PPP METODE

Bojonegara International Seaport

Aerial View





New Medan International Airport

Rail Link Manggarai – Soeta Airport

Airport Site Overview



Tanjung Perak Seaport Development

Project Location





SELECTED PPP MODEL PROJECTS FOR TRANSPORT SECTOR

- Margagiri Ketapang Ferry Terminal
- Tanjung Perak Port Development at Lamong Bay
- Manggarai Soetta Railway Link
- Development plan for coal transport in Sumatera and Kalimantan
- Development plan Jakarta Mass Rapid Transit
- Development plan for Double Double Track project
- Development plan for Belawan, Dumai and Kuala enok ports
- Development plan for Bojonegoro port
- Development plan for car terminal in Tanjung Priok Port.





SELECTED PPP MODEL PROJECTS FOR TRANSPORT SECTOR ... (continued)

- Development plan for Tanjung Priok Port in Ancol Timur;
- Development plan for Trisakti Port in Banjarmasin ;
- Development plan for Makassar, Samarinda, and Kariangau Balikpapan Ports.
- Development plan for Hasanuddin Makassar Airport;
- Development plan for New Lombok Airport;
- Development plan for New Medan Airport
- Development plan for Terminal III at Soekarno Hatta Airport;
- Development plan for Cargo Transhipment and Industrial
 Zone at Soekarno Hatta Airport.





PROPOSED MODEL PROJECTS PPP SCHEME



MODEL PROJECT







☐ Purpose:

Develop a new ferry terminal between Banten and Lampung provinces (Java-Sumatra), to transport cars, buses and truck as well as passengers from Banten / West Java to Sumatra. Reduce Merak - Bakauheni road traffic, relieve congestion at existing ferry terminals and distribute people and goods efficiently.

Description :

The ferry terminal will contain facilities for truck and bus services, goods storage, driver rest stations, weigh station, and communications.

Safety :

Create a safer ferry route as alternate Java-Sumatra crossing.

- Smoother passenger & vehicle traffick movement
- Streamlined berthing process
- Vessel maintenance facilities
- User Convenience
- Margagiri Ketapang Ferry Port (Java Sumatera crossing)
- □ Project Location
 - ♦ Margagiri : Java Side
 - 100 km from Jakarta
 - 20 km from Merak
 - 9 km from Cilegon Timur Toll Gate
 - Ketapang : Sumatera Side
 - 80 km from Bandar Lampung
 - 20 km from Bakauheni
 - 1 km from Sumatera Eastern Link
- Margagiri Ketapang distance + 22 sea miles
- Integrated terminal & ferry operation





MODEL PROJECT

PROJECT OBJECTIVES

- ☐ Create an alternative Java Sumatra ferry crossing
- ☐ Reduce Merak Bakauheni traffic saturated
- ☐ Create a new access to Palembang Pekanbaru Medan via Eastern Link
- ☐ Avoid Merak Bakauheni stagnation in peak season & bad weather









PROJECT LOCATION









COMPONENTS





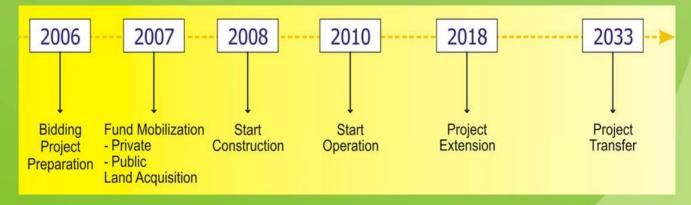




IICE 2006

Breakwater: - Ketapan§ide:1.000m x 65sqm - Margagii§ide(tentative) Dredging: - Ketapan§ide:1.400m x 200m x (0.5 x 3m) - Margagii§ide : 700m x 200m x (0.5 x 3m) - Margagii§ide : 700m x 200m x (0.5 x 3m) Berth & Terminal: - Trestle - Dolphin - Passenger Terminal - Parking Areas - Other Facilities

PROJECT LIFE CYCLE



Ferry Operation:
- RoroType 5.000 GT





MODEL PROJECT



AGENCIES

■ Regulating approval : Minister of Transportation

■ Independent Regulator: Regulatory Authority

☐ Executing Agency : Directorate General of

Land Transportation

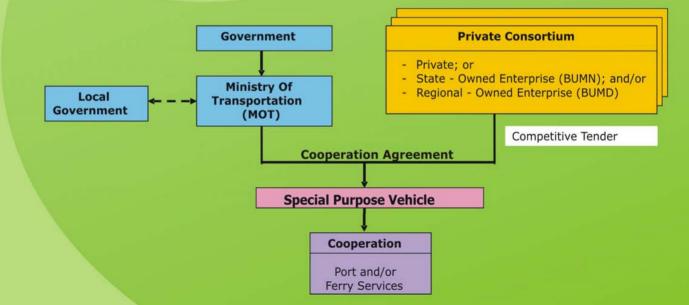
□ Implementing Agency

☐ Operator : Private Concessionaire

☐ Contracting Agency : Regional Governments &

Central Government (To be determined)

BUSINESS SCHEME







PROPOSED MODEL PROJECTS PPP SCHEME

... (continued)

Tanjung Perak Port Development at Lamong Bay

- Project location;
 - Lamong Bay, around 4 Kms westside of container terminal Surabaya;
- Project Cost;
 - Rp. 6,555 Trillions
- Project activities;
 - Development of Container Terminal; 640 m2;
 - Reclamation ; 50 Ha;
 - Development of loading facilities for container and supporting facilities;
 - Government support in the form of acces road.
- Proposed financing scheme;
 - Public Private Partnerships (PPP) .





Introduction & Background

- Tanjung Perak Port located at Surabaya is the largest port in Indonesia
- Based on Master Plan approved by the Minister on October 2006, the port should be expanded to meet the growing demand
- Proposed development of a new container terminal will be at Lamong Bay
- High potential container flows demand and financial feasibility indicates that PPP will be highly appropriate under Perpres 67/05





Project Objectives

- To increase capacity for container handling
- To relieve current container flows at Tanjung Perak Port
- To anticipate Tanjung Perak Port future overloaded
- To increase safety and smooth traffic movement
- To support business and socio economic activities in East Java region





Scope of Project

Short term development as phase 1, for the 50 Ha area
 (2005 - 2010)

Priority activities are :

1. Berth : 1,280 m

2. Dock : 51,200 m2 (1,280x40)

3. Trestle : 780m(3unitx260m')x12

4. Container yard : 293,567 m2

5. Container Cap.: 8.064 TEUs

6. Cap./year : 1,530,547 TEUs

7. Cont.Freight St.: 2,500 m2

8. Supporting Facilities and Business Utilities.





Economic and Financial Analysis

• Total Investment : Phase I Rp 2,551.5 bill.

• Tariff Increase : 15 % every three years

• Cost Increase : 10 % every two years

Concession Period: 25 years

Economic and Financial Performance :

NPV : Positive

IRR : 15.27 %





Institutional Framework : Ideal Structure

Policy and Strategy : MOT

• Legal Regulator : Minister of Transport

Contracting Agency : MOT, DG.Sea

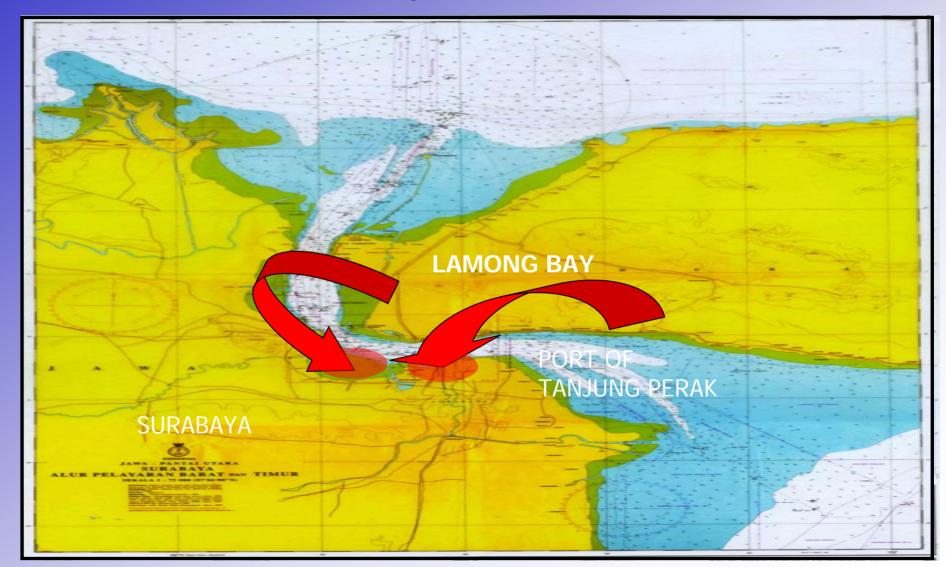
Procured Partner : Private Sector/

SOEs/ROEs



Tanjung Perak Seaport Development

Project Location



Tanjung Perak Seaport Development

Project Location





Manggarai – Soetta Railway Link

- Project Objectives
 - To increase line capacity of the line;
 - Shortening railway travel time;
 - To increase safety train operation
 - To support national and regional developments
- Project Costs
 - Rp. 995 Billion





Manggarai – Soetta Railway Link

Project Location

Arround 25 km from Center of Jakarta

City : Jakarta &

Tangerang

Province : DKI Jakarta

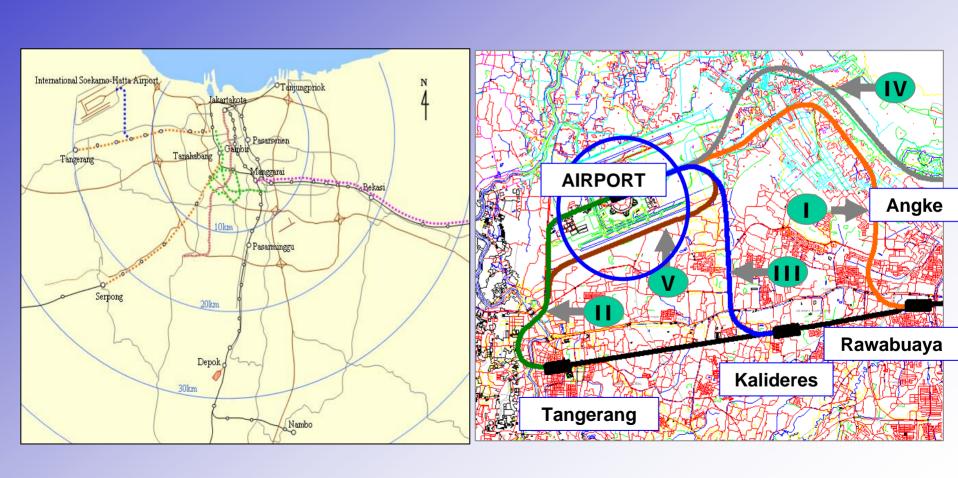
& Banten

Scope of Project

- Procurement of Rolling Stock : 5-6 set (th.2010)
- Revitalization of Station → Manggarai, Dukuh Atas,
 Tanah Abang dan Grogol
- Develop of Railway Station on airport border
- Monitoring of operational and services.
- Proposed Scheme of Financing through PPP model scheme.



Project Location



Project Location – Aerial Photo



Airport Site Overview



Airport Access Road Problems

Toll flood Traffic jam



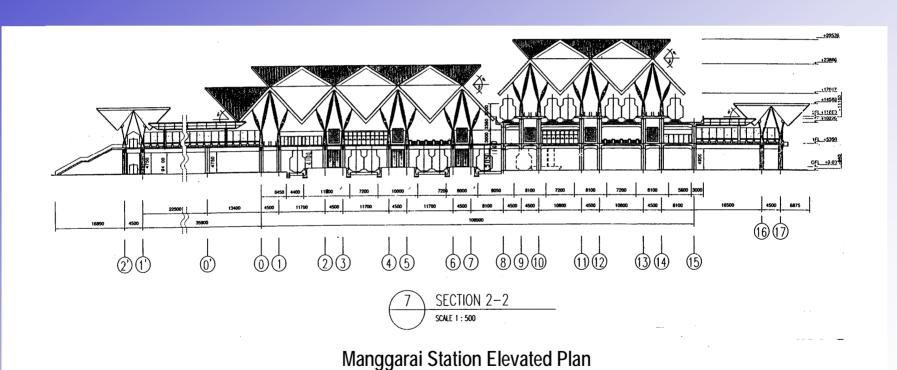
Project Network







Manggarai Station Extension plan





Development of Coal Transport in Sumatera and Kalimantan

Objectives of Projects

- To Support capacity increasing of coal transportation in Sumatera and Kalimantan
- To produce potention of coal in Sumatera and Kalimantan

Project Costs

- Sumatera :
 - Railway and Station : Rp. 2,185 Trillion
 - Locomotive and Cars : Rp. 2,671 Trillion
- Pulau Kalimantan
 - Railway, Locomotive and Cars: Rp. 4,84 Trillion





Development of Coal Transport in Sumatera and Kalimantan

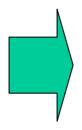
Project location

- Sumatera:
 - Tanjung Enim Tarahan
 - Tanjung Enim Kertapati
 - Tanjung Enim Tanjung Api-Api



South Sumatera Province

- Kalimantan
 - Lintas Mangkapadi
 - Lintas Senggata
 - Lintas Mahakam
 - Lintas Balikpapan Selatan
 - Lintas Selatan
 - Lintas Batu



East Kalimantan Province





Development of Coal Transport in Sumatera and Kalimantan

Scope of Projects

- Partial double track
- Shortcut Tulung Buyut Negeri Agung
- Slope extending and sleepers repairing
- Constructions of new tracks Palembang –
 Tj. Api-Api 87 km + emplacement
- Proposed Scheme of Financing through PPP model scheme













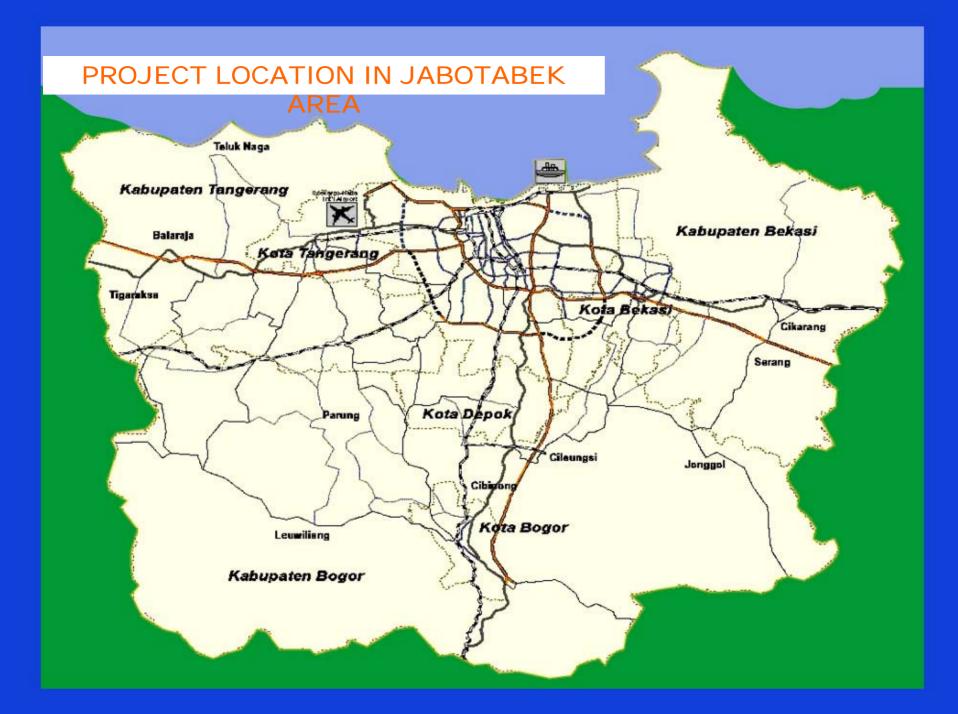




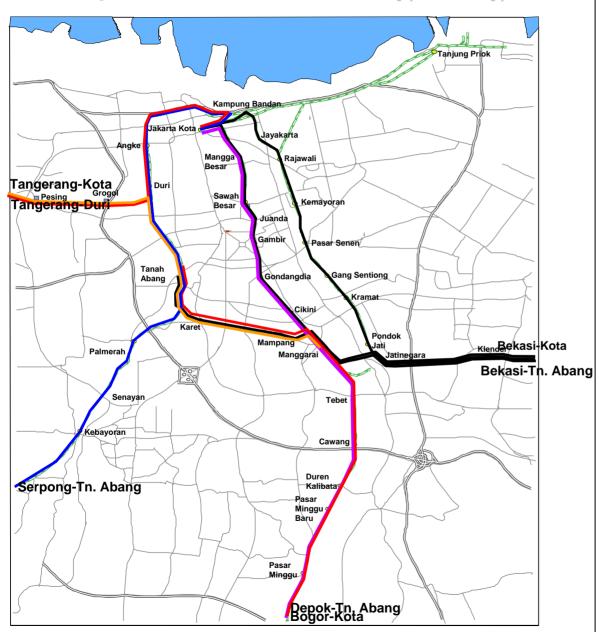
Jakarta Mass Rapid Transit

- Objectives of Projects :
 - Reduce the traffic congestions in Jakarta;
 - Stimulate and accelerate the economic growth in Jakarta through an efficient transportation system;
 - Increase the quality of the environment through reducing vehicle gas emissions and reducing noise pollution
 - As a milestone of the economic development level of Jakarta and Indonesia
- Project Costs Rp. 8,3 Trillion with GOI Rp. 3,5 Trillion, Government of Jakarta Province Rp. 4,8 trillion;
- Scope of projects consists of construction and rolling stock procurement
- Proposed Scheme of Financing through JBIC loan and fund of government province





Operation of JABOTABEK Railway(Currently)



Network:

Transport Capacity 2005: 625.000 passengers / day

Share: 2,5%

Bekasi - Kota Bekasi - Tanah Abang

Bogor - Kota Depok – Tn Abang

Serpong – Tn Abang Serpong – Kota

Tangerang - Duri Tangerang - Kota

Improvement of Jabotabek Railway Loop Line

Existing 16 Stations

Reconstruction 4 Stations

Remodeling 9 Stations

Total 20 Stations

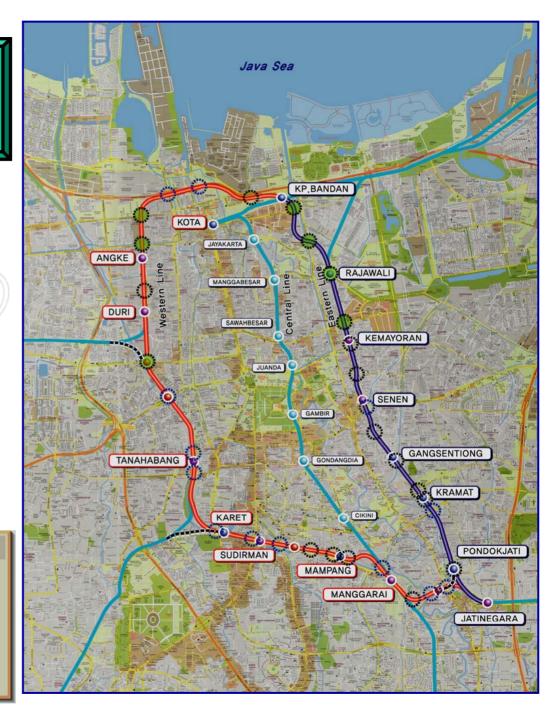
Status of Crossings

Level Crossing 20 Units

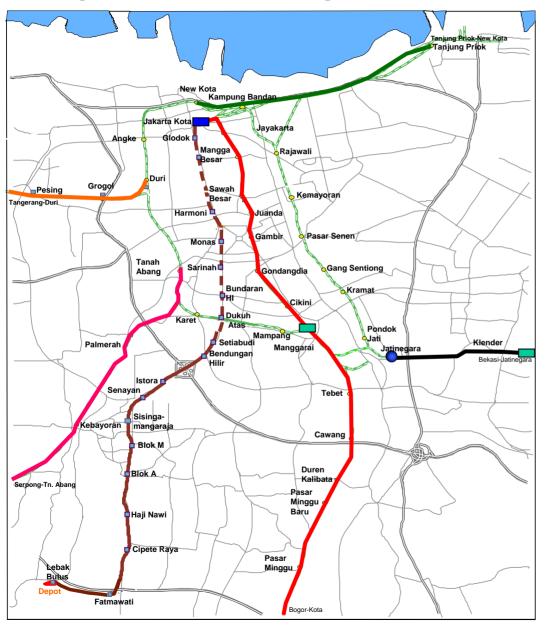
Elevated Crossing 13 Units

Total 33 Units

Planned Elevated Xing 7 Units



Operation of JABOTABEK Railway (after Revitalition)

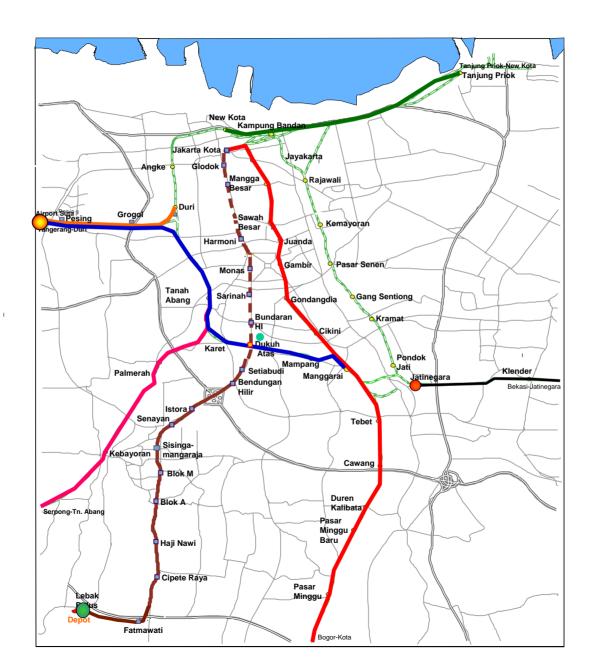


Network

- Loop Line
- Bekasi Manggarai
- Bogor Kota
- Serpong Tanah Abang
- Tangerang Duri
- Tanjung Priok Kota

Operation Plan of JABOTABEK Railway integrated with MRT & Airport Rail Link









Double-Double Track Manggarai - Cikarang

Objectives :

- Increasing Railway Capacity
- To Separate Railway Main Line and Commuter Line Becoming Fluently
- Developing The Manggarai New Station Becoming High Capacity
- Developing of Transit Station in Main Line and Commuter Line
- Decreasing of Air Pollution and Energy Inefficiency
- Project Costs: Phase I ¥ 48,276 Million
 Phase II ¥ 8,417 Million





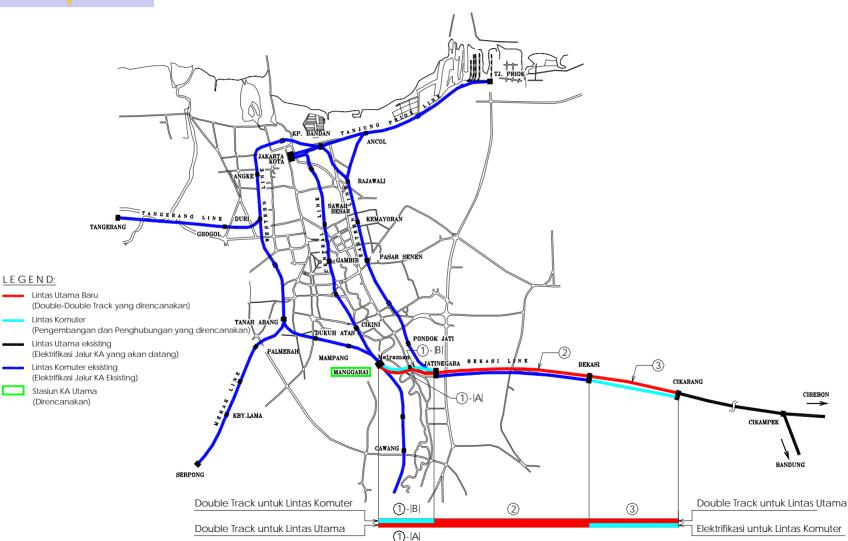
Double-Double Track Manggarai -Cikarang

- Scope of Projects
 - Phase I
 - Elevated track (MRI-JNG 3 km)
 - Increasing Exixting Track Line (MRI-JNG 3 km)
 - (Railway Grade Separation) ini Manggarai
 - Developing of Manggarai, Jatinegara, and Bekasi Station
 - Developing of Commuter Shelter in Matraman
 - New Double Track in Jatinegara Bekasi (15 km)
 - Bridges and Sky Crosses Jatinegara-Bekasi (6 items)
 - Electrification Track Bekasi-Cikarang (17 km) berikut fasilitasnya
 - Developing of Depo dan Stabling Yard Cipinang
 - Phase II
 - New Double Track Baru Bekasi-Cikarang (17 km)
 - Commuter Shelter Stop Komuter di Bekasi Timur
 - Road Fly Over Cipinang dan Jalan Perjuangan Bekasi
- Proposed Scheme of Financing through PPP model scheme





PLAN RAILWAY DOUBLE-DOUBLE TRACK MAIN LANE AND COMMUTER





Development Plan for

Belawan, Dumai, and Kuala Enok Ports

BELAWAN PORTS

- Objectives to increase the port services capacity of Belawan Port through the expansion facilities and equipments in order to cope with rapidly increasing demand of cargo traffic in North Sumatera Province and sourounding;
- Project costs
 - Port Operation Improvement & Rehabilitation US\$ 10,684,210.53
 - Cargo Wharf: US\$ 2,315,789.47
 - Realign, deepening & widening of Access Channel:
 US\$ 152,684,210.53
 - New Passenger Terminal : US\$ 15,578,947.37
 - Container Terminal First Extension: US\$ 74,063,157.89;

42

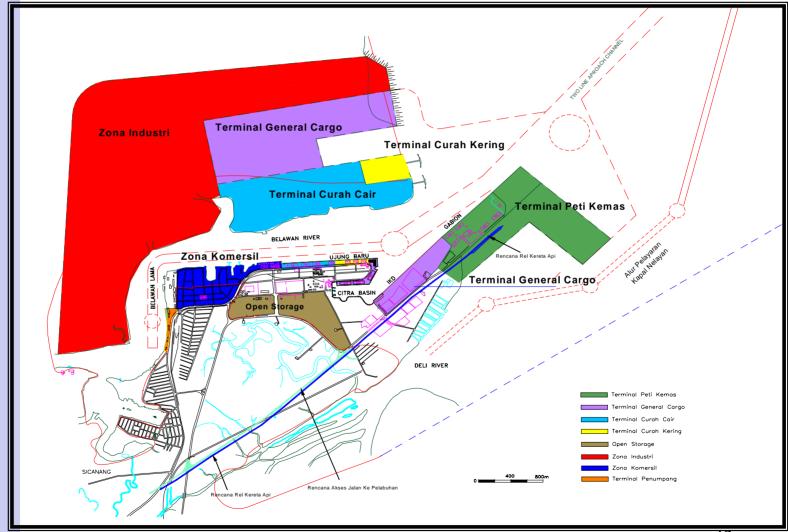
- Scope of projects consists of construction, berth, wharf, developing of bulk, and procurement of terminal tools;
- Proposed Scheme of Financing through loan and PPP model scheme.





IICE 2006

MASTER PLAN OF BELAWAN PORT







Development Plan for Belawan, Dumai, and Kuala Enok

Ports

DUMAI PORT

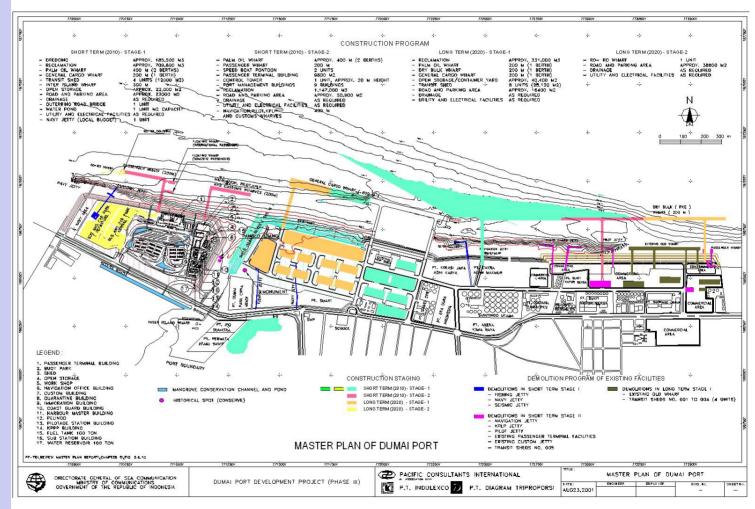
- Objectives to increase the handling capacity of Dumai Port through the expansion facilities in order to cope with rapidly increasing demand of cargo traffic in Riau Province;
- Project costs US\$ 2,373,921.19 + Rp. 210.935.322.125,-;
- Scope of projects developing of Palm Oil Wharf 400 m, Extension of Cargo Wharf 100 m, Inter Island Wharf 60 m, Reclamation 600,000 m3, Dredging 220,000 m3, Drainage, Road And Parking Area, and Utility;
- Proposed Scheme of Financing through loan and PPP model scheme.





IICE 2006

MASTER PLAN OF DUMAI PORT







Development Plan for Belawan, Dumai, and Kuala Enok

Ports

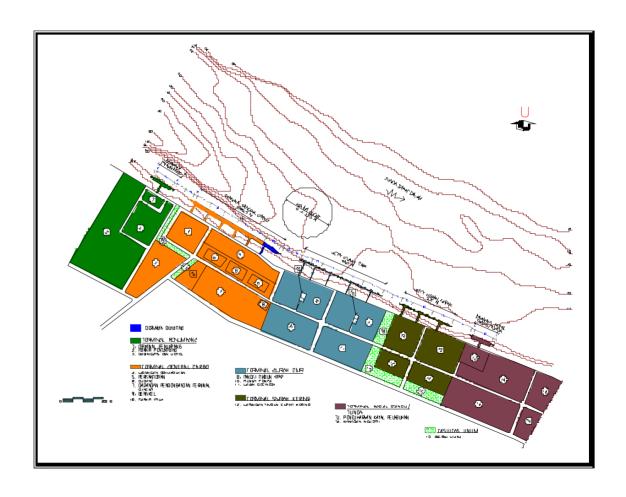
KUALA ENOK PORT

- Objectives to increase the port services capacity of Kuala Enok Port through the development and expansion facilities and equipments in order to cope with rapidly increasing demand of cargo traffic in Southern Riau Province;
- Project costs US\$ 21,052,631.52;
- Scope of projects developing of Palm Oil Jetty, Public Tank Storage, Pipe System & Installation, Cargo Wharf, Reclamation, Dredging, Road & Parking Area, Utility;
- Proposed Scheme of Financing through loan and PPP model scheme.





MASTER PLAN OF KUALA ENOK PORT









BOJONEGARA INTERNATIONAL SEAPORT





PROJECT LOCATION

Plan of Extention Road

Distance from Toll
Gate Cilegon
Timur to Project
Location 15 km







SCOPE OF WORK

• WHARF 600 M

CONTAINER YARD 270.000 M2

GOVERNMENT WHARF 50 M

GOVERNMENT AREA 15.000 M2

DIVERSION CANAL 93.060 M2

PORT INNER ROAD 2.500 M2

PORT RELATED AREA 30.000 M2

• BUILDING 20.200 M2

• GATE 10 UNIT

• UTILITIES 1 LS

HANDLING EQUIPMENT : GANTRY CRANE 5 UNIT; HEAD TRUCK 32 UNIT

CHASIS 38 UNIT; MOBILE CRANE (RTG) 2 UNIT; REACH STACKER 1 UNIT:

TRANFER CRANE 17 UNIT; FORKLIFT 7 UNIT.







Bojonegara International Seaport Aerial View



Bojonegara International Seaport

Aerial View



Bojonegara International Seaport Access Road



Bojonegara International Seaport Dredging Work





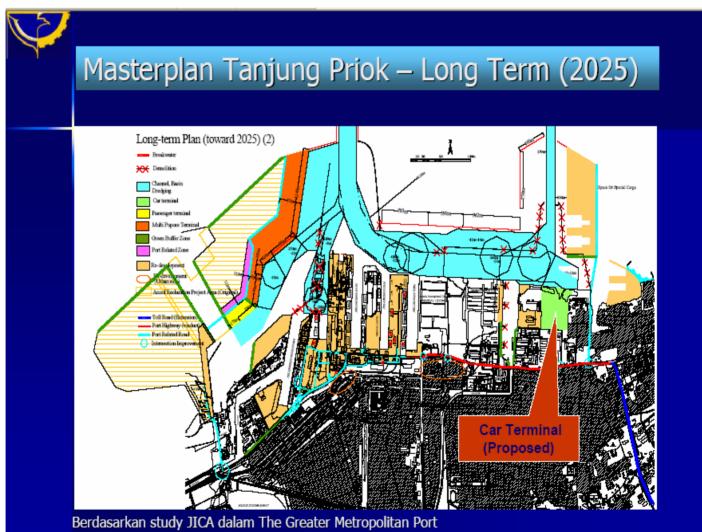
Development Plan for Car Terminal in Tanjung Priok Port

- 1. Objectives to maintained and improved to live up to its function as a regional logistic centre while simultaneously strenghthening national product competitiveness in international trade and promoting investment in Indonesia;
- 2. Project costs Rp. 200 billion;
- 3. Scope of projects consists of expansion of yard from 1 Ha to 3.4 Ha and berth from 100 m to 308 m (Phase I), additional facilities include expansion of yard from 3.4 Ha to 7.3 Ha and 180 sqm workshop, 750 sqm office space;
- 4. Proposed Scheme of Financing through loan and PPP model scheme.





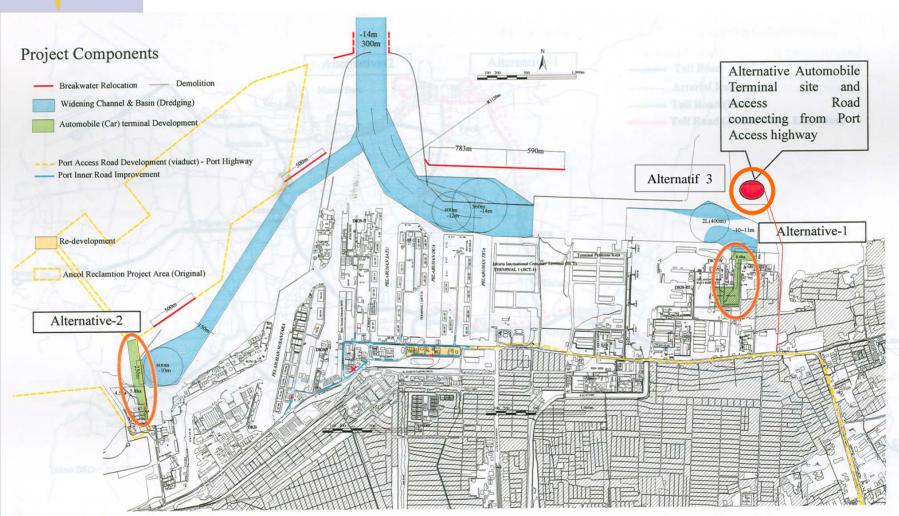
Development Plan for Car Terminal in Tanjung Priok Port







LOCATION CAR TERMINAL









Development Plan for Tanjung Priok Port in Ancol Timur

- 1. Objectives to rehabilitation and expansion plan of Port of Tanjung Priok is redesigned comprehensively in all relevant aspects including management, responsibilities, site plan, security, vessel, and cargo traffic to propmote seamless, secure and efficient port activity;
- 2. Project costs Rp. 1,5 trillion;
- 3. Scope of projects consists of berth fortification, dredging, mechanization;
- 4. Proposed Scheme of Financing through loan and PPP model scheme.







Development Plan for Trisakti Port in Banjarmasin

- Objectives to redesigned comprehensively in all relevant aspects including management, responsibilities, site plan, security, vessel, and cargo traffic to propmote seamless, secure and efficient port activity;
- 2. Project costs Rp. 206 billion, consist of Rp. 67 billion for developing infrastructure and Rp. 139 billion for superstructure;
- 3. Scope of projects consists of berth fortification, dredging, mechanization;
- 4. Proposed Scheme of Financing through loan and PPP model scheme.





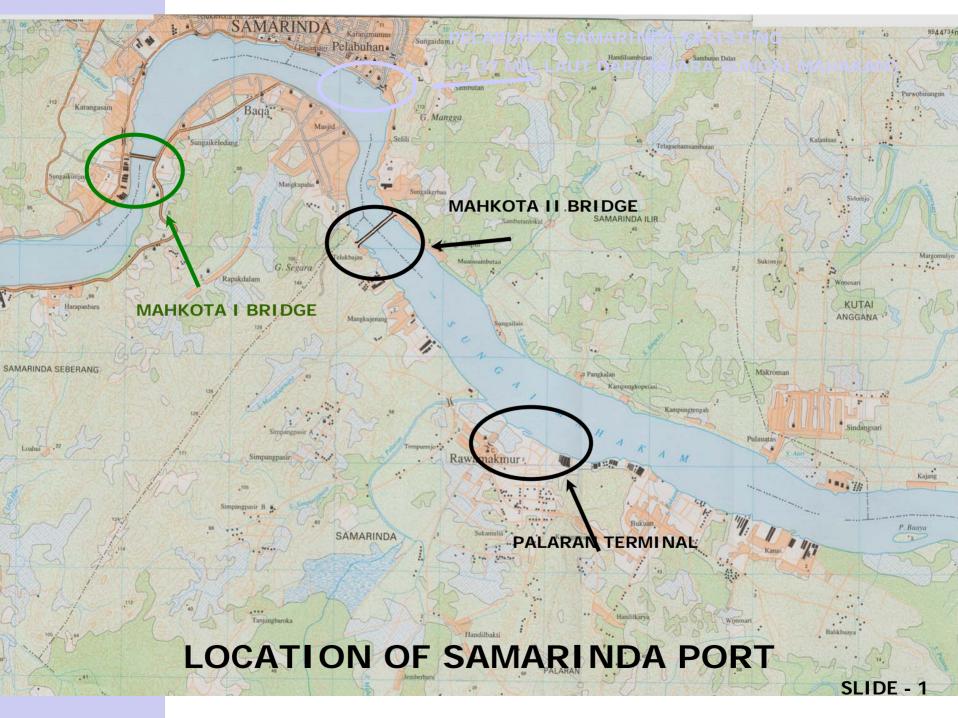


Development Plan for Makassar Port

- Objectives to redesigned comprehensively in all relevant aspects including management, responsibilities, site plan, security, vessel, and cargo traffic to propmote seamless, secure and efficient port activity:
- 2. **Project costs approximately Rp. 3,5 trillion;**
- 3. Scope of projects consists of berth fortification, dredging, mechanization;
- **Proposed Scheme of Financing through loan and PPP** 4. model scheme.















Development Plan for Balikpapan Port

- 1. Objectives to increase services of cargo transhipment;
- 2. Project costs Rp. 648 billion;
- 3. Scope of projects consists of construction, berth fortification, dredging, mechanization and bulk terminal;
- 4. Proposed Scheme of Financing through loan and PPP model scheme.



Balikpapan Seaport

Project Location



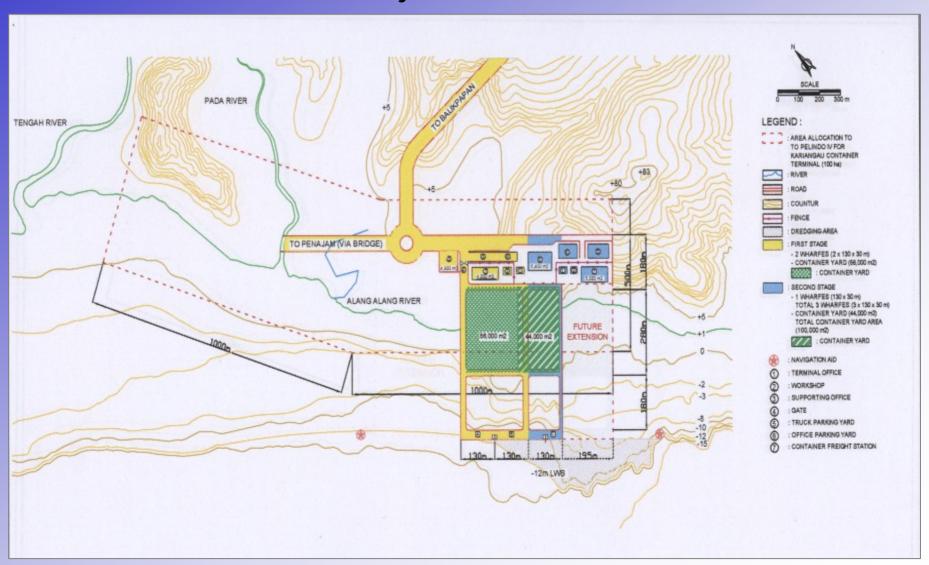




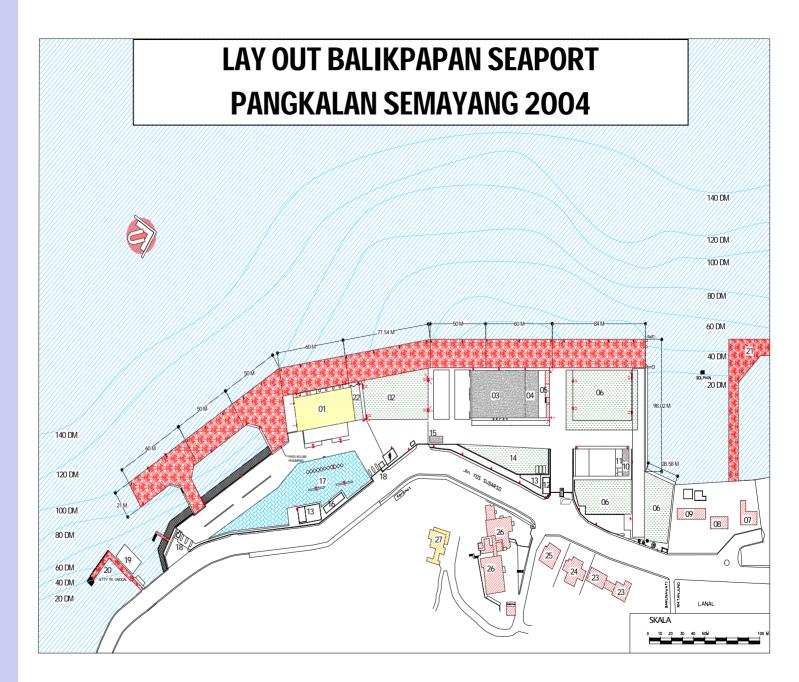


Balikpapan Seaport

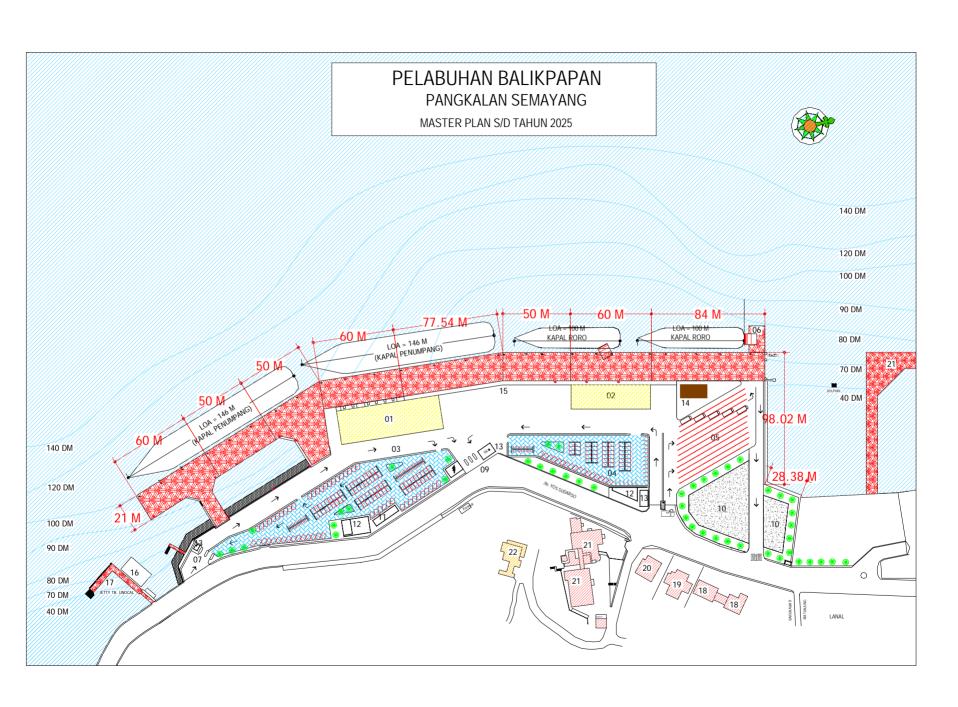
Project Location















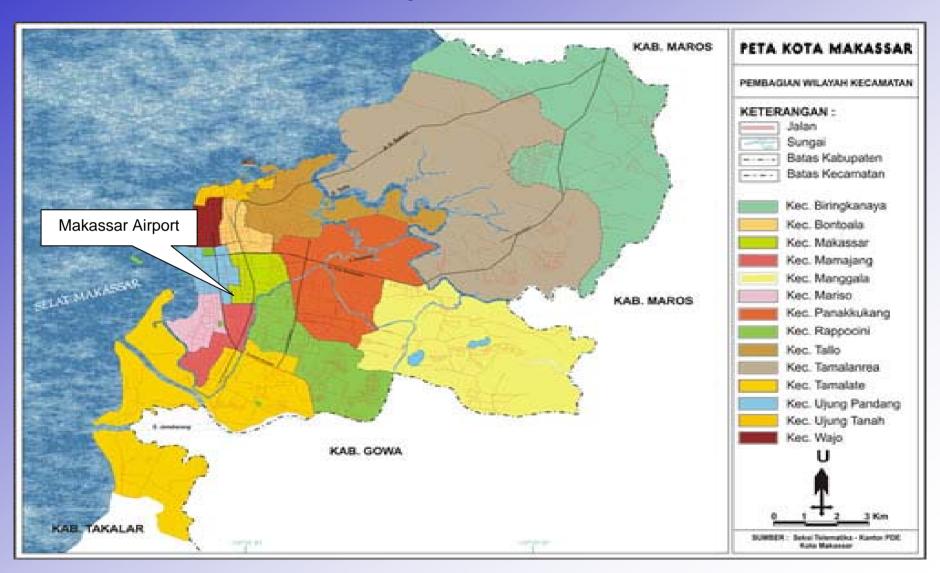


Development Plan for Hasanuddin Airport

- 1. Objectives to increase economic growth in Eastern of Indonesia;
- 2. Project costs Rp. 1,409 trillion
- 3. Scope of projects consists of construction air facilities;
- 4. Proposed Scheme of Financing through loan.



Hasanuddin Airport



Hasanuddin Airport

Existing Condition





Development Plan for New Lombok Airport

- Objectives to anticipate growth of demand passanger to visit West Nusa Tenggara including to increase economic growth in eastern Indonesia;
- 2. Project costs
 - 1. Air side facilities Rp. 382 billion
 - 2. Land side facilities Rp. 284 billion
- 3. Scope of projects consists of construction air facilities;
- 4. Proposed Scheme of Financing through PT. AP I Investation and PPP Scheme.



New Lombok Airport



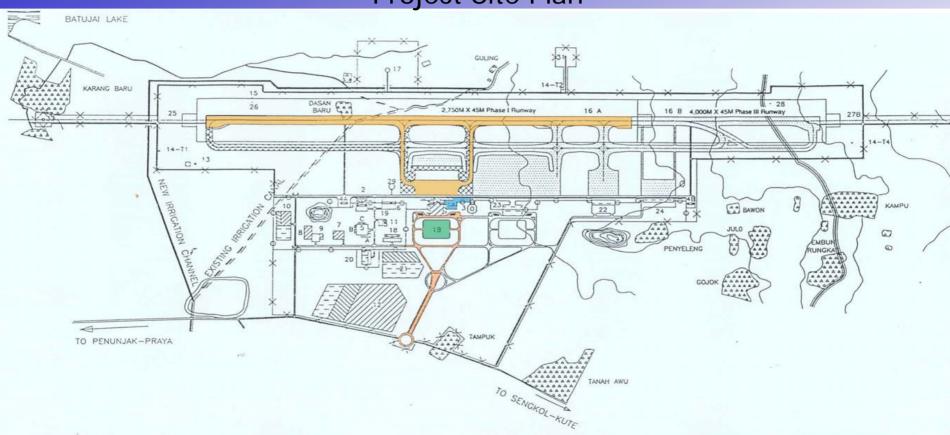
New Lombok Airport

Existing Condition



New Lombok Airport

Project Site Plan



PHASE I FACILITIES:

- 1A Passenger Terminal Phase I and II
- 1B. Main Car Park
- 2. Operations Building and Control Tower
- 3. VIP Building
- 4A. Main Fire Station
- 5 Technical Area
- A: Power Station
- B: Garage and Mechanical Workshop
- C: Civil Engineering and Building Maintenance

- 6 Apron Service Building
- 7. Water Supply Plant
- 8 Sewage Treatment Plant

- 10 Fuel Farm
- 11 Staff Restaurant
- 12 Staff Housing 13 Met Observation Station
- 14 Substation T1 and T2

PHASE 2 FACILITIES:

- 16B. Localizer 13 Phase I
- 18. Administration and Security Building
- 19. Cargo Hangar

15 Glide Path 13

17 DVCR - DME

32 Middle Marker

29 Signal Area

16A Localger 13 Phase I

- 20. Catering Building
- 21. Third Parties Area
- MLS Elevation Phase II

27A. MLS Azimuth Station 13 Phase II

ULTIMATE PHASE FACILITIES:

- 22. Freight Terminal
- 23. Passenger Terminal 2
- 24. General Aviation Hangars
- 25. MLS Azimuth Station 31
- MLS Azimuth Station 13
- 28. MLS Elevation Station 13 Secondary Fire Station
- 28. Substation T4

BUILDING/PAVEMENTS:

Phase I Phase II

Ultimate Phase Villiages

Airport Boundary Fence

Terminal Area Security



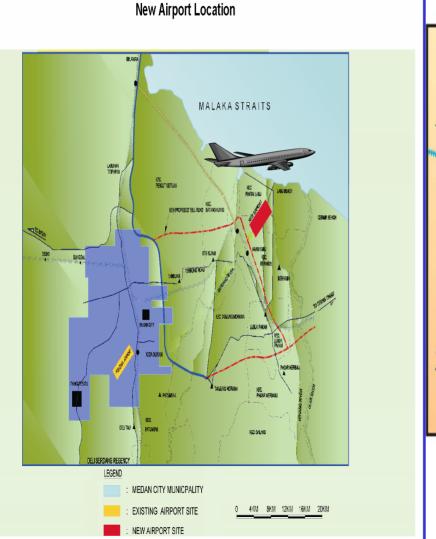
Source: DGAC, DR AuPlan 1007

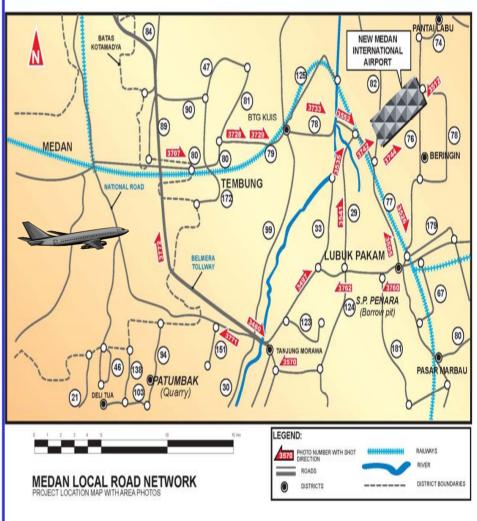


Development Plan for New Medan Airport

- 1. Objectives to increase air transportation services;
- 2. Project costs
 - **1.** Air side facilities USD **225**,000,000
 - 2. Land side facilities Rp. 1,28 trillion
- 3. Scope of projects consists of construction air and land facilities;
- 4. Proposed Scheme of Financing air side facilities through National Budget and Ioan. For land side facilities through PT. AP II budget.

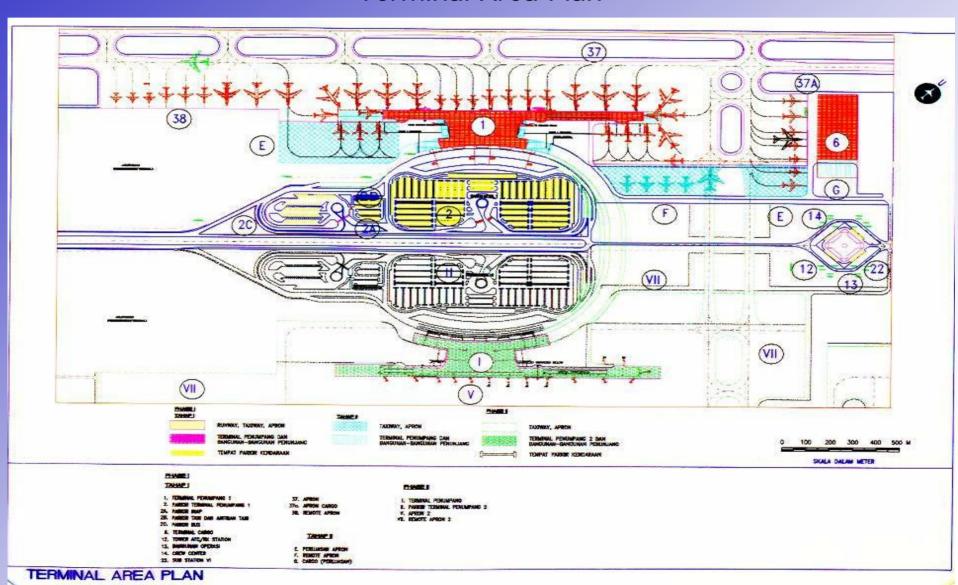








Terminal Area Plan



Perspective Airport – Front Side



Perspective Airport – Air Side



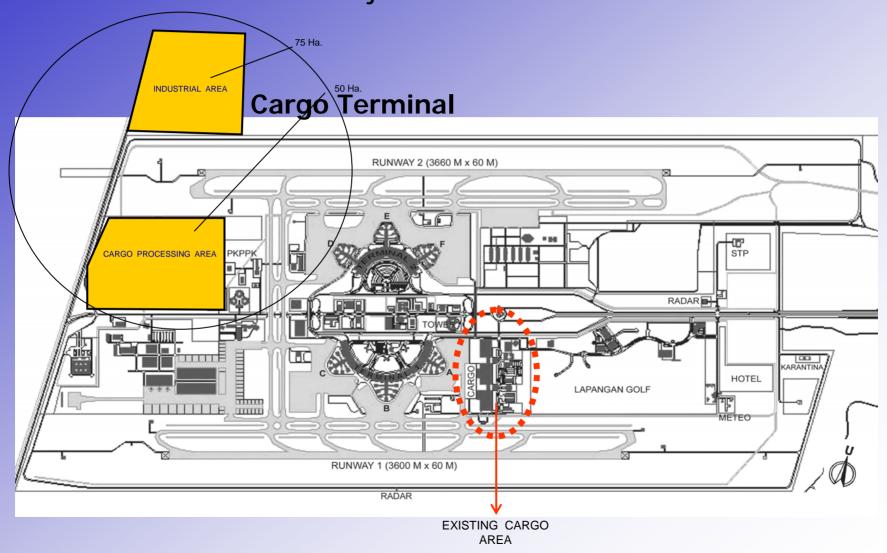


Development plan for Terminal III at Soekarno – Hatta Airport

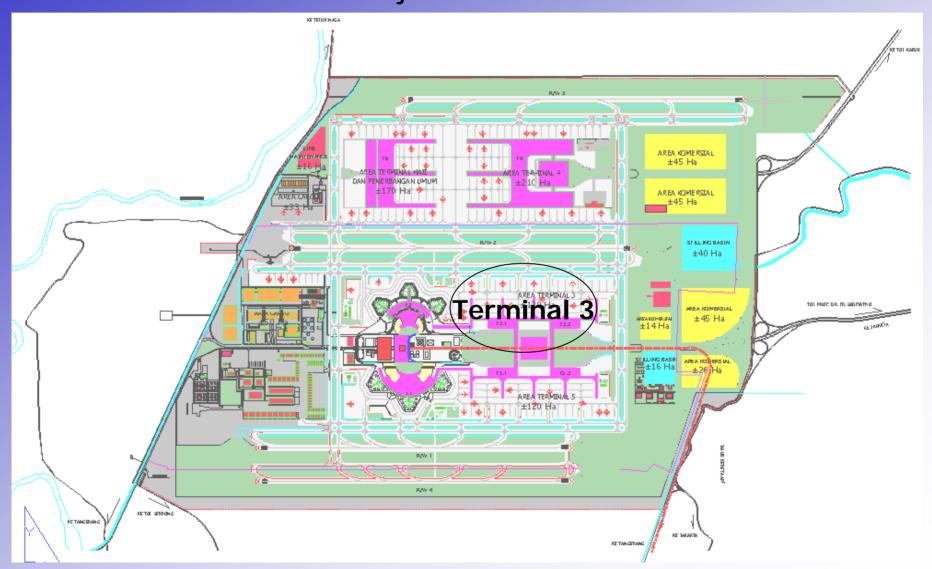
- Objectives to increase suitability for passengers;
- 2. Project costs approximately about Rp. 3,2 trillion
- 3. Scope of projects consists of construction 5 piers and 1 main building;
- 4. Proposed Scheme of Financing through PT. AP II Budget.



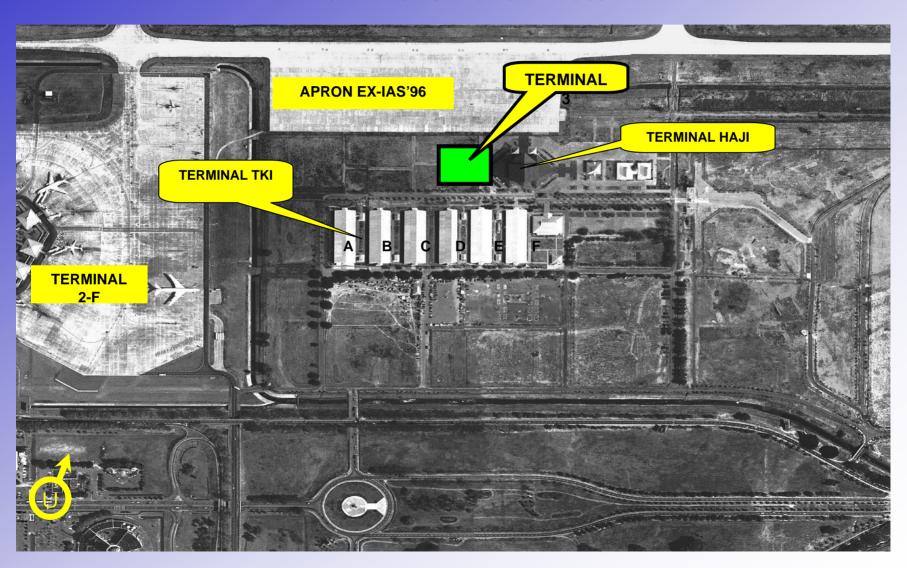




Project Area Plan



Terminal 3 Aerial Photo



Terminal 3 Perspective Plan





Development plan for Cargo Transhipment and Industrial Zone at Soekarno - Hatta **Airport**

- Objectives to develop cargo facilities that relation to industrial zone for increase cargo transhipment;
- Project costs approximately about Rp. 1,2 trillion
- 3. Scope of projects developing of cargo transhipment and industrial zone;
- **Proposed Scheme of Financing is analyzing** by PT. Angkasa Pura I. Other alternatives financed by budget of PT. Angkasa Pura I or loan or PPP scheme.



