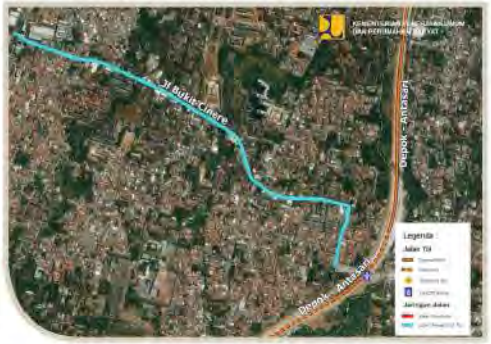

Nipa-Nipa Pond

Project Location Map

Location of 58 Lane in 10 Province of Exit Toll Access Road



Bukit Cinere street connected to Cinere Toll Gate exit to Depok-Antasari Toll Road

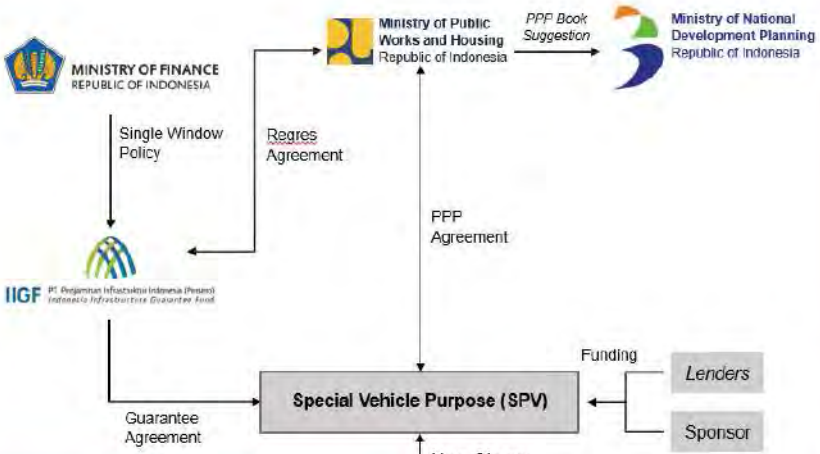
Laweyan street connected to West Probolinggo Toll Gate exit to Pasuruan-Probolinggo Toll Road

Project Background

- The preservation and widening Exit Toll Access Road is proposed as National Strategic Project by Directorate General of Highways
- The chosen toll roads function as the logistic lane and expected to develop economic activities in surrounding areas.

D (design)	B (build)	F (finance)	O (operate)	M (maintenance)	T (transfer)
SPV prepares the Final Engineering Plan (DED) following the Basic Drawing and the TRC portion of the alignment plan in the auction document.	SPV will build the infrastructure according to the TRC portion with DED until it obtains an operation-worthy permit.	SPV finance according the scope of the investment cost	SPV operates the 264,6 km of exit toll road until the end of the service period.	SPV carries out routine, periodic, and incidental maintenance of the 264,6 km of toll road also that the infrastructure always meets the Minimum Service Requirements and Road Performances Indicator as requirement until the end of the service period.	SPV will hand over the assets to the Government after the service period ends.

Project Scheme



Project Status 2021, May	
Status	Drafting Outline Business Case
TRC*	-
Lenders	-

Project Timeline

BANDUNG SOUTHERN LINK TOLL ROAD

SOLICITED PROJECT

Project Description

The project is toll road plans will complete toll road network in Bandung areas and West Java Province. This toll road would be connected with Purbaleunyi Toll Road and Gedebage-Tasikmalaya-Cilacap Toll Road plan.

Government Contracting Agency
Minister of Public Works and Housing

Output
Total length: 51 km

Financial Aspect
Indicative Investment Cost: IDR 6,2 Trillion
USD 2,35 Billion
IRR: Under Calculation
WACC: Under Calculation
Payback Period: Under Calculation

Government Support
Identification

Concession Period
Under Calculation
Construction Period
Under Calculation
Service Period
Under Calculation

Location
West Java Province

Return of Investment
User Based Payment

Project Location Map

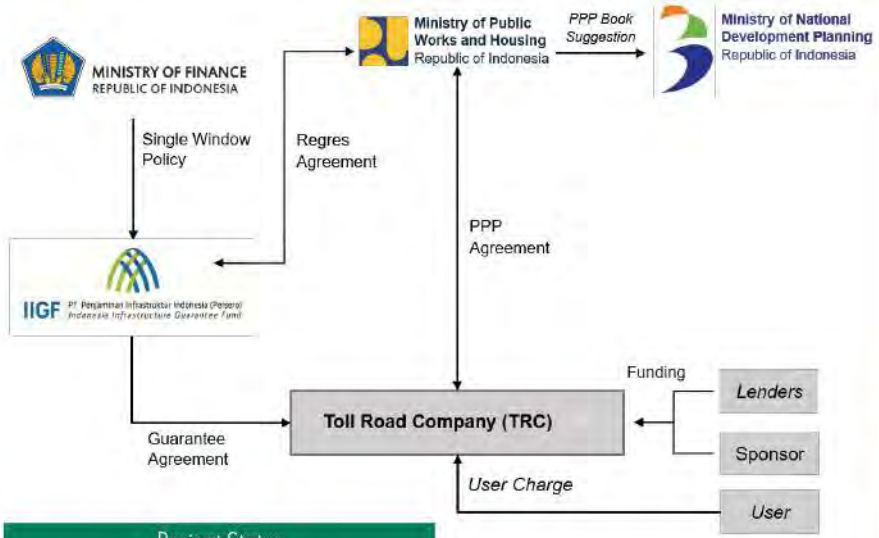
Project Background

- To overcome the current traffic jams at Bandung City and to improve the road service.
- To support increasing regional economic growth that are passed by Bandung Southern Link Toll Road plan and to develop the Southern Bandung.
- Bandung Southern Link Toll Road plan is one of the project to support RTRW of West Java Province (Regional Regulation of West Java Province No. 22/2010.

Cooperation Form

D (design)	B (build)	F (finance)	O (operate)	M (maintenance)	T (transfer)
The TRC should prepared Detailed Engineering Design (DED) that based on Basic Design.	The TRC should build the infrastruvture based on DED to get a operational permit.	The TRC will finance the according to the investment cost that become BUJT's portion.	The TRC will operates the toll road that have total length 51 km during the concession period.	The TRC will do routine, periodic, and incidental maintenance of toll road that have total length 51 km. So, the infrastructure always fill the SPM during the concession period.	The TRC will hand over the assets to the government after the concession period is over.

Project Structure



Project Status 2021, May	
Status	Under preparation (OBC)
TRC*	-
Lenders	-

Project Timeline

PEJAGAN – CILACAP TOLL ROAD

SOLICITED PROJECT

Project Description

The project is toll road plans that connects Pejagan and Cilacap Regency. The existence of this toll road will be the main connectivity between northern and southern of Central Java Province.

Government Contracting Agency
Minister of Public Works and Housing

Output
141 km

Financial Aspect
Investment Cost: IDR 21,15 Trillion
IRR: in the calculations
WACC: : in the calculations
Payback Period: in the calculations

Government Support
Identification

Concession Period
Under Calculation
Construction Period
Under Calculation
Service Period
Under Calculation

Location
Central Java Province

Return of Investment
User Based Payment

Project Location Map

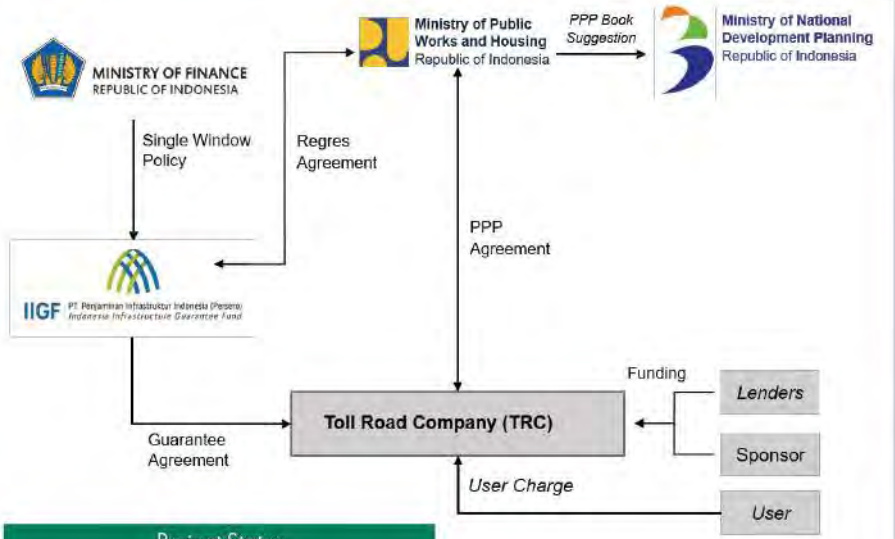
Project Background

- The main connectivity between the northern and southern of Central Java Province and to reducing of logistics costs.
- To support increasing regional economic growth that are passed by Pejagan-Cilacap Toll Road plan, especially in the tourism and industrial sectors.
- Pejagan-Cilacap Toll Road plan is one of the projects that have been listed in Presidential Regulation No. 79/2019 and RTRW of Central Java Province (Regional Regulation of Central Java Province No. 16/2019).

Cooperation Form

D (design)	B (build)	F (finance)	O (operate)	M (maintenance)	T (transfer)
The Toll Road Company (TRC) should prepared Detailed Engineering Design (DED) that based on Basic Design.	The TRC should build the infrastructure based on DED to get a operational permit.	The TRC will finance the according to the investment cost.	The TRC will operates the toll road that have total length 141 km during the concession period.	The TRC will do routine, periodic, and incidental maintenance of toll road that have total length 141 km. So, the infrastructure always fill the SPM during the concession period.	The TRC will hand over the assets to the government after the concession period is over.

Project Structure



Project Status 2021, May	
Status	Under preparation (OBC)
TRC*	-
Lenders	-

Project Timeline

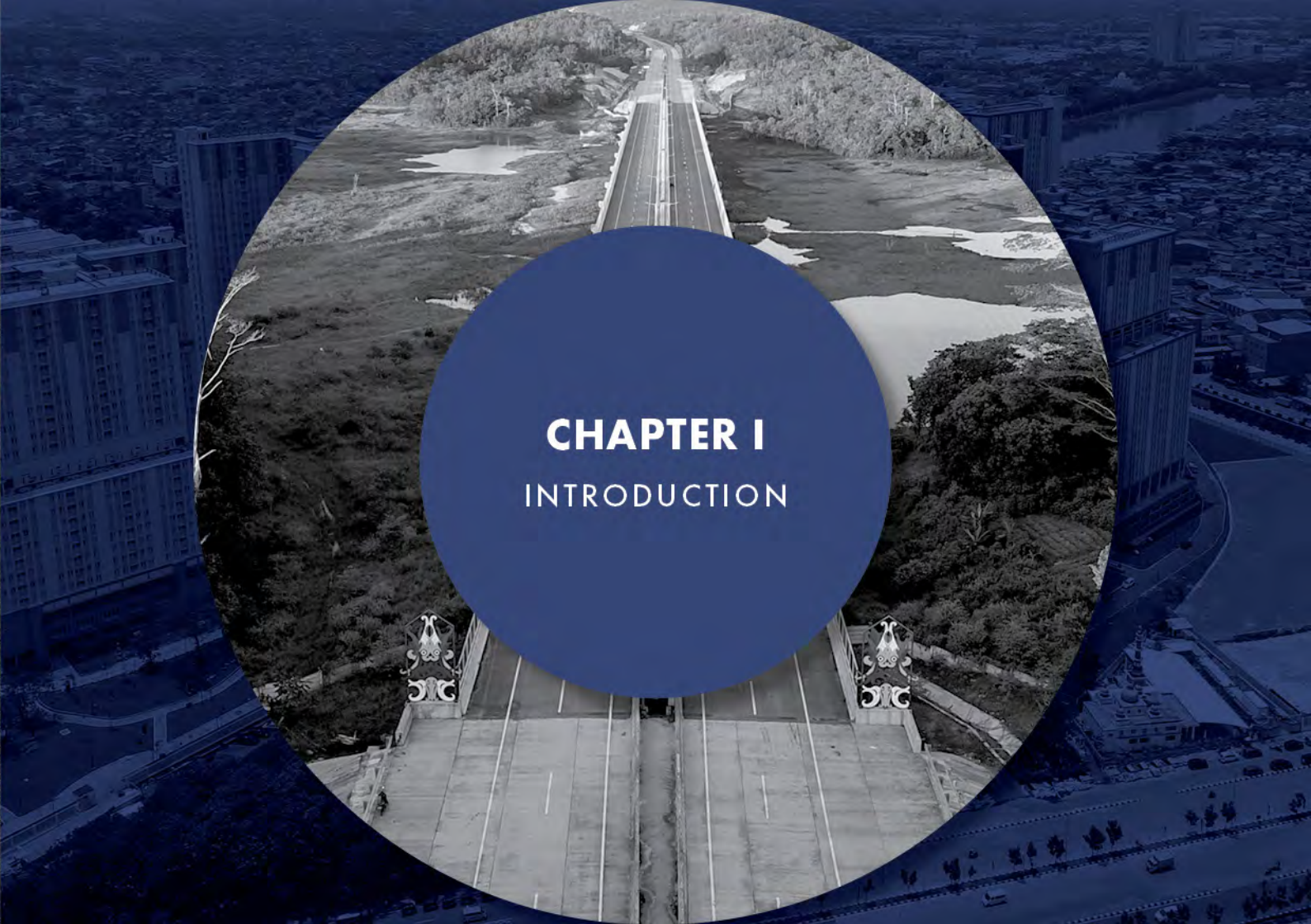
Jakarta - Cikampek Elevated Toll Road

MINISTRY OF PUBLIC WORKS AND HOUSING
REPUBLIC OF INDONESIA

http://pembiayaan.pu.go.id

pupr_pembiayaan

Bendo Dam



CHAPTER I

INTRODUCTION

INTRODUCTION

INFRASTRUCTURE PROVISION CHALLENGES

Infrastructure investment has been identified as one of the key catalysts for unlocking a country's overall economic potential, promoting growth, creating jobs, and reducing poverty. Under President Joko Widodo's governance, the Government of Indonesia (GoI) aims to boost its infrastructure development. Specifically, the "Seven Development Agendas" that listed in the National Medium-Term Development Plan (RPJMN) prioritizes accelerating infrastructure for the economy and basic services that distinguish through 5 priority infrastructure development programs: 1) development of basic service infrastructure, 2) strengthening connectivity, 3) urban infrastructure development, 4) energy and electricity, and 5) digital transformation. Those priority programs are aimed to achieve the target of Indonesia's infrastructure capital stock at 50 percent of its gross domestic product (GDP) by 2024.

To accelerate infrastructure development programs over the period 2020-24, GoI estimated infrastructure investment needs to be IDR 6.445 Trillion (USD 460,35 Billion) with details of IDR 2.385 Trillion/USD 170,35 Billion (37%) targeted to be funded by State Budget (APBN/ APBD), IDR 1.353 Trillion/USD 96,6 Billion (21%) funded by State-Owned Enterprise (SOE), and IDR 2.707 Trillion/USD 193,4 Billion (42%) funded by the private sector. This infrastructure investment needs are 34 percent higher than the previous period (2015-2019), which amounted to IDR 4.796 Trillion.

In implementing the mandate of the National Medium-Term Development Plan 2020-2024, the Ministry of Public Works and Housing (MPWH) has set 3 major infrastructure development targets in the MPWH Vision 2030, specifically: 1) the construction of the multipurpose dams to achieve 120 cubic meters per capita of water storage capacity, 2) 100 percent Smart Living, and 3) build 99 percent stable roads by utilizing local materials as much as possible and using recycle technology, which is integrated between modes.

In order to achieve the MPWH Vision 2030, approximately IDR 2.058 Trillion infrastructure investment is needed, while the state budget can only fulfill 30 percent (IDR 623 trillion) of the total budget. This implies that there is still a funding gap of IDR 1,435 Trillion that needs to be addressed with alternative funding in the form of private sector participation (PPP scheme).

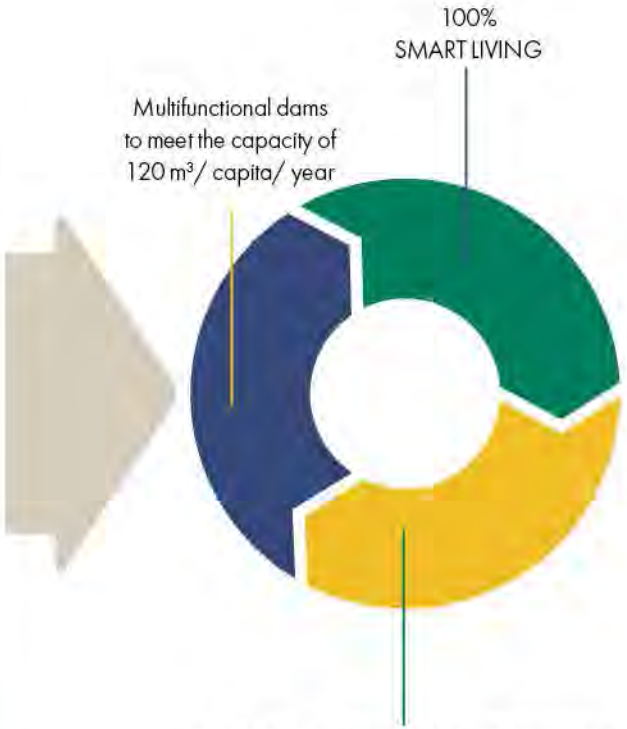
VISION 2020 - 2024

- Storage capacity 68,11 m³/c/year
  Budget IDR 577 Trillion
- Robust road 97%
  Toll road 1500 km
  New road 2500 km
  New bridge/FO 60.000 m
  Budget IDR 330 Trillion
  Investment 243 Trillion
- 88% Drinking water access
  17.000 Ha of Slum area
  85% Sanitation
  Budget IDR 128 Trillion
- 5,4 million Backlog MBR
  Construction of 3,9 million units
  Budget IDR 780 Trillion
  (20-30% Govt budget,
  70-80% private/community)

VISION 2030

- Storage capacity 120 m³/c/year
  Budget IDR 1.423 Trillion
- Robust road 99%
  Toll road 2000 km
  New road 3000 km
  New bridge/FO 70.000 m
  Budget IDR 448 Trillion
  Investment IDR 390 Trillion
- 100% Drinking water access
  0% Slum area
  100% Sanitation
  Budget IDR 170 Trillion
- 3 million Backlog MBR
  Construction of 4,88 million units
  Budget IDR 1.220 Trillion
  (20-30% Govt budget,
  70-80% community budget)

Source:
- *PWH Ministerial Regulation No.23/PRT/M/2020*
- *PWH Ministerial Regulation No.13.1/PRT/M/2015*



Ministry of Public Works and Housing
Budget Need 2020 - 2024

IDR **623** Trillion USD **44** Billion	IDR **1.435** Trillion USD **102** Billion
STATE BUDGET	FUNDING GAP

Total Infrastructure Investment Need

IDR **2.058** Trillion
USD **146,43** Billion

Sindangheula Dam

Semarang-Solo Toll Road

CHAPTER II

PUBLIC-PRIVATE PARTNERSHIP SCHEME

PUBLIC PRIVATE PARTNERSHIP SCHEME

ALTERNATIVE OF INFRASTRUCTURE FINANCING

Infrastructure development cannot rely solely on the state budget. Therefore, the Government opens alternative financing schemes to provide infrastructure, one of which is the Public Private Partnership (PPP) scheme. PPP broadly refers to long-term, contractual partnerships between public and private sector agencies, specially targeted towards financing, designing, implementing, and operating infrastructure facilities services that were traditionally provided by the public sector.

A key motivation for governments in considering the public-private partnerships (PPPs) scheme is the possibility of bringing in new sources of financing for funding public infrastructure and service needs. Other than fulfilling the funding gap of investment needs through private participation, PPPs also has the purpose to create a good investment climate and create quality, efficient, effective, and timely delivered infrastructure. Therefore, PPPs are carried out with the principles of effectiveness, efficiency, partnership, benefit, as well as measurable risk control and management.

Through PPPs, there is risk-sharing between the Government Contracting Agency (GCA) and Business Entities. The distribution of risk allocation for the Government generally includes (i) Tariff Determination, (ii) Regulations, (iii) Politics, (iv) Land Acquisition, and the risk transfer to the private sector generally over the life of the project – from design/ construction to operations/ maintenance.

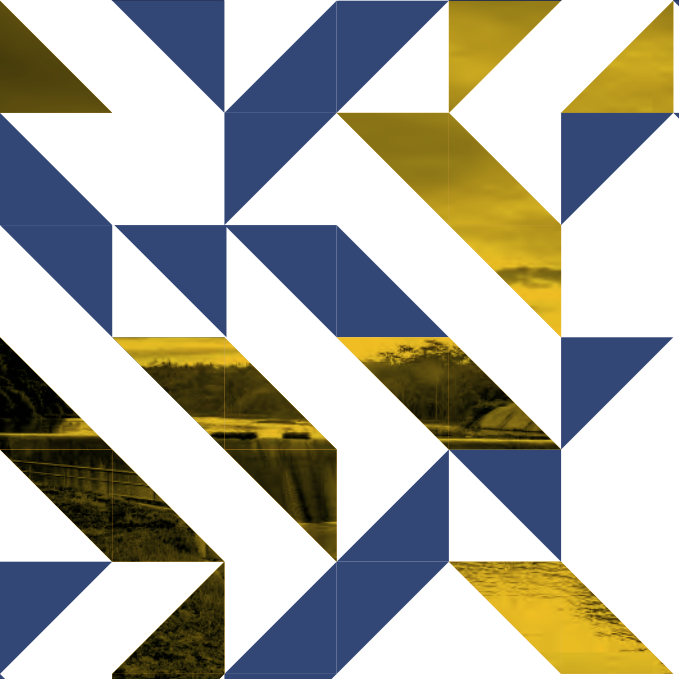
The benefit of providing infrastructure through the PPP scheme include:

a. Minimal cost-overruns and time-overruns;
b. Transfer risk from Government to Private Sector causes PPP projects not counted as 'loans' (off-balance sheet);
c. The possibility to minimize the overall Project Cost;
d. Reducing the initial financial burden for the Government through flat and scheduled payments (availability payment);
e. Able to provide more infrastructure services with the same budget (PPP-Availability Payment); and
f. Involve more stakeholders who monitor projects more transparently.

To ensure project viability in PPP projects, the Government provides Government Support and Government Guaranty to a business entity, which will also increase the bankability of the projects.

PPP SCHEME

The basis of PPP Implementation in Indonesia is Presidential Regulation Number 38 of 2015 concerning Public Private Partnership on Infrastructure Provision. Based on Article 3, the objectives of the PPP are as follows:



INVESTMENT OPPORTUNITIES

OF PUBLIC WORKS AND HOUSING PUBLIC - PRIVATE PARTNERSHIP PROJECTS

MINISTRY OF PUBLIC WORKS AND HOUSING
REPUBLIC OF INDONESIA

DIRECTORATE GENERAL OF INFRASTRUCTURE FINANCING
FOR PUBLIC WORKS AND HOUSING

1. Providing sustainable financing for infrastructure provision through private funds.
2. Realizing the provision of quality, effective, efficient, targeted, and timely infrastructure.
3. Creating an investment climate that encourages the participation of business entities in the provision of infrastructure based on good business principles.
4. Encouraging the principle of user pay/user charge for services used or in certain cases consider the ability to pay.
5. Providing certainty in return on investment of business entities for the infrastructure provision through availability payment paid by the government to SPV.

PPP is implemented in 4 (four) stages, namely: Planning, Preparation, Transaction, and PPP Agreement Implementation. **At the planning stage**, the need for investments in a certain service sector needs to be critically assessed by the public authority to identify where improvements are needed and what project investments this will entail. The output of the planning stage is a Preliminary Study. It shall explain the plan of PPP form; plan of PPP financing and the source of the fund; also plan of PPP tenders which consist of schedule, process, and procedure.

The PPP preparation stage comprises the Pre-Feasibility Study activities consist of preparation outline business case (OBC) and final business case (FBC). A 'business plan' needs to be prepared on behalf of the public authority, in which the project and procurement options are decided. During the PPP Preparation Stage, the Government Contracting Agency (GCA) will perform Public Consultation and Market Sounding.

The PPP transaction stage is tendering process to find the private sector to be the winner and form a Special Purpose Vehicle to design, build, finance, operate, maintain the project after construction and transfer the project after the concession period ends. In the transaction stage, during the tendering process, there are some steps namely: Pre-qualification, Request for Proposal, Bid Award, PPP Agreement Signing.

The PPP Agreement Implementation stage ensures the provision of infrastructure services are delivered and implemented with due regard to the rights and obligations of the GCA and the SPV's compliance to the PPP Agreement. This stage is carried out during construction phase, operation phase, until termination of the PPP Agreement.

The procedures for implementing PPPs have been regulated in the laws and regulations in Indonesia, as follows:

a. Guideline Regulation

- Presidential Regulation Number 38 of 2015 regarding Public Private Partnership on Infrastructure Provision;
- Ministerial of National Development Planning/Head of National Development Planning Agency Regulation Number 4 of 2015 which has been amended by Ministerial Regulation National Development Planning/Bappenas Number 2 of 2020 regarding Operational Guideline for the PPP Implementation in Infrastructure Provision;
- Head of National Procurement Board (LKPP) Regulation Number 19 of 2015 regarding Guideline for Procurement of Business Entity on PPP in Infrastructure Provision;
- Head of National Procurement Board (LKPP) Regulation Number 29 of 2018 regarding Guideline for Procurement of Business Entity on PPP that Initiated by the Minister/Head of Institution/Head of Regions;
- Ministerial of Public Works and Housing (MPWH) Regulation Number 2 of 2021 regarding Operational Guideline for the PPP Implementation in Infrastructure Provision.
- Ministerial of Public Works and Housing Regulation Number 3 of 2021 regarding Guideline for Procurement of Business Entity on Solicited PPP Toll Road;
- Ministerial of Public Works and Housing Regulation Number 23 of 2021 regarding Guideline for Procurement of Business Entity on Unsolicited PPP Toll Road.

b. Government Support and Government Guarantee

- Presidential Regulation Number 78 of 2010 regarding Government Guarantee on PPP Infrastructure Project;
- Ministerial of Finance Regulation Number 260 of 2010 on Guideline on Government Guarantee which has been amended by Ministerial of Finance Regulation Number 8 of 2016;
- Ministerial of Finance Regulation Number 223 of 2012 on Government Support of SBOT which has been amended by Ministerial of Finance Regulation Number 223 of 2018;
- Ministerial of Finance Regulation Number 143 of 2013 on Guideline of Viability Gap Funding which has been amended by Ministerial Regulation of Finance Number 170 of 2015;
- Ministerial of Finance Regulation Number 180 of 2020 on Project Development Facility (PDF).

c. Regulation of Availability Payment

- Ministerial Regulation of Home Affair Number 96 of 2016 regarding Availability Payment on Regional PPP in Infrastructure Provision;

- Ministerial of Finance Regulation Number 190 of 2015 regarding Availability Payment.

d. Regulation of Land Acqusition

- Law Number 2 of 2012 regarding Land Acquisition for Public Interest Construction;
- Government Regulation Number 19 Of 2021 on Implementation of Land Acquisition for Development in the Public Interest.

A PPP Project can be initiated by the private sector and be called as an unsolicited proposal. This proposal is made by a private party to undertake a public-private partnership (PPP) project, submitted at the initiative of the private firm, rather than in response to a request from the government.

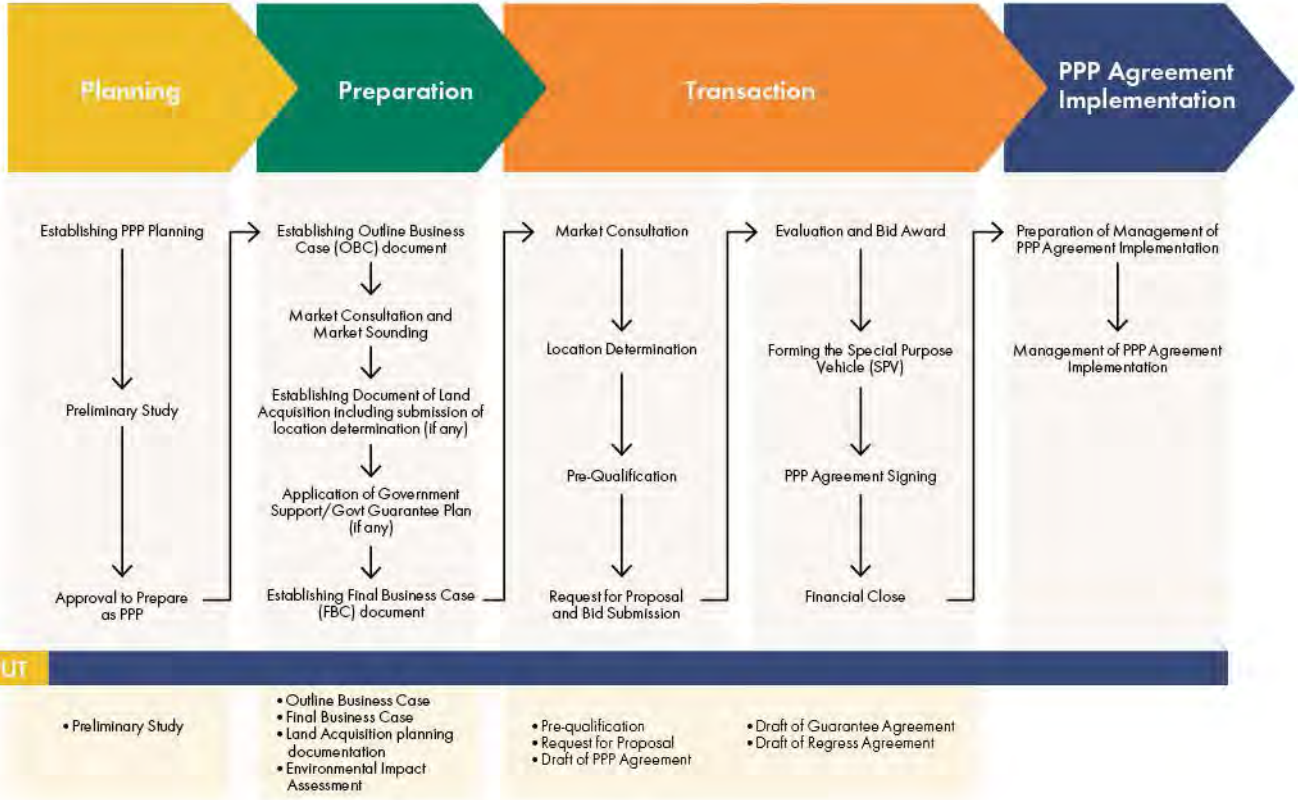
Government Contracting Agency shall assess the PPP Pre-Feasibility Study in terms of Unsolicited Proposal Implementation with the following criteria:

a. The project is technically integrated with the master plan of the related sector;
b. The project is economically and financially feasible; and
c. The Business Entity that submit the initiative has an adequate financial capability to finance the implementation of infrastructure provision.

The project stages of this PPP unsolicited proposal is quite the same, namely: Planning, Preparation, and Transaction. However, the planning and preparation are conducted by the private sector, while the transaction is conducted by the government (GCA). Based on National Planning and Development Minister Regulation No 4/2015 and No 2/2020, the process for dealing with unsolicited proposals can be divided into 3 main stages, namely:

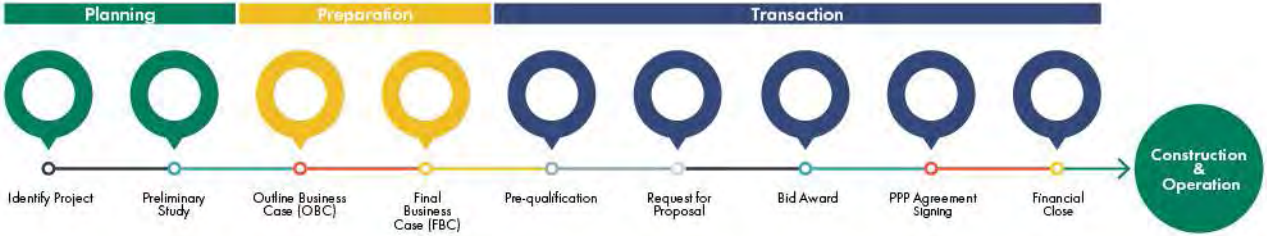
i. The first stage is the Approval Process. It is standard in most cases and takes place from the time the project proponent presents the project to the government until all internal assessments and approvals are finished and the project is ready to be publicly tendered.
ii. The second stage involves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

PUBLIC PRIVATE PARTNERSHIP IMPLEMENTATION STAGE

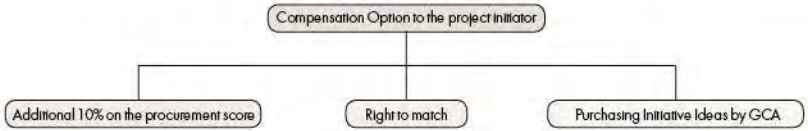


PPP PROJECT PIPELINE
FOR SOLICITED AND UNSOLICITED PROPOSAL

SOLICITED PROPOSAL



UNSOLICITED PROPOSAL



GOVERNMENT SUPPORT AND FACILITY FOR PPP SCHEME IN INDONESIA

Based on Presidential Regulation No. 38 of 2015, there are 3 (three) ways to return a business entity's investment in a PPP project, namely Tariff (User Payment), which is based on user ability; Availability Payment (AP), a regular payment by the Government Contracting Agency (GCA) to the Implementing Business Entity) based on infrastructure service capacity and other types as long as there is no contrary to the prevailing regulations.

In some cases, there are PPP projects that are economically viable but not yet financially viable. To overcome this, the Government through the Ministry of Finance can provide Government support to improve the financial feasibility of a PPP project to encourage private sector participation in PPP projects. This support is known as Viability Gap Fund (VGF), which is given to create a project that was previously financially unviable to become financially viable. To improve the certainty of private sector participation, the Government established Indonesia Infrastructure Guarantee Fund (IIGF) to provide guarantees for PPP projects. The Government Guarantee would improve the creditworthiness of an infrastructure project which could result in a lower cost of financing thus ensuring private financing to the infrastructure projects.

The government through the Ministry of Finance also provides a facility to assist the GCA to arrange a pre-feasibility study, tender documents, and to supervise the GCA in PPP project transaction stage until the Project reaches financial close. This facility is called Project Development Facility (PDF) which helps GCA to improve the effectiveness of PPP project preparation and transaction to meet the specified quality and schedule.

Rotiklot Dam

Government Official Flats for Nusakambangan Prison

CHAPTER III

READY TO OFFER PPP PROJECTS


Batam Bintan Bridge
14,763 km
IDR 18.19 Trillion/USD 1,2 Billion
Unsolicited Project
Solicited Project
Sentul Selatan - Karawang Barat Toll Road
61,5 km
IDR 15.38 Trillion/USD 1.1 Billion
Semanan Balaraja Toll Road
32 km
IDR 17.68 Trillion/USD 1.3 Billion
Bogor – Serpong Toll Road via Parung
31,11 km
IDR 8.95 Trillion/USD 635 Million
Kamal Teluknaga Rajeg Toll Road
28,6 km
IDR 20.24 Trillion/USD 1.4 Billion
Bintang Bano Dam Maintenance and BOT of Minihydro Power Plant
Irrigation: 6.695 ha
IDR 165 Billion/USD 11 Million
Cikunir – Karawaci Elevated Toll Road
40 km
IDR 26 Trillion/USD 1.9 Billion
Malang-Kepanjen Toll Road
29,78 km
IDR 9.95 Trillion/USD 710.7 Million
8
PROJECTS
IDR 116,5 TRILLION/ USD 8,2 BILLION

Balikpapan Samarinda Toll Road

BRIEF PROJECT

READY TO OFFER

BATAM-BINTAN BRIDGE

SOLICITED PROJECT

Project Description

- Batam-Bintan Bridge connects Batam Island, Tanjung Sauh Island, Buau Island, and Bintan Island in Riau Archipelago Province.
- This project is a Major Project according to Presidential Regulations No. 18 of 2020 on National Medium Term Development Plan 2020-2024.
- This project will accelerate equitable development between both islands and increase logistic and services distribution that economically benefit for both islands and Indonesia in general.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Output
Toll Road
Bridge type Cable-Stayed Bridge
Total length 14.763 m
Design speed 80 km/h
With dedicated lane for motorcycle

Return of Investment
User Based Payment

Concession Period
50 Years
Construction Period
3 Years
Operation Period
47 Years

Investment Scheme
SBOT (Construction support for Batam-Tanjung Sauh section (bridge and road))

Investment
Construction cost IDR 9,78 Trillion
Investment cost IDR 13,57 Trillion

Location
Riau Archipelago Province

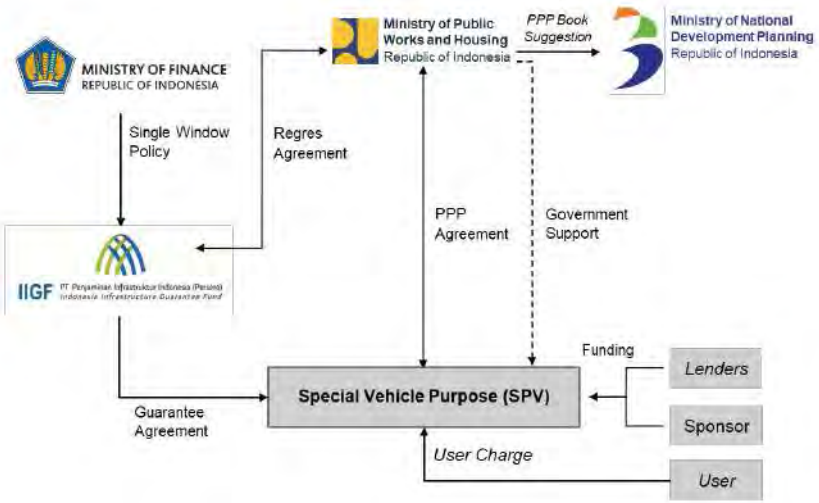
Project Location Map

Project Background

- Presidential Regulation No. 18 of 2020 on National Medium Term Development Plan 2020-2024.
- Riau Archipelago Province Government Regulation No. 1 of 2017 on Riau Archipelago Province Spatial Plan 2017-2037.
- Bintan Regency Government Regulation No. 2 of 2012 on Bintan Regency Spatial Plan 2011-2031.

D (design)	B (build)	F (finance)	O (operate)	M (maintenance)	T (transfer)
The SPV prepares the Final Engineering Plan (DED) of its portion following the Basic Drawing.	The SPV builds infrastructure according to the SPV portion with DED until it obtains an operation-worthy permit.	The SPV must finance in accordance with the scope of the SPV portion of the investment cost	The SPV operates the 14,763 km of bridge until the end of the concession period.	The SPV carries out routine, periodic, and incidental maintenance of the 14,763 km of bridge also that the infrastructure always meets the Minimum Service Requirements as required until the end of the concession period.	The SPV will hand over the assets to the Government after the concession period ends.

Project Scheme



Readiness Criteria and Project Timeline

MALANG-KEPANJEN TOLL ROAD

UNSOLICITED PROJECT

Project Description

Malang-Kepanjeng Toll Road is connected to Surabaya – Gempol – Pandaan – Malang Toll Road that has been operating and will be used as an alternative for the non toll road. This toll road aims to overcome traffic jams between Malang and Kepanjen City.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Total Length
29,78 km

Financial Aspect
Investment Cost: IDR 9,95 Trillion

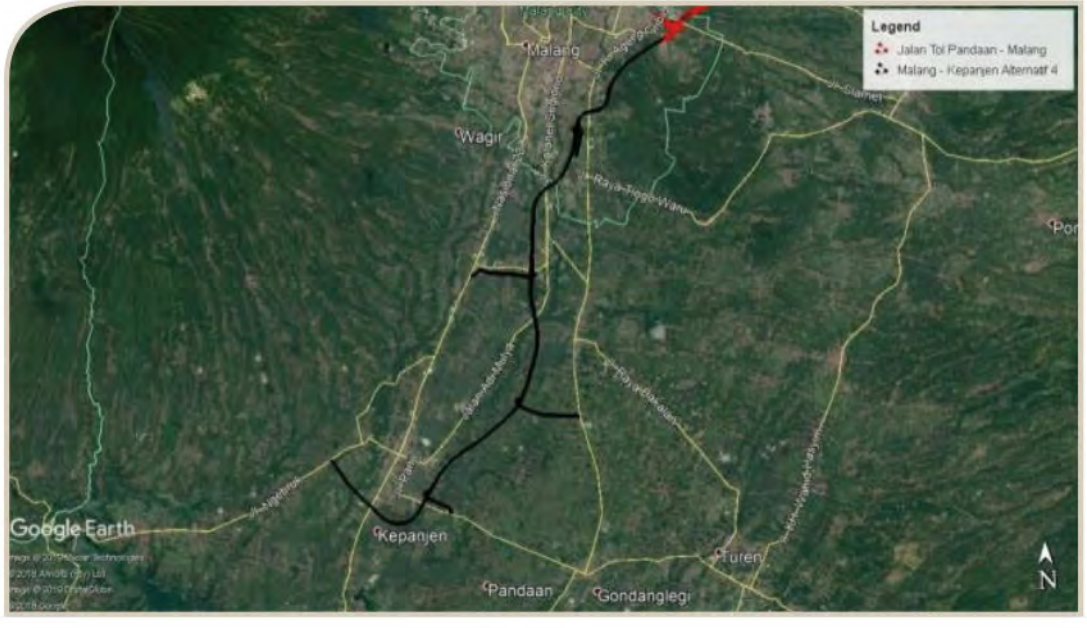
Return of Investment
User Charge

Concession Period
45 years

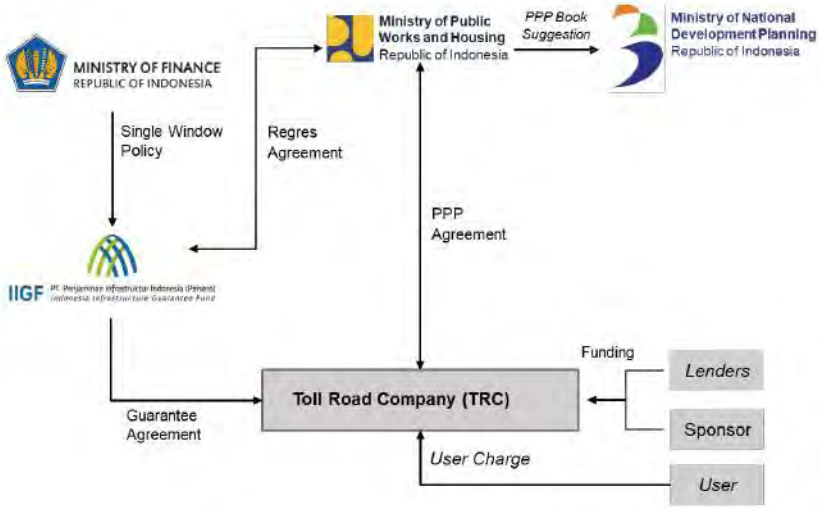
Investment Scheme
Design Built Operate Transfer (DBOT)

Location
East Java Province

Project Location Map



Project Structure



Readiness Criteria and Project Timeline

KAMAL-TELUKNAGA-RAJEG TOLL ROAD

UNSOLICITED PROJECT

Project Description

Kamal-Teluknaga-Rajeg Toll Road is a northern ring road that aims to develop the northern part of Tangerang District. This toll road section starts from Cikupa, Rajeg and Maukwhich will be connected to the Sedyatmo Toll Road or the Soekarno Hatta Airport area. This project is initiated by PT. Duta Graha Karya. This toll is planned to have 7 interchanges, 2 junctions, and 1 on ramp. Also, there will be 4 bridges and 5 underpasses.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Total Length
28,6 Km

Estimated Project Cost
Investment: IDR 20,24 Trillion (USD1,39 M)

Return Investment Scheme
User charge

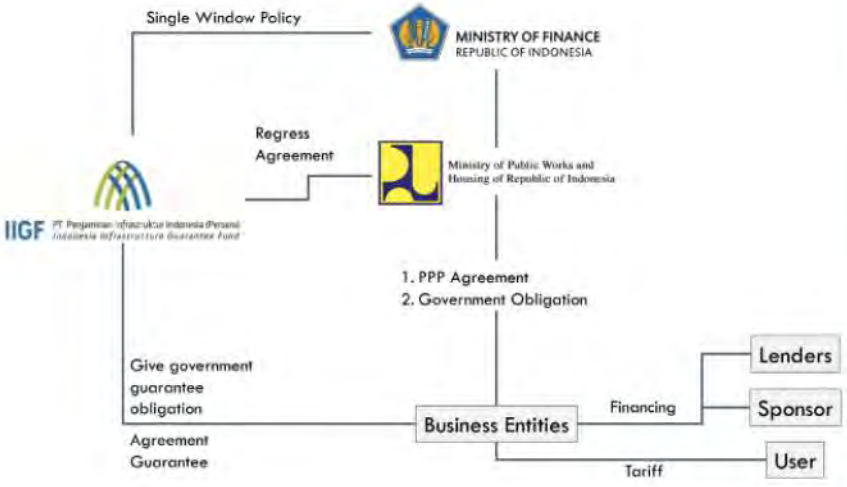
Concession
40 years

Investment Scheme
Build Operate Transfer (BOT)

Location
DKI Jakarta, Banten Province

Project Location Map

Project Scheme



Readiness Criteria and Project Timeline

INVESTMENT OPPORTUNITIES

OF PUBLIC WORKS AND HOUSING PUBLIC-PRIVATE PARTNERSHIP PROJECTS

MINISTRY OF PUBLIC WORKS AND HOUSING
REPUBLIC OF INDONESIA

SOUTH SENTUL – WEST KARAWANG TOLL ROAD

UNSOLICITED PROJECT

Project Description

Sentul Selatan - Karawang Barat Toll Road is part of the Jakarta Outer Ring Road (JORR) development plan which has a length of 61.5 kilometers with a starting point (Sta. 0 + 000) at JC Sentul with an end point (Sta. 61 + 500) at JC West Karawang. The existence of this toll road is expected to reduce the burden on vehicles in Jagorawi and Jakarta-Cikampek Toll road, shorten travel times, improve interconnection, and part of JORR (Jakarta Outer Ring Road) III.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Total Length
61,5 Km

Estimated Project Cost
Investment: IDR 15,38 T
(USD1,1 M) Construction: Rp9,71 T
(USD 668,1 Million)

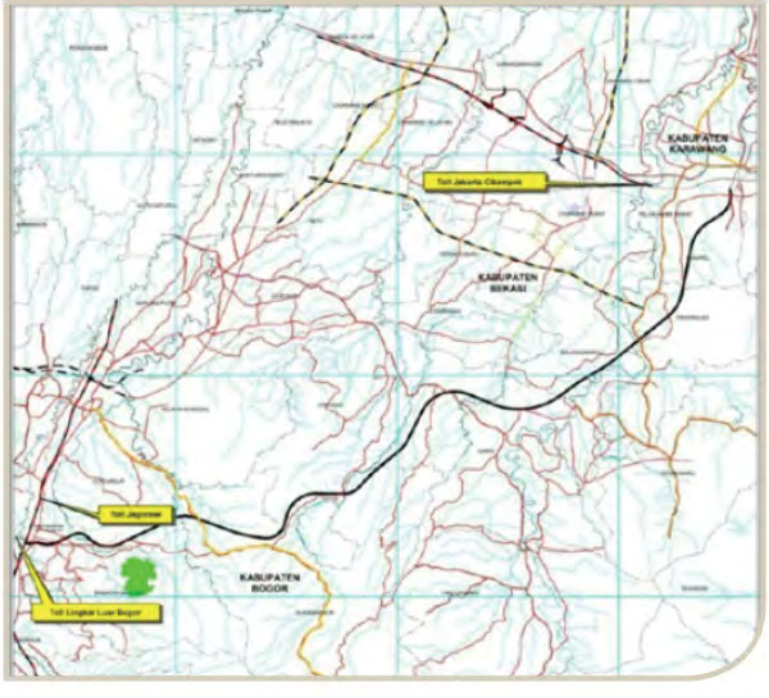
Return Investment Scheme
User based payment

Concession
40 years

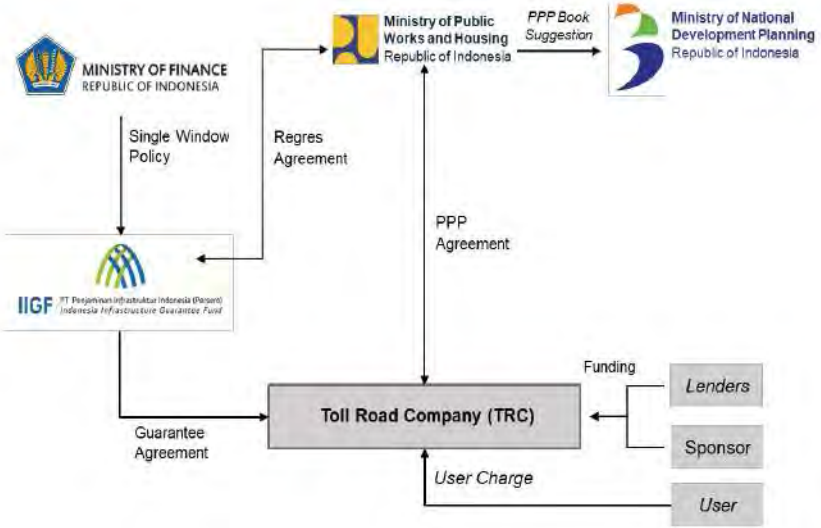
Investment Scheme
Build Operate Transfer (BOT)

Location
Karawang, West Java

Project Location Map



Project Scheme



Readiness Criteria and Project Timeline

BOGOR-SERPONG (VIA PARUNG) TOLL ROAD

UNSOLICITED PROJECT

Project Description

Bogor - Serpong Toll Road via Parung Project along +31,117 km is part of the JORR-3 road network plan to encourage economic and regional growth. Starting Point of this toll road will connect the intersection of Selabenda (Bogor) and Serpong intersection via Parung. There will be 3 interchanges and 2 junctions where the distance between intersections is +5 km.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Total Length
31,11 Km

Estimated Project Cost
Investment: IDR 8,95 Trillion (USD 615 Million)

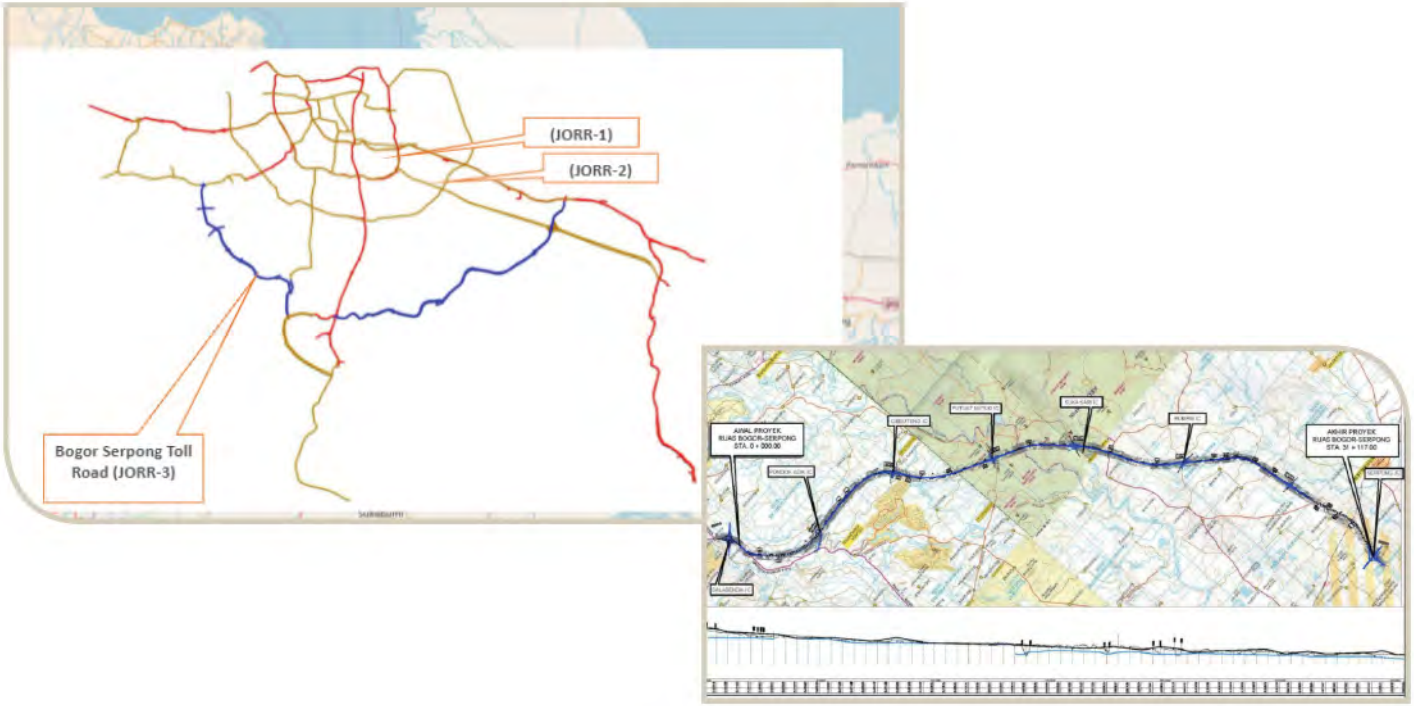
Return Investment Scheme
User charge

Concession
40 years

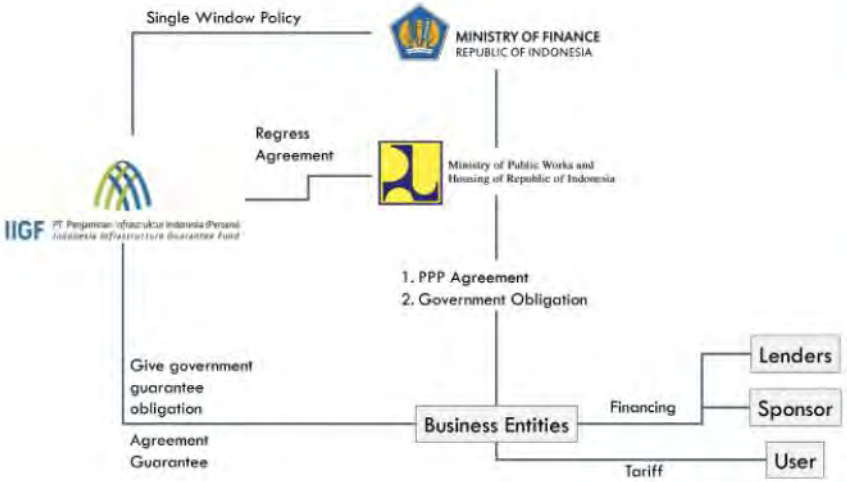
Investment Scheme
Build Operate Transfer (BOT)

Location
Banten Province and West Java Province

Project Location Map



Project Scheme



Readiness Criteria and Project Timeline

SEMANAN-BALARAJA TOLL ROAD

UNSOLICITED PROJECT

Project Description

Semanan – Balaraja Toll Road will be connected to Tangerang-Merak Toll Road, Serpong-balaraja Toll Road, and 6 toll road section in Greater Jakarta. This toll road is planned to have 9 interchanges.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Total Length
32,72 Km

Estimated Project Cost
Investment: IDR 17,68 Trillion

Return Investment Scheme
User charge

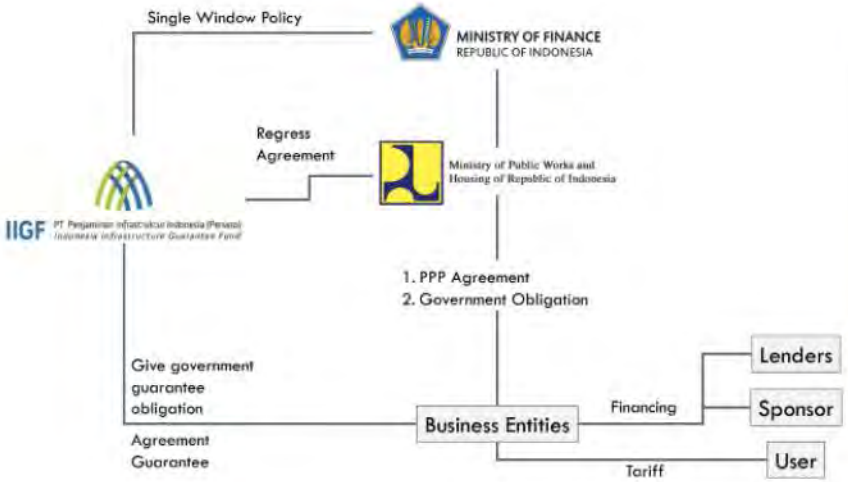
Concession
40 years

Investment Scheme
Build Operate Transfer (BOT)

Location
Banten & DKI Jakarta Province

Project Location Map

Project Scheme



Readiness Criteria and Project Timeline

CIKUNIR-TOMANG-KARAWACI ELEVATED TOLL ROAD

Project Description

Cikunir-Karawaci Elevated Toll Road Project with ± 40 km length will be built on inner city toll roads that can improve the performance of the road network in Jabotabek and overcome congestion problems. The starting point is located at Cikunir (the junction between JORR and the Jakarta-Cikampek toll road) and the end point after the Alam Sutera junction.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Total Length
40 Km

Estimated Project Cost
Investment: IDR 26 Trillion (USD1,79 Billion)

Return Investment Scheme
User charge

Concession
45 years

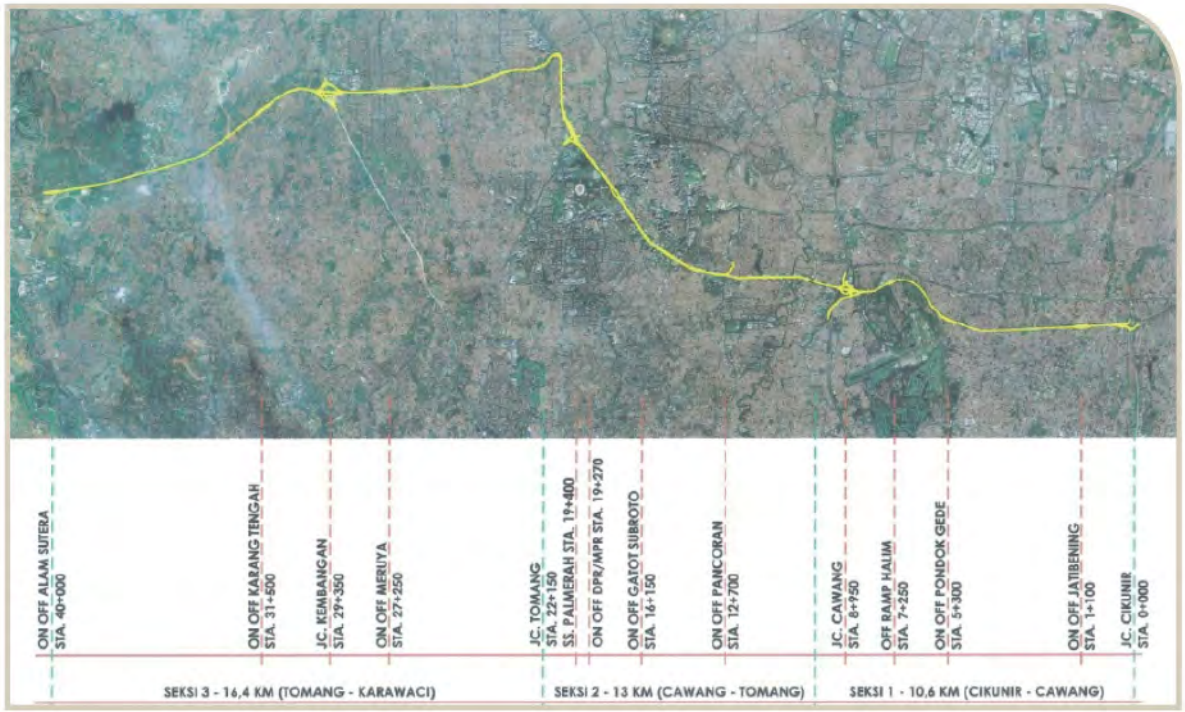
Investment Scheme
Build Operate Transfer (BOT)

Location
DKI Jakarta Province,
Banten Province

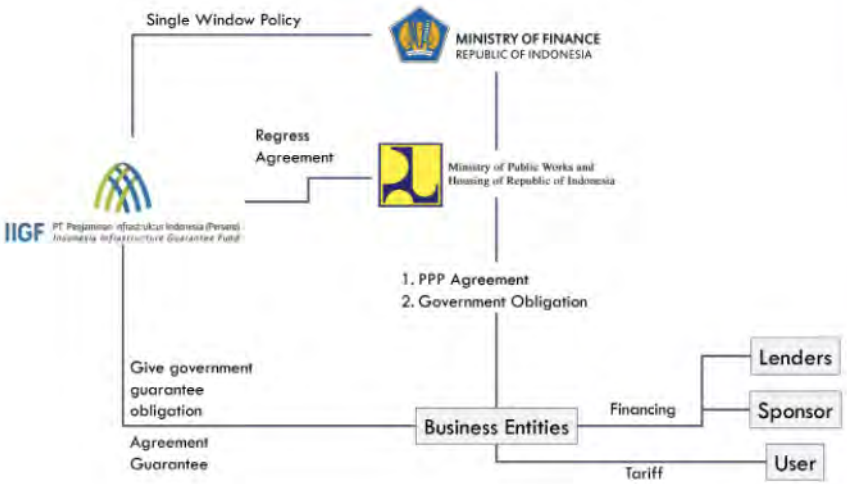
DISCLAIMER

All information contained in this document is merely for informational purposes.
The Ministry of Public Works and Housing of The Republic of Indonesia reserved the right
to alter, to revise any and/ or to update information and data at any given time.

Project Location Map



Project Scheme



Readiness Criteria and Project Timeline

BINTANG BANO

SOLICITED PROJECT

MAINTANANCE OF DAM AND BOT MINI HYDRO POWER PLANT (DMHP)

Project Description

PPP project scope are BWS NT-1 Sumbawa (MPWH) will be responsible for dam operation, while dam maintenance will be the responsible of SPC and Build – Operate – Transfer (BOT) Mini Hydro Power Plant Potential Electricity from MHPP: 6,3 MW (3 x 2.1 MW).

Government Contracting Agency
Ministry of Public Works and Housing

Output
Annual Electricity Energy ±30,12 GWh
(CF 59,4%)

Financial Aspect
Investment Cost: IDR 165.66 Billion/ USD 11.58 M
*Tariff User Payment (Revenue): IDR 1.375/Kwh
OM Cost (DAM+MHPP): 11,796 Billion/Year
**IRR: 12,52%
Payback Period: 6,96 Years (After COD)

Government Support
Government Guarantee

Concession Period
32 Years
Construction Period
2 Years
Operation MHPP Period
25 Years Take or Pay +
5 Years Take and Pay

Return of Investment Scheme
User Charge

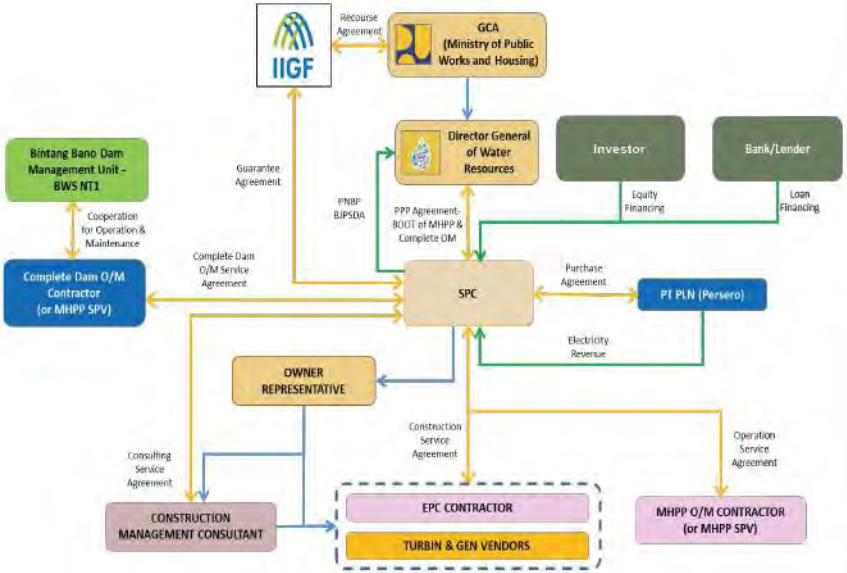
Location
West Sumbawa Regency,
West Nusa Tenggara, Indonesia.

Investment Scheme
Build Operate Transfer (BOT)

* Indicative Electricity Tariff ** Depend on Electricity Final Tariff

Project Location Map

Project Scheme



Project Timeline

Jatigede Dam

CHAPTER IV

UNDER PREPARATION PPP PROJECTS

UNDER PREPARATION PPP PROJECTS IN PUBLIC WORKS AND HOUSING SECTOR

BRIEF PROJECT

UNDER PREPARATION STAGE

MERANGIN
MULTIPURPOSE DAM

Project Description

Merangin Dam is located in Batanghari River Basin. The benefits of the dam are for irrigattion of 12.000 Ha; raw water supply for drinking to 2 m3/s; flood control to 583,5 m3/s; Hydropower to 90-107,5 MW; and tourism.

Government Contracting Agency
Ministry of Public Works and Housing

Output
Irrigation: 12000 Ha (25,75 m3/s)
Raw Water Supply: 2 m3/s
Flood Control: 583,5 m3/s (8,55%)
Hydropower: 90-107,5 MW (potential)

Financial Aspect
Financial Aspect
CAPEX: USD 258,54 Million/IDR 3,73 Trillion
OPEX: IDR 30.89 Billion/year
IRR: 10%
WACC: 9,32%
Payback Period: 6,94 Years (After COD)

Government Support
Government Guarantee
Project Development Facility from Ministry of Finance

Concession Period
20 Years
Design & Construction Period
5 Years (impounding is included)
O&M Period
15 Years

Investment Scheme
Design Build Finance Operate Maintenance Transfer (DBFOMT)

Location
Renah Pembarap District, Merangin Regency, Jambi Province

Return of Investment Scheme
Availability Payment (AP)

FOREWORD

To improve the economic growth in Indonesia through massive infrastructure development, substantial investment is required. On the other hand, the availability of government funds through the state budget is only capable to fulfill 30 percent of the total funding needs, thus 70 percent of the fund should be accomplished through alternative financing such as Public-Private Partnership (PPP) scheme.

This "Investment Opportunities of Public Works and Housing Public-Private Partnership Projects" e-book is prepared to boost investment and to serve as compacted information material for related stakeholders such as investors, business entities, lenders, and sponsors to participate in providing infrastructure in water resources sector, roads and bridges sector, housing sector, and settlement sector.

This book also serves as a means to increase a better understanding of PPP implementation in Indonesia in order to trigger enthusiasm and to ensure conducive investment to all prospective investors.

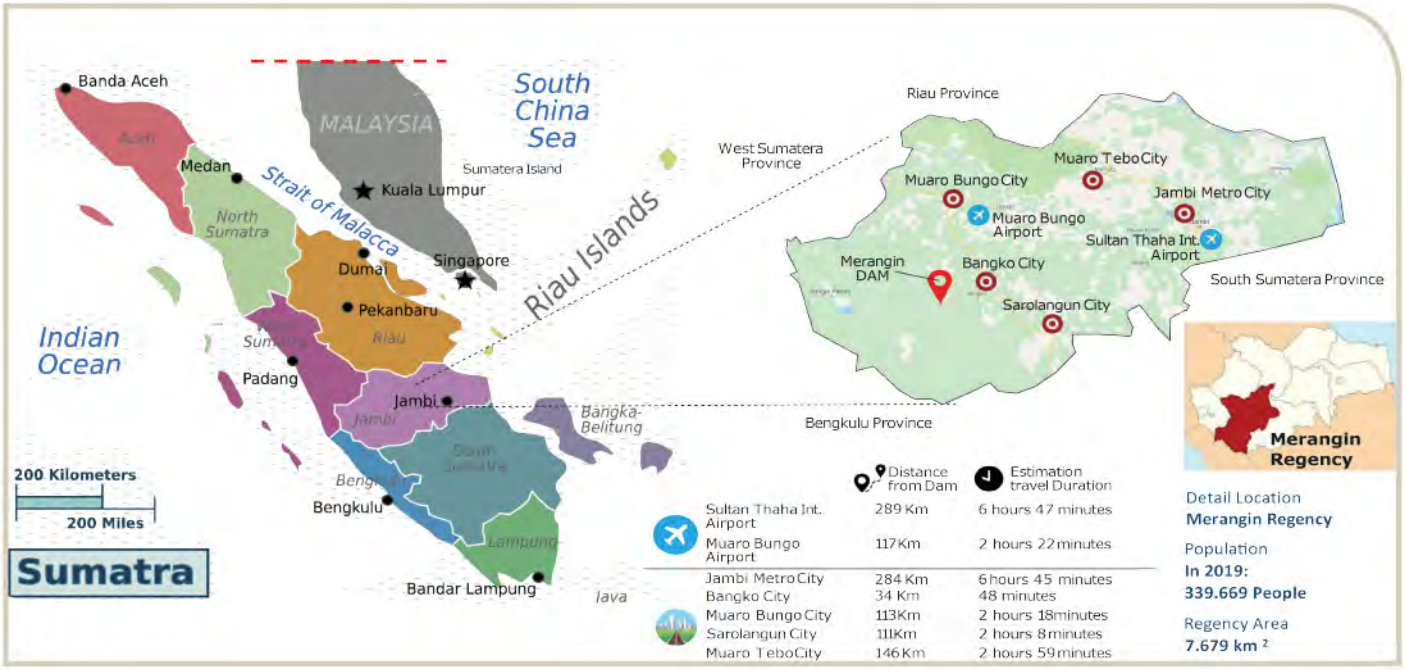
The Ministry of Public Works and Housing c.q the Directorate General of Infrastructure Financing for Public Works and Housing welcomes and provides full support for investment in cooperation projects as a form of our commitment to the synergy with private parties in creating an investment climate and economic development conducive to mutual prosperity.

Jakarta, October 2021

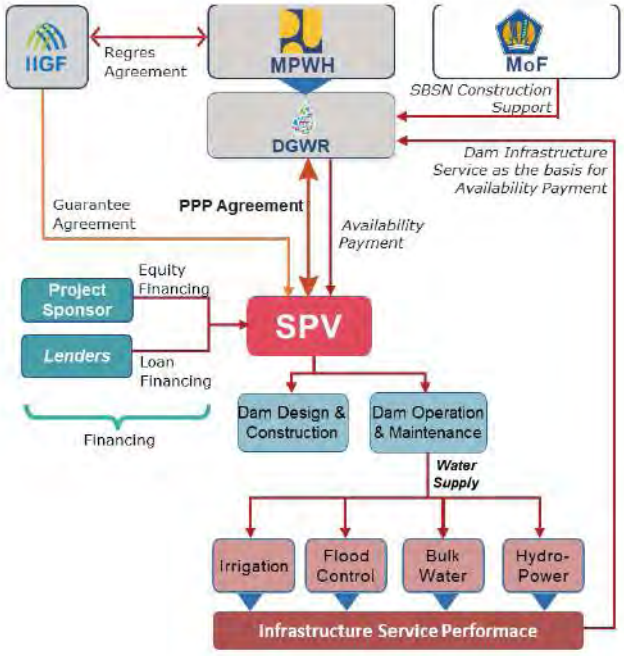
Director General of Infrastructure Financing
for Public Works and Housing,
as the Head of PPP Node Steering Committee

Herry Trisaputra Zuna

Project Location Map



Project Scheme



Readiness Criteria and Project Timeline

BODRI
MULTIPURPOSE DAM

SOLICITED PROJECT

Project Description

Bodri Dam is located in Singorojo. The benefits of the dam are for irrigattion of 8.665 Ha; raw water supply for drinking to 0.497 m3/s; flood reductiom (Q50) to 10.23%; and tourism.

Government Contracting Agency
Ministry of Public Works and Housing

Output
Irrigation: 8.665 Ha
Raw Water Supply: 0.497 m3/s
Flood Reduction (Q50): 10.23%

Financial Aspect
CAPEX: USD 138 Million/IDR 1,96 Trillion
OPEX: IDR 87.488 Billion/year
IRR: 9,46 %
WACC: 9,45%
Payback Period: 5,8 Years (After COD)

Government Support
Government Guarantee

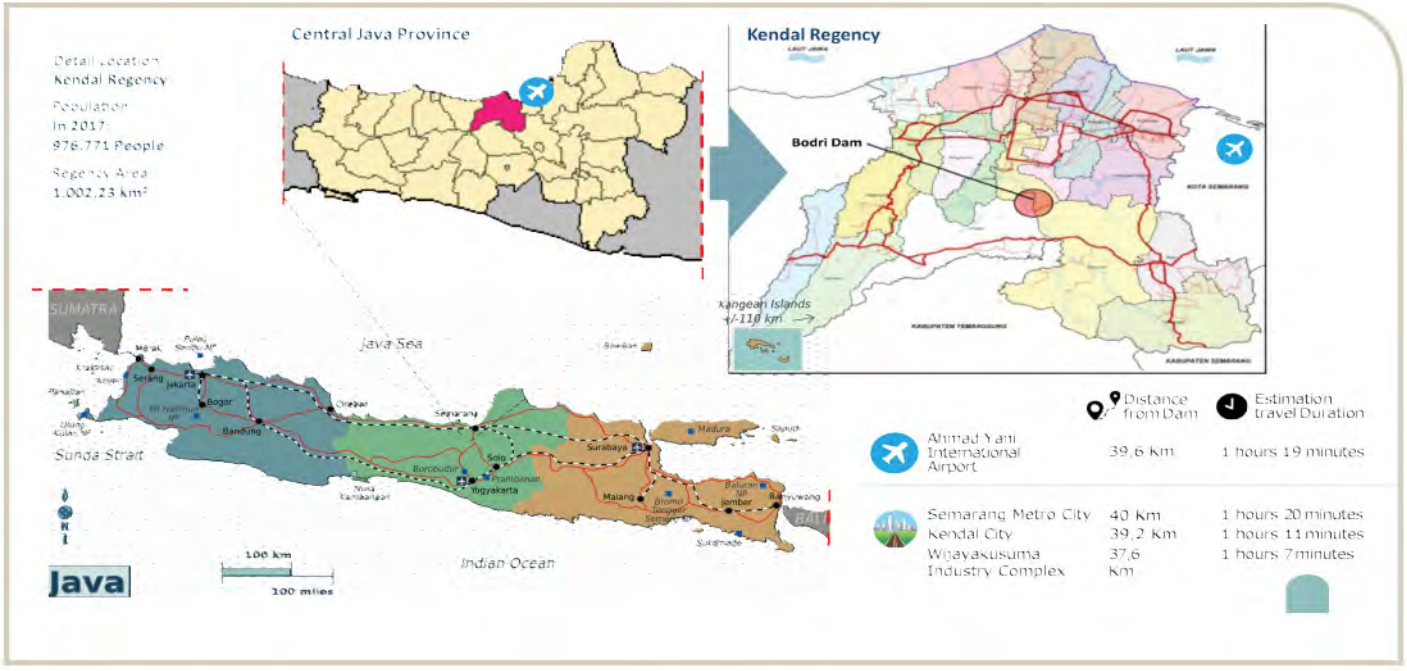
Concession Period
18 Years
Design & Construction Period
6 Years (impounding is included)
O&M Period
12 Years

Return of Investment Scheme
Availability Payment (AP)

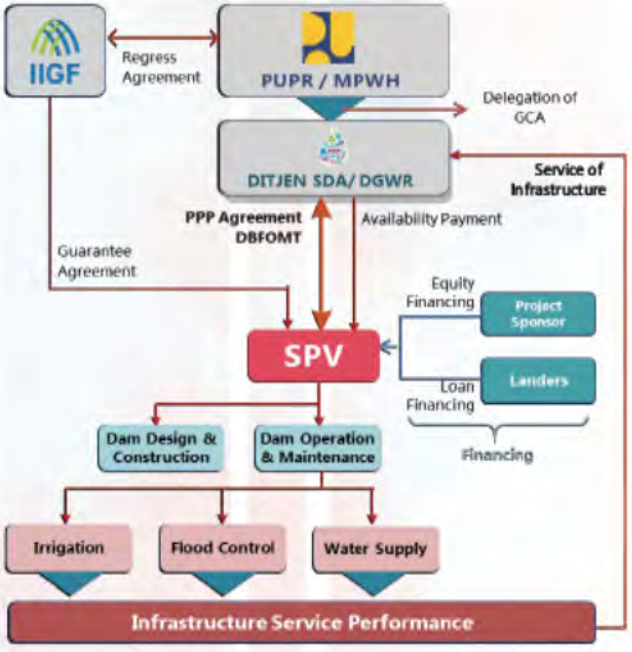
Location
Singorojo District, Kendal Regency, Central Java

Investment Scheme
Design Build Finance Operate Maintenance Transfer (DBFOMT)

Project Location Map



Project Scheme



Readiness Criteria and Project Timeline

CISARANTEN
VERTICAL HOUSING

SOLICITED PROJECT

Project Description

The project envisages an extensive partnership between the Implementing Business Entity (IBE/SPV), and MPWH. The PPP modality adopted identifies the scope of SPV. MPWH will provide the land free of encumbrances, market and allocate the houses to occupants, and be responsible for operating the township through professional facility managers in an efficient manner or the entire lease period of 50 years or more.

Government Contracting Agency
Ministry of Public Works and Housing

Capacity
5 ha area for 11 towers and 2.738 units

Estimated Project Cost
IDR 1,1 Trillion

Return of Investment
To be discussed

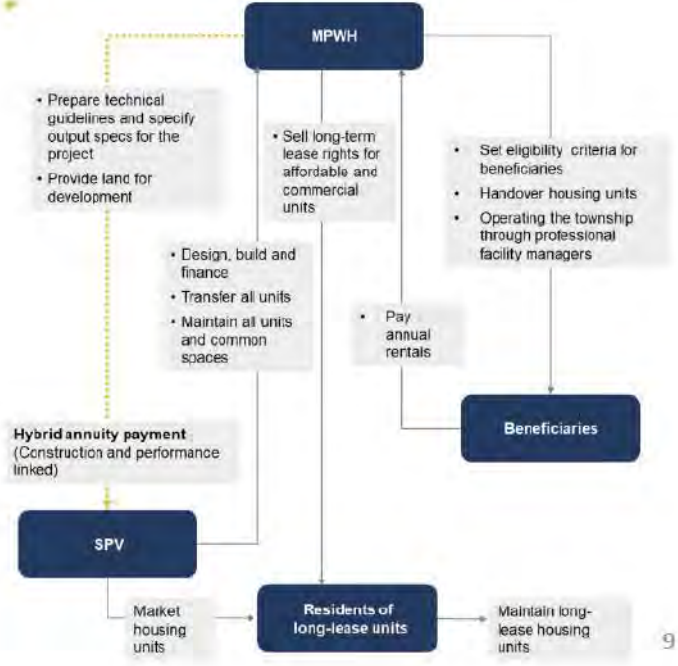
Concession Period
15 Years

Investment Scheme
Design-Built-Finance-Maintain-Transfer (DBFMT)

Location
West Java Province

Project Location Map

Project Scheme



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Readiness Criteria and Project Timeline

KARAWANG SPUUR
VERTICAL HOUSING

SOLICITED PROJECT

Project Description

The project development is planned on 1.9 ha idle land owned by the MPWH. The location is directly adjacent to the Cikalapa river and the Kampung Budaya (Culture Village) that is managed by the Culture and Tourism Office of Karawang Regency. Karawang Spuur Vertical Housing PPP Project is targeted to meet the demands of (i) MBR housing through subsidized Rusunawa, (ii) Non subsidiary Rusun for non-MBR, and (iii) Commercial space for rent.

Government Contracting Agency
Minister of PUPR

Output
2 Towers
27 Floors
1.175 Units

Financial Aspect
Investment Cost IDR 403 Billion/ USD 28 Million
IRR: 10,88%
WACC: 10,0%
Payback Period: 9 years

Concession Period
20 Years

PPP Scheme
Availability Payment

Location
Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java

Investment Scheme
Design Build Finance Operate Maintenance Transfer (DBFOMT)

Project Location Map

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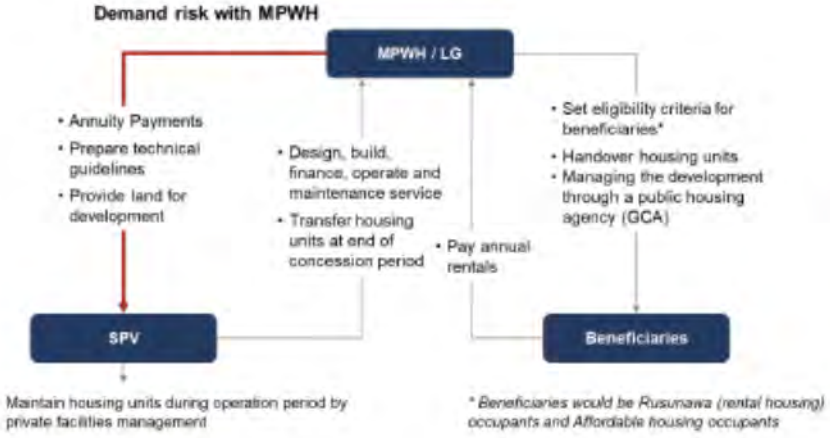


Readiness Criteria and Project Timeline

INTEGRATED RENTED VERTICAL HOUSING SEI MANGKEI SEZ PPP PROJECT

SOLICITED PROJECT

Project Description

The project development is planned on 2.62 Ha idle land owned by the Regional-owned Asset (BMD) of North Sumatra Provincial Government. Special Economic Zone (SEZ), or locally known as Kawasan Ekonomi Khusus (KEK) in Sei Mangkei is the 5th largest investment opportunity in Indonesia. Sei Mangkei SEZ is situated close to the Kuala Tanjung Seaport–a special seaport for the Sei Mangkei SEZ logistic purposes. Currently, its worker absorption in the industrial sector is around ±1.800 employees.

Government Contracting Agency
North Sumatra Provincial Government

Output
3 Towers
18 Floors
672 Units

Financial Aspect
Investment Cost IDR 1,1 Trillion/ USD 77 Million
IRR: 11.14%
WACC: 10.36%
Payback Period: 8 y 7m

PPP Scheme
User Charge

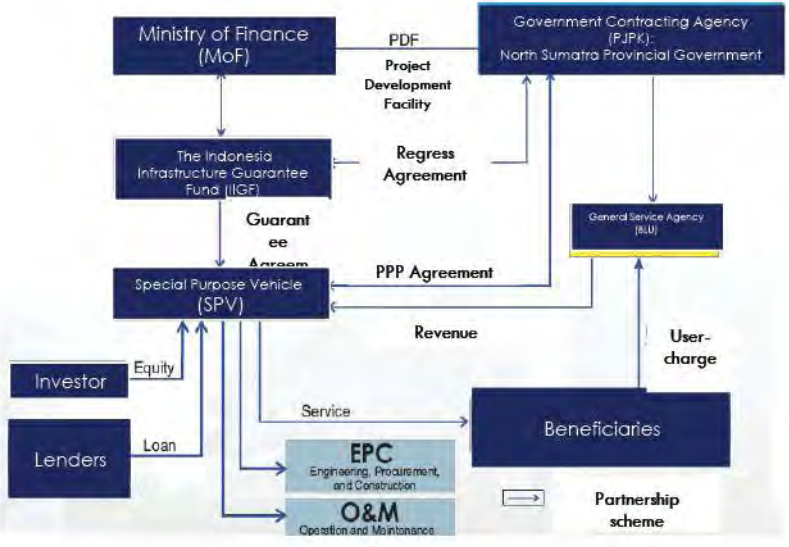
Concession Period
20 Years (incl. 2 years of construction period)

Investment Scheme
Design Build Finance Maintenance Transfer (DBFMT)

Location
Keramat Kubah St, Perdagangan I I Village, Simalungun District, North Sumatra

Project Location Map

Project Structure



Readiness Criteria and Project Timeline

IR. H. DJUANDA/ JATILUHUR II

UNSOLICITED PROJECT

REGIONAL DRINKING WATER SUPPLY SYSTEM

Project Description

Ir. H Djuanda's PPP project is developed in an integrated scope (construction from upstream to customer connections) which is new approach to water supply PPP practice in Indonesia. With production capacity of 7000 L/ sec, It is intended to benefit local government/offtaker's water service in the area of Jakarta Greater Area and 3 regions in West Java Province. Ir. H Djuanda's PPP project study is currently under preparation, and estimated to be ready for procurement at the end of 2021.

Government Contracting Agency
Ministry of Public Works and Housing & Head of Province/Region/City

Output
Raw Water Source : Jatiluhur Dam
WTP Construction: 7000 l/sec
Output: 6.673 l/sec
Transmission Pipe: 99,5 km
(dia 200-2400 mm)

Financial Aspect
Investment Cost IDR 15.790 Trillion/ USD 1,18 Billion
FIRR: 10,7%
NVP Upstream: IDR 146 Billion
NPV Downstream: IDR 8.359 Trillion

Concession Period
30 Years
2 years construction phase 1

Initiator
Consortium MMVP (Ranhill, Varsha, PT PP Persero Tbk, Maynilad, metropac)

Project Delivery Method
BOT+

Return of Investment
User Charge (take&pay)

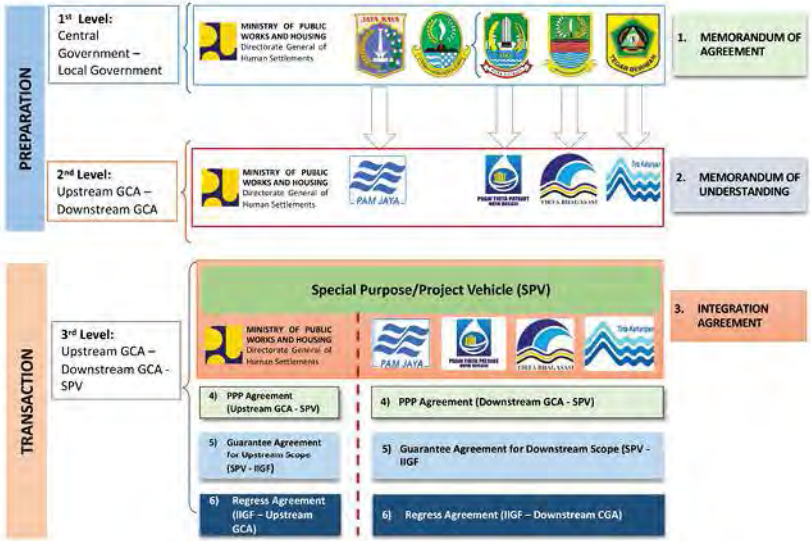
Location
West Java & DKI Jakarta

Offtaker »

Greater Jakarta Area	Karawang Reg	Bekasi Reg	Bekasi City	Bogor Reg
2.054 lps	- (on discussion)	1.371 lps	1.051 lps	2.012 lps

Project Location Map

Project Structure



Readiness Criteria and Project Timeline

OM SURABAYA-MADURA (SURAMADU) BRIDGE BUNDLING WITH JUANDA AIRPORT-TANJUNG PERAK TOLL ROAD(SERR)

SOLICITED PROJECT

Project Description

- The Surabaya-Madura (Suramadu) Bridge is a long span with a high structural complexity where benefit life planned until 100 years.
- There are declining indicators show for service and reliability of the bridge's structure, therefore Operation and Maintenance of Suramadu Bridge are required.
- There is Financing Bundling potential of OM Suramadu Bridge with a Toll Road of Juanda Airport -Tanjung Perak Harbour (SERR).

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Technical
Bridge Type Cable-Stayed Bridge
Total Length 5438 m
Length of Toll Road of Juanda Airport-Tanjung Perak Harbour (SERR) 22,2 km

Return of Investment
User Based Payment from PPP Bundling with SERR Toll Road

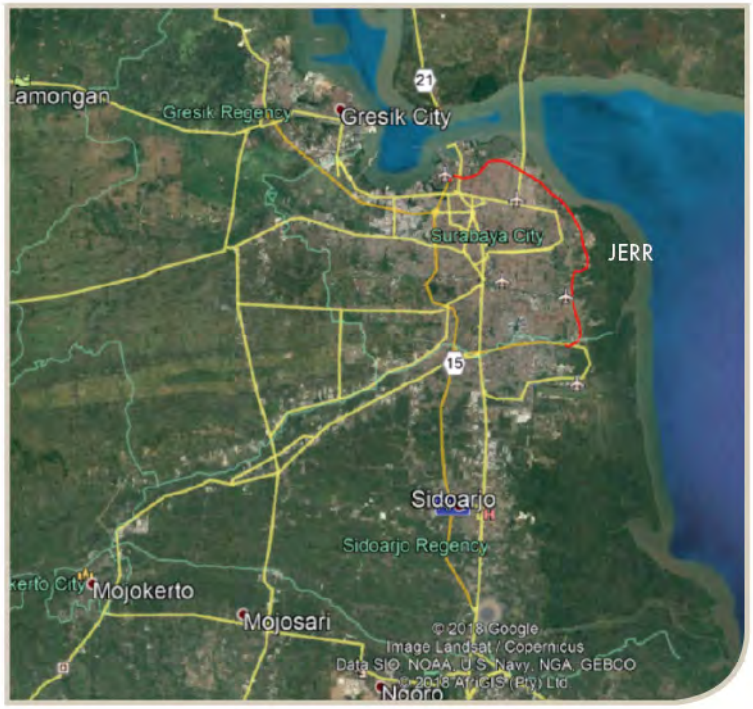
Concession Period
17 Years

Investment Scheme
SBOT

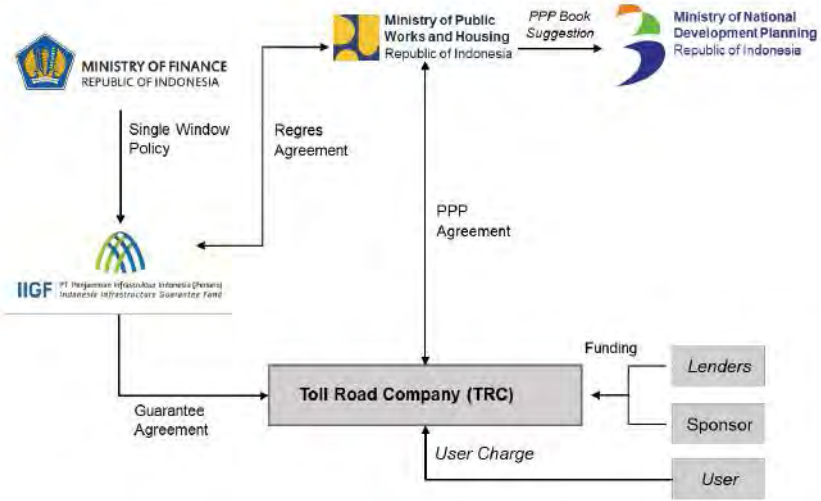
Location
Province of East Java

Investment
Initial Investment IDR 1.547 Trillion (Suramadu)
IDR 5,69 Trillion (SERR)

Project Location Map



Project Structure



Readiness Criteria and Project Timeline

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CILACAP-YOGYAKARTA TOLL ROAD

SOLICITED PROJECT

Project Description

- Cilacap-Yogyakarta Toll Road part of the toll road network in the south of Java Island that is connected with Gedebage-Tasikmalaya-Cilacap Toll Road and Solo-Yogyakarta-NYIA Kulon Progo Toll Road.
- Support economic development in the south of Central Java Province to reduce economy disparity with the north and south of Central Java Province.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Technical Aspect
Total Length 125,47 Km

Alignments:
IC Cilacap | IC Purwokerto |
IC Soempioeh |
IC Kebumen | JC Purworejo

Concession Period
50 Years

Investment Scheme
Support-Built-Operate-Transfer (SBOT)

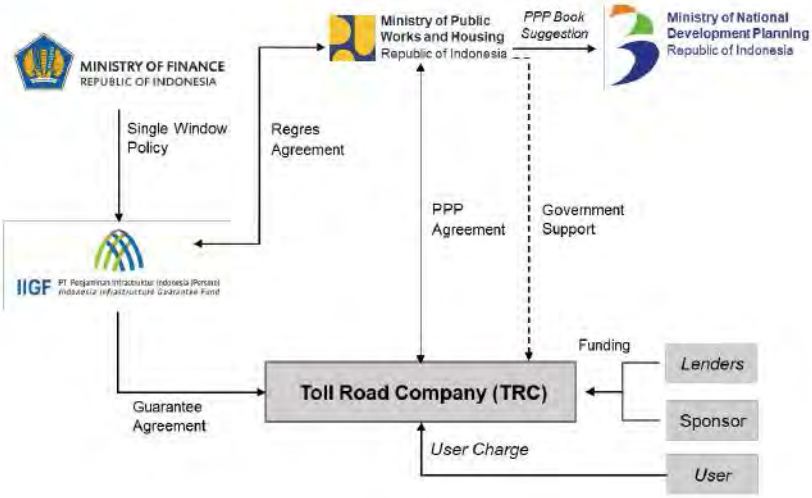
Return Investment Scheme
User Charge

Location
Central Java Province-
DI Yogyakarta Province

Estimated Project Cost
Investment Cost IDR 15,93 Trillion (USD 1.12 Billion)
Construction Cost IDR 12,03 Trillion (USD 853 Million)

Project Location Map

Project Scheme



Readiness Criteria and Project Timeline

DEMAK-TUBAN TOLL ROAD

SOLICITED PROJECT

Project Description

The project is to construct 197.10 km toll road that connects Demak Regency and Tuban Regency. This toll road is continuation of Semarang-Demak Toll Road and Tuban-Gresik Toll Road plan. The existence of this toll road will eliminate the missing link for north side of the trans java toll road network.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Output
197.10 km

Financial Aspect
Investment Cost: IDR 26,48 Trillion

Investment Scheme
SBOT

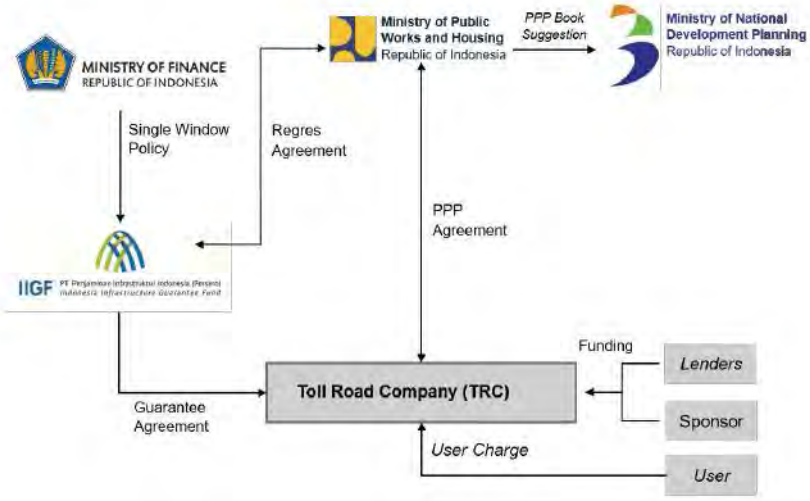
Concession Period
50 years
Construction Period
2 years
Operation Period
48 years

Return of Investment
User Based Payment

Location
Central Java Province &
East Java Province

Project Location Map

Project Structure



Readiness Criteria and Project Timeline

NGAWI-BOJONEGORO-BABAT TOLL ROAD

SOLICITED PROJECT

Project Description

Ngawi - Bojonegoro - Babat Toll Road will connect North side of Trans Java to Central side of Trans Java (Solo - Surabaya) and it will be part of "Central" Java Toll Road Development. So it is hoped that the north - south route will also develop evenly by this project.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Output
Length 119,03 Km

Investment Scheme
SBOT

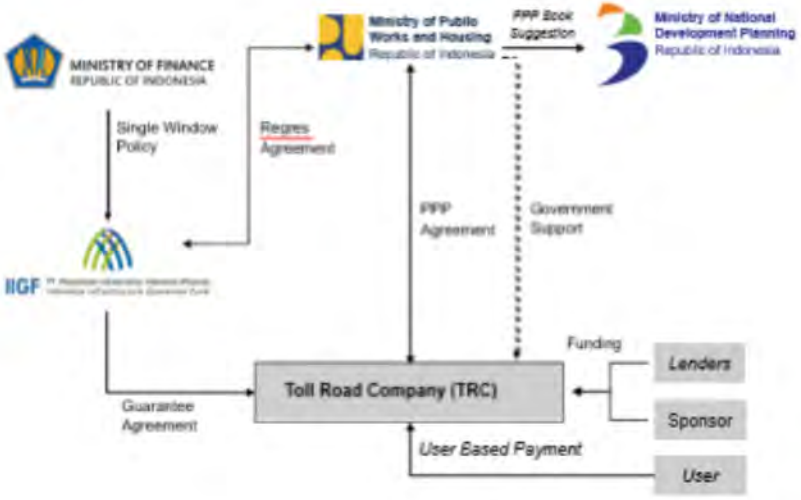
Concession Period
50 years
Construction Period
3 years
Operation Period
47 years

Location
Central Java Province-
DI Yogyakarta Province

Return Investment Scheme
User Charge

Project Location Map

Project Scheme



Readiness Criteria and Project Timeline

KEDIRI-TULUNGAGUNG TOLL ROAD

UNSOLICITED PROJECT

Project Description

Kediri-Tulungagung Toll Road is connected Kertosono-Kediri Toll Road, aimed to support the development of Kediri Airport and ease the access to south region of East of Java

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Technical Aspect
Total Length (Incl. Kediri Airport AccessToll Road) 44,51 km
Number of Interchange 5

Investment Scheme
Design-Build-Operate-Transfer (DBOT)

Concession Period
50 years

Location
East Java Province

Estimated Project Cost
Construction IDR 5,72 Trillion
Investment IDR 10,49 Trillion

Return Investment Scheme
User charge/tarif

GLOSSARY

APBN/State Budget
The State Budget (APBN) is an annual financial plan for the Indonesian government.

Availability Payment
A fee structure in which the government contracting agency makes payments under the relevant agreement to the private sector party once the project or facility is made available for use (subject to compliance with the agreed performance criteria and standards).

Concession
The right granted by the host government for a private company to undertake a development of public sector project and operate that project over a period of time.

Financial Close
In a financing, the point at which the documentation has been executed and conditions precedent have been satisfied or waived. Drawdowns become permissible after this point.

Government Guarantee
A guarantee provided by Indonesia Infrastructure Guarantee Fund (IIGF) to improve the creditworthiness of an infrastructure project.

National Medium-Term Development Plan (RPJMN)
A document that constitutes the basis for all ministries and government agencies for formulating their respective Strategic Plans in a 5-year period.

Pre-qualification
The process whereby the number of qualified bidders is limited by reviewing each bidder's qualifications against a set of criteria.

Project Development Fund
A programmatic approach to funding of the cost of feasibility studies, transaction advisers and other costs of project development, to encourage contracting agencies to use high quality transaction advisers and best practice.

Private Sector
Part of the economy that is run by individuals and companies aiming for profit and is not state controlled.

State-Owned Enterprise (SOE)
A legal entity that is created by a government in order to participate in commercial activities on the government's behalf. It can be either wholly or partially owned by a government and is typically earmarked to participate in specific commercial activities.

Special Purpose Vehicle (SPV)
An entity created to undertake a single task or project in order to protect the shareholders with limited liability, often used for limited or non-recourse financing.

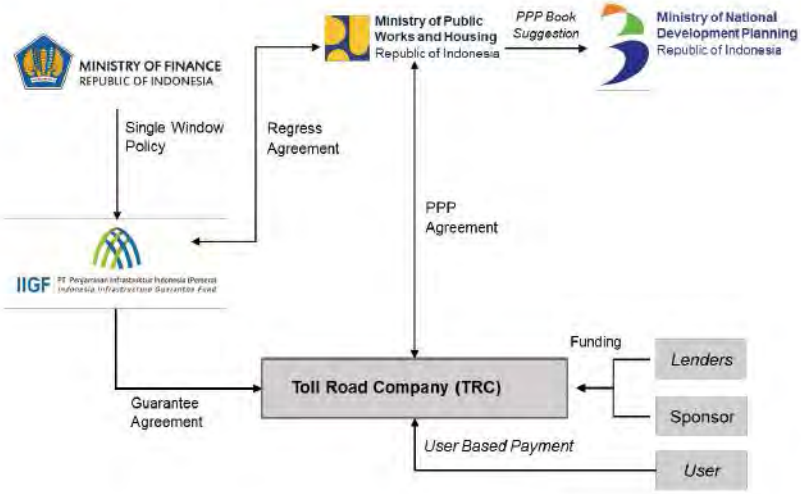
Solicited Proposal
A PPP project that is initiated and prepared by the Government.

Tender Process
A procurement mechanism using competitive method amongst bidders to obtain the best price and terms.

Unsolicited Proposal
A proposal made by a private party to undertake a PPP project, submitted at the initiative of the private firm, rather than in response to a request from the government.

Viability Gap Fund
Government support to increase the financial feasibility of a PPP project in the form of fiscal support to fund a substantial part of construction cost.

Project Scheme



Readiness Criteria and Project Timeline

SEMARANG HARBOUR TOLL ROAD

UNSOLICITED PROJECT

Project Description

Semarang Harbour Toll Road is connected with Semarang-Batang Toll Road and Semarang-Demak Toll Road (under construction stage). The toll road is integrated with water resources control system: polder and sea embankment. This toll road aims to overcome traffic jams, prevent flooding, and land. Subsidence in Lemorang City.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Technical Aspect
Total Length 20,86 km
Number of Interchange 1

Investment Scheme
Design-Build-Finace-Operate-Transfer (DBFOT)

Concession Period
50 years

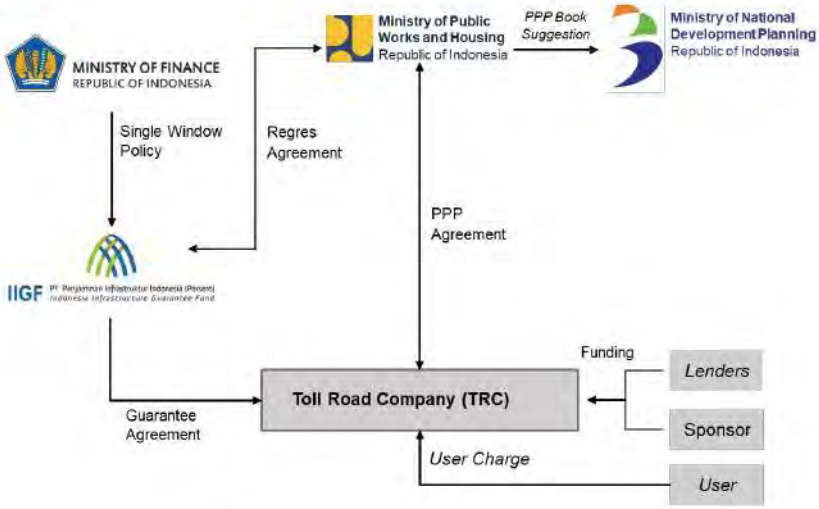
Location
Central Java Province

Estimated Project Cost
Construction IDR 10,87 Trillion
Investment IDR 17,24 Trillion

Return Investment Scheme
User charge/tarif

Project Location Map

Project Structure



Readiness Criteria and Project Timeline

TRANS PAPUA JAYAPURA-WAMENA ROAD

SOLICITED PROJECT

Project Description

- The development of Trans Papua Jayapura-Wamena (Mamberamo-Elelim segment) is one of major project in the 2020-20204 National Mid-Term Plan
- Mamberamo-Elelim segment will connect 2 National Hubs (PKN) includes PKN Wamena and PKN/PKSN Jayapura.
- The project is the main route connecting Jayapura and 8 (eight) regencies in the Central Ridge of Papua

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Output
Length 45,94 Km

Financial Aspect
Estimated Investment Cost for Executing Entity:
IDR 2,64 Trillion (USD 189 Million)

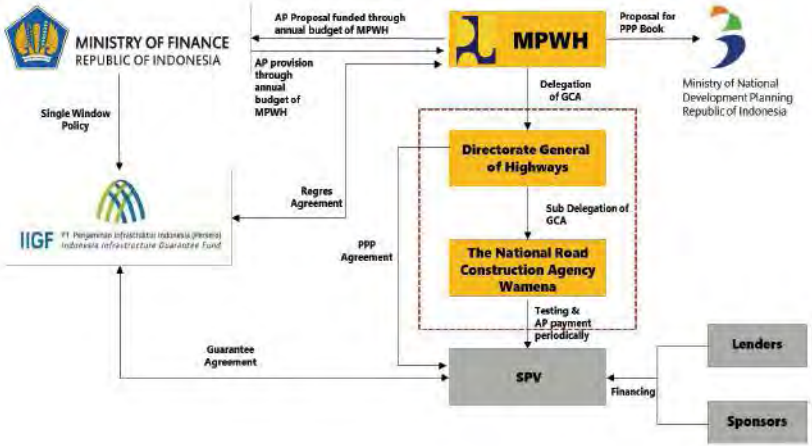
Concession Period
15 years
Construction Period
2 year
Service Period
13 years

Location
Papua

Return of Investment
Availability Payment/AP

Project Location Map

Project Scheme



Readiness Criteria and Project Timeline

Jakarta - Cikampek II Elevated Toll Road

CHAPTER V

POTENTIAL PUBLIC-PRIVATE PARTNERSIP PROJECTS

EXIT TOLL ACCESS ROAD

SOLICITED PROJECT

Project Description

The preservation and widening of Exit Toll Access Road will improve the services in toll roads and as need of future road network system development. It will support the logistic network and has potential to improve the surrounding areas economics.

Government Contracting Agency
Indonesia Toll Road Authority c.q
Ministry of Public Works and Housing

Output
264,6 km

Financial Aspect
Investment Cost for Executing Entity:
IDR 7,9 T
IRR: 10,26%
WACC: 10,25%
Payback Period: 10 years

Government Support
-

Concession Period
15 years
Construction Period
3 years
Service Period
12 years

Location
58 exit toll roads spread in Sumatera Island, Java Island, Kalimantan Island, and Sulawesi Island

Return of Investment
Availability Payment