

TOLL ROAD INVESTMENT OPPORTUNITIES

Presented by :

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**MINISTRY OF PUBLIC WORKS AND HOUSING
REPUBLIC OF INDONESIA**





Outline

1. About Indonesia Toll Road Authority
2. Indonesia Toll Road Masterplan
3. Scheme on Public Private Partnership
4. Toll Road Projects
5. Concluding Remarks

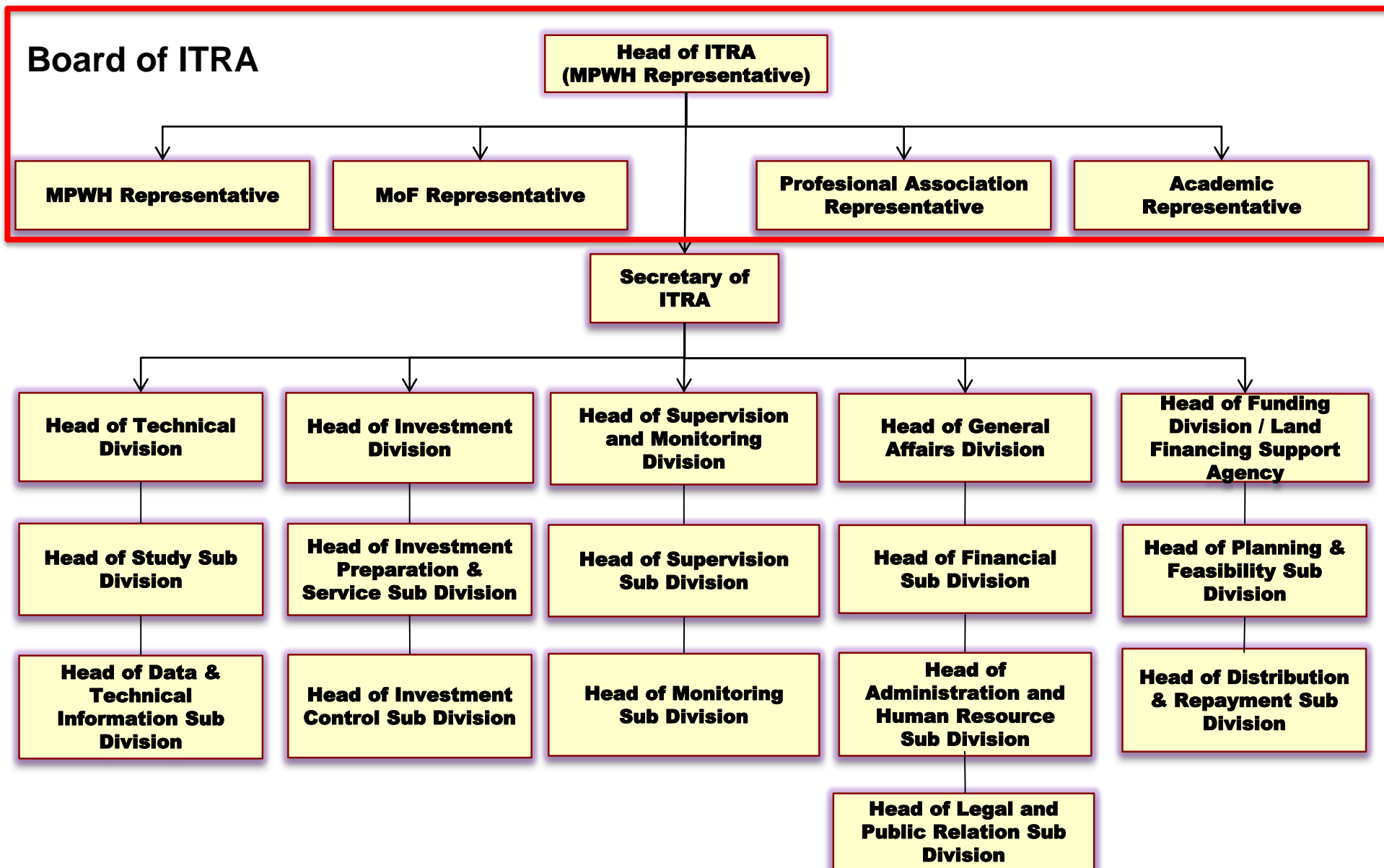


ABOUT *BADAN PENGATUR JALAN TOL (BPJT)* / INDONESIA TOLL ROAD AUTHORITY (ITRA)

- ITRA was established by Ministry of Public Works Regulation No. 295/PRT/M/2005 as amended by Ministry of Public Works Regulation No. 15/2014;
- ITRA is responsible directly to the Minister of Public Works and Housing;
- ITRA is responsible to:
 - Recommend the initial and adjustment of toll tariff to the Minister;
 - Conduct the toll road investment under PPP;
 - Monitor the construction of toll road;
 - Monitor the toll road operation;
 - Monitor the Toll Road Company during all phases of concession period (Design, Construction, Operation and Maintenance, Transfer).

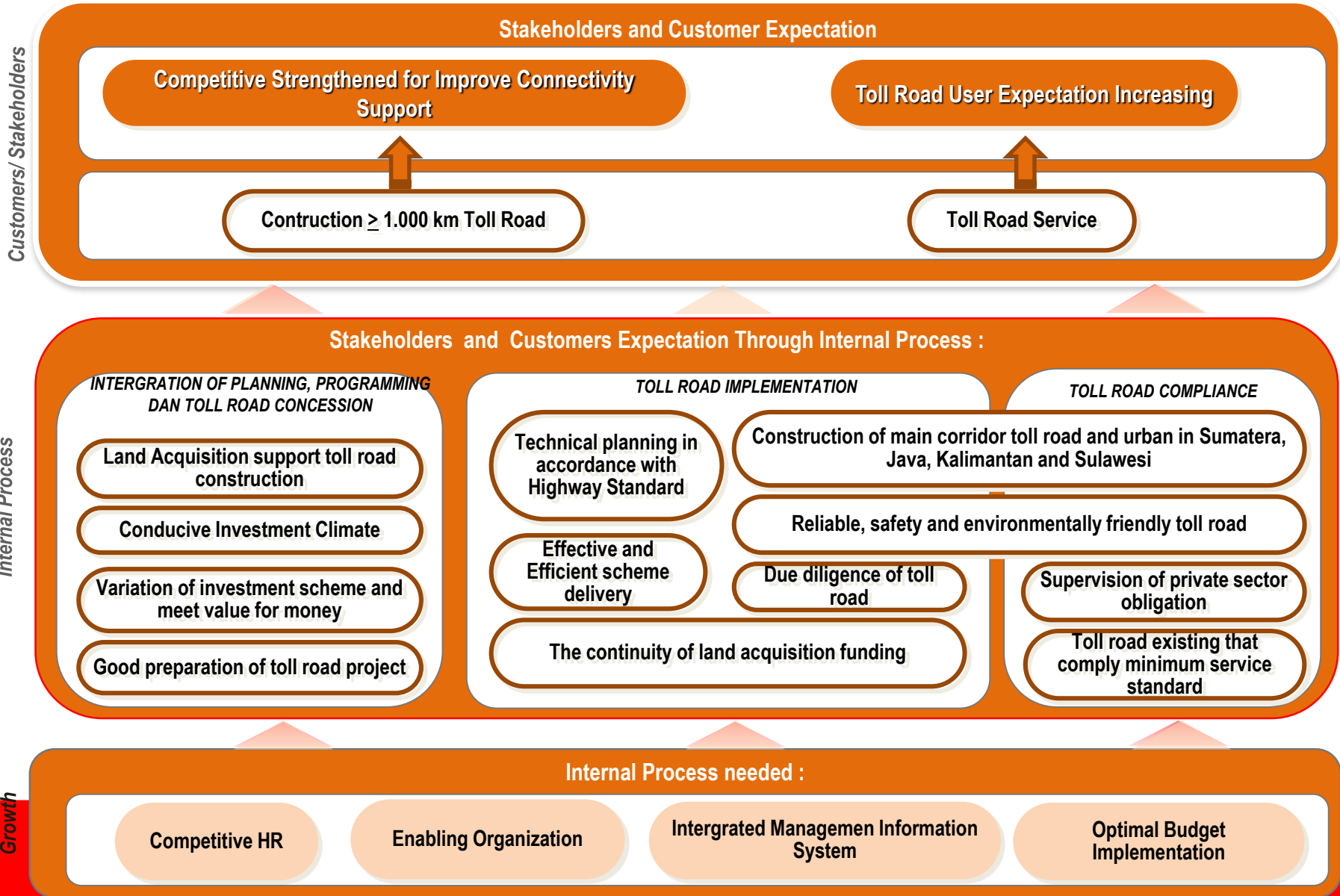


INDONESIA TOLL ROAD AUTHORITY : ORGANIZATION STRUCTURE

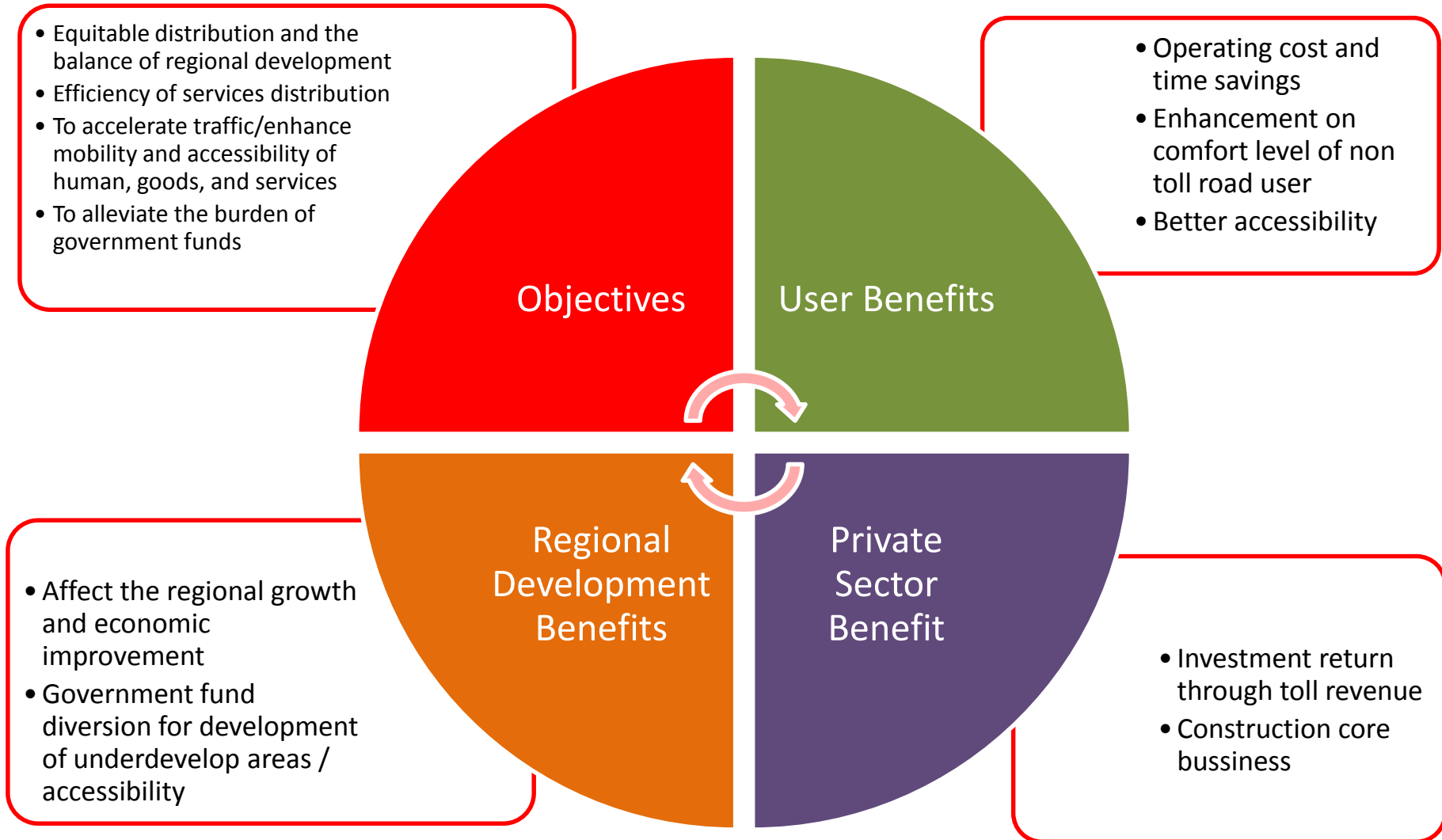




MAP OF STRATEGY INDONESIA TOLL ROAD AUTHORITY 2015-2019



Toll Road Benefit and Objectives





Strategic Transformation of the Toll Road





SCHEMES ON PUBLIC PRIVATE PARTNERSHIP (PPP)

Strategic Decision

PPP Schemes

Business Entity without Government support

Business Entity with Government support

Government Intervention

Is the project Government's priority and part of the master plan?

Yes

Project financially and economically viable

No

Project economically viable, but marginal in financial feasibility (VGF < 50 %)

No

VGF > 50 %

Project economically viable, but not financially viable

No

- Project to accelerate regional development; and
- Government funding for toll road concession is limited

Approval as priority project

Build-Operate-Transfer (BOT)

Supported Toll Road (S-BOT)

Performance Based Annuity Scheme (PBAS)

Construction Contract (i.e.: Turnkey & D&B)

State Guarantee Model (SOE Assignment)

Scope

F	BE	BE	G	BE	G	SOE
D	BE	BE	G	BE	G	SOE
C	BE	BE	G	BE	G	SOE
O&M	BE	BE		BE	BE	SOE
TC	BE	BE		G	G	SOE

Key Tests

(FIRR ≥ WACC)

Needs VGF < 50% on construction to generate FIRR ≥ WACC

- Needs VGF > 50% on construction to generate FIRR > WACC
- Meets PBAS criteria
- Large scale projects

Projects that does not meet PBAS criteria

Constrains on Government funding and/or market failure that needs Government intervention

Examples

Toll road in Java Island in general

Developing region, i.e.: Solo-Kertosono, Manado-Bitung, Balikpapan-Samarinda

Pilot project development

Suramadu Bridge, Tanjung Priok Access

HGH Sumatera: Medan-Binjai, Pekanbaru-Dumai, Palembang-Indralaya, Bakaheuni-Terbanggi Besar

Keterangan:

- F : Finance
- D : Design
- C : Construction
- O & M : Operation & Maintenance
- TC : Toll Collection/ Payment Return

BE Bussiness Entity

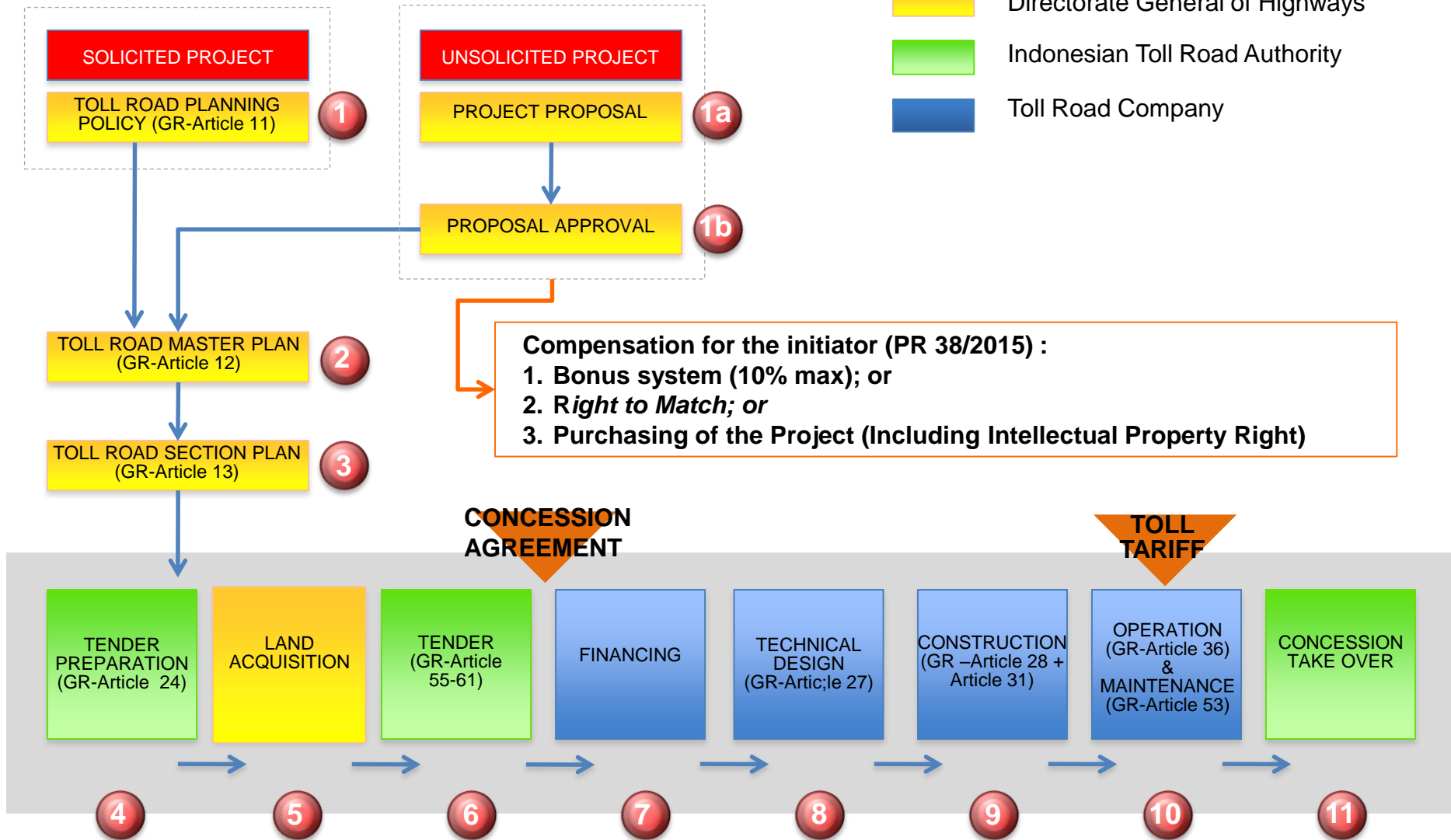
G Government

SOE State-Owned Enterprise



STAGES OF TOLL ROAD PROCUREMENT

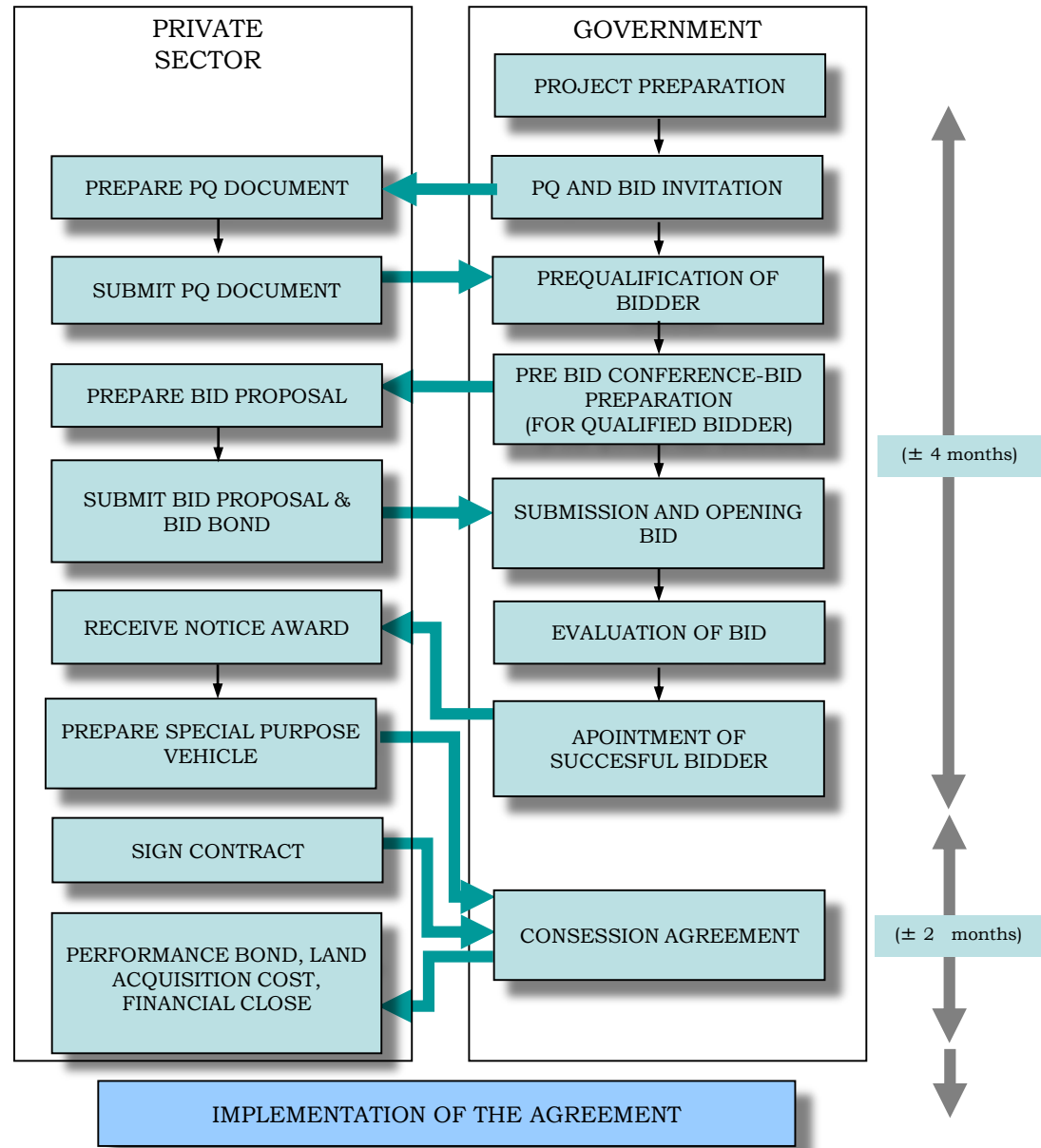
- Directorate General of Highways
- Indonesian Toll Road Authority
- Toll Road Company





TRANSACTION PROCESS

1. Law and Regulations :
 - a. Law No. 38/2004 concerning Road
 - b. Government Regulation No.15/2005 concerning Toll Roads, as amended by No. 43/2013,
 - c. Presidential Regulation No. 38/2015 concerning PPP;
 - d. Minister of Public Works Regulation No. 13/PRT/M/2010 concerning Guidelines for Procurement of the Toll Road Companies, as amended by No. 21/PRT/M/2012
2. Two stages of Tender :
 - a. Prequalification;
 - b. Limited tender.
3. Tender criteria :
 - a. The lowest initial toll rates, or
 - b. Minimum Government support





RISK ALLOCATION

No	Type of Risk	Allocation	
		Government	Toll Road Company
1.	Land Acquisition *)		
2.	Engineering Planning		
3.	Toll Road Construction	(SBOT)	
4.	Operation and Maintenance		
5.	Tol Tariff		
6.	Traffic Volume		
7.	Law Amandment		
8.	Force Majeur		

*) Law No. 2 Year 2012



CONSTRAINT AND EXPECTED CONDITION OF TOLL ROAD BUSINESS IN INDONESIA

	PAST	PRESENT
Land Acquisition	<ul style="list-style-type: none">No certainty on the time period and cost related to the completion of land acquisition financed by business entity	<ul style="list-style-type: none">Land acquisition implementation in accordance with the Law of 2/2012 and Presidential Regulation of 71/2012 and 30/2015 → 2 years maximum completionFinancing and its implementation are conducted by Government
Financing Facility	<ul style="list-style-type: none">Limited financing from lender (only from bank)	<ul style="list-style-type: none">Availability of other financing institutions apart from banking. (PT SMI/IIF)
Bidding	<ul style="list-style-type: none">Most of toll road segments are based on the national road network determined by the Minister of Public Works and HousingBidding includes land acquisition cost	<ul style="list-style-type: none">Private's initiativeInvestment cost excludes land acquisition costBidding is carried out upon completion of land acquisition (minimum 1 section)
Contigent Liability	<ul style="list-style-type: none">Absence of Government guarantee to reduce the risks	<ul style="list-style-type: none">Use of Government guarantee in risk management through PT PII / IIGF



PROCUREMENT PROCESS

1

Pre-Qualification (PQ) Process

- PQ process will be announced in national mass media (both in Bahasa and English).
- PQ criteria will be set out in the pre-qualification document.
- Participants who meet the requirement and eligible criteria will be announced as shortlisted bidders and will be invited to tender.

Evaluation Criteria For PQ

1. **Compliance with submission requirements** in the prequalification document and eligibility to participate in Indonesian PPP Procurement;
2. **Financial capacity** to raise the required finance for the Project;
3. **Track record** in financing, designing, constructing and operating projects similar to this Project, particularly in Indonesia and / or South East Asia and experience in fulfilling PPP projects.

Tender Process

2

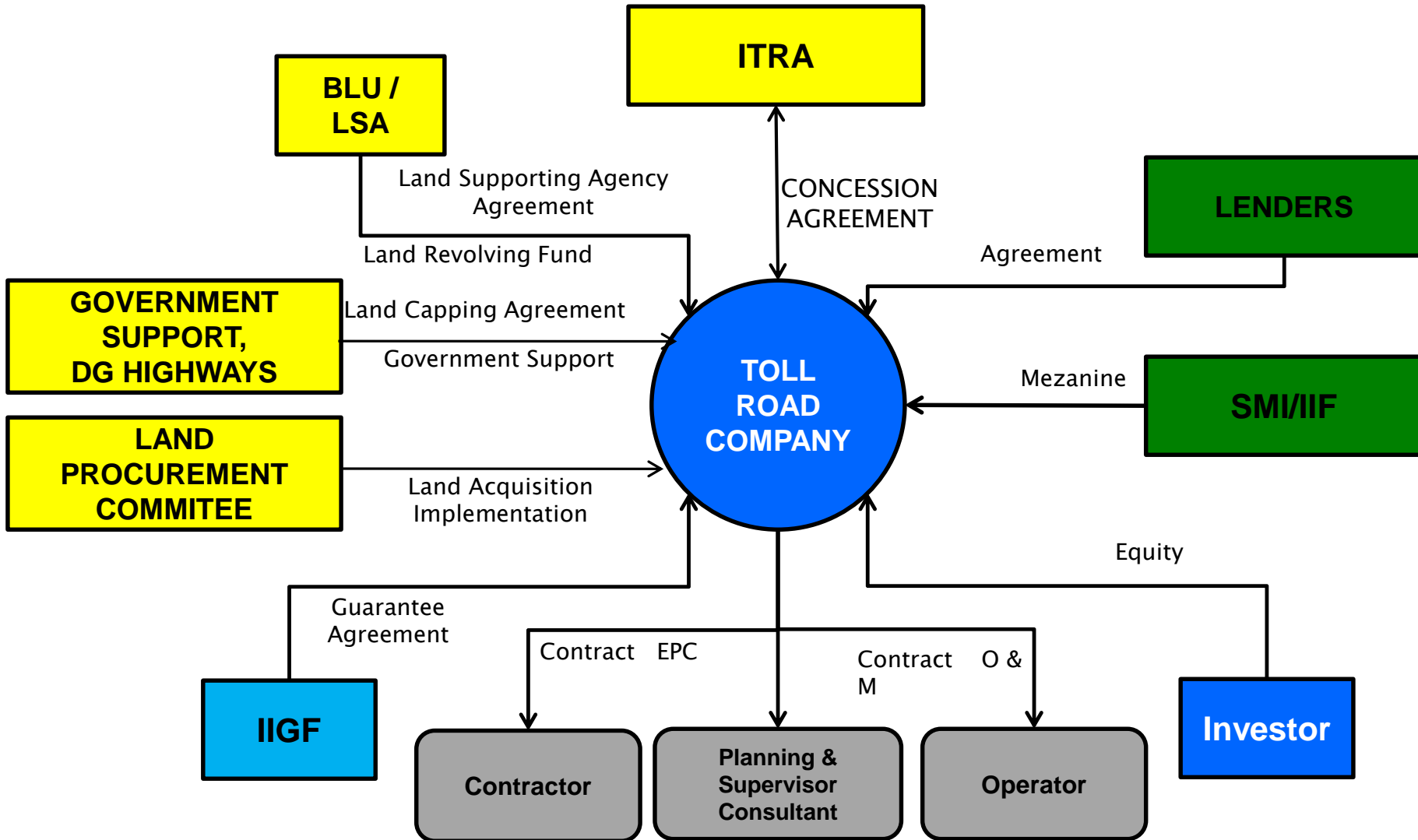
- Participants who meet the requirement and eligible will be announced as shortlisted bidders and will be invited to tender.
- Should there is one tender participant, the tender process will be conducted by negotiation after the Minister's approval.

Evaluation Criteria For Tender

- Tender process are evaluated using two methods :
1. Lowest tariff; or
 2. Lowest government support;



PPP STRUCTURES





INDONESIA'S INFRASTRUCTURE FUND FUNDING STRUCTURE

Subsidiary of PT SMI

Together with Multilateral Development Bank



Government of Indonesia

100%



30.00%



19.99%



19.99%



15.12%

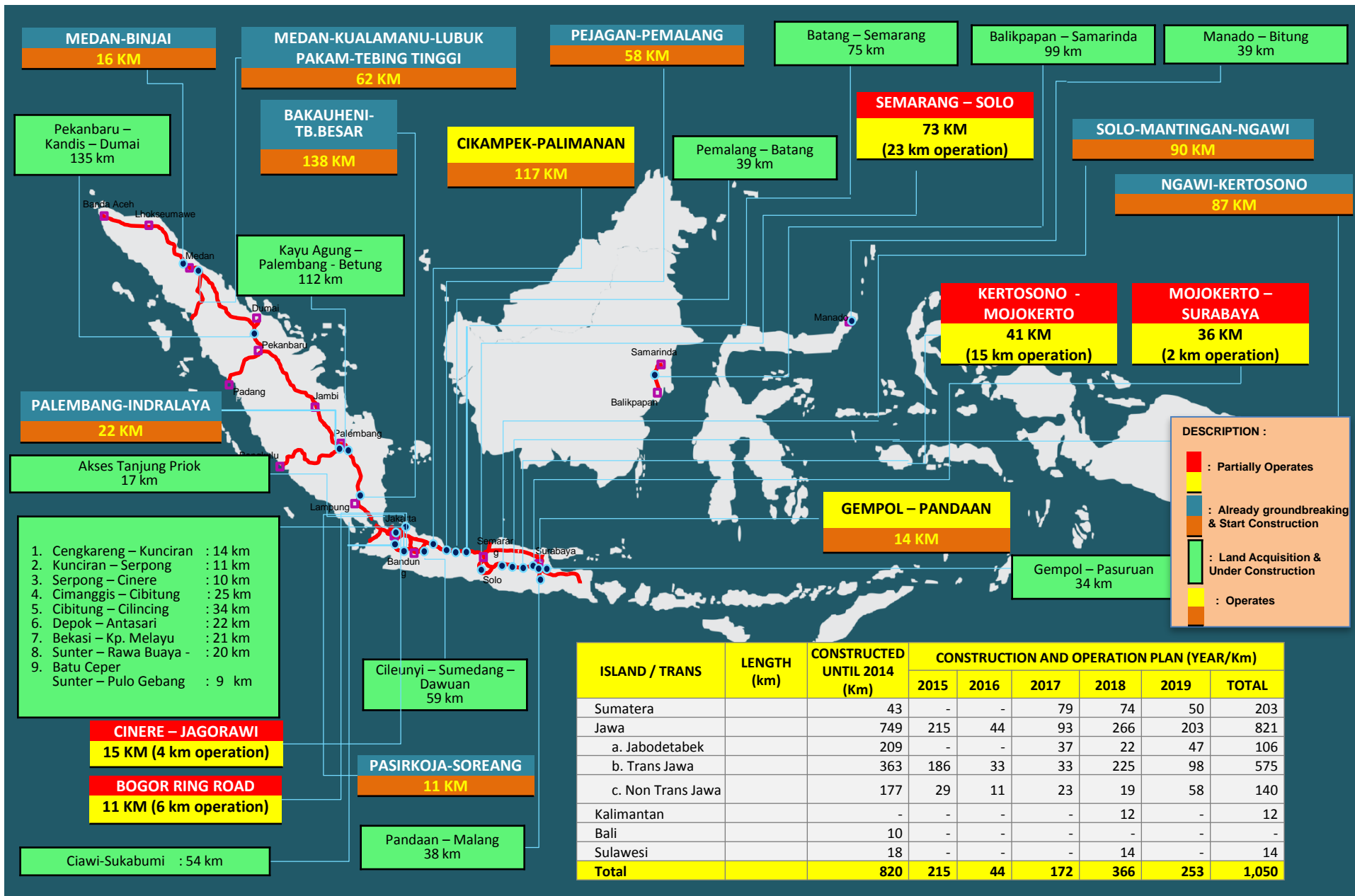


14.90%





TOLL ROAD OPERATION TARGET (MIDTERM 2015 – 2019)





TOLL ROADS MASTERPLAN



- Total Length: **6.115 Km**
- Investment Cost (Est): **IDR 723 T**

No	Toll Road	OPERATION (until June 2015)	CONSTRUCTION (until 2019)	PROGRAM (2015 - 2025)	TOTAL
	SUMATRA ISLAND	43	496	2,301	2,865
	A. Trans Sumatra	43	346	2,451	2,840
	I. Main	43	324	1,681	2,048
	a. Banda Aceh-Medan	-	16	455	471
	b. Medan-Pekanbaru	43	197	335	575
	c. Pekanbaru- Palembang	-	111	556	667
	d. Palembang-Bakauheni	-	150	185	335
	II. Connector	-	22	770	792
	a. Tebing Tinggi-Sibolga	-	-	200	200
	b. Pekanbaru-Padang	-	-	240	240
	c. Palembang-Bengkulu	-	22	330	352
	B. Non Trans Sumatra	-	-	25	25
	JAVA ISLAND	878	950	988	2,815
	A. Trans Java (Merak-Banyuwangi)	479	538	170	1,187
	B. Jabodetabek	209	250	71	530
	C. Non Trans Java and Non Jabodetabek	189	162	747	1,098
3	KALIMANTAN ISLAND	-	99	-	99
4	BALI ISLAND	10	-	219	229
5	SULAWESI ISLAND	18	39	50	107
	TOTAL	948	1,584	3,583	6,115



TRANS JAVA TOLL ROAD



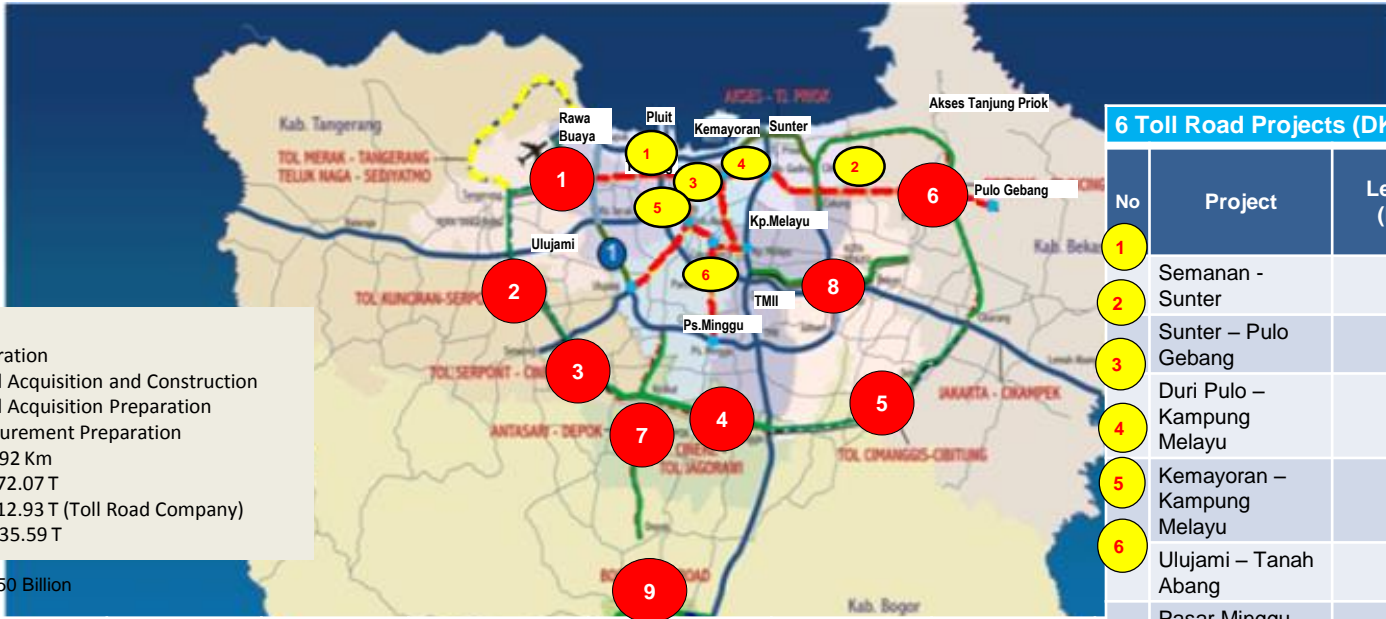
Total Length : 498.23 km
 Total Investment Cost : IDR 40.37 T
 Total Land Acq. Cost : IDR 8.29 T
 (Toll Road Company)
 Total construction Cost : IDR 22.57 T

Description	1	2	3	4	5	6	7	8				
Project	Pejagan - Pemalang	Pemalang - Batang	Batang – Semarang*)	Semarang - Solo	Solo - Ngawi	Ngawi - Kertosono	Mojokerto-Jombang-Kertosono	Mojokerto - Surabaya				
Toll Road Company	PT Pejagan Pemalang Tol Road	PT Pemalang Batang Tol Road	PT Marga Setiapuritama	PT Transmarga Jateng	PT Solo Ngawi Jaya	PT Ngawi Kertosono Jaya	PT Marga Harjaya Infrastruktur	PT Marga Nujayasumo Agung				
Length (km)/Section	57.50/4	39.20/2	75.00/5	72.64/5	90.10/4	87.02/4	40.50/4	36.27/5				
Investment Cost (IDR Trillion)	5.52	4.08	7.23	7.30	5.14	3.83	3.48	3.79				
Land Acquisition Cost (IDR Trillion)/Progress	1,026/42.04%	0,803/1.86%	1,575/20.17%**)	0,927/62.21%	1,778/90.24%	1,084/67.56%	0,485/90.95%	0,557/83.62%				
Construction Cost (IDR Trillion)	3.21	2.27	4.21	3.11****)	3.20	2.36	2.38	1.83				
Operation Target (overall)	2018	2018	2019	2019	2018	2018	2017	2017				
Construction Progress	17.58%	-	-	31.43% (Section I and II operated)	Total	Govt	TRC	Total	Govt.	TRC	66,10% (Section I Operated (Bandar-Jombang))	35,49% (Section IA Operated)
					15.20%	48%	6,15%	0%	Preparation	Preparation		

*Rencana Pejalan Operasional 2018 Januari 2018



JABODETABEK TOLL ROAD



Remarks :

- : Operation
- : Land Acquisition and Construction
- : Land Acquisition Preparation
- : Procurement Preparation

Total length : 232.92 Km
 Total investment : IDR 72.07 T
 Total land acquisition : IDR 12.93 T (Toll Road Company)
 Total construction : IDR 35.59 T

6 Toll Road Projects (DKI Jakarta)

No	Project	Length (Km)	Investment Cost (IDR. Billion)
1	Semanan - Sunter	20.23	11,060
2	Sunter – Pulo Gebang	9.44	4,918
3	Duri Pulo – Kampung Melayu	12.65	8,167
4	Kemayoran – Kampung Melayu	9.60	4,934
5	Ulujami – Tanah Abang	8.70	6,114
6	Pasar Minggu – Casablanca	9.16	5,981

*) Land Acquisition Support IDR 350 Billion

Description	1	2	3	4	5	6	7	TOTAL		Projects DKI Jakarta
Project	Cengkareng – Batu – Ceper – Kunciran	Kunciran – Serpong	Serpong – Cinere	Cinere – Jagorawi	Cimanggis – Cibitung	Cibitung – Cilincing	Depok – Antasari	Cawang – Kp. Melayu *)		
Toll Road Company	PT Marga Kunciran Cengkareng	PT Marga Trans Nusantara	PT Serpong Cinere Jaya	PT Translingkar Kita Jaya	PT Cimanggis Cibitung Tollways	PT MTD CTP Expressway	PT Citra Waspphutowa	PT Kresna Kusuma Dyandra Marga	PT Marga Sarana Jabar	PT Jakarta Toll Road Development
Length (km)/Section	14.19/4	11.19/2	10.14/2	14.64/3	25.39/4	34.02/4	21.54/5	21.04/2	11.00/3	69.77/6
Investment Cost (IDR Trillion)	3,507	2,623	2,219	2,621	4,524	4,22	2,999	7,200	0,983	41,174
Land Acquisition Cost (IDR Trillion)/Progress	1.219/ 18.87%	0.989/ 27.65%	0.712/ 0%	0.930/ 63.71%	1.314/ 0.3%	0.288/ 10.56%	0.769/ 26.42%	0.449**/ 30.14%	0.983/ 61.76%	5.28/ 0%
Construction Cost (IDR Trillion)	1.34	0.76	0.88	1.11	1.61	2.50	1.46	4.78	0,53	20.62
Operation Target (overall)	2019	2019	2019	2018	2019	2019	2019	2019	2019	2021
Construction Progress	Waiting for Land Acquisition	Waiting for Land Acquisition	Waiting for Land Acquisition	39.55% (Section I Operated 3rd February 2012)	Waiting for Land Acquisition	Waiting for Land Acquisition	2.49%	5.08%	38.67% (Operation Section I 29 Nov 2011 and Section IIA 28 May 2014)	Waiting for Land Acquisition



NON TRANS JAVA

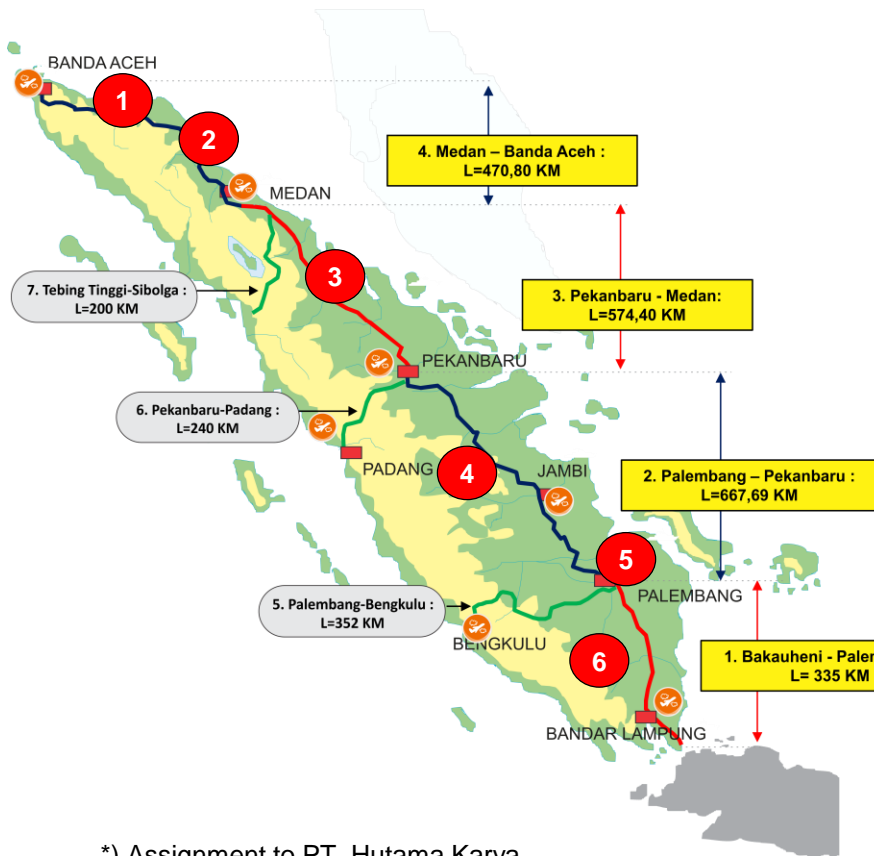


Total Length : IDR 148.22 km
 Total Investment : IDR 26.716 Trillion
 Total Land Acq. : IDR 2.721 Trillion (Toll Road Company)
 Total Construction : IDR 12.525 Trillion

Description	1	2	3	4	5
Project	Ciawi - Sukabumi	Gempol – Pasuruan	Pasuruan – Probolinggo	Waru (Aloha) – Wonokromo – Tj. Perak	Pasirkoja-Soreang
Toll Road Company	PT Trans Jabar Tol	PT Trans Marga Jatim Pasuruan	PT Transjawa Paspro Jalan Tol	PT Margaraya Jawa Tol	PT Citra Marga Lintas Jabar
Length (km)/Section	54.00/4	34.15/3	31.30/3	18.20/4	10.57/3
Investment Cost (IDR Trillion)	7.775	2.769	3.551	11.111	1.510
Land Acquisition Cost (IDR Trillion)/Progress	0.824/ 25.18%	0.256/ 55.49%	0.216/ 0%	1.425/ 0%	-/ 88.19%
Construction Cost (IDR Trillion)	4.17	1.68	1.56	3.97	1.145
Operation Target (overall)	2019	2018	2019	> 2019	2016
Construction Progress	Land Clearing	37.55%	Waiting for Land Acquisition	Waiting for Land Acquisition	



TRANS SUMATERA



*) Assignment to PT. Hutama Karya

**) Unsolicited Project

Total Length : 504,59 km
 Total Investment Cost : IDR 56.417 Trillion
 Total Land Acquisition Cost : IDR 3.712 Trillion (Government)
 Total Construction Cost : IDR 35,591 Trillion

Description	1	2	3
Project	Medan – Binjai *)	Medan – Kualanamu – Tebing Tinggi	Pekanbaru – Kandis – Dumai *)
Toll Road Company	PT. Hutama Karya	PT. Jasamarga Kualanamu Toll	PT. Hutama Karya
Length (km)/Section	16.72 / 3	61.70 / 6	135.00 / -
Investment Cost (IDR Trillion)	1.604	4.072	17.347
Land Acquisition Cost (IDR Trillion)/Progress	495/ 70%	441/ 85.98	974/ 7.72%
Construction Cost (IDR Trillion)	1.294	1.759	9.532
Operation Target (overall)	2018	2017	2019
Construction Progress	1.28%	7.27%	Preparation
Description	4	5	6
Project	Palembang – Indralaya *)	Kayu Agung – Palembang – Betung **)	Bakauheuni – Terbanggi Besar *)
Toll Road Company	PT. Hutama Karya	PT Sriwijaya Markmore Persada	PT. Hutama Karya
Length (km)/Section	24.48 / 3	111,69 / 3	155,00/ 3
Investment Cost (IDR Trillion)	3.301	14,435	16,795
Land Acquisition Cost (IDR Trillion)/Progress	205/ 48.74%*	450/ Section I 100%	1.196/ 0,19%
Construction Cost (IDR Trillion)	2.631	9.843	12.220
Operation Target (overall)	2018	2018	2019
Construction Progress	Concession Agreement 4th September 2015	Concession Agreement 12th October 2015	Concession Agreement 4th September 2015



ONGOING AND UPCOMING PROJECTS (READY TO OFFER)



No.	1	2	3	4	5	6	7
Project	Serpong-Balaraja *) **)	Manado-Bitung *)	Balikpapan-Samarinda *)	Pandaan-Malang *)	Cileunyi-Sumedang-Dawuan	Panimbang-Serang	Batu Ampar-Muka Kuning-Bandara Hang Nadim
Length (km)/Section	30.00/ 3	39.00/ 2	99.02/ 5	37.62/ 3	58.50/ 6	83.90/ -	25.00/ -
Investment Cost (IDR Trillion)	5,177	8,745	13,086	2,968	10,033	6,738	2,200
Land Acquisition Cost (IDR Trillion)/Progress	1,751/ Section I : 85%	1,200/ Section 88.92%	1,200/ 85%	294/ 22.35%	1,295/ 31.28%	1,006/0%	- / -
Status	On tender process	PQ finished	PQ Evaluation	PQ Evaluation	Tender Preparation	Tender Preparation	Tender Preparation



Project Background

- Malang is the second largest cities in East Java Province after Surabaya. The city is a tourist destination visited by many residents of East Java. Malang connects the eastern and southern regions of East Java and Surabaya (the capital city of East Java Province).
- To the north, Malang directly adjacent to Pasuruan which is administratively Pandaan included in its territory. Population mobility between Malang and Pandaan is quite high due to the access between a location nearby and fairly easy.
- Pandaan is one of the industrial area in East Java. To encourage and support the development of economy and industry in East Java, it needs adequate infrastructure support.



Project Brief

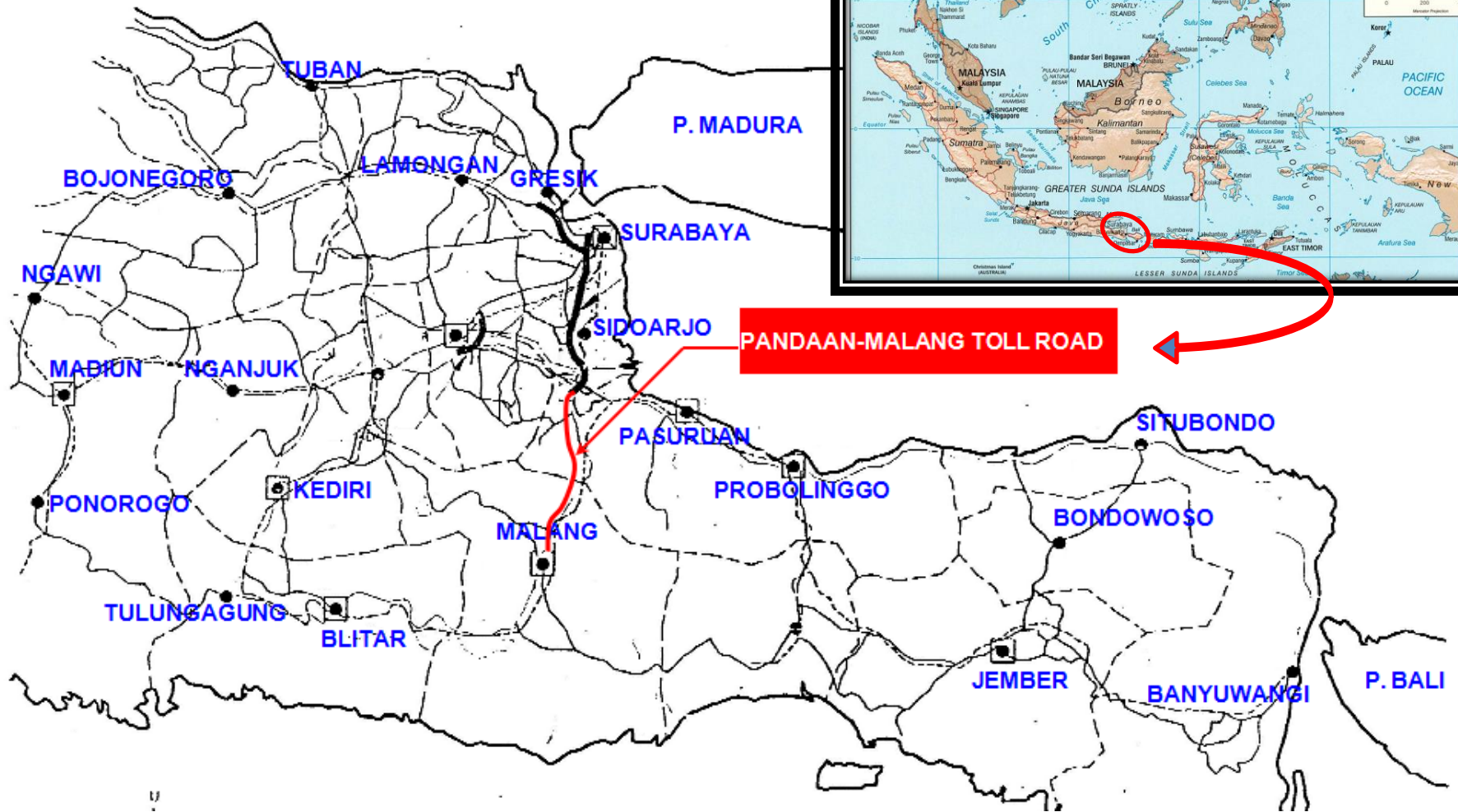
- The Pandaan-Malang toll road will connect Pandaan and Malang in East Java Province. Due to the recent increase in economic activity, regional development, and consequent increase in traffic, the need for this toll road network has become urgent.
- The toll road route runs across three administrative areas – Pasuruan Regency, Malang Regency and Malang Municipal. The planned toll road is parallel with the existing national road, starting from Pandaan going southward to Purwosari, Purwodadi, Lawang, singosari, Karanglo, and ends at Malang;
- The toll road will connect to Surabaya – Gempol and Gempol – Pandaan that has been operated.

Project Objective

- To Improve and strengthen the road network in East Java Province, Surabaya – Malang section
- To Support development projects in the Surabaya – Malang corridor
- To Promote the expansion of urbanization and industrialization in the region; and
- To Handle heavy traffic and cargo movement outside the urban area along the route
- To serve the huge commuter movement from Surabaya to Malang

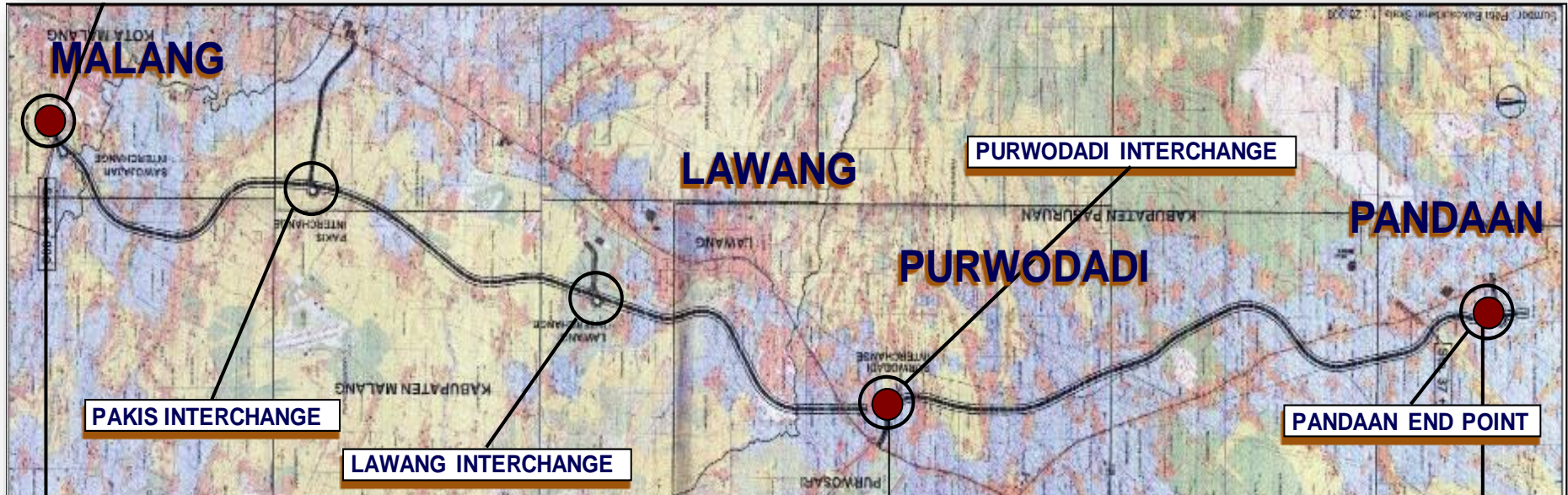


PANDAAN – MALANG TOLL ROAD : PROJECT LOCATION





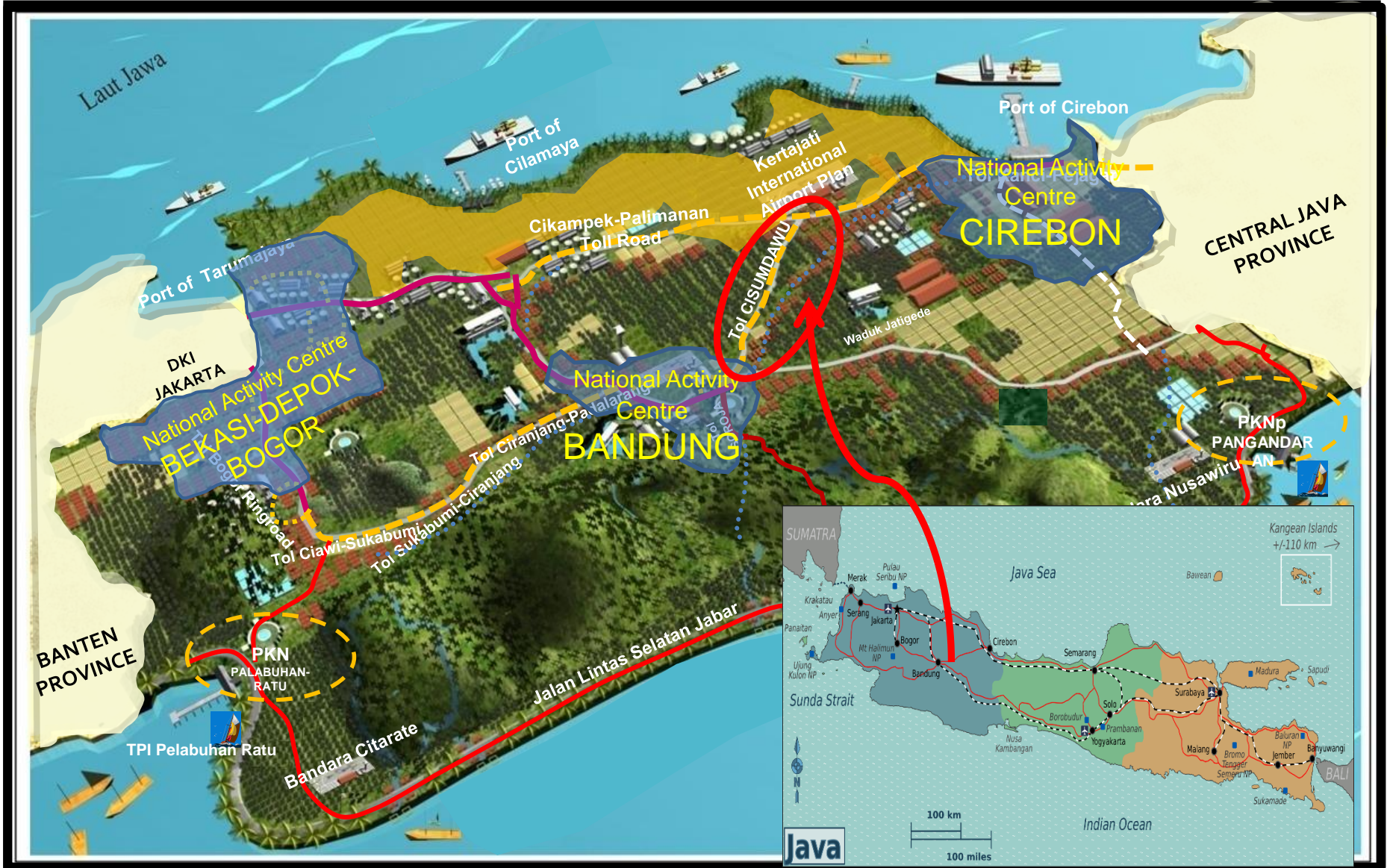
PANDAAN – MALANG TOLL ROAD : PROJECT SPECIFICATION



Technical Specification Length : 37.62 km Design Speed : 120 km/hour Number of lane : 2 x 2 lane (initial) 2 x 3 lane (final) Lane width : 3.6 m Outer Shoulder Width : 3.0 m Inner Shoulder Width : 1.5 m Median Width : 9.7 m (including inner shoulder) Number of Interchange : 5 Interchange (Sawojajar, Asrikaton, Pakis, Lawang, Purwodadi) Number of overpass : 16 overpass Number of underpass : 23 underpass		Project Cost Estimation Investment Cost : IDR 2,968 Billion (USD 228.45 Million) Land Acquisition Cost : IDR 294 Billion (USD 22.63 Million) FIRR : 16.78 % Concession Period : 35 years	
Traffic Volume Estimation Traffic Volume : 23,850 vecs/day (2017) Land Acquisition Progress : 22.35% (Funded by National Budget)		Project Implementation Project Preparation : 2013-2015 Tender Project Construction : 2 years Operation (year) : 2018	

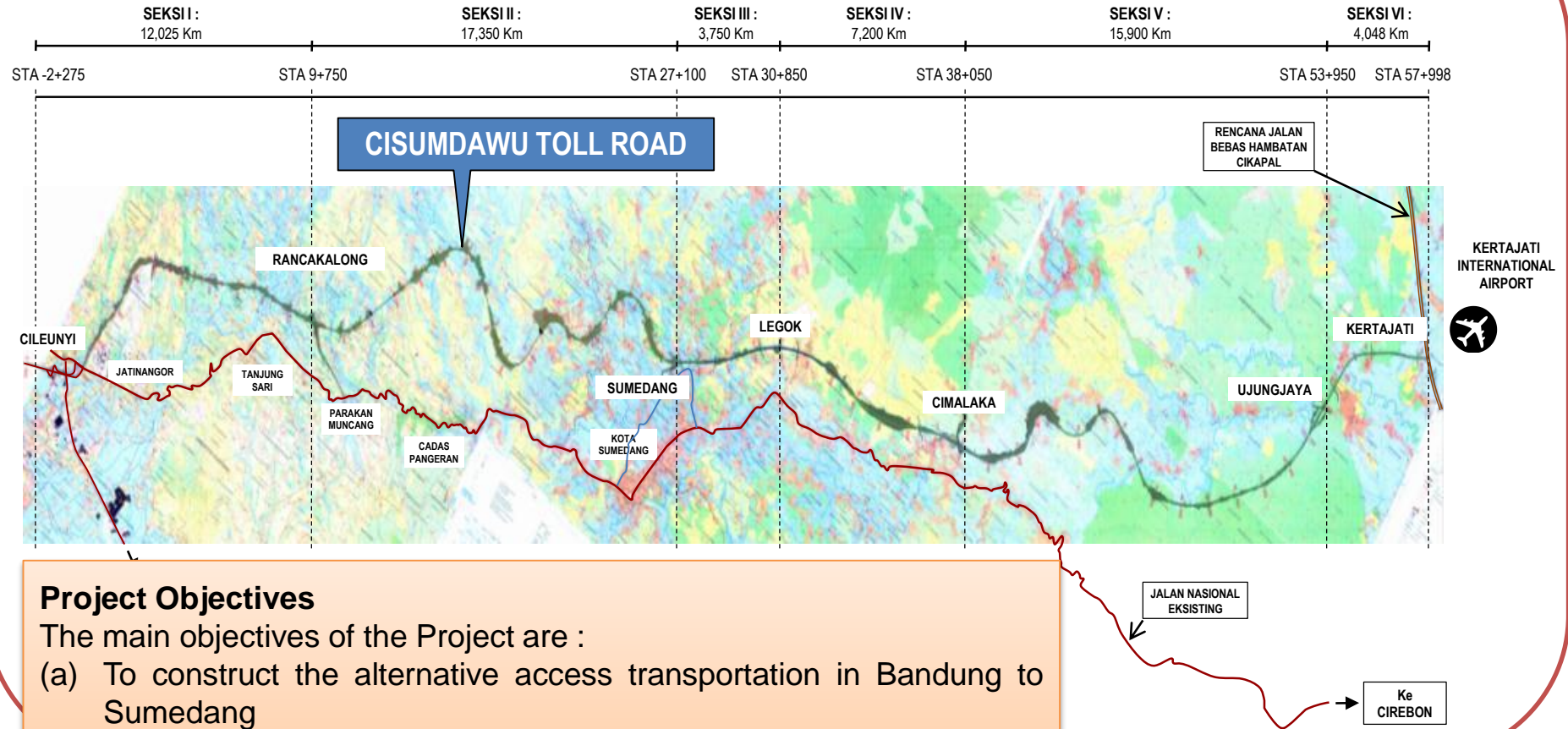


CISUMDAWU : PROJECT LOCATION





CISUMDAWU : PROJECT OBJECTIVES



Project Objectives

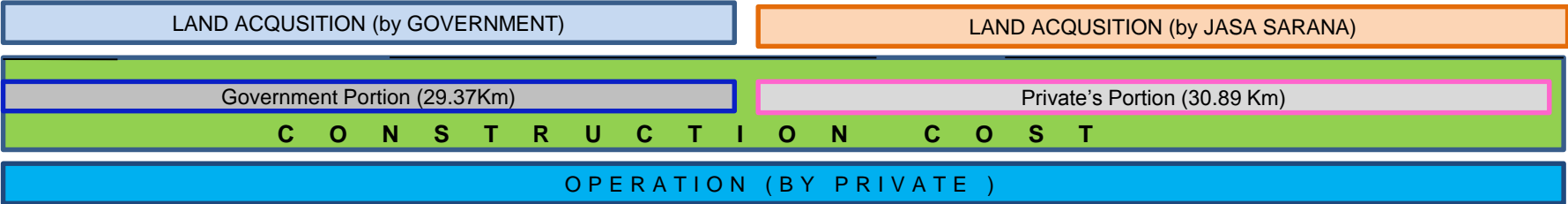
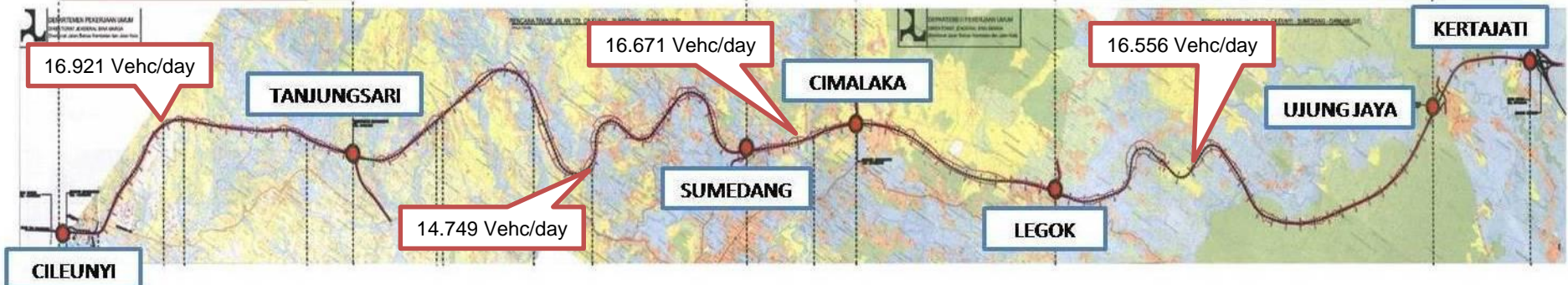
The main objectives of the Project are :

- To construct the alternative access transportation in Bandung to Sumedang
- To reduce traffic volume in the existing road, particularly during working days;
- To obtain “value for money” infrastructure investment and service provision for Gol and relevant regional or local governments.



PROJECT OUTLINE

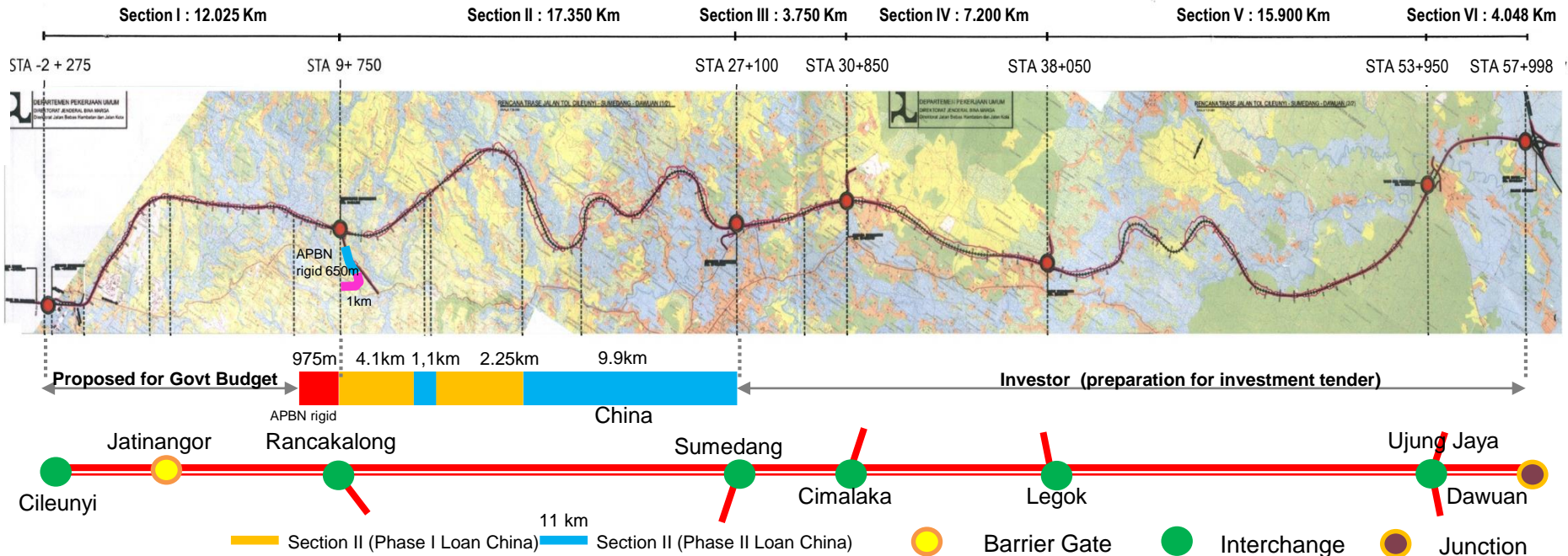
CILEUNYI-SUMEDANG-DAWUAN TOLL ROAD



Elements	Characteristics
Length	58.50 Km
Design Speed	100 Km/hr
Number of lane	2x2 lanes (start), 2x3 lanes (final)
Lane width	3.6 m
Outer Shoulder width	3.0 m
Inner shoulder width	1.5 m
Median width	13 m

Elements	Characteristics
Land Acquisition Cost	IDR 1,295 Billion (USD 99.68 Million)
Investment Cost	IDR 10,033 Billion (USD 772.24 Million)
FIRR	11.07% (Without Government Support)
Concession Period	35 Years
Land Acquisition Progress	Section I (Cileunyi – Tanjungsari) : 27.41 %, Section II (Tanjungsari-Sumedang) : 80.39%, Section III (Sumedang – Cimalaka) : 45.68%, Section IV (Cimalaka-Legok) : 0%, Section V (Legok – Ujung Jaya) : 0%, Section VI (Ujung Jaya – Kertajati) : 0% Total : 28.18%
Construction Progress (Government Portion)	Section I (Cileunyi – Tanjungsari) : 8.06% %, Section II (Tanjungsari-Sumedang) : 3.74% Total 5.51%
Construction period	± 2 Years (2018-2019)
Operation (year)	± 2018 (Partial)

CILEUNYI-SUMEDANG-DAWUAN TOLL ROAD WEST JAWA



Section I	Section II	Section III S/D VI
12.02 km [Rp. 1,088.28 B]	17.35 km [Rp. 3,708.86 B]	30.90 km [Rp. 10,033 B (Investment Cost)]
STA -2+275 - 8+425 Rp. 915 B (2015 - 2017) Proposed for RPM	Offshore Loan (Phase I) STA 9+755 - 12+000, STA 13+100 - 17+200 (2012 - 2014) Construction Progress 65.3% (Completion Target 2016)	Toll Road Company STA 27+200 - 57+998 (XX - XX) Investment Tender Preparation
STA 8+425 - 9+755 Rp. 52.28 B (2011) Complete	Offshore Loan (Phase II) STA 12+000 - 13+100, STA 17+200 - 27+200, STA 0+000 - 1+100 (2015 - 2017)	
STA 9+000 - 9+350 Rp. 121 B (2015) Proposed for RPM		

CILEUNYI-SUMEDANG-DAWUAN TOLL ROAD WEST JAWA

TECHNICAL DATA

PARAMETER	DESCRIPTION
Length	58,50 Km
Design speed	80 Km/hr
Number of lane	2x2 lanes (initial), 2x3 lanes (final)
Width of lane	3.6 m
Outer shoulder width	3.0 m
Inner shoulder width	1.5 m
Median	13 m

FINANCIAL DATA

PARAMETER	DESCRIPTION
Investment Cost	Rp 10,033 M
Land Acquisition Cost	Rp 1,295 M
FIRR	11.07%
Concession Period	35 years
Tariff (Gol. I, 2017)	Rp 800 /Km
Construction Progress	8.42 km (Section I & II)
Construction Period	2 years (2014-2016)
Operation Target	2019

OFFSHORE LOAN

LOAN CONTRACT INFORMATION (Section II Phase I)

- Contractor : Shanghai Construction Group Co. Ltd. Consortium of WIKA-WASKITA Jo.
- Contract Value : Rp. 1,102,025,742,503
- Length : 6.35 km
- Date of contract : 8th November 2011
- Completion : 26th November 2015 (planned to be extended until March 2016)
- Government budget : Rp.110.2 B (loan companion fund)
- Progress : 65.3 %

TOLL ROAD INVESTMENT PROJECT STATUS

- Supported Build Operate Transfer (SBOT),
- Exertion (part of construction, O&M) by Toll Road Company
- Under prequalification process

Land Acquisition Progress

Section I (Cileunyi-Ranca Kalong), 12.025 Km	: 31.56%
Section II (Ranca Kalong-Sumedang), 17.35 Km	: 89.03%
Section III (Sumedang-Cimalaka), 3.75 Km	: 40.88%
Section IV (Cimalaka-Legok), 7.2 Km	: 1.36%
Section V (Legok-Ujung Jaya), 15.9 Km	: 0%
Section VI (Ujung Jaya-Dawuan), 4.048 Km	: 0%
Total	: 31.28%

Whole government budget : Rp. 90 B

LOAN CONTRACT INFORMATION (Section II Phase II)

- Loan China from CEXIM
- Contractor : MCC-WIKA-Nindya Karya-Waskita Karya Jo.
- Contract value : Rp. 3.485.999.660.965
- Length : 11 km
- Notice to award : 21st Agustus 2015
- Date of contract : 15th September 2015
- Completion target : 2018 (3 years of construction period since Instruction to Work)
- Government budget : Rp. 348. 6 B (loan companion fund)
- Progress : 0%



CONCLUDING REMARKS

- Government facilitating land availability before the start of toll construction;
- Government is committed to continuously improve the PPP scheme;
- PPP scheme with Government support is more viable, such as Government support for land acquisition and part of the toll construction.

THANK YOU

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