PUBLIC PRIVATE PARTNERSHIP IN TRANSPORTATION SECTOR

MINISTRY OF TRANSPORTATION
REPUBLIC OF INDONESIA

YEAR 2019

PFKKI

@Kemenhub151

2019

MINISTRY OF TRANSPORTATION

Center of Partnerships and International Organization

PUBLIC PRIVATE PARTNERSHIP
IN TRANSPORTATION SECTOR

FORE W O R D

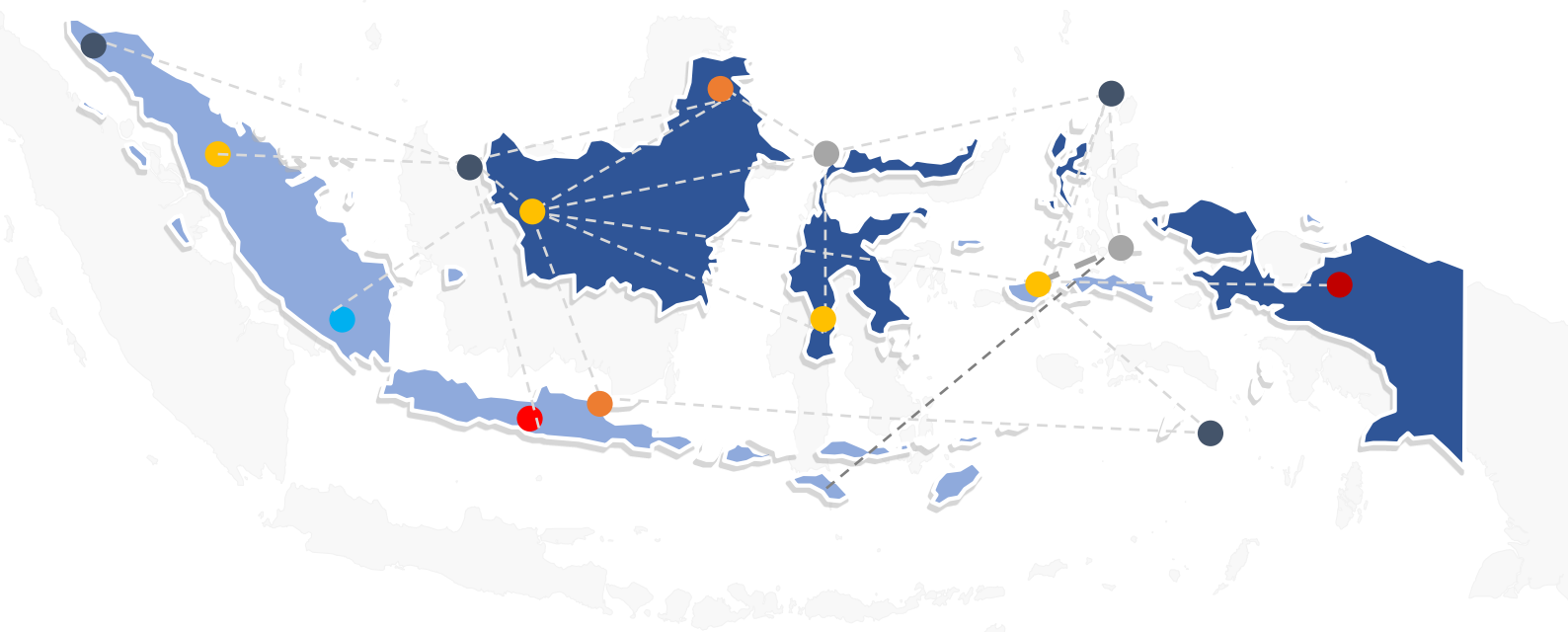
"I Encourage Private Sector to Contribute to large Infrastructure Projects such as the Building of Sea Port, Airport and Railway"

The private sector involvement in transportation infrastructure is greatly expected not only to fulfil financial resources but also to share knowledge and expertise in the development, operation and management of transport infrastructure projects, that are needed for national transportation and economic development and gain access to higher value for money for Indonesia government.

Ministry of Transportation will continued to show it strong commitment to create more conducive environment for investor to invest in transportation infrastructure project.

BUDI KARYA SUMADI
MINISTER OF TRANSPORTATION REPUBLIC OF INDONESIA

Indonesia at a Glance



- **Area: 2 million+ km2 [7th largest], 79% waters, 17,508 islands**
- **Capital City: Jakarta**
- **Population: 258 million, 4th most populous**
- **Ethnic Groups: Javanese 40,22%, Sundanese 15.5%, others 44.28%**
- **National Language: Indonesia**
- **Religion: 87.2% Islam, 9.9% Christianity, 1.7% Hinduism, 0.7% Buddhism, 0.2% Confucianism, 0.3% others**
- **Motto: *Bhinneka Tunggal Ika* ["Unity in Diversity"]**
- **Government: Unitary Presidential Constitutional Republic**
- **National Ideology: *Panca Sila* [Five Principles]**
- **President: Joko Widodo, Vice President: Jusuf Kalla**
- **GDP nominal: $1.092 trillion [16th], per capita $4,116**

Why Indonesia?

Indonesia has shown progressive achievement in the past years

Indonesia's Ease of Doing Business Rank, 2013-2018

Target in 2019
Rank 40

SOURCE: TRADINGECONOMICS.COM | WORLD BANK

The Global Competitiveness Index
2017-2018 edition

WORLD ECONOMIC FORUM

Source:
Word Economic Forum

Population Million	GDP US $ billions	GDP per Capita US $
258.7	932.4	3,604.3

The 12 Pillars of Competitiveness

36th /137

The Word Economic Forum (WEF) report that Indonesia's rankings were increasingly rising in competitiveness (ranked 36 out of 137) due to improved performance on all of its pillars, including the 2nd pillar, the increase in Indonesia's competitiveness position is mainly because of it's large market size (9th) and it's relatively strong macroeconomic environment (26th). Ranked 31st and 32nd in innovation and business innovation, Indonesia is included as one of the top innovators among other developing countries.

2nd Pilar: Infrastructure	Rank/137	Value
Quality of overall infrastructure	68	4.1
Quality of roads	64	4.1
Quality of railroad infrastructure	30	4.2
Quality of Port infrastructure	72	4.0
Quality of air transport infrastructure	51	4.8

PUBLIC PRIVATE PARTNERSHIP

Planning

Projects Identificatión and Prioritisation

Preparation

Business Case Development and Project Readiness Report

Transaction

Procurement Process

Financial Close

PPP Agreement Signing, and Financial Close

PPP TRANSPORTATION SECTOR DEFINITION

PPP is a cooperation between the government and business entities for the utilization of transportation infrastructure for public use based on specifications set by the Minister which resources derive partially or wholly from business entities by taking into account the risk sharing among the parties

Ministerial Regulation Number 58/2018

Advantages

- Reducing the State fiscal burden as a capital contribution from the Risk which can be shared with the Business Entity
- Maintained Efficiency in infrastructure provision.
- PPP schemes can be carried out in various models according to the characteristics of the project
- SPV can use project financing

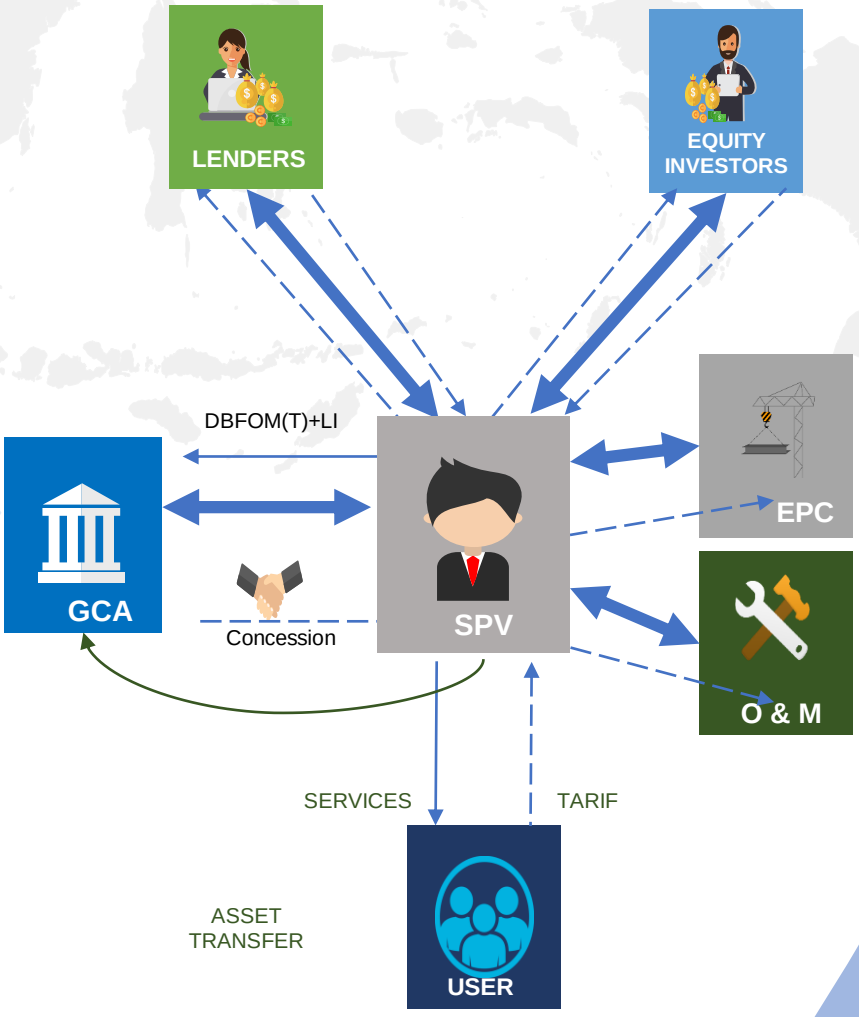
Disadvantages

- Government control of assets is limited
- The procurement process requires a lot of time
- Requires support from the Government
- Strong government regulations and supervision are needed

- PROJECT DEVELOPMENT FUND
- VIABILITY GAP FUND (VGF)
- GOVERNMENT GUARANTEE
- AVAILABILITY PAYMENT (AP)
- SUB ORDINATE LOAN
- LAND SETTLEMENT

IIGF

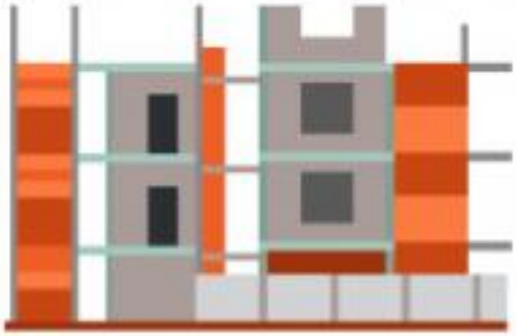
SMI



Source: Ministry of Finance Republic of Indonesia

Pre Construction

Construction



Operation

Payment Risk

Tariff Adjustment Risk

Land Acquisition

Budget Allocation Approval

- **Discriminatory change in law (Project Specific)**
- **Delay in necessary approval**
- **Early termination by the Government**

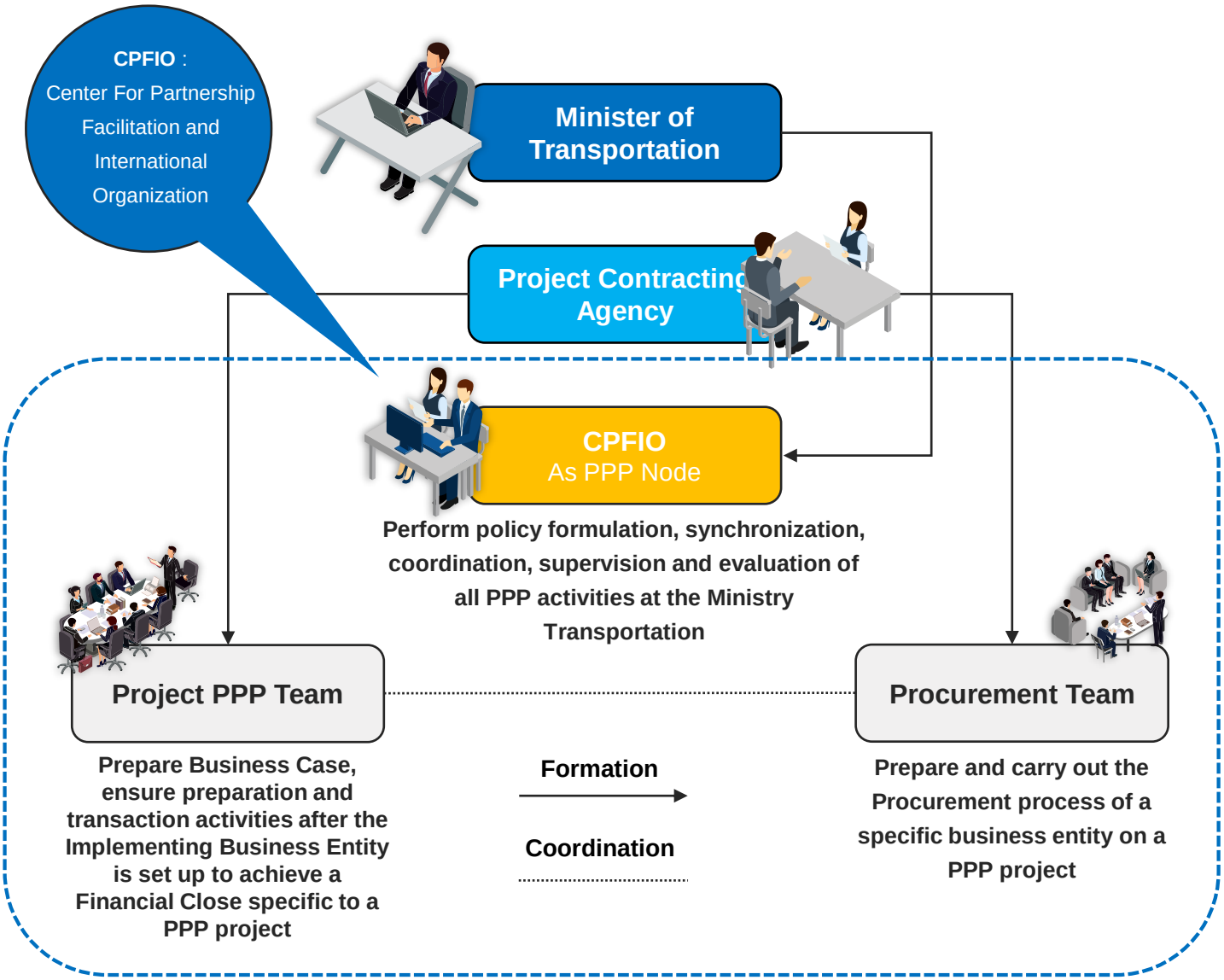
Risk Allocation Principles

Risk should be allocated to the party who:

1. **Has greater ability to assess the risk;**
2. **Has higher capacity to reduce the probability of the occurrence of a risk;**
3. **Has higher capacity to mitigate the consequences of the risk occurring; and**
4. **Has capability to manage the risk better and apply an incur lower costs.**

Ministry of Transportation PPP

Institutional Frame Work



CENTER FOR PARTNERSHIP FACILITATION AND INTERNATIONAL ORGANIZATION

In accordance with the Minister of Transportation Decree KP 145/2018 regarding the establishment of PPP Nodes within the Ministry of Transportation of the Republic of Indonesia, the Head of the partnership facilitation and International Organization , is appointed as the Head of the PPP Knot which performs the following tasks:

- Coordinate and monitor the implementation of Government PPP
- PPP Policy Formulation in the Transportation sector
- Assisting Contracting Agency in the preparation stage and ensuring the implementation of PPP policies in the transportation sector
- Carry out monitoring and evaluation of PPP implementation in the Ministry of Transportation for further development needs

MoT Stages of Public Private Partnership

Business Entity Procurement Process through the PPP Scheme

01

PLANNING STAGE

Priority and Identification of PPP Project

02

PREPARATION STAGE

Development of related documents, such as feasibility studies (OBC and FBC) and project readiness criteria

03

TRANSACTION STAGE

Business Entity Procurement Process

04

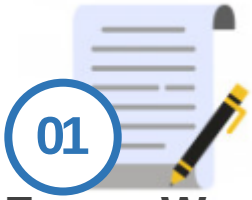
FINANCIAL CLOSE

The signing of the cooperation contract and financial close by the Business Entity

Ministry Of Transportation

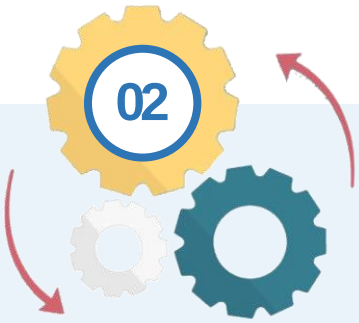
PPP Frame Work

Ministry of Transportation Achievement and Target to strengthen its PPP Frame Work



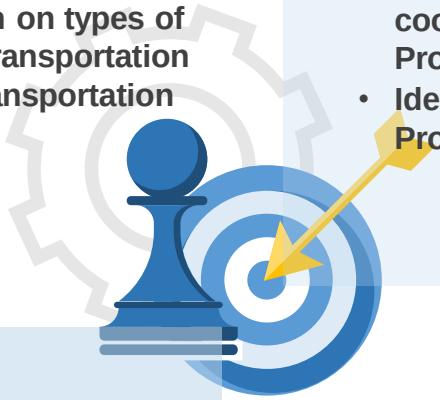
Regulatory Frame Work

- Ministerial Regulation Number 145 of 2018 concerning the Formation of MoT PPP Nodes
- Ministerial Regulation Number 58/2018 on procedures for implementing PPP in the Ministry of Transportation
- KP 386/2018 concerning delegation of authority as Contracting Agency to Echelon I Officials
- Draft Ministerial regulation Concerning PPP Project Management Organization (PMO)
- Draft Ministerial Regulation on types of Support that Ministry of Transportation can provide concerning transportation infrastructure project



Process Frame Work

- Creating Standard Operational Procedure (SOP) for the implementation of each PPP stages in MoT
- Formulation of SOP for PPP Project Identification and Prioritization
- Early identification for customize project Initiation Road Map in cooperation With Infrastructure Project Authority UK
- Identification of 6 PPPs Pipe Line Projects



Institutional Frame Work

- Institutionalization of MoT PPP Node
- The Formation of PPP Team per Project
- The Formation of PPP Procurement Team per Project
- PPP Capacity Development / Building for civil Servant

Stake Holder Frame Work

- MoU between the Ministry of Transportation and ADB in regards PPP capacity Building and Project Assistant
- MoU between the Ministry of Transportation and Monash University regarding Transportation Sector
- The Publishment of Transportation Investment Book
- Conducting Business Forum with Business association and financial Institution
- Design System for MOT Public Private Partnership Project Website

PPP Projects In Transportation Sector

PLANNING

PREPARATION

TRANSACTION

OPERATION AND OPERATION

Preliminary study

1. The Development of Ferry Port in West Papua Province
2. Motor Vehicles Weighing Facilities in Sumatera and Java Island
3. Mengwi Terminal Type A
4. Anggrek Port
5. Wanci Port
6. Banggai Port
7. Belang-belang Port
8. Kaimana Port
9. Serui Port
10. Saumlaki Port
11. Labuan Bajo Port
12. Namlea Port
13. Tahuna Port
14. Tobelo Port
15. Dobo Port
16. Pomako Port
17. Siantar-Parapat Railway
18. Tanjung-Banjarmasin Railway
19. Bandung City Railway
20. Kertajati Airport Railway
21. Maminasata Railway
22. Mengwitani – Singaraja Railway
23. Medan – Binjai – Deli Serdang Railway
24. MRT Service Extension
25. Jakarta Elevated Loop Line
26. TOD JatiJajar
27. TOD Baranangsiang
28. TOD Pondok Cabe
29. New Bali Airport
30. Singkawang Airport
31. Juwata Tarakan Airport

Outline Business Case (OBC)

1. Proving Ground (BPLJSKB) Bekasi
2. LRT Cibubur – Bogor
3. Cibungur - Tanjung Rasa Railway
4. Lahat-Tarahan Railway
5. MRT Service Extension

Final Business Case (FBC)

1. Transit Oriented Development (TOD) Poris Plawad, Tangerang (unsolicited)
2. Bau Bau Port

Tender Preparation

1. Patimban Port

PQ

Request for Proposal

1. Komodo, Airport

Bid Award

PPP *Agreement Signing*

1. Makassar Pare-pare Railway

Financial Close

Airport

4 Projects

Port

15 Projects

Land & BPTJ

8 Projects

Railway

13 Projects

TOTAL 41 PROJECTS

PPP Pilot Project 2018

Ministry of Transportation Selected Project Brief 2018

BAU BAU PORT

Bau Bau Port is located in Walio Subdistrict, Southeast Sulawesi Province, port is one of the strategic transportation nodes in Eastern Indonesia

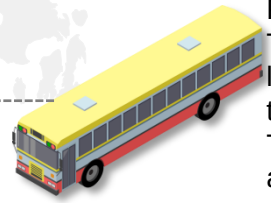
KOMODO AIRPORT

Komodo Airport is located in Labuan Bajo, West Manggarai Regency, East Nusa Tenggara. Currently, the Komodo Airport is operated by the Ministry of Transportation Airport Organizing Unit (UPBU)

ANGGREK PORT

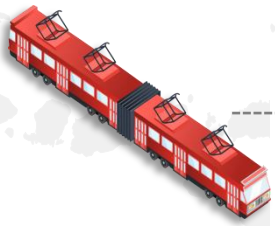
Anggrek Port is located in Gorontalo Province which has a central role in the wheels of the Regional economy

TOD PORIS PLAWAD



Poris Plawad Terminal is a Type-A terminal which is located in Tangerang City the terminal serves City Transportation and Buses and Inter-City

MAKASSAR PARE PARE RAILWAY



Construction of a railway for Public Transportation, along 142 KM from Makassar to Pare Pare in South Sulawesi, As part of the construction of the Trans Sulawesi Railway

PROVING GROUND

The BPLJSKB Proving Ground Development Plan as an effort to meet UNECE standards as a guideline for developing motorized roadworthiness testing standards in Indonesia

Project Summary

Ministry of Transportation Selected Pilot Project 2018

No	Project	Status	Contracting Agency	Project Value (Juta)
1	Komodo Airport Labuan Bajo, East Nusa Tenggara	Submission of RFP Documents	Ministry of Transportation	Rp. 1.170.000
2	Makassar Parepare Railway Makassar, South Sulawesi	Condition Presedent (CP)	Ministry of Transportation	Rp. 1.010.000
3	BPLJSKB Proving Ground Bekasi, West Java	OBC Review	Ministry of Transportation	Rp. 1.970.000
4	TOD Poris Plawad Tanggerang	OBC Adjustment	Ministry of Transportation	Rp 1.700.000
5	Anggrek Port Gorontalo, South Sulwesi	Preliminary Study	Ministry of Transportation	Rp 94.000
6	Bau Bau Port Gorontalo, Nort Sulwesi	FBC Review	Ministry of Transportation	Rp 291.000

Total: **Rp 6,2 Triliun**

Note :
1 Dollar = Rp. 14.000,-

01 AWARDED PPP PROJECT RAILWAY SECTOR

Center of Partnerships and
International Organization

Republik Indonesia

Ministry of Transportation

REGIONAL PROFILE

SULAWESI

Sulawesi is one of the fastest growing economies in Indonesia in recent years. The economy in Sulawesi is supported by agriculture and plantations, especially cocoa, coconut and rice. The nickel and smelter mining industries also contribute to economic growth in Sulawesi

PROVINCE

- North Sulawesi
- Center Sulawesi
- South Sulawesi
- South East Sulawesi
- Gorontalo
- West Sulawesi

Makassar Pare Pare Railway

South Sulawesi

The Makassar-Parepare Railway is part of the railway network on the island of Sulawesi which will be built with a length of 142 KM from Makassar to Parepare. The railway line is divided into 6 (six) segments B segment (27 Km track from the end of segment A to Makassar), segment C (16.1 Km track from the end of segment B towards Makassar), segment D (64 Km from the end of segment C to Makassar), segment E (12.1 Km ending in Makassar), and segment F (side tracks connected to Bosowa and Tonasa Cement Plants). For Phase 1, the Makassar - Parepare railroad project is offered through a scheme of Government-to-Business Cooperation (PPP) which covers the operation and maintenance of the main line 111.7 km (BCD segment) and Design-Finance-Operate-Maintained (DBFOM) for segment F.

Duration

20 Years

Project Return

IRR : 15%

NPV : Rp 106,5 Milyar

Project Cost: Rp 1,01 Triliun

Government Contracting Agency Ministry of Transportation

Funding Structure

Equity 30%

Debt 70%

Contact Person : Catur Widianto

Tittle : Deputy Director

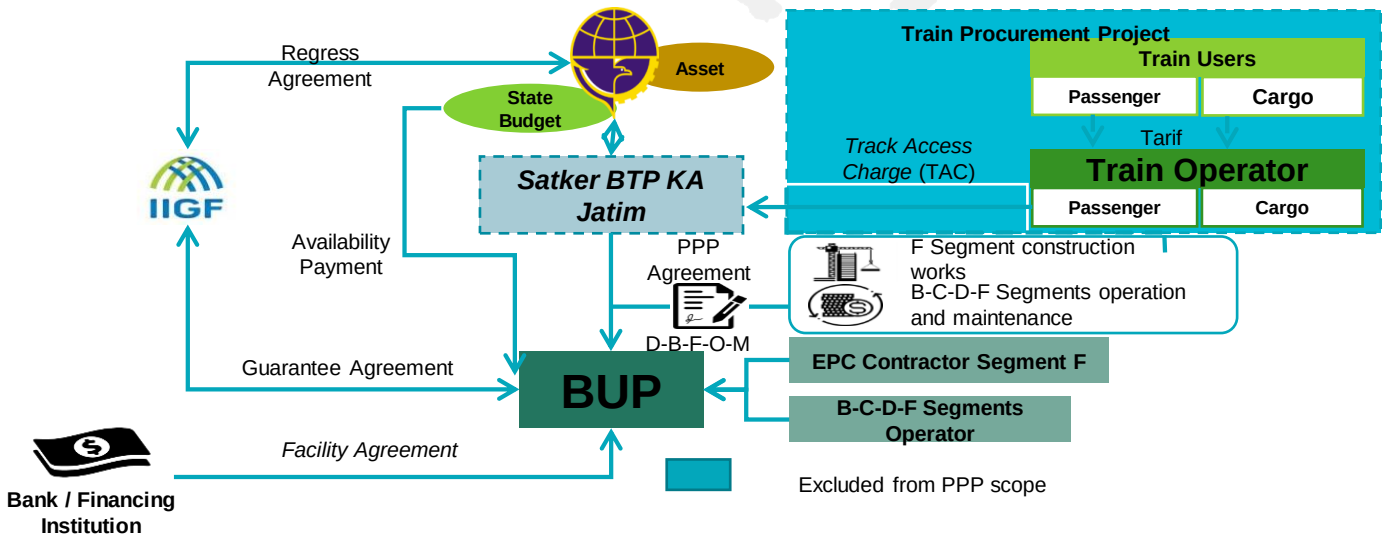
Phone : +62 3506204 / 3505557

Email : setiyo_widianto@yahoo.com

PROJECT STRUCTURE

Project Scope

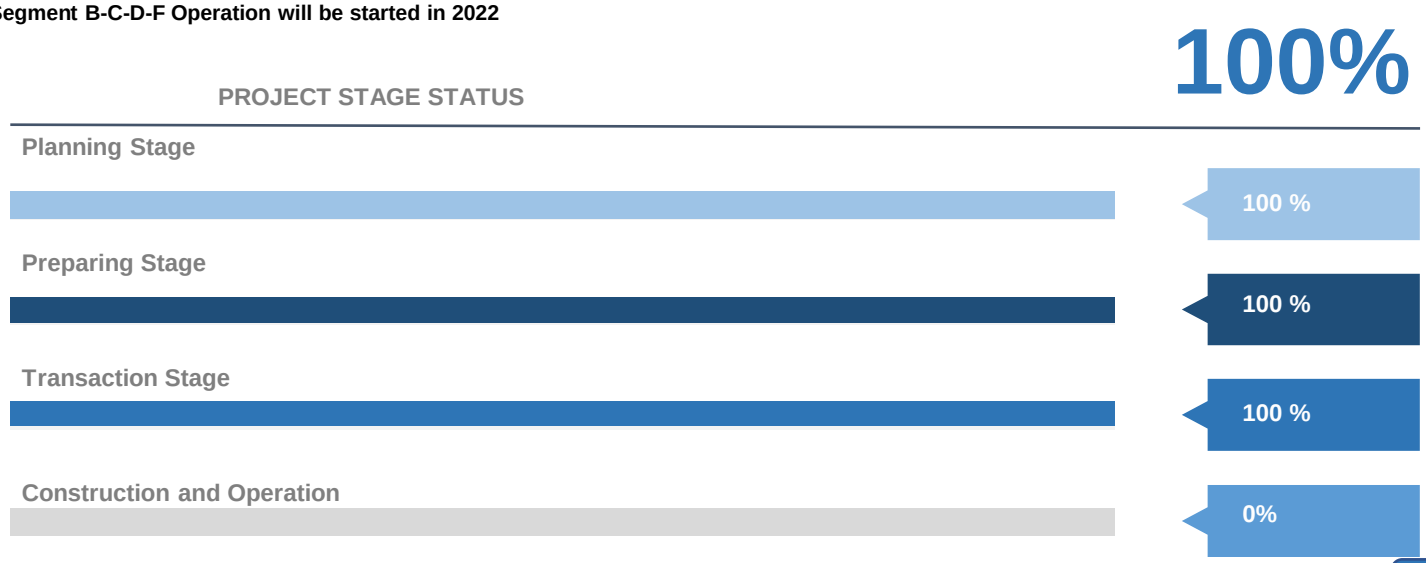
01 Construction of Segment F to Bosowa cement factory
02 Operation and Maintenance Track B-C-D-F
03 Construction for 2 passenger stations in segment F
04 Construction of segment F to PT Tonasa Factory
05 Operation & Maintanence FacilityB-C-D-F
06 Supply of Segment F Operation Facility



Development Plan

The construction of segment F, which is a siding track that are connected to the Bosowa and Tonasa Cement Plant of 13.9 KM, will begin in 2021 and end in 2022 the contract also includes the construction of 2 passenger stations located in each lane, providing operational and operational facilitation and Main line maintenance of 111.7 km (BCD segment)

Segment B-C Operation will be started in 2019
Segment B-C-D Operation will be started in 2020
Segment B-C-D-F Operation will be started in 2022



Submission of RFP Document

01 **KONSORSIUM I**

Kyeryong

Adhi Karya

Korail

KRNA

02 **KONSORSIUM II**

Waskita

LEN

Waskita Tol Road

KONSORSIUM III 03

Wijaya Karya

Inka Multi Solusi

KONSORSIUM IV 04

PP

Bumi Karsa

China Communication

Cost Eng

Iroda Mitra

4

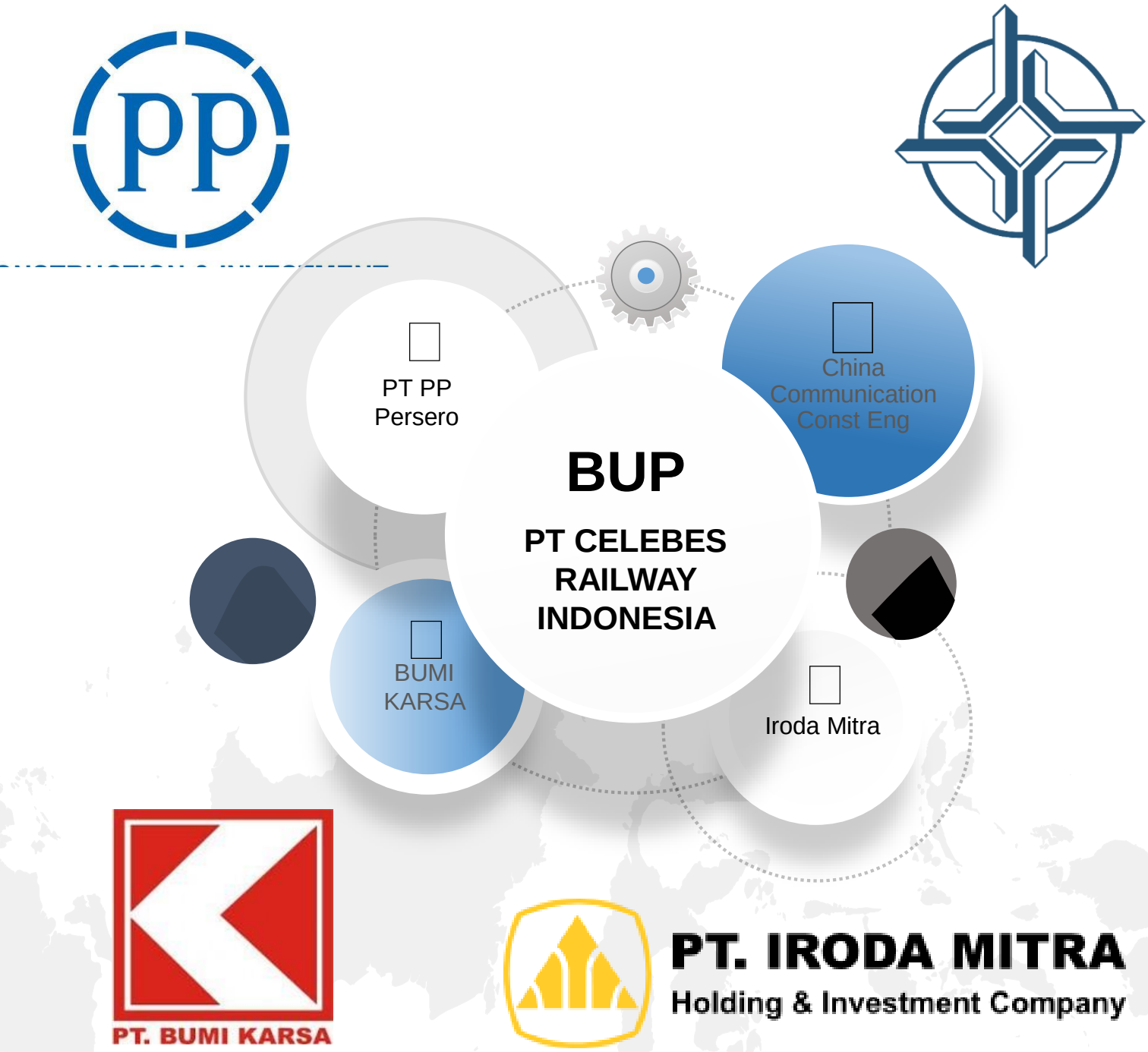
CONSORTIUM COMPANY

Sent their Request For Proposal Document for technical and administrative evaluation completeness

2 Participant Countries

2 companies from 2 countries, namely China and Korea, have joined the Indonesian consortium to bid for the project

AWARDEE



PT. BUMI KARSA

PT. IRODA MITRA
Holding & Investment Company

01 AIRPORT SECTOR

Center of Partnerships and
International Organization

Republik Indonesia

Ministry of Transportation

REGIONAL PROFILE

NUSA TENGGARA

Bali (extended to Nusa Tenggara) is one of the most popular tourist destinations in the world. Besides tourism, the economy in Bali and Nusa Tenggara is also supported by the fisheries and livestock sectors, especially cattle. The welfare indicators of NTB Province show an increase in line with increasing economic growth, especially non-mining

PROVINCE

BALI

WEST NUSA TENGGARA

EAST NUSA TENGGARA

Komodo Airport, Labuan Bajo
East Nusa Tenggara

Komodo Airport, formerly called Mutiara Airport II, is an airport located in the city of Labuan Bajo, Flores Island Province, Indonesia. The Komodo Airport is currently operated by the Airport Executing Unit (UPBU), a work unit under the Ministry of Transportation. To increase passenger services from the previous 150 thousand passengers per year to an estimated more than 2.2 million passengers per year by 2025, the Ministry of Transportation invites the private sector to concession / licensing agreements that will involve long-term contracts to manage and operate all Komodo airport infrastructure with significant initial investment, this approach is considered necessary given the ever-increasing number of tourists who come to Flores Island and its surroundings and as an effort to provide better public services through increased airport operational efficiency

Concession

25 Year

Project Return

IRR : 15.65 %

NPV : Rp 322 Milyar

Funding Structure

Equity 30%

Debt 70%

Project Cost : **Rp 1,170 Triliun**

Government Contracting Agency Ministry of Transportation

Contact Person : Cecep Kurniawan

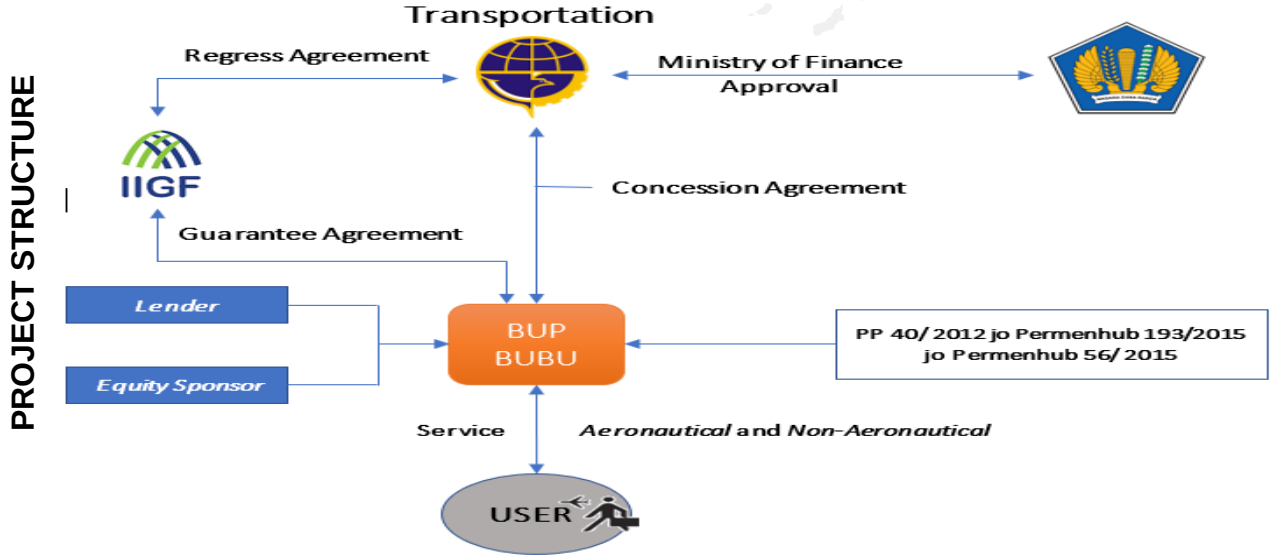
Tittle : Deputy Director

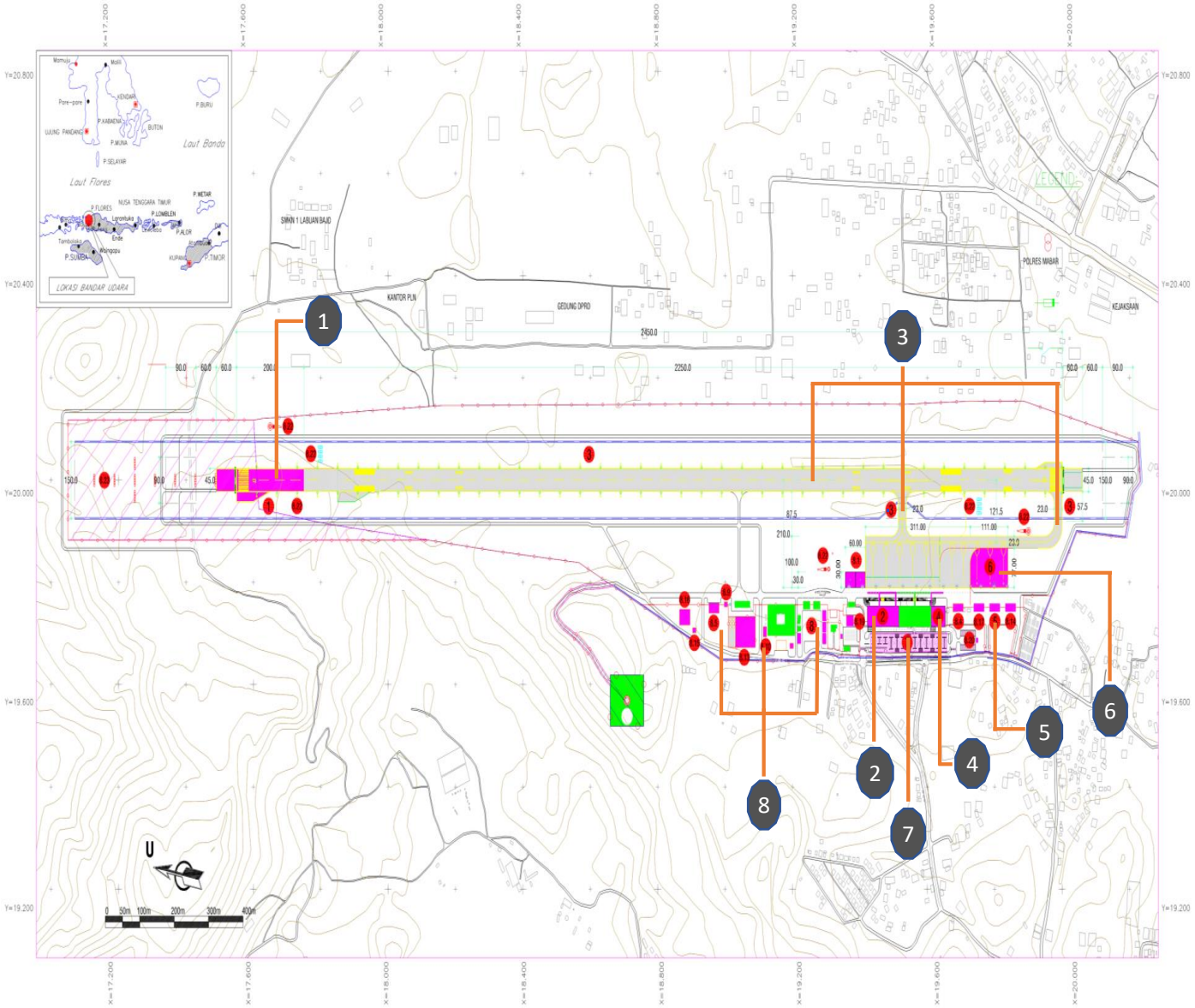
Phone : +62 21 3505132

Email : c3c3pkurniawan@gmail.com

Project Scope

01 **Operation and Maintenance Infrastructure Airport**	**05** **Apron Extension**
02 Runway Extension (45x200) m	**06** **Passenger Terminal Extension**
03 Pavement of Runway dan Taxiway	**07** **Cargo terminal Development 1.994 m2**
04 **Extension of apron 11.100 m2**	**08** **Development of International Passenger terminal**





Development Plan

The development of Komodo will be divided into 3 stages which include:

1. **Extension of Runway in 2028**
2. **Expansion of Domestic Passenger Terminal Building in 2040**
3. **Runway and Taxiway violence in 2028**

Stage 1 Development (2020-2029)
Stage 2 Development (2030-2039)
Stage 3 Development (2040-2044)

4. **Construction of the International Passenger Terminal Building in 2031**
5. **Construction of Cargo Terminal in 2030**
6. **Expansion of Apron in 2026 and 2031**
7. **Expansion of Vehicle Parking Areas in 2024**
8. **Development / development of other facilities**

60 %

STATUS OF THE PROJECT STAGE

Planning Stage — 100 %

Preparing Stage — 100 %

Transaction Stage — 46 %

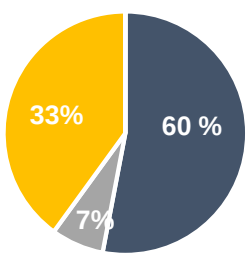
Construction and Operation — 0%

Status : **Project Stage**

Including the Planning, Preparation and Transaction Stage

Task(s)				
Duration (days)	**Start Date**	**End Date**	**Description**	**Status**
58	02/02/2018	03/31/2018	preliminary Study	Completed
53	03/23/2018	05/14/2018	Consultant Auction OBC, FBC and TA	Completed
2	06/26/2017	06/27/2017	Public Consultation	Completed
57	06/14/2018	08/09/2018	Study Outline Business Case (OBC)	Completed
122	04/01/2018	07/31/2018	Review OBC	Completed
1	09/25/2018	09/25/2018	Market Sounding I	Completed
32	08/03/2018	09/03/2018	Final Business Case (FBC)	Completed
1	10/29/2018	10/29/2018	Market Sounding 2	Completed
7	11/06/2018	11/12/2018	PQ Announcement	Completed
33	11/15/2018	12/17/2018	PQ Document Evaluation	Completed
1	12/19/2018	12/19/2018	PQ Announcement	Completed
3	01/03/2019	01/05/2019	RFP Document Submission	Completed
1	04/04/2019	04/04/2019	RFP Proposal Submission	Not Started
1	05/05/2019	05/05/2019	Winner Selection	Not Started
1	05/31/2019	05/31/2019	PPP Agreement Signing	Not Started

Project Name	Komodo Airport
Report Date	30/11/2018
Status	**Green**
Completed	**60%**

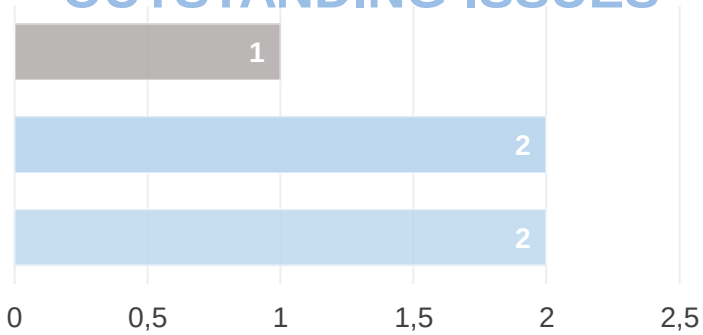


1 **Task Completed 60%**

2 **Task In Progress 7%**

3 **Task Not Started 33%**

OUTSTANDING ISSUES



New Bali Airport

North, Bali

High tourist growth in Bali (a world-class tourist destination in Indonesia) leads to increasing demand for air transport. The existing airport in Bali Province which is the I Gusti Ngurah Rai Airport in the city of Denpasar will soon reach it's capacity and land availability in the area limited the needs for further expansion making it difficult for the airport to accommodate the future demand, the condition has set aside of why it is important for Bali to have it's second airport which will be located in district of Buleleng Bali Provincial Kubutambahan, that will be design to able to handle at least 2 million passengers per year at its first stage with procurement decision through Public Private (PPP) Scheme in the Design Build Finance Operate Maintained (DBFOM) Contract with the private sector, the development of the new Bali airport is expected to increase tourism potential specially in the northern part of Bali.

Concession

25 Year

Project Return

IRR : 14-17%

NPV : Rp 1.085 Triliun

Funding Structure

Equity	30%
Debt	70%

Project Cost : Rp 16 Triliun

Government Contracting Agency Ministry of Transportation

Contact Person : Cecep Kurniawan

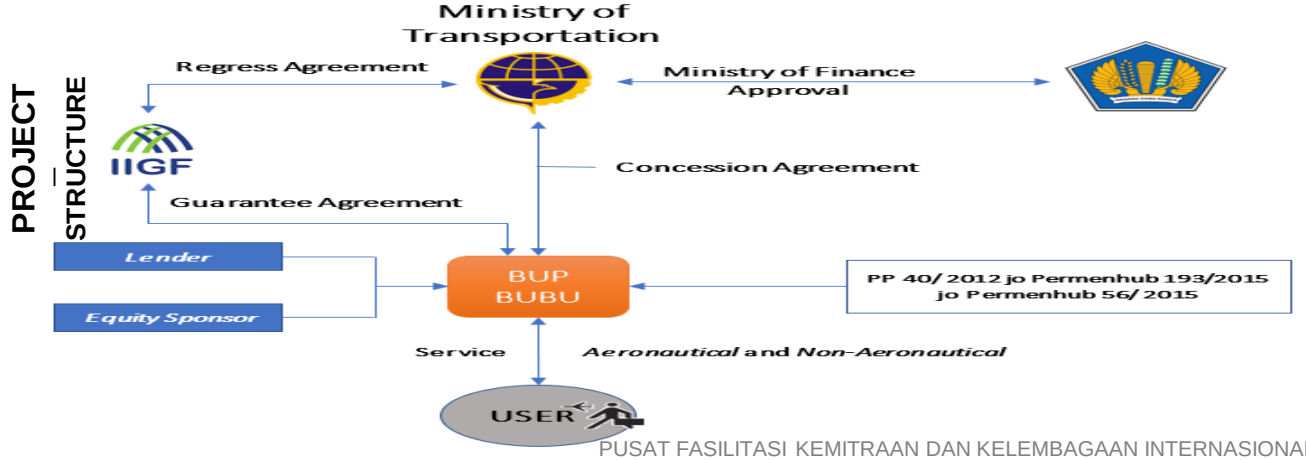
Tittle : Deputy Director

Phone : +62 21 3505132

Email : c3c3pkurniawan@gmail.com

Project Scope

01 Design Airport Infrastructure	05
02 Providing Financial Requirement	06
03 Operation of Airport Infrastructure	07
04 Maintained Airport Infrastructure	08



Singkawang Airport

West, Kalimantan

Singkawang City is a city located in West Kalimantan Province (approximately 153 km from the Provincial Capital City of Pontianak) the city synonymous with Chinese culture and has attracted many tourists both domestic and foreign for their local event, the growing number of tourists in Singkawang automatically have an impact on the importance of availability of transportation facilities and infrastructure in Singkawang City specially air transportation this was since Singkawang city can only be access from the capital by land or Supadio International Airport ("PNK"), the development of Singkawang Airport is expected to facilitate accessibility for the mobilization of passenger of air transportation routes, and to increase economic and tourism activities in Singkawang City.

Concession

25 Year

Project Return

IRR : Finalize in OBC

NPV : Finalize in OBC

Funding Structure

Equity	30%
Debt	70%

Project Cost : Finalize in OBC

Government Contracting Agency Ministry of Transportation

Contact Person : Cecep Kurniawan

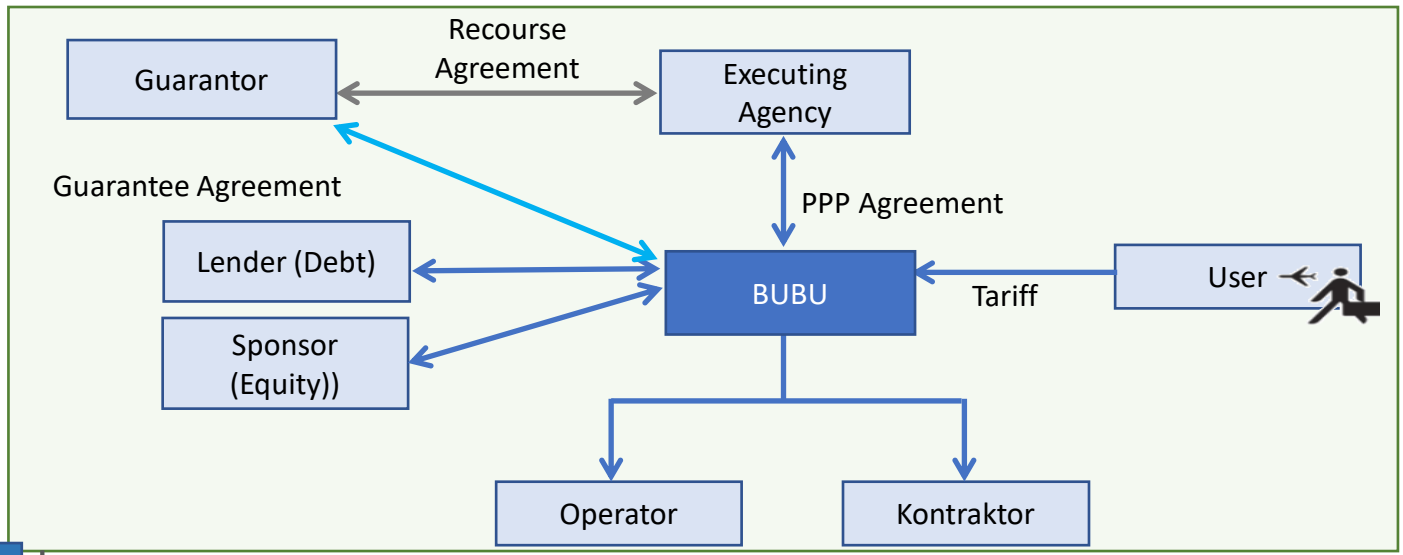
Tittle : Deputy Directo

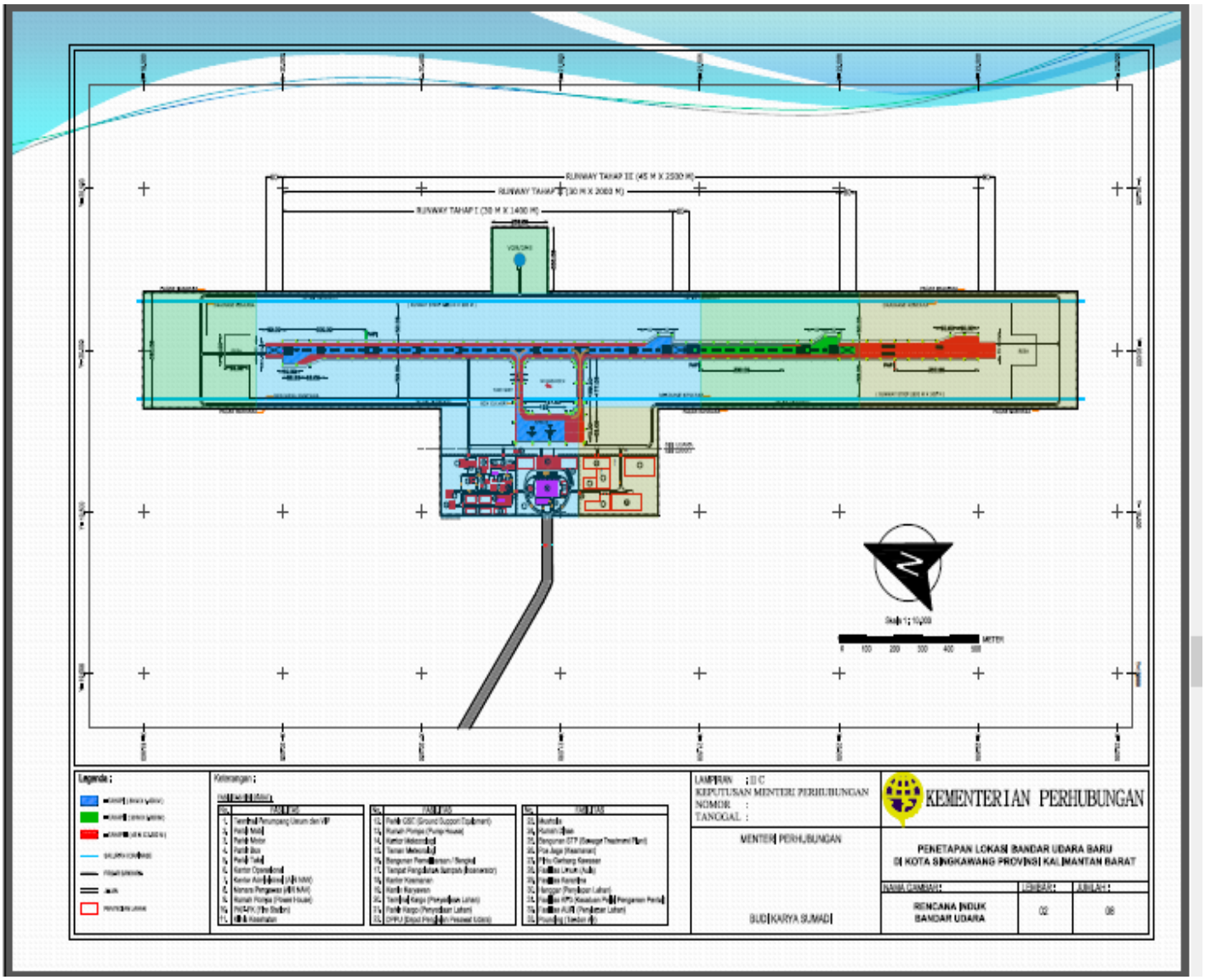
Phone : +62 21 3505132

Email : c3c3pkurniawan@gmail.com

Project Scope

01 Design Airport Infrastructure	05 Airport Development Phase 2
02 Providing Financial Requirement	06 Airport Development Phase 3
03 Operation of Airport Infrastructure	07
04 Maintained Airport Infrastructure	08





Development Plan

The development of Singkawang Airport will be divided into 3 stages which include:

1. **The Construction of Runway**
2. **The Construction of Domestic Passenger Terminal**
3. **The Construction of Taxiway**
4. **The Construction of the International Passenger Terminal Building**
5. **The Construction of Cargo Terminal**
6. **The construction of Vehicle Parking Areas**
7. **Development of other facilities**

0 %

STATUS OF THE PROJECT STAGE

Planning Stage — 0%

Preparing Stage — 0%

Transaction Stage — 0%

Construction and Operation — 0%

03 LAND SECTOR

Center of Partnership and International Organization

Republik Indonesia

Ministry of Transportation

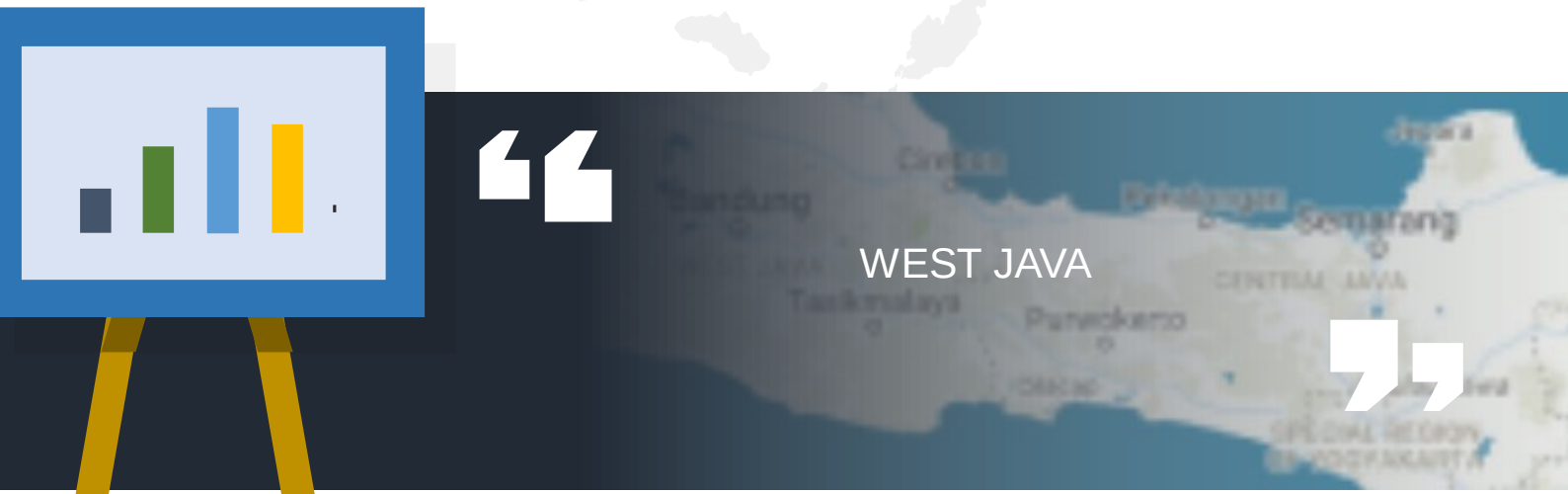
REGIONAL **PROFILE**

JAVA

Java Island is the most populous island in the world where Jakarta, the capital of Indonesia, is located. Until now, Java is still the center of the Indonesian economy, supported by industrial estates located on the north coast of Java, especially in Cilegon (Banten), Tangerang (Banten), Bekasi (West Java), Karawang (West Java), Gresik (East) Java), and Sidoarjo (East Java). Apart from industry, the economy in Java is also supported by agriculture and plantation sectors which contribute to 47% of national output. Trade and services also play a large role in the Java economy.

PROVINCE

- DKI JAKARTA
- BANTEN
- CENTRAL JAVA
- WEST JAVA
- DI YOGYAKARTA
- EAST JAVA



Proving Ground, BPLJSKB

Bekasi, East Java

Built on an area of 92 Ha Road Test and Motor Vehicle Certification Testing Center (BPLJSKB) has duties and functions to test the types of motorized vehicles in Indonesia, there are 2 types of tests carried out by BPLJSKB namely outdoors and indoors. Because of the facilities available, most of the tests conducted at BPLJSKB are indoor tests. To achieve the UNECE standard which requires that motorized vehicle tests be carried out outdoors, BPLJSKB requires a test track facility (Proving Ground), which is a test track that has various functions including the need for brake testing and noise testing. To carry out all the tests needed for motorized vehicles, existing facilities must be developed, equipped and rehabilitated in accordance with international standards (UNECE Regulation). This development project is offered through a Public Private Partnership (PPP) scheme where the Minister of Transportation acts as the Government Contracting Agency (GCA). The investment return mechanism is Payment Availability.

Concession

20 Year

Project Return

IRR : **N.A**

NPV : **N.A**

Project Cost: **Rp 1,97 Triliun**

Funding Structure

Equity	30%
Debt	70%

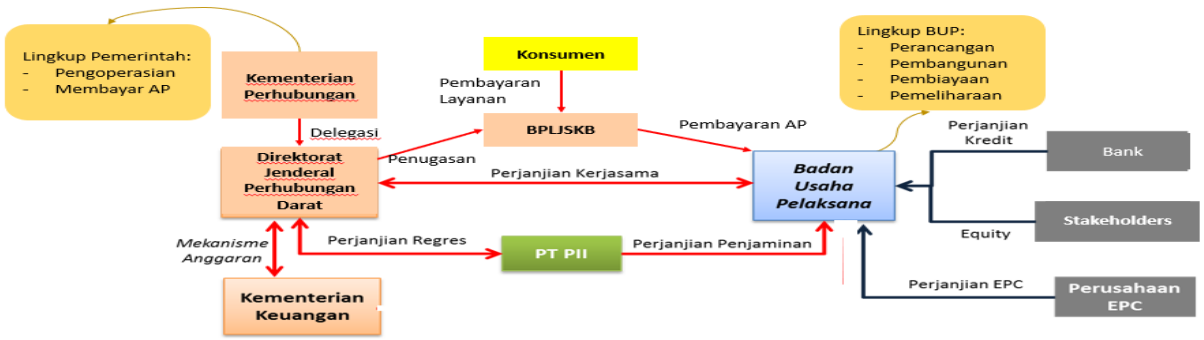
Responsible for the Cooperation Project of the Indonesian Ministry of Transportation

Contact Person : Susanti Pertiwi

Tittle	: Deputy Director
Phone	: +62 8126486011
Email	: s.pertiwi74@gmail.com

Project Scope

01 Proving Ground Design (3875 m Track)
02 Construction of Proving Ground Trails and facilities
03 Infrastructure maintenance including IT
04 Providing regular training to operators Government
05 Construction Financing and Supporting Facilities



Development Plan

Based on the master plan of the Road Vehicle Testing and Certification of Motor Vehicles (BPLJSKB) that was made in 2010 Outdoor facilities for the testing of motorized vehicles (Proving Ground) will be built along the 3875 track which includes curved tracks, and straight tracks with specifications specified above 80 hectares of land, the construction will begin in 2021 and be completed in 2022

Construction Proving Ground in 2021

Finished Construction in 2022

Starting Operation in 2022

28%

PROJECT STAGE STATUS

Planning Stage — **100 %**

Preparing Stage — **50 %**

Transaction Stage — **0 %**

Construction and Operation — **0%**

ToD Poris Plawad

Tanggerang, Banten

The TOD concept at the Poris Plawad terminal will be built on an area of ± 19,000 m2. Poris Plawad Terminal is the main transportation node in the city of Tangerang and the TOD concept

Is supported by the construction of the Integrated terminal which includes the construction of LRT (Light Rapid Transit) that connects Tangerang City with the City of South Tangerang; construction of the Jakarta Outer Ring Road 2 (JORR 2); construction of the Soekarno Hatta Airport Train; and construction of the High Busway. To accommodate the transfer of transportation modes and utilization of the surrounding area, the development of TOD in the Poris Plawad terminal is offered as a PPP scheme (DBFOM) which includes commercial areas, residential areas / apartments, terminals, stations and other facilities.

Concession

30 Year

Project Return

IRR : 13.08%

NPV : Rp 80 Milyar

Project Cost: Rp 1,7 Triliun

Funding Structure

Equity	30%
Debt	70%

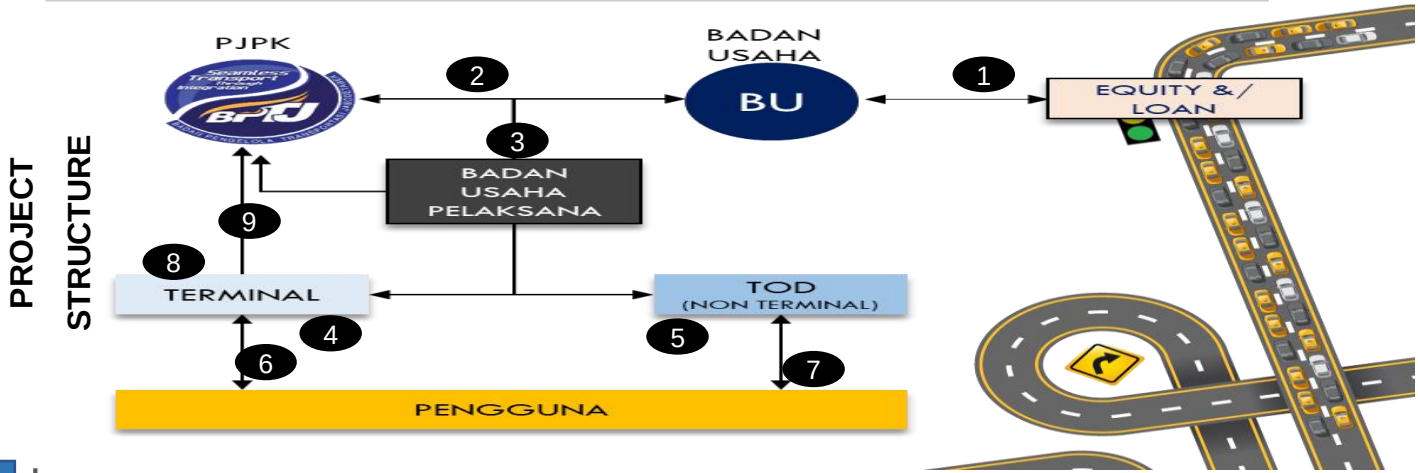
Responsible for the Cooperation Project of the Indonesian Ministry of Transportation

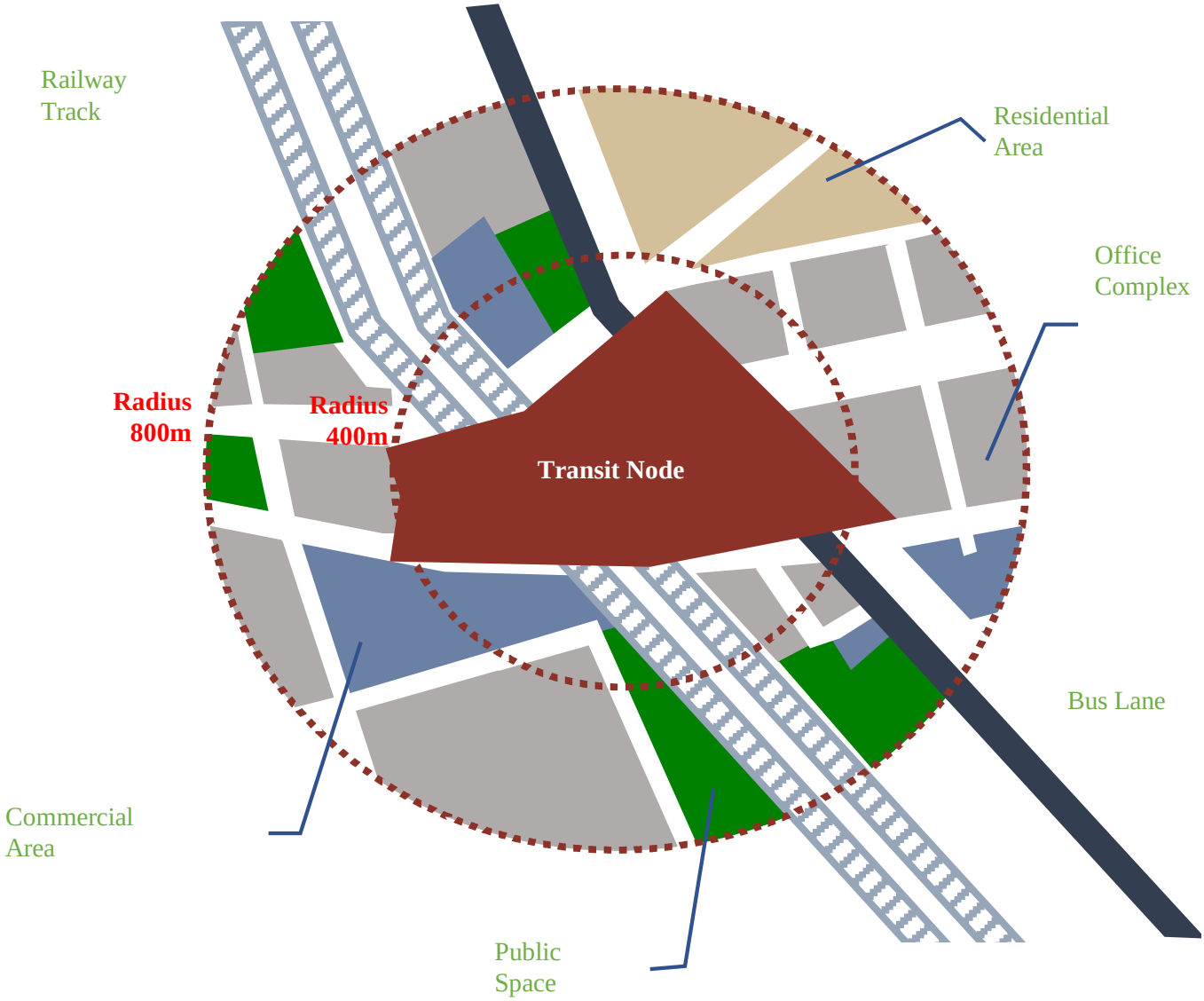
Contact Person : Jhon Ferry
Tittle : Deputy Director
Phone : +62 21 22791400
Email : yohn.ferry517@gmail.com

Project Scope

01 Development of Terminal 2 Floors in the area of 10,386 m	05 Prepare the Feasibility Study, ANDALALIN, AMDAL, Detailed Engineering Design (DED) for all Infrastructure and Facilities to be built
02 Commercial Area Development	
03 Residential Area Development	
04 Operate and Maintaining TOD Area	

PROJECT STRUCTURE



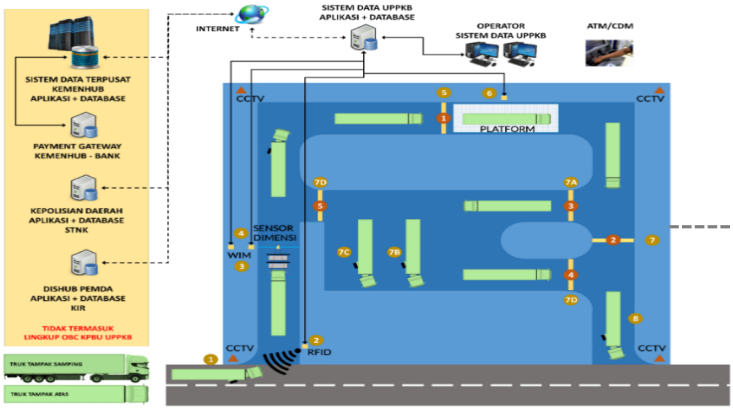


Development Plan

Transit Oriented Development, hereinafter abbreviated as TOD, is the concept of developing areas in and around transit nodes which focuses on the added value on the integration between mass public transport networks, and between mass public transport networks and non-motorized modes of transportation, reducing use motorized vehicles accompanied by the development of mixed, dense areas have moderate to high spatial use intensity.

PROJECT STAGE STATUS **33%**

Planning Stage	100 %
Preparing Stage	0 %
Transaction Stage	0 %
Construction and Operation	0%



Motor Vehicles Weighing Facilities In Sumatera And Java Island

Sumatera and Java

Road transportation is the main infrastructure for connecting between cities and between islands in Indonesia, one of the mean road transport is transportation by truck which is a very cheap and affordable but is prone to accidents. Referring to that matter the government has decided to build the awareness of the owners of transport vehicles (trucks) which are now starting to violate the provisions of excess dimensions and overload (ODOL). The weigh bridge serves to supervise, take action, and record transporting vehicles and their cargo. MVWIU serves to monitor, enforce, and record goods loading procedures, dimensions of goods transporting vehicles, weighing all axes and / or axes of freight vehicles, technical requirements and roadworthiness, transportation documents, overloading of each vehicle are inspected and type of vehicle according to the class of road being passed.

Concession	Financial Return
15 Years	IRR : 14%
	NPV : N.A

Project Cost: **Rp 830 Milyar**

Government Contracting Agency

Funding Structure

Equity	30%
Debt	70%

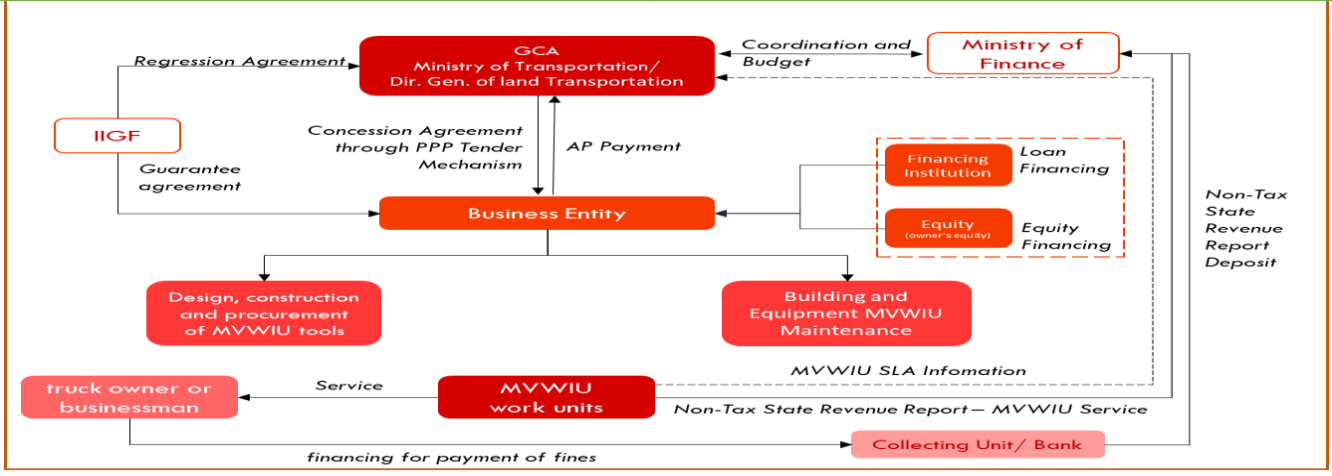
Contact Person : Susanti Pertiwi

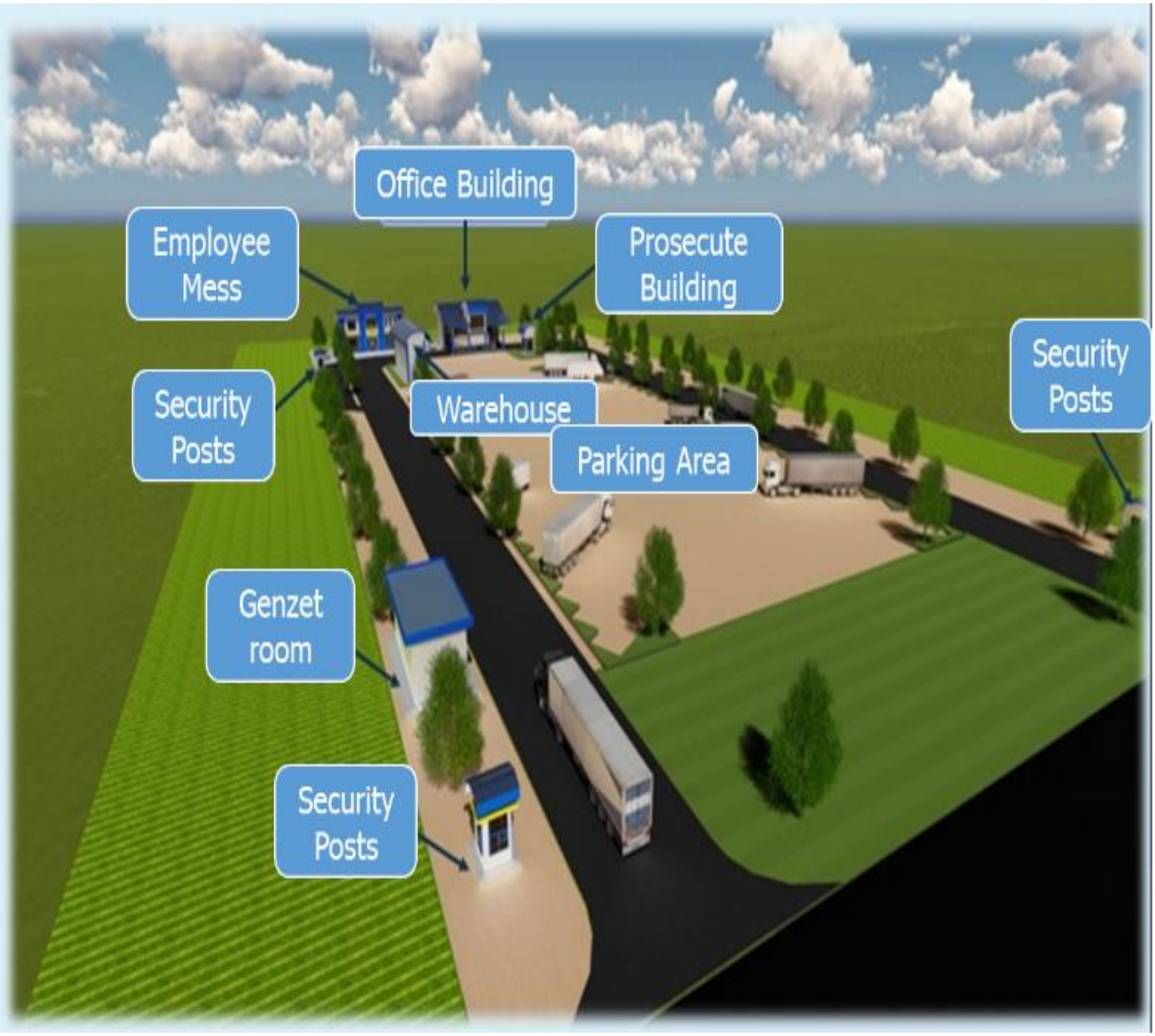
Tittle	: Deputy Director
Phone	: +62 8126486011
Email	: s.pertiwi74@gmail.com

Project Scope

01 MVWF Design
02 Construction of MVFW in 6 location
03 Maintenance of Facilities
04 Provide Regular Training on Personnel

PROJECT STRUCTURE





Development Plan

The Ministry of Transportation will complete Building the facilities for truck over-dimensional violation and traffic overload (ODOL). which requires Main facilities and additional equipment for testing vehicles, with a 3D system. Some facilities that will be built are:

Main Facilities

Road Access, Office Shelter, UPPKB System, Weighing Platform, Prosec Building, Employee Building, Warehouse Parking Area

Supporting facilities

Mosque, Diner, Toilet, Genset, Post Security

01 PORT SECTOR

Center of Partnership and
International Organization

Republik Indonesia

Ministry of Transportation

REGIONAL PROFILE

SULAWESI

Sulawesi is one of the fastest growing economies in Indonesia in recent years. The economy in Sulawesi is supported by agriculture and plantations, especially cocoa, coconut and rice. The nickel and smelter mining industries also contribute to economic growth in Sulawesi

PROVINCE

- Central Sulawesi
- Southeast Sulawesi
- North Sulawesi
- South Sulawesi
- Gorontalo
- West Sulawesi

Bau Bau Port

South East Sulawesi, Indonesia

Bau Bau Port Located in Wolio District, Baubau City, Southeast Sulawesi Province. This port is one of the strategic transportation nodes in Eastern Indonesia. This is due to the geographical position of Bau Bau Port which is crossed by the movement of sea transport from the western part of Indonesia such as Jakarta, Surabaya and the central region, namely Makassar to eastern Indonesia such as Maluku, North Maluku, Central Sulawesi and North Sulawesi. Bau Bau port is also a gateway for sea transport movements in Southeast Sulawesi Province where most of the movement of passengers and goods transits at this port. Since its operation in 2013 the port of Bau Bau has continued to grow which urge the need to the develop it's facilities to meet the needs of loading and unloading of containers, general cargo and also passenger terminals

Duration

30 Years

Project Return

IRR:	10.85 %
Net Present	Rp 120 Milyar

Project Cost : **Value:** **Rp 291 Milyar**

Capital Structure

Equity	30%
Debt	70%

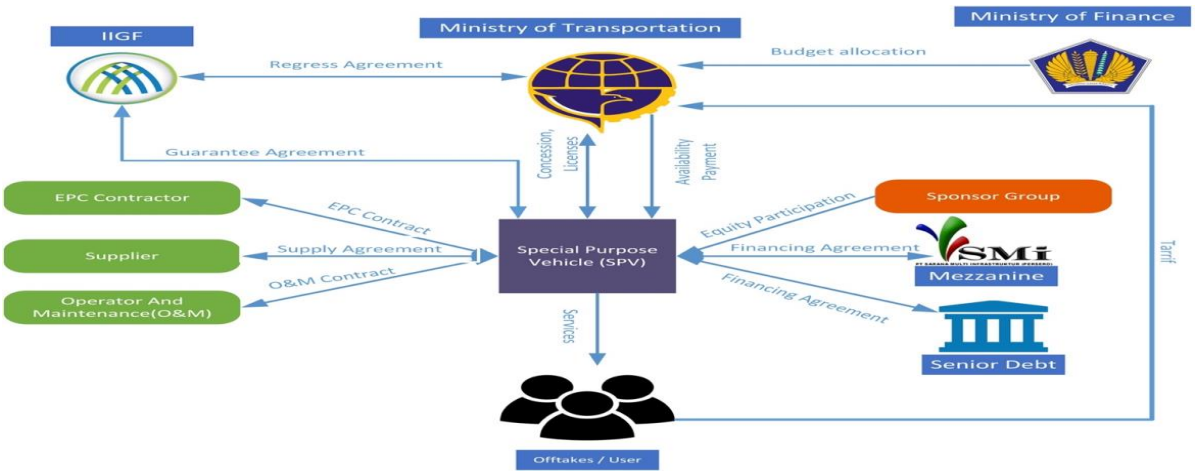
Government Contracting Agency
Ministry of Transportation Republic of Indonesia

Contact Person : Ciptadi
Tittle : Deputy Director
Phone : +62 21 3913269
Email : ditkepelhubla@gmail.com

Project Scope

01 Port Infrastructure Rehabilitation	05
02 Port Infrastructure Development	06
03 Port Infrastructure Maintenance	07
04 Operation of Port Infrastructure	08
	09

PROJECT STRUCTURE



Development Plan

The construction of infrastructure and the provision of additional facilities at Baubau Port will be carried out in 3 phases taking into account the growth of demand, the details of which can be seen as follows:

Stage 1: Rehabilitation is carried out in 2018-2019

Stage 2: Development of the first phase will be carried out in 2020-2023.

Stage 3: Development of the second phase will be carried out from 2030-2033.

0%

PROJECT STAGE STATUS

Planning Stage — 100 %

Preparing Stage — 0 %

Transaction Stage — 0 %

Construction and Operation — 0%

Anggrek Port

Gorontalo

Gorontalo is a developing region that benefit from supporting infrastructure, one of which is the existence of the port of Anggrek. Since the Anggrek port was built, the activities in North Gorontalo are getting denser this because port of aggrek has an important role in the international trade and in the future as an international trade facility based on Special Economic Zones (SEZ) the port also close to the borders of three countries, namely Brunei Darussalam Malaysia and the Philippines In the context of developing North Gorontalo District, Port of Anggrek has potential and plays an important role and in the needs for further expansion through Public Private Partnership procurement

concession

25 Year

Project Return

IRR:	**N.A**
NPV:	**N.A**

Capital Structure

Equity	**30%**
Debt	**70%**

Project Cost : **Rp 94 Milyar**

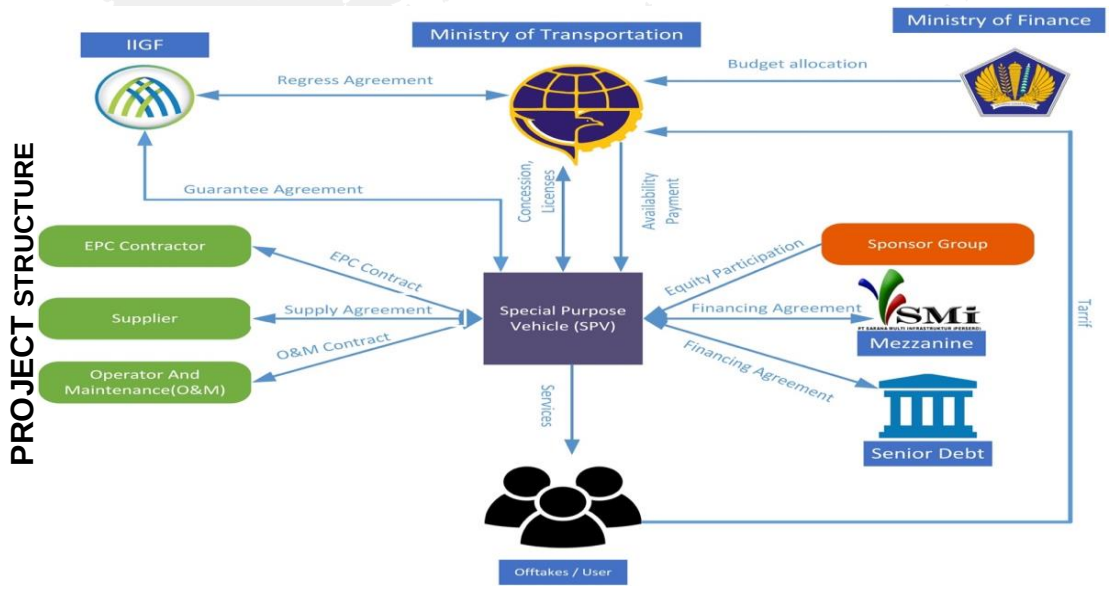
Government Contracting Agency
Kementerian Perhubungan RI

Contact Person : Ciptadi

Tittle	**: Deputy Director**
Phone	**:** +62 21 3913269
Email	**:** ditkepelhubla@gmail.com

Project Scope

PROJECT STRUCTURE



Development Plan

Anggrek Port is to be develop based on the following scenario :

2015-2034: **Cargo Pier, Container Dock Passenger Terminal, Stacking Field Office, container, cargo stacking yard, Cargo Warehouse, Truck Parking Field, Asphalt Public Parking Field, Blok Cargo Paving Construction, container paving block construction**

PROJECT STAGE STATUS **0%**

Planning Stage — 100 %

Preparing Stage — 50 %

Transaction Stage — 0 %

Construction and Operation — 0%

MINISTRY OF TRANSPORTATION
REPUBLIC OF INDONESIA

Partnership Facilitation And International Organization Center
Ministry Of Tranportation

Gedung Cipta lt 7, Jl Medan Merdeka Barat 8 N0. 8, Jakarta Pusat 10110
Tlp/Fax : +6213504601

Further Information Contact:

Agus Saptono Title : Director For Partnership Facilitation and International Organization
email: agus_psaptono@yahoo.com

Jonter Sitohang Title : Deputy Director For Partnership Facilitation and Investment
email: jonter2001@yahoo.com,

M. Wiki Ridhanindyo Title : Section Head For Partnership Facilitation and SEO, ROE Investment
email: wiky1401@gmail.com

KEMENTERIAN PERHUBUNGAN

Gedung Cipta lt 7, Jl Medan Merdeka Barat 8 N0. 8, Jakarta Pusat 10110

Tlp/ fax : +6213504601