Domestik Bruto (PDB)* |
| LARAP | Land Acquisition and Resettlement Action Plan |
| | *Rencana Pembebasan Lahan dan Pemukiman Kembali* |
| LKPP | Lembaga Kebijakan Pengadaan Barang dan Jasa Pemerintah |
| | *National Public Procurement Agency* |
| MoF | Ministry of Finance |
| | *Kementerian Keuangan* |
| NPV | Net Present Value |
| | *Nilai Uang Sekarang* |
| OBC | Outline Business Case |
| | *Kajian Awal Prastudi Kelayakan* |
| O&M | Operation & Maintenance |
| | *Operasional dan Pemeliharaan* |
| PDAM | Perusahaan Daerah Air Minum |
| | *Regional Water Utility Company* |
| PDF | Project Development Facility |
| | *Fasilitas Penyiapan Proyek* |
| PT. PLN (Persero) | Perusahaan Listrik Negara |
| | *State Electricity Company* |
| PQ | Pre Qualifcation |
| | *Pra Kualifkasi* |
| PPP | Public Private Partnership |
| | *Kerjasama Pemerintah dan Badan Usaha (KPBU)* |

| Abbreviation | Definition |
|---|---|
| Pre-FS | Pre-Feasibility Study |
| | *Pra Studi Kelayakan* |
| PT SMI (Persero) | PT Sarana Multi Infrastruktur (Persero) |
| PT PII | PT Penjaminan Infrastruktur Indonesia (Persero) |
| | *Indonesia Infrastructure Guarantee Fund (IIGF)* |
| RFP | Request for Proposal |
| | *Permintaan untuk Proposal* |
| RKL | Rencana Pengelolaan Lingkungan |
| | *Environmental Management Plan* |
| RPL | Rencana Pemantauan Lingkungan |
| | *Environmental Monitoring Plan* |
| RPJMN | Rencana Pembangunan Jangka Menengah Nasional |
| | *The National Medium-Term Development Plan* |
| ROE | Regional Owned Enterprise |
| | *Badan Usaha Milik Daerah* |
| SOE | State Owned Enterprise |
| | *Badan Usaha Milik Negara* |
| VGF | Viability Gap Funding |
| | *Dukungan Kelayakan* |
| Lps | Liters per second<br>*Liter per detik* |

BAPPENAS

# Public Private Partnership 2024

Infrastructure Projects Plan in Indonesia

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