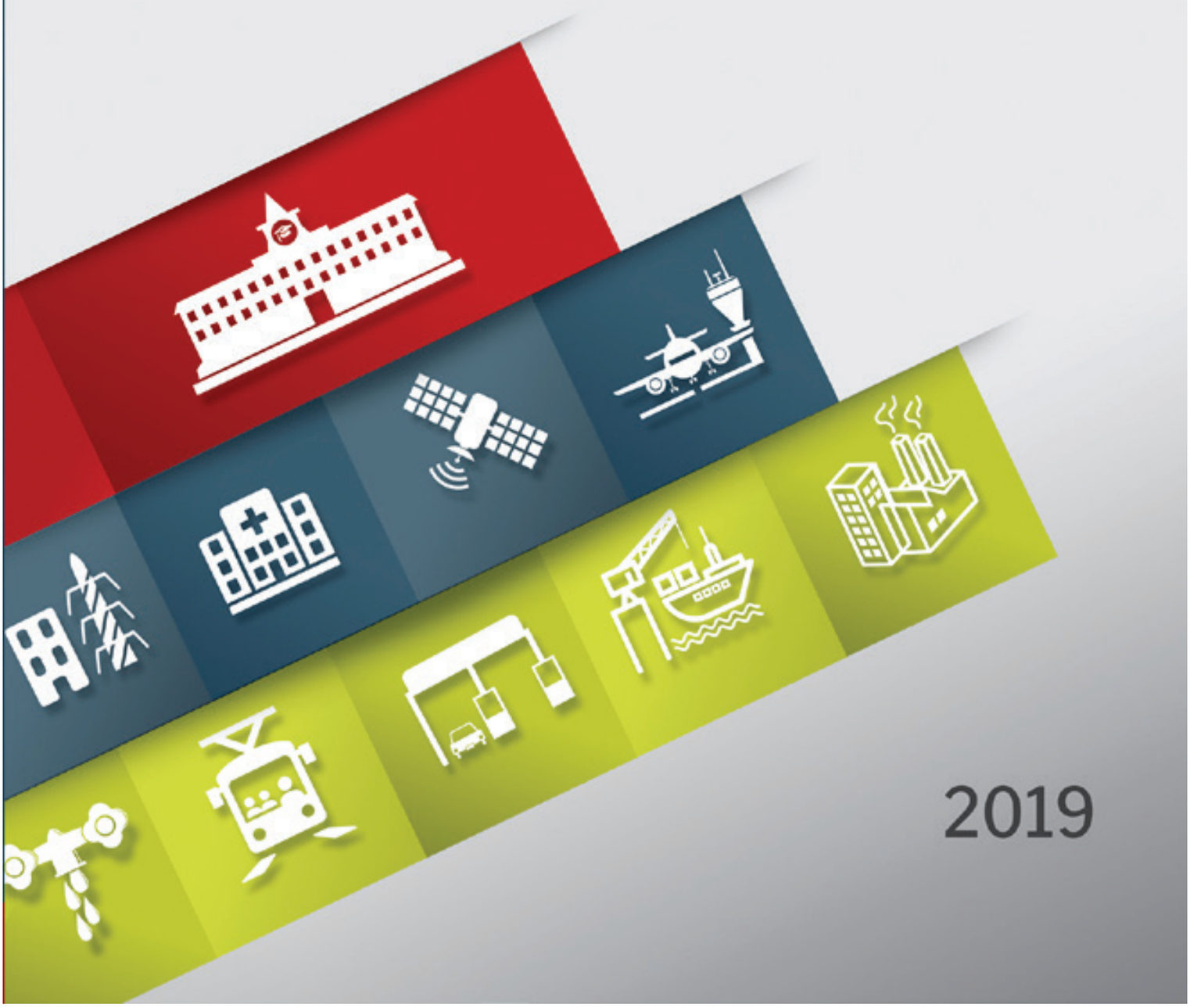
REPUBLIC OF INDONESIA
MINISTRY OF NATIONAL DEVELOPMENT PLANNING/
NATIONAL DEVELOPMENT PLANNING AGENCY

PUBLIC-PRIVATE PARTNERSHIP

INFRASTRUCTURE PROJECTS PLAN IN INDONESIA 2019



2019



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MINISTRY OF NATIONAL DEVELOPMENT PLANNING/
NATIONAL DEVELOPMENT PLANNING AGENCY

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INFRASTRUCTURE PROJECTS PLAN IN INDONESIA

2019

Foreword

BY MINISTER OF NATIONAL DEVELOPMENT PLANNING/ HEAD OF NATIONAL DEVELOPMENT PLANNING AGENCY (BAPPENAS)

Infrastructure Development 2015-2019

PPP for better Infrastructure

Indonesia is one of the most rapidly growing nation in the world. The country is also a member of G20 and classified as a newly industrialised country. It is the 16th largest economy in the world by nominal GDP and the 8th largest in terms of GDP (Purchasing Power Parity). Moreover, by 2045, it is predicted by many Indonesia will become the 4th biggest economy in the world with more than US$ 10.5 Trillions of GDP (Purchasing Power Parity). To sustain growth, the Government of Indonesia has invested heavily on infrastructure projects from 2015-2019. Such infrastructure projects will bring down the cost of logistics, improve ease of mobility and better telecommunication which will enhance the economic capabilities of Indonesia.

The investments, however, cannot be funded solely from the government budget. Based on an estimation of infrastructure funding needs in 2015-2019, the government is only able to fulfill 41.3% of total infrastructure funding needs, which is about IDR 4,796 trillion in total. Approximately 36.5% of the funding gap is expected to be fulfilled through cooperation with private using a PPP scheme. The private participation will not only fill the funding gap but also share knowledge and experience in the development, operation, and management of qualified infrastructure services.

As private participation grows, so too the need for Government of Indonesia to facilitate and strengthen the policy to support acceleration and improvement of the PPP process. For the purposes, the Government of Indonesia has enacted Presidential Regulation 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision as to the new regulation for PPP implementation in Indonesia. This presidential regulation then further regulated by BAPPENAS with Ministerial Regulation of National Development Planning 4/2015.

In compliance with Ministerial Regulation of National Development Planning 4/2015, BAPPENAS have the responsibility to issues PPP Book to provide the information on available infrastructure investment in Indonesia for potential investors or any other PPP stakeholders. Projects listed in PPP Book are results of rigorous review and screening process by BAPPENAS. The projects are organized into two categories based on their readiness level; those are ready to offer projects and under preparation projects. PPP Book also provides information related projects have already moved to tender process (already tendered) and success story of PPP projects in Indonesia.

PPP Book 2019 is prepared to provide the latest preview and information about infrastructure PPP projects plan. Total projects in this PPP Book have 20 projects with 19 under preparation projects, and 1 ready to offer project. In this last year of Joko Widodo – Jusuf Kalla Presidency within the period 2015-2019, there are 9 tendered projects, 14 PPP infrastructure projects under construction and 4 PPP projects under operation. These projects show that the PPP scheme can be implemented and become the solution for the funding of infrastructure projects in Indonesia.

Hopefully this PPP Book can be a useful reference to any party involved in the PPP development in Indonesia.

Prof. Bambang P.S. Brodjonegoro, Ph.D.
Minister of National Development Planning/
Head of National Development Planning Agency

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1. INDONESIA COUNTRY PROFILE

Indonesia, known as a large country with the land area of 1,916,862 square kilometres, is the 14th largest country in the world. The ranks increased to the 7th largest country in terms of land and sea area combined, where it consists of 34 provinces. Indonesia's population — which at 266,7 million makes it the world's fourth-most-populous country, is the most populous in Southeast Asia. According to the World Bank, Indonesia's GDP per capita has steadily risen, from $4,601 in the year 2000 to $12,283 in 2017. Indonesia is also a member of the G-20, where it is a representative of developing countries that give economic impact towards the world.

9Years of underinvestment have led to a large infrastructure deficit in Indonesia. Indonesia's annual rate of growth in public capital stock per capita has fallen well behind its peers, resulting in a growing estimated infrastructure deficit of USD 1.5 trillion (RPJMN 2015-2019). However, investment needs far exceed what public resources can provide. It is estimated that only 63.5% of the investment value can be fulfilled through the State budget and State-owned Enterprises project (KPSRB Bappenas, 2017). The Government of Indonesia (GoI) is determined to finance the remaining 36.5% of infrastructure development needs by other means instead of the government or SOE budget.

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 larger flow of goods and tourists that travel across the country, 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.

Over the years, the investment climate for the private sector is getting better, as Indonesia have steadily increased its Ease of Doing Business (EoDB) Ranks by World Bank. Indonesian EoDB rank arises from 106 in 2016 to 73 in 2019. At the moment, Indonesia is the Top 3 Asian Best Investment Destination according to The Economist and also the Top 3 Japan Investment Destination (JBIC rating). Moreover, Indonesia's Sovereign Credit Rating is rated by Moody's (Baa3/Investment Grade), Fitch (BBB/Investment Grade), and S&P (BB+/Investment Grade) in 2019.

The GoI is acknowledging 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 private sector. To bridge the interest of the private sector on finding profitable investment and providing better infrastructure for the people, the GoI is offering the Public-Private Partnership (PPP) scheme in developing infrastructure projects. This scheme is provided through the Presidential Regulation Number 38/2015 alongside other regulations and has increasingly become the preferred method for public infrastructure investment and provision in Indonesia. Now, as the condition for PPP project matured and a steady stream of new projects come throughout the years, new opportunities for a profitable investment arise alongside the projects.

2. REGULATORY FRAMEWORKS FOR PUBLIC-PRIVATE PARTNERSHIPS IN THE PROVISION OF INFRASTRUCTURE

The GoI has taken a series of major steps to refine the PPP Policies and regulatory framework to improve the attractiveness and competitiveness of GoI's PPP program. They are:

1. Regulatory Framework for PPP Scheme Guidelines
    a. Presidential Regulation Number 38/2015, issued by the government as replacement of

Presidential Regulation Number 67/2005 and its revision, establishing the cross-sector regulation framework for implementing PPPs in the provision of infrastructure. The successive amendments have established clearer and more detailed stipulations about the unsolicited proposal, cooperation agreement, return on investment with the payment by the user in the form of tariffs (user charge) or availability payment, government support and guarantee to project, among other points;

b. Minister of National Development Planning/Head of National Development Planning Agency Regulation Number 4/2015 regarding operational guideline for PPP in infrastructure provision.

c. Head of National Public Procurement Agency (LKPP) Regulation Number 19/2015 regarding guideline for procurement of business entity on PPP scheme in infrastructure provision.

d. Head of National Public Procurement Agency (LKPP) Regulation Number 29/2018 regarding guideline for procurement of business entity on solicited PPP infrastructure project.

2. Regulatory Framework for Government Guarantee on PPP Projects

a. Presidential Regulation Number 78/2010 regarding government guarantee on PPP infrastructure project.

b. Minister of Finance Regulation Number 8/2016 as an amendment of Ministry of Finance Regulation Number 260/2010 regarding guideline on a government guarantee.

c. Minister of Finance Regulation Number 30/2012 regarding contingency liability fund.

3. Regulatory Framework for Government Support on PPP Projects

a. Minister of Finance Regulation Number 260/2016 as an amendment of Ministry 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.

c. Minister of Finance Regulation Number 170/2018 regarding the amendment to Minister of Finance Regulation Number 223/2012 regarding Viability Gap Funding.

3. PPP STAGE DESCRIPTION

There are three stages for the PPP scheme: Planning, Preparation, and Transaction.

A. Planning

Planning consists of two main activities, Project Identification and Preliminary Study.

1. Project Identification

Project identification, as the name implies, refers to the activities of finding a suitable infrastructure project to be provided using a PPP scheme. There are 19 sectors that are eligible to be provided using the PPP scheme. PPP projects can be identified in three ways:

a. Proposed by Minister/Head of Institution/Head of Regional Government/Director of State-Owned Enterprise (SOE)/Director of Regional-Owned Enterprise (ROE), colloquially named Government Contracting Agency (GCA).

b. Proposed by Ministry of National Development Planning / National Development Planning Agency (Kementerian Perencanaan Pembangunan Nasional / Badan

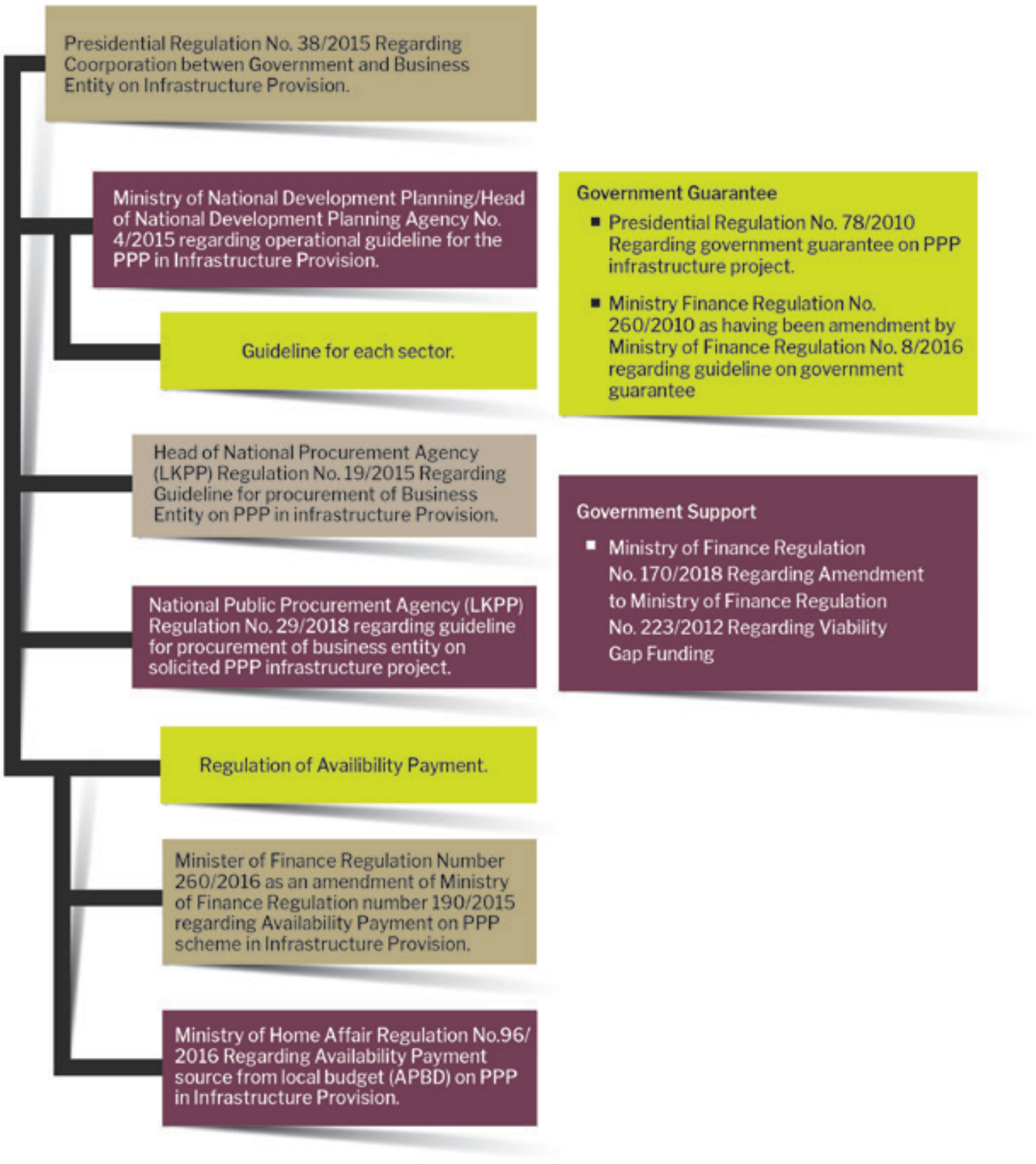


Figure 1. The Evolving Cross-sector PPP Regulatory Frameworks in Indonesia

Full details of the regulatory framework are available for consultation on the website at http://kpsrb.bappenas.go.id

Perencanaan Pembangunan Nasional - BAPPENAS) based on National Development Priority Program.

c. Proposed to suitable GCA by business entity itself, known as unsolicited projects.

2. Preliminary Study

A preliminary study is an initial study conducted by the GCA to provide descriptions of the requirements necessary for the infrastructure provision and its benefits if it is delivered under cooperation with the business entity through the PPP mechanism. It shall explain the structure of the PPP project; PPP financing plan and the source of the fund; also PPP procurement plans which consist of schedule, process, and procedure. Furthermore, the Preliminary Study should consist of:

1. Need analysis, including:
    a. Confirmation that the project has the technical and economic rationale based on the analysis of any available secondary data;
    b. Confirmation that the project has sustained request and measure from insufficiency of service, whether in quantity or quality, based on the analysis of any available secondary data;
    c. Confirmation that the project has sufficient support from the relevant stakeholders, one of which is through Public Consultation.
2. Compliance criteria, including:
    a. Compliance with the prevailing laws and regulations related to the designated sectors and the GCA itself;
    b. Compliance with the National/Regional Mid-Term Development Plan and/or Strategic Plan of the GCA;
    c. Project location complies with the Spatial Plan & Land Usage Plan (if needed by the type of infrastructure cooperated) and relating to the infrastructure sector in cross-regions (if needed by the type of infrastructure cooperated).
3. Value for money analysis, including:
    a. The private sector has prominence in PPP implementation including risk management;
    b. Ability to ensure the effectiveness, accountability, and equitable distribution of service for long-term agreement;
    c. Transfer of knowledge and technology; and
    d. Ensuring fair competition, transparency and efficiency in the procurement process.
4. Analysis of potential revenue and project funding scheme, including:
    a. User's ability to pay;
    b. The fiscal capability of the GCA in conducting PPP;
    c. Other potential revenues; and
    d. Perspective on government support.

5. Recommendation and follow-up plan include:
    a. Recommendation of the form of PPP;
    b. Recommendation on the main criteria of the business entities; and
    c. Preparation of schedule plan and PPP transaction.

B. Preparation

The PPP preparation stage comprises of Pre-Feasibility Study, which consists of:

1. Outline Business Case (OBC)

The OBC document must include at least:

a. Legal and institutional study;
b. Technical study;
c. Economic and commercial study;
d. Environmental and social study;
e. Study of cooperation form and structure in infrastructure provision;
f. Risk management study;
g. Study of Government Support and/or Government Guarantee needs; and
h. Study of outstanding issues.

2. Final Business Case (FBC)

The FBC document should consist of the data adjustment based on the current conditions and updates of the feasibility and readiness of the PPP project referred to the Outline Business Case. FBC includes the fulfillment of all requirements of the Pre-Feasibility Study including follow-up issues; approval of the PPP project by stakeholders; and certainty the value of Government Support and the requirement of Government Guarantee.

During the PPP Preparation Stage, the GCA will conduct Public Consultation and Market Sounding. The purpose of Public Consultation is to review the compliance of the social and environmental standards by the provisions stipulated in laws and regulations of the environmental sector, obtain inputs regarding public needs related to the PPP project and ensure the readiness of the project. Meanwhile, Market Sounding is intended to obtain inputs and response from the PPP markets (business entities/ agencies/ institutions/ national or international organizations). During the preparation stage, the GCA also starts the process of acquiring the project guarantee and/or other government support if needed.

C. Transaction

1. Pre-Qualification

In this step, the bidders will be evaluated according to its background, history, and ability. The objective is to get a shortlist of the qualified bidders to carry out the PPP Project.

2. Request for Proposal

After the bidders are chosen, they will be given all the documents related to the transaction

process. Then the bidders will evaluate the documents and propose a bidding proposal based on those documents.

3. Bid Award

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

4. Agreement Signing

   After the letter of award is issued, the winner must establish a Special Purpose Company (SPC) as a legal entity to sign the agreement regarding the PPP project. In general, the SPC must sign the PPP agreement with the GCA, while the GCA then must sign a recourse agreement with the Indonesian Infrastructure Guarantee Fund (IIGF) if there is some form of government guarantee.

5. Financial Close

   After signing the agreement, the SPC should be able to secure the financing of the project. This must be obtained no longer than 12 months after signing the PPP Agreement and could be extended from time to time if the failure to obtain funding is not contributable to the failure of the PPP project. Every extension given for financial close should be no longer than six months. Financial close could be done gradually by the project cycle.

4. PPP JOINT OFFICE

Due to the nature of PPP which requires cross-sector and cross-agency coordination to ensure the success of the PPP project, a coordination system between government agencies are needed. Responding to those needs, in December 2016, PPP Joint Office (Kantor Bersama KPBU Republik Indonesia) was established.

This PPP Joint Office was established to assist the GCA and investors, and also to answer any queries about the PPP Scheme in Indonesia. The PPP stakeholders from the central government and institution agreed to establish the PPP Joint Office in Jakarta. PPP Joint Office now acts as a 'one-stop service' for PPP scheme in Indonesia. Hence, the use of a PPP scheme could be accelerated in an accountable method. It has no structural system between the agencies but works as a coordination system.

The functions of the PPP Joint Office are:

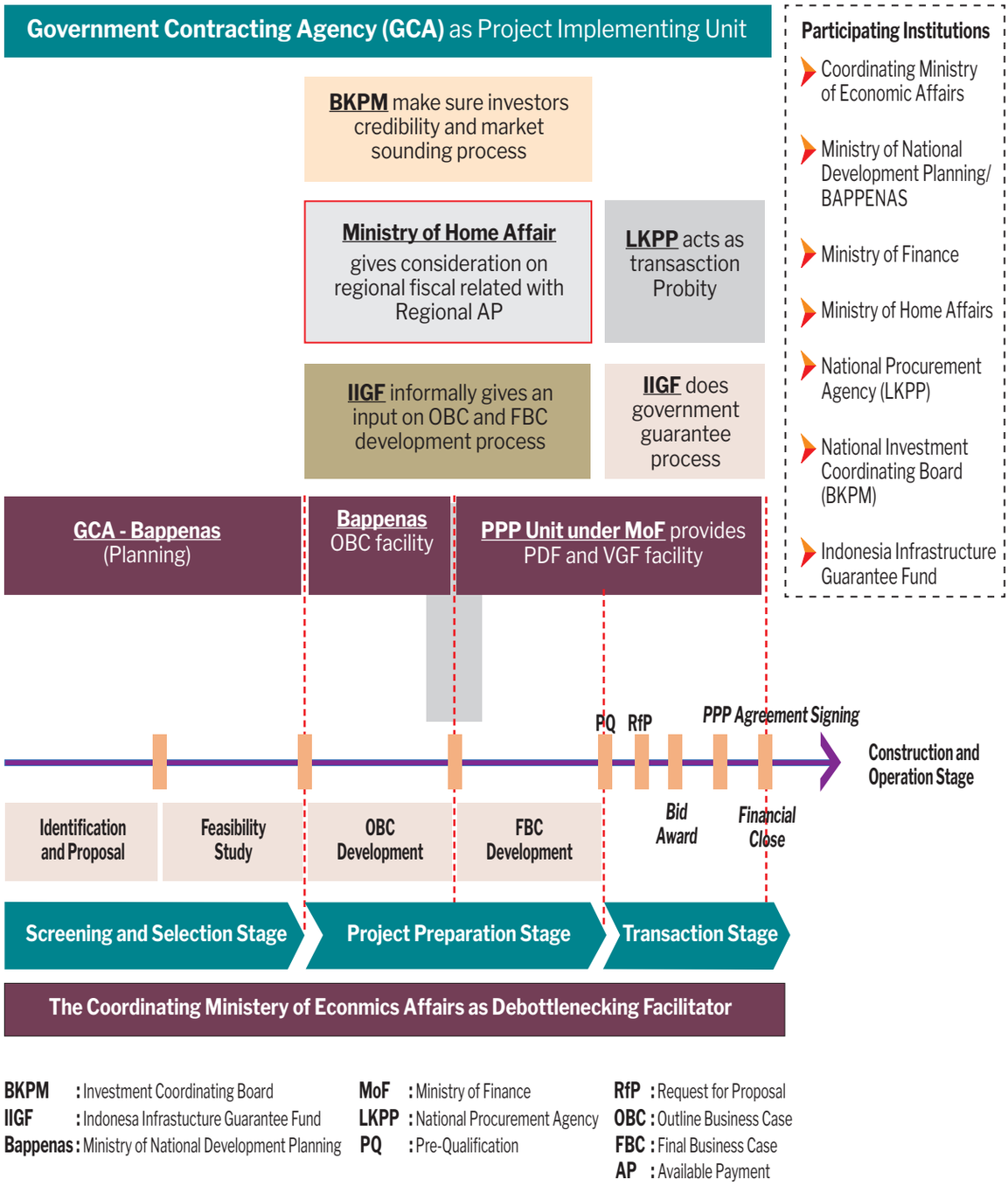
1. Coordinate government agencies, GCA, and SPV related to PPP project;
2. Facilitate all parties related the project to accelerate PPP project implementation in Indonesia; and
3. Capacity building related to PPP project implementation.

The members of PPP Joint Office are:

1. Ministry of National Development Planning / National Development Planning Agency (Kementerian Perencanaan Pembangunan Nasional / Badan Perencanaan Pembangunan Nasional - BAPPENAS) facilitates the GCA in project selection, identification, and preparation. Ministry of National Development Planning/National Development Planning Agency through Directorate of PPP and Financial Engineering will ensure that the PPP project is in line with

PPP planning regulation and national development plan and policies. Another function of Bappenas is to make sure that the project plans are executable in the future.

2. Ministry of Finance - MoF (Kementerian Keuangan) is in charge of evaluating the financial and economic aspect and making a recommendation in regards to government support to the GCA.
3. Coordinating Ministry of Economic Affairs - CMEA (Kementerian Koordinator Bidang Perekonomian) will act as a debottlenecking agency.



BKPM : Investment Coordinating Board
IIGF : Indonesa Infrastucture Guarantee Fund
Bappenas : Ministry of National Development Planning
MoF : Ministry of Finance
LKPP : National Procurement Agency
PQ : Pre-Qualification
RfP : Request for Proposal
OBC : Outline Business Case
FBC : Final Business Case
AP : Available Payment

Figure 2. PPP Joint Office Workflow Related PPP Pipeline

4. Ministry of Home Affairs - MOHA (Kementerian Dalam Negeri) evaluates the project value and the allocation of Availability Payment in terms of regional fiscal capability. Only PPP projects with AP scheme from the regional government will be evaluated by MOHA.
5. Indonesia's Investment Coordinating Board (Badan Koordinasi Penanaman Modal - BKPM) ensures the investor's credibility and also helps the GCA by inviting potential investors in the private sector for market sounding.
6. National Public Procurement Agency (Lembaga Kebijakan Pengadaan Barang/Jasa Pemerintah – LKPP) acts as transaction probity to ensure that the tendering process is fair, accountable and within the corridor of PPP framework.
7. Indonesia Infrastructure Guarantee Fund – IIGF (PT. Penjaminan Infrastruktur Indonesia – PT. PII) is responsible in evaluating the risk analysis and its mitigation and examining the financial and economic calculation to provide the guarantee for the PPP project.

Each of PPP Joint Office members has its role and authorization in implementing PPP project. Each of the member's roles, timeframes, and workflows related to PPP pipeline is shown in figure 2.

5. PPP PROJECT PIPELINE

Based on the Presidential Regulation Number 38/2015, there are two PPP project proposal schemes, which are Solicited and Unsolicited. Project pipeline comparison between the two schemes is shown below. Solicited Proposal is initiated by the Government, while the Unsolicited Project is initiated by the private sectors.

5.1. SOLICITED PROPOSAL

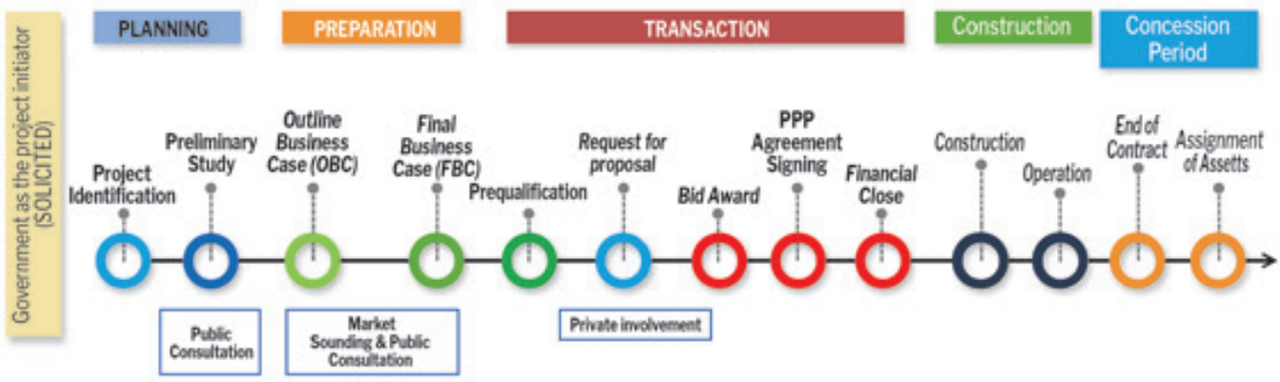


Figure 3. The Project Pipeline for Solicited Proposals

For solicited proposals, the PPP Project Pipeline consists of three phases, namely Planning, Preparation, and Transaction. The duration of time needed for this pipeline is varied from 18 months to 36 months.

Figure 3 shows the interrelation between the three phases of the PPP Projects Pipeline. The three phases are straightforward phases; each of them consists of another sub-process. Each of these steps has its function and not to be avoided.

The planning phase consists of Project Identification and Preliminary Study. The first step is used to choose a viable PPP project from a list of projects. Then, during the second step, the project will go through a series of qualitative studies to determine whether the project is suitable for a PPP scheme. In general, the planning phase will take 3 to 8 months to finish.

In the Preparation phase, the project will undergo a series of quantitative studies to see the viability of the PPP projects, in terms of financial value, economic value, risk analysis and mitigation, et cetera. In this phase, private sectors are invited to give input in Public Consultation and Market Sounding. For both of the mentioned phases, the underlying regulation is National Planning and Development Minister Regulation Number 4/2015. In general, it will take 6 to 8 months to finish the preparation phase.

Transaction phase is the last phase which facilitates the project through a transaction, which includes Prequalification, Request for Proposal, Bid Award, PPP Agreement Signing, and then Financial Close. It will take 4 to 8 months to finish the transaction phase.

5.2. UNSOLICITED PROPOSAL

As already mentioned above, the unsolicited PPP proposal is initiated by the private sector. The process framework of unsolicited PPP proposal is quite the same: Planning, Preparation and Transaction. However, the planning and preparation are conducted by the private sector as the initiator, while the transaction is conducted by the government (GCA).

Based on National Planning and Development Minister Regulation Number 4/2015, the process for dealing with unsolicited proposals can be divided into three main stages, namely:

- The first stage is the Approval Process. It is standard in most cases, where it takes place from the time the project proponent presents the project to the government until all internal assessments and approvals are finished and the project is ready to be publicly tendered.
- The second stage involves a Competitive Tender Process; approaches tend to differ in incentives or benefits to the original proponent of the project, and the bidding process is conducted up to the financial close phase.
- The third stage is the PPP Agreement Signing. This stage is quite similar to the solicited proposal scheme.

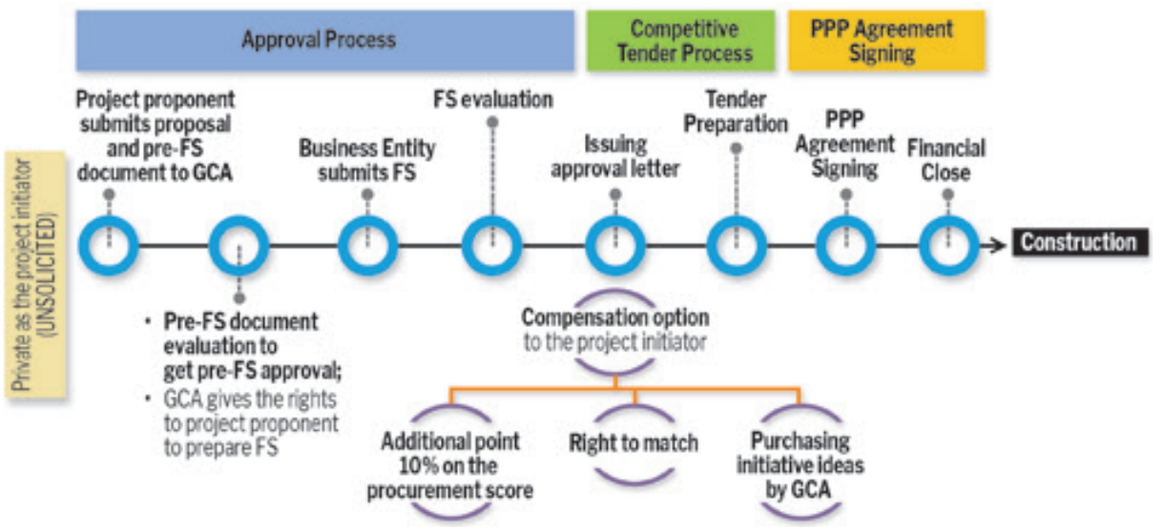


Figure 4 The Project Pipeline for Unsolicited Proposals

6. PPP RETURN OF INVESTMENT METHOD

According to Minister of National Development and Planning/Head of National Planning Agency Regulation Number 4/2015, there are 3 (three) options for the return of investment method. The cost recovery schemes are divided into:

1. User Fee, in this scheme the SPV's main income is based on user payment;
2. Availability Payment, in cases where the project is not financially profitable, the government will pay an agreed amount of annual payment as the SPV's main income; and
3. In other forms, as long as it is by the laws.

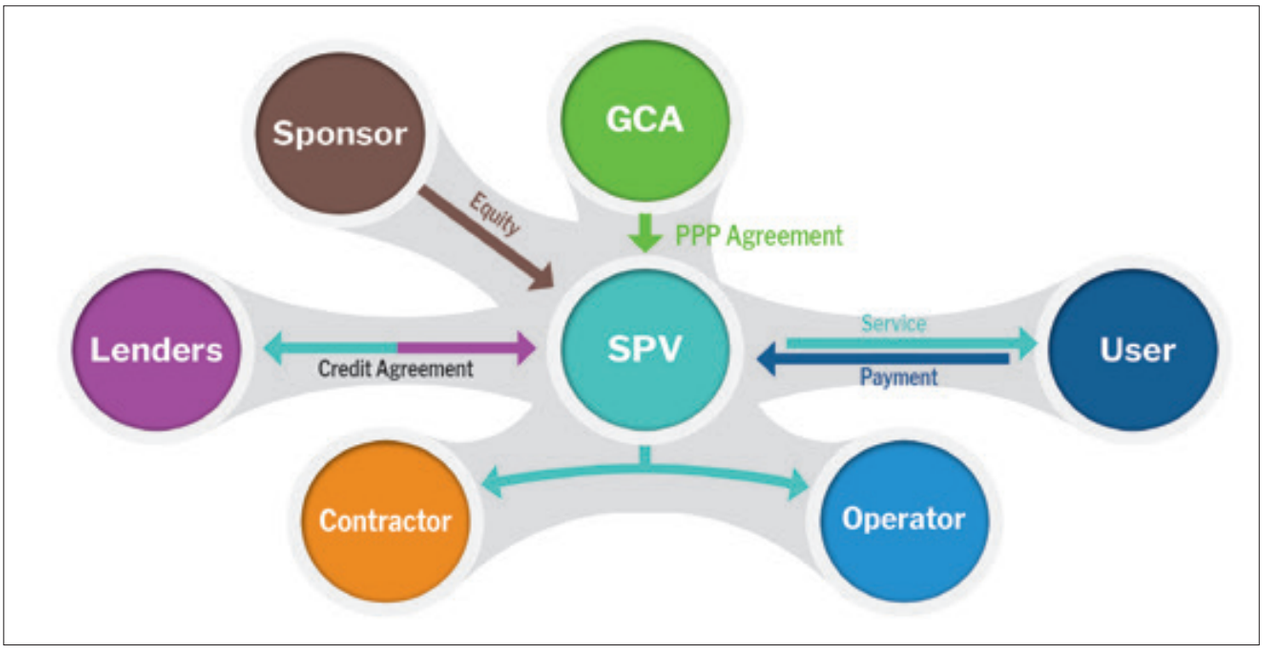


Figure 5. User Fee Scheme Return of Investment

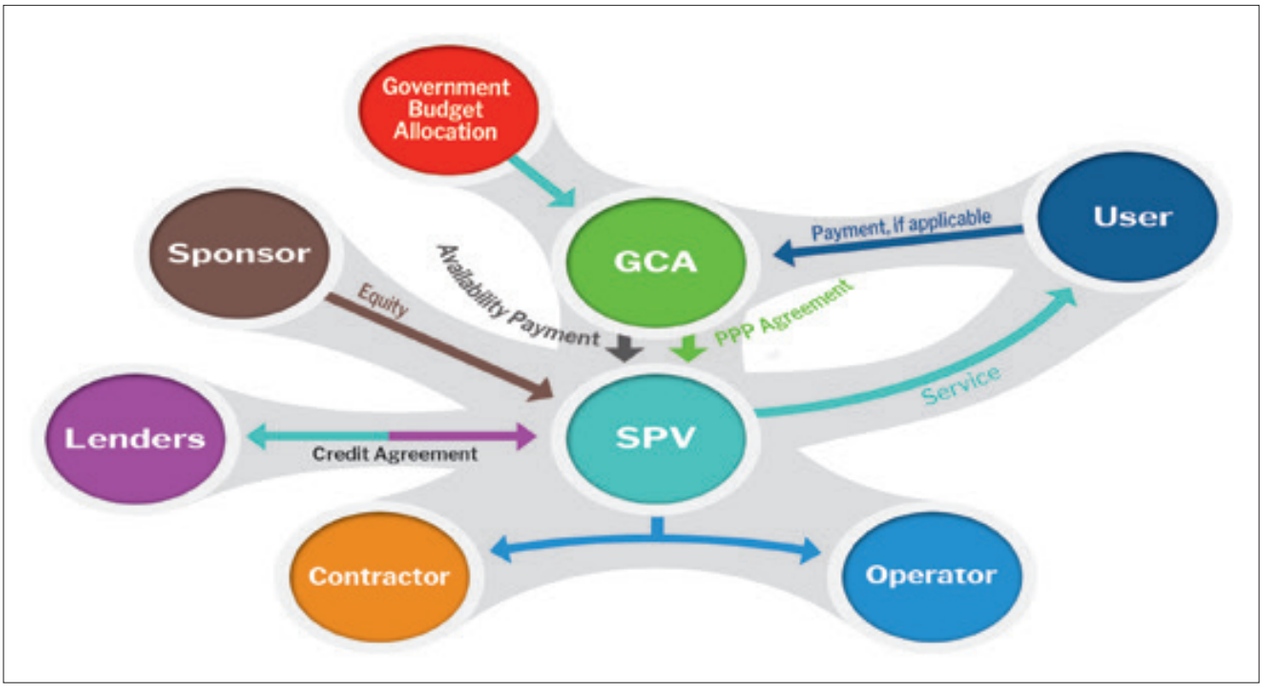


Figure 6. Availability Payment Scheme Return of Investment

7. 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 Project. The PPP Book is prepared and published every year by the process of the Government's Work Plan.

To be registered in the PPP Book, the Minister, Head of Institution or Head of Local Government must submit their project proposal to 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 7.

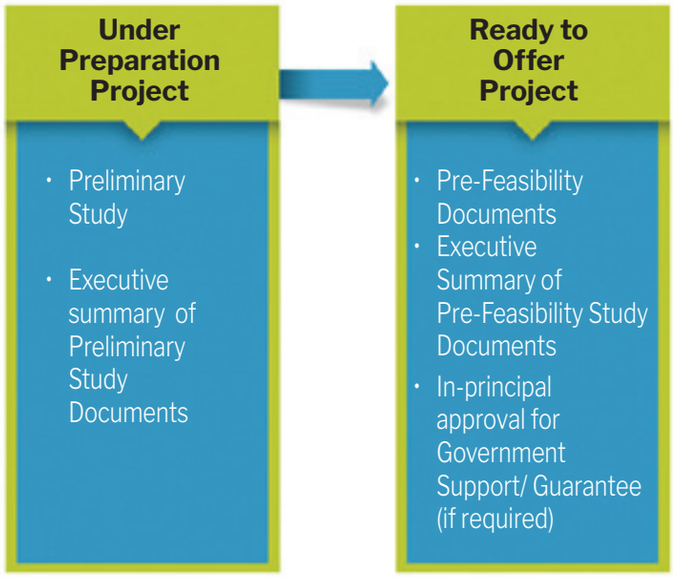


Figure 7. Supporting Documentation for PPP Project Proposals

The PPP Book 2019 has been drafted in compliance with Minister of National Development Planning/ National Development Planning Agency Regulation Number 4/2015, which governs the procedures for the implementation of 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 designed before entering the PPP Book.

The Government 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.

Following is a summary of assessment criteria for projects to be integrated into 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 Book.

7.1. UNDER PREPARATION PROJECT

Under Preparation Project Eligibility Criteria

- Compliance with National/Regional Mid-Term Development Plan and Strategic Plan of infrastructure sector;
- Suitability of the project location which will be cooperated with Spatial Plan;
- Relating inter-sector of Infrastructure and inter-region; and
- Ownership of document of Preliminary Study.

7.2 Ready to Offer Project

Ready to Offer Project Eligibility Criteria

- Has obtained certainty regarding PPP readiness, technical compliance, market interest, and the option of PPP form;
- Has completed environmental impact assessment in accordance with laws and regulations;
- Has compiled draft output of detailed specification;
- Has compiled draft structure of tariff;
- Has conducted financial model analysis, allocation and risk mitigation and also granting of Government Support and/or Government Guarantee mechanism, if needed;
- Has compiled a draft of SPC procurement planning considering:
  - Potential and interest of Business Entities on PPP;
  - Proper planning or implementation of procurement schedule; and
  - Determination and readiness of the Procurement Committee.
- Has compiled a draft of PPP agreement; and
- Has obtained approval from the GCA for PPP initiated by the Business Entity and consent from the stakeholders regarding such PPP.

Government Support

- Before Prequalification stage, the GCA shall file a request for granting initial determination of feasibility support, in accordance with the laws and regulations;
- During bid stage, the Minister of Finance shall issue a principal approval letter on VGF support;
- Once a tender winner has been selected, the GCA must submit the tender results to the Minister of Finance as the basis for the Minister of Finance to issue the final decision letter on VGF support.

Activities Related to Government Guarantee

- Before project bidders submit their proposals, the GCA must ensure that BUPI has issued the approval in principle, in the form of a Letter of Intent based on the results of BUPI's evaluation.

7.4. ELIGIBILITY CRITERIA FOR UNSOLICITED PROPOSAL

In the case of unsolicited proposals, there are specific stipulations in Minister of National Development Planning/National Development Planning Agency Regulation Number 4/2015 that determine the eligibility of a project and how it is prepared and transacted. There are 3 criterias of unsolicited project: 1)Technically integrated with the sector's master plan; 2) Economically

and financially viable; 3) The business entity that proposes the initiative has adequate financial capability to finance the project. An unsolicited project must meet the criteria for Ready-to-offer projects before the Minister/Head of the Institution/Head of Region submits a project proposal to BAPPENAS. The project initiator must prepare and submit a Feasibility Study for review and approval by the GCA (Article 40 of Minister of National Development Planning/National Development Planning Regulation Number 4/2015).

On the other hand, Chapter V Appendix of Minister of National Development Planning/National Development Planning Regulation Number 4/2015 specifies that once the preparatory phase has been completed and the project is ready to be publicly tendered, the GCA must determine the chosen form of compensation to the initiator from the three possibilities available: 1) additional value of 10% of bid scores; 2) right to match; or 3) the purchase of the PPP initiative.

In addition, the GCA must submit the draft budget for land acquisition to the Minister of Finance before approval is sought from the regional or local parliament (DPR/DPRD). Full details of the criteria and requirements mentioned above can be found on the website at http:/kpsrb.bappenas.go.id.

8. PPP PROJECT EVALUATION

8.1. PPP BOOKS FROM 2009 TO 2019

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

During 2018, BAPPENAS received proposals for new infrastructure project from ministries as well as local government. BAPPENAS had been reviewing and screening those proposals in compliance with BAPPENAS Regulation 4/2015. From the review and screening process, 29 proposals can be accepted to be included in PPP Book 2019 categorized as Already Tender project, Ready to Offer and Under Preparation Projects.



Figure 8. *Summary of PPP Book 2009-2019*

8.2. PPP BOOK 2018 – PPP BOOK 2019

Figure 9 summarizes the results of the evaluation process carried out since the publishing of the previous edition of the PPP Book. Of the 28 projects in the 2018 edition, some projects have been removed; some are carried in this edition.

The carried projects are:

1. Yogyakarta – Bawen Toll Road
2. Surakarta Street Lighting
3. Indonesia National Cancer Center Dharmais Hospital
4. Relocation of Salemba Correctional Facility
5. Nusakambangan Industrial Correctional Facility
6. Medan Municipal Transport
7. Pekanbaru Water Supply
8. University of Sam Ratulangi Teaching Hospital
9. Pirngadi Hospital
10. Legok Nangka Regional Waste Treatment
11. Riau Non-Toll Road Preservation
12. Proving Ground (BPLJSKB) Bekasi
13. Ciputat Market
14. Bintuni Industrial Zone
15. Baubau Port
16. Expansion of Hang Nadim International Airport Passenger Terminal

The PPP Book 2019 contains those projects that have evolved or remained unchanged from the previous edition and new projects that have succeeded in the evaluation of the process.

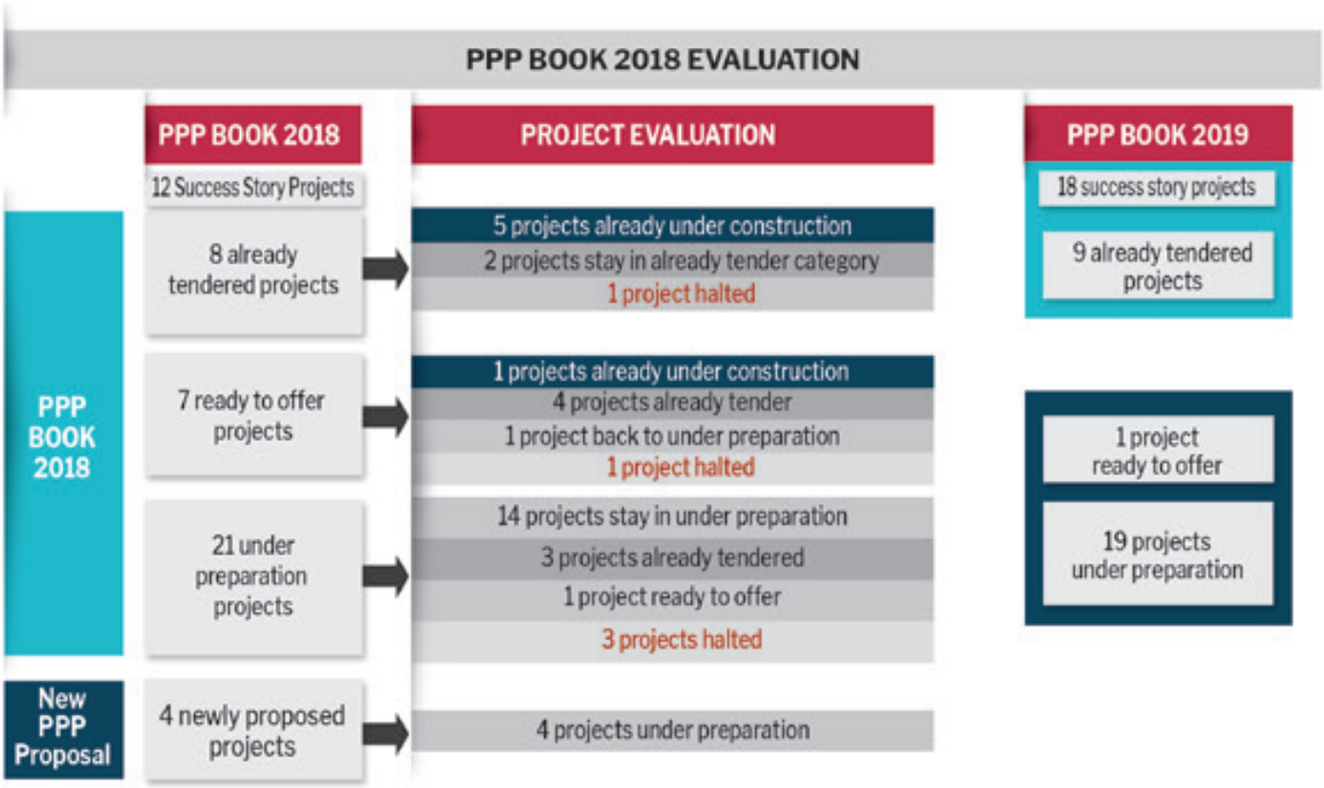


Figure 9. *PPP Book 2018 Evaluation*



PROJECT REGISTERED IN
THE PUBLIC-PRIVATE PARTNERSHIP 2019

PROJECT REGISTERED IN THE PPP BOOK 2019 BASED ON MINISTERIAL DECREE OF NATIONAL DEVELOPMENT PLANNING NO. 46/2019 (FEBRUARY 5TH, 2019)

No.	Project Name	Description	Status (June 2019)
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 8 million passengers in 2019. Scope of work: • Passenger Terminal 36.000 m2; • Equipment (8 airbridges, baggage handling system, FIDS, ADGS); • IT System; • Apron and taxiway construction.	Ready to Offer (PQ)
2.	Riau Non-Toll Road Preservation	One of the Eastern Sumatera Road in the Province starting from the Simpang Kayu Ara (Kota Pekanbaru) to Simpang Lago (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 will be paid using the Availability Payment Method.	Under Preparation (FBC)
3.	Proving Ground BPLJSKB Bekasi	This Proving Ground is planned as a certification and testing ground for vehicles to adopt UNECE standard for International vehicles regulations. It will comprise high-speed tracks, brake-testing, sound testing, sideslip-testing and other testing facilities. This proving Ground will be located in Bekasi, West Java	Under Preparation (FBC)
4.	Motor Vehicle Weighing Implementation Unit (UPPKB) in Java and Sumatera	In order to control overweight vehicles on road, MOT is planning to procure weighbridge/ truck scale by PPP scheme for 6 locations in Java and Sumatera, 1) UPPKB Tanjung Kab. Brebes, 2) UPPKB Subah Kab. Batang, 3) UPPKB Guyangan Kab. Nganjuk 4) UPPKB Blambangan Umpu Kab. Lampung Utara, 5) UPPKB Merapi Kab. Lahat, 6) UPPKB Muara Tembesi Kab. Batanghari.	Under Preparation (FBC)

No.	Project Name	Description	Status (June 2019)
5.	**Baubau Port**	This Murhum Baubau Port needs to be developed to meet the increasing demand and to support long-term programs of Baubau Regional Government which aims to make the city as the gateway of economy and tourism in Southeast Sulawesi. This port is the most rapid economic activities compared to the other two ports in the city of Baubau. Furthermore, this port also has the status of a Technical Implementation Unit under the Directorate of Sea Transportation of the Ministry of Transportation.	Under Preparation (FBC)
6.	**Medan Municipal Transport**	The LRT system is planned to be built with elevated structures connecting the urban sub-centers of Lau Cih Market in the Southwest of Medan with sub-city centers in the northeastern part of Medan City along 17,4 km and through 11 stations. Meanwhile, the BRT system will cross from Jalan Sisingamaraja to Jalan Gatot Subroto with a length of 18,3 km and through 31 bus stop and two bus stations/terminal.	Under Preparation (FBC)
7.	**Indonesia National Cancer Center Dharmais Hospital**	The scope of the project includes Procurement of financing for the project Construction of New Buildings, Procurement and installation of medical and non-medical equipment, management of support facilities and maintenance of equipment (medical and non-medical), Provision of non-clinical support services, Management of non-core businesses, Knowledge transfer and training to public sector. This project scheme is DBFMT with Availability Payment as the investment return to the SPV.	Under Preparation (FBC)
8.	**Pirngadi Hospital**	A project of the hospital in Medan City which consists of Construction of a New Building, Renovation of Existing Buildings Procurement of Medical Equipment, Procurement of Hospital Management System (HMS), and Full-Service Maintenance of Buildings and Medical Equipment.	Under Preparation (FBC)

No.	Project Name	Description	Status (June 2019)
9.	University of Sam Ratulangi Teaching Hospital	Teaching hospital (type C) with six levels building and laid on local government land. It will occupy by up to 300 outpatients each day and around 130 inpatients every single day. In this case, approximately the hospital has 100 beds in the first year and increase to 250 beds in the seven years.	Under Preparation (FBC)
10.	Pekanbaru Water Supply	The purpose of Pekanbaru Water Supply is to provide reliable drinking water infrastructure and to support economic activities in Pekanbaru City. The project includes rehabilitation and uprating existing WTP and reservoir to reach 500 lps and construction of a new intake facility, TWP, and reservoir with a capacity of 250 lps. With total coverage of 61.000 connections for seven districts in Pekanbaru.	Under Preparation (FBC)
11.	Legok Nangka Regional Waste Treatment	• Waste management of 1,845 tons per day of waste sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, West Java. • Conversion of waste to electricity with output capacity to be determined and Purchase Agreement with PLN. • Scope: Design, Build, Finance, Operate, maintain the WTE plant and supporting infrastructure.	Under Preparation (FBC)
12.	Surakarta Street Lighting	The Government of Surakarta intends to revitalize the public services of its street lighting. The total length of the streets is estimated at 976 km. Current studies show that the city needs around 31,890 lamp points.	Under Preparation (FBC)
13.	Yogyakarta - Bawen Toll Road	Yogyakarta - Bawen toll road will connect Semarang - Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. This toll road will also support industrial area in Ungaran - Bawen corridor and development of Joglosemar (Yogyakarta-Solo-Semarang) tourism area. Economic activity, industries, and tourism in Yogyakarta and Semarang will encourage usage of Yogya - Bawen toll road. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).	Under Preparation (OBC)

No.	Project Name	Description	Status (June 2019)
14.	LRT Semarang	Semarang has already had urban public transportation with a BRT system. Since the BRT does not have its dedicated lane, the congestion problem still occurred and delayed travelling time from point to point. LRT is proposed as one of the solutions to reduce congestion and planned to be built with the elevated track.	Under Preparation (OBC)
15.	Zainoel Abidin Hospital Aceh	The Zainoel Abidin General Hospital is a public hospital operated by the Government of Nangroe Aceh Darussalam. Its purpose is to provide healthcare for its citizens. To cope with the increasing demand for better-quality healthcare, developing and upgrading hospital becomes a necessity. With the next development, the hospital will aim to be a Class-A Hospital, in compliance with Ministry of Health Regulation.	Under Preparation (OBC)
16.	Relocation of Salemba Correctional Facility	PPP project to relocate Salemba Correctional Facility that is located in Central Jakarta has the following objectives: (i) to solve the overcapacity in Salemba's prison; (ii) DKI Jakarta Spatial Plan did not accommodate current prison location; (iii) to accommodate the Government's budget constraint for building prisons.	Under Preparation (OBC)
17.	Nusakambangan Industrial Correctional Facility	The Project will combine a correctional facility with productive activities such as livestock breeding. The project aims to increase the value of prison by adding economic the production which is expected to promote regional economic growth.	Under Preparation (OBC)
18.	Institut Teknologi Bandung's Cirebon Campus Development	This project includes the development of ITB campus on Cirebon site, which has 10,000 m2. This campus will support higher education in Cirebon and accommodate new students. This campus will be designed to have world-class infrastructure.	Under Preparation (OBC)

No.	Project Name	Description	Status (June 2019)
19.	**Ciputat Market**	This project includes the revitalization and modernization of existing traditional market to be better in terms of facilities and supporting infrastructures for market activities. The total area of this project is 39,851 m2 (includes 21,051 m2 developing area).	Under Preparation (OBC)
20.	**Bintuni Industrial Zone**	Bintuni Industrial Zone is a National Strategic Project according to Presidential Regulation No. 56/2018. This Industrial Estate consists of some natural gas plant processing to methanol, polyethylene, and polypropylene. The potential anchor industry and estate operator is PT Pupuk Indonesia.	Under Preparation (OBC)

SUMMARY OF ESTIMATED PPP PROJECT COST

Project Readiness	Sector/Sub-sector	Project Name	Estimated Project Cost (USD Million)
Ready to Offer	**Transportation**		
	Airport	Expansion of Hang Nadim International Airport Passenger Terminal	274.91
Under Preparation	**Road**		
	Toll Road	Yogyakarta - Bawen Toll Road	1,018.90
	Non Toll Road	Riau Non-Toll Road Preservation	67.85
	Transportation		
	Traffic Safety	Proving Ground BPLJSKB Bekasi	116.76
	Traffic Safety	Motor Vehicle Weighing Implementation Unit (UPPKB) in Java and Sumatera	23.57
	Port	Development of Baubau Port	33.60
	Railway	Medan Municipal Transport	891.10
	Railway	LRT Semarang	1,041.48
	Health		
	Hospital	Indonesia National Cancer Center Dharmais Hospital	171.11
	Hospital	Pirngadi Hospital	50.00
	Hospital	Zainoel Abidin Hospital Aceh	142.80
	Penitentiary		
	Correctional Facility	Relocation of Salemba Correctional Facility	96.60
	Industrial Correctional Facility	Nusakambangan Industrial Correctional Facility	36.60
	Education		
	Teaching Hospital	University of Sam Ratulangi Teaching Hospital	28.70
	Learning Facility	Institut Teknologi Bandung's Cirebon Campus Development	30.00
	Water Supply		
	Water Supply	Pekanbaru Water Supply	51.88
	Urban Facility		
	Urban Facility	Ciputat Market	17.24
	Industrial Zone		
	Industrial Zone	Bintuni Industrial Zone	451.10
	Sanitation		
	Waste to Energy	Legok Nangka Regional Waste Treatment	253.05
	Energy Conaservation		
	Street Lighting	Surakarta Street Lighting	28.4 (10 years) 45.9 (20 years)
TOTAL			**± 4,843.16**

READY TO OFFER PROJECT



Expansion of Hang Nadim International Airport Passenger Terminal

EXPANSION OF HANG NADIM INTERNATIONAL AIRPORT PASSENGER TERMINAL

Location: Batam

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 8 million passengers in 2019.

Scope of work:
- Passenger Terminal 36.000 m2;
- Equipment (8 airbridges, baggage handling system, FIDS, ADGS);
- IT System;
- Apron and taxiway construction.

Estimated Project Cost: USD 274.91 Million

Financial Feasibility:
FIRR : 18%
NPV : USD 151.0 Million

Estimated Concession Period: 25 years

Business Opportunity:
Bidder/financier, Transaction adviser

Indicative Government Support & Guarantee:
Government guarantee by IIGF.

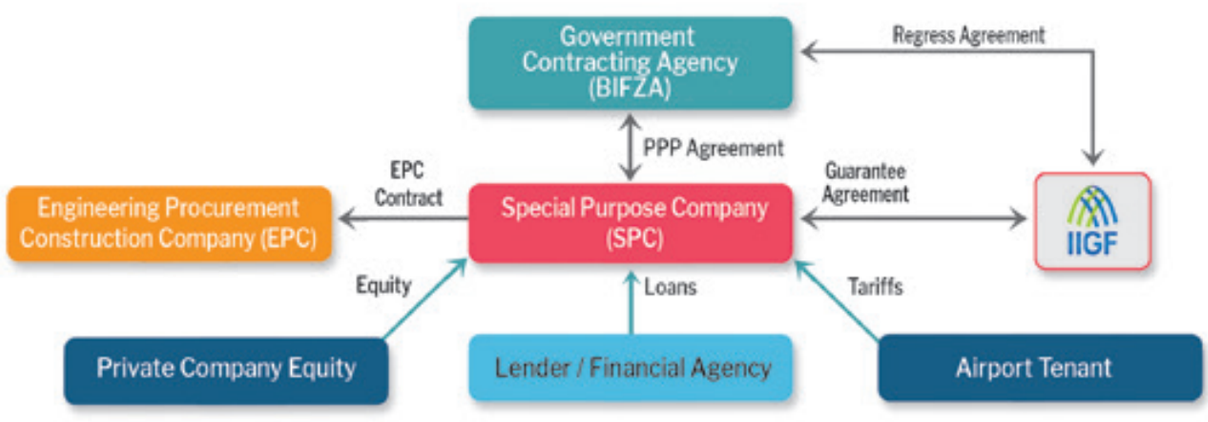
Government Contracting Agency	:	BP Batam (Batam Indonesia Free Zone Authority/BIFZA)
Contact Person	:	Ponco Indro Subekti +62-812-6130-3737; bthpppteam@bpbatam.go.id atau bthpppteam@gmail.com

Indicative Preparation Schedule



Project Status : Pre-qualification

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Expansion of Hang Nadim Airport
Government Contracting Agency	:	BP Batam
Preparation Agency	:	PT. SMI (Persero) through PDF from Ministry of Finance
Estimated Project Cost	:	USD 274.91 Million
Estimated Concession Period	:	25 years
Location	:	Batam Island

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



2. The Opportunity

2.1. Project Background

Hang Nadim Airport is one of the gateways to reach Batam Free Trade Zone and have played great role as a center for economic growth in western Indonesia.

Currently, Hang Nadim Airport only has single runway with a 4,025 m length, one terminal building with 5 million passengers per year capacity, one 40,000 ton per year cargo terminal, and some aeroplane maintenance facility. During 2017, Hang Nadim served 5.6 million passengers, mostly domestic. This airport also has 1,762 ha area for further development.

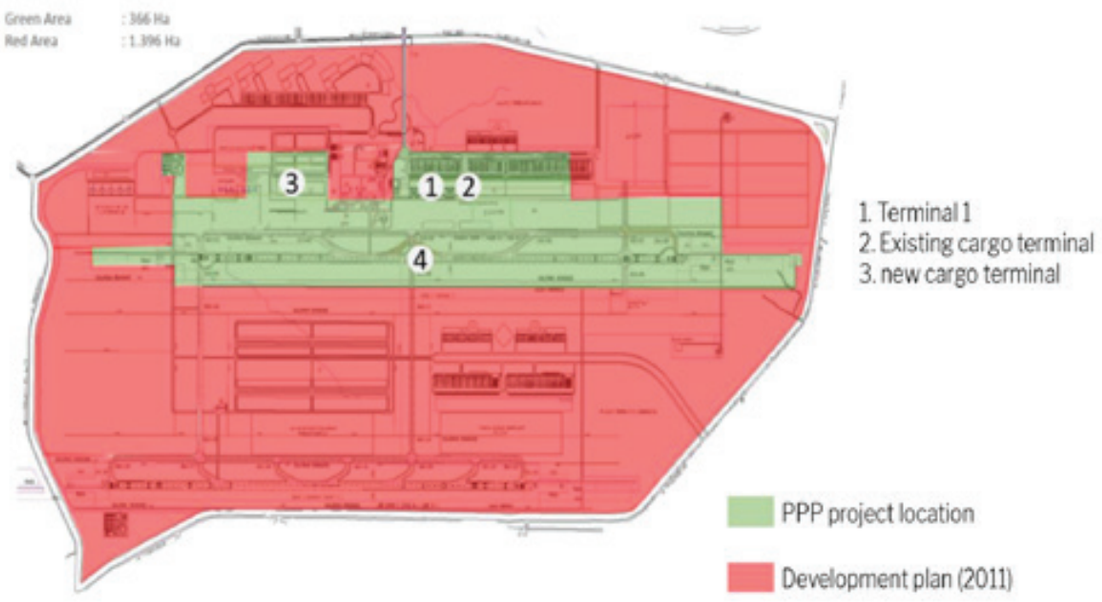
The target of this project is to utilize the skills and financing of the private sector to implement

the airport long term plan of building Logistic Aerocity in Batam, focusing on the development of Hang Nadim Airport, including the expansion of a new passenger and cargo terminal to fulfil the higher traffic demand.

2.2. Project Description

The Development of Hang Nadim Airport intends to develop the 366 ha main area of the airport exclude the housing sector or 21% of the total airport area. The scope of work consists of:

1. Renovation, expansion, management and maintenance of the existing Passenger Terminal (T1);
2. Development, management, and maintenance of the new Passenger Terminal (T2);
3. Development, management, and maintenance of the other landside facilities, airside facilities (exclude air navigation system), and another supporting infrastructures;
4. Relocation, development, and management of the cargo terminal;
5. Deliver the proposal for Hang Nadim Airport Development Plan Roadmap with Logistics Aerocity concept.



2.3. Project Objectives

- To facilitate Batam's economic growth by:
  - Increasing passenger and cargo volume;
  - Opening a new international route and inviting well-known airlines participation
  - Accelerating airport facilities construction
  - Build air cargo logistics center to support Non-Residential Inventory (NRI)
  - Developing the Logistic Aerocity plan
- To improve service, operation, and safety to world-class airport Optimum Level of Service based on IATA Standard, with a capacity of 35 million passengers.
- Use international expertise to plan and develop a roadmap for "Logistics Aerocity."
  - Design and develop Logistics Aerocity concept

  - Maximalize income, passengers margin, and BIFZA's profit from the construction of the airport area.
- Gain private sector financing and greater VfM
- To support the revision and implementation of Hang Nadim Airport Development Plan which is written in the BIFZA 2015-2019 Strategic Plan

3. Business Entity's Scope

Design – Build – Finance – Transfer – Operate – Maintenance

The Private sector will be responsible for management, operation, development, and maintenance of all the facilities in 366 ha area during the concession period. Part of the facilities and services include in the scope are:

- Renovation and expansion of existing passenger terminal – T1
- Construction of new passenger terminal – T2 (depend on T1 expansion)
- Relocation and/or expansion of general cargo terminal
- VIP terminal management
- Runway paving
- Apron and taxiway construction
- Providing and/or managing visual navigation aids
- Relocation and expansion of land facilities maintenance storage
- Road access construction
- Parking facilities construction
- Major maintenance of fire safety equipment
- Water treatment facility maintenance
- Major maintenance of wastewater treatment plant
- Solid waste collection facility management
- Power distribution and conservation management
- Providing passengers, cargo, and airlines services

Private sector also responsible for providing passenger services to comply with Optimum Level of Service, general cargo service to support Non-Residential Inventory, and ground handling services.

4. Technical Specification

Development of Hang Nadim Airport will be centered on the concept of "Logistics Aerocity". Using Batam advantage of having an airport and seaport in proximity, a new city planning can be created with connectivity and commercial development in mind. The new planning can connect all producer, distributor and consumer in one efficient system that encourage better economic growth.

The existing facilities specification is written below:

No	Facilities	Capacity
1	Existing Passenger Terminal (T1)	5,000,000 passengers/year
2	Existing Cargo Terminal	~44,000 ton per year
3	Runway	25 ATM/hr
4	Apron	21 narrow-body aircraft & 5 medium aircraft
5	Taxiway	-

No	Facilities	Capacity
6	Helipad	2
7	VVIP Terminal	-
8	Aviation Fuel Storage Facility	52,000 kiloliter (equipped with eight fuel tank and fire safety equipment)

In 2045, Hang Nadim Airport development plan will have:

- Terminal with a capacity of 30 million passengers
- Carga with 20 ha area
- Air Traffic Movement 165,000 ATM/year
- Optimum Level of Service based on IATA Airport Development Reference Manual (ADRM) 10th edition

5. Environmental Impact Assessment (AMDAL) Findings

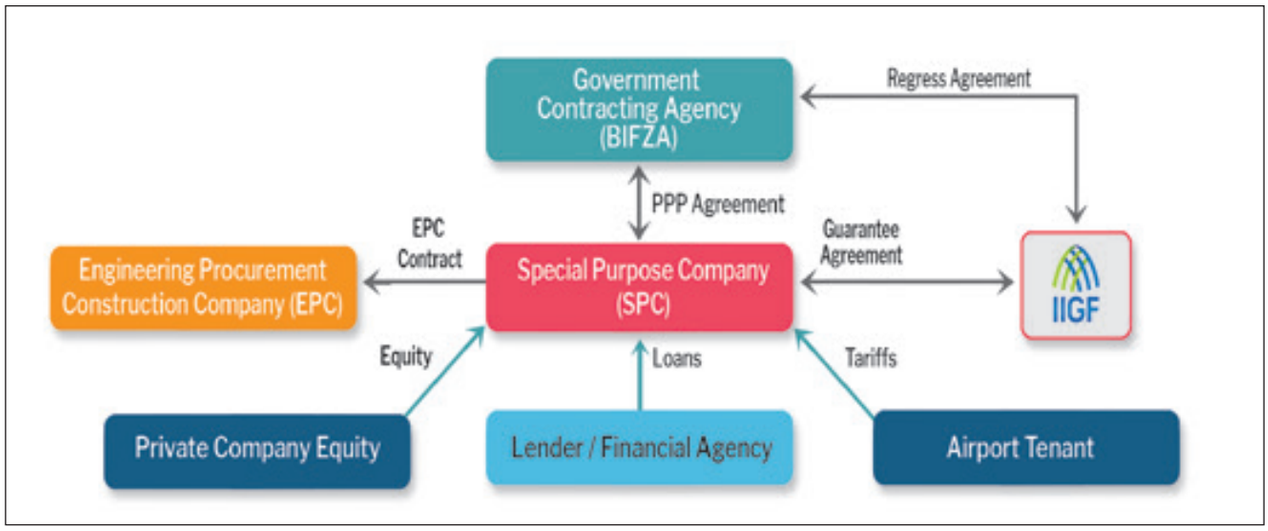
This project has already had the AMDAL officially published by Minister of Environment Letter No. 300/2010 on 20 December 2010.

6. Land Acquisition and Resettlement Action Plan

As this project will commence in the existing area owned by BIFZA, there is no need for land acquisition. Therefore, no resettlement plan needed.

7. Project Structure

Estimated Project Cost	:	USD 274,91 Million
Indicative debt to equity	:	
- Debt Level	:	70%
- Equity Level	:	30%
FIRR	:	18%



8. Government Support and Government Guarantee

- Government support is not needed in form of VGF
- Government guarantee will be decided according to risk appetite of market investor

9. Project Implementation Schedule

Indicative project implementation schedule for the Development of Hang Nadim Airport:



10. Contact Information

Name	:	Ponco Indro Subekti
Position	:	Head of Transportation Planning, Technical Planning Bureau
		1st Secretary of PPP Team Hang Nadim Airport Development Project
Phone	:	+62-812-6130-3737
Fax	:	-

UNDER PREPARATION PROJECT





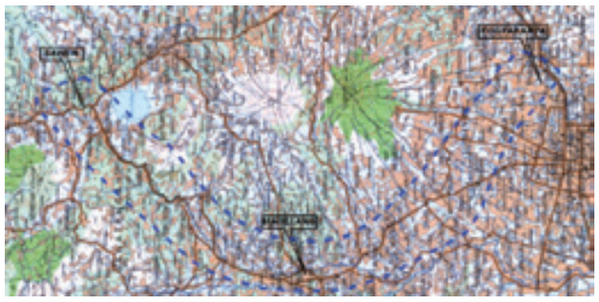
Road Sector

1. Yogyakarta - Bawen Toll Road
2. Riau Non Toll Road Preservation

YOGYAKARTA – BAWEN TOLL ROAD

Location: Yogyakarta - Central Java

Sector : Toll 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. This toll road will also support industrial area in Ungaran - Bawen corridor and development of Joglosemar (Yogyakarta-Solo-Semarang) tourism area. Economic activity, industries, and tourism in Yogyakarta and Semarang will encourage usage of Yogya - Bawen toll road. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).

Estimated Project Cost: USD 1,018.9 Million

Financial Feasibility:
FIRR : 11.15%
NPV : Under calculation

Estimated Concession Period: 40 years

Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government Support and Government Guarantee will be determined after Final Business Case Study finalized.

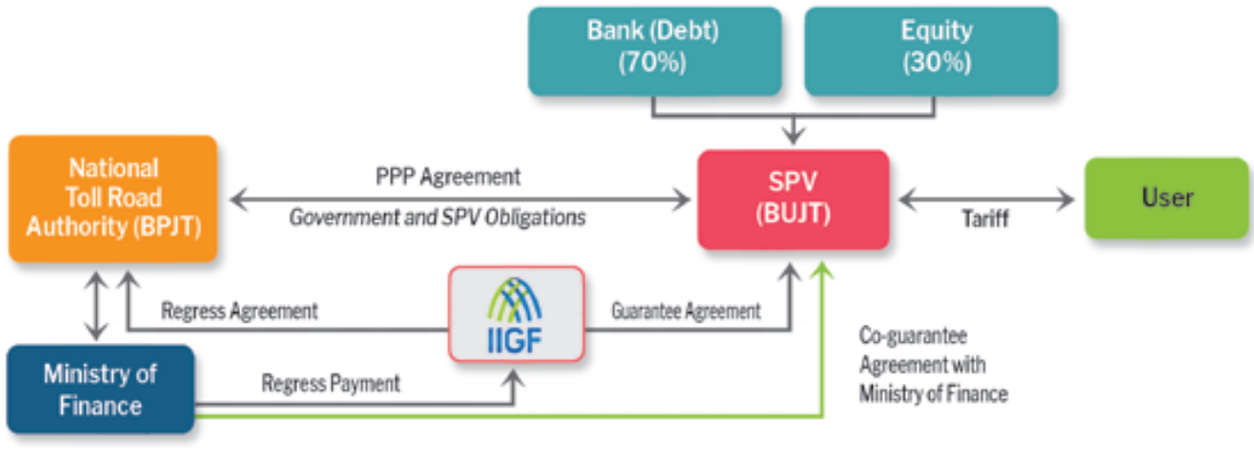
Government Contracting Agency	:	Indonesia Toll Road Authority (BPJT)
Contact Person	:	Danang Parikesit (Head of BPJT) and Denny Firmansyah (Head of Investment Division) +62-21-7258063; email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Indicative Praparation Schedule



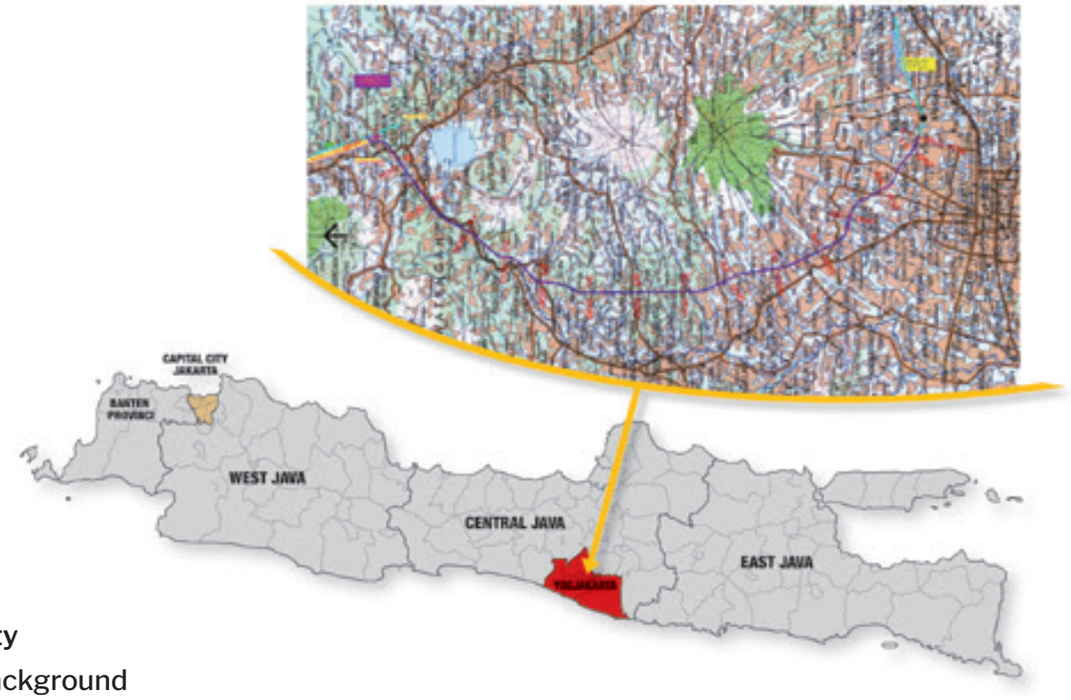
Project Status: Outline Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Yogya – Bawen Toll Road
Government Contracting Agency	:	Indonesia Toll Road Authority (BPJT) on Behalf of Ministry of Public Works and Housing
Implementing Unit	:	Indonesia Toll Road Authority (BPJT)
Preparation Agency	:	Indonesia Toll Road Authority (BPJT)
Estimated Project Cost	:	USD 1,018.9 Million
Estimated Concession Period	:	40 Years
Location	:	Yogyakarta-Central Java



2. The Opportunity

2.1. Project Background

Yogya - Bawen Toll Road will connect Semarang-Solo Toll Road to Yogyakarta. It is planned to reduce heavy traffic on an arterial road, Yogyakarta-Bawen. This toll road will also support industrial area in Ungaran-Bawen corridor and development of Joglosemar tourism area. Economic activity, industries and tourism in Yogya and Semarang will encourage usage of Yogya -Bawen toll road.

2.2. Project Description

Yogya – Bawen Toll Road (±78 Km) will support Yogya Solo Semarang (Joglosemar) Tourism Area, which will become the main tourism area in Indonesia to achieve 20 million foreign tourists in 2020.

2.3. Project Objectives

The objectives of Yogya – Bawen Toll Road are as follows:

- To support the Growing traffic flow in Yogya – Bawen Road;
- To Support the tourism destination sector in Yogya (Borobudur and Prambanan Temple);
- To provide direct access from Semarang – Yogya.

3. Business Entity's Opportunity

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

4. Project Technical Specification

The technical specifications for Yogya – Bawen Toll Road are as follows:

Length	±78 km
Design Speed	80 km/hr
Number of Lane	2x2 Lane (Initial) 2x3 Lane (Final)
Lane width	3.6 m
Outer Shoulder Width	3.0 m
Inner Shoulder Width	1.5 m
Median Width	5.5 m

5. Environmental Impact Assessment (AMDAL) Findings

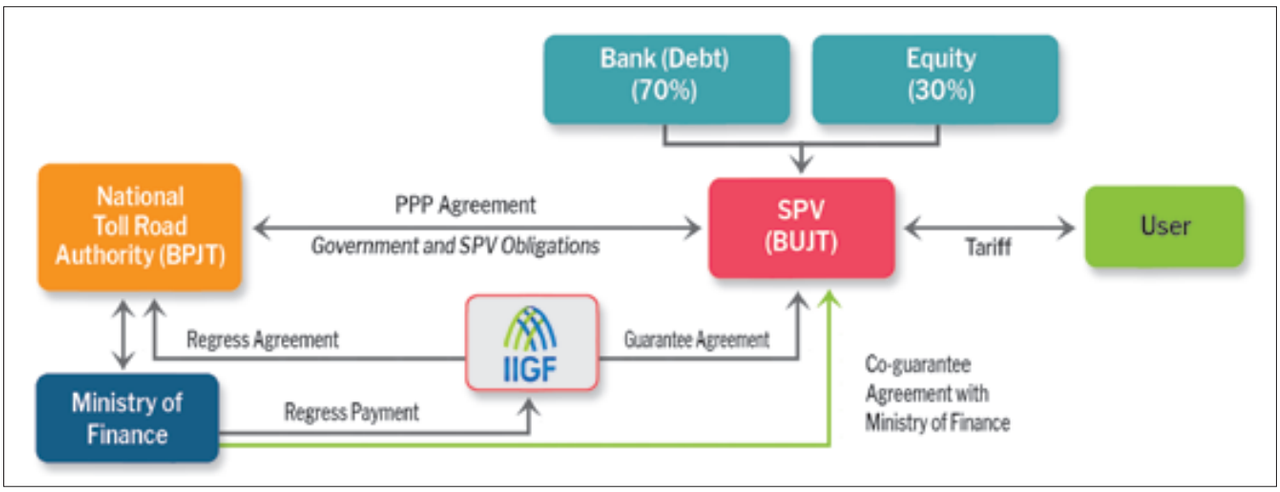
The documents will be prepared by the Government Contracting Agency.

6. Land Acquisition and Resettlement Action Plan

The information related to the land acquisition and resettlement planned to be provided in subsequent studies.

7. Project Structure

Estimated Project Cost	:	USD 1,018.9 Million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	11.15%



8. Government Support and Government Guarantee

The preliminary study of the project indicates the need for government supports in terms of land acquisition and part of the construction to enhance the financial viability of the project. A more accurate assessment of the required government support, in term of form and scale, for the project is under preparation. The project has not yet indicated the need to request a government guarantee. The need for a government guarantee will be provided in subsequent studies.

9. Project Implementation Schedule

Indicative project implementation schedule for Yogya-Bawen Toll Road:



10. Contact Information

Name	:	Mr. Danang Parikesit
Position	:	Head of Indonesia Toll Road Authority (BPJT)
Address	:	Bina Marga Building 2nd Floor Ministry of Public Works and Housing Patimura Street No 20 Kebayoran Baru, South Jakarta.
Phone	:	+62 21 7258063
Fax	:	+62 21 7257126
Email	:	bpjt@pu.go.id

Name	:	Mr. Denny Firmansyah
Position	:	Head of Investment Division, Indonesia Toll Road Authority (BPJT)
Address	:	Bina Marga Building 3rd Floor Ministry of Public Works and Housing Patimura Street No 20 KebayoranBaru, South Jakarta.
Phone	:	+62 21 7258063
Fax	:	+62 21 7257126
Email	:	bpjt_investasi@pu.go.id

Name	:	Mr. Zamhur Rimaldi Karnadi
Position	:	Head of Investment Preparation and Service Sub Division
Address	:	Bina Marga Building 3rd Floor Ministry of Public Works and Housing Patimura Street No 20 KebayoranBaru, South Jakarta.
Phone	:	+62 21 7258063
Fax	:	+62 21 7257126
Email	:	bpjt_investasi@pu.go.id

RIAU NON– TOLL ROAD PRESERVATION

Location: Riau

Sector : Road



Sub-Sector : Non Toll Road

Description :
One of the Eastern Sumatra Road in the Province starting from the Simpang Kayu Ara (Kota Pekanbaru) to Simpang Lago (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 will be paid using the Availability Payment Method.

Estimated Project Cost: USD 67.85 Million

Financial Feasibility:
FIRR : 14.63%
NPV : Under calculation

Estimated Concession Period: 15 years

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government Support and Government Guarantee will be determined after Final Business Case Study finalized.

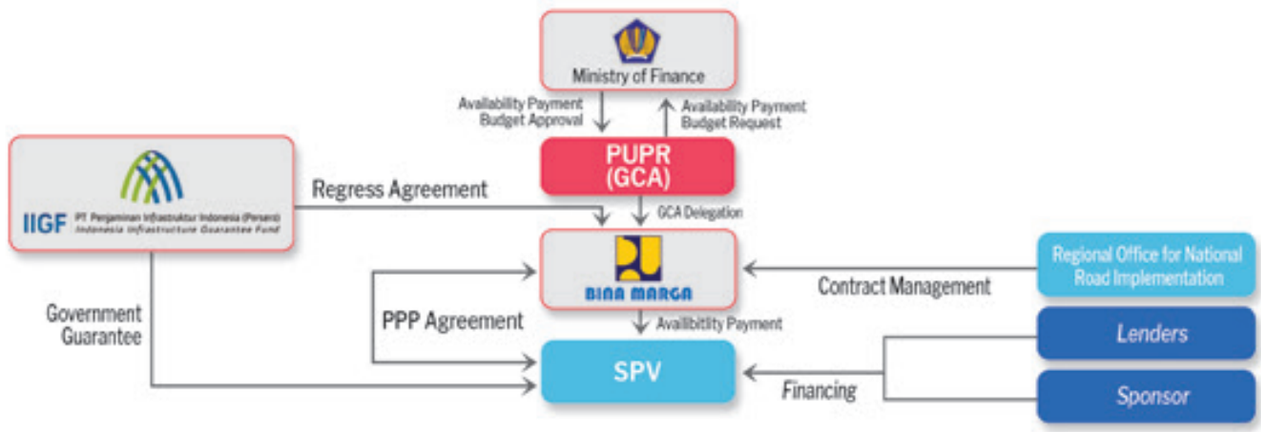
Government Contracting Agency	:	Minister of Public Works and Housing
Contact Person	:	Ir. Riel Jemmy Mantik, M.Eng.Sc (Deputy Director for Integrated Planning and Road Network) +62-812-9069604 riel.mantik@gmail.com; subditpum@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Riau Non-Toll Road Preservation
Government Contracting Agency	:	Minister of Public Works and Housing
Implementing Unit	:	Directorate General of Highways
Preparation Agency	:	1. Directorate General of Highways
	:	2. PDF from Ministry of Finance
Estimated Project Cost	:	USD 67.85 Million
Estimated Concession Period	:	15 Years
Location	:	Riau



2. The Opportunity

2.1. Project Background

National connectivity needs to be improved and maintained to sustain economic growth and ensure the welfare of the people. The better road will improve people's accessibility to the goods and services needed. In its development, the allocated budget is not enough to achieve the target of developing a Non-Toll National Road. The budget limitation becomes constraints to the provision of adequate Non-Toll National Road infrastructure services, both for the preservation of existing sections and for the development of new sections.

To overcome the limitations of the budget, the government needs to think about schemes other non-toll National Road infrastructure service financing to accelerate development can be achieved. One such scheme is PPP through Availability Payment.

2.2. Project Description

Riau Non-Toll Road is part of Eastern Sumatera Road Network that stretches from Aceh to Lampung. Riau Non-Toll Road is divided into three sections:

1. Simpang Kayu Ara – Kab. Palalawan (3,6 km)
2. Kab. Palalawan – Sikijang Mati (9,1 km)
3. Sikijang Mati – Simpang Lago (30,3 km)

The total length of the road is 43 km with four bridges along the way.

2.3. Project Objectives

The objectives of this project are to construct, maintain and preserve the road condition of Riau Non-Toll road so that it can serve the growing number of traffic in Sumatera throughout the concession period.

3. Business Entity's Opportunity

The business entity is responsible for performing the road preservation project, including designing, financing, construction, operation, and maintenance during the concession period.

4. Project Technical Specification

The technical specifications for Riau Non-Toll Road Preservation as stated by government regulation must comply with several criteria:

1. Design speed
2. Road width
3. Road capacity
4. Entryway
5. Intersection and U-Turn
6. Superstructures
7. Road equipment
8. Road continuity

5. Environmental Impact Assessment (AMDAL) Findings

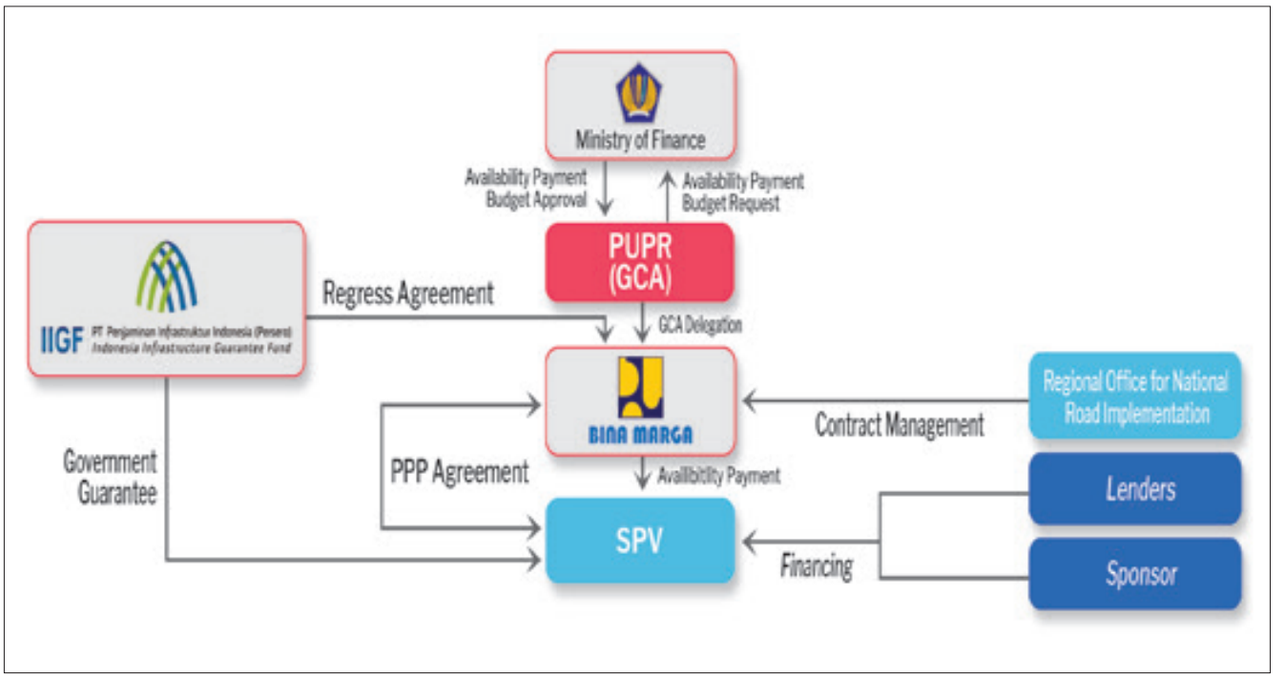
The documents will be prepared by the Government Contracting Agency.

6. Land Acquisition and Resettlement Action Plan

The information related to the land acquisition and resettlement planned to be provided in subsequent studies.

7. Project Structure

Estimated Project Cost	**:**	**USD 67.85 Million**
Indicative debt to equity :		
- Debt Level	:	70%
- Equity Level	:	30%
FIRR	:	14.63%



8. Government Support and Government Guarantee

The preliminary study of the project indicates no need for government support. However, to assure the private sector, there may need some form of government guarantee specifically in operational aspect regarding overloading capacity risk.

9. Project Implementation Schedule

Indicative project implementation schedule for Riau Non-Toll Road Preservation:



10. Contact Information

Name	:	Ir. Riel Jemmy Mantik, M.Eng.Sc
Position	:	Deputy Director for Integrated Planning and Road Network
Phone	:	+62-8129069604
Fax	:	+62-21-7221039
Email	:	riel.mantik@gmail.com; subditpum@gmail.com

TRANSPORTATION SECTOR



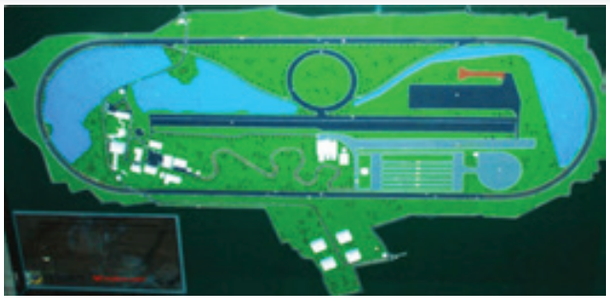


1. Proving Ground BPLJSKB Bekasi
2. Motor Vehicle Weighing Implementation Unit (UPPKB) in Java and Sumatera
3. Development of Baubau Port
4. Medan Municipal Transport
5. LRT Semarang

PROVING GROUND BPLJSKB

Location: Bekasi, West Java

Sector : Transportation



Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined in Final Business Case (FBC)

Sub-Sector : Road & Traffic Safety

Description :
This Proving Ground is planned as a certification and testing ground for vehicles to adopt UNECE standard for International vehicles regulations. It will comprise high speed tracks, brake-testing, sound testing, sideslip-testing and other testing facilities.
This proving Ground will be located in Bekasi Regency, West Java

Estimated Project Cost: USD 116.76 Million

Financial Feasibility:
FIRR : 11.0%
NPV : USD 3.65 Million

Estimated Concession Period: 20 years

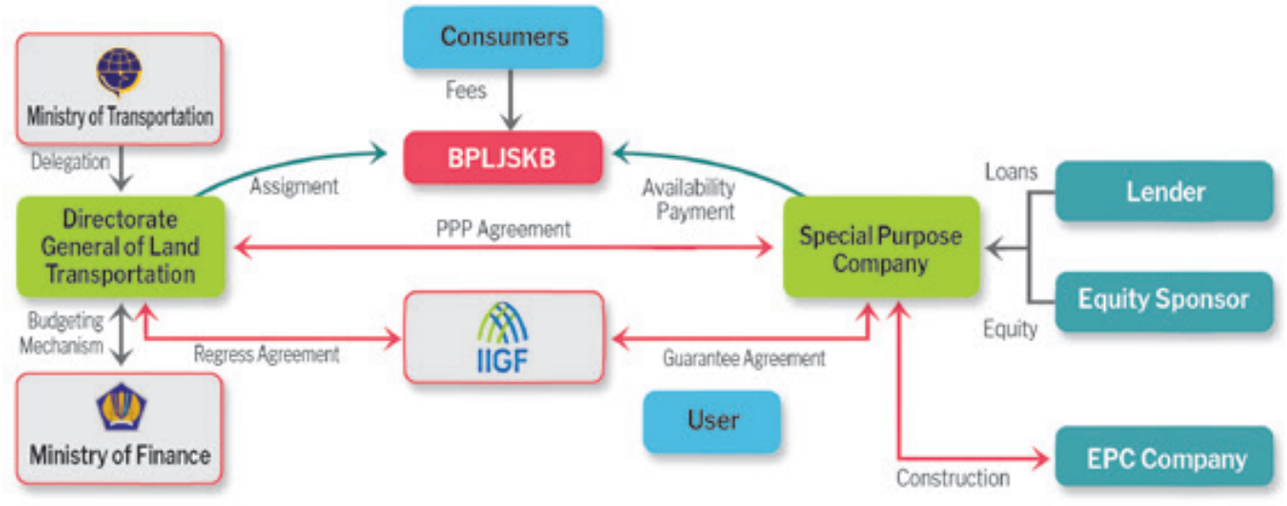
Government Contracting Agency	:	Minister of Transportation
Contact Person	:	Susanty Pertiwi, Head of Infrastructure Business Sub-directorate, email: s.pertiwi74@gmail.com +62-852-8006-5003

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Proving Ground BPLJSKB
Government Contracting Agency	:	Minister of Transportation
Implementing Unit	:	Directorate General of Land Transportation
Preparation Agency	:	1. Directorate General of Land Transportation 2. IIGF through PDF from Ministry of Finance
Estimated Project Cost	:	USD 116,76 Million
Estimated Concession Period	:	20 years
Location	:	Bekasi, West Java

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



2. The Opportunity

2.1. Project Background

To have a safe and order road traffic and land transport, the vehicles that use the road must comply with several technical, administrative and legal criteria. One way of achieving that is by establishing a center for testing and certification of motorized vehicles, also known as proving ground. The task for establishing such proving ground will be handed to Balai Pengujian Laik Jalan dan Sertifikasi Kendaraan Bermotor (BPLJSKB), a unit under Directorate General Land Transportation which is part of the Ministry of Transportation.

Furthermore, ASEAN Mutual Recognition Arrangement (MRA) regarding motorized vehicles will follow the UN ECE standard. It will be done it two phases. Phase 1 will follow 19 standards of UN ECE, while phase 2 will add another 32 standards. Indonesia will have to comply with all the standard if it wants to compete in a regional or global market.

2.2. Project Description

This project is expected to be one of the solutions to improving Indonesia's vehicles manufacturing sector to compete on the global level. Vehicle selling number in Indonesia is showing growth for the past five years. In South-East Asia, Indonesia leads the market share with 32%. However, competition is going tougher, so to stay competitive, a testing facility with international standard is needed.

There are two kinds of certificates published by Directorate General of Land Transportation, that is Sertifikat Uji Tipe (SUT) and Sertifikat Registrasi Uji Tipe (SRUT). SUT is proof that the vehicles have passed the test, while SRUT is a prove that the vehicles have the same specification of a vehicles type that has earned a SUT. BPLJSKB scope of work is testing vehicles for SUT certification. Directorate General of Land Transportation has planned to streamline and integrate both certification under BPLJSKB to simplify the work needed for a car manufacturer to have a certification. The proving ground is an essential part of developing this plan.

The construction of BPLJSKB Proving Ground plans to use a PPP scheme with a return on investment for the business entity will be done by Availability Payment, and is offered to a business entity that has the potential to finance, design, build, maintaining all assets while BPLJSKB operates the facilities, and transfer the asset at the end of the term of cooperation.

2.3. Project Objectives

- To test and certified several types of motorized vehicles
- To ensure said vehicles to comply with standards and regulation
- To provide technical safety guarantee for the usage of motorized vehicles.
- To prevent quality deterioration of environment from vehicle-caused pollution.

3. Business Entity's Scope

Design - Build - Financing - Maintenance - Transfer.

4. Project Technical Specification

- There will be several testings to be done in the proving ground:
  - Braking System (UN ECE R13 & R13H)
  - Seat belt (UN ECE R14 & R16)
  - Seats & Head Restraint (UN ECE R17 & R25)
  - Pneumatic tyre (UN ECE R30 & R54)
  - Speedometer (UN ECE R39)
  - Exhaust Emission (UN ECE R40, R49 & R83)
  - Noise Emission (UN ECE R41 & R51)
  - Safety Glass (UN ECE R43)
  - Rear View Mirror (UN ECE 46)
  - Audible Warning Devices (UN ECE R28)
  - Tyre (UN ECE R75)
  - Steering Equipment (UN ECE R79)

- In order to perform testing, proving ground will need facilities such as:
  - General Road
  - High-Speed Track
  - External Noise Track

- o Dry Track
- o Gradient/Slope Track
- o Comfort Track
- o Off-Road Track

- Beside said main facilities, proving ground will need additional supporting facilities such as:
  - o Water-Trough Track
  - o Shower Tunnel and Water Splash
  - o Dust Tunnel
  - o Cross-Wind Generator
  - o Tortuous Course
  - o Performance Analysis Field
  - o Collision-Test Track

5. Environmental Impact Assessment (AMDAL) Findings

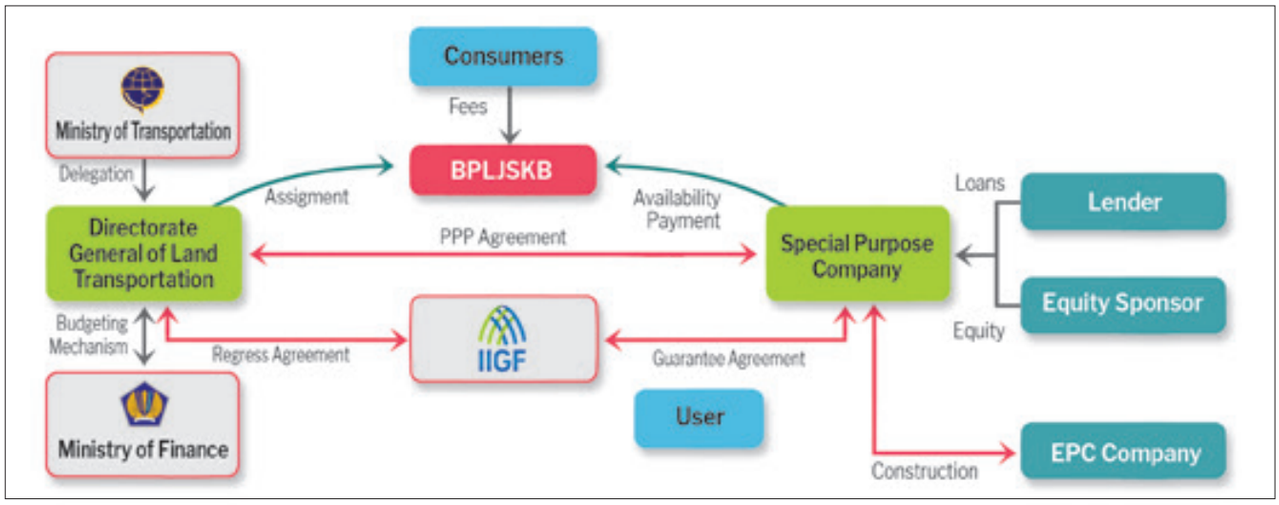
Construction plan will not significantly be affected by land availability as the plan will wholly sit on government land so there will be no need for land acquisition. Although, surrounding inhabitant will be affected both positively and negatively. Predicted significant impact is the negative perception from local inhabitants towards the project which if not handled properly will become a security risk and possibly delaying the project. Land usage plan will be modified as a result of the proving ground construction.

6. Land Acquisition and Resettlement Action Plan

There is no need for land acquisition as the project will be constructed above government land.

7. Project Structure

Estimated Project Cost	**:**	**USD 116.76 Million**
Indicative debt to equity :		
- Debt Level	:	70%
- Equity Level	:	30%
FIRR	:	11.0%



8. Government Support and Government Guarantee

Government guarantee will be needed in such areas as:
- Delayed AP payment risk
- Tariff adjustment risk
- Politic & regulation risk

Government supports needed as indicated in OBC are:
- Administrationn permit
- Tax incentives using removing PPN for this project
- Direct access from Cimanggis-Cibitung Toll Road to proving the ground area
- Constructing a noise and vision barrier alongside Cimanggis-Cibitung Toll Road parallel with proving ground area
- As there is no upside risk for the private sector, no clawback should be implemented in this project

9. Project Implementation Schedule

Indicative project implementation schedule for Proving Ground BPLJSKB:



10. Contact Information

Name : Susanty Pertiwi
Address : Medan Merdeka Barat No.8 Central Jakarta 10110
Position : Head of Infrastructure Business Sub-directorate
Phone : +62-852-8006-5003
Fax : -
Email : s.pertiwi74@gmail.com

MOTOR VEHICLE WEIGHING IMPLEMENTATION UNIT (UPPKB) IN JAVA AND SUMATERA

Location: Java and Sumatera

Sector : Transportation

Sub-Sector : Road & Traffic Safety



Description :
In order to control overweight vehicles on road, MOT is planning to procure weighbridge/truck scale by PPP scheme for 6 locations in Java and Sumatera, 1) UPPKB Tanjung Kab. Brebes, 2) UPPKB Subah Kab. Batang, 3) UPPKB Guyangan Kab. Nganjuk 4) UPPKB Blambangan Umpu Kab. Lampung Utara, 5) UPPKB Merapi Kab. Lahat, 6) UPPKB Muara Tembesi Kab. Batanghari.

Estimated Project Cost: USD 23.57 Million

Financial Feasibility:
FIRR : 9%
NPV : USD 0.14 Million

Estimated Concession Period: 15 years

Business Opportunity:
Transaction adviser/bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined in Final Business Case (FBC).

Government Contracting Agency : Minister of Transportation

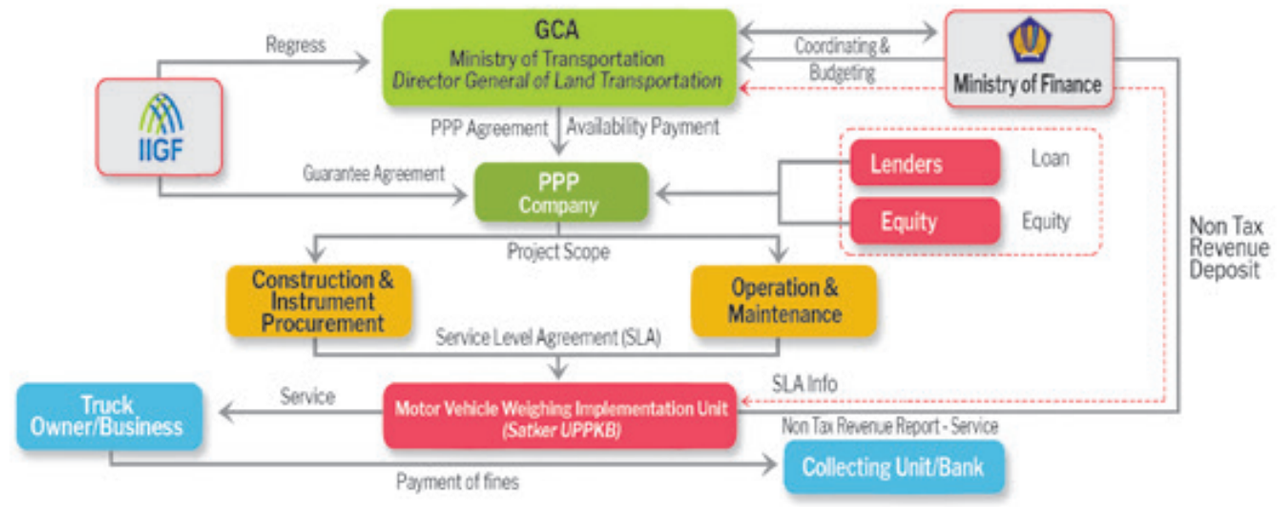
Contact Person : Susanty Pertiwi, Head of Infrastructure Business Sub-directorate
+62-852-8006-5003
email: s.pertiwi74@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

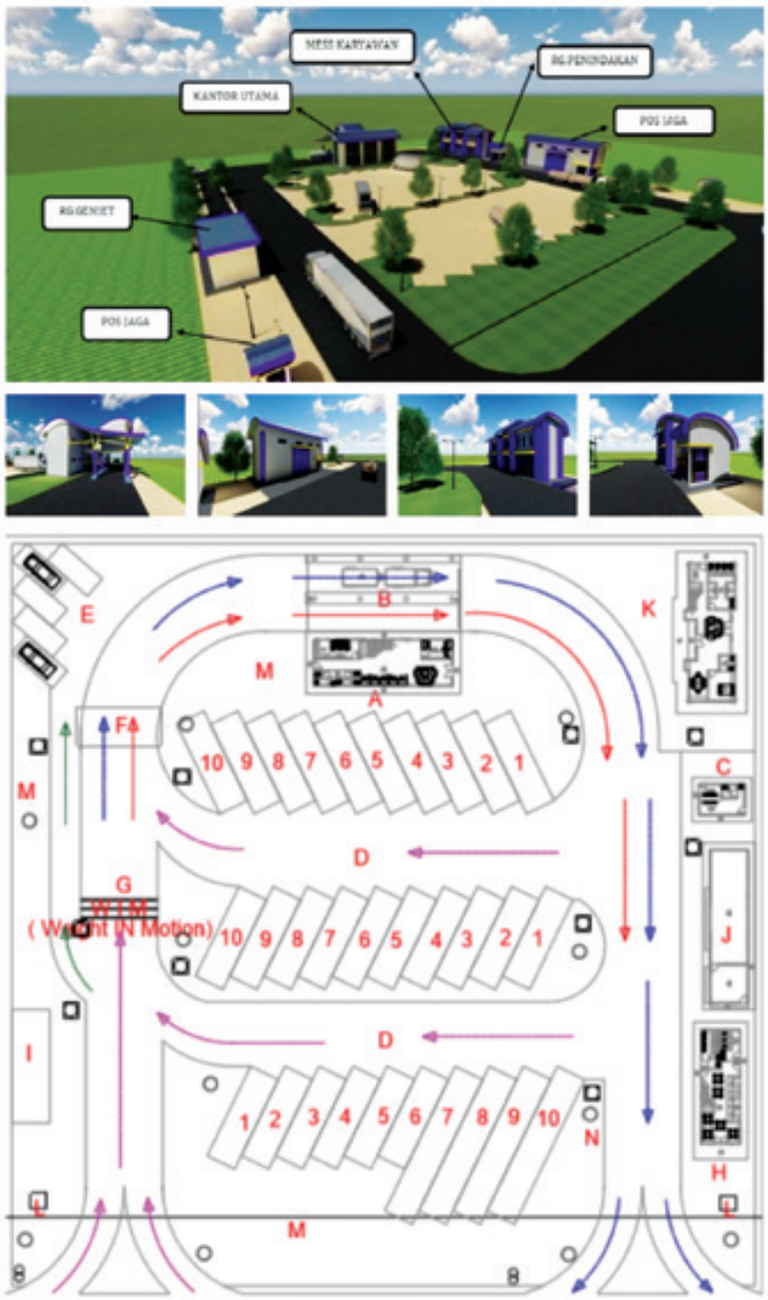
Indicative Project Structure



PROJECT DIGEST

Project Title	:	Motor Vehicle Weighing Implementation Unit (UPPKB)
Government Contracting Agency	:	Minister of Transportation
Implementing Unit	:	Directorate General of Land Transportation
Estimated Project Cost	:	USD 23.57 Million
Estimated Concession Period	:	15 years
Location	:	Java and Sumatera

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



2. The Opportunity

2.1. Project Background

Vehicle weighing violation has caused road damage or lowering road design life. The decreasing road capacity also impact many aspects such as:

- Decreasing economic center and industries connectivity
- Interrupting trade flow and public transportation
- Decreasing road and bridge infrastructure quality rapidly
- Increasing road safety and traffic risk

2.2. Project Description

The Motor Vehicle Weighing Implementation Unit project will take place in six locations in Sumatera and Java that are:

1. UPPKB Tanjung, Brebes Regency, Central Java
2. UPPKB Subah, Batang Regency, Central Java
3. UPPKB Guyangan, Nganjuk, East Java
4. UPPKB Blambangan Umpu, Lampung Utara Regency, Lampung
5. UPPKB Merapi, Lahat Regency, South Sumatera
6. UPPKB Muara Tembesi, Batanghari Regency, Jambi

2.3. Project Objectives

The regulation on vehicle weighing should be implemented to control the load carried by the vehicle. The task will be held by the Motor Vehicle Weighing Implementation Unit.

3. Business Entity's Opportunity

The private partner responsibilities are Design, Build, Financing, and Maintain the facility during the concession period. Private partner also provide and maintain the instrument for Motor Vehicle Weighing Unit

4. Project Technical Specification

The technical specification for Motor Vehicle Weighing Implementation Unit should comply with The Director General of Land Transportation Decree No. SK/5765/KP.803/DRJD/2017. There are two types based on the regulation:

- Type I, for road section with less than 2000 vehicles/day per direction and one weighing platform
- Type II, for road section with equal or more than 2000 vehicles/day per direction and two or more weighing platform.

5. Environmental Impact Assessment (AMDAL) Findings

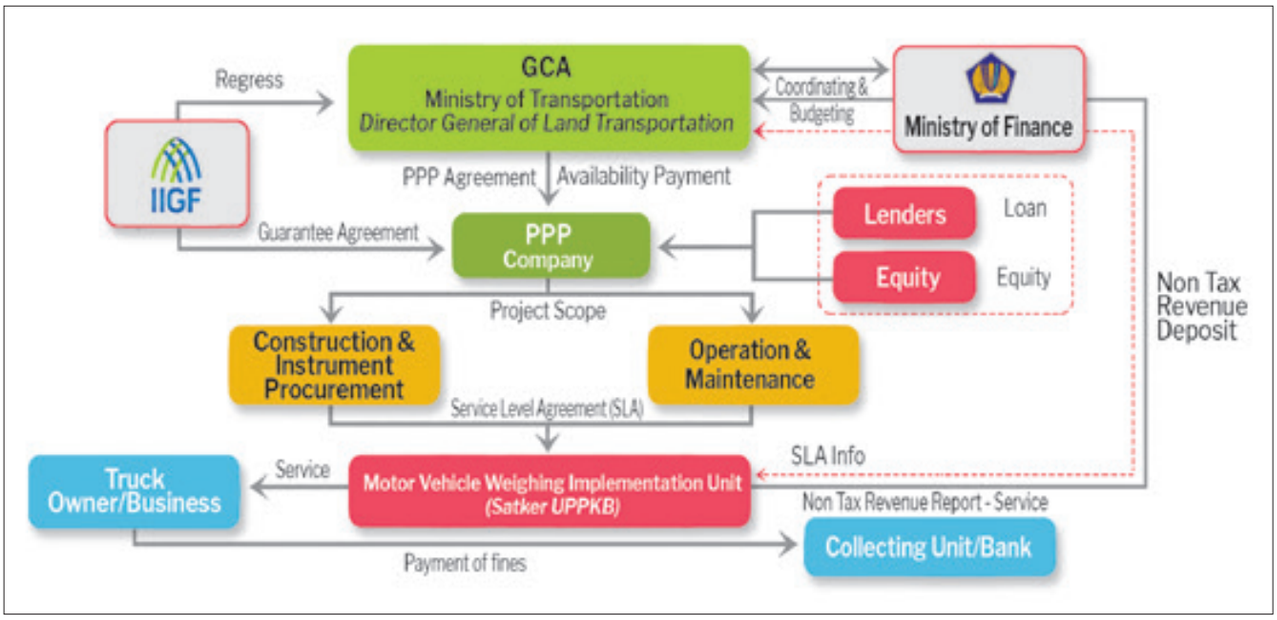
The Motor Vehicle Weighing Implementation Unit Project requires to provide AMDAL documents. The documents will be prepared by the Government Contracting Agency.

6. Land Acquisition and Resettlement Action Plan

Land acquisition is prepared by business entities.

7. Project Structure

Estimated Project Cost	:	USD 23.57 Million
Indicative debt to equity		
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	9%



8. Government Support and Government Guarantee

Government support and government guarantee will be determined in Final Business Case.

9. Project Implementation Schedule

Indicative project implementation schedule Motor Vehicle Weighing Implementation Unit (UPPKB) :



10. Contact Information

Name : Susanty Pertiwi
Address : Medan Merdeka Barat No.8 Central Jakarta 10110
Position : Head of Infrastructure Business Sub-directorate
Phone : +62-852-8006-5003
Fax : -
Email : s.pertiwi74@gmail.com

DEVELOPMENT OF BAUBAU PORT

Location: South East Sulawesi

Sector : Transportation



Sub-Sector : Port

Description :
This Murhum Baubau Port needs to be developed to meet the increasing demand and to support long-term programs of Baubau Regional Government which aims to make the city as the gateway of economy and tourism in Southeast Sulawesi. This port is the most rapid economic activities compared to the other two ports in the city of Baubau. Furthermore, this port is operated under the Directorate of Sea Transportation of the Ministry of Transportation.

Estimated Project Cost: USD 33.60 milion (under review)

Financial Feasibility:
FIRR : under calculation
NPV : under calculation

Estimated Concession Period: under review

Business Opportunity:
Bidder/financier, Transaction adviser

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined in Final Business Case.

Government Contracting Agency : Minister of Transportation

Contact Person : Ciptadi DP (Deputy Director for Port Development Planning)
sd1.pelpeng@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure

Project Structure will be determined after completing the FBC

PROJECT DIGEST

Project Title	:	Development of Baubau Port
Government Contracting Agency	:	Minister of Transportation
Implementing Unit	:	Directorate General of Sea Transportation
Preparation Agency	:	1. Directorate General of Sea Transportation 2. PT. Penjaminan Infrastruktur Indonesia (Persero) and
Estimated Project Cost	:	SMEC International
Estimated Concession Period	:	USD 33.60 million
Location	:	Under calculation : Southeast Sulawesi



1. The Opportunity

1.1. 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.

Stated in Baubau development roadmap, the Port of Baubau will be further developed to fulfil the needs of better service to support long term plan of making Baubau the gateway for economic and tourism area in Southeast Sulawesi. In order to achieve that, 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.

1.2. Project Description

The scope of work for Baubau Port Development consists of:

a. Land zoning rearrangement;
b. Rehabilitation, operation and maintenance of existing facilities;
c. Construction of additional facilities for the development of port considering demand growth;
d. Provision of handling equipment to improve port performance level;
e. Operation and maintenance of added facilities to further upgrade port service level;
f. Asset transfer at the end of the concession period;
g. Preserve the quality and quantity of all asset until the end of the concession period.

1.3. Project Objectives

a. To rehabilitate and extend cargo and container terminal;
b. To improve port performance level in cargo and container handling;
c. To improve safety and security for passenger.

2. Business Entity's Scope

Rehabilitate – Build – Operate – Transfer

3. Technical Specification

Landside facilities consist of:

a. Container Yard
b. Cargo Warehouse
c. Open Storage
d. Transit Shed
e. Parking Area
f. Passenger Terminal

4. Environmental Impact Assessment (AMDAL) Findings

Project activities that could induce significant environmental impacts are :

a. Construction workers mobilization
b. Heavy equipment mobilization
c. Earthworks and facilities construction
d. Operational workers recruitment
e. Seaside facilities operations

5. Land Acquisition and Resettlement Action Plan

As this project will commence in the existing area, there is no need for land acquisition. Therefore no resettlement plan needed.

6. Project Structure

Further detail will be published after the completion of review Final Business Case (FBC)

7. Government Support and Government Guarantee

Government Support will be determined after completing the FBC review.

8. Project Implementation Schedule

Indicative project implementation schedule for Development of Baubau Port:



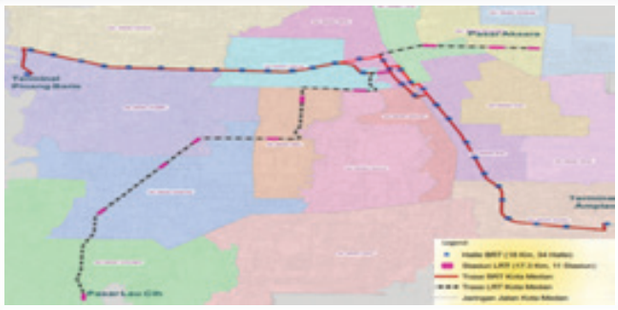
9. Contact Information

Name : Ciptadi DP
Position : Deputy Director For Port Development Planning
Phone : -
Fax : -
Email : sd1.pelpeng@gmail.com

MEDAN MUNICIPAL TRANSPORT

Location: North Sumatera

Sector : Transportation



Sub-Sector : Rail & Land Transport

Description :
The LRT system is planned to be built with elevated structures connecting the urban sub-centers of Lau Cih Market in the Southwest of Medan with sub-city centers in the northeastern part of Medan City along 17,4 km and through 11 stations. Meanwhile, the BRT system will cross from Jalan Sisingamaraja to Jalan Gatot Subroto with a length of 18,3 km and through 31 halte/bus stop and 2 bus stations/terminal.

Estimated Project Cost: USD 891.10 Million

Financial Feasibility:
EIRR : 15,05%
NPV : + USD 626.6 Million

Estimated Concession Period:
34 years for BRT
34 years for LRT

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
1. Fiscal/Non-Fiscal Support from Local Government
2. Support from Ministry of Transportation and other related Ministries
3. Government Guarantee by IIGF

Government Contracting Agency : Mayor of Medan

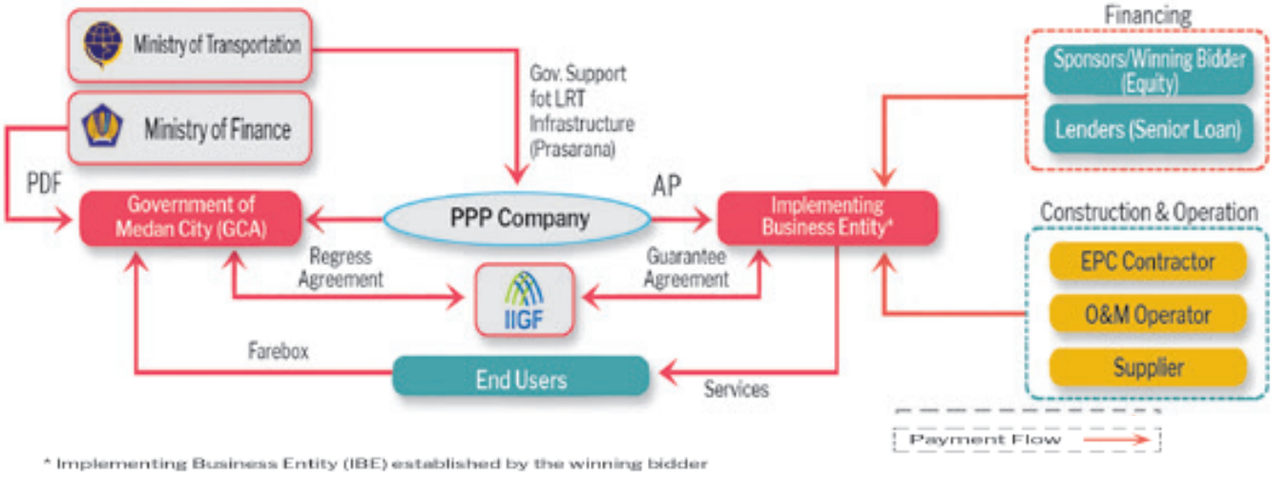
Contact Person : Wiriya Al Rahman
(Acting Head of City Development Planning Agency-City of Medan)
+62-61-453774; email: bappedamedan@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure

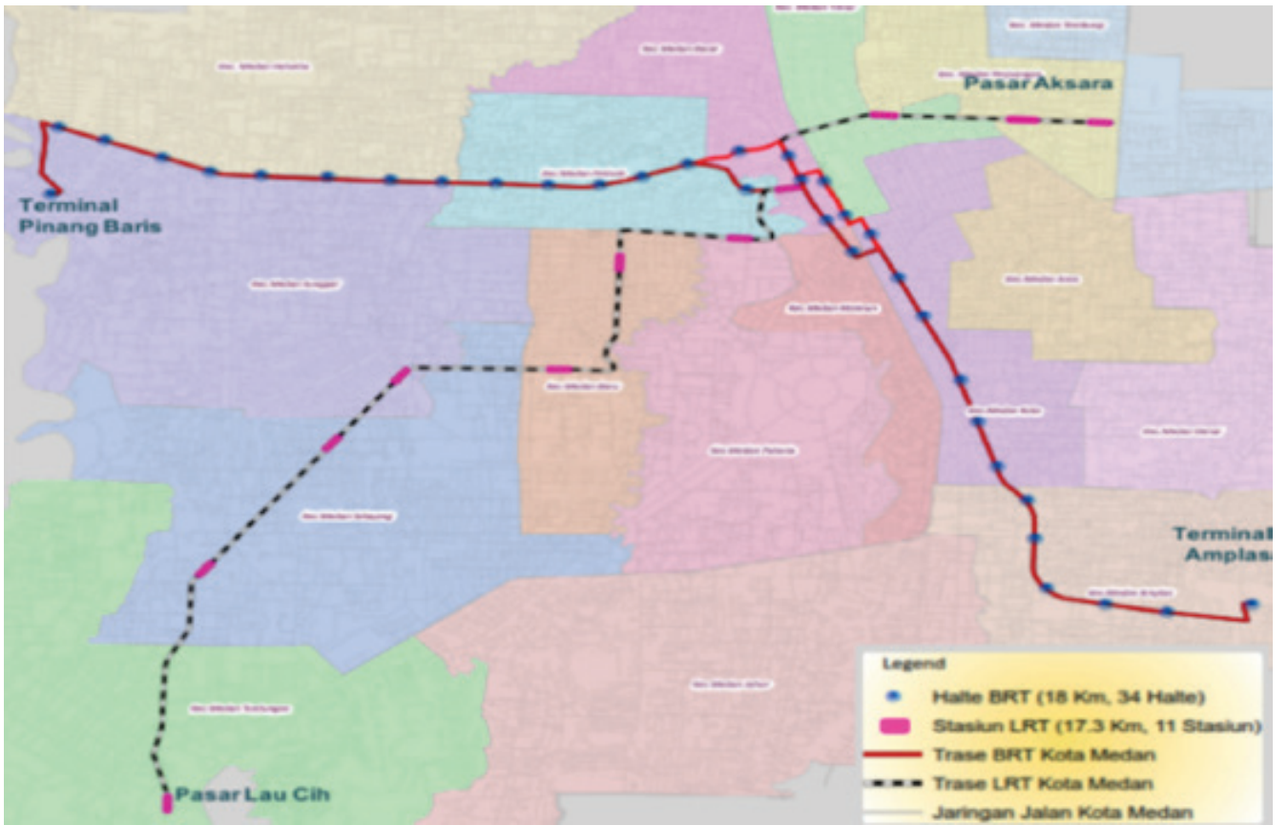


PROJECT DIGEST

Project Title	:	Medan Municipal Transport
Government Contracting Agency	:	Mayor of Medan
Implementing Unit	:	City Development Planning Agency of Medan City
Preparation Agency	:	PT SMI through the Project Development Facility from the Ministry of Finance
Estimated Project Cost*	:	LRT: USD 824.80 Million BRT: USD 66.33 Million
Estimated Concession Period	:	34 years for BRT 34 years for LRT
Location	:	Medan, North Sumatera

**To achieve financial feasibility, the project requires government Support for the construction of LRT infrastructure (civil works and rail system) that is worth IDR 661 million.*
Note: 1 USD = 15,000 IDR

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



2. The Opportunity

2.1. Project Background

The city of Medan is one of the five major cities in Indonesia with a population of 2 million people. It has an area of 265.10 km2 with a density of 8.130 people/ km2. It is ranked 15th as one of the cities with a high density out of 90 other big cities in Indonesia.

As the number of people and urban mobility have increased significantly in Medan, congestion becomes a major issue, and in the future, it could reduce the productivity of the community. Today, public transportations are not the option for the city of Medan's residents to accommodate high mobility. There are only around 1% of public transportation vehicles in Medan, while the rest are private vehicles. Motorcycles are the main option for people, and the number of operated motorcycles is an estimated amount of 4.5 million units. This condition is predicted to cause severe congestion within Medan's main roads by 2024.

To serve the community mobility and reduce congestion within the city, Medan's Government in Regional Development Plan 2006-2025 and Medium Term Development Plan 2016-2021 has a development plan for mass urban/mass transportation system in the form of a Light Rail Transit (LRT) that will be integrated with the Bus Rapid Transit (BRT) system. The mass transportation development project is carried out under the scheme of Public-Private Partnerships. The city of Medan also has issued Mayor Regulation Number 62 Year 2018 regarding City of Medan Railway Master Plan dated 9 October 2018.

2.2. Project Description

The LRT system is planned to be built with elevated structures connecting the suburban centres of Lau Chi Market in the southwest of Medan with sub-city centres in the north-eastern part of Medan along 17,4 km and through 11 stations.

The BRT system connects the western part of Pinang Baris Terminal with Amplas Terminal in the south-eastern part of the city. The BRT system will cross Jalan Sisingamaraja to Jalan Gatot Subroto with a length of 18.3 km. The Merdeka Square area is the main transport hub of Medan which will accommodate the integration between the LRT and the BRT systems as well as the inter-city rail and airport rail service.

2.3. Project Objectives

This project aims to serve the urban mobility and reduce congestion in Medan City by taking into account technical, financial, economic and environmental aspects.

3. Business Entity's Opportunity

The IBE will obtain their revenue through availability payment from GCA, while the GCA will gain revenue from fare box revenue and non-fare box revenue, including retail and advertising revenue within project facilities.

4. Project Technical Specification

	LRT System	BRT System
Length	17,4 km	18.3 km
Number of Station	11 stations	31bus station and two terminals
Trace Structure	Elevated	Bus Lane
Rolling Stock Type	Light Rail Vehicle 44 LRVs	Bus (Low Deck) 62 Buses
Operation Facilities	Depot, BalaiYasa, and Operation Control Centre	Depot, Parking Facilities, and Traffic Control Centre

5. Environmental Impact Assessment (AMDAL) Findings

AMDAL document for Medan LRT and BRT Project has been prepared and approved in July 2018, and the environmental permit has been issued on August 2018 for the project.

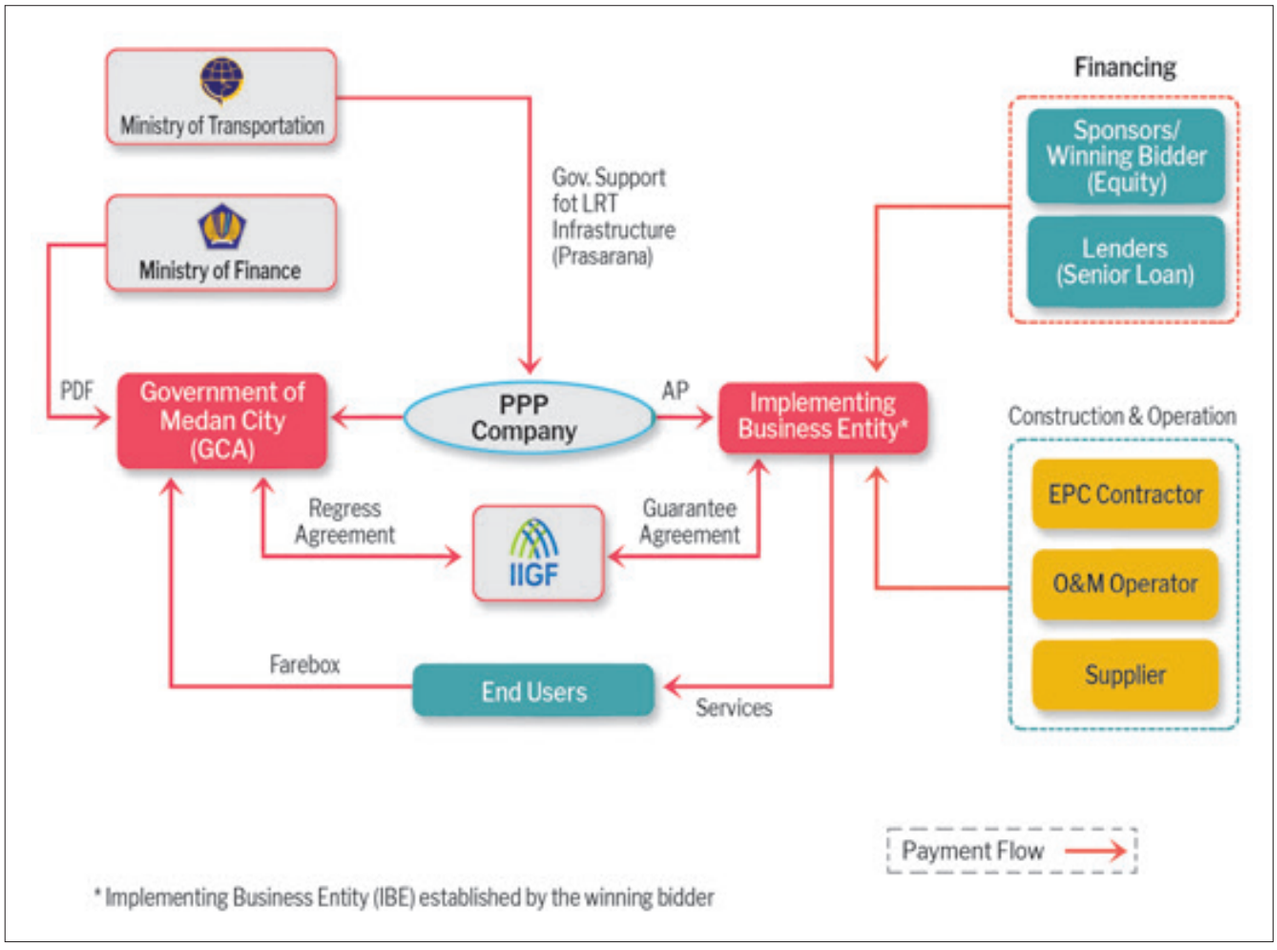
6. Land Acquisition and Resettlement Action Plan

In the initial report of Pre-Feasibility Study (FBC), there is a land acquisition requirement of 0.1 Ha for the construction of the LRT overpass structure along the corridor.

7. Project Structure

Estimated Project Cost (PPP Scheme)	LRT: USD 824.80 Million	BRT: USD 66.33 Million
Indicative debt to equity		
i. Debt Level	70%	70%
ii. Equity Level	30%	30%
EIRR	15,05%	
Type of PPP Contract	Availability Payment	

** Note: The Final FBC Report is being finalised.*



8. Government Support and Government Guarantee

The government support, both central government and local government in the form of fiscal and non-fiscal are needed to support project implementation. A more detailed explanation of the forms of government support and government guarantees will be in the Pre-Feasibility Study Report.

9. Project Implementation Schedule

Indicative project implementation schedule for Medan Municipal Transport:



10. Contact Information

Name : Wiriya Alrahman
Position : Acting Head of City Development Planning Agency – City of Medan
Address : Jalan Kapten Maulana Lubis No.2, Medan, North Sumatera
Phone : +62-61-4535774
Fax : +62-61-4539406
Email : bappedamedan@gmail.com

LRT SEMARANG

Location: Central Java

Sector : Transportation



Sub-Sector : Urban Transportation

Description :
Semarang has already had an urban public transportation with BRT system. Since the BRT does not have its own dedicated lane, the congestion problem still occurred and delayed travelling time from point to point. LRT is proposed as one of the solutions to reduce congestion and planned to be built with elevated track.

Estimated Project Cost:
USD 1,041.48 Million

Financial Feasibility:
FIRR : 11.86 %
NPV : USD 536.81 Million

Estimated Concession Period: 50 years

Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined in Final Business Case (FBC)

Government Contracting Agency : Mayor of Semarang

Contact Person : Budi Prakosa, Head of Infrastructure Planning and Regional Development
+62-813-2557-1434
Email: prakbudi@gmail.com

Indicative Praparation Schedule



Project Status: Outline Business Case

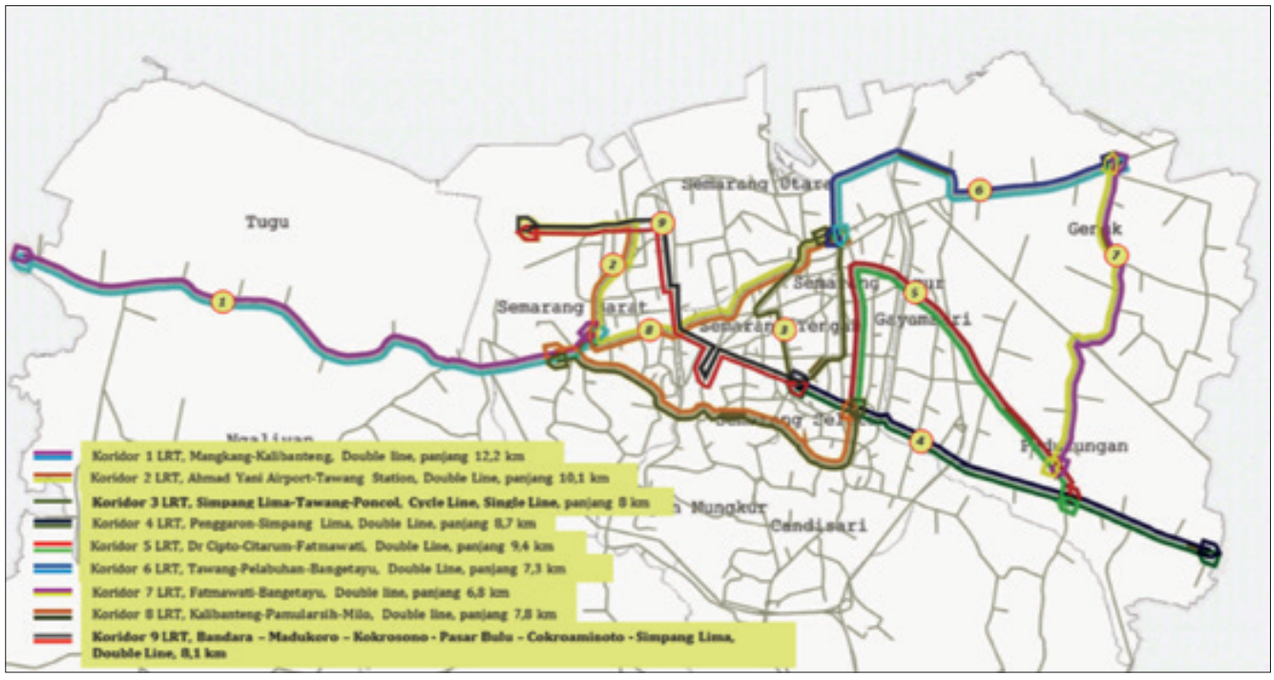
Indicative Project Structure

PROJECT STRUCTURE WILL BE DEFINED AFTER OBC

PROJECT DIGEST

Project Title	:	LRT Semarang
Government Contracting Agency	:	Mayor of Semarang
Implementing Unit	:	Semarang City Transportation Agency
Preparation Agency	:	1. Municipal Government of Semarang 2. Directorate General of Railway, Ministry of Transportation
Estimated Project Cost	:	USD 1,041.48 Million
Estimated Concession Period	:	50 years
Location	:	Semarang, Central Java

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



2. The Opportunity

2.1. Project Background

Semarang has already had urban public transportation with a BRT system. Since the BRT does not have its dedicated lane, the congestion problem still occurred and delayed travelling time from point to point. LRT is proposed as one of the solutions to reduce congestion and planned to be built with an elevated track.

2.2. Project Description

The LRT route will be divided into eight corridors with the total length 70.3 km.

1. Corridor 1: Mangkang-Kalibanteng
2. Corridor 2: Ahmad Yani Airport-Tawang Station
3. Corridor 3: Simpang Lima-Tawang Cycle Line
4. Corridor 4: Penggaron-Simpang Lima
5. Corridor 5: Dr.Cipto-Citarum-Fatmawati
6. Corridor 6: Tawang-Pelabuhan-Bangetayu

7. Corridor 7: Fatmawati-Bangetayu
8. Corridor 8: Kalibanteng-Pamularsih-Milo
9. Corridor 9: Bandara-Madukoro-Kokrosono-Pasar Bulu-Cokroaminoto-Simpang Lima

2.3. Project Objectives

To provide Semarang with alternative public transportation with TOD approach that can reduce the congestion and travelling time to every destination.

3. Business Entity's Scope

The scope of work for the private partner will be elaborated more in further study (Outline Business Case).

4. Project Technical Specification

Track	Specification	Lenght (km)
Corridor 1: Mangkang Kalibanteng	Double Line	12.2
Corridor 2: Ahmad Yani Airport-Tawang Station	Double Line	10.1
Corridor 3: Simpang Lima-Tawang Cycle Line	Single Line	8
Corridor 4: Penggaron-Simpang Lima	Double Line	8.7
Corridor 5: Dr.Cipto-Citarum-Fatmawati	Double Line	9.4
Corridor 6: Tawang-Pelabuhan-Bangetayu	Double Line	7.3
Corridor 7: Fatmawati-Bangetayu	Double Line	6.8
Corridor 8: Kalibanteng-Pamularsih-Milo	Double Line	7.8
Corridor 9: Bandara-Madukoro-Kokrosono-Pasar Bulu-Cokroaminoto-Simpang lima	Double Line	8,1

5. Environmental Impact Assessment (AMDAL) Findings

AMDAL requirements will be assessed in the Outline Business Case study. In the meantime, if the project requires to have AMDAL, the document will be prepared by the GCA.

6. Land Acquisition and Resettlement Action Plan

Further Land Acquisition plan will be provided in the Outline Business Case study.

7. Project Structure

Estimated Project Cost	**:**	**USD 1,041.48 Million**
Indicative debt to equity :		
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	11.86%

8. Government Support and Government Guarantee

Government support and Government guarantee will be determined in the Final Business Case (FBC)

9. Project Implementation Schedule

Indicative project implementation schedule for LRT Semarang:



10. Contact Information

Name : Budi Prakosa, ST, MT
Position : Head of Infrastructure Planning and Regional Development
Phone : +62-813-2557-1434
Fax : +62-24-3541095
Email : prakbudi@gmail.com

HEALTH SECTOR

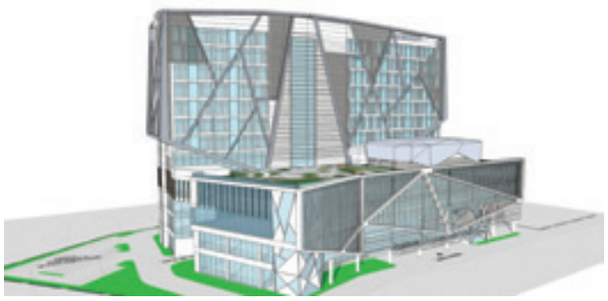


1. Indonesia National Cancer Center Dharmais Hospital
2. Pirngadi Hospital
3. Zainoel Abidin Hospital Aceh

INDONESIA NATIONAL CANCER CENTER DHARMAIS HOSPITAL

Location: DKI Jakarta

Sector : Health



Sub-Sector : Hospital

Description :
The scope of the project includes Procurement of financing for the project Construction of New Buildings, Procurement and installation of medical and non-medical equipment, Management of support facilities and maintenance of equipment (medical and non-medical), Provision of non-clinical support services, Management of non-core businesses, Knowledge transfer and training to public sector. This project scheme is DBFMT with Availability Payment as the investment return to the SPV.

Estimated Project Cost: USD 171.11 Million

Financial Feasibility:
FIRR : 13,18%
NPV : Under Calculation

Estimated Concession Period: 15 years

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government support and guarantee will be determined in Final Business Case Study.

Government Contracting Agency : Minister of Health

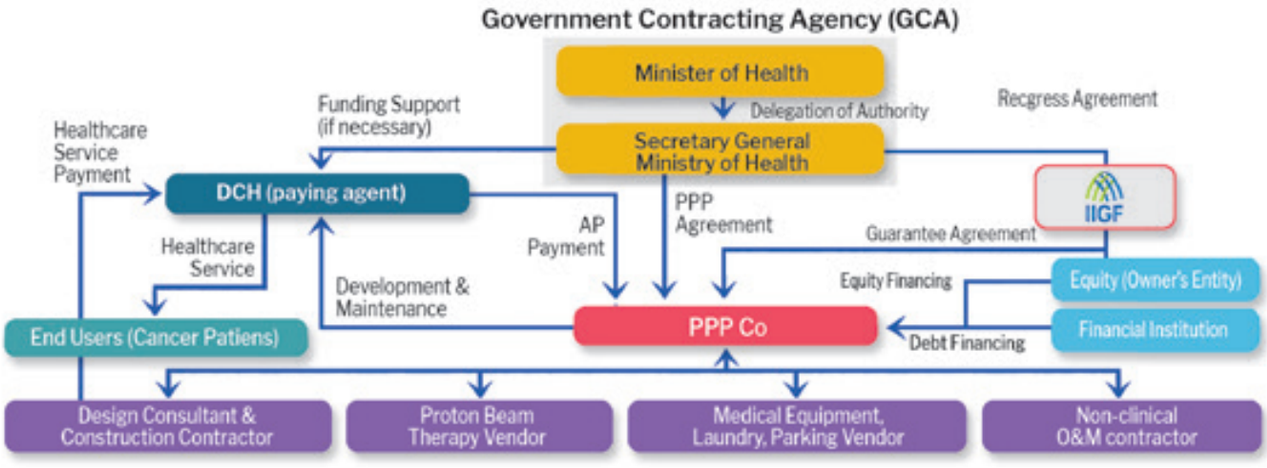
Contact Person : dr. Ockti Palupi Rahyaningtyas, MPH
Secretary of PPP team Dharmais Cancer Hospital;
+62-21- 5681570;
email: ocktipalupi_pds@dharmais.co.id;

Indicative Preparation Schedule



Project Status: Final Business Case

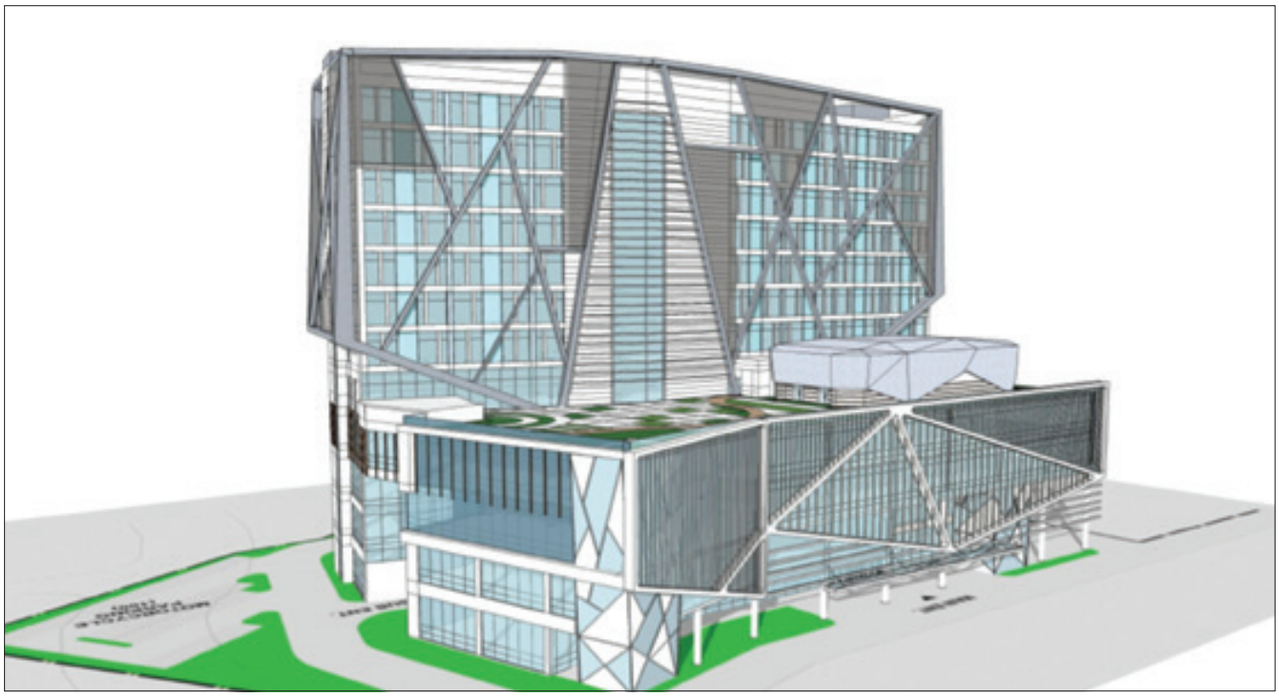
Indicative Project Structure



PROJECT DIGEST

Project Title	:	Indonesia National Cancer Center Dharmais Hospital
Government Contracting Agency	:	Minister of Health
Implementing Unit	:	Minister of Health
Preparation Agency	:	1. Ministry of Health 2. Ministry of National Development Planning 3. PDF from Ministry of Finance
Estimated Project Cost	:	USD 171.11 million
Estimated Concession Period	:	15 Years
Location	:	DKI Jakarta

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



2. The Opportunity

2.1. Project Background

Dharmais Cancer Hospital (RSKD) located on Jl. Let. Jend. S. Parman, Kav. 84 - 86, Slipi, West Jakarta was inaugurated on October 30, 1993. Since its inception, RSKD has been directed as a special national cancer center hospital to answer the need for integrated cancer services in Indonesia. In 2012 RSKD is designated as a Special Hospital Type A Cancer through the determination of Minister of Health Decree No. 037/ MENKES/ SK/ II/ 2012. The purpose of making RSKD as National Cancer Center (INCC: Indonesian National Cancer Center) under the Directorate General of Health Services Ministry of Health has several functions, namely:

- Comprehensive cancer health care center (DHCCC: Dharmais Hospital Comprehensive Cancer Center) National Cancer Education and Information Center (NCEIS: National Cancer Educational and Information System)
- Education Network Education Center, and the National Cancer Data and Research Center (NDRC: National Data and Research Center).

2.2. Project Description

DCH plans to develop new buildings and procure and operate state-of-the-art cancer health-care medical equipment. The new building will be built in 4,400m2 area and providing outpatient services; inpatient services, medical support services, general support services.
The scope of the project includes Procurement of financing for the project Construction of New Buildings, Procurement and installation of medical and non-medical equipment (including the proton beam therapy equipment), Management of support facilities and maintenance of equipment (medical and non-medical), Provision of non-clinical support services, Management of non-core businesses, Knowledge transfer and training to public sector. This project scheme is DBFMT with Availability Payment as the investment return to the SPV.

2.3. Project Objectives

- Hospital Building
  - Hospital buildings are expected to have a unique architectural design in Indonesia
  - Structure and design of the building is expected to be comparable with international hospitals
  - Functionally, hospital buildings are expected to address the needs of healthcare demand and comply with the international healthcare standards

- Medical Equipment
  RSKD needs to have the latest medical equipment and competitive advantage compared to other hospital competitors in Asia.

- Human Resources Capacity Building
  Strategic partners should be able to provide various means of transfer of knowledge (the latest developments in the health care industry) to improve the capabilities of RSKD Cancer Hospital Human Resources.

- Funding
  The project is expected to consider an effective funding scheme to optimize Availability Payment.

3. Business Entity's Opportunity

A project financing scheme with the availability payment mechanism is one of the alternatives of an attractive return on investment if the income from the patient tariff makes it impossible to repay and repay the loan.

4. Project Technical Specification

New Building Detail

1. No. of Floors: 3 Basement + 11 Floors
2. No of Rooms: 140 Beds VVIP & VIP + 28 ICU + 29 Palliative
3. No of Parking Space: 125 Cars + 100 Motorbikes
4. Total Floor Area: 37,943.72 m2
5. Hospital Land Area: 4,400 m2
6. 8 Operating Theatres
7. Proton Beam Facilities

FLOOR	AREA (M^2)	DEPARTMENT	REMARK
3rd Basement Floor	5,102.59	Mechanical Machine Rm., Proton Therapy, Radiotherapy, Oil Tank, Storage, Septic Hold, Dirty Hold, Water Tank, AHU, Driver's Rm., Parking (45 Cars)	45 Cars
2nd Basement Floor	4,104.68	Electrical Machine Rm., Storage, Laundry, Blomedical Engineering, Medical Gas, Dirty Hold, Driver RM., Connecting Passage, Parking (37 Cars)	37 Cars
1st Basement Floor	1,871.34	Driver's Rm., Parking (37 Cars)	37 Cars
Sub Total	**11,078.34**		
1st Floor	3,646,98	Lobby Hall, Reception, Pharmacy, OPD, Administration, Shop & Restaurant, Casher, Blood Taking	
2nd Floor	3,635.56	OPD, Chemotherapy, Hemodialysis, Meeting Point	
3rd Floor	4,305,79	Cancer Information, Health Check-Up Center, CSSD, Connecting Passage, OB&GY Cancer Center, Meeting Point, Anatomical Pathology	
4th Floor	4,331,13	ICU (28 Beds), Operation Dept., Family Waiting	28 Beds
5th Floor	3,025,65	Auditorium, Kitchen, Staff Dining, AHU, Roof Garden, Reserved	-
6th Floor	1,580.00	Ward: 28 Beds)1 Bed x 26, 2 Bed x 1)	28 Beds
7th Floor	1,470.00	Ward: 28 Beds)1 Bed x 26, 2 Bed x 1)	28 Beds
8th Floor	1,470.00	Ward: 28 Beds)1 Bed x 26, 2 Bed x 1)	28 Beds
9th Floor	1,470.00	Ward: 28 Beds)1 Bed x 26, 2 Bed x 1)	28 Beds
10th Floor	10th Floor	Ward: 28 Beds)1 Bed x 26, 2 Bed x 1)	28 Beds
11th Floor	1,470.00	Ward (Hospice): 29 Beds (1 Bed x 29))	28 Beds
Sub Total	**26,865.11**		
Total	**37,843,72**		**187 Beds**

5. Environmental Impact Assessment (AMDAL) Findings

The location of the Hospital must comply with the requirements on health, environmental safety (UKL/ UPL or AMDAL), and spatial (district/ city spatial plans, urban spatial plans and/ or building and environmental plans) and by needs assessment and feasibility of organization of the hospital. A review of needs based on feasibility studies using the principles of even distribution of services, efficiency and effectiveness and demographics.

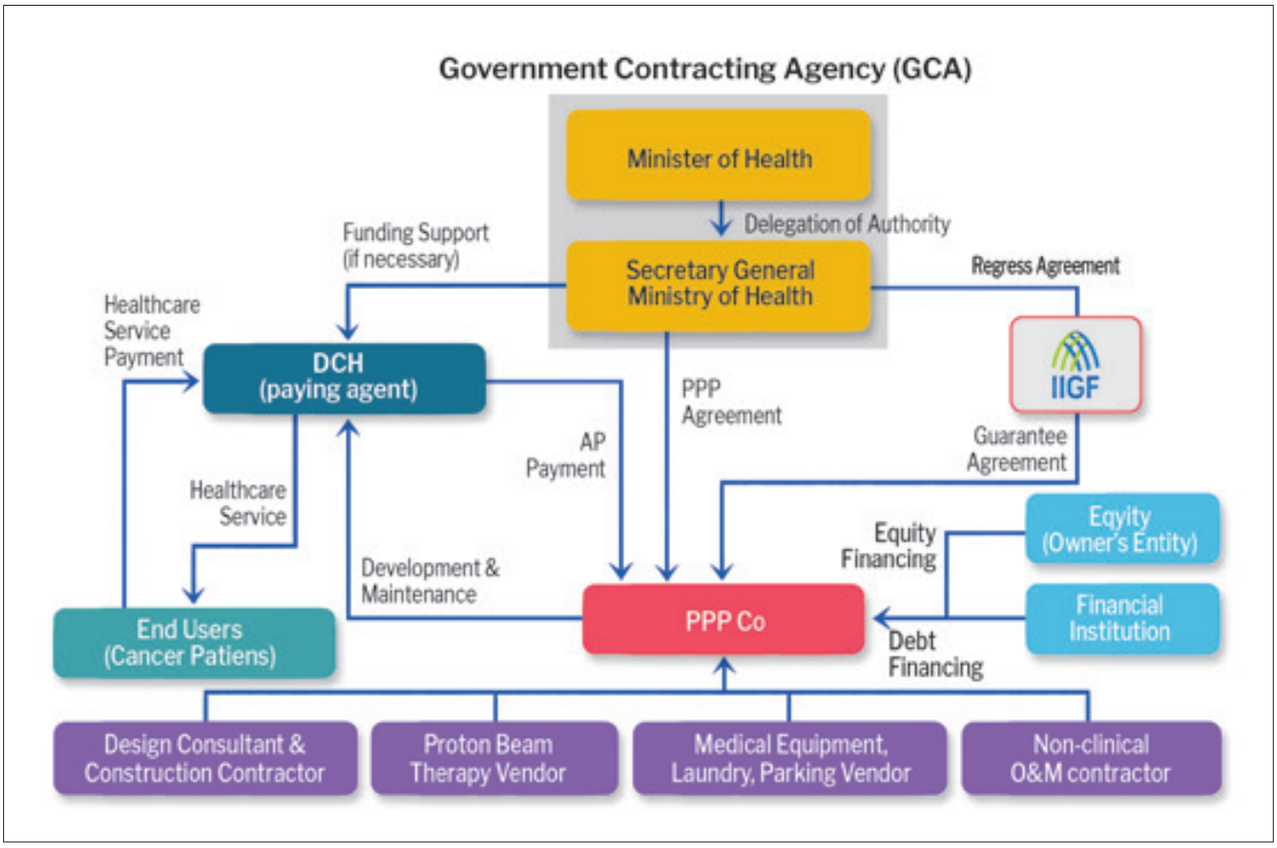
In Article 27 of Permenkes No. 56 of 2014 on Hospital Classification and Permits ("Permenkes 56/ 2014") it is stipulated that the requirements for the location of the establishment of a hospital must meet requirements such as not being in a hazardous location, availability of accessibility infrastructure for transportation lines, public, available parking lots, and not under the influence of SUTT and SUTET.

6. Land Acquisition and Resettlement Action Plan

The detail information related to the land acquisition and resettlement plan will be provided in the subsequent studies.

7. Project Structure

Estimated Project Cost	:	USD 171.1 million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	13,18%



8. Government Support and Government Guarantee

The government support and guarantee for this project are required. For government support, there are two financial assistances available, which are viability gap funding and availability payment.

For the implementation of this program, the Government established a one-stop guarantee policy, PT Penjaminan Infrastruktur Indonesia (also known as the Indonesian Infrastructure Guarantee Fund or "IIGF") which administers all Government Guarantees.

If the capitalization of IIGF is insufficient, the Regulation allows for the MOF to act as co-guarantor circumstances.

An IIGF guarantee is available only for Infrastructure projects qualifying under the PPP Regulations. IIGF can guarantee specified financial obligations of a GCA for a PPP project, including GCA contingent financial obligations, upon the occurrence of certain risks. The GCA's responsibility to make availability payments can also be covered under this guarantee scheme. However, the guarantee package does not include coverage of general/ commercial risks for a PPP project.

9. Project Implementation Schedule

Indicative project implementation schedule for Indonesia National Cancer Center Dharmais Hospital:



10. Contact Information

Name : dr. Ockti Palupi Rahyaningtyas, MPH
Position : Secretary of PPP team Dharmais Cancer Hospital
Address : Dharmais Cancer Hospital, Jakarta
Phone : +62-21- 568-1570
Fax : +62-21- 568-1579
Email : ocktipalupi_pds@dharmais.go.id,

PIRNGADI HOSPITAL

Location: North Sumatera

Sector : Health



Sub-Sector : Hospital

Description :
A project of the hospital in Medan City which consists of Construction of a New Building, Renovation of Existing Buildings Procurement of Medical Equipment, Procurement of Hospital Management System (HMS), and Full Service Maintenance of Buildings and Medical Equipment.

Estimated Project Cost: ± USD 50.0 Million

Estimated Financial Feasibility:
FIRR : 15%
NPV : ± USD 500.000,-

Estimated Concession Period: 12-17 years

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government support and guarantee will be determined in Final Business Case Study.

Government Contracting Agency : Mayor of Medan

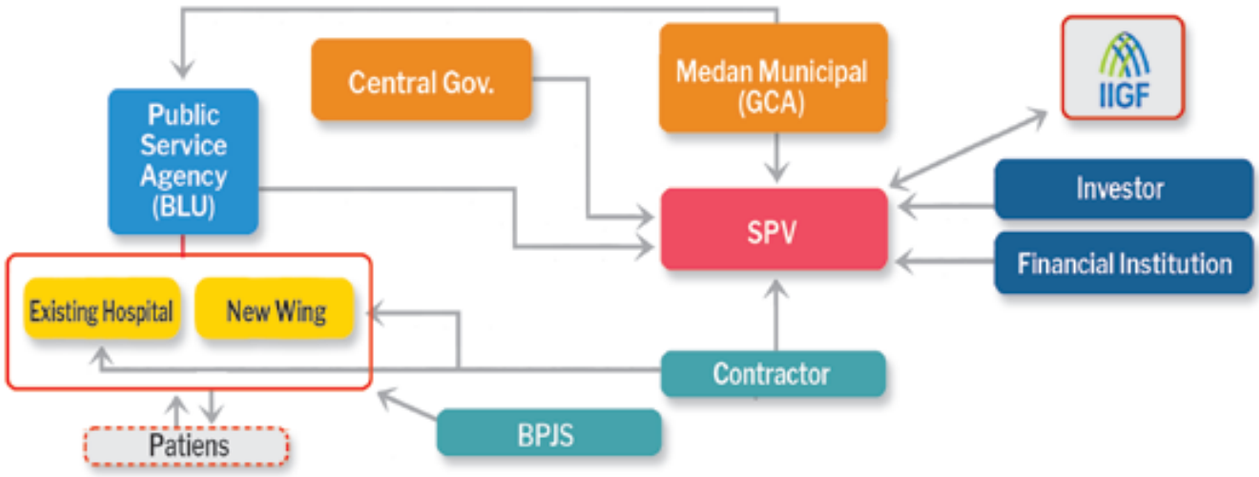
Contact Person : Wiriya Al Rahman (Acting Head of Medan Development Planning Agency)
+62-61 4517646;
email: bappedamedan@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure

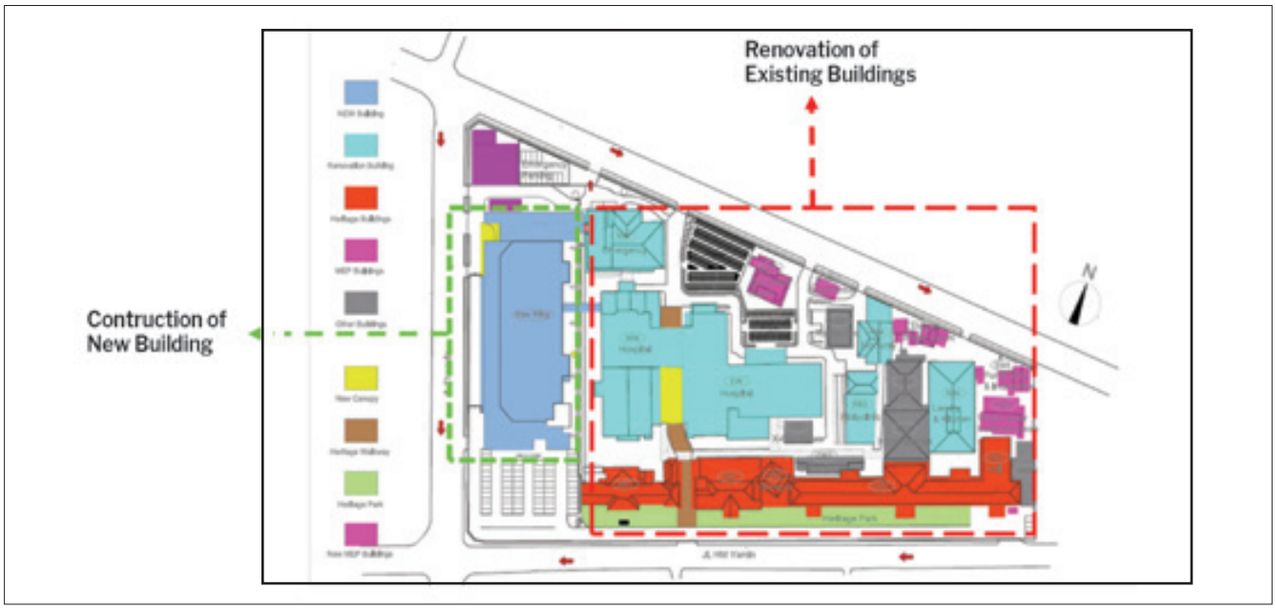


PROJECT DIGEST

Project Title	:	Pirngadi Hospital
Government Contracting Agency	:	Mayor of Medan
Implementing Unit	:	Regional Development Planning Agency of Medan City
Preparation Agency	:	PT SMI through Project Development Facility
		from Ministry of Finance
Estimated Project Cost	:	± USD 50.0 million
Estimated Concession Period	:	12-17 years
Location	:	Medan, North Sumatera

**Note:The initial assumption is based on ideal calculation with best practice facility (Project Cost calculation is still arranged in FBC stage)*

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



2. The Opportunity

2.1. Project Background

Along with the development of the important role of Medan City as a metropolitan area, Medan City is expected to be able to meet the demands in providing services decent health for the wider community. To improve the health level in Medan City and the surrounding area, this can be done by improving the quality of the hospital. The main problem in improving the quality of service becomes an important issue especially related to the quality of public services in the health sector.

2.2. Project Description

Along with the demands of a good governance paradigm that requires the fulfilment of principles of accountability, transparency, responsiveness, and participation in every activity organized by the local government, the improvement of health services in Medan City must also ap-

ply the paradigm. In line with the 2016-2021 Regional Medium-Term Development Plan (RPJMD), the strategic issue of RPJMD Medan City is to increase public satisfaction on the quality of public services every year. For these purposes, it is necessary to plan and implement the program and the development of existing health facilities in the city of Medan in order to be able to increase public service user satisfaction annually.

From the results of the Public Satisfaction Index Survey (IKM) on the services of patients who are hospitalized in RSUD Dr. Pirngadi Medan Year 2011 as many as 150 respondents who interviewed his opinion about his experience in obtaining services in RSUD Dr. Pirngadi Medan for inpatients as a whole with a rating of community satisfaction index of 72.47, with an index of 72.47, the quality of service in RSUD Dr. Pingadi Medan rated B, and rated performance B and IKM values based on inpatient classrooms, the highest in the VIP room of 76.69.

2.3. Project Objectives

1. Build a "New Wing" to improve healthcare to the patients, by providing advanced medical services, convenience and convenience compared to existing services;
2. Renovate existing hospital facilities by integrating with the New Wing and improving the efficiency and capacity in serving BPJS patients;
3. Strengthen the hospital's operational capacity by bringing in private expertise in areas such as facilities management and medical equipment, as well as procurement and full-service maintenance.
4. Increasing the hospital level of service, including transparency, accountability, productivity and efficiency, by providing the new Hospital Information Management System (HIMS).

3. Business Entity's Opportunity

Based on the results of a survey, one of the factors is the low quality of service due to the lack of facilities and infrastructure resources factor, i.e. medical equipment, either because they have not existed, damaged, or are not suitable for use. To establish or fulfil and improve the quality of the equipment then RSUD Dr Pirngadi Medan City plans to build a dedicated Hospital building facility for VIPs that have better equipment and service quality in order to improve services for the community.

RSUD Dr Pirngadi Medan is not only directed to serve the lower middle-income community but also must work on a market segment from middle to upper-class society. Therefore, facilities and infrastructure must be improved and accompanied by adequate social marketing. In addition, the existing human resources need to be upgraded to be able to answer the market challenges.

4. Project Technical Specification

- New Wing (Including Building & Skybridge): 30,700 m2
- Existing Wing Renovation (Including Landscaping, Walkway, and Functional Renovation): 32,830 m2
- Heritage Building Renovation 3,000 m2
- Emergency Unit Renovation 1,540 m2

5. Environmental Impact Assessment (AMDAL) Findings

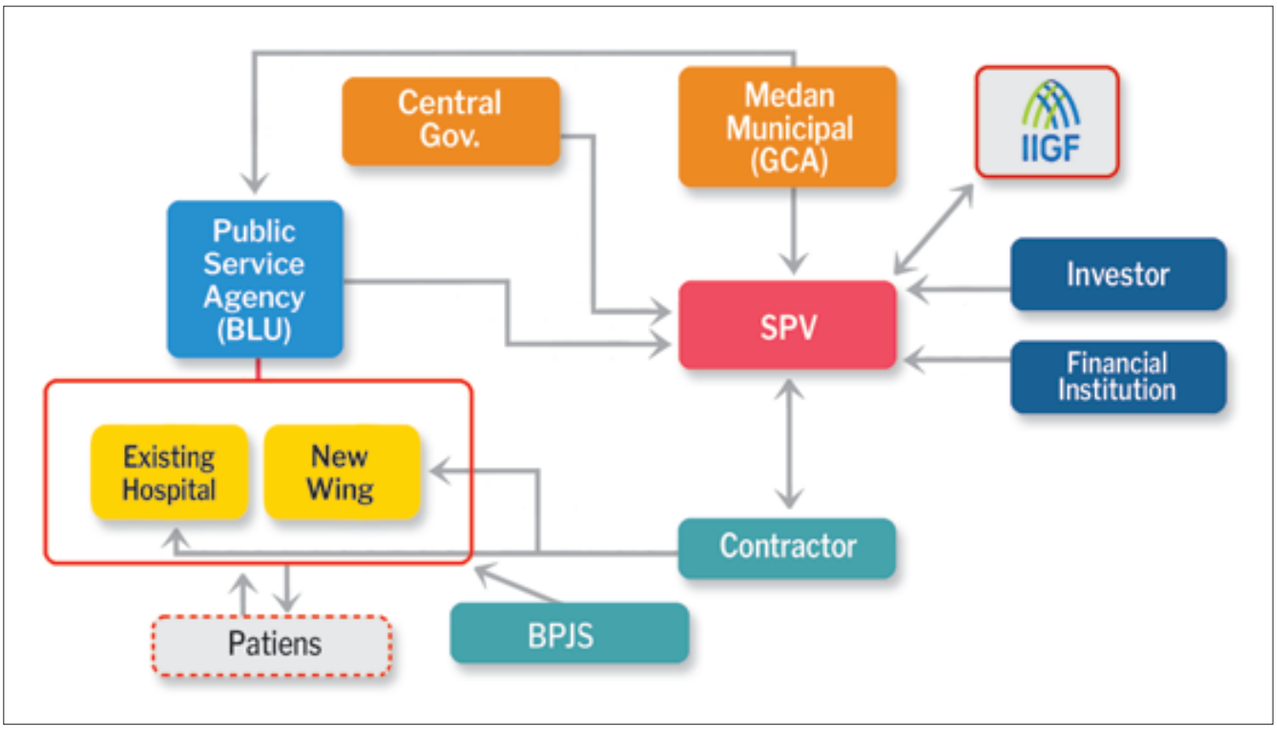
Based on Government Regulation No. 27 Year 2012, the construction project of Pirngadi Hospital Medan requires AMDAL because the total building area exceeds 30.000 m2. The GCA is required to prepare AMDAL documents to obtain an environmental permit from the Environment Agency to implement the project. The preparation of AMDAL documents is prepared by PT SMI as the preparation agency on Project Development Facility.

6. Land Acquisition and Resettlement Action Plan

The construction project of Pirngadi Hospital Medan does not require Land Acquisition and Resettlement Action Plan (LARAP) because this project only reconstructs existing buildings. The Local Government owns the Property Right from the land.

7. Project Structure

Estimated Project Cost	**:**	**USD 50.0 Million**
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	15%



8. Government Support and Government Guarantee

Based on PPP regulations, the Head of Medan Municipal Government will be the Government Contracting Agency project supported by Local Government Work Unit concerned.

For this project, Bappeda Kota Medan has a role in coordinating the planning phase from the side of Local Government. Medan City Health Agency will play a role in overseeing the management of Dr. Pirngadi. Hospital management together with Government elements Medan City clarifies the needs and point of view of the Local Government of the project.

IIGF as the guarantor can provide guarantees to improve the feasibility of the project, to attract more investors. In addition, PT. SMI can support Medan City Government in the transaction stage by becoming a Transaction adviser. KPPIP-SF as JICA Technical Assistance to KPPIP, acting as consultant and advisor to related parties during the planning phase.

Notes: Currently, the GCA are seeking for other government supports such as Medical Equipment support from Ministry of Health, Building Renovation support from Ministry of Health, and New Building support from Ministry of Public Works. However, the stakeholders have yet to confirm all of the proposals.

9. Project Implementation Schedule

Indicative project implementation schedule for Pirngadi Hospital:



10. Contact Information

Name : Wiriya Alrachman
Position : Acting Head of Regional Development Planning Agency, Medan Municipal
Address : Jalan Kapten Maulana Lubis No.2, Medan, North Sumatera
Jalan Pangeran Diponegoro No. 30, Medan 20152
Phone : +62-61-4535774
Fax : +62-61-4539406
Email : bappedamedan@gmail.com

ZAINOEL ABIDIN GENERAL HOSPITAL

Location: Banda Aceh

Sector : Health



Sub-Sector : Hospital

Description :
The Zainoel Abidin General Hospital is a public hospital operated by the Government of Nangroe Aceh Darussalam. Its purpose is to provide healthcare for its citizens. To cope with increasing demand of better-quality healthcare, developing and upgrading hospital becomes a necessity. With the next development, the hospital will provide the excellence health services for people of Nangroe Aceh Darussalam.

Estimated Project Cost: USD 142.8 million (under review)

Financial Feasibility:
FIRR : Under Calculation
NPV : Under Calculation

Estimated Concession Period: Under review

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government support and guarantee will be determined in Final Business Case Study.

Government Contracting Agency : Governor of Nangroe Aceh Darussalam

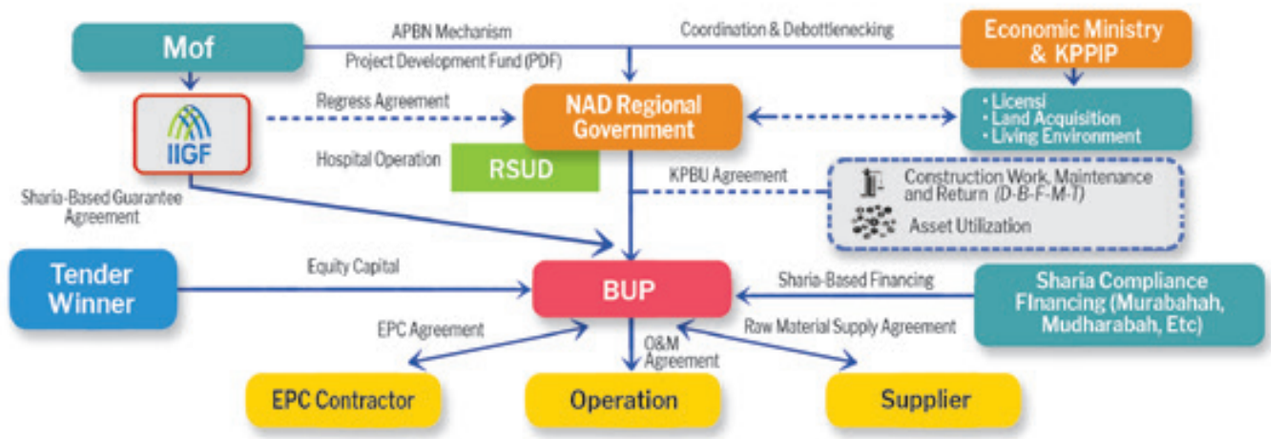
Contact Person : Sunawardi (Head of Bureau of Development Administration),
+62-812-603-9393/ +62-811-688-8086,
Email: sunawardi_cane@yahoo.com

Indicative Preparation Schedule



Project Status: Outline Business Case

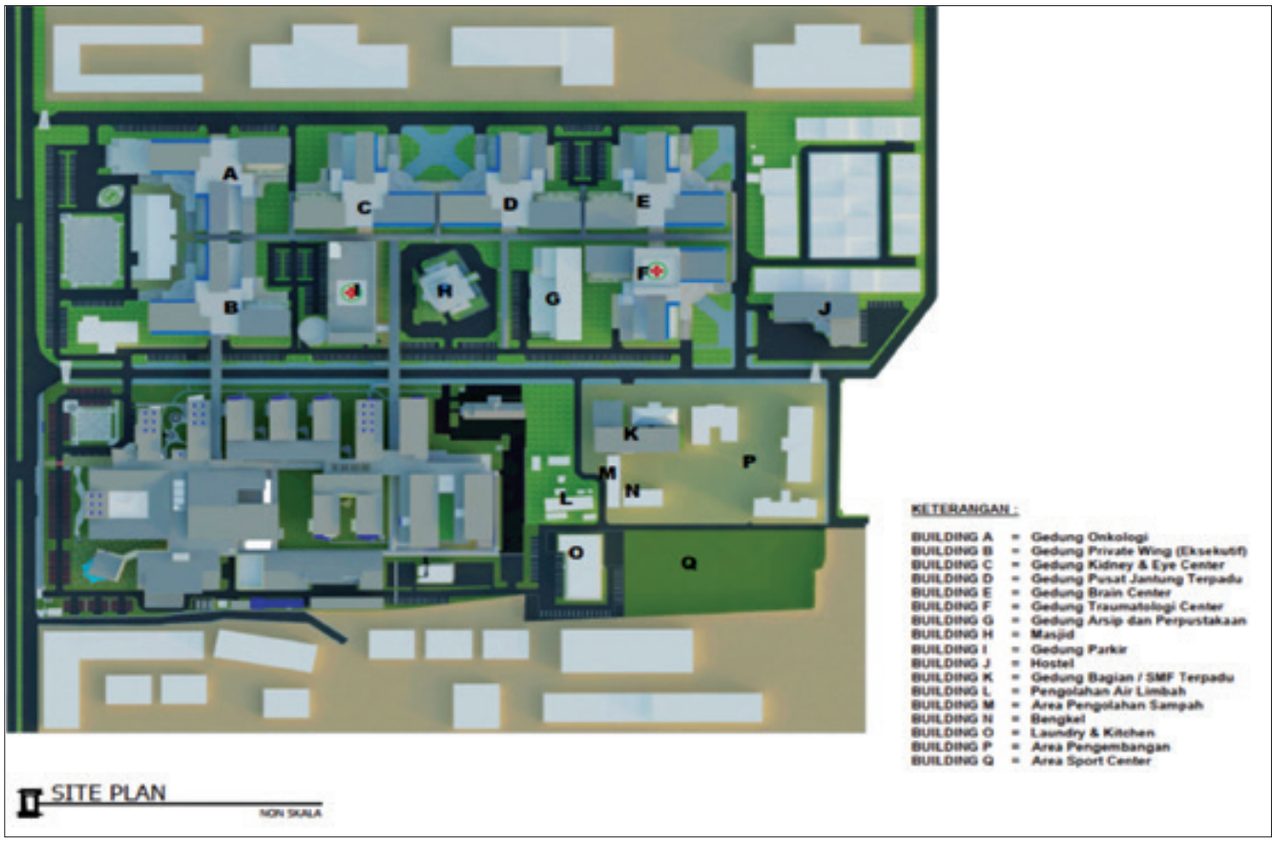
Indicative Project Structure



PROJECT DIGEST

Project Title	:	Zainoel Abidin General Hospital
Government Contracting Agency	:	Governor of Nangroe Aceh Darussalam
Implementing Unit	:	Provencial Government of NAD
Preparation Agency	:	IIGF through PDF from Ministry of Finance
Estimated Project Cost	:	USD 142.8 million (under review)
Estimated Concession Period	:	Under review
Location	:	Banda Aceh

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



2. The Opportunity

2.1. Project Background

Zainoel Abidin General Hospital (RSUDZA) located on Jl. Tgk. Daud Beureueh No. 108, Banda Aceh is a public hospital operated by the Government of Nangroe Aceh Darussalam (NAD) Province. Since its inception, RSUDZA has been the leading healthcare provider in NAD Province. According to the NAD Province Mid-Term Plan, healthcare is one of the main priorities for the Government to improve. The expansion and development of RSUDZA go in compliance with this Mid-Term Plan.

2.2. Project Description

The purpose of this project is to develop and upgrade existing facilities of RSUDZA to comply with Class-A standardization of Ministry of Health. To achieve that, there will be developments of the new building, renovation of the existing building and an overhaul of the hospital management system, including human resource management.

2.3. Project Objectives

The indicative objectives in this project are to design, build, finance, operate and maintain the RSUDZA throughout the concession period.

3. Business Entity's Opportunity

A project financing scheme with an availability payment mechanism is one of the alternatives of an attractive return on investment if the income from the patient tariff does not become financially viable.

4. Project Technical Specification

According to the early submission of preliminary study, there will be the development of such facilities as:

- Traumatology Center
- Eye Center
- Hospital Hotel
- Heart Center
- Kidney Transplantation and HD Center
- Brain Center
- Private Wing
- Parking Building

Alongside those buildings, there will be an integrated system for all areas in the hospital including the hospital management system and human resource management.

5. Environmental Impact Assessment (AMDAL) Findings

The location of the Hospital must comply with the requirements on health, environmental safety (UKL/ UPL or AMDAL), and spatial (district/ city spatial plans, urban spatial plans and/ or building and environmental plans) and in accordance with needs assessment and feasibility of organization of the hospital. A review of needs based on feasibility studies using the principles of even distribution of services, efficiency and effectiveness and demographics.

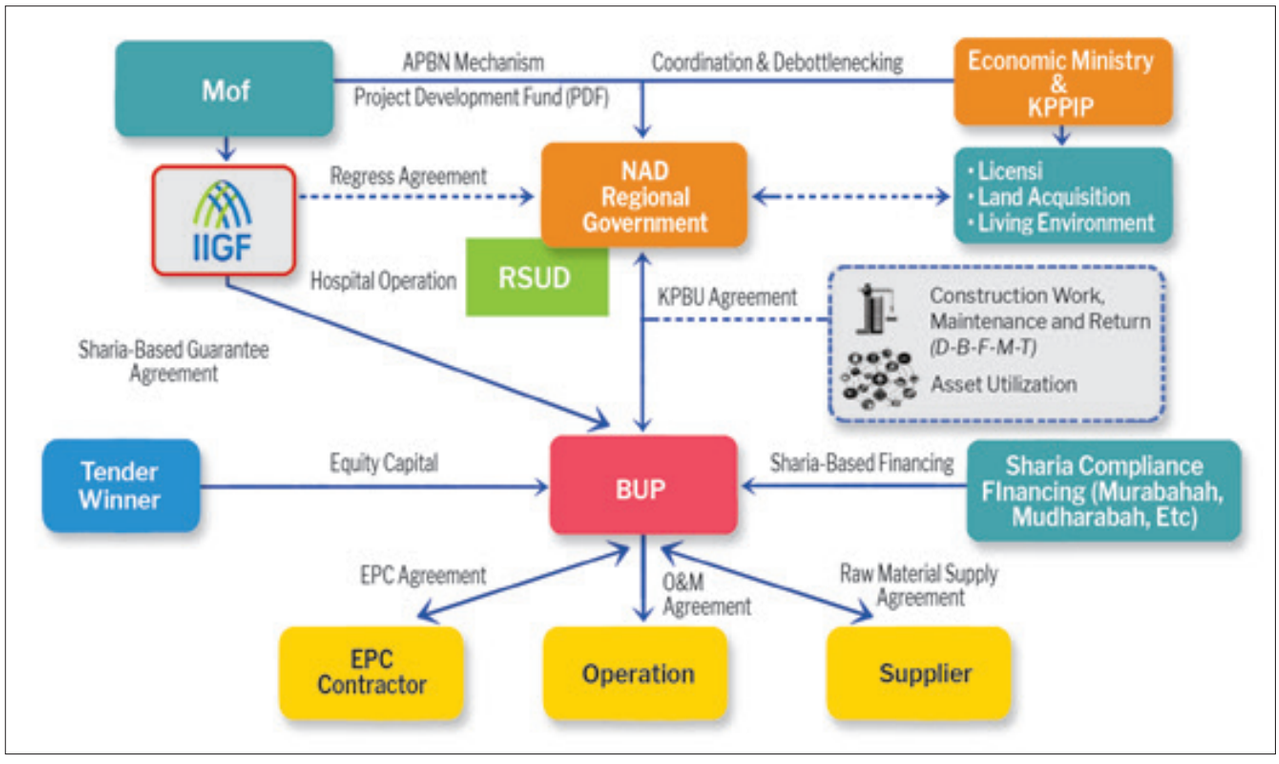
In Article 27 of Permenkes No. 56 of 2014 on Hospital Classification and Permits ("Permenkes 56/ 2014") it is stipulated that the requirements for the location of the establishment of a hospital must meet requirements such as not being in a hazardous location, availability of accessibility infrastructure for transportation lines, public, available parking lots, and not under the influence of SUTT and SUTET.

6. Land Acquisition and Resettlement Action Plan

There is no need for land acquisition because existing land is enough for the planned development. As the owner of the land is Government of NAD Province, the land is regarded as a government-owned asset (Barang Milik Daerah/BMD) and the subsequent usage of it will comply to Government Regulation No. 27 Year 2014 about Management of Government-Owned Asset.

7. Project Structure

Estimated Project Cost :		USD 142.80 million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	Under review



8. Government Support and Government Guarantee

The government support is needed to lessen the burden of AP for the Government of NAD Province. The government support identified is Viable Gap Fund (VGF) and Construction Support if needed. As the hospital efficiency increased through innovation by the private sector, there will be additional earnings which can decrease the need for government support.

Government guarantee will be needed to cover such risk as political risk and AP payment risk.

9. Project Implementation Schedule

Indicative project implementation schedule for Zainoel Abidin General Hospital:



10. Contact Information

Name : Sunawardi
Position : Head of Bureau of Development Administration
Address : At Governor Office of Aceh
Phone : +62-812-603-9393/+62-811-688-8086
Fax : +62-651-7553309
Email : sunawardi_cane@yahoo.com

Name : Dr. Muhazar, SKM, M.Kes
Position : Deputy Director RSUD dr. Zainoel Abidin
Address : RSUD dr. Zainoel Abidin Banda Aceh
Phone : +62-812-690-1628/+62-812-690-2533
Fax : +62-651-34566
Email : razahum@gmail.com

CORRECTIONAL FACILITY SECTOR



1. Relocation of Salemba Correctional Facility
2. Nusakambangan Industrial Correctional Facility

RELOCATION OF SALEMBA CORRECTIONAL FACILITY

Location: Under Review

Sector : Correctional



Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined after Final Business Case Study finalized.

Sub-Sector : Correctional Facility

Description:
PPP project to relocate Salemba Correctional Facility that is located in Central Jakarta has the following objectives: (i) to solve the overcapacity in Salemba's prison; (ii) DKI Jakarta Spatial Plan did not accommodate current prison location; (iii) to accommodate the Government's budget constraint for building prisons.

Estimated Project Cost: USD 96.60 Million

Financial Feasibility:
FIRR : 11.03%
NPV : USD 3.5 million

Estimated Concession Period: 15 years

Government Contracting Agency : Minister of Law and Human Right

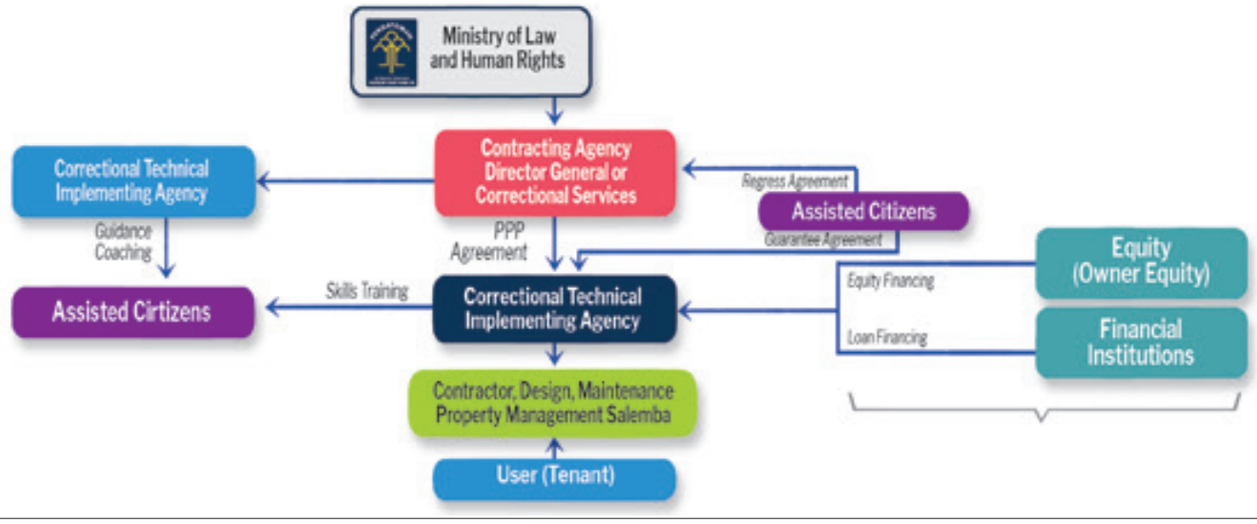
Contact Person : Dodot Adikoeswanto (Director of Information Technology and Cooperation)
+62-21-3857615 / +62-812-916-9909;
email: nih_dodi@yahoo.com tu.infokom@gmail.com

Indicative Preparation Schedule



Project Status: Outline Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	: Relocation of Salemba Correctional Facility
Government Contracting Agency	: Minister of Law and Human Right
Implementing Unit	: Directorate General of Correctional Facility
Preparation Agency	: 1. Directorate General of Correctional Facility
	2. Ministry of National Development Planning
Estimated Project Cost	: USD 96.6 million
Estimated Concession Period	: 15 Years
Location	: Cempaka Putih, Central Jakarta

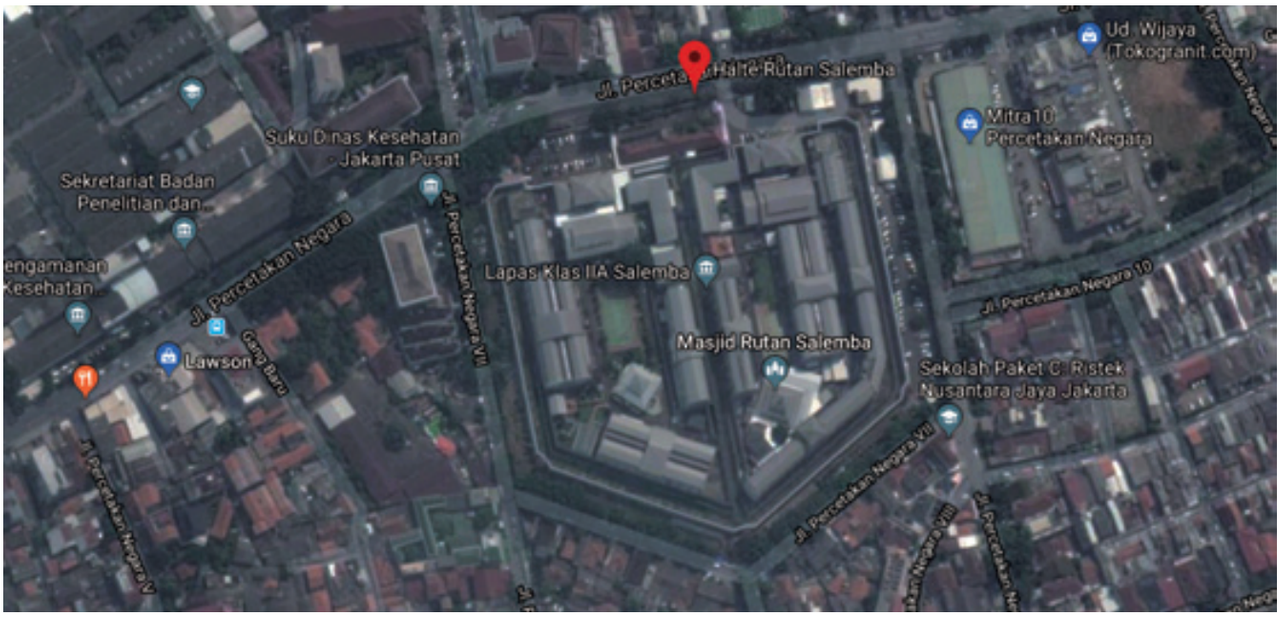
**Note: The initial assumption is based on ideal calculation wiyh best practice facility (Project Cost calculation is still arranged in FBC stage)*

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

Development of New Correctional Facility in Salemba - Central Jakarta



Development of New Correctional Facility in Salemba



2. The Opportunity

2.1. Project Background

The project "The transfer of prison technical prison units from the center of the city to the outskirts aims to reduce overcrowding. In the January-January period of 2017, the average number of assisted people around 1,300 people has exceeded the capacity of the prison for just 572 people (an average over 130% capacity level). As can be seen in the following table.

No.	Period	Prisoner	Capacity	%	% Over Capacity
1	January	1,300	572	227%	127%
2	February	1,334	572	233%	133%
3	March	1,368	572	239%	139%
4	April	1,310	572	229%	129%
5	May	1,349	572	236%	136%
6	June	1,380	572	241%	141%

Source: system database pemasyarakatan, smslap.ditjenpas.go.id, 2017

Also, along with the development of urban areas in Jakarta, there is a mismatch of placement of buildings with the General Spatial Plan (RUTR) in each area located in the middle of urban areas will indirectly affect the security and order in prison Salemba.

2.2. Project Description

The relocation of the correctional facility in Salemba that is located in Central Jakarta : (i) to solve the overcapacity problem in Salemba's prison; (ii) current prison condition is no longer appropriate with the DKI Jakarta Spatial Plan; (iii) to accommodate the Government's budget constraint for building prisons. Therefore, developing the correctional facility in Ciangir with an area of 30,000 m2 which could accommodate 5,000 prisoners, with medium security and the open camp system is needed. Ciangir is near to Tigaraksa Industrial Estate, enabling the development of industrial prisons focusing on processing industry activities. The prison will provide programs and services by developing processing industry.

The relocation of the correctional facility in Salemba that is located in Central Jakarta will be bundled with the development of ex-correctional facility in Salemba by commercial area, based on Presidential Regulation, 38/2015, clause 5, point 4, for increasing the feasibility of a PPP and/or providing additional benefits to society, a PPP may involve activities for the provision of commercial facilities.

2.3. Project Objectives

- Reduced density of the inhabitants Salemba breath;
- Solution non-conformity with the spatial plan and environmental tone of the downtown area of Jakarta;
- Development of industrial based penitentiaries with minimum security concept;
- Accommodate government budgetary constraints in the construction of the correctional facility;

- Determination of former Salemba correctional facility land with office, commercial and residential development;
- Implementation of government programs with alternative sources of financing is the scheme of public-private partnership.

3. Business Entity's Opportunity

Forms of cooperation between the Ministry of Law and Human Right with Business Entities has entered the preparation of OBC phase. Cooperation opportunity available for this project is advisory transactions, bidders, and investors.

4. Project Technical Specification

Utilization of land in former Salemba correctional facility

- Land area: ± 4.2 ha
- Preservation of cultural heritage buildings on the front of ex-prison
- Office activities
- Settlement activities
- Commercial activities

5. Environmental Impact Assessment (AMDAL) Findings

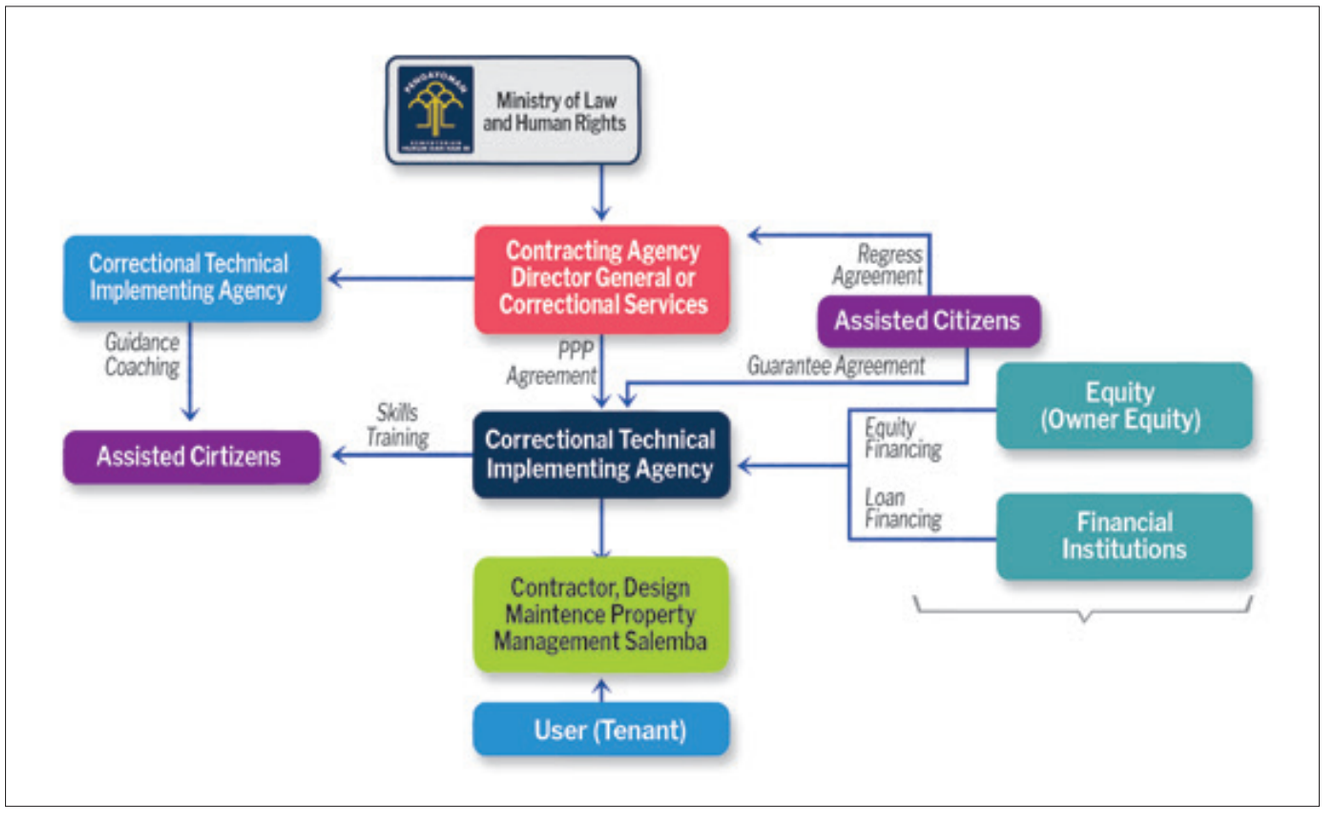
- The utilization of Salemba's former prison/prison land is an activity that required Environmental Impact Assessment.
- Preparation of Environmental Impact Assessment and traffic impact analysis documents can be done simultaneously.
- The plan for construction needs to take into account the general regulation of zoning regulations for the designated settlement areas as contained in the RTRW (Spatial Planning)

6. Land Acquisition and Resettlement Action Plan

More detailed about this matter will be provided in subsequent studies.

7. Project Structure

Estimated Project Cost	**:**	**USD 96.60 Million**
Indicative debt to equity	:	
i. Debt Level	:	30%
ii. Equity Level	:	70%
FIRR	:	11.03%



8. Government Support and Government Guarantee

Government support and government guarantee will be determined in the Final Business Case.

9. Project Implementation Schedule

Indicative project implementation schedule for the Relocation of Salemba Correctional Facility:



10. Contact Information

Name : Dodot Adikoeswanto
Position : Director of information technology and Cooperation
Ministry of Law and Human Rights
Address : Directorate General of Correctional Facility,
Ministry of Law and Human Rights, Jl Veteran No. 11 Jakarta Pusat
Phone : +62-21-3857615
Email : tu.infokom@gmail.com

Name : Irwan Rahmat Gumilar
Position : Head of Planning and Budgeting Departement
Ministry of Law and Human Rights
Address : Directorate General of Correctional Facility,
Ministry of Law and Human Rights, Jl Veteran No. 11 Jakarta Pusat
Phone : +62-21-3452155
Fax : +62-21-3452155
Email : 2019prawilayah1@gmail.com

NUSAKAMBANGAN INDUSTRIAL CORRECTIONAL FACILITY

Location: Central Java

Sector : Penitentiary



Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined after Final Business Case Study finalized.

Sub-Sector : Industrial Correctional

Description :

The Project will combine correctional facility with productive activities such as livestock breeding. The project aims to increase the value of prison by adding economic production which is expected to promote regional economic growth.

Estimated Project Cost: USD 36.60 Million

Financial Feasibility:
FIRR : 13.57%
NPV : USD 83.0million

Estimated Concession Period: 25 years

Government Contracting Agency : Minister of Law and Human Right

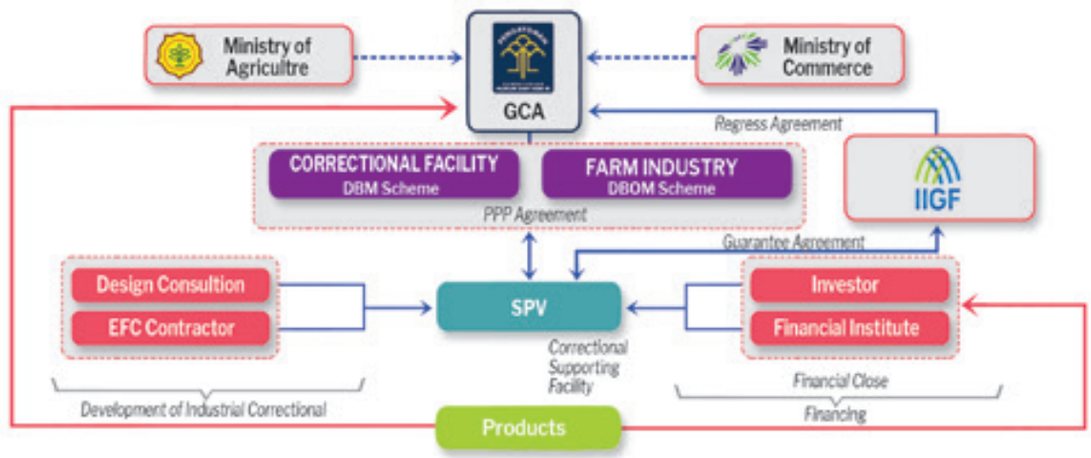
Contact Person : Dodot Adikoeswanto
(Director of Information Technology and Cooperation)
+62-21-3857615 / +62-812-916-9909;
email: nih_dodi@yahoo.com tu.infokom@gmail.com

Indicative Preparation Schedule



Project Status: Outline Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	: Nusa Kambangan Industrial Corectional Facility
Government Contracting Agency	: Minister of Law and Human Right
Implementing Unit	: Directorate General of Correctional Facility
Preparation Agency	: 1. Directorate General of Correctional Facility
	2. Ministry of National Development Planning
Estimated Project Cost	: USD 36.60 million
Estimated Concession Period	: 25 Years
Location	: Nusa Kambangan, Cilacap, Central Java

**Note: The initial assumption is based on ideal calculation with best practice facility (Project Cost calculation is still arranged in FBC stage)*

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



2. The Opportunity

2.1. Project Background

Correctional facilities not only aim as a prison but also to serve and accommodate inmates prior to their release and socialize to the people afterwards. Nusakambangan correctional facility located in Tambakreja Village, Regency of Cilacap in Central Java Province with the area for about 216 km2. Indonesia government initiates a partnership of this facility by optimizing correctional institution assets through an open prison concept. It is a minimum security prison where inmates get training and skills of farming and/or breeding livestock.

2.2. Project Description

The project will combine a correctional facility with productive activities such as livestock breeding. The geographic potential of Nusakambangan support this project as 210,000 Ha of the island will be used for this project. Moreover, Regency of Cilacap as the related area from

Nusakambangan is still facing a deficit of livestock such as cattle. Thus, the project aims to increase the value of prison by adding economic production which expected to promote regional economic growth.

2.3. Project Objectives

The project aims are as follows:

- Create an alternative concept of a correctional facility
- Increase regional economy related to agriculture and farming
- Improve skills of inmates prior to their release

3. Business Entity's Opportunity

The project will use Built Operate Transfer (BOT) scheme. The business entity will build the project from construction to the operation.

Revenue generated from the warden, Ministry of Law and Human Right Management, training, livestock and farming sales as well as other potential activity such as biogas.

4. Project Technical Specification

The technical specifications for the project as follows:

- Correctional facility
  - o Building : 11,453 m2
  - o Others : 13,000 m2
  - o Livestock
  - o Building : 36,000 m2
  - o Cattle yard : 3,000 m2
  - o Others : 14,000 m2
- Industry : 600 m2
- Cattle cycle per year : 15,000 of cattle

5. Environmental Impact Assessment (AMDAL) Findings

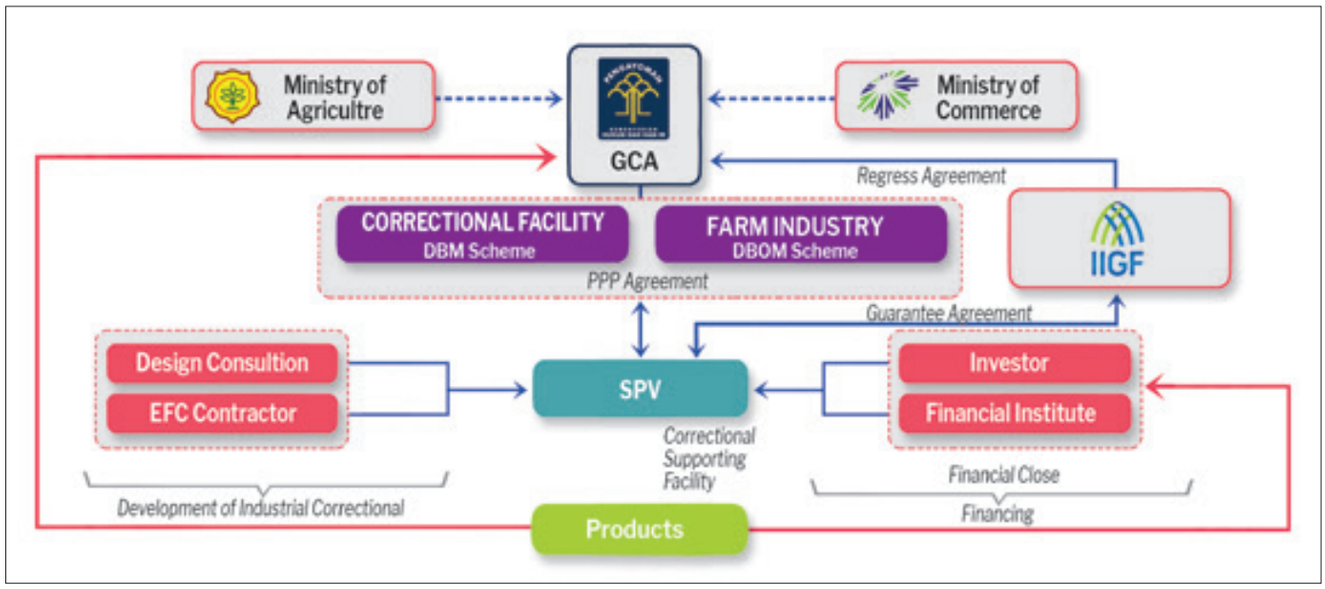
Currently, the project is in progress for pre-feasibility study. AMDAL activity will be decided afterwards and provided in subsequent studies.

6. Land Acquisition and Resettlement Action Plan

More detailed about this matter will be provided in subsequent studies.

7. Project Structure

	:	USD 36.60 Million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	13.57%



8. Government Support and Government Guarantee

Government support and government guarantee will be determined in the Final Business Case.

9. Project Implementation Schedule

Indicative project implementation schedule for Nusa Kambangan Industrial Correctional Facility:



10. Contact Information

Name : Dodot Adikoeswanto
Position : Director of information technology and Cooperation
Ministry of Law and Human Rights
Address : Directorate General of Correctional Facility,
Ministry of Law and Human Rights, Jl Veteran No. 11 Jakarta Pusat
Phone : +62-21-3857615
Email : tu.infokom@gmail.com

Name : Irwan Rahmat Gumilar
Position : Head of Planning and Budgeting Departement
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Phone : +62-21-3452155
Fax : +62-21-3452155
Email : 2019prawilayah1@gmail.com

EDUCATION SECTOR



1. University of Sam Ratulangi Teaching Hospital
2. Institut Teknologi Bandung's Cirebon Campus Development

UNIVERSITY OF SAM RATULANGI TEACHING HOSPITAL

Location: North Sulawesi

Sector: Education



Sub-Sector : Teaching Hospital

Description:
Teaching hospital (type C) with six levels building and laid on local government land. It will occupy by up to 300 out patients each day and around 130 inpatients every single day. In this case approximally the hospital has 100 beds in the first year and increase to 250 beds in the seven years.

Estimated Project Cost: USD 28.70 Million

Financial Feasibility:
FIRR : 15%
NPV : USD 1.8 Million

Estimated Concession Period: 20 years

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined after Final Business Case Study finalized.

Government Contracting Agency : Minister of Research, Technology, and Higher Education

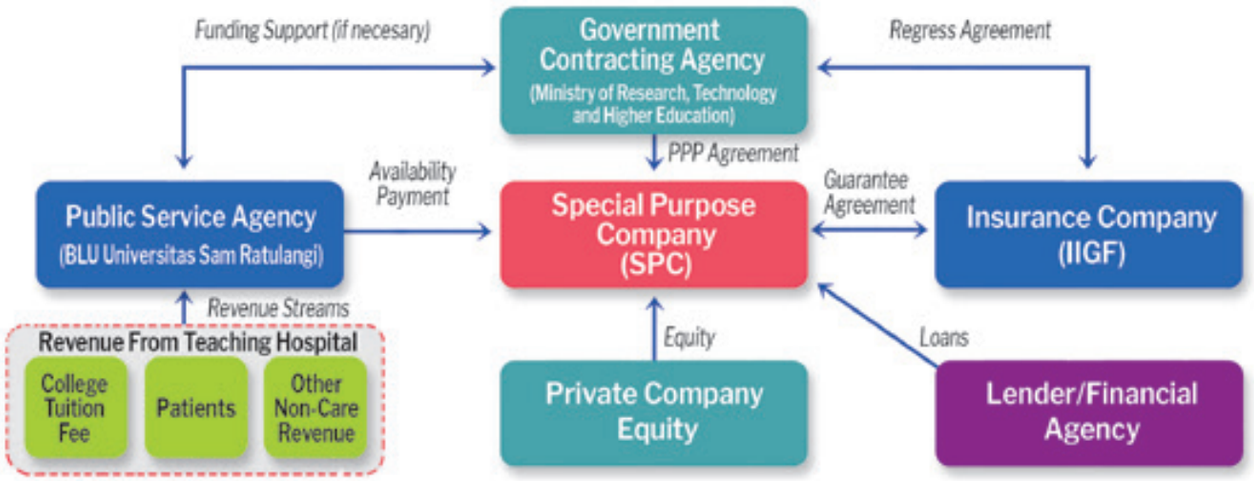
Contact Person : Choiruddin; +62-813-1900-1512;
email: choiruddin@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

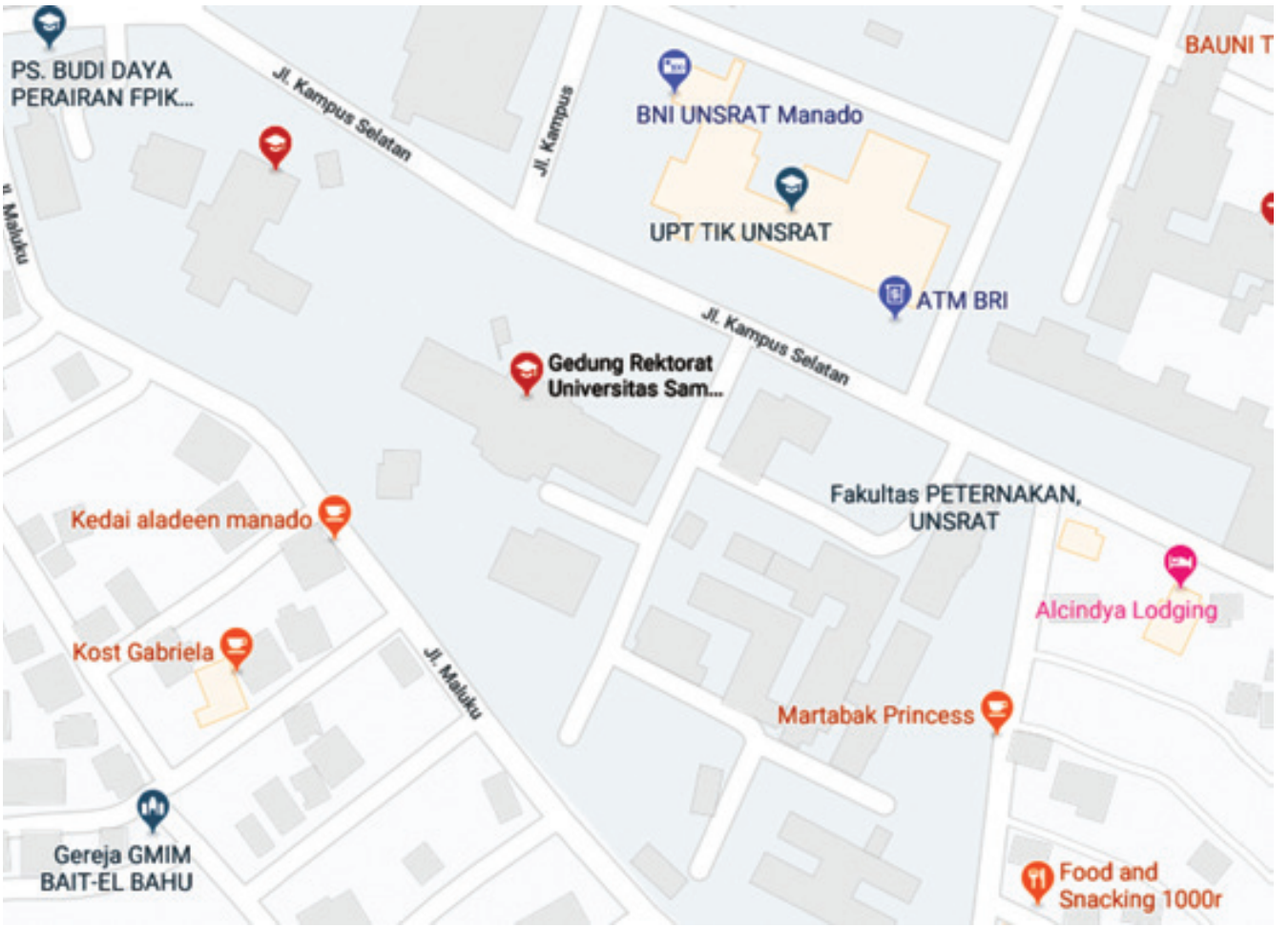
Indicative Project Structure



PROJECT DIGEST

Project Title	: University of Sam Ratulangi Teaching Hospital
Government Contracting Agency	: Minister of Research, Technology and Higher Education
Implementing Unit	: University of Sam Ratulangi
Preparation Agency	: 1. University of Sam Ratulangi : 2. Ministry of National Development Planning 3. PT SMI through PDF From Ministry of Finance
Estimated Project Cost	: USD 28.70 million
Estimated Concession Period	: 20 years
Location	: Manado, North Sulawesi

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



2. The Opportunity

2.1. Project Background

Sam Ratulangi Teaching Hospital is planned to support medicine student for education and medical research matters in the University of Sam Ratulangi. Furthermore, for locals, the hospital could be one of their options in health services. Given the fact that patients were outnum-

bered in existing hospitals in North Sulawesi such as Kandou Hospital, Siloam Hospital, Pancaran Kasih Hospital, Advent Hospital, the development of this hospital could overcome this problem in providing health services. Accordingly, based on economic and financial criteria, this hospital will provide benefits for locals for the improvement of public health services.

2.2. Project Description

Government Regulation No.93/ 2015 stated that teaching hospital have these three functions: health service, education, medical research, and dentistry. Moreover, the hospital will provide a doctor who required in the learning process because they can acknowledge students, giving sustainable exercises or even tutoring them privately in order to be a decent doctor, dentist and other health examiners. Therefore, Sam Ratulangi Teaching Hospital would be determined as one of the Teaching Hospital in Indonesia that initiated by Ministry of Research, Technology and Higher Education and the private consortium.

The hospital currently has a polyclinic with six levels building and laid on local government land. It is occupied by up to 300 outpatients each day and around 130 inpatients every single day.

2.3. Project Objectives

The purposes of the project are to be an excel hospital which arranges complex education and research in term of Professional Study Program, Clinical Practice, and other support medic profession like rehabilitation.

The government also plans to endorse Sam Ratulangi Teaching Hospital as one of the best hospitals in town. By doing so, local people will gain high-quality health service. Moreover, it will promote the school of medicine and economic empowerment in North Sulawesi throughout the medical world.

3. Business Entity's Opportunity

The University of Sam Ratulangi will delegate their human resources to manage the hospital including the doctors. While, the private partner shall be responsible to finance the rehabilitation the existing building, construct the other building, supply the equipment of the hospital and maintenance of the building hospital and also the equipment hospital. The revenue of this project is gaining from inpatient and outpatient tariff, laboratory, pharmacy, radiology, physiotherapy. Moreover, there is a potential non-operating revenue such as parking lot lease, ATM spots, and café.

4. Project Technical Specification

The technical specifications for Sam Ratulangi Teaching Hospital are as follows:

- Sam Ratulangi Teaching Hospital is expected to have at least 13 areas of specialities;
- Classification Class C Hospital;
- Percentage of outpatient at Sam Ratulangi Teaching Hospital a year compared with the total population in Manado is 20%;
- Inpatient at Sam Ratulangi Teaching Hospital a year approximately 20% from outpatients;
- Sam Ratulangi Teaching Hospital will divide into three main buildings: Polyclinic Building, Emergency Department, and Inpatient Department.

5. Environmental Impact Assessment (AMDAL) Findings

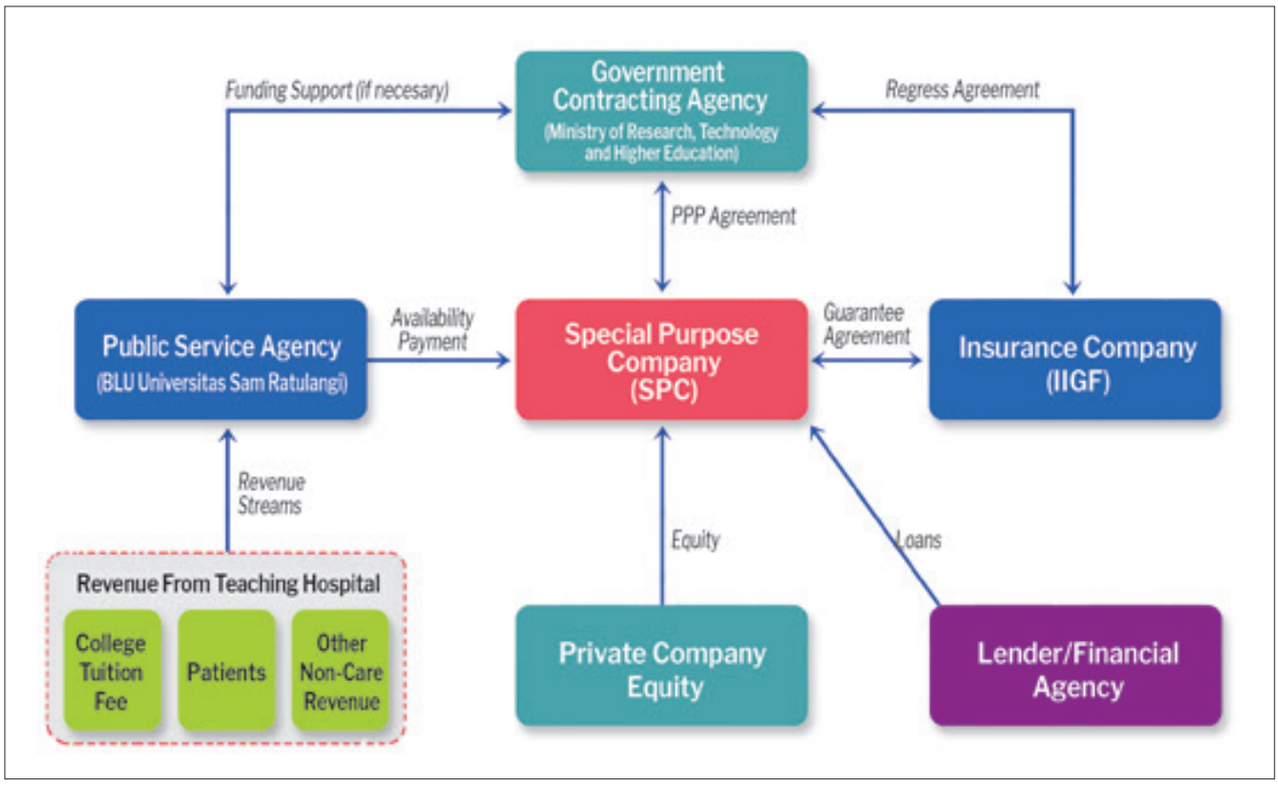
This project already had an Environmental Impact Assessment (AMDAL) in 2008. However, according to the recommendation from Badan Lingkungan Hidup Daerah (BLHD) Manado in August 2012, it is required a new AMDAL document which suitable with update plan for Sam Ratulangi Teaching Hospital.

6. Land Acquisition and Resettlement Action Plan

There is no land acquisition and resettlement needed because the project is located on land owned by the University of Sam Ratulangi.

7. Project Structure

Estimated Project Cost	:	USD 28.70 Million
Indicative debt to equity		
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	15%



8. Government Support and Government Guarantee

The project might require government guarantee in term of risk mitigation for payment risk and politic risk since it is planned to have the bank's loan. However, the necessity and applicability of the government support and guarantee will be identified and specified in the subsequent studies.

9. Project Implementation Schedule

Indicative project implementation schedule for University of Sam Ratulangi Teaching Hospital:



10. Contact Information

Name : Ali Ghufron Mukti
Position : Director General of Human Resource of Science and Technology, Ministry of Research Technology and Higher Education
Address : Ministry of Research, Technology and Higher Education of the Republic of Indonesia
Gedung D lantai 5, Pintu 1 Senayan,
Jalan Jenderal Sudirman, Jakarta Pusat 10270
Phone : +62-21-57946605
Fax : +62-21-579466053
Email : ghufronmukti@yahoo.com

Name : Nafiron;
Phone : +62-812-5213334
Email : nafironmu@gmail.com

Name : Ario
Phone : +62-821-72314106
Email : arioteguhprasetyo@gmail.com

INSTITUT TEKNOLOGI BANDUNG'S CIREBON CAMPUS DEVELOPMENT

Location: West Java

Sector: Education



Sub-Sector : Learning Facility

Description :

This project includes the development of ITB campus on Cirebon site, which have 10,000 m2. This campus will support higher education in Cirebon and to accomodate new students. This campus will be designed to have world class infrastucture.

Estimated Project Cost: USD 30.00 Million

Financial Feasibility:

FIRR : 14.28%
NPV : USD 4.25 Million

Estimated Concession Period: 20 years

Business Opportunity:
Transaction adviser/bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined after Final Business Case Study finalized.

Government Contracting Agency : Minister of Research, Technology, and Higher Education (MORTHE)

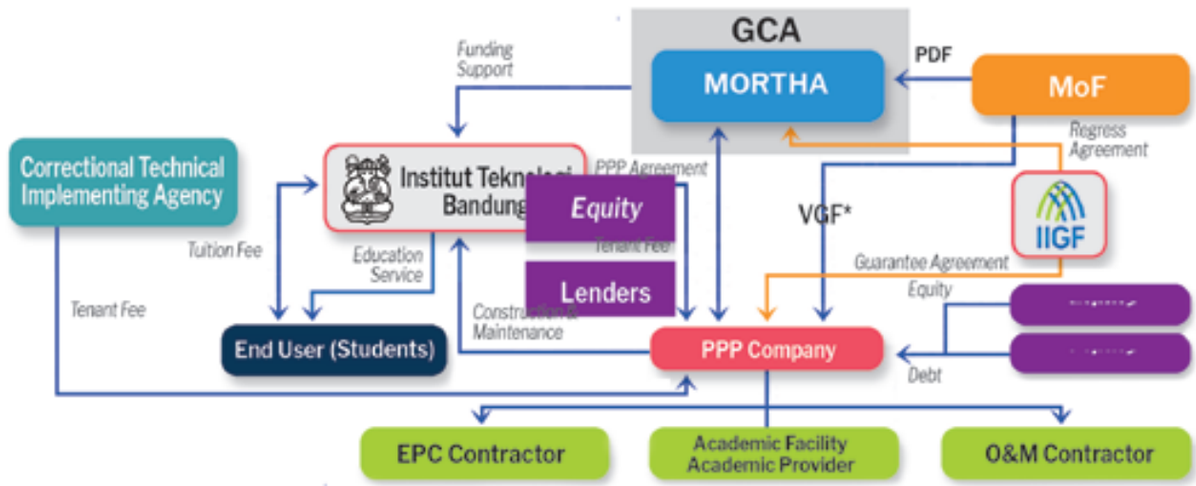
Contact Person : Dr. Ir. Sigit Darmawan, Director of Develoment of ITB
ditbang@pusat.itb.ac.id, sigit.darmawan25@yahoo.com

Indicative Preparation Schedule



Project Status: Outline Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	: Institut Teknologi Bandung's Cirebon Campus Development
Government Contracting Agency	: Minister of Research, Technology, and Higher Education
Implementing Unit	: Institut Teknologi Bandung
Preparation Agency	: Institut Teknologi Bandung
Estimated Project Cost	: USD 30.0 million
Estimated Concession Period	: 20 years
Location	: Cirebon, West Java

**Note: The initial assumption is based on ideal calculation with best practice facility (Project Cost calculation is still arranged in FBC stage)*

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





2. The Opportunity

2.1. Project Background

Institut Teknologi Bandung (ITB) is the first technology-oriented university in Indonesia. Towards its 100th anniversary, ITB already has more than 70,000 alumni whom many of them have contributed to Indonesian development.

Indonesia only has 2,671 engineering graduates per million population. The amount of engineering graduates is far behind another country such as Malaysia (3,333), China (5,000), and South Korea (25,000). To accelerate the development of our country, ITB should take part in the education of more engineering students.

However, ITB every year ITB can only facilitate 3,800 students from 40,000 applicants because of the capacity. Currently, ITB campus only has 28 Ha area in Ganesha Campus and 45 Ha in Jatinangor Campus. In order to facilitate more students, one of ITB further development plan is establishing ITB Multicampus in Cirebon.

2.2. Project Description

ITB Cirebon Campus development project will take place in the 10,000 m2 area in Cirebon, West Java. There are two towers with mid-rise building specification for academic facilities, commercial use, and parking area that will be built in that area.

The revenue of the PPP project company will be in the form of User-Charge. The User-charge will be given to the PPP project company based on tuition fee and BP-PTNBH (Financial Aid to Public Higher Education Juristic Based). This project has fulfilled the requirement to obtain the VGF (Viability Gap Funding) because it took "Payment By Users" principle that implies to transfer the Government's risks to Business Entity.

2.3. Project Objectives

The objectives of the development of ITB Cirebon Campus Development are:

- Creating a world-class technological institute to provide cutting edge facilities for students and to improve the facility standards
- Achieving ITB's vision and mission through the establishment of qualified higher education, research and innovation capacity to promote national competitiveness
- To meet growing demand for engineering courses
- Act as a model campus in West Java
- Achieve the Tridharma vision of integrated (i) learning and teaching, (ii) research and development, and (iii) community services

3. Business Entity's Opportunity

The private partner responsibilities are:

- Design and construction: Design, construct (D&C) and commission the university facilities funded using the PPP model.
- Financing: Raise and/or arrange private debt and equity financing.
- O&M: hard and soft facilities management and procurement, installation and maintenance of equipment as described above.
- Approvals: Obtain all the planning approvals required for the Project and all other approvals and licenses necessary for the Project.

4. Project Technical Specification

Building Floor	Area (m2)	Area (m2)
Basement B1 & B2	5,000	Parking Area
Podium 1 & 2	5,000	Commercial Area
1st – 11th Floor	27,000	Academic Facility

5. Environmental Impact Assessment (AMDAL) Findings

According to the Decree of Minister of Environment No. 05/2012 on Screening Criteria (type/scale/magnitude) of activities requiring AMDAL/EIA, the scale of ITB Cirebon Campus Development Project requires to provide AMDAL documents. The documents will be prepared by ITB as the implementing unit of the Government Contracting Agency.

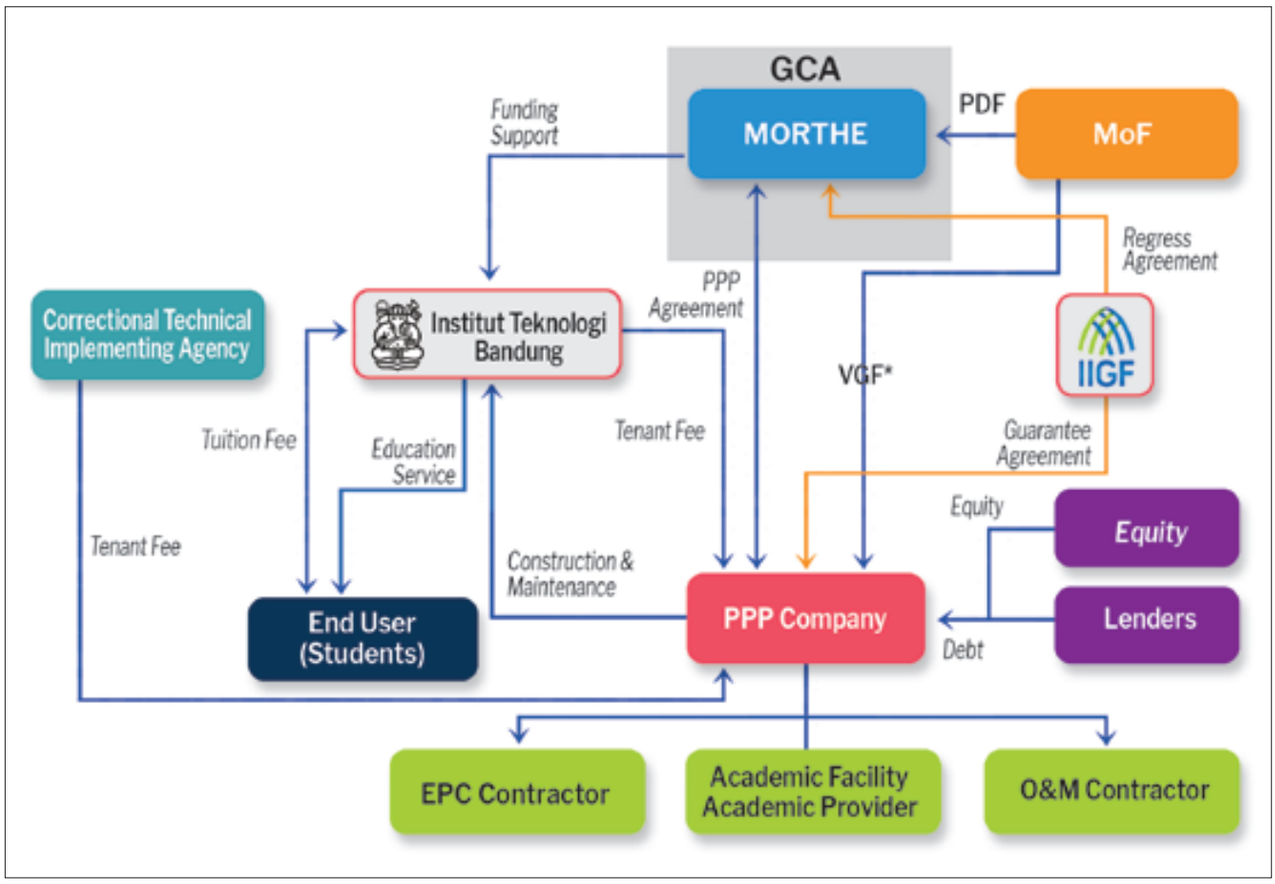
6. Land Acquisition and Resettlement Action Plan

The 10,000 m2 ITB Cirebon Campus Development Project will take place in ±30 Ha land area which is located in Kebonturi Village. The condition of ±30 Ha land are:

- 13.65 Ha in Kebonturi Village where the ITB Cirebon Campus Development Project will be built has already owned by the government.
- 16.03 Ha in Geyongan Village is on the progress of acquisition and will finish in early 2019.

7. Project Structure

Estimated Project Cost	:	USD 30.00 Million
Indicative debt to equity		
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	14.28%



8. Government Support and Government Guarantee

Government support and government guarantee will be determined in the Final Business Case.

9. Project Implementation Schedule

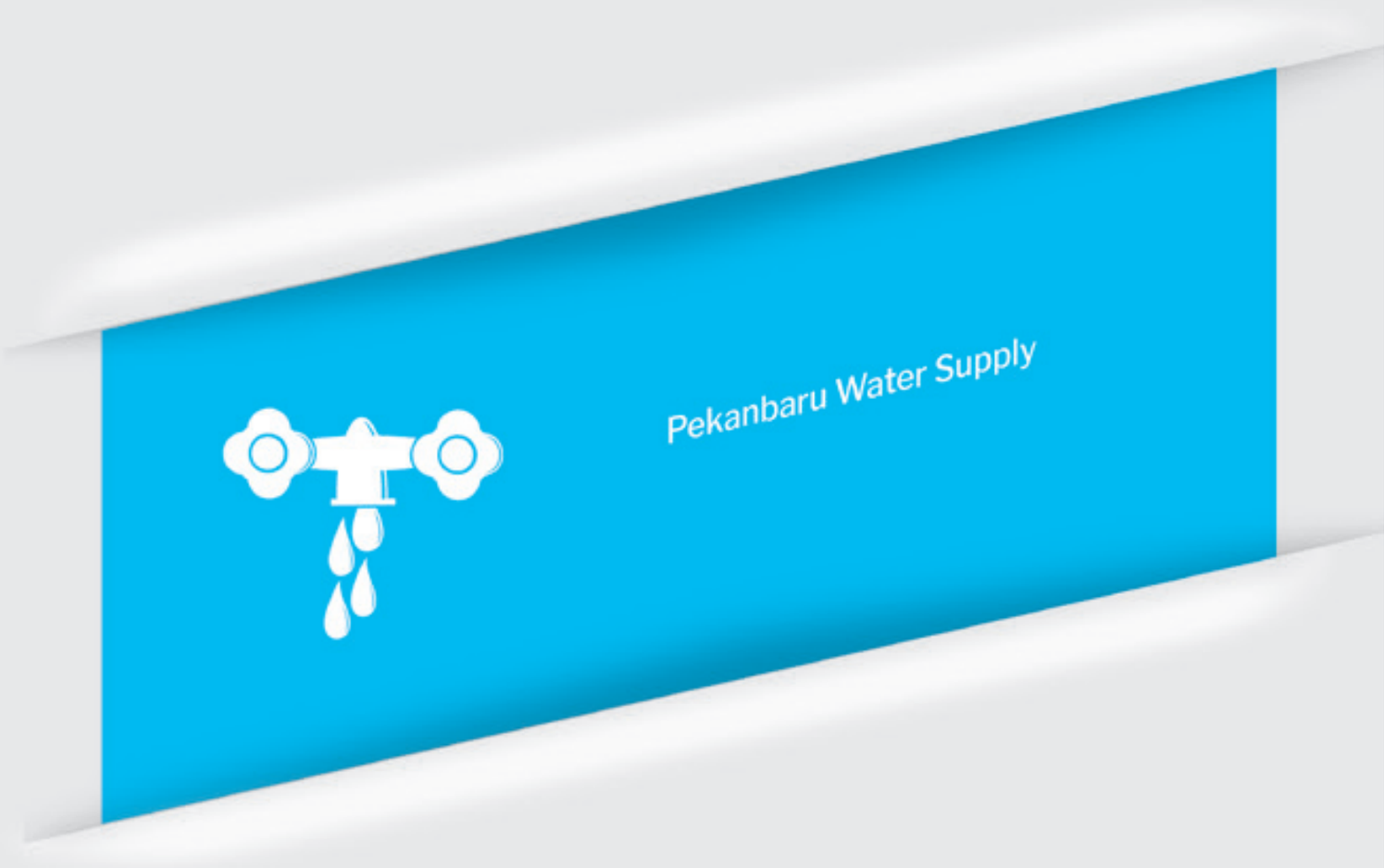


10. Contact Information

Name : Dr. Ir. Sigit Darmawan
Position : Director of Develoment of ITB
Address : CCAR Building 2nd floor, Institut Teknologi Bandung, Jl. Tamansari No.64, Bandung 40116
Phone : +62-22-2536249
Email : ditbang@pusat.itb.ac.id, sigit.darmawan25@yahoo.com

Name : Choiruddin
Phone : +62-81319001512
Email : choiruddin@gmail.com

WATER SUPPLY SECTOR



PEKANBARU WATER SUPPLY

Location: Riau

Sector: Water Supply



Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined after Final Business Case Study finalized.

Sub-Sector : Water Supply

Description:
The purpose of Pekanbaru Water Supply is to provide reliable drinking water infrastructure and to support economic activities in Pekanbaru City. The project includes rehabilitation and uprating existing WTP and reservoir to reach 500 lps and construction of a new intake facility, TWP, and reservoir with capacity of 250 lps. With total coverage of 61.000 connections for 7 districts in Pekanbaru.

Estimated Project Cost: USD 51.88 Million

Financial Feasibility:
FIRR : 14.27%
NPV : USD 4.55 Million

Estimated Concession Period: 25 years

Government Contracting Agency : Director PDAM Tirta Siak Pekanbaru

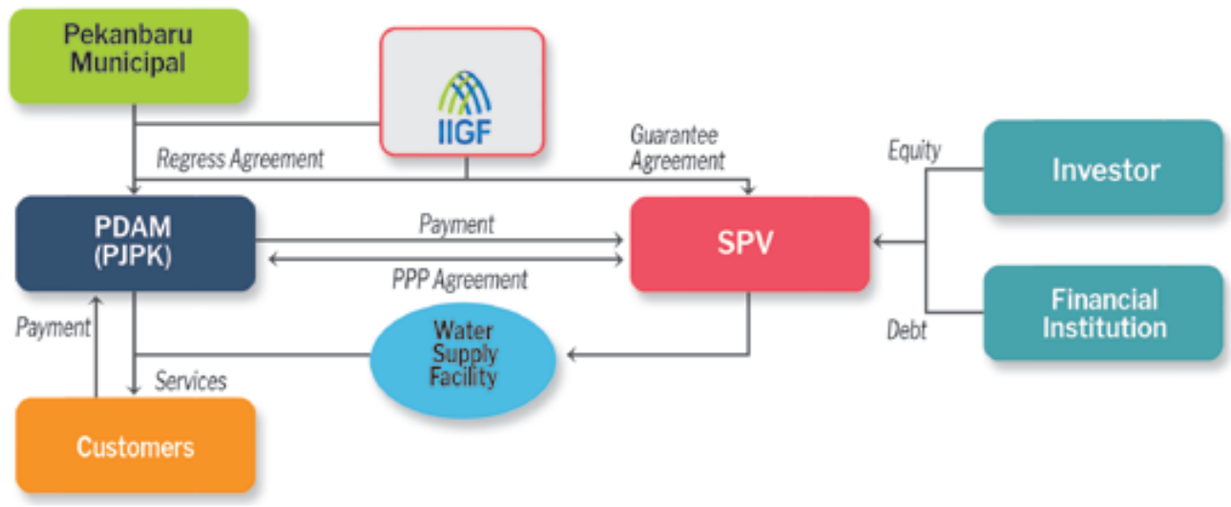
Contact Person : Kemas Yuzferi (Director of PDAM);
+62-761-23825 or +62-813-6440-1776;
email: pdamts.kpbu@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

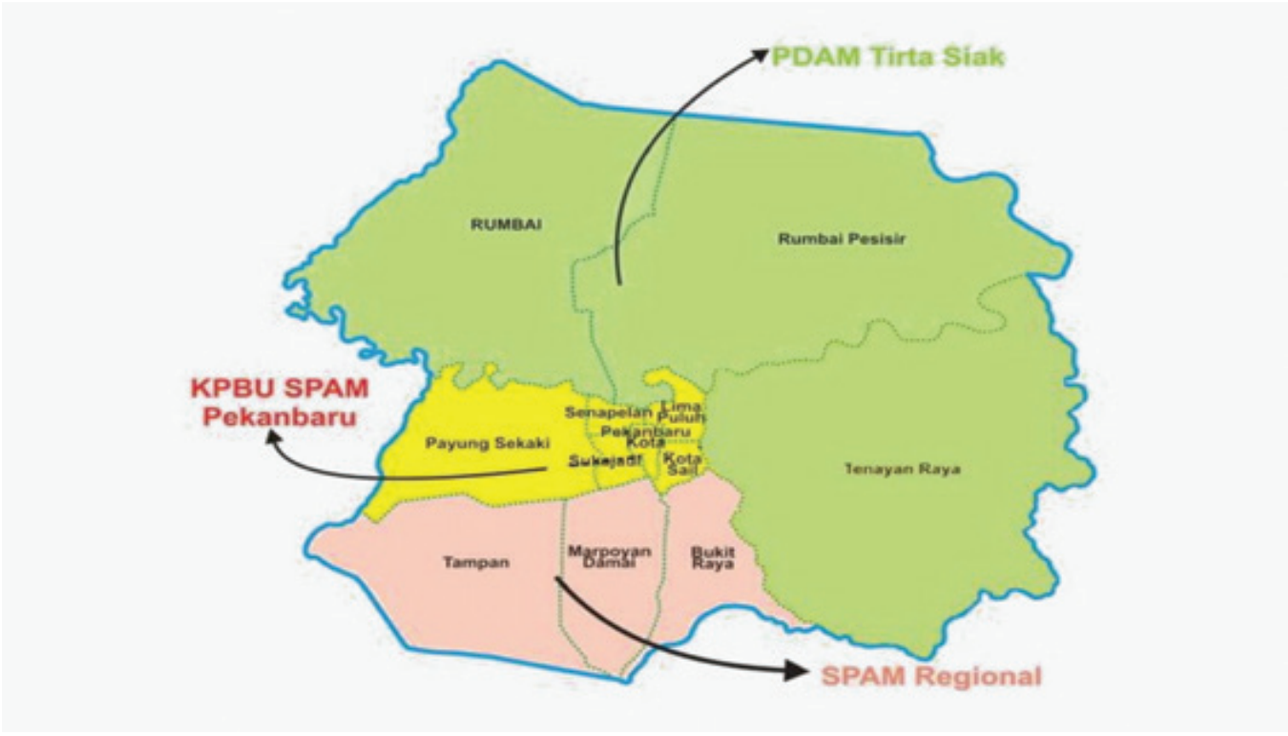
Indicative Project Structure



PROJECT DIGEST

Project Title	:	Pekanbaru Water Supply
Government Contracting Agency	:	PDAM Tirta Siak Pekanbaru
Implementing Unit	:	PDAM Tirta Siak Pekanbaru
Preparation Agency	:	PT. SMI (Persero) through PDF from Ministry of Finance
Estimated Project Cost	:	USD 51.88 million
Estimated Concession Period	:	25 years
Location	:	Pekanbaru, Riau

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



2. The Opportunity

2.1. Project Background

The city of Pekanbaru as the capital of the Province of Riau is currently undergoing physical development that has implications for land function and population density. Based on the Pekanbaru Water Supply System Master Plan (PDAM), the targeted drinking water service reached 95% in 2033. Based on the RPJMN 2015-2019, the coverage of drinking water service throughout Indonesia by 2019 should have reached 100%, and the service level is targeted to reach 95% by the year 2019.

2.2. Project Description

The purpose of Pekanbaru Water Supply is to provide reliable drinking water infrastructure in accordance with technical standards to meet the requirements of the community, and to support

economic activities in Pekanbaru, as well as to be managed efficiently. Provisions of drinking water infrastructures through SPAM Pekanbaru will reduce the financial burden of the Pekanbaru Municipal Government in funding the drinking water sector while still allocating the risks to the parties involved.

The project capacity plan of Pekanbaru Water Supply is 500 litres per second which will be fulfilled through one stage of a water treatment plan development in 2020 and will start to operate in 2022. SPAM Pekanbaru will be implemented by the BOT mechanism, where installations for the distribution of pipeline network will become a part of an investment for business entities. House connection is targeted at 39,000 by 2024, and an additional 23,600 house connection is required during 2022-2024, or addition of 7,890 house connection per year. Looking at the capabilities of PDAM and the community, the additional number of connections needs to be phased out. The absorption target can be accomplished if there is a funding commitment from the National Government Budget Plan, the Regional Government Budget Plan for Riau Province, and also the Regional Government Budget Plan for Pekanbaru that can be obtained in accordance with the plan.

2.3. Project Objectives

Meeting the drinking water requirements for residents of Pekanbaru who are currently still using groundwater, the groundwater is coming from both shallow and deep wells, which does not meet health standards in accordance to the regulations of the Minister of Health No. 492/2010, especially for cooking and drinking water purposes. Groundwater can still be used for bathing, washing, and latrines. In addition, to provide reliable drinking water infrastructures and to be managed efficiently in accordance with technical standards to meet the needs of the community and supporting economic activities in Pekanbaru.

3. Business Entity's Opportunity

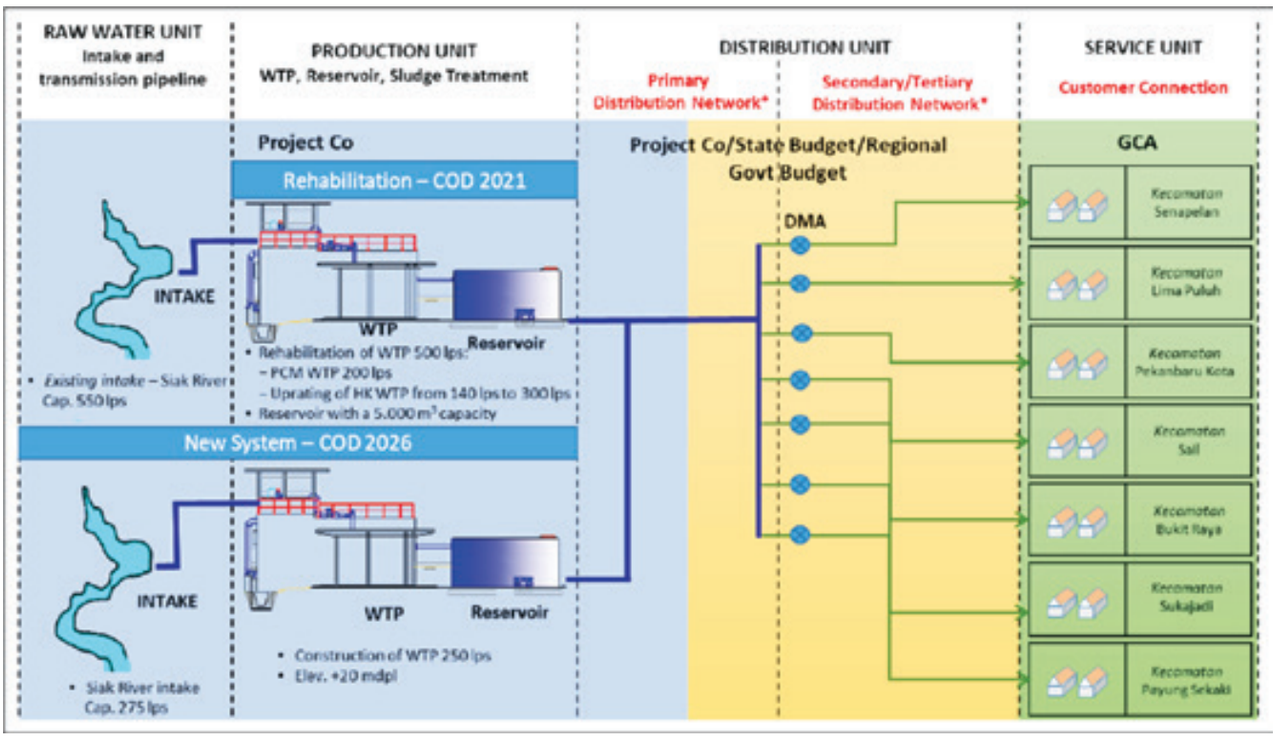
The Business Entity shall be responsible for the design, financing, construction, and operation of the upstream part. As well as the investment portion of piping, namely:

1. Intake that will take raw water from Siak River with capacity 550 l/sec
2. Water treatment plant with a Total Capacity of 550 l/p
3. Raw water transmission Pipes
4. Main pipeline distribution investments

4. Project Technical Specification

No.	Specification	Criteria
I	**Intake**	
	1. Construction	Reinforced Concrete
	2. Capacity	550 L/sec
II	**Water Treatment Plant**	
	1. Construction	Reinforced Concrete
	2. Capacity	550 L/sec
III	**Reservoir**	
	1. Operational/Buffer	15% -201% average daily demand

No.	Specification	Criteria
	2. Drinking Water in Reservoir	1-hour supply at peak daily demand
	3. Maximum upper-level design on the reservoir	10% volume
IV	**Drinking Water Transition Pipes**	
	1. Maximum Pressure	60 - 80 m water column
	2. Minimum Pressure	V
V	**The Rate Water**	
	1. Intake	2%
	2. Production Facilities	5%
	3. Transition Pipelines	1-2%
VI	**Operation Hour**	24 hours/day
VII	**Drinking Water Quality**	Health Minister Regulation No. 49/2010 and WHO Guidelines for Drinking Water Quality, 2011 Indonesia: SNI
VIII	**Material Standard**	International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS
IX	**Life Time Asset**	50 years



5. Environmental Impact Assessment (AMDAL) Findings

Paying attention to the list of business plans and/or activities required to have AMDAL as outlined in Appendix I from the Regulations of the Minister of Environment and Forestry, that the scope of Pekanbaru Water Supply is required to have Environmental Impact Assessment (AMDAL) and Environmen-

tal Permit. Currently, the AMDAL document of SPB Kota Pekanbaru SPAM Project is being prepared by the AMDAL Consultant.

6. Land Acquisition and Resettlement Action Plan

In Pekanbaru Water Supply, the initial identification of the project development intake location, transmission pipeline, reservoir, and distribution pipeline network is as follows:

a. Intake location
Intake is planned to be built in a 'tampan' area located on the banks of the Siak River.

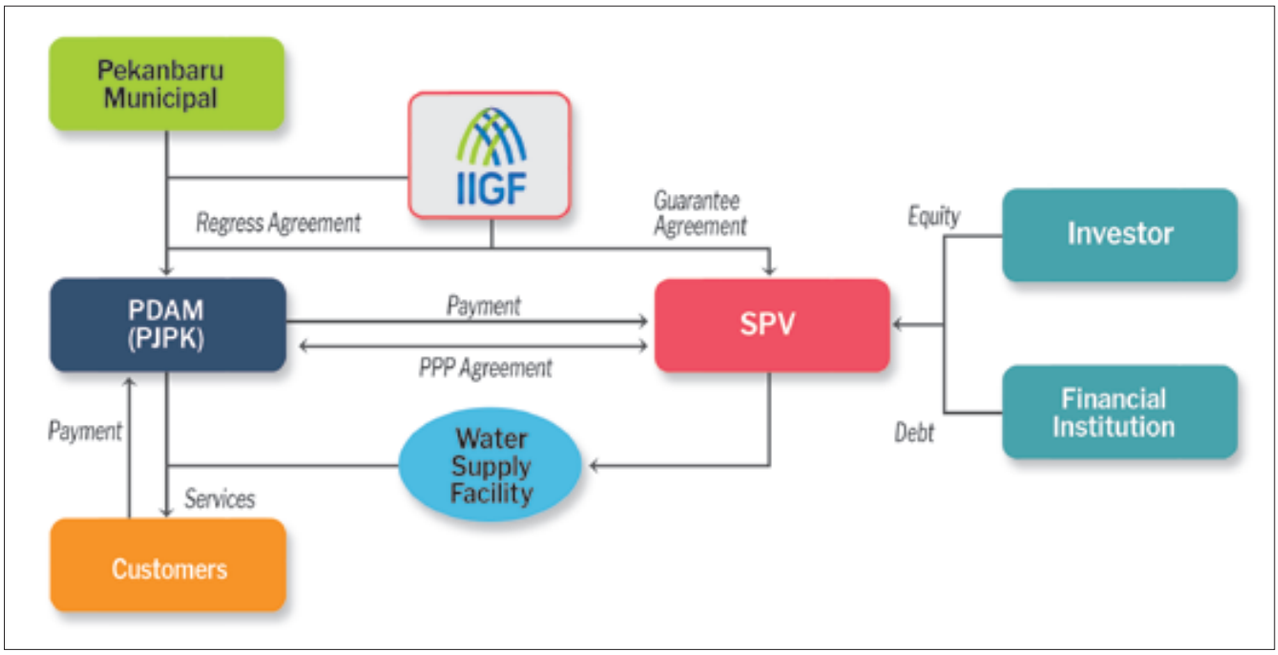
b. Transmission pipeline plan
Transmission pipeline is planned to be built on several roads. Related to that issue based on information from the Regional Finance and Asset Management Board of Pekanbaru, the road status is planned to be used as the location of the transmission pipeline network.

c. Reservoir plan
The reservoir is planned to be built in 4 (four) areas which are: Payung Sekaki subdistrict, Sukajadi sub-district, Sail sub-district, and Lima Puluh sub-district. Related to the information obtained from the Regional Financial and Asset Management Division of Pekanbaru, the status of the land to be used for the construction site of the reservoir in the Pekanbaru Water Supply Project.

7. Project Structure

Estimated Project Cost	:	USD 51.88 Million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	14.27%

** Note: The initial assumption is based on ideal calculation with best practice facility (Project Cost calculation is still arranged in FBC stage)*



8. Government Support and Government Guarantee

The project is indicated to require government support in the form of fiscal and non-fiscal. Government support includes VGF, Guarantee, Technical Support of the PUPR Ministry. More detailed explanations will be listed in the FBC.

9. Project Implementation Schedule

Indicative project implementation schedule for Pekanbaru Regional Water Supply:



10. Contact Information

Name : Kemas Yuzferi
Position : Director of PDAM
Address : Jl. Jenderal Sudirman No. 146, Pekanbaru
Phone : +62-761-23825
Email : pdamts.kpbu@gmail.com

URBAN FACILITY SECTOR



Ciputat Market

CIPUTAT MARKET

Location: Banten

Sector: Urban Facility



Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined in Final Business Case (FBC)

Sub-Sector : Modern Market

Description :
This project includes the revitalization and modernization of existing traditional market to be better in terms of facilities and supporting infrastructures for market activities. The total area of this project is 39,851 m2 (includes 21,051 m2 developing area).

Estimated Project Cost: USD 17.24 Million

Financial Feasibility:
FIRR : 14%
NPV : USD 1.74 Million

Estimated Concession Period: 20 years

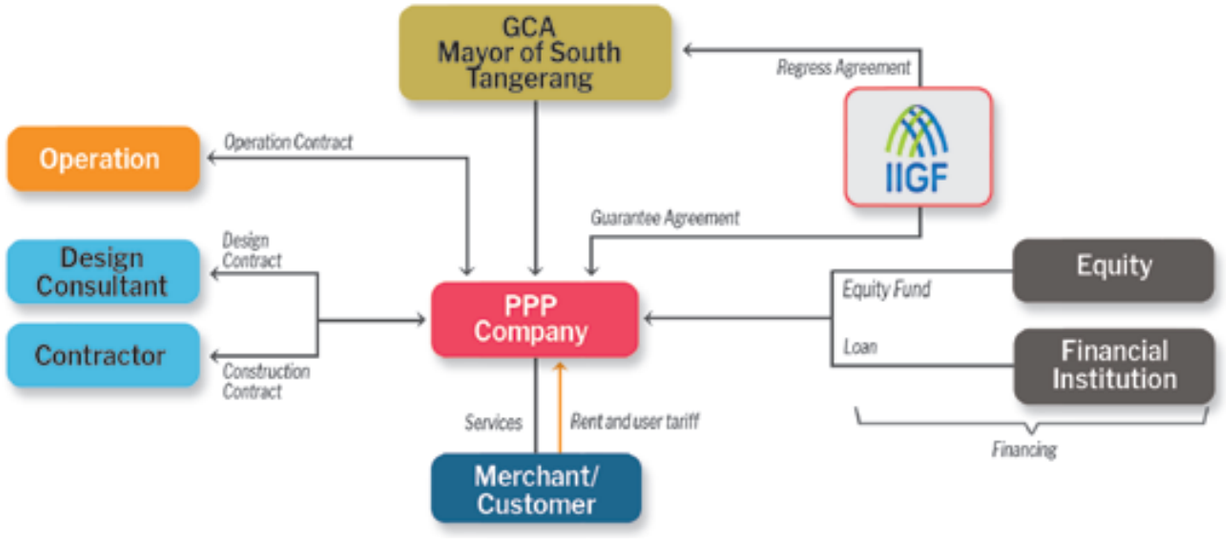
Government Contracting Agency : Mayor of South Tangerang
Contact Person : drg. Maya Mardiana (Head of Industry and Trade Department);
+62-812-12445857
email: mayamardiana@yahoo.com

Indicative Preparation Schedule



Project Status: Outline Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	: Ciputat Market
Government Contracting Agency	: Mayor of South Tangerang
Implementing Unit	: Industry and Trade Department
Estimated Project Cost	: USD 17.24 Million
Estimated Concession Period	: 20 years
Location	: South Tangerang

**Note:The initial assumption is based on ideal calculation with best practice facility (Project Cost calculation is still arranged in FBC stage)*

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



2. The Opportunity

2.1. Project Background

South Tangerang Municipal Government plans to revitalize Ciputat Market which is located in Ciputat Sub-District, South Tangerang. The total area of Ciputat Market is 39,851 m2. The planned area for the development of the market is 21,051 m2, and the other 18,800 m2 is currently leased to PT. BETANIA which will end in 2030. The government intends to build the public market facilities so it can accommodate minimum of 774 tenants.

This project is expected to enhance the competitiveness of the traditional market to modern markets, and another retails. The development of Ciputat Market is on behalf of people-centered economy manifestation, small-medium enterprises empowerment, and to trigger economic growth of the communities around Ciputat Market and South Tangerang City.

2.2. Project Description

The development of 21,051 m2 area will be divided into four main building blocks. Block A, B, and C will have two stories, and Block D will have four stories. Block A (1,400 m2) will be built for the public facilities such as convention center, public library, and amphitheatre. Block B (16,000 m2) will function as the main commercial area of the market. Block C and D – 3,560 m2 and 7,200 m2 respectively – will be built for the retail and parking area.

2.3. Project Objectives

The objectives of the development of Ciputat Market are:

a. To build a public market as a trading facility to meet the needs of South Tangerang citizen;
b. To increase the competitiveness of the traditional market and the distribution chain efficiency from producer to consumer;
c. To build a convenient public market and provide adequate facilities for the customer.

3. Business Entity's Opportunity

The private partner will be responsible for the design, construction, management, and the maintenance process of the market. Moreover, the company is also in charge of the distribution of the commodities needed by the merchant and the preparation process of the online shopping information system (if necessary). In terms of management and maintenance, the private partner is responsible for parking management, safety, hygiene and sanitation, waste management, market facilities maintenance, fire safety, and weighing unit.

4. Project Technical Specification

Building Type	Specification	Area (m2)	Tenant Capacity
Block A (Public Facility)	Stand: 130 unit	1.400	Min. 1.094 Unit
Block B (Market Building)	Stalls - 946 unit Car parking - 224 lots Motorcycle parking - 247 lot	16.000	
Block C (Flexible use, Food court,	Kiosks: 302 unit	1.260	
Commercial, andStores)		1.260	
Block D (Commercial)	Kiosks: 545 unit	7.200	

5. Environmental Impact Assessment (AMDAL) Findings

According to the Decree of Minister of Environment No. 05/2012 on Screening Criteria (type/scale/magnitude) of activities requiring AMDAL/EIA, the scale of Ciputat Market Project requires to provide AMDAL documents. The documents will be prepared by the Municipal of South Tangerang as the Government Contracting Agency.

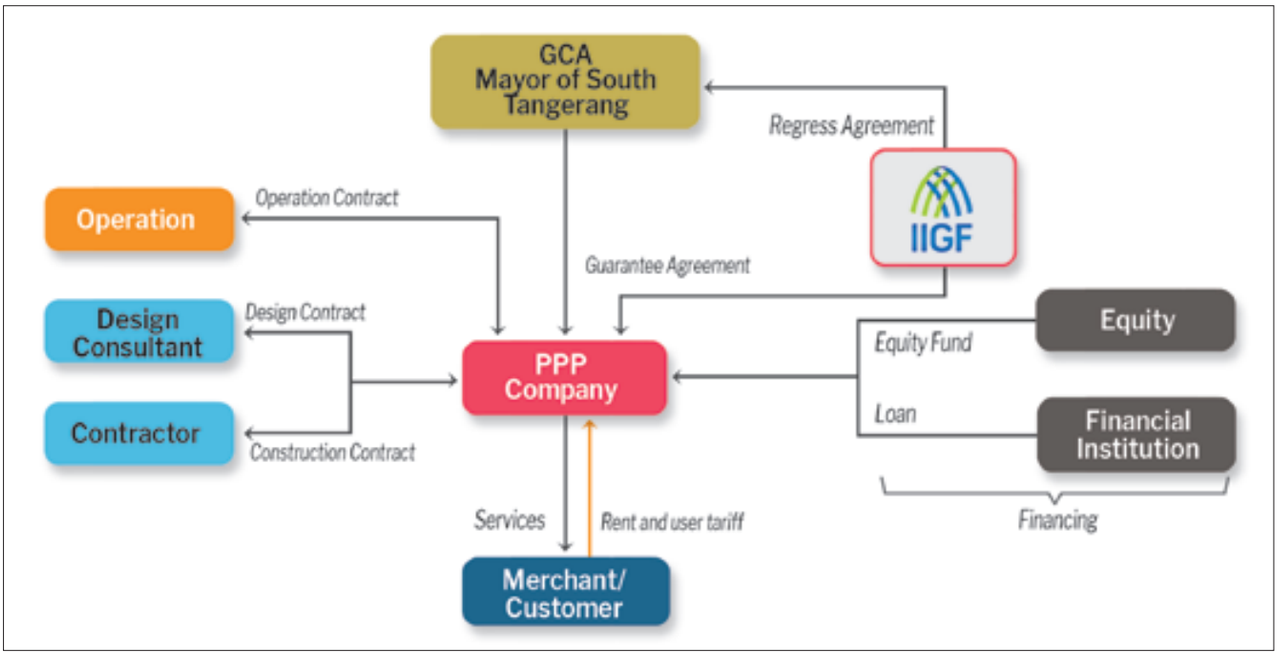
6. Land Acquisition and Resettlement Action Plan

The development of Ciputat Market will take place in 39.851 m2 area which is divided into following:

- 18,800 m2 area in contract with the third party until 2030.
- 21,051 m2 planned area for the development of the Ciputat Market. The 7,000 m2 of this area has already owned by the government, and the acquisition process of the 14,051 m2 is still on progress.

7. Project Structure

Estimated Project Cost	:	USD 17.24 Million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	14 %



8. Government Support and Government Guarantee

Government support and government guarantee will be determined in the Final Business Case.

9. Project Implementation Schedule

Indicative project implementation schedule for Ciputat Market:



10. Contact Information

Name : drg. Maya Mardiana
Position : Head of Industry and Trade Department, South Tangerang
Address : Jl. Maruga Raya No.1, Serua, Ciputat, South Tangerang City, Banten 15414
Phone : +62-812-12445857
Email : mayamardiana@yahoo.com

ZONE SECTOR



Bintuni Industrial Zone

BINTUNI INDUSTRIAL ZONE

Location: West Papua

Sector: Zone



Sub-Sector : Industrial Zone

Description :
Bintuni Industrial Zone is a National Strategic Project according to Presidential Regulation No. 56 Year 2018. This Industrial Estate consists of some natural gas plant processing to methanol, polyethylene, and polypropylene. The potential anchor industry and estate operator is PT Pupuk Indonesia.

Estimated Project Cost: USD 451.10 Million

Financial Feasibility:
FIRR : 10.17%
NPV : USD 13.2 Million

Estimated Concession Period: 23 years

Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and Government guarantee will be determined in Final Business Case (FBC)

Government Contracting Agency : Minister of Industry

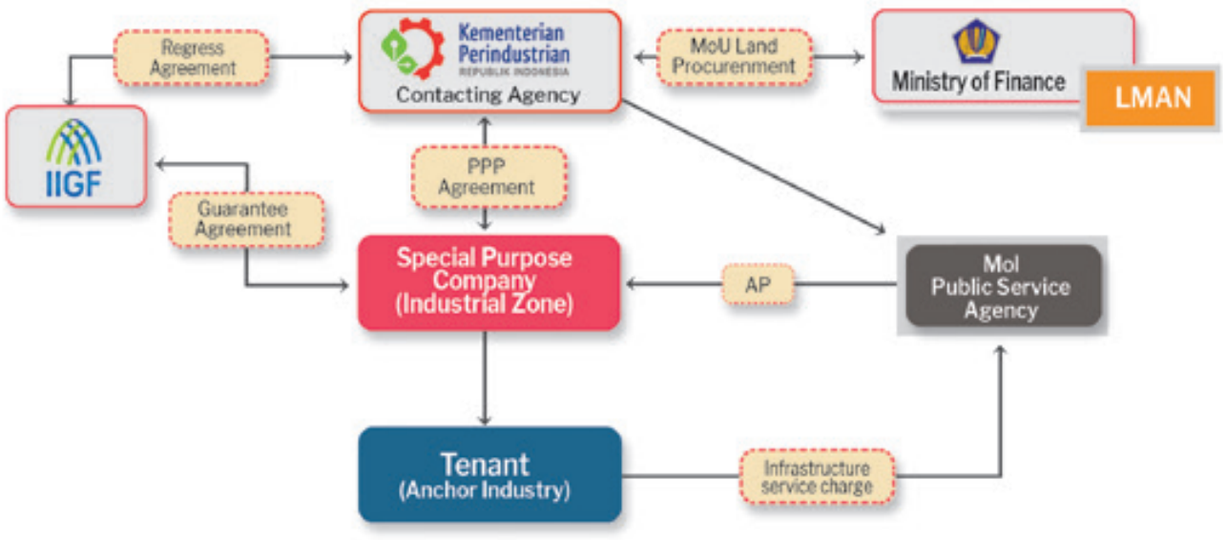
Contact Person : Triani (Section Head of Industry Empowerment)
+62-856-7628785;
email: ani.iatdk@gmail.com

Indicative Preparation Schedule



Project Status: Outline Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Bintuni Industrial Zone
Government Contracting Agency	:	Ministry of Industry
Implementing Unit	:	Directorate General of Chemical, Textile, and Various Industry
Preparation Agency	:	Ministry of National Development Planning/National Planning Agency
Estimated Project Cost	:	USD 451.10 Million
Estimated Concession Period	:	23 years
Location	:	Teluk Bintuni Regency, West Papua

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



2. The Opportunity

2.1. Project Background

Teluk Bintuni Regency has an abundance of natural resources especially oil and gas resources. Oil and Gas resources there have been exploited by various companies both national and international and generate a large amount of revenue to the government of Indonesia.

Most of the resources here are exported in the form of natural gas or oil without further processing. This practice while still economically viable and profitable, can be improved if there is a processing plant nearby, creating an added-value product that can increase revenue for Indonesia. So, there is a need to have an industrial zone dedicated to processing the natural resources in Teluk Bintuni Regency, so the economic aspect of processing natural gas is still efficient and creates a new economic growth node in the eastern side of Indonesia.

2.2. Project Description

The first phase of industrial zone development will be focused on the methanol plant that is designated to be an anchor tenant in the industrial zone. Methanol plant will process natural gas supplied from BP Tangguh refinery nearby and then be exported or used by other tenants in the industrial zone.

BP Tangguh has indicated to supply up to 90 mmscfd of natural gas in the first phase. This plan is added with potential to supply another 90 mmscfd of natural gas in 2026 when another tenant has arrived, and methanol demand increases.

Methanol plant is expected to churn out about 825 mtpa of methanol in its first phase of development. In the future, the industrial zone will be designated as a center for the petrochemical industry in Indonesia.

The construction of Bintuni Industrial Zone is planned to use PPP scheme with a return on investment of a business entity will be done by Availability Payment, and is offered to a business entity that has the potential to build and operate all facilities, and transfer the asset at the end of the term of cooperation.

2.3. Project Objectives

- To develop an industrial zone in West Papua province to process natural gas
- To find an anchor tenant for methanol plant

3. Business Entity's Scope

Build – Operate – Transfer

4. Technical Specification

As Bintuni Industrial Zone will be designated as petrochemical industry center in Indonesia, the various petrochemical industry will be encouraged to build their plant there. So, there is a need to cater to their need regarding natural gas supply and land area.

In the year 2021 when the industrial zone comes to operational, it is predicted that there will be only the methanol plant which needs a supply of 90 mmscfd natural gas with the land requirement of 20 ha. In the second phase, possibly in 2026, it is expected the industrial zone will add another methanol plant in conjunction with other petrochemical plants (DME, PE, or Ammonia & Urea) which will require 90 mmscfd natural gas and 30 ha of land.

In the final phase of development, another petrochemical plant will be added that required another 176 mmscfd of natural gas and approximately 60 ha of land.

5. Environmental Impact Assessment (AMDAL) Findings

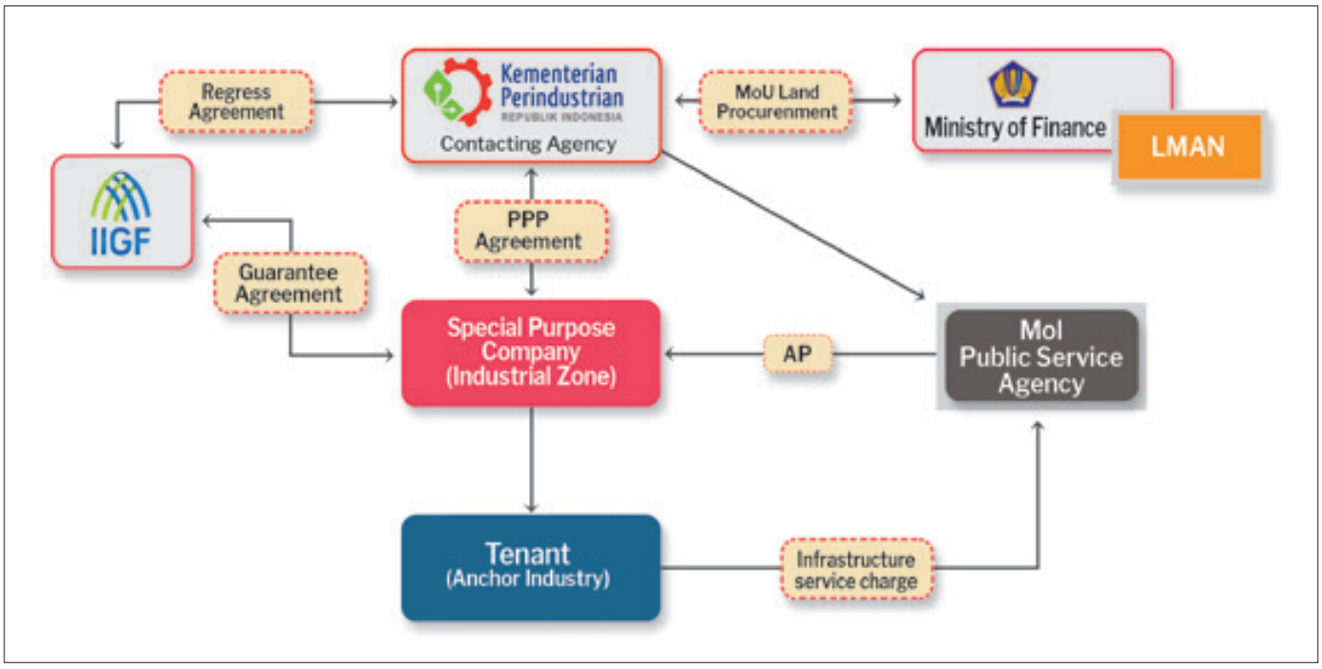
Environmental Impact Assessment report is still being prepared up to the day this book is published.

6. Land Acquisition and Resettlement Action Plan

Land status in the planned area of development is designated as production forest, so there are needs to acquire the permit from the government. The population that reside in the area also needs to be resettled to avoid major social unrest.

7. Project Structure

Estimated Project Cost	**:**	**USD 451.10 Million**
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	10.17%



8. Government Support and Government Guarantee

Government support and government guarantee will be determined in the Final Business Case.

9. Project Implementation Schedule

Indicative project implementation schedule for Bintuni Industrial Zone:



10. Contact Information

Name : Triani
Position : Section Head of Industry Empowerment
Phone : +62-856-7628785
Fax : -
Email : ani.iatdk@gmail.com

SANITATION/WASTE MANAGEMENT SECTOR



Legok Nangka Regional Waste Treatment

LEGOK NANGKA REGIONAL WASTE TREATMENT

Location: West Papua

Sector: Sanitation



Sub-Sector : Waste to Energy

Description :

- Waste management of 1,845 tons per day of waste sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, West Java.
- Conversion of waste to electricity with output capacity to be determined and Purchase Agreement with PLN.
- Scope: Design, Build, Finance, Operate, maintain the WTE plant and supporting infrastructure.

Estimated Project Cost: USD 253.05 Million

Financial Feasibility:
FIRR : 13.30%
NPV : USD 49.65 Million

Estimated Concession Period: 2 years construction and 20 years operation

Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
GCA will propose government guarantee and support. Feed-in tariff will obey Presidential regulation, Government of West Java committed to pay the required tipping fee.

Government Contracting Agency : Governor of West Java Province

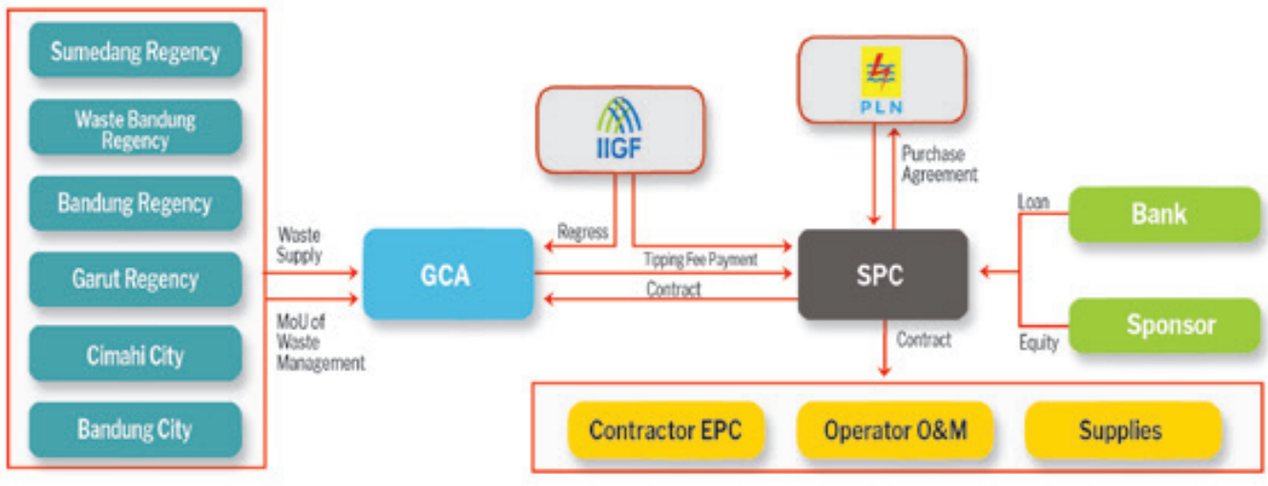
Contact Person : Drs. Dedi Kuswandi (Head of West Java Regional Solid Waste Management, Regional Environmental Agency of West Java)
+62-22-7319782, +62-22-7319735, email: pstrdlhprovjabar@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Legok Nangka Regional Waste Treatment
Government Contracting Agency	:	Governor of West Java Province
Implementing Unit	:	Regional Environmental Agency of West Java
Preparation Agency	:	KPPIP-JICA
Estimated Project Cost	:	USD 253.05 Million
Estimated Concession Period	:	Two years of construction and 20 years operation
Location	:	West Java

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



2. The Opportunity

2.1. Project Background

West Java Province has a 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. This is one of the issues for West Java Government 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 1,845 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 (the "Municipalities"). A complete picture of end-to-end waste management needs to be developed in order to ensure the sustainability of the Project.

2.3. Project Objectives

- To build Regional Waste Treatment facility for Bandung City, Bandung Regency, Cimahi City, West Bandung Regency, Garut Regency, and Sumedang Regency
- To support the national target of renewable energy usage 25% from total national energy consumption in 2025 – as written in Minister of Energy and Mineral Resources Decree/Regulation No. 70/2014.
- 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 optimalize the value of waste by transforming it into commercial product
- To support circular economy concept where the sustainable waste management system could produce electricity for the municipalities.

3. Business Entity's Scope

- Design, Build, Finance, Operate, and Maintain the Waste Treatment Plant and Supporting Infrastructure. In the end of the concession period, the facility must be transfered back to the GCA
- Operate and Maintain existing landfill in Legok Nangka Site
- Design and Build transmission networks and hand over to PT PLN upon completion

4. Project 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 ellimination
  - Potential to Emit material catchment and immobilization
  - Patogen Ellimination

ITEM	PERFORMANCE	
	Minimum Requirement	Aditional Requirement
Waste Reception Service – Truck Weighing and Information System	Digitalized	Online
Waste Reception Service – Waste Disposal Platform Capacity	1,845 tons per 9 hrs	> 1,845 tons per 9 hrs
Emission Free Temporary Shelter (if applicable)	9,225 tons	> 9,225 tons
Leachate and Wastewater Management	All leachate and wastewater	
Waste Management Capacity	673,425 tons/year	Max. 774,439 tons/year, or 15% of requirement above
Installation Avalability	7,800 hrs/year	> 7,800 hrs/year
Water Consumption	Max. 20 l/s (1,720 m3)	< 10 l/s (1,720 m3)
Emission Standard	Equal to Chinese Standard (GB18485-2001)	Equal to European, USA/ Japanese Emission Standard
Residue Disposal	276.7 tons/day	< 276.7 tons/day
Waste Management in Landfill	Comply with Minister of Public Works and Housing Regulation No. 3/2013	Not Applicable

5. Environmental Impact Assessment (AMDAL) Findings

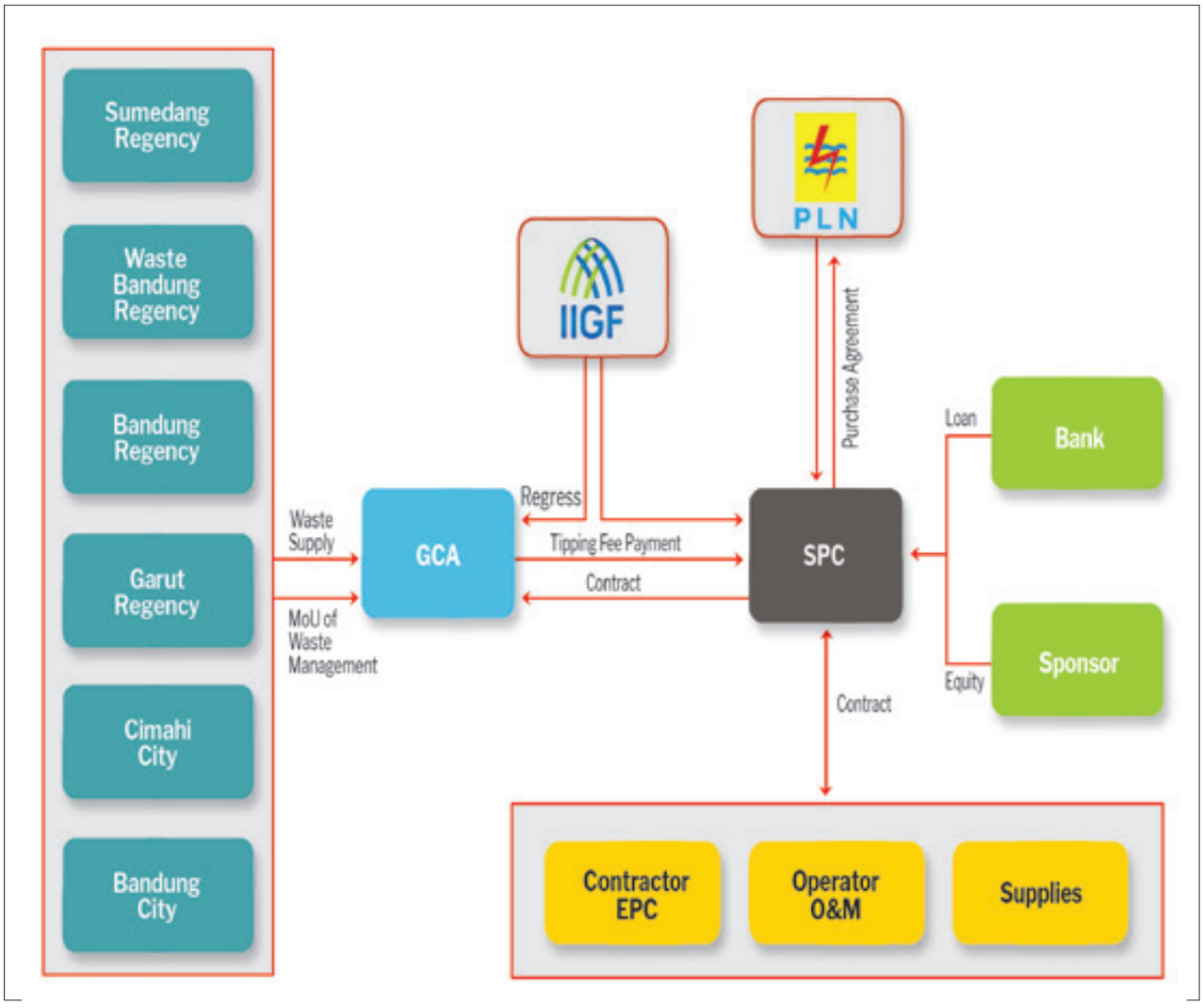
Legok Nangka Regional Waste Treatment Project requires to provide AMDAL documents. The documents will be prepared by the Government Contracting Agency.

6. Land Acquisition and Resettlement Action Plan

The Land Acquisition is on progress by the GCA.

7. Project Structure

Estimated Project Cost	:	USD 253.05 Million
Indicative debt to equity	:	
i. Debt Level	:	70%
ii. Equity Level	:	30%
FIRR	:	13.30%



8. Government Support and Government Guarantee

GCA will propose government guarantee and support. The feed-in tariff will obey Presidential regulation, Government of West Java committed to pay the required tipping fee.

9. Project Implementation Schedule

Indicative project implementation schedule for Legok Nangka Regional Waste Treatment Project:



10. Contact Information

Name	:	Drs. Dedi Kuswandi
Position	:	Head of West Java Regional Solid Waste Management, Regional Environmental Agency of West Java
Phone	:	-+62-22-7319782, +62-22-7319735
Fax	:	-
Email	:	pstrdlhprovjabar@gmail.com

ENERGY CONSERVATION SECTOR



Surakarta Street Lighting

SURAKARTA STREET LIGHTING

Location: Central Java

Sector: Energy Conservation



Sub-Sector : Street Lighting

Description :
The Government of Surakarta intends to revitalize the public services of its street lighting. The total length of the streets is estimated at 976 km. Current studies show that the city needs around 31,890 lamp points.

Estimated Project Cost:
USD 28.40 million (10 years) or
USD 45.90 million (20 years)

Financial Feasibility:
FIRR : 10.17% (10 years) or 10.67% (20 years)
NPV : USD 0.9 million (10 years) or
USD 2.4 million (20 years)

Estimated Concession Period: 10 or 20 years (will be concluded in FBC)

Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
Government support and guarantee will be determined in Final Business Case Study

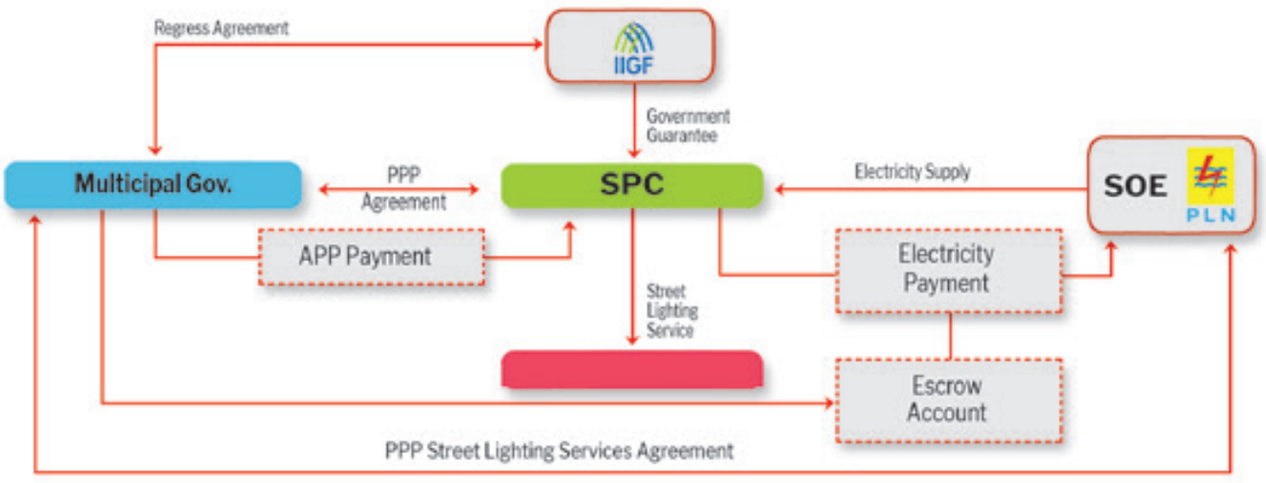
Government Contracting Agency : Mayor of Surakarta City
Contact Person : Ahyani, Surakarta City Regional Secretary;
+62-271-662-266;
email: setda@surakarta.go.id; kpbupju.solo@gmail.com

Indicative Preparation Schedule



Project Status: Final Business Case

Indicative Project Structure



PROJECT DIGEST

Project Title	:	Surakarta Street Lighting
Government Contracting Agency	:	Mayor of Surakarta
Implementing Unit	:	Local Government of Surakarta
Preparation Agency	:	1. Local Government of Surakarta
	:	2. Ministry of National Development Planning
	:	3. PT. SMI through Project Development Facility from
	:	Ministry of Finance
Estimated Project Cost	:	USD 28.40 million (10 years) or
	:	USD 45.90 million (20 years)
Estimated Concession Period		10 or 20 Years
Location		Surakarta

**Note: The initial assumption is based on ideal calculation with best practice facility (Project Cost calculation is still arranged in FBC stage)*

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



2. The Opportunity

2.1. Project Background

Based on its vision and mission, The Municipal Government of Surakarta changes its view on the municipal's Public Street Lighting (Penerangan Jalan Umum, or PJU) from merely an asset owned to the municipal to public services. The PJU illuminates the public streets of Surakarta City. The total public roads in Surakarta are around 976 km, based on the current assessment by the municipal government.

Based on evaluation done by the municipal government in 2016, the PJU as a public service is still not functioning optimally. Besides not saving electricity, poles and lamps are not uniform and nonstandard. In addition, the lighting has not been evenly distributed along the existing public roads.

Based on this background, the Government of Surakarta intends to revitalize the public services of PJU. For this purpose, following up on last year evaluation, in 2017 the municipal government conducted a study in the preparation of Public-Private Partnership for Public Street Lighting (KPBU PJU) project.

The scope of work of the project covers roads in Surakarta City. The total length of the roads is estimated around 976 km, which comprises of 335 km strategic roads and 641 non-strategic or environment roads. The service level for the Street Lighting will be determined mainly based on illumination, lumination and glare. For this purpose, the municipal has decided to use Indonesian National Standard (Standard Nasional Indonesia or SNI) on Street Lighting Specification in City Streets, SNI 7391:2008.

The provision of the infrastructure will be conducted using the Public Private Partnership scheme according to Presidential Decree No. 38 Year 2015. The contract will be signed by the Major of Municipal Government of Surakarta, as a contracting agency, and the winning bidder. Based on the PPP agreement, the winning bidder will be responsible for financing, constructing, operating and maintaining the public service until the end of the contract period.

The revenue of the PPP project company will be in the form of Availability Payment. The Availability payment will be given to the PPP project company based availability of service - conducted by the company - according to service level standard stipulated in the PPP agreement.

2.3. Project Objectives

- Increase safety level for road users (reducing traffic accident and reducing criminality)
- Energy management and conservation, and contribute to the reduction of greenhouse gas emissions
- Increase the city's productivity growth.

3. Business Entity's Opportunity

Interested business entities can bring their knowledge and expertise on street lighting services to give the most competitive offers. The municipal government has already conducted studies related to the length of roads, service levels, estimated capital expenditures, operating and maintenance expenses, value for money, and attractive availability payment. Based on the 2016 survey, the total lamp points identified were 21,222 units. However, the current studies show that the city needs around 31,890 lamp points.

4. Project Technical Specification

- Arranging and providing lamp posts
- Providing lamp points with environmentally friendly – low energy consumption – lamps
- Street lighting service level (illumination, lumination, and glare) according to standard stipulated in the PPP contract

5. Environmental Impact Assessment (AMDAL) Findings

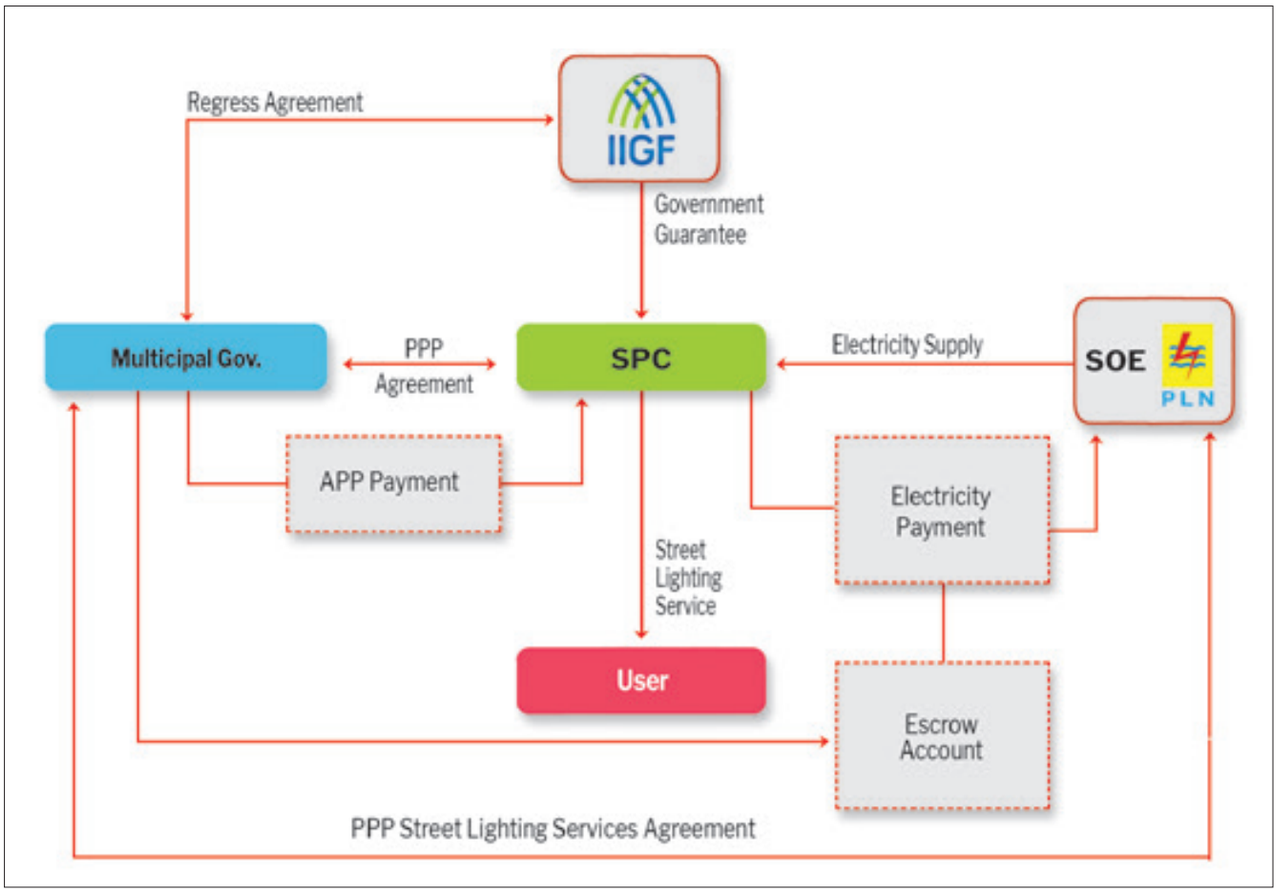
To determine the obligation for the preparation of AMDAL Documents for the business plan and/or activity, the proponent, in this case, the Municipal Government of Surakarta conducts screening in accordance with the screening procedures is set out in Appendix II of Regulation of the Republic of Indonesia 5/2012. Based on the results of the screening, it can be concluded that the Public Street Lighting Project of Surakarta City does not need Environmental Impact Assesment.

6. Land Acquisition and Resettlement Action Plan

Considering the scope of the Surakarta Public Street Lighting Project is only done by government-owned roads, the need for land acquisition documents or LARAP for Environmental and Social Assessments becomes irrelevant

7. Project Structure

Estimated Project Cost	**:**	**USD 28.40 (10 years) or USD 45.90 million (20 years)**
Indicative debt to equity	:	
iii. Debt Level	:	70% - 80%
iv. Equity Level	:	20% - 30%
FIRR	:	10.17% (10 years) or 10.67% (20 years)



8. Government Support and Government Guarantee

The Municipal Government of Surakarta is considering to propose government guarantee for this project. This guarantee will benefit business entities by increasing the project's credit worthiness. In addition, the municipal is also in the process to access central government support related to energy conservation from street lighting. The last instrument may support the municipal fiscal space.

9. Project Implementation Schedule

Indicative project implementation schedule for Surakarta Street Lighting Project:



10. Contact Information

Name : Ahyani
Agency : Suraka rta City Regional Secretary
Address : Komplek Balai Kota Surakarta, Jl. Jendral Sudirman No. 2
Phone : +62-271-662-266
Email : setda@surakarta.go.id, kpbupju.solo@gmail.com

Name : Endah Sitaresmi Suryandari
Position : Head of Public Works and Spatial Planning Surakarta City
Address : Jl. Jend. Urip Sumoharjo No. 92 - Surakarta
Phone : +62-271-643-050, +62-271-636-285
Email : kpbupju.solo@gmail.com, surakarta_dpu@yahoo.com


ATTACHMENT

SUCCESS STORY



BATANG - SEMARANG TOLL ROAD

LOCATION: Central Java

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 capital city of Central Java Province.

Estimated Project Cost : USD 850.0 Million

Financial Feasibility:
FIRR : 13.70%
NPV : USD 230.0 Million

Estimated Concession Period: 45 years

Government Contracting Agency : Indonesia Toll Road Authority (BPJT)
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
Project has been in operation stage since January 2019
Toll Road Company: PT. Jasamarga Semarang-Batang
1. PT Jasa Marga (Persero) Tbk;
2. PT Waskita Toll Road.

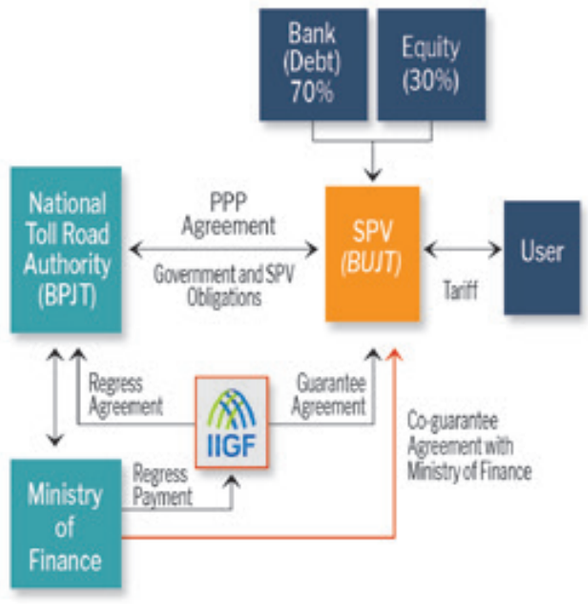
Financier:
Financial close through Contractor Pre-Financing(CPF)
Indicative Government Support & Guarantee:

Necessity:
- Land acquisition risk
- Land fund risk
- Tariff adjustment risk
- Political risk

Implementation Schedule:

1. Preparation	: 2016
2. Land Acquisition	: 2016
3. Construction	: 2016 - 2018
4. Operation	: 2019

Project Structure



PANDAAN-MALANG TOLL ROAD
Location: East Java

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 transportations from Pandaan to Malang which are connected directly to Surabaya, and vice versa.

Estimated Project Cost: USD 461.0 Million

Financial Feasibility:
FIRR : 13.81%
NPV : USD 99.0 Million

Estimated Concession Period: 35 years

Government Contracting Agency : Indonesia Toll Road Authority ("BPJT")
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
Project is currently on operation stage

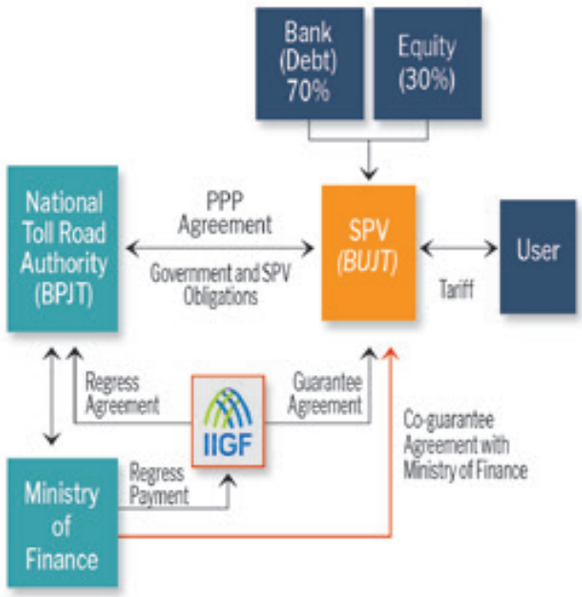
Toll Road Company: PT. Jasamarga Pandaan Malang
1. PT Jasa Marga (Persero) Tbk;
2. PT Pembangunan Perumahan (Persero) Tbk;
3. PT Sarana Multi Infrastruktur (Persero).

Financier:
Refinancing with syndication of BNI, BCA, and Bank Mandiri

Indicative Government Support & Guarantee:
Necessity :
- Land acquisition risk
- Land fund Risk
- Tariff adjustment risk
- Ramp up risk
- Political risk
- Termination risk

Implementation Schedule (Estimated):
1. Preparation : 2015
2. Land Acquisition : 2016 - 2017
3. Construction : 2017 - 2019
4. Operation : 2019

Project Structure



PALAPA RING WEST PACKAGE

LOCATION: Sumatera and West Kalimantan

Sector : Telecommunication and informatics



Sub-Sector : Fiber Optic

Description :
Development of fiber optic-based broadband telecommunication network which will connect Riau Province, Riau Islands and the Natuna Island with a total length 2,275 km.

Estimated Project Cost: USD 87.6 Million

Financial Feasibility:
FIRR : 15.08%
NPV : USD 8.6 Million

Estimated Concession Period: 15 years

Government Contracting Agency : BAKTI on behalf of Ministry of Communication and Informatics
Contact Person : M Feriandi Mirza
(Head of Infrastructure Backbone Division)
email: feriandi.mirza@baktikominfo.id

Project Status :
Project is currently on operation stage since March 2018

Investors :
Consortium of PT Mora Telematika Indonesia and PT Ketrosden Trasmitra

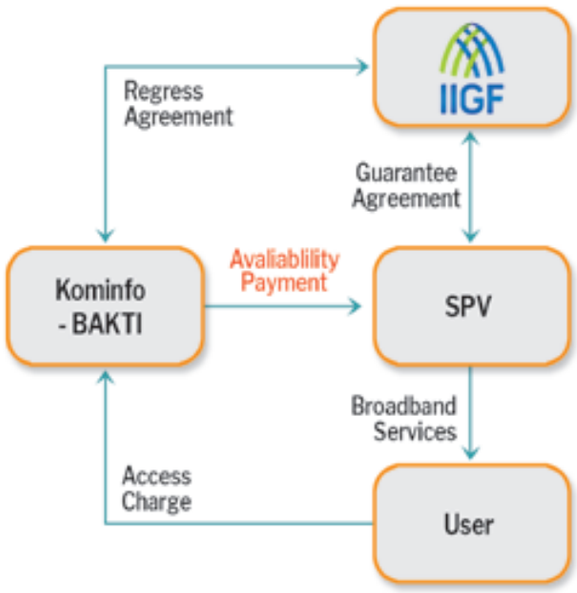
Financier :
PT Bank Mandiri

Equity Portion:
The equity portion of this project is 20% of project cost

Government Support & Guarantee:
Availability Payment (AP), Government Guarantee by IIGF

Commercial Operation Date (COD): March 2018

Project Structure



PALAPA RING CENTRAL PACKAGE

Location: Kalimantan, Sulawesi, and Maluku

Sector : Telecommunication and informatics



Sub-Sector : Fiber Optic

Description :
Development of fiber optic-based broadband telecommunication network covering 17 regencies across Kalimantan, Sulawesi, and Maluku.

Estimated Project Cost: USD 71.5 Million

Financial Feasibility:
FIRR : 12.63%
NPV : USD 11.5 Million

Estimated Concession Period: 15 years

Government Contracting Agency : BAKTI on behalf of Ministry of Communication and Informatics

Contact Person : M Feriandi Mirza
(Head of Infrastructure Backbone Division)
email: feriandi.mirza@baktikominfo.id

Project Status :
Project is currently on operation stage since December 2018

Investors:
Consortium of Pandawa Lima (PT Len Industri (Persero), PT Teknologi Riset Global Investama, PT Multi Kontrol Nusantara, and PT Bina Nusantara Perkasa.

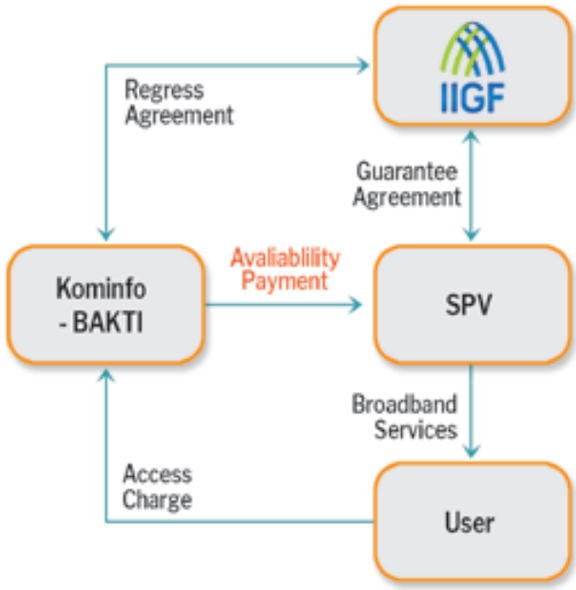
Financier:
Syndication of PT. Indonesia Infrastructure Finance (Persero), PT. Bank BNI (Persero), and PT. Sarana Multi Infrastruktur (Persero)

Equity Portion:
The equity portion of this project is 20% of project cost

Government Support & Guarantee:
Availability Payment (AP), Government Guarantee by IIGF

Commercial Operation Date (COD): December 2018

Project Structure



PALAPA RING EAST PACKAGE

Location : East Nusa Tenggara, Maluku and Papua

Sector : Telecommunication and informatics



Sub-Sector : Fiber Optic

Description :
Development of fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua, and remote area in Papua with a total length 6,878 km.

Estimated Project Cost: USD 386.5 Million

Financial Feasibility:
FIRR : 14.30%
NPV : USD 22.8Million

Estimated Concession Period: 15 years

Government Contracting Agency : BAKTI on behalf of Ministry of Communication and Informatics

Contact Person : M Feriandi Mirza
(Head of Infrastructure Backbone Division)
email: feriandi.mirza@baktikominfo.id

Project Status :
Project is currently under construction

Investors:
Consortium of PT. Mora Telematika Indonesia, PT. Infrastruktur Bisnis Sejahtera, PT. Inti Bangun Sejahtera, PT. Smart Telecom

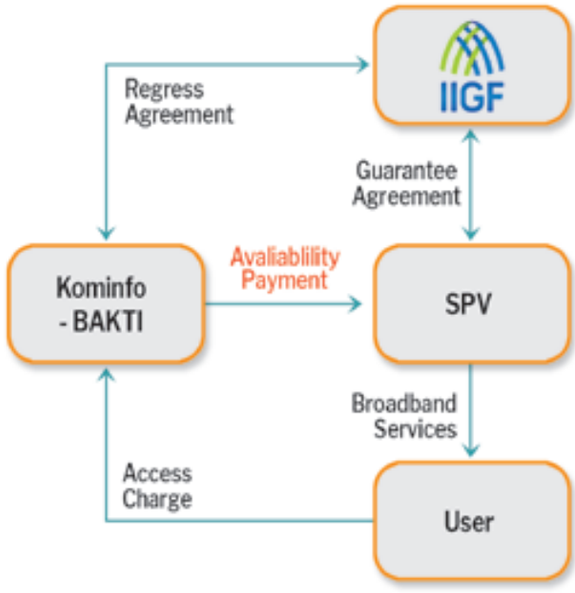
Financier:
Syndication of PT. Bank BNI ICBC Indonesia, Bank Papua Bank Maluku Malut and Bank Sulsebar.

Equity Portion:
The equity portion of this project is 20% of project cost

Government Support & Guarantee:
Availability Payment (AP), Government Guarantee by IIGF

Commercial Operation Date (COD): August 2019

Project Structure



BALIKPAPAN – SAMARINDA TOLL ROAD
Location: East Kalimantan

Sector : Road



Sub-Sector : Toll Road

Description :

Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan, 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).

Estimated Project Cost: USD 767.0 Million

Financial Feasibility:
FIRR : 13.87%
NPV : USD 260.0 Million

Estimated Concession Period: 40 years

Government Contracting Agency : Indonesia Toll Road Authority (BPJT)
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
Project is currently under construction

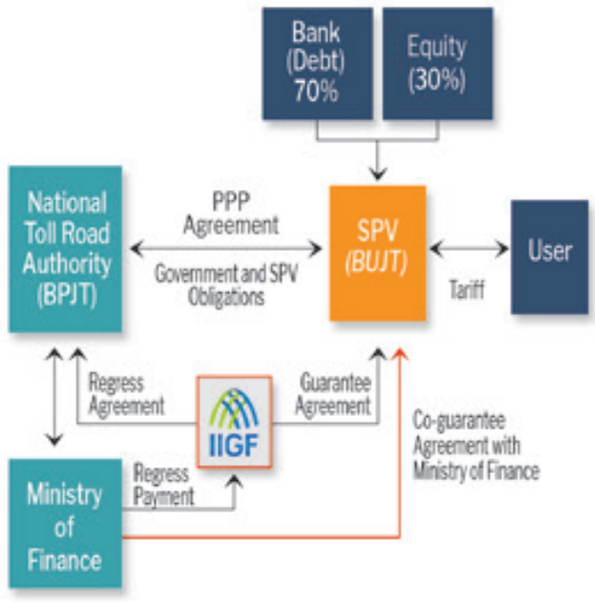
Toll Road Company:
PT. Jasamarga Balikpapan-Samarinda
1. PT Jasa Marga (Persero) Tbk;
2. PT Wijaya Karya (Persero) Tbk;
3. PT Pembangunan Perumahan (Persero) Tbk;
4. PT Bangun Tjipta Sarana.

Financier:
Financial close through Contractor Pre-Financing(CPF)

Indicative Government Support & Guarantee:
Necessity:
- Land acquisition risk
- Land fund risk
- Tariff adjustment risk
- Ramp up period
- Political risk
- Termination risk

Implementation Schedule:
1. Preparation : 2015
2. Land Acquisition : 2016
3. Construction : 2016 - 2019
4. Operation : 2019

Project Structure



MANADO-BITUNG TOLL ROAD

Location: North Sulawesi

Sector : Road





Sub-Sector : Toll Road

Description :

Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting from Manado City to Bitung City, approximately 39.9 km in length.

Estimated Project Cost: USD 396.0 Million

Financial Feasibility:
FIRR : 12.23%
NPV : USD 13.7 Million

Estimated Concession Period: 40 years

Government Contracting Agency : Indonesia Toll Road Authority (BPJT)

Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
Project is currently on under construction (land acquisition stage)

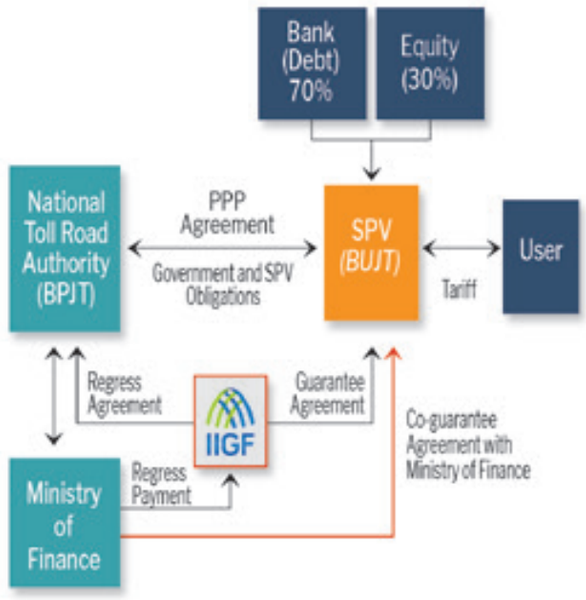
Toll Road Company: PT. Jasamarga Manado Bitung
1. PT Jasa Marga (Persero) Tbk;
2. PT Wijaya Karya (Persero) Tbk;
3. PT Pembangunan Perumahan (Persero) Tbk.

Financier:
Refinance BNI, BCA, Bank Mandiri and PT SMI

Indicative Government Support & Guarantee:
Necessity :
- Land acquisition risk
- Land fund Risk
- Tariff adjustment risk
- Ramp up risk
- Political risk
- Termination risk

Implementation Schedule (Estimated):
1. Preparation : 2015
2. Land Acquisition : 2016 - 2017
3. Construction : 2017 - 2019
4. Operation : 2019

Project Structure



JAKARTA – CIKAMPEK ELEVATED II TOLL ROAD

Location: Jakarta - West Java

Sector : Road



Sub-Sector : Toll Road

Description :
The project is an elevated 36.4 km 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 reached, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by builing over it.

Estimated Project Cost: USD 1,249.0 Million
Financial Feasibility:
FIRR : 12.66%
NPV : USD 104.0 Million

Estimated Concession Period: 45 years

Government Contracting Agency : Indonesia Toll Road Authority ("BPJT")
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
Project is currently under construction

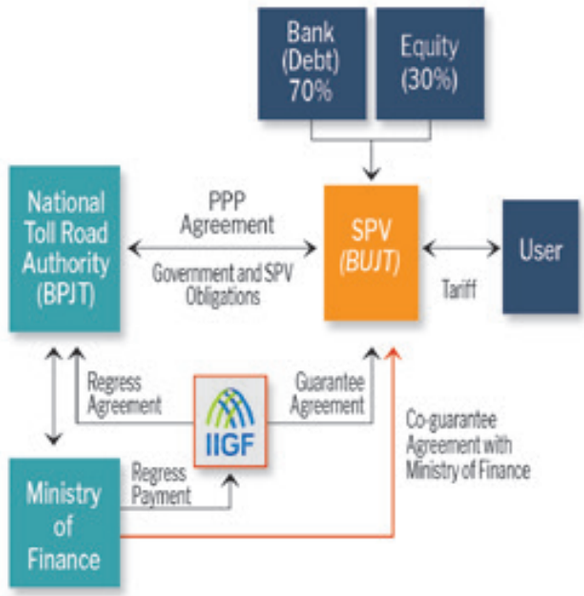
Toll Road Company:
PT. Jasamarga Jalan Layang Cikampek
1. PT Jasa Marga (Persero) Tbk;
2. PT Ranggi Sugiron Perkasa.

Financier:
Syndication of bank on investment credit

Indicative Government Support & Guarantee:
- Tariff adjustment risk
- Political risk
- Termination Risk

Implementation Schedule (Estimated):
1. Preparation : 2015
2. Land Acquisition : 2016
3. Construction : 2017 - 2019
4. Operation : 2019

Project Structure



KRIAN-LEGUNDI-BUNDER-MANYAR TOLL ROAD

Location: East Java

Sector : Road



Sub-Sector : Toll Road

Description :
Part of the Trans-Java Toll Road located in East Java with length at approximately 38.29 km from Krian to Manyar. One of the attractive points for development of this toll road is that it will have tremendous facilities, such as development of residential areas and commercial areas along the corridor.

Estimated Project Cost: USD 940.0 Million

Financial Feasibility:
FIRR : 14.59%
NPV : USD 287.0 Million

Estimated Concession Period: 45 years

Government Contracting Agency : Indonesia Toll Road Authority (BPJT)
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
Project is currently on under construction

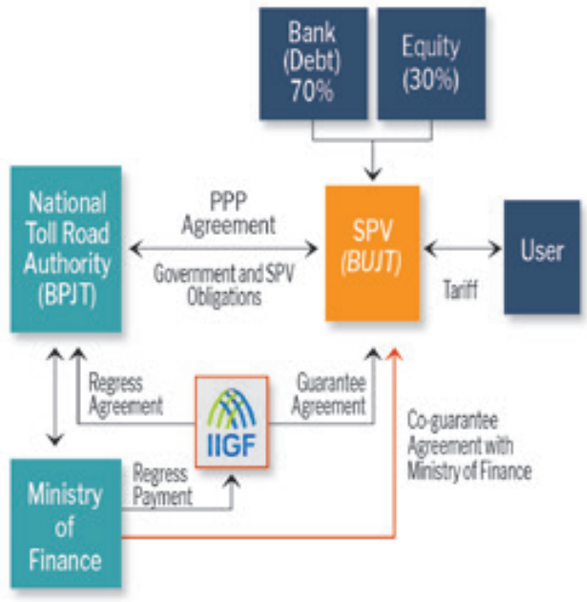
Toll Road Company: PT. Waskita Bumi Wira
1 PT Waskita Toll Road;
2 PT Panca Wira Usaha Jawa Timur.

Financier:
Financial close through Contractor Pre-Financing(CPF)

Indicative Government Support & Guarantee:
Necessity :
- Project auhorization risk
- Guarantee statement from government
- Payment Risk
- Construction risk

Implementation Schedule (Estimated):
1. Preparation : 2015
2. Land Acquisition : 2016
3. Construction : 2016 - 2019
4. Operation : 2019

Project Structure



SERPONG-BALARAJA TOLL ROAD

Location: Banten

Sector : Road



Sub-Sector : Toll Road

Description :
Serpong-Balaraja Toll (30 km) is part of the Jabodetabek road network. This toll road is located in Banten Province and will support rapid development in that area.

Estimated Project Cost: USD 464.0 Million

Financial Feasibility:
FIRR : 15.89%
NPV : USD 231.0 Million

Estimated Concession Period: 40 years

Government Contracting Agency : Indonesia Toll Road Authority ("BPJT")
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
This project has reached financial close, and is currently under construction (land acquisition stage)

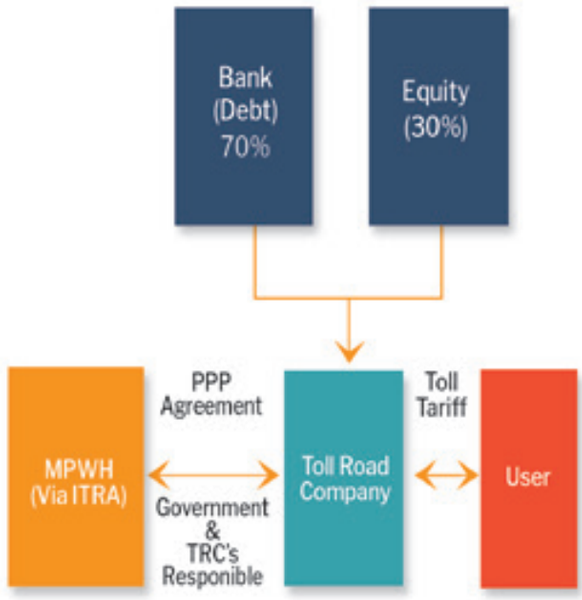
Toll Road Company: PT. Trans Bumi Serbaraja
1. PT Bumi Serpong Damai;
2. PT Astratel Nusantara
3. PT Transindo Karya Investama;
4. PT Sinar Usaha Mahitala.

Financier:
Syndication between PT Bank Mandiri, PT Bank BNI and PT SMI

Indicative Government Support & Guarantee:
Necessity:
- Land aqcuisition risk - Political risk
- Tariff adjustment risk

Implementation Schedule (Estimated):
1. Preparation : 2015
2. Land Acquisition : 2016
3. Construction : 2016 - 2019
4. Operation : 2019

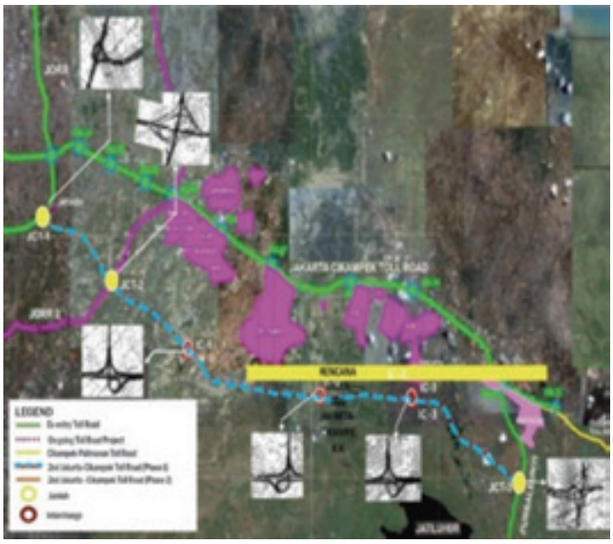
Project Structure



JAKARTA – CIKAMPEK II SOUTH TOLL ROAD

Location: Bekasi, West Java

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 with 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: the city of Bekasi, Bogor District, Bekasi District, Karawang, and Purwakarta District.

Estimated Project Cost: USD 1,718.8 Million

Financial Feasibility:
FIRR : 11.17%
NPV : USD 45.9 Million

Estimated Concession Period: 35 years

Government Contracting Agency	:	Indonesia Toll Road Authority (BPJT)
Contact Person	:	Danang Parikesit (Head of BPJT) and Denny Firmansyah (Head of Investment Division) +62-21-7258063; email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status:
This is currently under construction

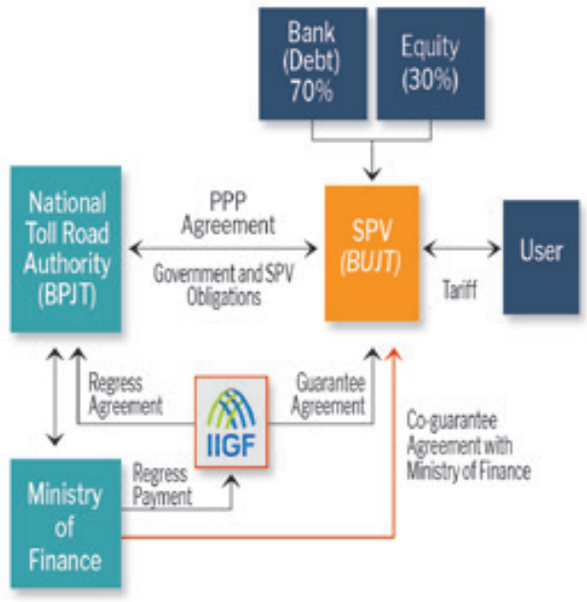
Toll Road Company:
PT Jasamarga Japek Selatan
1. PT. Jasa Marga (Persero) , Tbk.
2. PT. Wiranusantara Bumi.

Financier:
Refinancing with syndication of BNI, BCA, and Bank Mandiri

Government Support & Guarantee:
Government Guarantee by IIGF

Implementation Schedule (Estimated):
1. Preparation : 2017
2. Land Acquisition : 2018 - 2019
3. Construction : 2018 - 2020
4. Operation : 2020

Project Structure



SERANG – PANIMBANG TOLL ROAD
Location: Banten

Sector : Road



Sub-Sector : Toll Road

Description:
Serang – Panimbang Toll Road is located in Banten Province where the toll reach from Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive points for the development of this toll road is that it will have tremendous facilities, such as the development of residential areas and commercial areas along the corridor.

Estimated Project Cost: USD 391.6 Million

Financial Feasibility:
FIRR : 13.96%
NPV : USD 39.1 Million

Estimated Concession Period: 40 years

Government Contracting Agency	:	Indonesia Toll Road Authority (BPJT)
Contact Person	:	Danang Parikesit (Head of BPJT) and Denny Firmansyah (Head of Investment Division) +62-21-7258063; email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Project Status :
This is currently under construction

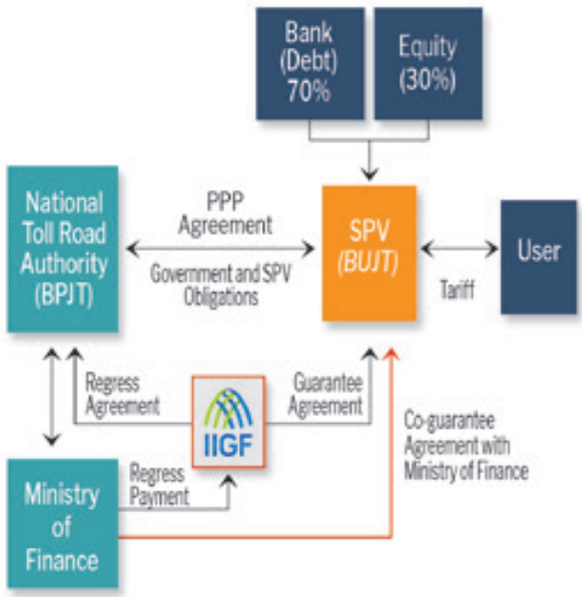
Toll Road Company:
PT Wijaya Karya Serang Panimbang
1. PT Wijaya Karya (Persero;
2. PT PP (Persero) Tbk;
3. PT Jababeka Infrastruktur.

Financier:
CPF (PT WIKA & PT PP)

Government Support & Guarantee:
Guarantee by IIGF and Government inkind

Implementation Schedule (Estimated):
1. Preparation : 2016
2. Land Acquisition : 2017
3. Construction : 2019
4. Operation : 2020

Project Structure



CILEUNYI – SUMEDANG – DAWUAN TOLL ROAD

Location: West Java

Sector : Road



Sub-Sector : Toll Road

Description :
The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufacturing 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.

Estimated Project Cost:
USD 617.9 Million

Financial Feasibility:
FIRR : 13.11%
NPV : USD 17.9Million

Estimated Concession Period: 40 years

Government Contracting Agency : Indonesia Toll Road Authority ("BPJT")
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

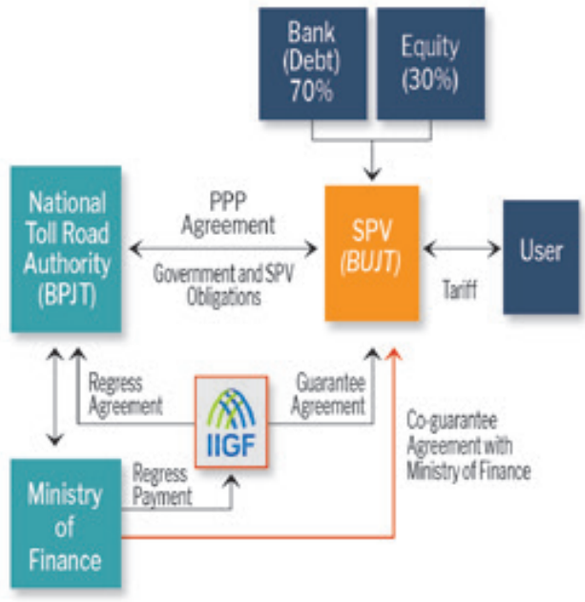
Project Status:
This is currently under construction

Toll Road Company:
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.

Government Support & Guarantee:
Guarantee by IIGF

Implementation Schedule (Estimated):
1. Preparation : 2017
2. Land Acquisition : 2017 - 2019
3. Construction : 2017 - 2019
4. Operation : 2019

Project Structure



CENTRAL JAVA POWER PLANT 2 X 1000 MW

Location : Central Java

Sector : Electricity



Sub-Sector : Electricity Project

Description :
This project is the development of coalfired power plant in Batang Regency, Central Java with capacity of 2x1,000 MW. It is considered as the largest PPP electricity project by capacity in Asia.

Estimated Project Cost: USD 4,200.0 Million

Financial Feasibility:
FIRR : 11.12%
NPV : USD 938.7 Million

Estimated Concession Period: 25 years

Government Contracting Agency : Indonesia Electricity Company (PT. PLN (Persero)

Contact Person : Ipung Purwomarwanto (Marketing Manager of Strategic IPP
+62-21-7261122

Project Status :
Financial close on June 6th 2016 with PT. Bhimasena Power Indonesia as the investor. Construction progress has reached 60% by December 2018.

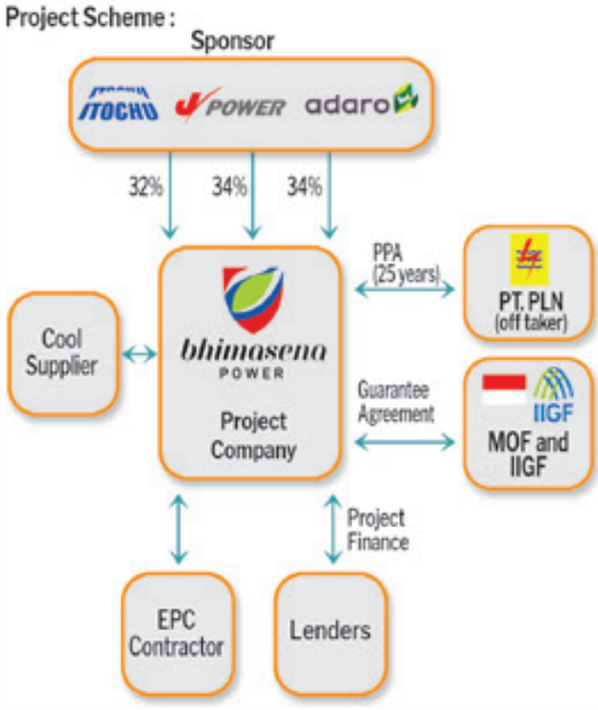
Investors:
Consortium of PT. J-Power, Adaro Power, Itochu Corporation

Financier:
PT Bank Mandiri

Indicative Government Support & Guarantee:
Land acquisition, Capacity Payment (CP) and Availability Payment (AP). Government guarantee by IIGF.

Implementation Schedule (Estimated):
1. Preparation : done
2. Land Acquisition : 2011
3. Construction : 2016 - 2020
4. Operation : 2020

Project Structure



UMBULAN WATER SUPPLY

Location: East Java

Sector : Water Supply



Sub-Sector : Water Supply

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 Sidoarjo Regency, Gresik Regency, Surabaya City, Pasuruan City, Pasuruan Regency and PDAM (Industrial Area) connecting approximately 320,000 households.

Estimated Project Cost: USD 140.7 Million

Financial Feasibility:
FIRR : 12.09%
NPV : USD 34.2 Million

Estimated Concession Period: 25 years

Government Contracting Agency : Governor of East Java Province

Contact Person : Mr. Moh. Rudy Ermawan Y.,ST.,MMT.,
Head of Department PRKPCK, East Java Province
+62-31-8287275
email: timsimpulspamumbulan2019@gmail.com

Project Status :
Project is currently under construction

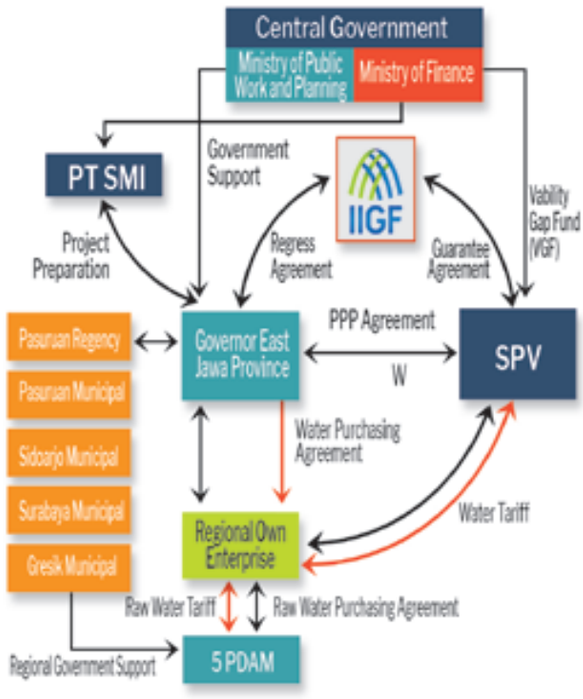
Investors:
PT. Meta Adhya Tirta Umbulan

Financier:
PT IIF and PT SMI (Persero)

Indicative Government Support & Guarantee:
The project is supported by VGF from the Ministry of Finance, financial project support from the Ministry of Public Works and Housing and the Government of East Java. Project is guaranteed by IIGF.

Implementation Schedule (Estimated):
1. Preparation : 2011 - 2016
2. Land Acquisition : 2016 - 2019
3. Construction : 2017 - 2019
4. Operation : 2020

Project Structure



BANDAR LAMPUNG WATER SUPPLY

Location : Lampung

Sector : Water Supply



Sub-Sector : Water Supply

Description:
The Project scope includes the financing, construction, operation and maintenance of water supply systems, covering raw water intake with capacity of 825 lps; potable water treatment plant with production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with capacity of ±10,000 m3; and the development of parts of distribution network with pumping system (primary and secondary distribution network).

Estimated Project Cost: USD 82.6 Million

Financial Feasibility:
FIRR : 15.30%
NPV : USD 20.7 Million

Estimated Concession Period: 25 years

Government Contracting Agency : Director of Way Rilau Regional Water Supply Company (PDAM)

Contact Person : Mr. Supardji (Technical Director of PDAM)
+62-721-483855;
email: kpbuspam@pdamwayrilau.com

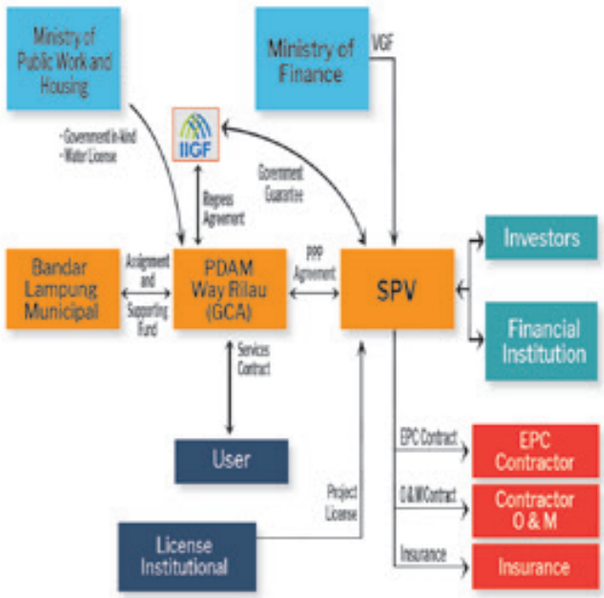
Project Status :
Project is currently under construction

Investors:
Bangun Cipta Contractor – Bangun Tjipta Sarana

Indicative Government Support & Guarantee:
- Viability Gap Fund from Ministry of Finance
- Government Guarantte by IIGF

Implementation Schedule (Estimated):
1. Preparation : 2017
2. Land Acquisition : 2018
3. Construction : 2019
4. Operation : 2020

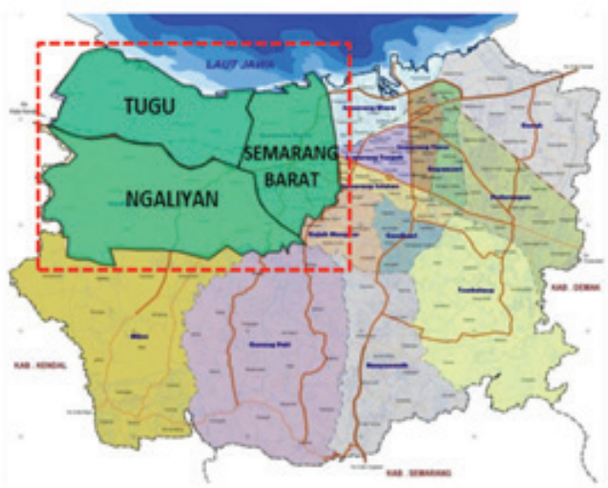
Project Structure



WEST SEMARANG WATER SUPPLY

Location: Central Java

Sector : Water Supply



Sub-Sector : Water Supply

Description :
West Semarang Water Supply project is built with a capacity of 1,000 litres per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zone zones

Estimated Project Cost: USD 34 Million

Financial Feasibility:
FIRR : 16.00%
NPV : USD 1.8 Million

Estimated Concession Period: 27 years

Government Contracting Agency	:	PDAM Tirta Moedal (Regional Water Supply Company of Semarang City)
Contact Person	:	Muhammad Farchan (Director of PDAM Tirta Moedal); +62-24-8315514; email: smgwater@gmail.com

Project Status : Construction

Investor(s) :
PT. Air Semarang Barat
PT Aetra Air Jakarta &
PT Medco Gas Indonesia

Government Support & Guarantee:
- Supports from Regional Government:
- Project Development Fund from Ministry of Finance for FBC and Transaction Advisor.
- Various supports from the Ministry of Public Works and Housing:
- Guarantee through IIGF

Implementation Schedule:

Preparation	:	2017
Land Aquisition	:	2019
PPP Agreement Signing	:	Q4 2018
Financial Close	:	Q2 2019
Construction	:	2019 - 2020 (Operation 2020)

Project Structure



NAMBO REGIONAL WASTE MANAGEMENT

Location: West Java

Sector : Wate Management



Sub-Sector : Waste Processing

Description:
The capacity of Nambo waste processing technology is 1,500-1,800 tons/day. Targeted facility is to produce some recycled products such as compost, refused derived fuel (RDF) and other recyclable materials.

Estimated Project Cost: USD 44.4 Million

Financial Feasibility:
FIRR : 13.60%
NPV : USD 4.8 Million

Estimated Concession Period: 25 years

Government Contracting Agency : Governor of West Java Province

Contact Person : Drs. Dedi Kuswadi (Kepala Unit Pelaksana Teknis Daerah Pengelolaan Sampah TPA/TPST Regional, Environmental Agency of West Java)
+62-22-7319782; +62-22-7319735
email: pstrdlprovjabar@gmail.com

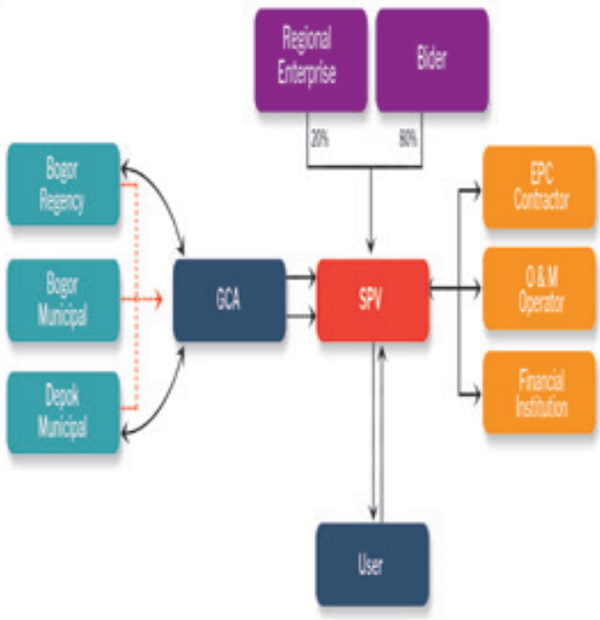
Project Status:
Project is currently under construction

Investors:
PT Jabar Bersih Lestari, a joint venture between consortium Emsus, Enbiocon, Forcebell, Kun Hwa (Korea) and PT. Panghegar Energy Indonesia with PT. Jasa Sarana (West Jawa Provincial owned

Indicative Government Support & Guarantee:
Tipping fee has been guaranteed through Local Government Regulation

Implementation Schedule (Estimated):
1. Preparation : 2014
2. Land Acquisition : 2015
3. Construction : 2017 - 2019
4. Operation : 2020

Project Structure



ALREADY TENDERED



9. SUMMARY OF ALREADY TENDERED PROJECT

No.	Project Name	Description	Status (June 2019)
1.	Probolinggo – Banyuwangi Toll Road	This project is expected to play an integral part of East Java Road System. It is 172,91 km in length which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which still should be developed.	Already tendered (PPP Agreement Signing)
2.	Makassar-Parepare Railway	The development of 142 km railway Stage I from Makassar to Pare-pare as part of Trans-Sulawesi project. The objectives of this project are: to accelerate development by increasing the flow of goods and passengers, establish national connectivity, increase the number of goods that can be transported by train to 1.5 million tons according to the National Medium-Term Plan, and achieve the target of building a railway line of 3,258 km. The project scope includes the construction of F Segment (Bosowa and Tonasa siding track) and O&M in BCDF Segment.	Already tendered (PPP Agreement Signing)
3.	Multifunction Satellite	Multifunction satellite project is expected to provide benefits for Indonesia's services to citizens as well as education and defence development. This project plan is inseparable from the Indonesian Broadband Plan based on Presidential Regulation no. 96 of 2014 on Broadband Plan of Indonesia 2014 - 2019. One of the infrastructure policies and strategies in the Indonesia Broadband Plan is optimizing the use of radio frequency spectrum and satellite orbit as a limited resource.	Already tendered (PPP Agreement Signing)
4.	Semarang-Demak Toll Road	The proposed project will connect Semarang (Capital of Central Java Province) – Demak. This Project has high traffic volume with 27 km in length. Semarang as a capital town of Central Java Province is well-developed with industrial goods and trading. On the other side, Demak is a region that has abundant natural resources. This project is also integrated with the development of Semarang Sea Wall.	Already tendered (RfP)
5.	South Sumatera Non-Toll Road Preservation	The location of this project is on the East side of South Sumatra Road in Palembang City, namely Jalan Srijaya Raya, Jalan Mayjen Yusuf Singadekane, Jalan Letjen H. Alamsyah Ratu Perwiranegara, Jalan Soekarno Hatta, Jalan Terminal of Alang-Alang Lebar and Jalan Sultan Mahmud Badarudin II. The approximate total length of this project will be 29.37 km. Investment return will be paid using the Availability Payment Method.	Already tendered (RfP)

No.	Project Name	Description	Status (June 2019)
6.	Airport of Komodo, Labuan Bajo	The purpose of Komodo Airport is to support tourism destination in Komodo Island in East Nusa Tenggara Province. Airport improvements are continuous, even immediate and mandatory. It refers to the Presidential Regulation (Perpres) No. 3 of 2016 which sets Labuan Bajo as one of 10 priority destinations. Now the airport is already international that has a variety of modern facilities, ranging from x-ray security systems, metal detectors, and more modern luggage collection facilities.	Already tendered (RfP)
7.	Gorontalo Hospital	This project is a new Type B hospital development program on 6.4 ha of land in ex Plaza Limboto, Gorontalo. The investment return for this project most likely to be paid using Availability Payment scheme.	Already tendered (PQ)
8.	Sidoarjo General Hospital	Sidoarjo General Hospital is the second hospital owned by the Government of Sidoarjo Regency which aims to provide health service facilities that will cover the community in the catchment area western of Sidoarjo Regency. Sidoarjo Central Hospital is planned as a class C hospital. This project scheme is DBFOMT with Availability Payment as the investment return to the SPV.	Already tendered (PQ)
9.	Jatiluhur Regional Water Supply I (Unsolicited Project)	Jatiluhur Regional Water Supply system has an outflow of 5000 lps that will supply Karawang Regency, Bekasi Regency, Bekasi City and DKI Jakarta. The project covers the construction of intake, transmission pipeline, water treatment plant (WTP), and the development of main network.	Already tendered (PQ)

JATILUHUR REGIONAL WATER SUPPLY I (UNSOLICITED)

Location: West Java and DKI Jakarta

Sector : Water Supply



Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
For Unsolicited Project, the project initiator will get a benefit to choose the compensation (additional 10% point on the procurement score, right to match or purchasing Initiative ideas by GCA).

Sub-Sector : Water Supply

Description :
Jatiluhur Regional Water Supply system has an outflow of 5000 lps that will supply Karawang Regency, Bekasi Regency, Bekasi City and DKI Jakarta. The project covers the construction of intake, transmission pipeline, water treatment plant (WTP), and the development of main network.

Estimated Project Cost: USD 133.10 Million

Financial Feasibility:
FIRR : 13.62%
NPV : USD 29.8 Million

Estimated Concession Period: 30 years

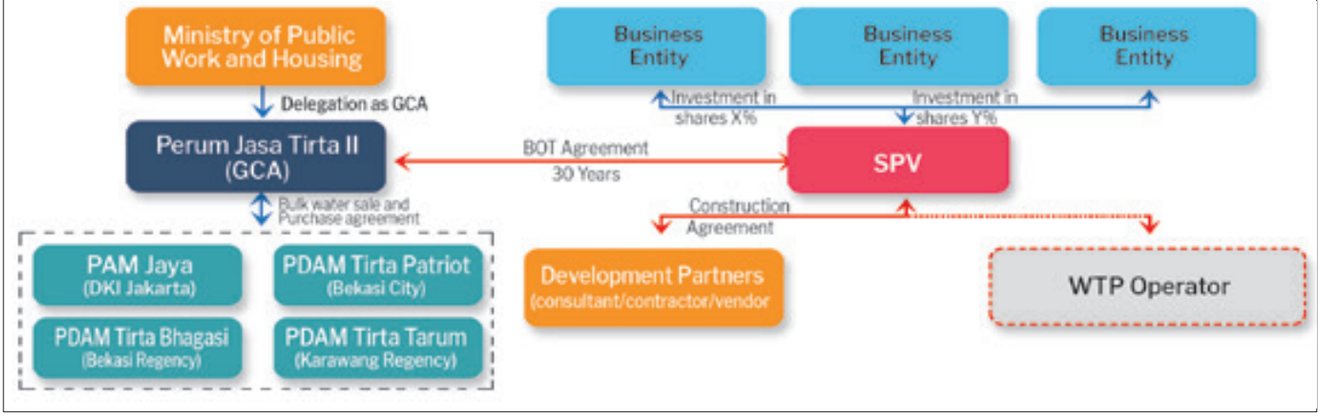
Government Contracting Agency	:	Director of Perum Jasa Tirta 2
Contact Person	:	Anton Mardiyono Head of Jatiluhur Regional Water Supply I PPP Team +62-819-3419-1935; email: antonmardiyono@jasatirta2.co.id; antonmardiyono@yahoo.com; pjt2@jasatirta2.co.id.

Indicative Preparation Schedule



Project Status : Pre-Qualification

Indicative Project Structure



PROBOLINGGO – BANYUWANGI TOLL ROAD
Location: East Java

Sector : Road



Sub-Sector : Toll Road

Description :
This project is expected to play an integral part of East Java Road System. It is 172,91 km in length which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which still should be developed.

Estimated Project Cost:
USD 1,718.8 Million

Financial Feasibility:
FIRR : 11.17%
NPV : USD 45.9 Million

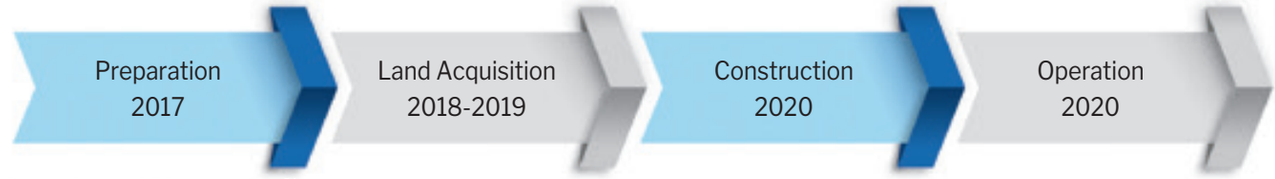
Estimated Concession Period: 35 years

Investor(s) :
- PT Jasa Marga (Persero) Tbk.;
- PT Brantas Abipraya (Persero)
- PT Waskita Toll Road.

Project Status : PPP Agreement Signing

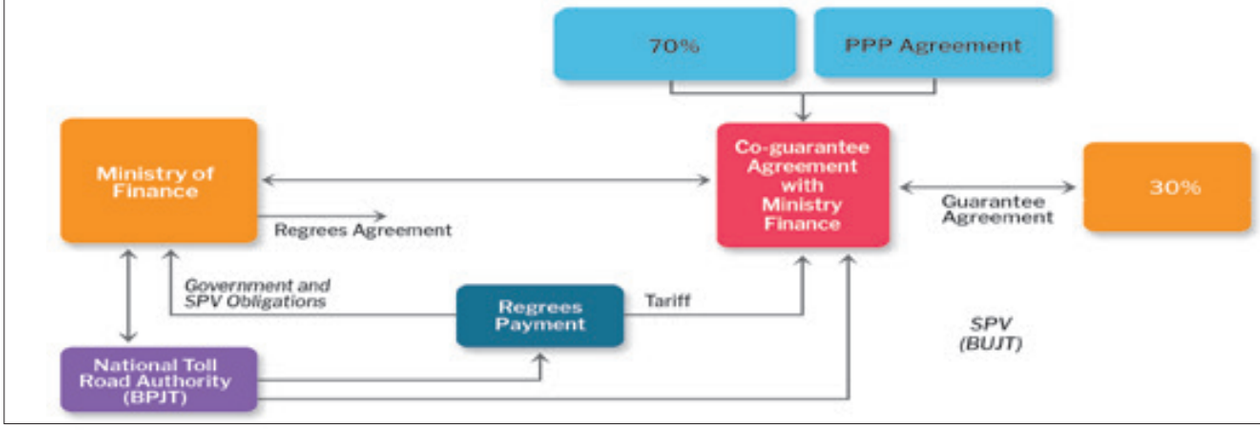
Government Contracting Agency : Indonesia Toll Road Authority (BPJT)
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Indicative Preparation Schedule



Project Status : PPP Agreement Signing

Indicative Project Structure



SEMARANG – DEMAK TOLL ROAD
Location: Central Java

Sector : Road



Business Opportunity:
Financier

Indicative Government Support & Guarantee:
Detail assessment of the required Government support and guarantee, in terms of form and scale, for the project is needed.

Sub-Sector : Toll Road

Description :
The proposed project will connect Semarang (Capital of Central Java Province) – Demak. This Project has high traffic volume with ±27 km in length. Semarang as a capital town of Central Java Province is well-developed with industrial goods and trading. On the other side, Demak is a region that rich with its natural resources. This project is also integrated with the development of Semarang Sea Wall.

Estimated Project Cost: USD 1.09 Billion

Financial Feasibility:
FIRR : 11,39% (with government support)
NPV : USD 800 Million

Estimated Concession Period: 35 years

Government Contracting Agency : Indonesia Toll Road Authority (BPJT)

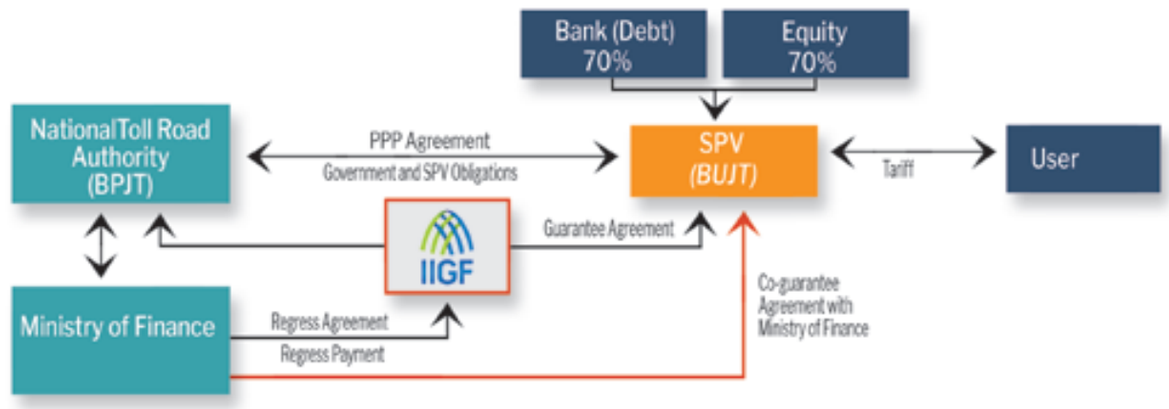
Contact Person : Danang Parikesit (Head of BPJT) and
Denny Firmansyah (Head of Investment Division)
+62-21-7258063;
email: bpjt@pu.go.id or investasi.bpjt@gmail.com

Indicative Preparation Schedule



Project Status : Request for Proposal

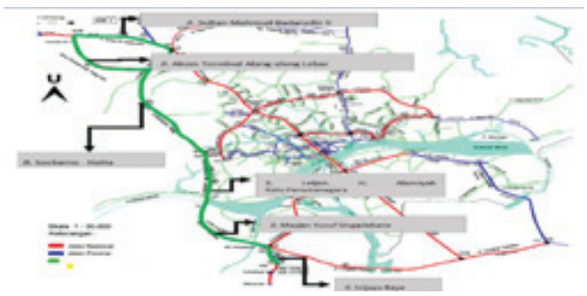
Indicative Project Structure



SOUTH SUMATERA NON-TOLL ROAD PRESERVATION

Location: South Sumatera

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 Jalan Srijaya Raya, Jalan Mayjen Yusuf Singadekane, Jalan Letjen H. Alamsyah Ratu Perwiranegara, Jalan Soekarno Hatta, Jalan Terminal of Alang-alangLebar and Jalan Sultan Mahmud Badarudin II. The approximate total length of this project will be 29.37 km. Investment return will be paid using the Availability Payment Method.

Estimated Project Cost: USD 193.9 Million

Financial Feasibility:
FIRR : 9.85%
NPV : USD 97.99 Million

Estimated Concession Period: 15 years

Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government guarantee by IIGF

Government Contracting Agency : Minister of Public Works and Housing

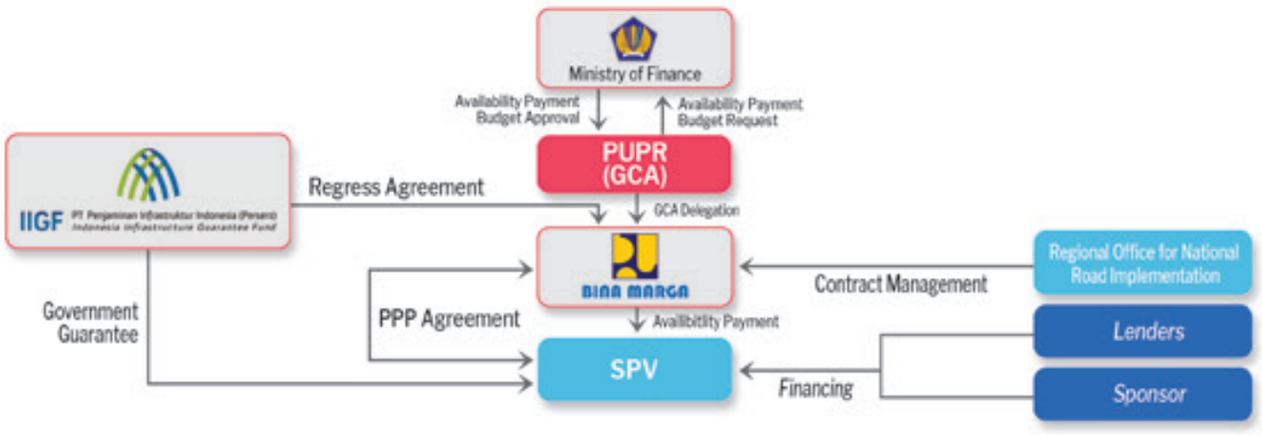
Contact Person : Ir. Riel Mantik, M.Eng,Sc (Deputy Director for Integreted Planning and Road Network
+ 62-8129069604
email: riel.mantik@gmail.com / sublit.dum@gmail.com

Indicative Preparation Schedule



Project Status : Request for Proposal

Indicative Project Structure



MAKASSAR – PAREPARE RAILWAY

Location: South Sulawesi

Sector : Transportation



Business Opportunity:
Bidder/financier

Government Support & Guarantee:
Project Development Facility from Ministry of Finance.

Sub-Sector : Railway

Description :
The development of 127,2 km railway Stage I from Makassar to Parepare as part of Trans-Sulawesi project. The objectives of this project are: to accelerate development by increasing the flow of goods and passengers, establish national connectivity, increase the number of goods that can be transported by train to 1.5 million tons according to the National Medium-Term Plan, and achieve the target of building a railway line of 3,258 km. The project scope includes the construction of F Segment (Bosowa and Tonasa siding track) and O&M in BCDF Segment.

Estimated Project Cost:
CAPEX : USD 70.10 Million
OPEX : USD 77.11 Million

Financial Feasibility:
FIRR : 12.7%

Estimated Concession Period: 18.5 years

Government Contracting Agency : Minister of Transportation

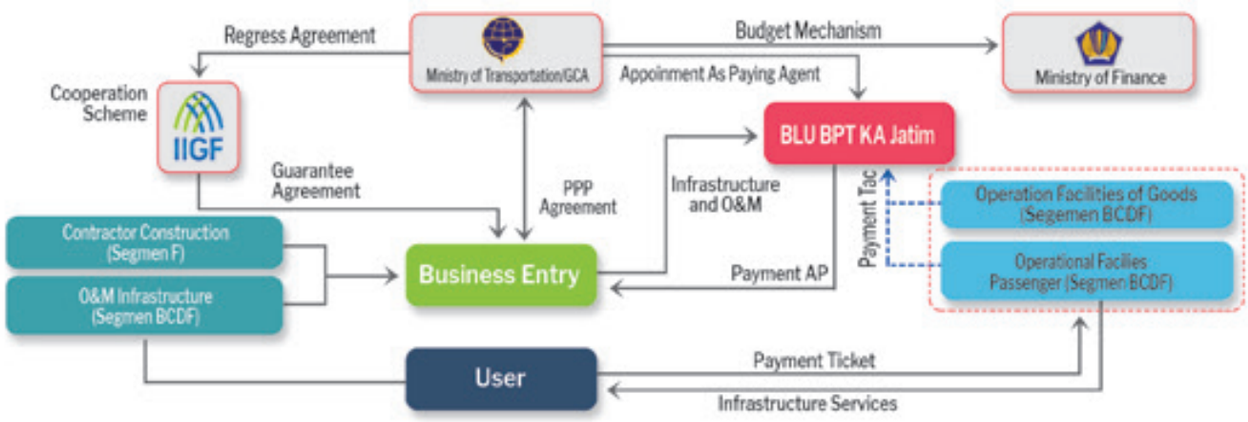
Contact Person : Ir. Zulfikri, M. Sc, DEA, Director General of Railways, Merdeka Barat Street No. 8, Karsa Building 2th Floor, Central Jakarta

Project Schedule (Estimated)



Project Status : PPP Agreement Signing

Indicative Project Structure



AIRPORT OF KOMODO, LABUAN BAJO

Location: East Nusa Tenggara

Sector : Transportation



Business Opportunity:
Bidder/Financier

Indicative Government Support & Guarantee:
Government Guarantee

Sub-Sector : Airport

Description :
The main purpose of PPP Project on Labuan Bajo Airport is as follows;

- Empowering tourism in Komodo Island in East Nusa Tenggara Province.
- Improving airport performance and services to the passengers and related stakeholders.
- Increasing the number of passengers and car go up to 4 million and 3.500 tons respectively in 2044.
- Expanding national air connection.
- Supporting strategic economic local sector.

Estimated Project Cost: USD 210 Million

Financial Feasibility:
FIRR : 11.00%
NPV : USD 23.8 Million

Estimated Concession Period: 25 years

Government Contracting Agency : Minister of Transportation

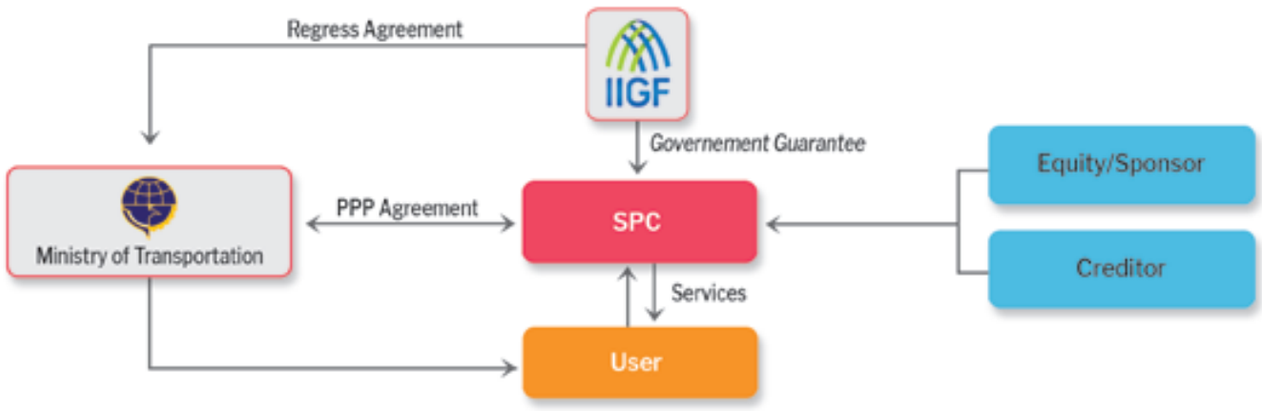
Contact Person : Cecep Kurniawan,
Head of Airport Operation And Management Systems,
+62 811-1109-188; c3c3pkurniawan@gmail.com

Indicative Preparation Schedule



Project Status : Request for Proposal (RfP)

Indicative Project Structure



SIDOARJO GENERAL HOSPITAL

Location: East Java

Sector : Health



Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
PDF from Ministry of Finance, Land Acquisition, and Government Guarantee.

Sub-Sector : Hospital

Description :
Sidoarjo General Hospital is the second hospital owned by the Government of Sidoarjo Regency which aims to provide health service facilities that will cover the community in the catchment area western of Sidoarjo Regency. Sidoarjo Central Hospital is planned as a class C hospital. This project scheme is DBFOMT with Availability Payment as the investment return to the SPV.

Estimated Project Cost: USD 24.4 Million

Financial Feasibility:
FIRR : 15 %
NPV : USD 14.0 Million

Estimated Concession Period: 10 years

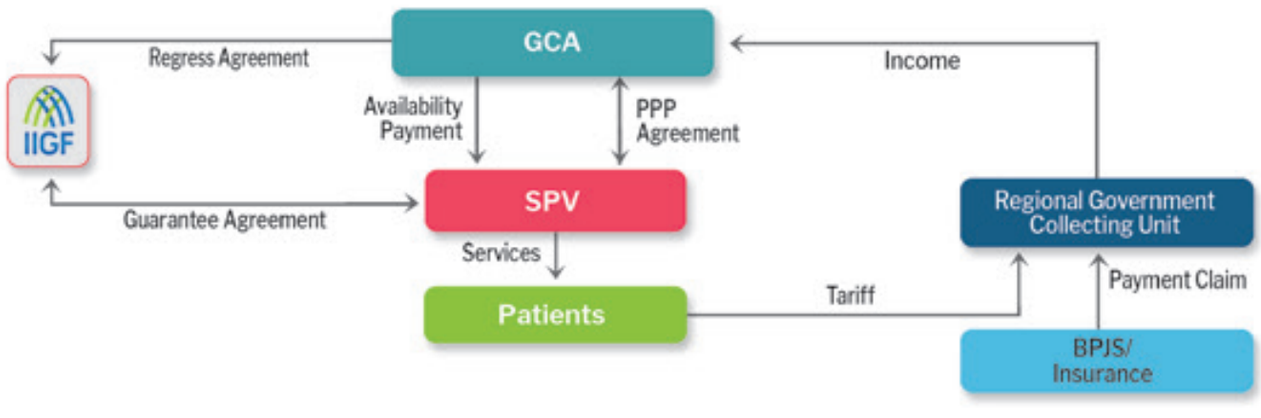
Government Contracting Agency	:	Regent of Sidoarjo
Contact Person	:	Agoes Boedi Tjahjono (Head of Regional Planning Agency); +62-31-8947383; email: kerjasama.sidoarjokab@gmail.com

Indicative Preparation Schedule



Project Status : Pre-Qualification

Indicative Project Structure



GORONTALO REGIONAL HOSPITAL

Location: Province of Gorontalo

Sector : Health



Business Opportunity:
Transaction adviser/Bidder/financier

Indicative Government Support & Guarantee:
The project will be guaranteed by IIGF

Sub-Sector : Hospital

Description :
This project is design to be a new Type B regional hospital development program on 6.4 ha of land in ex Plaza Limboto, Gorontalo. The investment return for this project most likely to be paid using Availability Payment scheme.

Estimated Project Cost: USD 56.00 Million

Financial Feasibility:
FIRR : 14.50%
NPV : USD 32.30 Million

Estimated Concession Period: 20 years

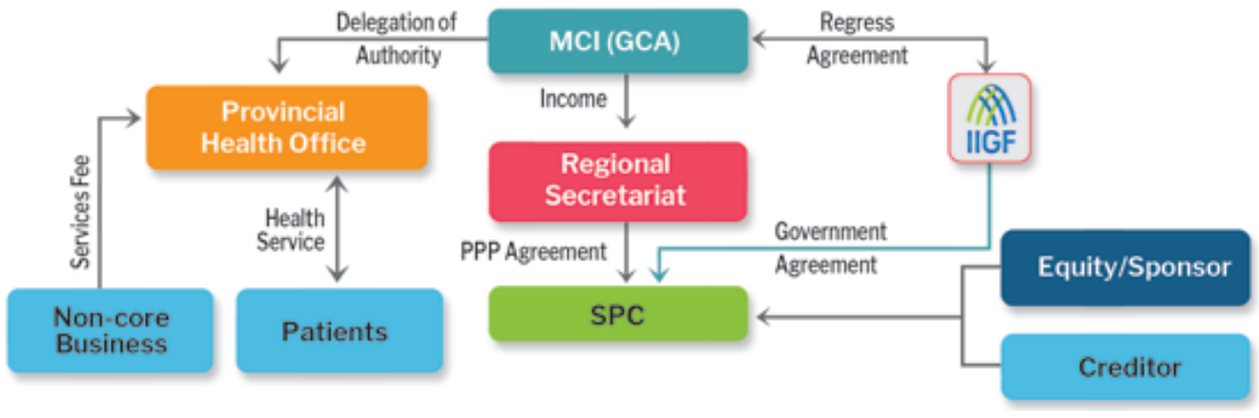
Government Contracting Agency	:	Governor of Gorontalo
Contact Person	:	Olis Bakari (Head of the Administrative Subdivision); +62-853-42353710 email: olisbakari@gmail.com

Indicative Preparation Schedule



Project Status : Pre Qualification

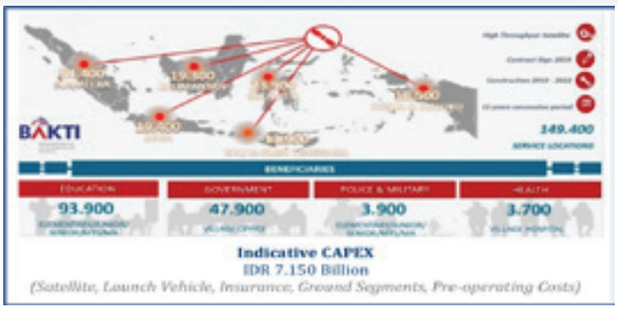
Indicative Project Structure



MULTIFUNCTION SATELLITE

Location: National

Sector : Telecomunication & Informatics



Business Opportunity:
Bidder/financier

Indicative Government Support & Guarantee:
Government guarantee will be provided for this project.

Sub-Sector : Satellite

Description :
Multifunction satellite project is expected to provide benefits for Indonesia's services to citizens as well as education and defence development. This project plan is inseparable from the Indonesian Broadband Plan based on Presidential Regulation no. 96 of 2014 on Broadband Plan of Indonesia 2014 - 2019. One of the infrastructure policies and strategies in the Indonesia Broadband Plan is optimizing the use of radio frequency spectrum and satellite orbit as a limited resource.

Estimated Project Cost : USD 146.14 billion

Indicative Availability Payment per years:
USD 99.00 Million

Financial Feasibility:
FIRR : 8.97%
FNPV : USD 8.5 Billion

Concession Period: 15 years

Government Contracting Agency : Minister of Communication and Information Technology

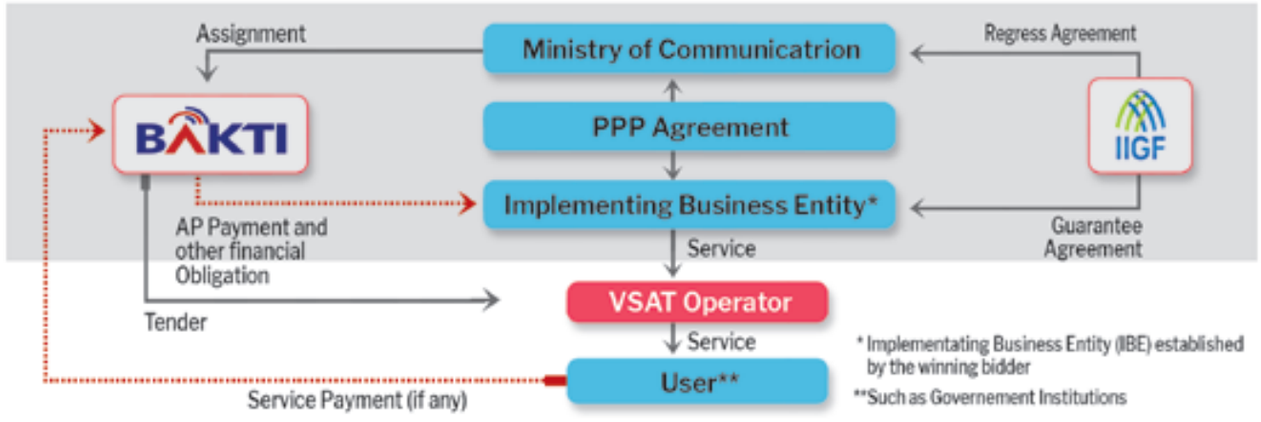
Contact Person : R. Sri Sanggrama Aradea (Head of Infrastructure Provision Planning Division), Deni Tri Juniadi (Staff);
+62-21-3192-7516;
email: sanggrama.aradea@baktikominfo.id and deni.tri@baktikominfo.id

Indicative Preparation Schedule



Project Status : PPP Agreement Signing

Indicative Project Structure




PROSPECTIVE PPP PROJECTS

Prospective PPP Projects

Projects mentioned in this part are prospective PPP Infrastructure projects in Indonesia, but not in the form of digest or mini-digest. These Projects may or may not go through the PPP book pipelines. Some of them are in under preparation stages though not suitable to be put in the Under Preparation or Ready to Offer section in this PPP book due to evaluation. However, these mentioned projects have a big possibility to appear in future PPP book after passing the evaluation and administration criteria.

No.	Prospective PPP List	Sector	Government Contracting Agency
Health			
1	Central Kalimantan Provincial Hospital	Health	Governor of Central Kalimantan
Oil, Gas, and Renewable Energy			
2	Household Gas Pipeline System	Oil, Gas, and Renewable Energy	Minister of Energy and Mineral Resources
3	Off-Grid Mini/Micro Hydro Power Plant System	Oil, Gas, and Renewable Energy	Minister of Energy and Mineral Resources
Road & Bridge			
4	Road and Bridge in Central and Western Sumatera Road Corridor	Road & Bridge	Minister of Public Work and Housing
5	Bridges in Trans Java Main Corridor	Bridge	Minister of Public Work and Housing
6	Trans Papua (Jayapura-Wamena)	Road	Minister of Public Work and Housing
7	Tanjung Jabung Bridge	Bridge	Regent of Tanjung Jabung
8	Semanan - Balaraja Toll Road (Unsolicited)	Toll Road	Minister of Public Work and Housing
9	Kamal - Teluk Naga - Rajeg Toll Road (Unsolicited)	Toll Road	Minister of Public Work and Housing
10	Akses Patimban Toll Road (Unsolicited)	Toll Road	Minister of Public Work and Housing
11	Gedebage - Tasikmalaya - Cilacap Toll Road (Unsolicited)	Toll Road	Minister of Public Work and Housing
12	Solo - Yogyakarta - NYIA Kulon Toll Road (Unsolicited)	Toll Road	Minister of Public Work and Housing

No.	Prospective PPP List	Sector	Government Contracting Agency
13	Balikpapan - Penajam - Passer Utara Bridge (Unsolicited)	Bridge	Minister of Public Work and Housing
Telecommunication & Information			
14	Land Registration Information system	Telecommunication & Information	Minister of Agrarian Affairs and Spatial Planning/ National Land Agency
15	Marine Observation and Modeling	Telecommunication & Information	Meteorological, Climatological, and Geophysical Agency (BMKG)
Transportation			
16	Singkawang Airport	Transportation	Minister of Transportation
17	Tarakan Airport	Transportation	Minister of Transportation
18	North Bali Airport	Transportation	Minister of Transportation
19	Waisai Airport	Transportation	Minister of Transportation
20	Water-Based Airport	Transportation	Minister of Transportation
21	Airplane Repair Maintenance Overhaul Center	Transportation	Minister of Transportation
22	Mengwi Terminal Type A	Transportation	Minister of Transportation
23	Central Java Terminal Type A (10 locations)	Transportation	Minister of Transportation
24	Arya Wiraraja Terminal Type A, Sumenep, East Java	Transportation	Minister of Transportation
25	Kembang Putih Terminal Type A, Tuban, East Java	Transportation	Minister of Transportation
26	Bimuku Terminal Type A, Kupang, East Nusa Tenggara	Transportation	Minister of Transportation
27	Singkawang Terminal Type A, Singkawang, West Kalimantan	Transportation	Minister of Transportation
28	West Papua Ferry Port	Transportation	Minister of Transportation
29	Anggrek Port	Transportation	Minister of Transportation

No.	Prospective PPP List	Sector	Government Contracting Agency
Transportation			
30	Banggai Port	Transportation	Minister of Transportation
31	Belang-belang Port	Transportation	Minister of Transportation
32	Kaimana Port	Transportation	Minister of Transportation
33	Serui Port	Transportation	Minister of Transportation
34	Saumlaki Port	Transportation	Minister of Transportation
35	Labuan Bajo Port	Transportation	Minister of Transportation
36	Namlea Port	Transportation	Minister of Transportation
37	Tahuna Port	Transportation	Minister of Transportation
38	Tobelo Port	Transportation	Minister of Transportation
39	Dobo Port	Transportation	Minister of Transportation
40	Pomako Port	Transportation	Minister of Transportation
41	Siantar-Parapat Railway	Transportation	Regional Government
42	Tanjung - Banjarmasin Railway	Transportation	Regional Government
43	Perkotaan Bandung Railway	Transportation	Regional Government
44	Bandara KertajatiRailway	Transportation	Regional Government

No.	Prospective PPP List	Sector	Government Contracting Agency
Transportation			
45	Maminasata Railway	Transportation	Regional Government
46	Lahat-Tarahan Railway	Transportation	Minister of Transportation
47	Shortcut Cibungur - Tanjung Rasa Railway	Transportation	Minister of Transportation
48	Mengwitani – Singaraja Railway	Transportation	Regional Government
49	Medan – Binjai – Deli Serdang Railway	Transportation	Regional Government
50	Pekanbaru - Jambi Railway	Transportation	Minister of Transportation
51	Manado - Bitung Railway	Transportation	Minister of Transportation
52	Balikpapan - Samarinda Railway	Transportation	Minister of Transportation
53	Pontianak - Sangau Railway	Transportation	Minister of Transportation
54	Parigi - Poso Railway	Transportation	Minister of Transportation
55	Patimban Port Railroad Access	Transportation	Minister of Transportation
56	LRT Cibubur – Bogor	Transportation	Minister of Transportation
57	MRT Service Extension	Transportation	Minister of Transportation
58	Jakarta Elevated Loop Line	Transportation	Minister of Transportation
59	TOD Jatijajar	Transportation	Minister of Transportation

No.	Prospective PPP List	Sector	Government Contracting Agency
Transportation			
60	TOD Baranangsiang	Transportation	Minister of Transportation
61	TOD Pondok Cabe	Transportation	Minister of Transportation
62	Inland Waterway Cikarang Bekasi Laut	Transportation	Minister of Transportation
63	Air Haji Motor Vehicle Weighing Implementation Unit (UPPKB), Pesisir Selatan, West Sumatera	Transportation	Minister of Transportation
64	Pototano Motor Vehicle Weighing Implementation Unit (UPPKB), West Sumbawa, West Nusa Tenggara	Transportation	Minister of Transportation
65	TOD Poris Plawad	Transportation	Minister of Transportation
Urban Facilities			
66	Traditional Market (Jombang and Serpong Market)	Urban Facilities	Mayor of South Tangerang
67	Badung Utility Ducting	Urban Facilities	Regent of Badung
Waste Management			
68	Piyungan Sanitary Landfill	Waste Management	Governor of DI Yogyakarta
69	Bakung Waste Management	Waste Management	Mayor of Bandar Lampung
70	Sumatera and Sumapapua Hazardous Waste Treatment Facility	Waste Management	Minister Environment Foresty
71	South Tangerang Regional Waste Treatment	Water Management	Mayor of South Tangerang
Water Resources and Irrigation			
72	Merangin Reservoir	Water Resources and Irrigation	Minister of Public Work and Housing

No.	Prospective PPP List	Sector	Government Contracting Agency
Water Supply			
73	Kamijoro Water Supply	Water Supply	Governor of DI Yogyakarta
74	Jatigede Water Supply	Water Supply	Governor of Jawa Barat
75	Matenggeng Water Supply	Water Supply	Regional Government
76	Potential Water Supply System from Newly Built Dam: Sei Gong, Sindangheula, Marangkayu, Passeloreng	Water Supply	Regional Government
77	Potential Water Supply System from Newly Built Dam: Karalloe, Tapin, Way Sekampung	Water Supply	Regional Government
78	Karian Water Supply	Water Supply	Minister of Public Works and Housing
79	Patimban Subang Regional Water Supply	Water Supply	Regional Government
Zone			
80	Jogja Agro Techno Park	Zone	Governor of DI Yogyakarta
81	Tanjung Adikarto Fishery Zone	Zone	Governor of DI Yogyakarta
82	Ngawi Industrial Zone	Zone	Regent of Ngawi
83	Ocean Research Center	Education/Zone	Indonesian Institute of Sciences (LIPI)



GLOSSARY

TERM	MEANING
AMDAL (EIA)	Analisis Mengenai Dampak Lingkungan Environmental Impact Assessment
AP	Pembayaran Ketersediaan Layanan Availability Payment
BAPPENAS	Badan Perencanaan Pembangunan Nasional National Development Planning Agency
BKPM	Badan Koordinasi Penanaman Modal Indonesia's Investment Coordinating Board
BLU	Badan Layanan Unit Public Service Agency
BOT	Bangun —Guna —Serah Build Operate Transfer
BPJT	Badan Pengelola Jalan Tol The Indonesia Toll Road Authority
BUP	Badan Usaha Pelaksana (SPV) Special Purpose Vehichle
BU PI	Badan Usaha Penjaminan Infrastruktur Infrastructure Warranty Business Entity
FBC	Kajian Akhir Prastudi Kelayakan Final Business Case
FIRR	Tingkat Pengembalian Investasi Keuangan Financial Internal Rate of Return
FS	Feasibility Study Studi Kelayakan
GCA	Government Contracting Agency Penanggung Jawab Proyek Kerjasama
GDP	Gross Domestic Product Produk Domestik Bruto
GoI	Pemerintah Indonesia Government of Indonesia
KPSRB	Kerjasama Pemerintah Swasta dan Rancang Bangun Directorate of Public Private Partnership and Financial Engineering
LARAP	Land Acquisition and Resettlement Action Plan Rencana Pembebasan Lahan dan Pemukiman Kembali
LKPP	Lembaga Kebijakan Pengadaan Barang dan Jasa Pemerintah National Procurement Agency
MoF	Ministry of Finance Kementerian Keuangan

Glossary

TERM	MEANING
NPV	Net Present Value Nilai Sekarang
OBC	Outline Business Case Kajian Awal Prastudi Kelayakan
O&M	Operation & Maintenance Operasi dan Pemeliharaan
PDAM	Perusahaan Daerah Air Minum Local Government Owned Water Utilities
PDF	Project Development Facility Fasilitas Penyiapan Proyek
PT. PLN (Persero)	Perusahaan Listrik Negara State Electricity Company
PQ	Pre Qualification Pra Kualifikasi
PPP	Public Private Partnership Kerjasama Pemerintah Badan Usaha
PT SMI (Persero)	PT Sarana Multi Infrastruktur (Persero)
PT PII (Persero)	PT Penjaminan Infrastruktur Indonesia (Persero)
(IIGF)	Indonesia Infrastructure Guarantee Fund
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 Own Enterprise Badan Usaha Milik Daerah
SOE	State Own Enterprise Badan Usaha Milik Negara
TOD	Transit Oriented Development Kawasan Berorientasi Transit
VGF	Viability Gap Funding Dukungan Kelayakan



MINISTRY OF NATIONAL DEVELOPMENT PLANNING/
NATIONAL DEVELOPMENT PLANNING AGENCY

Jl. Taman Suropati No. 2 Jakarta 10310 INDONESIA
Phone: +62 21 31934175
http://kpsrb.bappenas.go.id